

TRAC MEETING MINUTES
September 10, 2014 - Noon
DART CENTRAL STATION – MULTIMODAL ROOM

TRAC Members Present:

Randy Anderson, Greg Boeschen, Tonia Crawford, Dina Ricketts, Jay Peterson, Cyrilla Gregory, Alexander Grgurich, Rod Van Genderen

TRAC Members Absent:

Laura Friest, Patrick Karnes, Daniel Rittel, Michael Barber

TRAC Staff Present:

Gunnar Olson, Kirstin Baer-Harding, Jennifer Long, Ethan Standard, Jim Tishim, Jennifer Greiner, Tony Lafata, Matt Pitstick, Suzanne Robinson

Others Present:

Todd Garner, Substance Architecture

CALL TO ORDER

The meeting was called to order by Chair Greg Boeschen at 12:04 p.m. Roll call was taken and a quorum was present.

Notice of the meeting was duly posted.

APPROVAL OF MINUTES

The Chair called for corrections to the July 9, 2014 meeting minutes. Hearing none, the minutes from the meeting were approved by unanimous vote.

DISCUSSION ITEMS

1. BRT Station Locations and Designs – Gunnar Olson, Public Affairs Manager

Gunnar began the presentation (attached) by updating TRAC members on the elements of Bus Rapid Transit (BRT) type service, and went over the proposed route (#60 – University/Ingersoll), and discussed current ridership and ridership forecast once BRT is up and running. He stated that there are projected to be 1000 more riders on the BRT route than are presently riding in that corridor. He also said that the necessary environmental analysis was completed and the FTA issued a finding of “No Adverse Affect” meaning the project may proceed. He next introduced the proposed station locations after explaining the convoluted process for making these decisions, and introduced Mr. Todd Garner from Substance Architecture, who will work with

DART on the design of the BRT stations. Todd described each of the options for the various types of stations and the signage for each. Alex Grgurich asked if there would be real-time information incorporated into the signage on the stations. Gunnar responded that there would not be real-time information at this time, but it would be on the list for the future.

Todd discussed the sizes and configurations of the stations, much of which will depend on the topography and current buildings and usage of the sites. He said for the larger areas, bike racks could be incorporated into the design, and benches where size permits. Alex asked what criteria were used to designate the location of the stations. Jim Tishim responded that current bus stop ridership data were used to determine the best locations, and then it was a matter of checking the locations and including the City of Des Moines engineers to help check out the current infrastructure and designate probable sites. Alex remarked that bus drivers could be helpful in locating sites, and then asked if the city has done a “Walkability Analysis” of the route. Jim responded that these aspects of the route were part of DART’s research.

Jay remarked that he likes best the modular design and particularly the design that incorporates the benches. Alex said he did not think there was enough graphic information on the designs to explain what the stations are for, and he would like the design to reflect more graphics. Todd replied that the stops downtown are competing for space and attention with so many other entities, and space is at a premium. Greg mentioned that he would like to see more ability in the design for shelter from bad weather. Alex asked about having ticket/pass kiosks in the shelters and Gunnar replied that DART is working towards having all on-board payment in the future, so would not need kiosks. Alex asked if there would be advertising on the shelters/stations, and Tony said no decision has yet been made on this topic, and that DART was in the process of researching how other transit systems with BRT stations handle this topic. Alex then remarked that he would hate to see the stations cluttered with ads, since they don’t reflect a “transit culture.”

Greg asked about the frequency of the buses in the project, and Jim said they would run every 10 minutes during peak hours and every 20 minutes in off-peak hours. Alex asked if future plans included self-guided buses, and Tony said no. Jay asked if new buses would be purchased just for the BRT, and Jim said that there would probably be a mix of old and new, but that they will be “branded” by a different paint job to appear different from regular route buses.

With the end of discussion, Gunnar said the next steps for this project are to:

- Enter project development.
- Have the project rated by the FTA.
- If successful, the project will be eligible to be included in the President’s budget by 2016.

He said that there will be stakeholder meetings scheduled at the end of September, with public meetings and online discussion taking place in October, then late in the year go before the Des Moines City Council and the DART Commission.

2. Real-Time Data Rollout – Jennifer Greiner, Marketing Coordinator

Jennifer updated TRAC members on the My Dart Tools and said the Timeline is on target:

In September the plan is to:

- Finalize development
- Train DART staff
- Launch MyDART Real-Time tools

In October:

- Public unveiling of MyDART Real-Time tools
- Try Transit Week

Future Enhancements

Vendor has been selected for text delivery of schedule data, text delivery of real-time data and the mobile application. There will be a staged rollout across the DART system with one route to begin the process (late in the year).

The Open Data timeline is for schedule data to be available late Sept/early Oct, and real-time data available sometime during the winter months.

Jennifer gave a demonstration of the real-time schedule and stated that it will only be available on the desktop at this time, but the goal is to have it on all devices at a future date.

Try Transit Week – October 5-11, 2014

Prior to Try Transit Week DART will offer bus rides with the General Manager and have an exhibit at various Open Street events around Des Moines. Try Transit Week is a promotion which will offer a chance for DART to promote the new real-time additions to MyDART Tools, as well as increase awareness of DART services and increase ridership. As part of Try Transit Week there will be free rides on local, flex, express and On Call services. Events will include hands-on rider activities, rider appreciation events, on-location “How to Ride” training, and community events in various communities.

Alex commented that he thought DART should have brand standards, since he was noticing no single font and design standards being used on promotional materials. Jennifer replied that DART is working to develop and institute such standards.

3. 1100 Dart Way Improvements – Matt Pitstick, Facilities Manager

Matt explained various improvements to the Dart Way facility:

- Money Room
A new vestibule is being built to house the new vaults that go with the new fareboxes.
- Bus Barn Portals
The height has been raised and reinforced columns installed, with 68 new doors placed plus all new windows.
- Fuel Distribution
New fuel lines have been added

- **Boiler Replacement**
The old boilers are obsolete and being replaced this fall. The old boiler required asbestos abatement work as it was being dismantled.
- **Energy Conservation**
Large fans were installed in the bus maintenance facility which will help with both heating and cooling. Also, energy efficient lighting was installed.
- **Landscaping**
New landscaping has been done around the building, and previous landscaping removed from the bus lane.
- **Facility Maintenance**
The service lane will be de-greased and repainted. Concrete has been replaced where necessary, and a new entrance to the parts department from outside the building will be created. Deteriorating sidewalks and curbs have been repaired or replaced.
- **Security**
New fencing and cameras on the perimeter have been installed.
- **Current Projects**
New lifts are being installed. The latrine in the Maintenance Shop will be remodeled.

Matt added that renovations in the Admin building will take place next spring.

TRAC COMMUNICATIONS

Jay said he used the State Fair Shuttle for the first time, and wanted to compliment DART for its excellent service. He was very impressed.

STAFF UPDATES

Gunnar

- Announced that DART was doubling its solar capacity on the DART Central Station roof.
- Ridership on the State Fair Shuttle has increased 8%, and the ticket booths at each boarding location were a big success.
- Total ridership trending upwards and at 4.7 million, but ridership tends to rise and fall with gas prices, and fare increases also cause a dip in ridership.

TRAC Goals Update

Gunnar updated TRAC members on the status of goals that were set for this year for DART to implement.

Goal 1 – Bus Service

The latest service expansion was completed in August.

Goal 2 – Technology

Real-time components of MyDART Trip Planner are in final development.

Goal 3 – Technology

Open data feeds for DART's schedule, and real-time data, are proceeding with a planned release of schedule data in September and real-time data in winter 2015.

Goal 4 – New Fare Policy

Progress continues on development of a new fare policy. Staff is planning a round of public meetings in fall or winter.

Goal 5 - Shelters

A new shelter was installed in early August at Douglas and 50th in Des Moines. Site plans have been developed for three additional shelters.

PUBLIC COMMENTS

None

FUTURE AGENDA ITEMS

1. Fare Policy Update
2. Guaranteed Ride Home Program
3. 2015 Meeting Dates and TRAC Leadership
4. (Continued) Snow Removal At Bus Stops

NEXT MEETING DATE

Wednesday, November 12th at Noon
DART MultiModal Room

MOTION TO ADJOURN – 1:05 PM

It was moved and seconded that the TRAC meeting be adjourned. The motion carried unanimously.