

AGENDA ITEM: **CAT III**  
AGENDA DATE: October 8, 2010

CHATHAM AREA TRANSIT  
AUTHORITY

BOARD MEETING

OF

September 17, 2010

10:07 A.M.

CHAIRMAN LIAKAKIS: I now call the Chatham Area Transit Authority to order and I ask Patricia to give us the roll call please.

MS. CLARK: Good morning. Mr. Liakakis

CHAIRMAN LIAKAKIS: Here

MS. CLARK: Dr. Thomas

CHAIRMAN LIAKAKIS: We need a motion on the floor to excuse her.

MS. STONE: So moved Mr. Chairman.

MR. DAWSON: I second it.

CHAIRMAN LIAKAKIS: Okay all in favor raise your hand. Motion passes.

MS. CLARK: Ms. Stone

MS. STONE: Present

MS. CLARK: Mr. Holmes

MR. HOLMES: Here.

MS. CLARK: Mr. Shay

MR. SHAY: Here

MS. CLARK: Mr. Farrell

MR. FARRELL: Here

MS. CLARK: Mr. Odell

MR. ODELL: Here

MS. CLARK: Mr. Gellatly

MR. GELLATLY: Here

MS. CLARK: Mr. Kicklighter

MRS. CLARK: Mr. Broker

MR. BROKER: Here

CHAIRMAN LIAKAKIS: Now Mr. Kicklighter a motion was passed, you might have heard it Patricia to excuse him also.

MS. CLARK: Mr. Dawson

MR. DAWSON: Here

Also present at the meeting was Ty Butler, Charles I. Odimgbe, and Patricia Clark.

CHAIRMAN LIAKAKIS: CHAIRMAN LIAKAKIS: Okay all of the Commissioners were prior to the meeting were sent the minutes of the last meeting. We need a motion on the floor for approval.

MR. DAWSON: So moved

MR. BROKER and MS. STONE: Second.

CHAIRMAN LIAKAKIS: All in favor please signify by raising your hand. Motion passes. New business, verbal report from the Executive Director, Charles.

MR. ODIMGBE: Thank you Mr. Chairman. My report is going to be brief this morning. I just want to report to the Board ridership continues to a little strong which is good for us. I think year to date ridership went up about 3.3% and on the fixed route side its about 1.6% and this a year to date number so ridership continues to be strong for us. Also I always like the Board to know that for last month we recorded about 1336 wheelchairs on these buses. You know showing that this is really not something that is indicated over the industry, its just that we do have a lot of need from the disabled community that are facing. This is a really high number when compared to the size of this agency. The Transit Terminal project I did include in your Board packet and email that kind of outlines how much money that I know we have and I use the term I know that we have. These are monies that are secured and active and I can actually drill down and go to where those monies reside. There may be other funds out there that are available for this project. Its just—what I wanted to do is before we roll this project forward I just want us to be certain about how much funds we have available so that we don't eat up, over design or under design for the amount of monies that we have. We just went through an FTA grant audit. We are currently going through our annual financial audit. We went through a triennial audit that we just completed in addition to the transition all of those processes are winding down now and staff is gonna have a little bit of time to do other

projects. We have to be responsive to our auditors whenever they come in and want to do what they have to do. Again just to let the Board know we continue to work with the Historic Society regarding the bus stops. The ball is our court right now we are suppose to come up with a compromise design and send it back to the Historic group for their approval for their review and possible approval. We haven't done anything on that project yet but we have to make the next move when it comes to what bus stops that we will be using in most of the historic districts and that's all I have.

CHAIRMAN LIAKAKIS: Charles let me ask you something about that. They want us to change and do a different type of bus stop sign, correct? Is that what they're recommending?

MR. ODIMGBE: No their recommendation is to retain the orange bus signs that we have, the old orange bus stop signs that we have.

CHAIRMAN LIAKAKIS: Okay cause what we need to unless somebody wants to pay for that cause the budget is tight for the Chatham area. CAT bus service is that – you know to change it. If that recommendation comes to keep the orange ones in that because supposedly they are historical then that's all fine and well but then to come up with a new design for a different type and all of that, we have to see where that money somebody else might want to pay for that.

MR. ODIMGBE: And I think that's part of the discussion. I just want the Board to know that we did secure some grants for new bus stops and we have we got somebody to help us with the design of a new bus stops and these are the green bus stops that we're currently deploying outside of the landmark districts. So these bus stops are all over the county right now. The dialogue as we are currently having it, shall we retain the orange signs that are non-functional from our perspective and doesn't provide our riders the information that they need, or shall we come up with a new design that will meet the need of the Historical Society and still provide the transit system with the functionalities that we need. So they've allowed me to come up with a design for their review and hopefully through give and take process we are going to come to some kind of a compromise that will meet both sides and at which point we will assess the cost, see if we can go for more grants and if the Historical Society will kick in some more money to help us with the development of this design and the procurement. So that's where we are. Its not – its no line drawn in the sand here, its just that we have to keep talking about this until we all agree some kind of a shape of a bus stop that will satisfy both the Historical group and the agency.

CHAIRMAN LIAKAKIS: Helen.

MS. STONE: Thank you Mr. Chairman. I've received several requests to retain the orange original bus stops. Since I've been driving around throughout the county I've noticed that there are a lot of them out there. I'm wondering – and maybe you can answer this question, are all of the existing orange bus stop signs are those all current bus stops right now or are those locations that those signs could be moved and used somewhere else?

MR. ODIMGBE: They are all current bus stops. Every orange sign out there is a current bus stop and your observations are – that's one of the challenges I believe that we need to tackle. We just have too many stop signs.

MS. STONE: You made the statement or maybe I misunderstood that the orange ones were not denoting where the buses were stopping now or that your bus drivers were not recognizing those as bus stops. Did I misunderstand you?

MR. ODIMGBE: I mean the orange signs denote where the bus stop is. The challenge is there's no information for the rider. It's a bus stop, but what bus is that? If you look at Chatham County, this is a tourist destination and most tourist have no clue, they may get a bus schedule and it says bus 24 bus 25 goes to my destination; okay there's a sign that says bus stop, I mean is it bus 25 or is it 9.

MS. STONE: Well I guess my question would be couldn't those remain and you just since you're adding these new bus stops anyway put the information on an additional bus stop right in the same location so that you're keeping the original bus stop that the Historic Foundation request to see but you are also adding additional information for the riders.

MR. ODIMGBE: That is an option that we talked about and I pointed out to them that based on my conversations with them, they are actually talking to us about a lot of clutter on the street and here you are suggesting that I have two stops at each bus stop adding to the clutter so my appeal to the group is we've got to take emotions out of this and really be reasonable. We can still retain our historic stature if we designed a good bus stop that would compliment what we are trying to sell and not just attach emotions to these things and just put bus stops because somebody's attached to these orange signs. I've dealt with historic significance issues before and we are not trying to minimize the historical significance of this community, in fact, we are trying to enhance it; hence my suggestion that we come up with a different design

and I'm willing to pursue the grants if they help us with some funding to come up with a design that would actually uplift everything. The way findings group did it for the historic landmark district why can't we piggy back on their project and just move forward because they do have a design that has been approved already by the Historic District group.

MS. STONE: Thank you.

CHAIRMAN LIAKAKIS: Patrick. Oh your next Bill, he had his hand up.

MR. BROKER: I was just going to say I've heard a lot about this as well and I must say I've been a little surprised that there was so much interest in these orange signs, but be that as it may, it was my understanding that one of the proposal was simply to retain the orange signs and simply attach the new sign to the orange sign.

MR. ODIMGBE: That's correct and we rejected it because of liability issues. It doesn't meet the high clearance for shelters and those aluminum signs that are cut are very sharp you know—

MR. BROKER: Oh I see. So the poles that exist are not tall enough to accommodate that sign.

CHAIRMAN LIAKAKIS: Patrick.

MR. SHAY: There's a solution out there and I want to compliment you on your patience. I attended the first meeting with you and didn't lose my temper in the meeting. I lost my temper immediately after the meeting, but I got over it. I think people need to understand that we're not about disrespecting the signs that have been up for the last 20 years at the stops with the orange lollipop signage, but that we do accept federal funding in order to be able to have the bus system and the signage itself and part of that requires that we also meet other laws like the Americans with Disabilities Act and that we have other needs that have to be addressed that frankly didn't exist when the little orange lollipop signs were designed the first time around. We haven't reached the point of not being able to solve this equation but we just got to keep working on it.

CHAIRMAN LIAKAKIS: Okay item 2 Charles.

MR. ODIMGBE: We are asking approval to solicit for proposal for the purpose of providing bus benches and trash receptacles with advertisements for Chatham Area Transit. As the Board is aware the Martin Mency Group did a presentation to the Board regarding placing benches at certain locations throughout the county or if I may use the term locations that will qualify under the various county ordinances.

But these benches and trash receptacles will come with advertisements on them. The original premise is that they put these things out and they keep the bus stops clean wherever they are located. They service the trash receptacles themselves and then some revenues are gonna come in through the advertising that they place on these stops. Since then a lot of things have come up. We did make the presentation to the Board at that point opted to open it up and see if anybody else may be interested in this particular project and that's the reason why we are here today asking for this proposal and as we were putting this together, it came about that this could be a revenue generator for the agency. Originally I just wanted to use it to augment servicing these bus stops that we have. We have only 2 individuals out there working on all of these stops the total is about 1800 of them and I felt with another group helping us and the City pitching in I think we will do a much better job of keeping the bus stops clean. And these are all responding to some of your observations over the years about telling me about how the bus stops look. So we are asking the Board at this point to allow us to release this Request For Proposal to solicit a contractor to come in and deploy these benches and trash receptacles and also advertising with a potential for revenue.

MR. ODELL: I make the motion to approve.

MR. GELLATLY: Second.

CHAIRMAN LIAKAKIS: I'd like to have discussions. Patrick and Patrick.

MR. FARRELL: Yeah I'm all in favor of getting these proposals out and getting as interest as we can. Keyword revenue generator and keeping those bus stops clean and attractive to the people that use them and the people ride by and the visitors to our community so I say lets get on it right away.

CHAIRMAN LIAKAKIS: Alright Charles, I had mentioned this before when that vendor came in and wanted to do that. They had a good plan and all, but as - and I remember a number of years ago that the City passed an ordinance on signs and is the City of Savannah gonna approve they didn't say anything about the benches but what they were concerned about is the signs that proliferate all over the city and they had signs that were not approved and all and one of the bus stop signs where they had the signs on the benches there were remarks that that should not happen.

MR. ODIMGBE: Our goal here is should we secure a contractor to do this service is do our due diligence in terms of making sure that we do not place any signs where its prohibited. I think that's something we can

handle at the contracting phase – the contract phase of this particular process. It is not our intent to put signs where they're prohibited.

CHAIRMAN LIAKAKIS: What I'm saying though Charles it was prohibited all over the City of Savannah. So I mean the most of the signs that would go there are in the City of Savannah and you would only have in the unincorporated area those signs and the biggest revenue of course would be the City of Savannah. So the point that I'm making is they need to go in there before all of a sudden that we get it approved and want to put those out and the City of Savannah states, no you can't put those out because we passed an ordinance before to stop that. Patrick.

MR. BUTLER: Mr. Chairman.

CHAIRMAN LIAKAKIS: Yes.

MR. BUTLER: The City sign ordinance which was most recently amended in 2007 does provide standards for bus bench signage –

CHAIRMAN LIAKAKIS: Oh okay.

MR. BUTLER: But it affectively prohibits any signage in the historic district.

MR. ODELL: Only.

CHAIRMAN LIAKAKIS: Patrick

MR. BUTLER: Well there are other districts also, but primarily historic district.

CHAIRMAN LIAKAKIS: Patrick

MR. SHAY: Thank you. I mean I just – having gone through that meeting and it was primarily pointed out that the main objective to the new signs as oppose to the old orange lollipop bus stop signs was the proliferation of signage in the national landmark historic district areas and as a consequence of that objection I did a survey myself and I walked my entire ward that I live in downtown and I found that there were about 250 signs that were for the direction or parking of automobiles and there were 1 sign associated with transit. I thought well maybe that's because I live in a residential dominated ward so I went down to Heathcoat ward which is where the Army Corp of Engineers main office buildings are and it was about 500 signs that were associated with automobile park here, don't park here, turn right, turn left, stop, you know all that stuff. And there were 3 that were related to transit not public transit, but private



trolley services. Having said all of that, we still don't want to be part of the problem. I think the problem with signage is there's too much of it. I think that almost all of it is to help us to understand where we can go and not go with our automobiles so its almost entirely dominated by automobile traffic, but when we start talking about introducing advertising we need to be respectful of the City's ordinance that says we don't want advertising at bus stops that are located in those certain areas and as long as those bidders or proposers are made aware of what our attorney just told us I don't see any problem with this. I represent a lot of areas that are not in the historic district I don't think that people on Skidaway Road are gonna have a problem with actually having a bus shelter that's clean and well kept and has some tasteful advertising on it, but we are talking about respecting the City's ordinances in regards to where and how this can be placed and I think that just needs to be disclosed to anybody that submits a proposal.

MR. BUTLER: If I may, the bus benches signage standards are very precise and should be easy to follow. It appears that it was contemplated that they would have standards within the historic district also because one of the —they created a historic sign district and then they had a list of restricted signs and one of those restricted signs are bus stop bench signs that do not meet the design standards set forth elsewhere in this section and when you go to bus stop bench signs its reserved meaning they never set the standards meaning they're effectively prohibited at this point.

MR. ODIMGBE: And just to respond we—its our intent to fully respect the City ordinances and make sure we do not become part of the problem. I think this Board will get another opportunity to approve whom ever we choose for this particular project and even get a third chance to approve the contract itself. So there are still a lot of opportunities for the Board to be able to contribute to what the final product is gonna look like.

MR. SHAY: Some of the confusion stems from the fact that there are very strict regulations about what people can do on private property in the downtown historic district as far as what color they can paint their shutters and 10 other things maybe 110 other things, but there are not restrictions about what happens in the public right of way. So people need to understand the City needs to develop a standard if they wanna allow bus signage until then we're gonna respect the fact that they have not done that.

CHAIRMAN LIAKAKIS: Harris

MR. ODELL: At this point the only decision we need to make is whether or not we drafted a Request For Proposal whether or not its worthy of going forward. We have an opportunity to for potential financial assistance to a program that needs it. By definition all of the laws of the City of Savannah and of Chatham County, by definition will be respected. We will not have them come in here and have a stripper's pole on a bench.

MR. SHAY: That's free speech by the way.

MR. ODELL: Thank you.

MR. FARRELL: It's a federal law.

MR. ODELL: But what we have an opportunity to do is investigate and that what we need to do and that's what this proposal is. I have a vested interest in this in that I have reviewed other places and its working other places and in fact I sent our Executive Director a Request For Proposal that was from a city in Florida. We have an absolute need to explore every opportunity for potential resources. We are dry as far as our ability to go to the taxpayers hence forth that well has run dry. This is an area in which we must explore. We are exploring it. We make no commitment today except we want to explore.

MR. SHAY: Here, here.

CHAIRMAN LIAKAKIS: Helen.

MR. ODELL: With that I'll call to question.

MR. FARRELL: Thank you.

MR. ODELL: I'm sorry, I'll yield to my -

MR. GELLATLY: One short statement. I'm basically for this, I think it's a really good idea, but I caution on this okay. It would seem that we're talking about a double standard here to some degree. In other words we don't want unsightly advertising for the downtown historic area, but its perfectly okay on the Southside. You can put anything out there you want, not that you can put anything out there you want and an advertising firm is going to pay for that and the people in the historic area will benefit from not seeing those signs. Not only that but the people on the Southside could end up paying for some of the necessities, you know like trash cans cleanliness and stuff like that. I just want to make sure that whatever we do that it's fair for everybody okay cause I represent the Southside and I don't want them coming out on the short

end of the stick. You know if its some of the advertising is not fit for tourist eyes, its not fit for people who live here 365 days out of the year either. Thank you.

MR. ODIMGBE: Yeah I fully understand that and just to let the Board know bench signs is not new to me at all. I do have a history with a bench signs company in Canton, Ohio and they can tell you that I don't take these things lightly. Whatever goes out there, it's a reflection of me and this Board and the goal is to make sure that that reflection is the right one. So when the Mency Group did their presentation I told them in my office you know I told them about my position regarding bench signs and some of the challenges I've had in the past and I let them know I just made the statement to them and I let them know that in no uncertain terms that I will be monitoring this very closely because it has the potential to explode on everybody's faces so-

MR. ODELL: And Charles we maintain the control.

MR. ODIMGBE: That's correct.

MR. ODELL: This a effort to assist in keeping the areas clean, generate a certain amount of revenue potentially can be a win-win and again I renew my call for the question.

CHAIRMAN LIAKAKIS: Okay, alright let all in favor raise your hand. Motion passes. Item 2 request Board approval—no Item 3, request Board approval to expand the scope of service in the contract awarded to Post, Buckley, Schuh & Jernigan, Inc. Kim Coleman and Company and Arrowood for facility needs and analysis and conception design of CAT's corporate offices to add the design and construction of a new bus wash, fuel island and money room as part of the facility renovation project located at 900 East Gwinnett Street, Charles.

MR. ODIMGBE: Thank you Mr. Chairman. This project is actually a part of the project that is currently on the way. We are doing the facility renovation project however, the bus wash is in such a poor state that staff felt it'd be prudent to front load this particular piece of the project for several reasons. 1) If you look at the buses our current bus wash is actually destroying the paint on the buses and putting unnecessary scratches on them including the new beautiful green buses that we just procured it constantly breaks down. Half of the arms are not working at this point and earlier I told the Board that we just went through grants audits and part of the (in audible) of the grants audit is that money collection center is to close to the front gate. That is not something that I can fix right away that money collection center has been there as old as that building has been there however, we have an opportunity today to

make that adjustment with this project. We need a brand new fuel island and as we went through delegated management we need a new fuel system to help us track the amount of fuel that use everyday instead of relying on human mind and transfer information manually which lends itself to so many different mistakes. So there are good reasons why I want to front load this project with the addition of Teleride that yard today its got close to 63 vehicles on them whereas before Teleride we were 25 less. So its becoming more and more critical for us not only to improve the circulation pattern within the system, but to create enough space for all of these vehicles. So having said all of that, that's why we are coming to the Board today to allow us to actually push the construction of the bus wash, money room and fuel island ahead of the rest of the projects we do have a grant as part of the facility renovation grant that is specifically earmarked for this project and we have approximately \$392,000 on that grant. With our local match we have available to us about \$492,000 to do this project. So what we asking the Board today to for us is to allow us to change the scope of PBS&J and allow Arrowood Engineering to take the lead in doing this construction. The goal is to at least begin construction early December.

MR. ODELL: Move for approval.

MR. FARRELL: Motion to approve.

MR. ODELL: Second.

CHAIRMAN LIAKAKIS: Okay Dewayne.

MR. DAWSON: Yeah I had three things that I wanted to ask you Charles. 1) Is this renovation being coordinated with the County ADA Coordinator now that the County as assumed some of the duties of making sure we're accessible, I saw some of the references to accessibility in here but-

MR. ODIMGBE: Yes in fact we have scheduled the stakeholders meetings as the next phase. The information that you have in your Board packet is just - all we are doing is just to come up with a schematic with the current condition and then a schematic of what we think its going to be and then we bring in the stakeholders to talk about it. So yes we will be doing that.

MR. DAWSON: Okay. The second thing was, was the coordination with Center Station because as we move forward with Center Station how is that gonna effect it? Is it being coordinated so that some of the offices that might be relocated in the future to Center Station is this gonna be impacted by that?

MR. ODIMGBE: What we are doing in terms of the renovation project is making sure that we maximize the space that we have right now. CAT is land locked. There is nothing else to do even if you purchase properties around the current location you still gonna have this divided workforce some people are working some place else. With all of the uncertainties with the transit terminal project, personally I'm not putting much reliance that we are gonna have a satellite office at the transit center. I think there will be better uses for it and Larry Miles and I we just talked about doing a projection a 25 30 year projection of how much changes CAT will go through to see if we will need more capacity. These are gonna be flushed out through the engineering process and my projection is yes there may be some expansion of the system but I don't think it will be impactful enough to make a very dramatic expansion in terms of our space and needs. So those are some of the things that we are looking at. If we decide to go up on that particular facility we will in a sense double our capacity right there just by doing that. One of the suggestions is moving the offices just next door to an empty space and using the current location which will be next to as just a bus parking and staging area so there are so many opportunities out there but we just need through the engineering process to narrow it down you know to what would be best for the agency and again the outlook is 25, 30 years.

MR. DAWSON: Okay. The only other thing I was gonna ask about is I assume there was a reason in the past that we only had one entrance and that was probably related to security and now we're gonna go with two functional entrances will it still be as secure.

MR. ODIMGBE: You know that is correct and its not lost to us that we still need to have a secure facility. It's at the forefront of this particular process. Even with a second entrance its going to be secure. These are all visions at this point. It hasn't been put on paper. The actual entrance is gonna be located somewhere else. The front gate as you know it today is gonna be an exit only. So it's gonna be a secured site. Right now it stays open all day because we have vehicles going back and forth and what you may see in the future is a gate that is controlled through a loop detector for exit only, but we do have an entrance somewhere else. So all of the security apparatus will be in place we've talked about making sure we have cameras throughout the facility. We don't have them now, what we have is just a retro that existed and some when I came into the system. So we are looking at all of that. We need to get a more secure money room that meets the code. That's one of the things that FTA said that they would like for us to look at and then with transition to delegated management the County Assistant Manager is telling me that I need to install a fueling system because now I have a third party monitoring the fueling system so they need to have better access to how much fuel that we use on a month to month basis. So

even putting this together I really think the diligent thing today is to push this forward right now.

CHAIRMAN LIAKAKIS: Patrick.

MR. SHAY: I can't remember if we have a motion on the floor. Do we have a motion on the floor?

MR. FARRELL: Yes.

MR. SHAY: Call for the question.

CHAIRMAN LIAKAKIS: Okay all in favor raise your hand. Motion passes. Item 4 request Board approve the schedule modification of the 25 Westlake fixed bus route to add an additional three buses to this route during the day which would allow service to the Chatham County Detention Center and Probation office every trip rather intermittent trips.

MR. SHAY: So moved Mr. Chairman.

MR. BROKER: Second.

CHAIRMAN LIAKAKIS: All in favor raise your hand. Motion passes. Item 5, key performance index, ridership data, year to date accident analysis report, congressional outreach report, small operation committee conference call meeting notes, AE Design Services progress, Updated existing conditions evaluation, Transit Center funding update memo, Sombrero Shelter installation.

MR. ODIMGBE: All of these are more or less FYI information. I'm finding better – more ways of keeping the Board abreast of what we do on an on going basis so I keep bringing this information to you if you have any questions we can answer them. The small ops. is just to let the Board know I'm a member of the small ops. committee for APTA and as we develop our lobby efforts and all of our meetings I just like the Board to know what we are doing in those areas so I can entertain any questions.

MR. ODELL: One last thing Charles. I attended Liberty City Neighborhood Association meeting and I think it would be really good if a representative from CAT would contact the current president and get on the agenda because there were several questions regarding CAT waiting time for buses exedra. And along those lines where we have a heavy concentration of ridership in those particular neighborhoods its probably a good idea, at least in my way of thinking, for a CAT representative to

contact the presidents of those various associations and see if they can come to the meeting and get on the agenda. I think its that kind of community outreach is gonna be extremely positive for us in the future.

MR. ODIMGBE: And thank you for reminding us. We have been diligent with going to these meetings and I tell you the last two and a half months have been particularly trying for everybody at CAT so we need to get back to that and I have all the confidence that Mrs. Ragland who's the Manager for Customer Service and Marketing. This is up her alley, she is very diligent with this kind of stuff so I think she—

MR. ODELL: Yeah, I've attended other meetings with her and she's extremely good and I wish that she could have attended that meeting at Liberty City which would have been helpful to me at least to answer some of the questions.

MR. ODIMGBE: Thank you for reminding us and we'll get back to it.

MR. ODELL: Thank you Charles.

CHAIRMAN LIAKAKIS: Alright since we have that Sombrero Shelter installation, I distributed all of these to the Commissioners. I went yesterday and I took all these pictures and I did it on purpose. I had a couple of people discuss with me about the inadequate, you know these weren't really as good as the ones that we have been putting up. If you look on that front page where you see on the far left, you see that sign right there number one is these particular shelters that we have now they give you some kind of measure so that you won't get rained on now if the wind is blowing hard, you know you will get rained on in that particular direction, but a good majority of them you won't unless that happens. Now this Sombrero if you look in that far left over there, there's the rain just comes right down and soaks the people their clothing and all and they get soaking wet trying to think that this is gonna protect them from the weather. The other thing too is you only have 2 seats there and I understand about the Sombrero. The Sombrero units can be put in areas where it you don't have the room to put the regular kind that we've had out before those other bus shelter, but I don't that we should be putting these out where we can put the other ones out and only use these in places that its cramped and all of that because its not fair to the citizens to we're decreasing the amount of seating you could only sit there and somebody that might be a little bit heavier, I won't use any other words, but a little bit heavier they can't get on these seats because I saw one person there, they got up because they were almost falling off and so we look at all of these particular Sombrero shelters that my recommendation Charles is only use them for places that you can't put the others. We have some money we gonna see about

putting more money into these particular shelters the riders need that. They're just as important as the other people in the community. Just because they don't have transportation, we should shelter them also if possible. So that's my recommendation I've distributed this you have one too Charles you can see that and in addition it was mentioned well its gonna give people shade. Well I tell you if you get it where there's no trees around, you have no shelter shade rather, unless the sun is right above you. Because as soon as it moves around the horizon you got the sun right on you so there's no shade there either so anyway that's my story for today. David.

MR. GELLATLY: Also it's my observation looking at it that it would lend itself to vandalism it wouldn't be much of a trick to put that sucker on the ground.

MR. ODIMGBE: It's been hit by a bus and it did withstand the shock.

MR. GELLATLY: It did?

MR. ODIMGBE: Yes.

MR. GELLATLY: I still think that it—

MR. ODIMGBE: That's not the best thing to say about my buses, but it's been hit by a bus.

MR. GELLATLY: I think if you offer that as a challenge it will show you that it could come down, but it just looks like something you need to grab a hold of and shake.

MR. ODIMGBE: Actually to be very candid we did DOT came down and actually observed how these are installed. They took it back to their engineers and finally approved it because they wouldn't let us get it under DOT right away but we have approval to do that and Mr. Chairman your point is well taken. I do understand the challenges of the Sombrero shelter, but if you remember the dialogue it all boils down to dollars and cents. These other shelters are very expensive and I'm really relieved to hear that we may be getting some help to install the larger shelters and I will install them anywhere that we can afford to.

MR. GELLATLY: What's the cost?

MR. ODIMGBE: These are about \$1500 and the other shelter is what?

MEMBER IN AUDIENCE: About \$5000



MR. ODIMGBE: About \$5000. These are about \$1500 a piece and the full shelters about \$5000 and then with the full shelters we still have to do a 6 x - is it 6x10?

MEMBER IN AUDIENCE: Pad is 6 x12

MR. ODIMGBE: 6x12 pad, acquire the right of way and permitting process is just and that adds to the cost.

MR. ODELL: We did a study approximately 4 or 5 years ago as to what is the greatest obstacle as far as increasing ridership and without a question number one was improve shelters. I guess my question to Ty would be and ultimately to Russ is at some point we're gonna have another SPLOST and whether or not solving our shelter problem cannot be done over a period of time realize even if we had all of the money today we couldn't do it all today just because the manpower, location, engineering and a whole host of other things, but would these be eligible for SPLOST funding in the future? Potentially?

MR. BUTLER: I would think so, but I would have to defer to the County attorney on that.

CHAIRMAN LIAKAKIS: Well I could answer that question because I've asked it before and they are permissible.

MR. ODELL: Great then what we do is - what we do in all honesty is we look at a long term solution realizing that everybody wants everything now. We're not gonna be able to do that, but long term over a period of 3 years how can we solve the greatest obstacle as far as increasing ridership and I agree with totally with the Chairman, yeah these are better than the K-mart shopping carts that some of my constituents and David's constituents use but its not much better.

MR. ODIMGBE: I understand that and also what I'd like the Board to have in mind is putting shelters out there, it's not the question of putting shelters out there. They're so many issues that we have to address, the Chairman addressed one of them which is having enough right of way to meet ADA rules and regulations, number two is the nimbi concept; nobody wants a shelter around them. You know the Sombrero shelter if you look at it, why it became attractive was I believe it was Kicklighter who pushed for it and then we found one and it's less obtrusive than the shelters we use now so at least on the nimbi side we know we get little pushback because it kinda blends with the neighborhood. There's a maintenance issue, the more comfortable the shelter, the more it becomes a camping ground for homeless people and I've had neighborhoods tell me to take shelters down and I can tell you I think

there's one on Henry right now that I took all sides because the neighbors are complaining they don't want it. It's not a hangout for not just the homeless but for drug dealers so there are other issues with shelters so it's okay to put them out but it's just we have to make sure we address all of these issues surrounding the installation of shelters and I just want to make sure that the Board is aware of that.

CHAIRMAN LIAKAKIS: Charles one thing is a possibility that it can be some funding to do the big ones okay and like I stated let's don't buy anymore of these Sombreros other than what you have right now when you run out and see that because when we do get the money for the larger ones then it should be convenient for the people keep them out of the weather. It's not absolute out of the weather but it gives them more seating space where you can put 3, 4 people over there where that is opposed to 2 with those little small benches on there and there's a lot of other negatives because we want to make it as reasonable as we can for our people. Okay, Helen.

MS. STONE: Thank you Mr. Chairman just to piggy back on the discussion about whether those shelters are adequate. Just remember I'm in a district where we don't have any shelters so I'll take some of those Sombrero in light of the fact that I have nothing in the majority of my district. Thank you.

CHAIRMAN LIAKAKIS: Okay let's go, you got that the - yes, oh Wayne.

MR. DAWSON: Before we adjourn I just want to clarify one thing. On more than one occasion I have been asked is Teleride people are saying that Teleride does not go to Pooler anymore. For the benefit of the public, for the benefit of the media I'd like to clarify Charles and I had this discussion with a lady outside before we came in that Teleride is a countywide service. Teleride still goes to Pooler. Hopefully that can make it into the paper and make it on to TV and we can clarify this once and for all.

MR. ODIMGBE: And in fact I told you I had the discussion with Mr. Curl regarding if we went countywide and I can assure you I've gone back to my staff over and over and they've assured me that they do not give anybody the feeling that we do not go in certain parts of this county. Teleride is a countywide service and I believe what happens is somebody who may have refused—who may have been refused service at some point brings up this issue as if it were a fact and I told Eric when he called me with this issue, I went back to my staff, talked to them again and went back to Eric and said please you can reach out these individuals. If anybody told them specifically that we do not go all parts of the county to let me know and that feedback hadn't come back to yet.

So I think there's some residual based on experiences that has been out there before when had challenges when we brought the service down to the three quarter mile, those are still out there you know but that's good let everybody know Teleride is a countywide service.

MR. ODELL: Charles and part of it too is that the state has reduced funding for mental health so there are a lot of irrational conclusions that relate not to fact or anything.

CHAIRMAN LIAKAKIS: Okay meeting adjourned.

Meeting adjourned at 10:54 a.m.

Respectfully Submitted by:

A handwritten signature in cursive script, appearing to read "Patricia Hawkins", written over a horizontal line.

Patricia R. Hawkins, Secretary-Treasurer  
Chatham Area Transit Authority