

CORVALLIS CITIZENS ADVISORY COMMISSION ON TRANSIT

MINUTES
 February 13, 1997

Members Present

Bob Lowry, Chairman
 Joanne Adler
 Craig Anderson
 Bill Hoffman
 Caron Johnson
 Ed Barlow-Pieterick, Councilor

Staff

Steve Rogers, Public Works
 Bernadette Barrett, Public Works

Absent

Jonathan Cardozo

SUMMARY OF DISCUSSION

Agenda Item	Information Only	Held for Further Review	Recommendations/Action
Transit Master Plan		March 13	
State Transportation Improvement Program (STIP)	X		
January Ridership	X		
OSU Ridership Survey	X		
Downtown Intermodal Mall	X		
Linn-Benton Loop 1997-98 Status	X		
Transportation Alternatives Analysis Steering Committee			Recommend increase in transit service to TAA Steering Committee.
ODOT Cap. Grant - East/West Loop	X		
1996 City Survey Results	X		
OSU "Transit Awareness Week"	X		

CONTENT OF DISCUSSION

I. APPROVAL OF MINUTES - January 9, 1997

The January meeting minutes were approved as corrected.

II. CACOT COMMENTS (Items not on agenda)

Councilor Barlow-Pieterick asked about transit buses on private property. It was noted that this is typically not a good

practice because of the timing of such service and the liability associated with that activity. City buses and the Loop do serve Hewlett-Packard because of the distance from Circle Blvd. to their entrance, but that this is an unusual situation.

Commission member Hoffman asked about the 29th and Harrison traffic signal timing. Staff noted that the 29th and Harrison and 29th and Walnut signals have been functioning intermittently and repair work was underway or completed.

Commission member Anderson stated that he had talked to Lee Schroeder regarding the corner of Kings and Monroe and the need for a shelter at that location. Staff indicated that contact had already been made with the University. OSU appeared to support installation of two shelters at the corner. Staff is currently working on the specific design to accommodate the largest possible shelter at that site without causing a sight distance problem. Mr. Anderson reported that 20+ CTS customers are frequently waiting at that location.

Commission member Hoffman asked about the pedestrian crossing on Circle Blvd. and the City's liability for the recent accident. Staff provided information regarding the incident, the City's actions, and the contractor's liability.

III. TRANSIT MASTER PLAN

Staff presented a proposed schedule for CACOT's review of the Transit Master Plan, the public forum, and eventual consideration by the City Council. Following discussion, the Commission agreed to hold their March 13 meeting in the evening (5 p.m.) to assure adequate time with the City's consultant to answer questions and clarify issues in the plan. CACOT's April 10 meeting was also scheduled in the evening (5:30 p.m.) to conduct the public forum. The evening time works well to accommodate Corvallis citizens who wish to participate. Transit service will run an additional hour.

IV. TRANSPORTATION ALTERNATIVES ANALYSIS (TAA)

Craig Anderson, CACOT's representative to the TAA Steering Committee, reported on their most recent meeting. He indicated that the consultants had developed a matrix for evaluating the various alternatives--build, no-build, transportation system management (TSM), transportation demand management (TDM), and transit/land use. The consultants presented their preferred alternative, and the Steering Committee reviewed each of the

recommendations, including specific construction projects. The consultants will model the "preferred alternative" to determine its impact; and the results will be provided at the next TAA meeting, scheduled for March 11.

The land/use transit alternative recommended was to select three of the five proposed land use nodes as likely to be developed and increase transit from 5 to 7 buses in 20 years, with 30-minute transit service in the corridors. It was noted that the consultants' recommendation would, in fact, result in a decrease in transit service per capita. One of the major issues in the preliminary chapters of the Transit Master Plan provided to CACOT is the low level of service per capita compared to peer transit systems. The City already has 30-minute service in many areas and the Corvallis Transportation Plan envisions 15-minute service. The specific number of buses needed to accomplish that service level will need to be determined.

The consultants had also selected the level three scenario from the TDM report, which was prepared in June 1995. The TDM package calls for "a significant increase in transit service" and a mandatory employer-based program. It was noted that it is difficult to require employers to accomplish a reduction in the use of automobiles if adequate transportation alternatives, such as transit, are not available. Thirty-minute service is not adequate to compete with the automobile.

Following additional discussion, the Commission adopted the following statement for a response to the TAA proposal:

The proposal to increase transit service by only two buses in the next 20 years will result in a decrease in transit service and is not adequate to achieve the desired result of reducing reliance on the automobile. The TDM level three strategy suggested by the consultant can only be accomplished with a viable transit alternative, as stated in the TDM report. Fifteen-minute service is needed to compete with the auto and sufficient buses will need to be added to accomplish that service level.

V. INFORMATION SHARING

- A. Ridership Report - January.** The January ridership established a new, all-time January ridership record of 38,926. This is 2,820 more rides than January 1996. A monthly analysis is conducted to determine rides per revenue hour and cost per

ride. The January rides per hour were 31 and the cost per ride was \$.86. The totals for the year to date are 28 rides per revenue hour and \$1.06 per ride. Corvallis continues to provide the least cost per ride of any transit system in the state and is one of the most productive in terms of rides per hour.

- B. OSU Ridership Survey.** Staff provided the Commission with the results of the annual OSU ridership survey, which has been conducted for the last five years at approximately the same 2-week period in January/February. This year's survey shows an increase in total OSU ridership and a slight increase from approximately 26 percent of CTS's total ridership to approximately 29 percent. The survey information has been shared with OSU administration and ASOSU in preparation for discussions regarding continuing the group pass program into 1997-98.
- C. Downtown Intermodal Mall.** Chairman Lowry noted that the consultant presented his report to the Urban Services Committee on Monday, February 10. The owner of the property at 5th and Jefferson, David Lin, attend the meeting. Mr. Lin stated that he was not interested in selling his property. One USC member requested additional information. Staff will provide the information at a future USC meeting, most likely in late March or early April. Commission chair Lowry expressed some interest in considering development of the intermodal mall on the site bounded by 5th, Monroe, 6th Street, and the Moose Lodge, currently owned by the City.
- D. Linn-Benton Loop - Status.** The most recent information provided by City of Albany staff indicates that the Linn-Benton Loop will continue to be funded by the City of Albany in 1997-98. Continued funding by Corvallis is included in the 1997-98 transit budget.
- E. ODOT Capital Assistance Grant - East/West Loop.** The City has received and the Council has accepted the ODOT capital assistance grant to fund 80 percent of the purchase of the bus to implement the east/west service in north Corvallis. The City had earlier accepted the planning grant for this project and the consultant for the Transit

Master Plan incorporated the planning of the east/west loop into the transit master planning effort. Once the planning is complete, the City will receive the ODOT grant for three years of 50-percent operating money to fund this service. During the three years, it is anticipated that additional employers will enter into group pass arrangements similar to the OSU program.

- F. 1996 City Survey Results.** Staff presented a copy of that portion of the 1996 City Survey results which addressed transit. It was noted that 88.6 percent of transit users felt that service was excellent or good, over 30 percent felt there should be some increase in transit service, with 55 percent indicating the service level should remain the same. More than 56 percent of the respondents indicated they would support increased property taxes to increase transit service, with 26.8 percent willing to increase the current levy by 30 percent. Staff noted that many of the public comments concerned bus size. A copy of the article which appeared in the January *The City* was provided to the Commission. It was noted that even if the City had the capability of purchasing two bus fleets, it would be difficult to speculate about when the smaller bus would be adequate to meet demand, since there are no regular peak times in Corvallis; and the flexibility of the system would be compromised at a time when ridership is growing.
- G. OSU "Transit Awareness Week".** ASOSU has been working with transit staff to conduct a transit awareness week February 10-15, targeted at students. ASOSU has promoted the service on campus and in the *OSU Barometer* and the City has promoted the service on the bus through a special drawing for those OSU students who ride the bus during the week. Gift certificates and other items have been donated by Corvallis area businesses to encourage transit use by OSU students to reach their businesses.

VI. ADJOURNMENT

The meeting was adjourned at 9:14 a.m.

Future Meetings:

March 13, 1997; **5 p.m.**; City Hall Conference Room D

April 10, 1997; **5:30 p.m.**; **Benton Plaza Basement Mtg. Rm.**