

# Chapter 5 – Short-Range Service Plan

## 5.1 OVERVIEW

On an ongoing basis, performance of CTS routes and time schedules are monitored and they receive periodic adjustments to address service demands or operating issues. This chapter presents some specific recommendations and concepts for how the CTS system could be optimized.

One scenario does not increase subsidy levels and one scenario increases service by one additional bus to expand service along primary transit corridors to move toward implementation of the long-range plan. Both scenarios shift service from existing, low-demand service areas to higher-demand service areas. A demand-response service could be established for those areas where fixed-route service is eliminated. Additional information, either through one-week ride checks<sup>15</sup> or from the automated passenger count equipment providing passenger demand by location, is needed to verify transit demand and guide the implementation any of the short-term revisions.

## 5.2 POTENTIAL REVISIONS TO EXISTING SERVICE

Existing service should be reviewed following the availability of specific ridership data. Transit service criteria should then be applied to determine if service is being provided in areas that do not meet the criteria. The criteria include: lack of density, lack of high transit demand locations, and elimination of large, one-way loops. Based upon existing land uses, some of the areas to be explored are as follows:

1. That portion of Route 1 that travels along 29<sup>th</sup> Street, Arrowood, and Aspen. The area is primarily low-density residential and includes an athletic club and private tennis club. None of those uses generally create a high transit demand. If this portion of the route were eliminated, the route could then use the time to allow west-bound buses on Walnut to circle the Timberhill Shopping Center for transfers at the transfer site on Kings Blvd.
2. That portion of Route 4 that travels south of Garfield on the return trip to downtown Corvallis. This portion of the route should be evaluated for several reasons, including route design and safety. As noted earlier, transit service ideally should provide service in both directions along a route. This route travels north on 5<sup>th</sup> Street when it leaves downtown Corvallis to serve some high density residential and returns on 11<sup>th</sup> Street, leaving both areas with only one-hour service in one direction. The service on 11<sup>th</sup> Street was intended to primarily serve Corvallis High School. With the construction of the new high school on Buchanan, a higher level of service to the high school can be provided on Kings Boulevard. The Route 4 could then move closer to

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<sup>15</sup> Because half of the CTS's ridership is OSU faculty, staff and students, ideally a ride check should be conducted once during the OSU school year and once during the summer to determine ridership patterns.

meeting transit route design criteria for Primary transit corridors by traveling east from Highland onto Garfield, then travel south to Buchanan and return to downtown by way of 5<sup>th</sup> Street, thus creating more of a two-way design. Additionally, it is difficult for the bus to cross Harrison and Van Buren at 11<sup>th</sup> Street where no traffic signal exists.

3. That portion of Route 6 that travels northbound/inbound on Park Avenue, Ryan, Bethel, and Crystal Lake Drive. This is an area of low-density residential and uses a local street (Ryan) rather than a collector (Thompson) for a large part. The Route 6 provides 30-minute service. It is suggested that in the short-term the Route 6 continue as designed but as hourly service and that a new south Corvallis route be established. Coordination of the timing of the existing Route 6 should take into consideration operation of the work site for persons with disabilities on Crystal Lake Drive. The new route would move closer to the ideal of two-way service.

The proposed new route would become more of an express from south Corvallis by traveling as it does now, southbound on 3<sup>rd</sup> Street to Goodnight Avenue, south on Midvale, and west on Rivergreen to 3<sup>rd</sup> Street. The route would then travel directly northbound on 3<sup>rd</sup> Street instead of traveling through the low-density residential area. The time saved by this revision provides an opportunity for several service options. It could be used to provide service in both directions along 15<sup>th</sup> Street or, depending on the amount of time, it could provide enough time to travel to 26<sup>th</sup> Street and through the heart of the campus in one or both directions. Ridership data may show that a route that travels closer to downtown Corvallis inbound is desirable as an alternative to the OSU core. The proposed route north and south on South 3<sup>rd</sup> Street is also consistent with the South Corvallis refinement plan that calls for a neighborhood center just south of Goodnight on the east side of 3<sup>rd</sup> Street.

4. That portion of Route 8 that travels west on Harrison Boulevard and south on 53<sup>rd</sup> Street to West Hills Road. This is an area of low-density residential, OSU agricultural operations, and the Benton County Fairgrounds. The remainder of this service provides 30-minute service to a primary transit corridor that serves the Sunset Shopping Center and the high-density residential adjacent to the shopping center. Thirty-minute service should continue to this southwest Corvallis neighborhood center. A solution could be found in the next scenario, which includes the addition of one bus.

### **5.3 SEVEN-BUS EXPANSION SCENARIOS**

The addition of a seventh bus provides an opportunity to implement service changes that moves CTS closer to the long-range plan.

Some possible scenarios include:

5. With some of the revisions discussed above, a seventh bus provides an opportunity to address the issues associated with keeping service through campus on Jefferson to 35<sup>th</sup> Street, continuing to serve the senior residence on 35<sup>th</sup> Street, increasing service between Witham Hill and Timberhill Shopping Center and improving service to the southwest neighborhood center at 53<sup>rd</sup> and Technology Loop.

The existing Route 8 would continue to travel from downtown through campus on Jefferson to 35<sup>th</sup>, turning northbound on 35<sup>th</sup> to Harrison, turning west onto Harrison Boulevard and then northbound on 36<sup>th</sup> Street. The route could then travel north on Witham Hill, and east on Walnut

Blvd., circling the Timberhill Shopping Center and returning by way of the same route. This route would provide improved service to Witham Hill and Walnut Boulevard, consistent with the long-range plan. The biggest barrier to transit service in this area is the traffic at the intersection of 35/36th and Harrison Boulevard. This improved service to Witham Hill and Walnut Boulevard addresses a portion of the primary transit corridor on Walnut Boulevard.

6. Half of the new bus could provide service to that portion of the existing Route 8 that travels from campus to the southwest neighborhood center without making a large-one-way loop west on Harrison Boulevard and south of 53<sup>rd</sup> to West Hills Road. Between the new route and the existing Route 3, options for one half of the new bus could extend service along 35<sup>th</sup> Street south of Jefferson, which is mostly rural/open space, and potentially reach Stoneybrook, the senior and assisted living residence south of Country Club.
7. Half of the new bus could be dedicated to improving service to Kings Boulevard, 9<sup>th</sup> Street, and/or that portion of Circle Boulevard between Kings Boulevard and Hewlett-Packard. Although Hewlett-Packard (HP) is a major Corvallis employer, HP does not generate much ridership. However, it currently provides the only convenient turnaround location at the east end of Circle Boulevard service.