



July 3, 2007

## ADMINISTRATION:

**Transit Feasibility Study Update** - CyRide's consultant, URS, completed a study examining the need for expanded or new services in seven corridors/study areas throughout Ames. Two of the significant recommendations from the study were to purchase articulated buses for operation on high ridership routes and to convert the Orange route into a Bus Rapid Transit Corridor. Each is briefly described.

Articulated Buses – Articulated buses are larger capacity vehicles with the ability to carry more than 120 passengers at a time. These vehicles have 2 – 3 doors for passengers to enter and exit. These vehicles are recommended on the Orange (3 buses) and Red routes (4 buses).

Bus Rapid Transit Corridor - The Orange route averages more than 8,000 rides each day making it one of the busiest routes in the State of Iowa. In light of this ridership, the consultant believes that substantial benefits can be achieved by enhancing services along the route. Specifically, the following improvements are recommended:

- Three articulated buses
- 50% of the new orange route dedicated to buses only
- Intersection signals that give priority to buses
- Enhanced bus stops/stations for easier, quicker boarding
- Enhanced technology such as automated passenger counters and signage to indicate when the next bus will be arriving

The next step in this process is to gain public input over the summer/fall on these changes to determine if the community will support the recommendations and associated cost.

**Service Additions:** Beginning August 17, 2007, additional service will be implemented on the first two routes listed below. CyRide's Board of Trustees approved of these two services being implemented through the budget process last year. Efforts continued by CyRide staff to apply for Job Access and Reverse Commute (JARC) grant funding for 50% of the costs of these service improvements. JARC funds are available for additional frequency of service or to alleviate service gaps (places CyRide does not travel) to improve access to employment/training opportunities within Ames. The Iowa Department of Transportation recommended these services to the DOT Commission for approval this month. It is anticipated that these services will be approved for funding to dissipate costs on CyRide's operating budget.

#4a Gray Route: Mid-day South Duff Service Expansion – The existing #4 Gray route will be modified to alternate between the current route and traveling south on South Duff to Crystal Street. This would restore mid-day service options to this area every 60-minutes. It will also provide direct access to campus as opposed to City Hall for this service.

#6 Brown Route: Weeknight Service Expansion – The #6 Brown route will be extended until 9pm over the next year with 40-minute frequencies. This extension will bring another 3 trips to the route for our passengers.

#6 Brown Route: Summer Weekday Service Expansion – It should be noted that the #6 Brown Route summer service was also part of the JARC grant efforts. The summer service was improved from 40-minute service to 20-minute service during periods of high activity throughout this past summer. This service was implemented May 5, 2007. (Shari A.)

## **OPERATIONS:**

**Saving Fuel:** With fuel prices up we want to remind everyone to help us save fuel by shutting down your bus when you can. If you do not need to keep the bus running for AC and you have more than 3 minutes at your end point please remember to shut your bus off. (Barb and Jenny)

**Air-conditioning Duct Temperatures:** All the air-conditioned buses are equipped with a duct temperature gauge located behind the driver's modesty panel in the air conditioning duct. This gauge will determine if the air-conditioning system is cooling properly. The temperature on the duct gauge should be approximately 20 degrees below the outside ambient temperature. This reading will vary slightly due to humidity or high temperatures (above 90 degrees F). The duct temperature may not necessarily be the same as the interior cabin temperature of the bus. If the duct temperature is not at least 20 degrees below the outside ambient temperature, the dispatcher should be notified (along with the current duct temperature reading). (Barb and Jenny)

**AM Supervisor:** After a prolonged period, the AM supervisor position is now closed and staff is currently looking through applications and setting up interviews with selected candidates. Once filled the new AM supervisor will be responsible for overseeing morning and mid-day operations. (Barb and Jenny)

## **HIRING AND TRAINING:**

**We've Moved!** The Training Division has moved into a spacious trailer within the "Shady Lane 7 Trailer Court". We're easy to find. Look for the second trailer from the end (either end of lane seven) with the orange sign on the roof line. Feel free to stop by if you have any training (or non-training) issues. (Tom B and George)

**Garage Safety vs. Trailers:** Drivers, when maneuvering around the east end of the garage, pay attention to the temporary construction trailers in lane seven. Watch your clearances when pulling out or parking in lane six. Each trailer has a set of metal stairs extending out from its south side. Especially watch driver side mirrors on the hand rails of these stairways. If clearances are "tight", please ask for assistance in backing up or pulling out of lane six. Go slow and watch those mirrors. (Tom B and George)

**Beach Ave and Center Drive Reminder:** With the completion of Beach Avenue from Lincolnway to Center Drive, the detour for Vet/Med Orange buses has ended. Just a reminder, all Vet/Med and ISC Orange buses will still need to set-up the right turn from Center Drive onto Beach when inbound to campus. Good news; the telephone pole which crowded the curb at this intersection has been removed. We will keep you informed as to when Beach Avenue will open from Center to 4<sup>th</sup> Street and the detour lifted for Blue route. (Tom B and George)

**Don't Block the Crosswalk:** Drivers, when multiple buses are pulling up to Gilman Hall (Green East, Blue South, Brown South, Purple, etc.), please do not block the crosswalk. If the first bus is occupying the bus stop at Gilman, the trailing second bus should stop before the crosswalk at this location. Blocking the crosswalk at Gilman, or any other location, presents a safety hazard for pedestrians and increases the likelihood that your bus will contact a pedestrian. (Tom B and George)

## **FLEET AND FACILITIES**

**Construction at CyRide:** The demolition of the administrative portion of CyRide is now complete and deemed a success. There was a minor setback in locating some large cobblestones within the foundation area which were removed; however, the contractor is still on schedule for a March 2008 completion. For your interest, Jenny B. has been documenting the construction and creating the photo slide shows which have been posted on the "What's New" page (<http://www.cyride.com/whats-new/whatsnew.html>) on CyRide's website. Updates of the construction progress will be posted as deemed appropriate throughout the year.

The demolition photos illustrate the sorting process of the bulk materials (metal, wood and concrete) into piles to be recycled contributing to our Leadership in Energy and Environmental Design (LEED) silver certification of the new building. Buildings can be awarded Silver, Gold or Platinum LEED certification depending on the number of credits they receive in each category. The new administrative CyRide facility is expected to make a "silver" certification. LEED certified buildings typically have lower operating costs, increased asset value, reduced waste sent to landfills, healthier environment for occupants and conserve energy/water.

Most recent construction activities consist of frequent pounding and vibrations due to geopier footings being installed. CyRide's current location is within the 150-year flood plain but was also once a swamp, landfill and railroad right-of-way. These geopier footings are recommended in questionable soil environments to better stabilize vertical infrastructure. Geopier footings involve building successive layers of densely compacted aggregate in a drilled shaft. In our case, limestone rock is compacted with hydraulic rams at pressures which compact the limestone and densify the surrounding soil layer, improving the load resistance of the combined pier-soil system.

You can expect by the first part of July 2007 to see administrative facility structure rising! Thanks to all CyRide employees for their patience during this time and for making transit operations seamless to the general public especially during the move process to our mobile offices. CyRide's Board of Trustees offered their congratulations on our efforts as well during the June Board meeting. (Rich)

**Paint Jobs:** Two low-floor Gilligs (945 and 946) have been recently repainted with harder clear coat paint. It was thought that vehicle exteriors were fading due to the hard bus washer bristles. Softer bus washer bristles were purchased and installed however; fading was still

occurring on these vehicles. It is hoped that this harder clear coat paint addition will alleviate any future fading problems to our bright red vehicles. (Rich)

**Shelter Updates:** Efforts are currently ongoing to replace old wooden benches in the shelters with recycled plastic boards. The shelters are also being re-decaled to liven up the look of CyRide's appearance. During these updates, stops will continue to be operational however the shelter will be closed. The first shelter completed was the East Hy-Vee location (S. 4<sup>th</sup>) on Blue route. Nathan S. will be going through a list of shelters to elevate the appearance throughout the system. (Rich)