

The Ames Transit Agency Board of Trustees met on March 28, 2017 at 8:00 a.m. in CyRide's Conference room. President Haila called the meeting to order at 8:03 a.m. with Trustees Madden, Staudt, Haila and Valentino present. Absent: Trustees Gartin and Schainker. Iowa State University's Senior Vice President, Katherine Gregory, was also present.

**APPROVAL OF MINUTES:** Trustee Staudt made a motion to approve the February 11 and February 28, 2017 minutes as presented. Trustee Madden seconded the motion. (Ayes: Four. Nays: None.) Motion carried.

Trustees Gartin and Schainker arrived at 8:05 am.

**PUBLIC COMMENTS:** Director Kyras shared the petition that had been received regarding ISU's Applied Science Complex (ASC) service request. President Haila acknowledged the public in attendance who wished to speak and asked each person to limit their remarks to three minutes when presenting their information.

**PUBLIC IN ATTENDANCE:** Debra Lee, System Redesign Steering Committee member, Jonathan Sturm, Hayward resident; Anne Grevstadt-Nordbrock, Hayward resident, and Lauris Olsen, Story County Board of Supervisors.

Ms. Grevstadt-Nordbrock shared with board members that she had moved to Ames two years ago from East Lansing, MI, which serves Michigan State University, where they were able to be within walking distance of the campus and the downtown area. She indicated that she and her husband had purchased an affordable home in Ames at 521 Hayward Avenue based on its walking distance from campus. She indicated that the proposed Gold route operating on Hayward Ave. would create unneeded bus traffic in a residential area and will lead to greater intensification of student-only housing in the area, which she believes is counter to the goals of the City. She also shared that students could walk from this area of Ames to campus and that CyRide's effort should be concentrated on areas that this was not possible. She also shared her thoughts about appropriate streets in the area that CyRide could operate on. She urged the transit board to consider not support the Gold route and instead increase service on the 6A bus route.

Mr. Jonathan Sturm echoed the same concerns Ms. Grevstadt-Nordbrock addressed and asked that the transit board reconsider placing the Gold route on their quiet, residential street.

Other individuals in attendance declined to provide comments.

**TRANSIT ADVERTISING CONTRACT:** Director Kyras provided history of the current advertising contract, indicating that the Transit Board in 2016 extended the contract for one year.

She indicated that this extension will expire on June 30, 2017 and that staff has developed a bid for services to begin on July 1, 2017. She indicated that two bids were received - Houck Transit Advertising, who currently manages CyRide's advertising and, Adspose, who provides advertising services for the Des Moines DART system. Both firms presented favorable proposals; however, Houck Transit Advertising's proposal would generate the highest revenue for CyRide, based on their percentage share and guaranteed revenue.

Trustee Madden made a motion to approve a contract with Houck Transit Advertising of St., Paul, Minnesota for exclusive rights to sell advertising on CyRide buses. Trustee Staudt seconded the motion. (Ayes: Six. Nays: None.) Motion carried.

**BUS SHELTER SINGLE SOURCE PROCUREMENT:** Director Kyras shared that CyRide is in the process of moving away from its older style bus shelters and has been purchasing and installing new custom-designed shelters, which were designed through a collaboration between ISU and CyRide staff. She indicated that CyRide currently has 41 bus shelters of which six are of the new design. The shelters are custom made by Columbia Equipment Company, therefore, a single source bid is required for their purchase. Cost of these shelters is approximately \$21,457 per shelter. Under this procurement, CyRide would place an order for five shelters and a replacement wall for a shelter damaged by a car accident, for a total cost of \$112,013. CyRide has sufficient Federal Transit Administration funding for the purchase and is allowed to make a sole source bid if the product cannot be purchased from multiple manufacturers. Also, the City of Ames Purchasing Department has approved a single source bid and the purchase is contained in the City's Capital Improvements Plan.

Trustee Gartin said the shelters are a great addition and asked staff to look into placing cameras in all the shelters to make passengers feel safer while waiting at the bus stop.

Trustee Madden asked if there was still an issue in managing grocery carts by the Walmart and asked if there was a possibility of using these funds to develop a cart stall at the bus stop on South Duff. Barbara Neal, Asst. Director of Operations, said Walmart installed a perimeter cart system, so this problem has been resolved.

Trustee Madden made a motion to approve a single source procurement to Columbia Equipment Company, Inc. of Freeport, NY in the amount of \$112,013 for the purchase of bus shelters. Trustee Staudt seconded the motion. (Ayes: Six. Nays: None.) Motion carried.

**#9 PLUM ROUTE SERVICE REDUCTION PROPOSAL:** Director Kyras provided information regarding CyRide's process to notify customers on the #9 Plum Route of possible service reductions during the next year. She shared the comments that had been received regarding this service reduction, indicating that thirteen comments had been provided. Of the comments received, four supported and nine were against the change and she shared their concerns:

- Overcrowding, with less frequent service

- Need to get to campus more frequently
- Access for low-income individuals at the Laverne Apts.
- Students driving to Orange route and overloading this route
- Questioned effectiveness of a private shuttle

Director Kyras then provided new information regarding the impact of this change on grants, System Redesign recommendations for this route and new developments to be constructed in the area. Regarding grants, she indicated that the Department of Transportation had communicated its concerns with current ICAAP grants, indicating that a total of \$479,233 dollars would be lost if the service was reduced next year. Further, she indicated that the System Redesign Plan indicated that a 20-minute schedule was justified based on current ridership, was recommended in the final plan and could result in a one year reduction of service only. Finally, The Quarter's development would be located along this route with an additional 500 student beds creating more demand for this route and if adequate service was not available, would drive to the Orange Route creating overcrowding issues on this route.

Director Kyras then explained possible ways to fund the second bus on the #9 Plum Route, if the board desired. First, the Student Government Trust fund is higher than desired and the \$94,000 to fund this second bus could be secured from the Trust Fund. Second, the \$94,000 could be taken from this year's closing balance, as it is anticipated to increase due to saving created by significantly lower fuel prices.

Iowa State University's Senior Vice President Gregory shared her concern with the challenge of providing service to all new developments. She indicated that CyRide grants, and its current local government funding structure, will not be able to continue to pay for all services needed. She also indicated a concern with balancing operational needs with adequate bus storage facilities and the cost to address this need. Trustee Madden agreed with the concerns that ISU Senior Vice President Gregory had regarding the ability to fund services in the future, but indicated that this was a one-year issue as the System Redesign restored the service under a fiscally-constrained model.

Trustee Schainker questioned whether there would be an actual loss of over \$400,000. Director Kyras indicated CyRide would lose this amount in its current or future operating budget and capital dollars to support CyRide's operation.

Director Kyras also shared that the #9 Plum route is a current route and not a new route extended to meet development of new apartments and indicated that the board's service philosophy adopted in 2015 supported this type of service modification. She also indicated that current service levels meet this demand and that the issue before the board was a reduction of service for potentially one year.

Trustee Schainker shared his discomfort in determining the service level on this route, prior to a final decision on the System Redesign services, specifically citing how it addresses the #9 Plum Route.

Trustee Valentino said he would support maintaining the existing 20-minute service level on the #9 Plum route and suggested funding the 2017-2018 operating budget deficit this creates with \$94,000 in funds from the Student Government Trust Fund.

President Haila recommended tabling the vote on this issue until after the next agenda item on the System Redesign Study. He also shared his concern in accepting private funding and then having to replace these funds in the future when the developer no longer supported the service.

Trustee Gartin shared his thoughts indicating that they mirrored Ms. Gregory's in needing to have a longer-term focus and plan to guide CyRide.

ISU Senior Vice President Gregory shared her thoughts regarding "keeping up" with city growth. She indicated that previously CyRide had the capacity to grow, so it was able to add service as the city grew; however, as the city has grown so quickly, she believes CyRide no longer has the ability to operate service to every new location. She indicated that CyRide will need to begin to make hard choices regarding its service.

Trustee Gartin made a motion to table this decision. Motion seconded by Trustee Staudt. (Ayes: Six. Nays: None.) Motion carried unanimously.

**QUARTERLY OPERATIONS REPORT:** Director Kyras briefly highlighted areas of change or concern in the quarterly report.

- Fixed Route ridership was lower, -4.5%, for the quarter
- Dial-A-Ride's ridership, passengers per hour and expense/passenger declined, 31.1% ridership reduction
- Moonlight Express ridership was lower this quarter, -14.9% and -19.7% for the year
- Passengers Per Comment –Statistic is positive year-to-date
- Farebox Revenue increased for the quarter; will wait to see if it is a one quarter event

**TRANSIT DIRECTOR'S REPORT:** Director Kyras briefly highlighted the topic areas in this report:

- **Operating Contracts** - CyRide staff will present two operating contracts next month, HIRTA and Central Iowa Transportation (CIT), which expires or require an annual approval at the end of June 2017.
- **ACA Document Delay** – CyRide shared that they were continuing to work on this document, but would most likely have it completed for presentation to the board in April or May 2017. President Haila confirmed that CyRide remains in compliance until this is accomplished.
- **Driver Staffing Update** – Director Kyras shared current staffing levels and compared it to the previous year at this time, indicating that CyRide is in relatively good shape. Trustee Madden asked if the preferential student scheduling benefit was positively impacting CyRide's staffing issues. Asst.

Director of Operations, Barb Neal, indicated that it was and that approximately 30 students were using this ISU benefit.

- **CyRide mechanic retirement** – Jon Buss, a valuable employee of 27 years and responsible for body repair on CyRide’s buses, will retire March 31, 2017.

Trustee Gartin left the meeting at 8:48 am.

**SYSTEM REDESIGN PREFERRED SCENARIO SELECTION:** Director Kyras provided background information from the previous System Redesign discussion on February 11, 2017, indicating that two options were presented to the public for input. She indicated that the scenario to be discussed at the current meeting represented the Consultant’s “preferred” scenario after receiving public input regarding the two previous options. She referenced the public comments that had been emailed to board members prior to the meeting. Thomas Wittmann and Cristina Barone, Nelson/Nygaard consultants, were in attendance via webinar and presented the “preferred” scenario.

Mr. Wittmann shared the public outreach process utilized and results of this process. He indicated that in addition to the comments received at public and pop-up meetings, the online survey had generated over 600 responses, with 30% of the respondents being non-riders and 18% with no affiliation to the ISU community. He noted a couple of significant findings from this input:

- **Option #1** – Customers liked the #1A Red route operating through campus, and its improve bus frequency.
- **Option #2** - A significantly larger number of individuals indicated a preference for Option #2, indicating that Option #1 “did not go far enough.”
- **Option #2** – Customer’s liked the proposed Peach route serving ASC and the Research Park.

Mr. Wittmann indicated that the “preferred” scenario reflected public feedback, the Ames market that supports transit, and considerations for existing operating conditions/challenges. He also indicated that the scenario was cost-constrained. He indicated that the “preferred” scenario included a combination of both Option #1 and #2 changes, as well as a few new ideas to address concerns raised with these two options. Any service change is anticipated for implementation in the fall of 2018.

Mr. Wittmann also shared how the “preferred” scenario aligned with the System Redesign Study’s guiding principles established by the Transit Board in August 2016:

- **Financial** - Recommended modifications stay within the maximum 5% increase
- **Rider Demographic** - Changes increase access to South Duff area, East Ames and other targeted areas meeting the desire to increase non-student ridership
- **Service Frequencies** – Most changes conform to the 20-40-min. guidelines, but demand in some areas required 30-60 min. levels due to anticipated ridership demand.

- **Geographic Coverage** – Overall there was no system wide change; however, there were minor coverage reductions in certain areas and improved coverage in others.
- **Travel Time** – No significant change is anticipated under the “preferred” scenario compared to existing service.
- **Safety** – Increases in safety are included in the “preferred” scenario in the campus area, as well as in the community (i.e. not having to cross S. Duff to access businesses and turn from Steinbeck onto S. Dakota).

Additionally, Mr. Wittmann indicated that operational goals were achieved in the “preferred” scenario to address capacity, load balancing and on-time issues. He indicated that the “preferred” scenario resulted in only two routes not being changed.

Mr. Wittmann then shared route/schedule changes included in the “preferred” scenario as a result of the following common feedback:

- More frequent scheduled service needed on Red, Blue, Orange, and new Gold routes
- Yellow route provided more coverage to south part of Southdale area (to Garden Rd.)
- Innovative Transit Services would be implemented to east Ames
- New Peach route would operate from Vet Med to North Grand Mall via 24<sup>th</sup> Street to replace proposed elimination of Blue Route north of campus
- Brown route service frequency was increased to 20-minutes between 8 a.m. – 10 a.m. from proposed 30-minute level to address demand

Mr. Wittman indicated that not all desired improvements were able to be included in the fiscally-constrained “preferred” scenario, with some of the high priority improvements for future implementation identified as follows:

- Applied Sciences and Research Park North Loop
- Yellow route extension to ISU campus
- Weekend service on Gold route
- Later evening service on Brown and Gold routes

Mr. Wittmann then described the routes/schedules contained in the “preferred” scenario in detail by area of Ames.

**South Duff Commercial Area/Southdale Area:**

- **Yellow route** – Recommendation is to operate service Monday- Saturday at a 30-minute service level from City Hall to a slightly larger loop in the Southdale neighborhood.
- **Blue route** – Extend this route to Target/Walmart; shorten route to campus only (eliminating north half of this route from campus) and improve the morning service frequency to every 10 minutes during peak hours

Transit members discussed the Yellow route and asked about the improved frequency to the Yellow route. Trustee Schainker asked for clarification for operating the route to Garden instead of Ken-Maril Rd. Mr. Wittmann indicated that the geography at Ken-Maril would make this turn unsafe for a bus to use.

**Schilletter to Towers Area:**

- **Gold route** - New all-day, 10-minute service between the Towers and Schilletter Village. Takes the highest ridership areas south of campus on the Brown route and north to Schilletter Village and provides high-frequency service to these areas.
- **Existing Blue/Brown routes** - Eliminates Blue route (north of campus) and reduces service level on Brown route.

Mr. Wittmann explained that the Gold Route accomplishes several goals: Reduces extras on the Blue and Brown routes and equalizes loads on buses with a potential to eliminate three vehicles during the peak hour serving these areas. He indicated that the challenge with this route is how to turn the bus around at the Towers indicating that the Hayward Ave. neighborhood was opposed to operating the Gold route on Hayward Ave. He indicated that all possible route configurations to address this issue were analyzed and that each solution created challenges for the residential area; however, he indicated that the Gold route created greater efficiencies and lower costs to serve the same demand.

Trustee Schainker shared that he could not support the new Gold route due to the impact that it had on the neighborhood and on the Welch/Lincoln Way intersection. Mr. Wittmann indicated that 19 buses would travel through this intersection and that this represents one less bus than currently operates through the intersection today. Trustee Schainker shared that he could not support the route as it is currently configured. Trustee Staudt shared his thoughts about the Welch/Lincoln Way intersection. He indicated that while the traffic study indicated concerns, he indicated that buses would always have to operate on Welch between the Towers and campus, as there were no other roadways to connect these two high demand areas. He also indicated his belief that removing buses from the intersection would not solve the issues found in the study. ISU Senior Vice President Gregory stated her belief that moving 50 people on a bus through this intersection was preferable to 50 people walking through the intersection. Trustee Valentino suggested alternative routing for the Gold route, operating on Stanton and utilizing a turnaround at the Towers. Mr. Wittmann indicated that service from West Ames would increase the number of buses approximately 10 buses an hour, but would be traveling from the west to the north through the intersection, which has a protected turn lane.

ISU Senior Vice President Gregory shared her thoughts that the concerns raised in the Lincoln Way study were not vehicle or signal concerns and, therefore, did not believe that reducing buses would resolve the issue. Mr. Madden agreed and indicated that he believes more education about safety at this intersection would be beneficial. ISU Senior Vice President Gregory also raised the issue that approving the Gold Route as proposed would make it very difficult to close down a portion of Welch Avenue to allow only pedestrians on this roadway in the future.

Trustee Madden asked that if a turnaround constructed at Storm/Welch could be a possible resolution to the turnaround issue. Mr. Wittmann indicated that it was a possibility, but that further analysis would be needed to make sure there was sufficient space to place a turnaround and then capital dollars would be needed to complete its construction.

Trustee Schainker asked if it was possible to use the Intermodal Facility as a turnaround. Director Kyras indicated that the bus would need to travel Hayward Ave. to get to the facility so would not resolve the neighborhood issues.

Trustee Madden offered other suggestions to turn the bus around using the Hansen Learning Center as a turnaround, or constructing a roadway north of Towers, by the existing load dock, to connect with Hayward Ave.

Trustees directed staff to explore other turnarounds options for the Gold route, so that bus service does not affect the neighborhood.

#### **West Ames Area:**

- **Red route** – No change in the route, showing more trips in the schedule
- **#1A route (rebranded as Cherry route)** – Start route on Mortenson, west of S. Dakota, eliminate Steinbeck and Dickenson stops and dropping passengers on Union Dr. near Friley, show more trips in the schedule
- **Lilac** – New express route from Steinbeck/Dickenson, along Mortenson Rd. to campus, dropping passengers on Union Dr. near Friley

Mr. Wittmann indicated positive feedback from the public on this set of changes. He indicated these changes would balance the capacity on buses providing service to West Ames and provide more options, with more bus trips showing on the schedule. Also, these changes are a way to increase the frequency to West Ames by shortening service on campus by not operating to Osborn Dr.

#### **Campus Area:**

He indicated that passengers have been trained to be at the bus stop every 20-minutes and that all buses travel through campus, but that this proposal would change both of these perceptions. There would no longer be “platoons” of buses operating just before or after class times, which would reduce bus congestion on Osborn Dr. He indicated that all service from West Ames to ISU would serve south campus only, which significantly reduces the number of buses on campus during peak demands.

#### **Research Park, Vet Med and Applied Sciences:**

- **Peach route** – New route connecting Vet Met to North Grand Mall via 24<sup>th</sup> St. to replace eliminated Blue route north of campus
- **Brown route** – Morning peak 20-minute service, remainder of day 30-minute frequency until 9 pm, reroute to Lynn Knapp from Welch Ave., weekend service to the Research Park



### **Northeast Ames Area:**

- **Green route** – Modify north half of route to serve Ames High School before and after school only
- **Peach Route** – Would serve 24<sup>th</sup> Street area at 60-minute service level

### **East Ames Area:**

- **Innovative Transit Service Zone** – Replaces Pink and Gray routes in East Ames. It would be a flexible Dial-a-Ride area providing door-to-door service within the zone, connecting to City Hall to travel throughout the city.

President Haila asked for further clarification on how this zone service would work. Mr. Wittmann indicated that passengers would have a location to call and, mostly likely, a small bus would meet buses from other routes at City Hall and the zone bus would then take passengers where they needed to go within the zone. To return, passengers would call a number, and a bus would pick that person up to meet hourly at City Hall to access other CyRide routes. He indicated that this service could change over time into a provider, like Uber or a taxi, providing this service instead of CyRide; however, CyRide would most likely need to start the service before arrangements could be made to have a third-party provide trips. Director Kyras shared her perspective on why this new zone service was chosen over operating a fixed route on the east side of Ames. She indicated that the fixed route could not provide service to both the DMACC areas and the E. 13<sup>th</sup> & Dayton areas and current passengers at E. 13<sup>th</sup> and Dayton would be left without an option to use public transportation under the fixed route option. The zone concept allows service to both areas.

Transit Board members held a general discussion regarding the service changes presented in the “preferred” scenario. Trustee Schainker shared his concerns in four areas:

- A belief that CyRide would not be serving the East Ames area well.
- A belief that the same route coverage in the Southdale area must be maintained in the final scenario. He acknowledged that the Yellow route provided better service along the S. Duff corridor, especially with the Blue route extended to Target/Walmart, but he believes that the current Blue route provides adequate coverage for this area without the extension.
- The timing of this study, prior to the completion of a new Land Use Policy Plan, could make this plan in conflict with decisions made in this plan, citing new developments and the need to balance city/university service needs.
- Gold route alignment through neighborhoods and Welch/Lincoln Way intersection.

Trustee Madden acknowledged Trustee Schainker’s concern regarding the Land Use Policy Plan; however, indicated that it could be 3-4 years before that plan was completed and a transit review could happen after this plan was completed, as it was beneficial to review routes every five years.

The discussion returned to the Gold route and difficulties in turning the bus around. Suggestions for other streets in the area were offered. Director Kyras recommended

searching for a solution that did not require the bus to circulate through any of the streets in the Campustown residential area, as other residents would be concerned if the route operated on their street. ISU Vice President Gregory asked if the Hansen Learning Center parking lot had been explored and Director Kyras said that it had not as it was difficult to operate a bus across Mortenson without a stop light to control traffic. She indicated that delays as a result of this could cause the need for an additional bus at a cost of \$150,000 to \$200,000 to maintain the frequency and a reliable schedule.

Trustee Schainker asked why a Gold route was needed as the current Brown route was serving this need. Director Kyras indicated that the Gold and Brown route changes moved resources to parts of each route to match the demand from riders. She indicated that the Brown route demand south of the Towers did not justify current service levels and many nearly empty buses were currently operated to the Core building. She said that the “preferred” scenario moved buses around on these two routes to match service levels with the demand along these routes. Mr. Wittmann shared that from a ridership perception, CyRide is spending a lot of dollars with no return.

Trustee Staudt asked for further clarification on the Peach route, suggesting that it could operate through Schilletter Village. Mr. Wittmann indicated that the Peach route was not designed for University Village housing, as it would operate with a small vehicle at a 60-minute service level.

A question was raised about getting more coverage in Southdale on the Yellow route. Mr. Wittmann indicated that the roundtrip time required on the extended service into Southdale would take 40 minutes; therefore, to do this it would require two buses instead of the one bus allocated to the route under the “preferred” scenario, thereby increase resources and cost.

President Haila clarified that the current Yellow route operates every 30 minutes in the morning and every 40 minutes in the afternoon and averages five minutes late on these trips. He then indicated that the “preferred” route scenario would shorten the route enough to make it a 30-minute trip. Mr. Wittmann shared that on weekdays it is currently schedules a roundtrip at 32 to 33 minutes, which is why it would need to be scheduled every 40 minutes if the route is not shorten. He indicated that providing two buses to maintain this larger loop in Southdale would serve very few passengers.

Trustee Staudt asked how many rides the Yellow route provides and over what time period. Mr. Wittmann did not have the number available at that meeting, but indicated that approximately 10 people over the course of the day would need to walk more than ¼ mile. Trustee Staudt asked if the lower ridership on this route was because of the current service level. Mr. Wittmann said there are two factors contributing to lower ridership: 40-60-minutes service levels and single family housing areas tend to generate lower ridership. Further, he indicated that there are a limited number of riders that will be attracted to public transportation from a residential area. Mr. Wittmann shared industry standards on route frequency and ridership that indicated the Yellow route could be 25% higher operating a 30-minute schedule than on a 40-minute schedule. Also, Director Kyras shared

that CyRide currently provides service on the Yellow route with a small bus. The turns in the Southdale area do not allow for a 40 ft. bus to maneuver through this area, so CyRide would need to purchase one or two 30-35 ft. buses to operate this service, if it was decided to operate through the neighborhood.

President Haila asked why the Yellow route was placed in this area years ago. Director Kyras indicated that it was initially a lower income area that could benefit from CyRide services. Director Kyras indicated that staff had surveyed current riders on whether a shorter, higher-frequency route was preferable over the route travelling through the Southdale area with less frequent service. The surveys indicated that 41% chose the route operating through Southdale, less frequent service and 59% chose the shorter/more frequent route; however, non ISU-affiliated riders had a slight preference for the route through the Southdale area. President Haila shared that it is a difficult choice with no clear direction.

Trustee Schainker questioned why some CyRide routes operate in a neighborhood and others do not, citing inconsistency in CyRide routes throughout the community. Director Kyras indicated that it was not a “one-size fits all” approach that could be taken and that the number of riders in an area and safety played a role in how/where services were located.

The discussion then transitioned to the Innovative Services zone service, with concerns were raised about how this new type of service could be successful. Director Kyras then shared the results of a survey staff coordinated with DMACC on regarding student preferences for the zone service versus the Gray route. She indicated that 75% of students were in favor of the Gray route and 25% for the zone service. However, she indicated that if the Gray route were chosen, current customers at E. 13<sup>th</sup> and Dayton would no longer have any type of service. A discussion of the number of customers (approx. 5 per day) and the need for service to the E. 13<sup>th</sup> & Dayton area ensued.

President Haila confirmed that the System Redesign plan would begin to be implemented in the fall of 2018 and asked if the zone service was not successful, if it could be modified in May of 2019. Director Kyras indicated that new routes take time to get established and changing services is not typically done easily, as individuals rely on these services for moving around the community.

Trustee Staudt ask for clarification on whether there was a difference in cost to operate the zone versus the fixed route. Director Kyras indicated that there was no financial difference.

President Haila asked if CyRide had talked with the hotels in the S. 16<sup>th</sup> area. Director Kyras said that she had not, but typically riders in this industry tend to be in lower paying jobs and the flexibility of the zone service would benefit these individuals. Shari Atwood, CyRide’s Transit Planner, indicated that she had spoken with Human Service agencies and they had indicated no preference over the two types of service, but that they appreciated 60-minute, all-day service included in both options.

President Haila shared his concern that he thought that the Transit Board should delay taking action on the System Redesign Plan until all board members could be present and his concern about taking action before the impact on Union Dr. is fully known. A discussion was held on timing of the study and the impact that a delay would make on completing the study while students were still in Ames. Trustee Schainker shared his concerns indicating that he did not want to delay action until fall. There was a consensus to not take action at this meeting and to schedule a special meeting to further discuss the scenario; however, President Haila asked for the board's comments or consensus on the "preferred" scenario route changes discussed at the meeting.

- **# 1 Red Route** - Transit board members were supportive.
- **# 2 Green Route** - Transit board members were supportive.
- **# 3 Blue Route** - Transit board members were supportive.
- **# 4 Gray route** - Transit board members were supportive of eliminating Gray and Pink routes and implementing the Innovative Service Zone. Discussion on this service focused on the zone service as a way to serve a low ridership area with minimal resources. Trustee Schainker asked how this type of service is promoted and Mr. Wittmann indicated that most transit systems call it an "On Call" service and then educate people on how to use this. This zone will be serve a different clientele than CyRide's current Dial-A-Ride service and typically employers are willing to make information available to their employees.
- **# 5 Yellow** – Delay; additional discussion at next meeting.
- **#6 Brown** – Delay; additional discussion at next meeting.
- **#7 Purple** - Transit board members were supportive.
- **#9 Plum** – Transit board members were supportive.
- **# 10 Pink** – Transit board members were supportive of eliminating this route.
- **# 11 Cherry** – Transit board members were supportive.
- **# 12 Lilac** – Transit board members were supportive.
- **#21 Cardinal** – Transit board members were supportive.
- **#23 Orange** – Transit board members were supportive.
- **#25 Peach** – Transit board members were supportive.
- **#26 Gold** - Delay, need additional information at next meeting.

ISU Senior Vice President Gregory left at 10:45 am.

Direction was provided to staff regarding the additional information needed on the three routes. On the Gold route, board members desired more options to avoid turning the bus around in the neighborhood. It was suggested that CyRide, city and ISU staff seek out new options for this challenge. Also, additional information on the number of buses through the Welch and Lincoln Way intersection was requested. On the Brown route, no additional information in needed, but board members indicated that they were unable to take action on this route change until the Gold route was determined. On the Yellow route, staff was urged to look at more creative options to serve the S. Duff and Southdale areas.

Trustee Valentino left the meeting at 10:48 am.

Board members agreed to delay action on the #9 Plum route service until after approving a System Redesign Plan at a meeting tentatively scheduled for April 13, 2017 at 8 am.

**MOVE TO ADJOURN:** Trustee Schainker made a motion to adjourn the meeting at 11:03 a.m. and Trustee Staudt seconded the motion. (Ayes: Four. Nays: None.) Motion carried.

**SPRING SEMESTER MEETING DATES AND TIMES:**

- April 25, 2017, 8:00 AM
- May 24, 2017, 8:00 AM
- June 28, 2017, 8:00 AM
- August 24, 2017 8:00 AM

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John Haila, President

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Joanne Van Dyke, Recording Secretary