

**REGULAR BOARD MEETING - BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION (BPTC) OCTOBER 7, 2014 5:30 P.M.**

In the Edward J. Kuntz Board Room of the Bloomington Transit Operating Facility, 130 W. Grimes Lane, Vice Chairman McDaniel convened the regular meeting of the Board of Directors of the Bloomington Public Transportation Corporation.

**ROLL CALL**

Board Members present: Vice Chairman McDaniel, Secretary Hasler, Board Member Obermeyer, and Board Member Cartwright. Also present were Lewis May, General Manager, Ian Patton, Operations Manager, Christa Browning, Controller, Brenda Underwood, Human Resources/Marketing Administration, and there were no members of the public. Jason Simpson was present also.

**PETITIONS AND COMMUNICATIONS**

There were no petitions and communications.

**MESSAGES FROM BOARD MEMBERS**

There were no petitions and communications.

**MESSAGES FROM THE MANAGER**

Mr. May opened with discussion of a proposed service change on Route 3 West. He noted earlier in the year we discussed a proposed service change to Route 3 Highland Village/Curry Pike where we proposed to go through the Highland Village only in the outbound direction and not in the inbound direction. He said there were some public who attended the public hearing and expressed concern about the proposed change. As such, staff and the Board agreed to postpone action on this proposed service change to study other alternatives. Mr. May said we recently collected four weeks of data on this route in terms of what its arrival times were at the Downtown Transit Center. He summarized the data collected and broke it down by time and day. He said the problem is greatest during the afternoon peak period of 3:00 p.m. to 6:00 p.m. with 9.17 percent of all inbound arrivals from Route 3 Highland Village/Curry Pike missing connections with other routes. He noted this means the bus arrives at least 8 minutes or more later than its scheduled arrival time. He said when a connection is missed riders have to wait 30 to 60 minutes before the next departing bus depending on the route they are wanting to connect to. The reason for missed connections downtown by Route 3 West include increased development on the Westside in the past 10 years and accompanying increases in traffic congestion, as well as increased ridership on the route and the length of the route compared to its scheduled running time.

He said Route 3 West is the longest route in the system. He said in order to save time so that the route can make its connections downtown, some segment of the route must be eliminated. Adding a bus to the route could solve the issue without cutting any segments, however, that would add considerable operating and capital cost that BPTC does not have sufficient resources for at this time. He said we have analyzed ridership data that was collected by stop and trip time for all routes including different segments of Route 3 Highland Village/Curry Pike. He said data was compiled for five candidate segments for cutting including Whitehall Crossing Shopping Center, Whitehall Plaza Shopping Center, Highland Village, Walmart, and Liberty Drive/Constitution Avenue. He noted cutting either Whitehall Crossing Shopping Center or Whitehall Plaza Shopping Center would not be a popular idea given the numbers of daily riders going to/from both locations and the fact that there is no connecting sidewalk from Third Street to/from Whitehall Crossing Shopping Center. Further, there is no pedestrian crosswalk at the intersection of Third Street and the access roads into these shopping centers. He said if the bus were to not serve either shopping center, passengers would have to get off on Third Street and then travel by foot to the shopping center and this would necessitate crossing the street for either the inbound or outbound trip at this very busy intersection. Mr. May noted currently we do not serve the Whitehall Crossing Shopping Center during the 2-6 p.m. time period which is when the missed connection problem is greatest, therefore, cutting Whitehall Crossing service to save time is not an option during the afternoon peak period. Mr. May said the possibility of cutting either Walmart and/or Liberty Drive/Constitution Avenue off the route is a hard decision given the number of daily riders at those stops. He said Route 3 is the only route that provides a 30 minute frequency to Walmart, therefore, cutting Walmart and/or Liberty Drive/Constitution Avenue from Route 3 is not a practical solution without negatively impacting many daily riders. He said the best solution is a route change to/from the Highland Village area. He said currently we operate through the Highland Village area in both the inbound and outbound directions all day long from 6:00 a.m. to 11:30 p.m. on weekdays. He noted that earlier this year we proposed the idea of only serving Highland Village in the outbound direction and then using Curry Pike for inbound trips so that the route didn't have to travel the more circuitous route through Highland Village saving valuable minutes. He said a few members of the public expressed concern about this proposal but since that time we have gathered more current ridership data and on time performance data. He said the proposed new solution would be to take Route 3 inbound northward on Curry Pike during the afternoon peak hour period from 3 to 6 p.m. on weekdays without going through the Highland Village area. He said this proposed change would affect about 16 daily weekday riders. He said they would still have service and would simply catch the outbound Route 3 bus rather than the inbound Route 3 bus. He said this would add about 10 minutes to their trip and seems to be a small inconvenience for a relatively small number of people. This would potentially go a long way to solving the missed connection problem for this route. Mr. May said the best possible solution would be to add a bus or a new route to help loosen the schedule and/or cover the area. He said this would add considerable cost to our budget depending on the span of hours the extra bus operated. He said at a minimum an extra bus would have to operate in the 3-6 afternoon peak period and would add about \$50,000 of annual operating costs plus the capital cost of a new bus estimated at about \$420,000 and given our current budget situation this is not affordable. Mr. May said the best solution would be to discontinue inbound service to Highland Village during the afternoon weekday peak period from 3-6 p.m.

He noted there needs to be a public comment period to receive public comment before the Board makes any final decision on such a service change. Mr. May said he proposes to advertise the

proposed service change and public hearing on October 14 and then have a public hearing on the proposed service change on November 18 and the Board would hear the public comment at the November 18 Board Meeting and have about two weeks to consider the comments and make a final decision on December 2 and assuming the Board proceeds with the recommendation then the changes could be implemented on January 12, 2015. The Board agreed to move forward with a public hearing on the proposed service change for the November 18, 2014 Board meeting.

Mr. May gave an overview of August ridership noting that August 2014 fixed route ridership was down 3.43 percent compared to August 2013. Year-to-date fixed route ridership is up 2.34 percent compared to the same period last year. Mr. May noted BT Access ridership was down 6.32 percent in August 2014 compared to August 2013. He said the year-to-date BT Access ridership is down 5.75 percent compared to the same period last year.

### **MESSAGES FROM THE CONTROLLER**

Controller Browning gave an overview of the 2013 Audit report noting that the auditor had no findings or recommendations to report from their audit.

Controller Browning noted on the agenda is Resolution 14-24; a resolution approving the 2014-2015 public official bond for Christa D. Browning, Controller of the Bloomington Public Transportation Corporation for the Board's consideration and approval.

### **MINUTES**

The minutes for September 23, 2014 were presented for approval by Board Member Obermeyer and seconded by Board Member Cartwright. The minutes were approved unanimously.

### **CLAIMS**

The claims for October 7, 2014 were presented for approval by Secretary Hasler and seconded by Board Member Obermeyer. The claims were approved unanimously.

### **OLD BUSINESS**

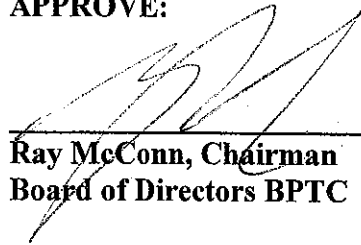
There was no Old Business.

### **NEW BUSINESS**

Under New Business, Board Member Cartwright moved to approve Resolution 14-24; a resolution approving the 2014-2015 public official bond for Christa D. Browning, Controller of the Bloomington Public Transportation Corporation (BPTC). The motion was seconded by Secretary Hasler. Resolution 14-24 was approved unanimously by all Board Members.


**ADJOURNMENT**

**APPROVE:**

  
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**Ray McConnell, Chairman  
Board of Directors BPTC**

**11-04-14**

**ATTEST:**

  
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**Gloria Hasler, Secretary  
Board of Directors BPTC**

**11-04-14**