



Meeting Notes Meeting #12 – April 20, 2012

Participants: Jim Fraser, Wendi Kallins, Peggy Curran, John Frick, Simon Coyle, Mike Cronin, Isolde Wilson, George Rodericks

Jim convened the meeting, noting quite a few regular attendees were unable to make it but were expected back on May 4. There were no corrections to the meeting notes of April 6, 2012.

Bus routing information was distributed and discussed at length by the group. (John Frick will e-mail a description of current routing, which will be circulated separately after receipt.) At issue was whether more detailed information on routing should be commissioned (some dollars spent to run models with various assumptions) and what value that information might have to help CART achieve its mission. In the end, the group felt it would not be productive to drill down further on that issue, at least at this juncture.

Discussion of bell times centered around whether sufficient changes could be made in staggering times that would either:

- allow the current number of buses (presently 3) to do double duty, or
- improve traffic circulation regardless of bus ridership

John distributed a handout with alternate scenarios for staggered bell times (attached). After some back and forth, it appeared that staggering times much more than the current 20 minute spread between the earliest and latest start times is unlikely to be embraced by the school. Staggered times likely give rise to many issues, notably significant parent inconvenience for those who have children attending different schools.

Jim reported on a conversation with Supervisor Kate Sears about possible support for the Town's efforts. She thought Marin Transit might be a useful ally, and said she would talk to them and County Public Works about their ideas or resources they might bring to bear.

Mike and Simon had investigated traffic counts, and reported that they were \$850 each, which meant a total price tag of \$5,100 to get the data CART was seeking. Simon volunteered to do the data analysis at no cost. There was no direction or consensus on whether to proceed just yet as funding has not been identified.

The group discussed the benefits of creating a forum as part of the CART process. This was tentatively conceptualized as:

- An initial meeting designed to seek community input about the nature of the problem and, if people wish, possible ideas or solutions to redress it. CART would provide some foundational information but not offer solutions at this meeting.

- A secondary vehicle for input might be a survey conducted informally through the Town and City newsletters, or more formally with an outside survey firm (at a likely cost of at least \$15,000).
- A public forum to discuss survey results, if any, and CART's analysis, ideas and recommendations of the problem and potential approaches to abating it. Information might be offered as community choices, i.e., are we willing to pay more taxes to increase the number of buses? Are we willing to be inconvenienced by staggered bell times if it means less peak congestion or better use of existing buses?

The next meeting agenda will focus on the public forum concept. In the meantime, Jim suggested that he and a few other members of CART get together to create a chart that explains "here's what we know". This chart might form a basis for the public meeting to come and help the group recap its findings to date.

Prepared by Peggy Curran
April 20, 2012