
Meeting Agenda

BTS Transit Development Plan Update

PAC Meeting #2

February 6th, 2013

Basin Transit Service Offices – 1130 Adams Street, Klamath Falls

Call-in instructions: 866.410.0078, conference ID: 1804#, Pin: 1804#

1. Introductions

- Attendees:

- Ernie Palmer, Starla Davis, Stan Strickland, Devin Hearing, Mark Willrett, Sandra Fox, Susan Wright, Matt Kittelson, Bob Kniefel (via phone)

2. Existing Conditions Overview & Findings

- Transit district boundary is roughly the UGB, but slightly different
 - City has a GIS boundary. Sandra will provide this.
- OIT and KCC represent 27 percent of BTS ridership
 - According to a survey Ernie conducted
- OIT students pay for an annual pass (\$54/year)
 - Normal pass is \$54/month
- Park in the Stewart-Lennox area is actually the smaller parcel to the west
- BTS has in the past provided service to the airport
 - That service was eliminated due to lack of ridership
 - Extended service is currently provided, but largely unused
- Ernie commented that the extended service ridership ebbs and flows quite a bit
 - Large ridership occurs between OIT and NEW Corporation
 - Riders tend to only use extended service for a short period of time
- Include NEW Corporation on the map (north and west of OIT)
- Population density map – future revisions will include outlying areas
- Include a map that show income level density (need to track down this information)
 - If can't find this information graphically, Title 6 should be addressed verbally
- BTS has an interest in age distribution throughout the service area
 - See if we can find this information
 - Specifically, how can we adjust the fixed route service to better provide for these users
- Bus stop amenities – this information might be in the stop location layer
- ADA compliance: standards exist related to stop upgrade requirements. What is required when you upgrade the amenities at a stop that is in a rural location without connecting sidewalks, curb, and gutter?

- Funding Analysis (1): Include a line that shows the cost/passenger for fixed route and dial-a-ride separately
 - Where possible, the fixed route and dial-a-ride service should be broken out separately
- Federal law dictates that individuals 65+ and individuals with disabilities pay half fare
- Fares increased in July 2012
- Revenue sources
 - Property taxes have been historically stable, though the revenue has been decreasing
 - BTS is allowed to increase their millage rate by 3 percent per year. That has happened historically, but BTS is likely not going to be able to recover this same increase in revenue for the next several years because of declining property tax revenue
 - Federal operating grants are less stable due to congressional instability
 - State operation grants are expected to be relatively stable
- In ridership reporting, KCC and OIT have roughly the same number of riders
- Information like what is shown in Exhibit 1 is included in the monthly material for BTS board meetings
- Performance Measure Evaluation
 - Integrity:
 - Subscription is high, service refusals are low. While subscriptions are high, low service refusals are the key metric.
 - Bob – we can provide a better definition of subscription service
 - Annual ridership will be down this year due to a fare increased
 - Maybe a more realistic standard is 1-1.5 percent?
 - Efficiency:
 - Wait time and pickup times:
 - BTS currently considers 5 minutes early to 15 minutes late as acceptable operations
 - A more reasonable standard may be 90 percent, not 95 percent
 - Subsidy per passenger:
 - DAR service subsidy is very high compared to standard
 - Based the subsidy from the fare box recovery determined by the board of directors
 - Provide subsidy per fixed route rider separate from DAR
 - Safety:
 - Change performance measure to “Miles between preventable incidents”
 - Support:
 - “adopted guidelines” – do we mean federal standards or local standards?
- Miscellaneous Comments
 - Page 9 – Summers Lane/ OR 140 – why missing?
 - Washburn/OR 140 is now signalized, does it operate acceptably now?

- Note that Altamont/Laverne is scheduled for a signal in 2 years – should mitigate safety issues.
- 140/Homedale, 140/30 are top priorities in STIP process, safety audit occurring for Southside Expressway including these two intersections.

3. Transit Design Tool Box

- When city or county approves a new development, provide guidance in toolbox on how BTS should evaluate how to best serve those future developments.
 - Is there a threshold for the number of households or the income level for when service should be provided?
 - Should they increase the route length, cut other service locations, or add more feeder routes?
- Transit service already being available may make ridership higher than just going to an area when demand is apparent.
- Near Side Stops – preferable to BTS, no designated bus pull outs, reduce rear-end crashes.

4. Public Outreach Efforts

- KAI has conducted driver survey
- PAC surveys are being conducted (ongoing)
- BTS has conducted rider surveys

5. Next Steps & Action Items

- a. Provide feedback by Friday, February 8, 2013
- b. Final documents by Friday, February 15, 2013
- c. Next meeting March 20, 2013: Future Transit Needs