

CEDAR AREA TRANSPORTATION ADVISORY BOARD MEETING
MAY 16, 2016

A regular meeting of the Cedar Area Transportation Advisory Board was held on Monday, May 16, 2016 at 4:00 PM in the Cedar City Conference Room at 10 North Main Street, Cedar City, Utah.

PRESENT:

Fred Rowley, Member
Jerry Russell, Member
Ryan Marshall, Public Works Director
Joanne Rice, Manager/Dispatcher
Lisa Sicherman, Manager/Dispatcher
Kathy Dahl, Executive Secretary

As there was not a quorum present, no business could be conducted and this meeting was held for informational purposes only.

APPROVAL OF MINUTES

Approval of the March 14, 2016 minutes was carried over to the next meeting.

STAFF REPORT

Marshall reported that 5 Counties assisted in getting a program set up between Dixie State University and St. George City's transportation division, SunTran, for Dixie State students riding the bus. The university has added an additional cost to the student fees to cover the cost of the bus passes for the students. 5 Counties wants to try and start some kind of program here with SUU. We have a little different situation because SunTran already has routes around the university with shorter headways that go both directions. Our system loops around and has 60 minute headways. When we discussed some kind of program with SUU previously, it required some capital expense for buses. If we were serious about some kind of program, we would first have to plan a route and try and decrease the headways. Rowley reported that in talking with SUU their newspaper is willing to run ads in exchange for student ridership on CATS. This may be something we want to explore further and if the optional sales tax is passed, we may have the funding we need to pursue this further. The state legislature passed a bill that gave the counties the option to put on the ballot an increase in sales tax that would go toward street maintenance in the county and cities in that particular county, plus some funding to any transit agencies established in the area. The problem was there were only 3 or 4 counties that had established transit agencies and the bill allocated the funding as 1% to the cities, .5% to the county and 1% to the transit agency. It would have generated between \$400-500,000.00 for CATS. It didn't make sense for the size of our system or other systems in the state so this bill has been amended to include an option allowing the 1% to be split up between the three entities. It is up to the county to put it on the ballot. At the last City Council meeting the council

approved a resolution to be sent to Iron County encouraging them to put the tax on the upcoming ballot. If it was to pass it would generate some funds for CATS to do some upgrades to our present system.

Marshall reported on the ridership for April, 2016. Our fixed route ridership was 760 with the Dial-A-Ride at 604. Marshall is going to have the CATS staff start doing some ride-alongs with the drivers, checking that they understand how to do ridership counts correctly and also checking to make sure the drivers understand what our expectations are and that the riders are getting good service.

Rice reported that we received an email from the UDOT pertaining to our request for a stop on Main Street adjacent to the Iron County Sheriff's office. The stop has been approved and we have received directions as to where to place the stop in relation to the intersection. We will get it in place when we have our new updated rider's guides that show the new stop.

There was some discussion on a possible shelter at the stop at 200 North and 300 West. Staff has not looked into this yet, but will check on it. Also, staff will check on the proposed stop adjacent to the funeral home. Marshall suggested they check with the property owners on the placement of the stop. Even though this is not required it keeps good relations between the property owners and the City.

Marshall reported on one of the sessions from the recent URSTA conference in St. George relative to transporting mobility devices. ADA has revised its definition with regard to size and weight limits for transporting mobility devices by taking out the width and weight standards and adopting a standard that requires the transit agency to carry the mobility device if the lifts are capable of handling it. Our lifts are rated at 800 lbs. Sicherman reported that we have at least 5 riders in mobility devices that ride the fixed route regularly 2 to 3 times a week. Marshall also stated that we need to be careful on how many stops we incorporate into our route to make sure we leave enough time to take care of loading and unloading riders in mobility devices and still meet our time schedule. Right now, we do have a 15 minute break in between routes that can help in making up time. There was some discussion on the use of seat belts. It is in our City policy that anyone in a mobility device must use the seat belts.

As there was nothing further, meeting adjourned at 4:20 PM.