

The Ames Transit Agency Board of Trustees met on April 13, 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 Gartin, Madden, Schainker, Haila and Valentino present. Absent: Trustee Staudt.

Iowa State University's Senior Vice President, Katherine Gregory was present and Cristina Barone, consultant with Nelson/Nygaard, was available via telephone.

**PUBLIC COMMENTS:** No public comments. Public In attendance: Debra Lee, Lauris Olsen, Story County Supervisor, and Grant Olsen, CyRide Driver.

**SYSTEM REDESIGN STUDY PREFERRED SCENARIO SELECTION:** Director Kyras summarized the board member's discussion from the March 28, 2017 board meeting regarding the Preferred Scenario recommendation, indicating that a consensus had been reached regarding the following routes benefitting the community:

- #1 Red Route
- #2 Green Route
- #3 Blue Route
- #4 Gray Route
- #7 Purple Route
- #9 Plum Route
- #10 Pink Route
- #11 Cherry Route
- #12 Lilac Route
- #21 Cardinal Route
- #23 Orange Route
- #25 Peach Route (as modified)

Director Kyras indicated that the transit board had requested a special meeting to discuss three routes, upon which board members had not reached consensus - #5 Yellow route, #6 Brown/current #22 Gold route and the new #26 Gold route. The transit board asked that additional information be presented at a special meeting for consideration, indicating specifically that the board desired options for each of these route recommendations, as well as the pro's and con's on each. Additionally, the board requested an analysis of the number of buses, by direction, which entered the Lincoln Way and Welch Ave. intersection under the Preferred Scenario.

#### **#5 YELLOW ROUTE**

Director Kyras then presented information regarding the #5 Yellow route. She presented the current route alignment and frequency of the buses on this route, noting that the Yellow route served only the peak time period, with the Gray route serving the midday time period only to Jewell. She also indicated current ridership per trip was a maximum of 6 riders. She then explained the "preferred scenario" recommendation with 30 mins. service all day on one route. She indicated that approximately 10

customers would need to walk further than ¼ mile. She then explained a new option, called the “combined” scenario, which utilized the preferred scenario alignment, except added the current loop through Southdale at a 40-min. frequency. She indicated that a large 40’ bus could not be operated through the Southdale neighborhood as a small bus currently provided this service. She indicated that due to the anticipated ridership loads on the remainder of the route, that CyRide would need to buy one to two 30-35’ buses as CyRide does not have this type of vehicle currently in its fleet. She then discussed the pros and cons of each option.

Trustee Schainker asked if a used bus could be purchased. Director Kyras indicated that would be possible if this size bus was available for purchase. She indicated that two, new buses would be approximately \$920,000. If used buses were available, the cost would be lower, but would be 100% local funding. She indicated all three scenarios were cost neutral for the operating costs, but the combined scenario would have a capital cost.

Trustee Gartin shared his thoughts that this was a difficult decision, as there were positives and negative to all the options. He indicated his concern with the current and combined options, with service on S. Duff at 40 minutes and the anticipated increase in ridership as a result of new development along the route.

Trustee Madden inquired about whether CyRide had received calls from the Southdale neighborhood regarding current buses operating on residential streets. He further commented that we do not operate on residential streets on other routes. Director Kyras indicated that CyRide had received no comments about buses operating throughout the Southdale area, but reminded board members that current service is operated with a small bus, as opposed to the combined scenario with a larger bus.

President Haila inquired about where customers from the new multi-family residential development on S. Duff would board the bus. Asst. Director Neal indicated that there was currently a stop at S. Duff and Crystal that could be convenient for this new complex. She indicated that once the development is partially completed, CyRide could determine if an additional stop was need or a current one relocated.

Trustee Gartin inquired about whether children ride the Yellow route. Director Kyras indicated that very few elementary school-aged students utilize CyRide buses as they typically use yellow school buses.

Director Kyras shared the consultant and staff’s technical recommendation indicating their preference for the Preferred Scenario route alignment and frequency.

Trustee Madden agreed that the Preferred Scenario provides the best overall service for customers along the route and shared a concern about continuing to operate a bus through the neighborhood on residential streets, citing concerns raised on Hayward

Ave. about operating buses in a neighborhood. He also indicated that it supported future development along S. Duff as well.

Trustees Gartin and Schainker acknowledge that the decision was a trade-off between the commercial and residential areas along this route. President Haila shared his concern that the trade-off was similar to recent board discussion on the Plum route, where growth was occurring and the lower 40-minute service level did not address the need.

Trustee Gartin asked for clarification on the impact of a 30 versus 40-minute service level on ridership. Mr. Wittmann, with Nelson Nygaard consultants, indicated that approximately a 25% increase in ridership was typical for this type of improved service level.

Trustee Gartin indicated a desire for more customer input, citing the need to have an organized Southdale neighborhood association to assist with the issue. Trustee Schainker indicated that this association existed, but had not provided input to-date. Director Kyras shared that a Yellow route survey had been distributed to current riders over the course of several days and the results found that overall, ten individuals or 42% preferred the combined route option and 14 or 58% preferred the Preferred route scenario. Non-students slightly preferred the Combined Scenario at 53.85% compared to students desiring the Preferred Scenario at 72.73%.

Trustee Madden made a motion to approve the consultant and staff recommendation to adopt the "Preferred" scenario routing for the #5 Yellow Route, which includes 30-min. service and a shortened route in the Southdale area in the System Redesign Plan. Trustee Gartin seconded the motion. (Ayes: Four. Nays: one, Trustee Schainker.) Motion carried.

### **#26 NEW GOLD ROUTE/#6 BROWN ROUTE**

Director Kyras indicated that CyRide staff met with ISU Facility's Planning and Management staff to discuss potential options on ISU property to turn the possible new Gold Route around. Four options were identified for analysis.

- #1 – Bus Turnaround (north of Wallace Hall)
- #2 – New Road to the East (north of Wallace Hall)
- #3 – New Road to the West (north of Wallace/Wilson Halls)
- #4 – Hansen Learning Center (around building)

The first three options are variations using land north of Wallace/Wilson Halls. Director Kyras then explained the routing for each as illustrated on the map provided to board members.

**Trustee Staudt arrived at 8:25am.**

Director Kyras explained that each of the options operated through the Lincoln Way and Welch intersection. She further provided the advantages and disadvantages of each option as summarized below.

- **Option #1** - Positive impacts on service: increased operational safety, no turning/pedestrian conflicts, and lessens the impact on current neighborhood. Negative impacts include: new sidewalk would need to be constructed, committing land to non-university use (university representatives indicated they believed that this is an appropriate use of the land), construction cost of turnaround estimated between \$140,000 and \$170,000.
- **Option #2** – Positive impacts on service: lessen the current neighborhood impact, allows for good bus stop location and least expensive. Negative impacts include: pedestrian safety with traffic conflicts, elimination of approximately four parking spaces at Wallace/Wilson and some parking on Welch Ave., difficult if not impossible turning movements for buses, and Welch Avenue on ISU property would have to be rebuilt/widened and is estimated to cost \$110,000 - \$140,000.
- **Option #3** – Positive impacts on service: good pedestrian bus stop at Wallace Hall, and good turning movements for buses. Negative impacts include: paving near loading dock is not built to withstand buses, S-curve would need to be widened, neighborhood impacts would increase at Hayward/Storm and the estimated cost to implement this option would be \$140,000 to \$170,000.
- **Option #4** – The only positive impact for this option is that the Hansen Learning Center paving is constructed to accommodate buses. Negative impacts include: driveways/intersections at Gateway Hills/Mortenson/Hayward are not designed to accommodate the buses, crossing an uncontrolled, busy intersection would be difficult and create safety issues, the route frequency would be negatively impacted, the Hayward/Storm intersection would have more buses, conflicts would occur with events at the Hansen Learning Center, this lot could become an unofficial park and ride location and the cost to improve Gateway Hills Park Dr. is estimated at \$370,000.

Director Kyras shared that CyRide, ISU Staff, and Department of Residence staff believes the bus turnaround is the best option.

Trustee Schainker asked for clarification as to the need for the new Gold route, inquiring about the possibility of increasing service levels on the heaviest portion of the Brown route and reducing service at the ends of this route. Director Kyras indicated Trustee Schainker's suggestion is how the Brown route is operated today with extra buses added

to the heaviest portion of the route,; however, it is less efficient this way. ISU Senior Vice President Kate Gregory indicated that the new Gold route concept matched the demand with the service level on routes and would save money/buses in the process. Trustee Schainker indicated that he believed that the two options were equal in cost.

Trustee Madden was supportive of the new Gold route indicating that the route provided significant benefits to the Wallace/Wilson residence halls and the increasing number of apartments on and near Welch Ave., especially in inclement weather. Further he indicated that the route would provide more service where it was needed and less service where ridership was lower. Director Kyras shared that currently bus trips have few customers from Wallace/Wilson to the Core on the Brown route and indicated that the new Gold route concept would eliminate operating near empty buses on portions of the Brown route.

President Haila shared his desire to optimize the service and questioned whether a new route or modifications to the Brown would best serve the community. Mr. Wittmann stated that buses are currently operating every 20 minutes and extra buses are needed for the demand. With the new Gold route buses, buses would operate every 10 minutes and even out the passenger loads and making the service more transparent to customers. Trustee Schainker questioned whether this demand occurred all day long. Director Kyras indicated that there were peaks near class times, but it was steady during the daytime hours.

Trustee Gartin shared his concern regarding the new Gold route's impact on the intersection of Welch and Lincoln Way. Director Kyras indicated that the consultant had analyzed bus movements through this intersection and determined that five bus movements would occur. She indicated that under the Preferred Scenario that one bus direction from Lincoln Way, operating eastbound, to north on Welch Rd. increased under this scenario and that this movement had a protected turn-lane and a traffic signal to control movements. Further, the analysis found that the remaining four movements operated with the same or a lower number of buses through the intersection.

ISU Senior Vice President Kate Gregory shared Iowa State's plans for the Union Dr. roadway near Friley, indicating that the roadway would be rebuilt, narrowed and more crosswalks constructed to allow for better traffic and pedestrian movement through this area.

Mr. Wittmann indicated that between the reduction of buses on the Brown route and increase on the new Gold route, that there will be an overall reduction of three buses per hour through the intersection.

Trustee Schainker mentioned two Lincoln Way safety studies recently completed and the findings on one study that the Lincoln Way and Welch intersection was a safety concern. Further, he indicated a desire to reduce or eliminate the number of buses operating through this intersection. ISU Senior Vice President Kate Gregory stated that

the study indicated that the pedestrian movements were creating the concern, not the vehicular movements.

Trustee Schainker asked for CyRide staff's recommendation. Director Kyras stated that their preference was Alternative #1 for the turnaround, as it resolved the neighborhood concerns and provided a quality service to its customers.

A question was raised about whether the turnaround would be used for only buses or other vehicles as well. Director Kyras indicated that her preference would be for buses only, as a reliable schedule could not be maintained if other vehicles were parked in the turnaround.

Trustee Madden made a motion to approve the Gold Route Option #1 to construct a bus turnaround on university property north of the Wallace Residence Hall in the System Redesign Plan. Trustee Gartin seconded the motion. (Ayes: Five. Nays: One; Trustee Schainker.) Motion carried.

Transit board members and CyRide staff discussed how Option #1 will impact Schilleter Village. Director Kyras indicated that a request to modify the Gold route in this complex was made by Iowa State's Facilities Planning & Management staff to minimize impacts on their roadways. The new Gold route routing through this complex will be revised to operate as it does today on the Blue route.

## **#6 BROWN/#22 GOLD ROUTES**

Director Kyras indicated that with the new Gold route decision, the Preferred Scenario moves a portion of the Brown route to Lynn Ave. and eliminates the current #22 Gold route.

President Haila asked to confirm that the Brown route could operate on Knapp St. between Lynn and Welch Ave. Director Kyras confirmed that CyRide's operational staff had reviewed this and, while it was tight, they believe that it is possible with the removal of several parking spaces. She indicated that Damion Pregitzer, Traffic Engineer with the City of Ames, had indicated that this parking impact was possible to achieve.

Trustee Gartin shared that he did not believe there were significant negative impacts by implementing this change. Trustee Gartin made a motion to approve the #6 Brown Route realignment to Lynn Avenue and Knapp St. and eliminate the current #22 Gold route in the System Redesign Plan. Trustee Madden seconded the motion. (Ayes: Six. Nays: None.) Motion carried.

## REMAINDER OF PREFERRED SCENARIO RECOMMENDATIONS

Director Kyras requested confirmation on the remaining route/frequency recommendations in the Preferred Scenario, indicating that these modifications had been previously discussed by the transit board and a consensus for approval made. She briefly discussed the following changes.

- **#1 Red Route** – Schedule modifications to reflect more trips in schedule, drop riders on the southwest portion of campus
- **#2 Green Route** – No change
- **#3 Blue Route** – Eliminate north portion of route, extend south portion to Target/Walmart
- **#4 Gray Route** – Eliminate the route
- **#7 Purple Route** – Eliminate a portion of route, increase its frequency
- **#9 Plum Route** – Reflects the current 20 min. service level
- **#10 Pink Route** – Eliminate the route, replace it with Innovative Transit Service zone
- **#11 Cherry Route** – Modify #1A Red, rebranding the route as the #11 Cherry route, reflect more trips in the published schedule and drop riders on the southwest portion of campus
- **#12 Lilac Route** – New express route to campus dropping riders at the southwest portion of campus
- **#21 Cardinal Route** – No change
- **#23 Orange Route** – Schedule modifications to reflect more trips in schedule, eliminate service to Vet Med on this route and serve these riders on the new #25 route
- **#25 Peach Route** – New route serving Vet Med and current Blue Route service north of campus
- **Innovative Transit Service** – New service connecting City Hall and a zone on the east portion of the city (see Revised Preferred System Redesign Scenario for the location of the zone). Service would be provided hourly in a small bus allowing riders to transfer from other routes to this new zone service at City Hall. Riders would be dropped at the door of their desired location within the zone. Riders would call to have the bus pick them up and return them to City Hall or to other locations within the zone.

Trustee Schainker shared his thought that he believes that the Innovative Transit Service will need to be branded, as well as a marketing and educational program developed to make this service successful.

Trustee Gartin expressed his belief that staff should communicate with groups that had expressed an opinion on the Preferred Scenario recommendation to inform them of the final plan. Specific groups mentioned were Applied Science Complex, Hayward Ave.

residents and DMACC. Director Kyras indicated that once the transit board approved a final plan, staff would reach out to individuals who had signed petitions or raised concerns regarding specific modifications. President Haila asked that the benefits of the service changes were also communicated to these groups, such as hourly service all-day.

A general discussion was held regarding the appropriate time to begin educating the public about the changes. Trustee Madden indicated that there were opportunities in the fall when Iowa State began its semester. Director Kyras indicated that staff believes it would be preferable to begin the education in the spring, so that there is no confusion that the changes being discussed are for the next year, not the current year.

Director Kyras then explained a revision to the Peach Route to operate the service through the S Lots near the stadium instead of University Blvd. and through the Commuter lot. These changes would allow for Vet. Med. customers to park at the Commuter lot and travel to this complex and for customers parking at the S Lots to access transit services.

Trustee Schainker made a motion to approve the consultant and staff's recommended changes contained in the "Preferred" System Redesign Scenario on Routes #1, #2, #3, #4, #7, #9, #10, #11, #12, #21, #23, and #25 in the System Redesign Plan. Trustee Staudt seconded the motion. (Ayes: Six. Nays: None.) Motion carried.

**#9 PLUM ROUTE SERVICE REDUCTION PROPOSAL:** Director Kyras recapped previous information provided to board member regarding the #9 Plum route service change proposal, citing grant and development issues, if the change were implemented. She then briefly recapped the two options to fund this service at current service levels, if desired, as opposed to a reduction to 40-minute service. She indicated that the first alternative funded current service levels with additional Student Government funds held in CyRide's Trust Fund and the second alternative funded the additional \$94,000 cost with the closing balance savings.

A question was raised about whether budgets could be modified at this time to address this issue. Director Kyras indicated that the City's budget had been adopted, without the additional funding, and that the student fees had already been set for next year.

Trustee Staudt made a motion to maintain existing 20-minute service levels on the #9 Plum route and fund the 2017-2018 operating budget deficit this creates with \$94,000 in funds from the Student Government Trust Fund. Trustee Madden seconded the motion. (Ayes: Six. Nays: None.) Motion carried.

**MOVE TO ADJOURN:** Trustee Gartin made a motion to adjourn the meeting at 9:07 a.m. and Trustee Staudt seconded the motion. (Ayes: Six. Nays: None.) Motion carried.



**SPRING SEMESTER MEETING DATES AND TIMES:**

- April 25, 2017, 8:00 AM
- May 24, 2017, 8:30 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