

Coos County Transit Master Plan

Deviated Fixed Route Model and Proposed
Alternatives Overview

September 14, 2020



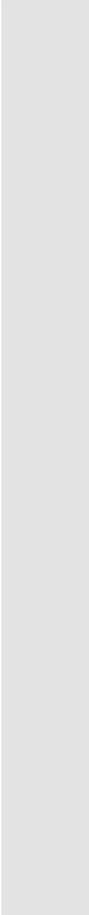


Introductions

Please describe
your role on the
project

AND

Desired project
outcomes



Agenda Review

TIME	SUBJECT	LEAD PRESENTER	GUIDANCE REQUESTED
2:00	Introductions	David Hope – CCAT	
2:10	Welcome, Meeting Purpose, Agenda Review	Susie Wright – Kittelson	Confirm Understanding, Questions for Clarification
2:15	Recap Meeting #2 and Activities Since February 2020		
2:30	Deviated-Fixed Route Service Model		Confirm Understanding, Questions for Clarification
2:45	Proposed Route Alternatives		What are the changes to the routes? Confirm Understanding, Questions for Clarification
3:20	Capital Alternatives and Technology		
3:30	Online Survey and Virtual Open House Summary		What are the key findings of the survey? Is there an opportunity to get more input? Who should we reach out to?
3:45	Next Steps: Financial Assessment (October) & Transit Development Plan (January)		
3:55	Adjourn		



1 - Project Initiation and Stakeholder Involvement

| Throughout



2 - Existing Conditions

| May - December



3 - Transit Needs and Opportunities

| February - Aug.



4 - Evaluation and Prioritization

| Sept. - Oct.



5 - Draft Transit Master Plan

| Oct. - Dec.



6 - Adoption

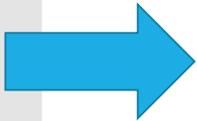
| January

2019

2020

2021

Project Tasks and Deliverables



Current Phase: Future Opportunities

The project team is evaluating *what should change* with routes. These *alternatives* are based on the needs identified in the 'Unmet Transportation Needs Analysis' and public feedback.

What is Coos County Transit Master Plan (CCAT)?

The CCAT Transit Master Plan will identify short-, mid- and long-term opportunities and include guidance on managing and improving transit services, facilities and coordination with transit services within the County such as Curry County's Coastal Express and Pacific Crest Bus Lines.



Bus routes and services



Bus stops and facilities



Coordination with adjacent providers

Why do we need it?

It's needed to improve safety, mobility and accessibility of the transit system in Coos County. Proposed changes focus on building a connected transit system that supports mobility, planned land uses, economic vitality, livability, and public safety.

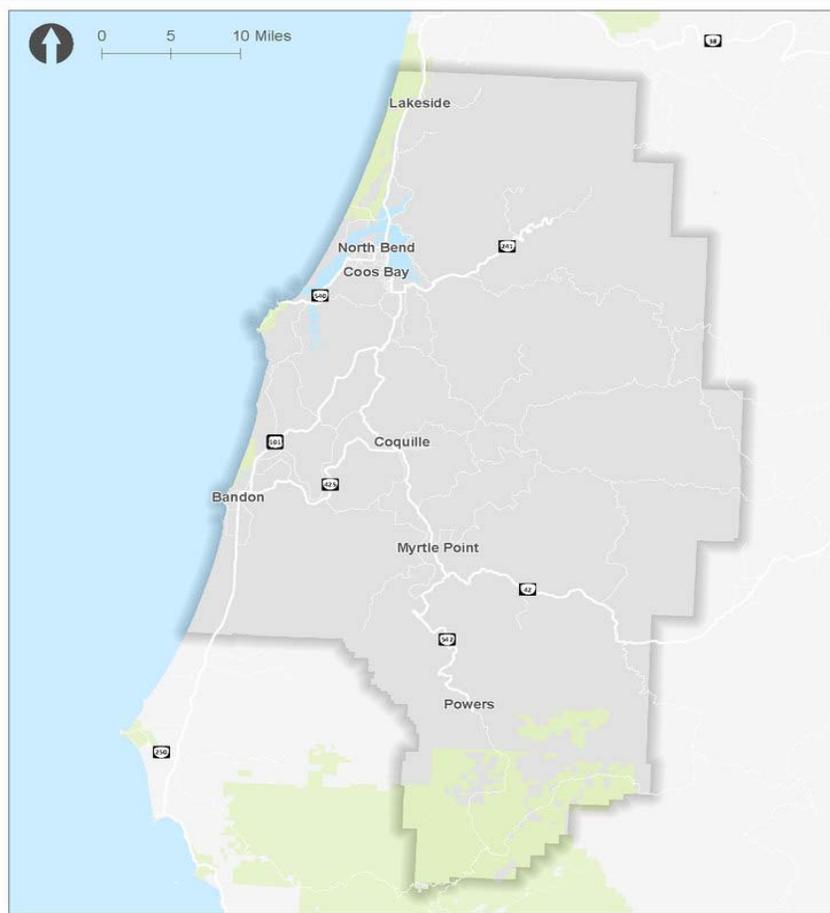
Previous Meeting

- Discussed Memo #4: Needs Memo

Since we
Last Met

- Memo #5: Service Opportunities Memo
- Virtual Open House and Survey

Study Area



Coos County Boundary

Study Area
Coos County, Oregon

Figure
1

10/20/2014 Coos County Transit Master Plan/fig1.mxd - 4/10/19 10:02:09

Deviated-Fixed Route Service Model Overview

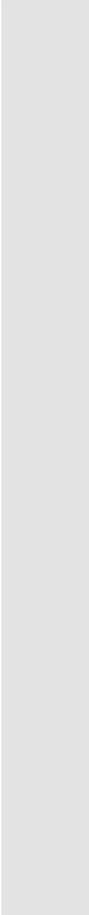
- This model is currently in place
- Currently, 2 buses provide paratransit (dial-a-ride) services in Coos county
- According to deviated route model, the bus would follow a fixed route, but anyone would be allowed to request a deviation
- This will allow some of the increase in demand for ADA complementary paratransit to be served by deviations of the fixed-route while continuing to serve some of the demand with up to two dial-a-ride vehicles, and helping CCAT sustain service into the future. ADA complementary paratransit service will not be specifically provided.



- CCAT proposes to operate a demand response model of deviated-route service, with the following characteristics:
 - **Everyone** would be eligible to request a deviation of the fixed-route service
 - Maximum deviation distance: **¼ mile from the fixed route**
 - **Trip purpose** priorities for paratransit service, in descending order: medical, employment, education, nutrition, shopping, recreation, other, same-day medical, same-day non-medical
 - Maximum deviations per trip: To be determined. Each route's schedule will build in time to accommodate the **maximum number of deviations** without affecting schedule reliability
 - **Limited dial-a-ride service** for seniors and people with disabilities within current service area



CCAT Proposal



Proposed Route Alternatives

Proposed Route Changes

- Pirate, Bulldog, and Crab Express are proposed to operate as deviated-routes
- Some locations will no longer be timepoints but will be eligible as deviated stops

Eliminated Routes

- Timber Express and Cranberry Express would be eliminated
- Service to Coquille and Myrtle Point, initially served by Timber Express would be provided by a combination of a new intercity route to Roseburg, a new South County route, and the Powers Stage route
- Cranberry Express in the current system has very low ridership and is proposed to instead operate as a new South County intercity route connecting Bandon, Myrtle Point, Coquille, and Coos Bay/North Bend

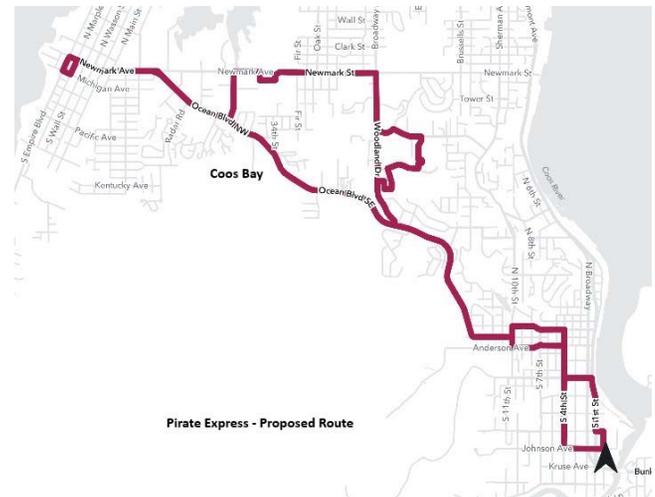
Eliminated Routes

- Three new routes namely, South County Route, Roseburg route and Florence route have been proposed to operate to serve North Bend, Bandon, Myrtle Point, Coquille, Roseburg and Florence

Overview

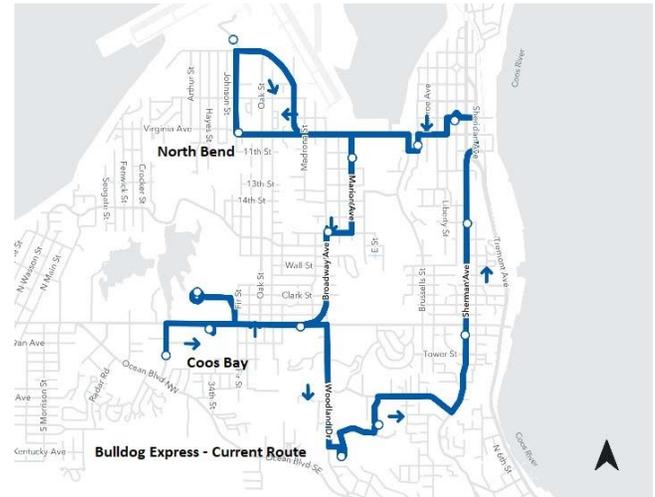
Pirate Express

- Consistent 60-minute headways (8:00 am and 5:00 pm)
- Extended to the South Coast Business Employment Corporation upon request
- Travel on 4th Street (Downtown Coos Bay) serving the DMV upon request. Fred Meyer and Safeway will be designated stops
- Continue to serve the North Bay Medical Center and Bay Area Hospital once each hour.
- No longer regularly serve destinations along Kinney Road and Waite Street (but could still deviate there on request).
- Continue to provide service to Advanced Health, Oregon Coast Community Action, and Coos Health and Wellness.
- 18 minutes per hour to support deviations



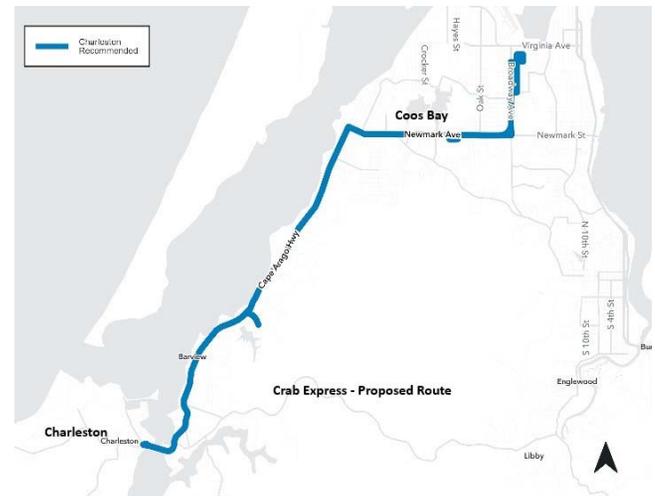
Bulldog Express

- Consistent 60-minute headways (8:00 am to 5:00 pm)
- Passengers may transfer to Pirate Express to access the medical facilities)
- Serve a major portion of Sherman Ave to serve adjacent residential areas; a stop would be provided at The House and The Mill Casino.
- Serve the North Bend Lanes, the post office on McPherson and the Boardwalk upon deviated request.
- Pirate Express and Bulldog Express buses will meet at SCBEC upon request to transfer passengers at 0:28 past each hour
- Connections to the Crab Express may be made at the Superstop after a 30-minute layover. Connections to the Florence and Roseburg intercity routes may also be made at the Superstop.
- 21 minutes per hour to support deviations.



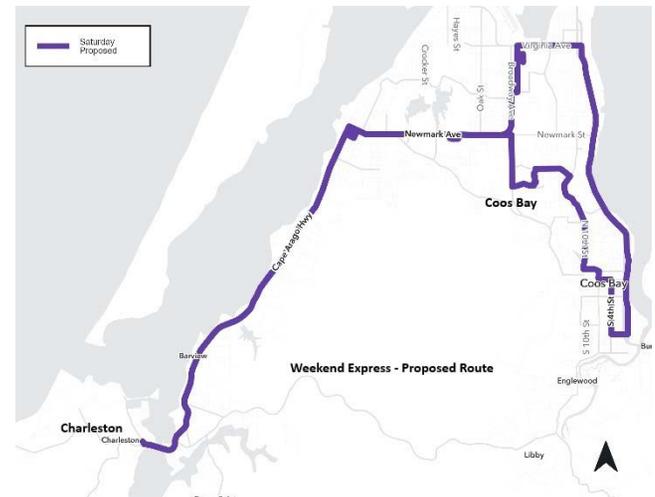
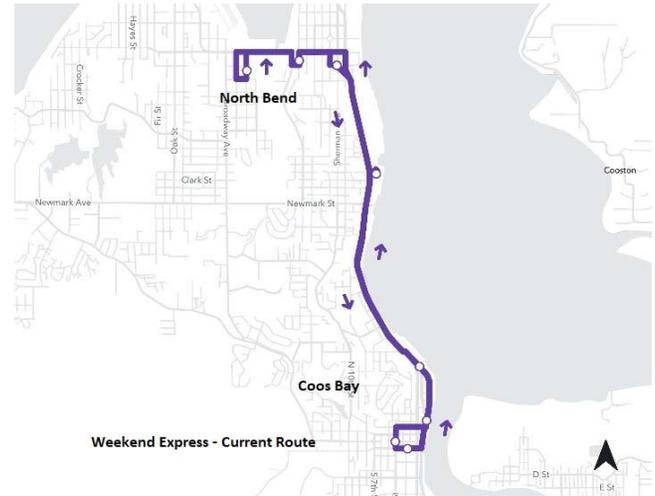
Crab Express

- 1-hour headways between 7:00 am and 5:00 pm
- Schedule timed to allow connections to intercity bus routes serving Florence, Roseburg, and Curry County at the Superstop.
- Connections to the Pirate route may be made in Empire, while connections to the Bulldog route may be made at the Superstop after a 30-minute layover
- 22 minutes per hour to serve route deviations



Weekend Express

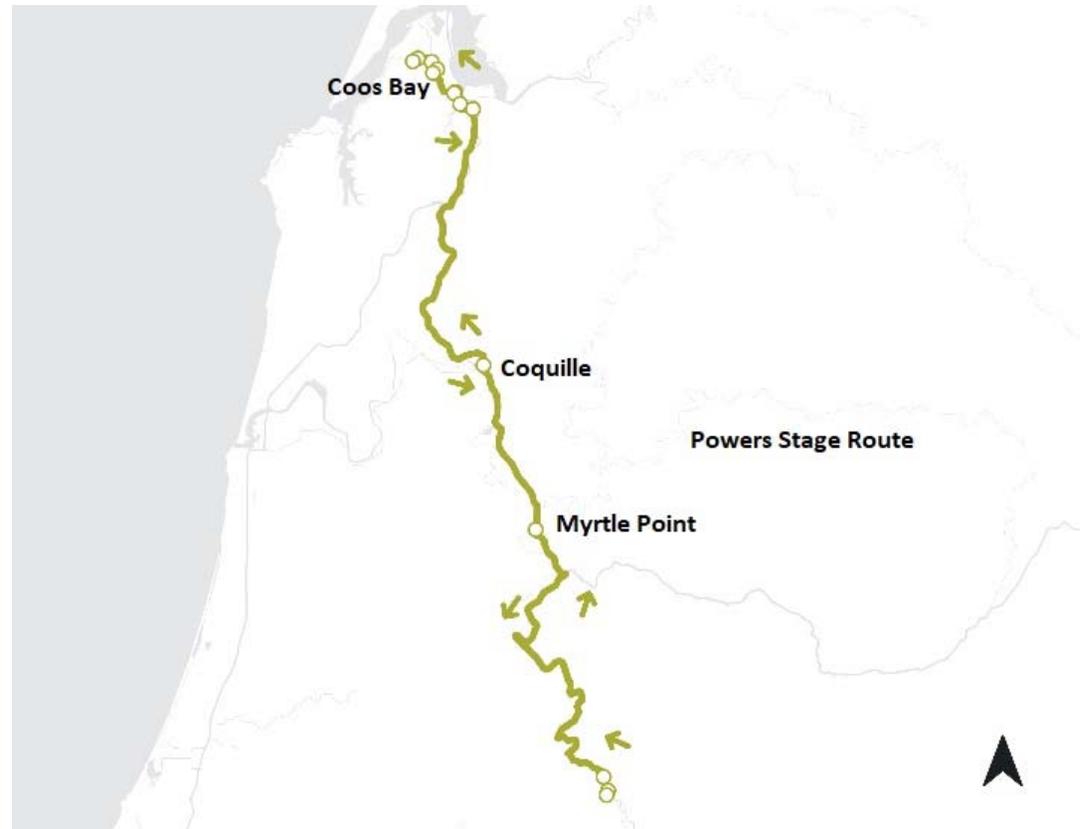
- 90-minute headways from 7:00 am to 5:00 pm, with a 90 min lunch break providing 5 round trips per day.
- The route will directly serve Charleston, The Mill Casino, downtown Coos bay and the Superstop.
- 20 minutes per round trip to accommodate deviations.



Powers Stage

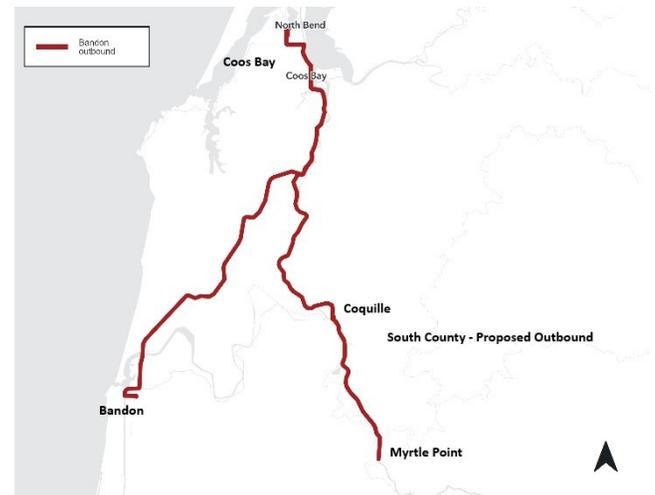
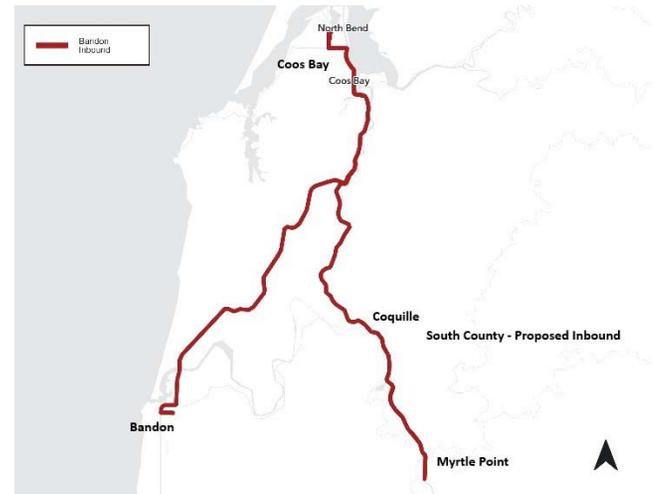
Proposed to continue to operate once a week on Thursdays, plus the second Tuesday of every month

The schedule could be adjusted to facilitate connections in Myrtle Point to the new Highway 42 route to Roseburg



South County Route

- Operate in a loop twice a day, five days per week (Monday - Friday).
- Bus would depart (morning) Bandon traveling to Coos Bay, Coquille, Myrtle Point and back to Coquille (opposite direction - afternoon)
- Serve trips from Myrtle Point and Coquille to Coos Bay/North Bend and back (currently served by Timber Express)
- Serve trips from Bandon and Coos Bay to the courthouse in Coquille and back (desirably arriving in Coquille at 9:02)
- Provide a transit connection between Bandon, Myrtle Point, Coquille and Coos Bay that does not currently exist.



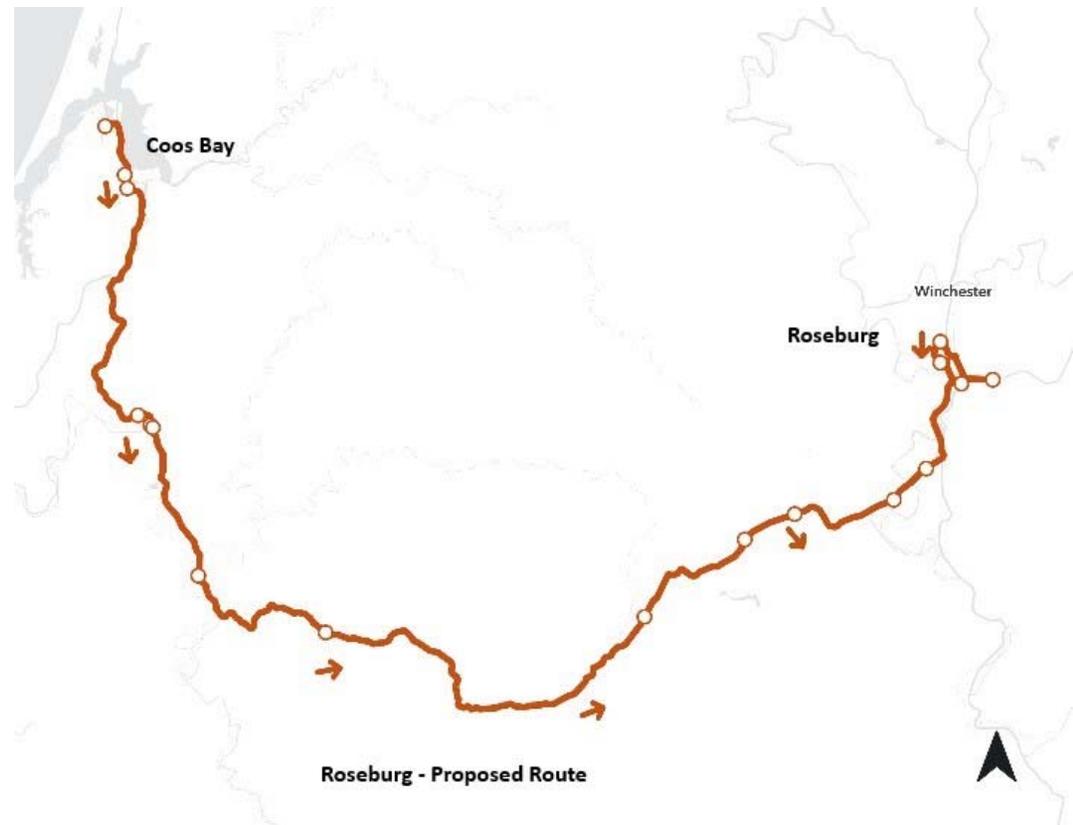
Roseburg

Operate two days per week, Tuesdays and Wednesdays

Depart from Superstop at 7:30 am; arrive in downtown Roseburg at approximately 10:30 am, with stops in downtown Coos Bay, Coquille, Myrtle Point, Bridge, Camas Valley, Ten mile, Porter Creek, Winston, and Green.

Bus will continue to the VA hospital and (on request) other medical-related destinations in Roseburg (Mercy Medical Center, medical offices, and drug treatment centers) after stopping at downtown Roseburg

Depart Roseburg at 1:37 pm, returning to North Bend at 4:30 pm.



Florence

Operate four days per week (Monday, Tuesday, Thursday, Friday), with three round trips per day.

Depart the Superstop and arrive at the Three Rivers Casino in Florence about 2 hours later, with stops in Hauser, Lakeside, Winchester Bay, and Reedsport.

Passengers (in Florence) can connect to Link Lane service to Yachats and Eugene, with onward connections available in Eugene to Amtrak, Greyhound, and Cascades POINT intercity services, among others.

Replace service lost when the Eugene-Coos Bay route operated by Pacific Crest Lines was discontinued in February 2020



Longer-Term Service Alternatives

Deviated-Route Operation

- Monitoring how often particular destinations are requested for deviations.
- Monitoring whether deviation requests are impacting schedule reliability.

Added Coverage

Large areas currently unserved include:

- Neighborhoods south of downtown Coos Bay (high proportions of youth, low-income households, limited-English proficiency households, minorities, and persons with disabilities, as well as a relatively high overall population density). The limited street connectivity in these areas poses challenges to developing a route.
- Northwest Coos Bay and North Bend (high proportions of seniors, youth, and minorities, along with relatively high overall population density)
- Eastside (high population density and proportion of minorities)
- Neighborhoods north of downtown North Bend (high proportions of seniors)

Longer-Term Service Alternatives

Intracounty Service

- Service increases on the Highway 42 route, which would improve service for trips from Bay Area communities to Coquille and Myrtle Point.
- A Roseburg-based second bus on the Highway 42 route serving same-day round-trips from Roseburg, but also serving same-day round trips from Myrtle Point and Coquille to the Bay Area.
- Expand days of operation of Florence Route to provide service every weekday between Lakeside and the Bay area for employment and education purposes (early morning south bound). This trip, extended north will benefit Reedsport residents who work or study Bay area or wish to travel to Roseburg.

Longer-Term Service Alternatives

Intercity Service

Roseburg

The recommendations for adding service include:

- Thursday—to allow connections to and from the weekly Powers Stage, which serves a portion of the county with a high proportion of veterans; a major VA hospital is located in Roseburg
- Saturday—to provide opportunities for shopping, social, and intercity trips to Roseburg on the weekend
- Friday—to allow overnight trips to Roseburg on the weekend.
- Monday—providing service all 5 weekdays and fully replacing the North Bend/Coos Bay to Coquille service currently provided by the Timber Express
- Sunday—to provide service every day of the week, and to particularly serve weekend (Friday–Sunday) trips to other parts of the state

Longer-Term Service Alternatives

Intercity Service

Florence

The recommendations for adding service include:

- Wednesday—to provide a second connection opportunity to the Highway 42 route and provide service every weekday.
- Sunday—to serve weekend (Friday–Sunday) trips to other parts of the state.
- Saturday—to provide service every day of the week, and serve overnight weekend trips to Eugene.

Capital Alternatives and Technology

Vehicle Types, Fleet Size and Fuel Types

- CCAT has a fleet of 21 vehicles
- 3 vehicles were acquired in 2019 and have logged approximately 5,500 miles or fewer
- 13 buses have exceeded their Expected Useful Life (EUL) and are eligible for replacement in FY 20/21; 2 are eligible for replacement in FY 24/25
- Capital costs are expected to be \$125,000 per 22-foot bus, based on the American Public Transportation Association (APTA)'s *2020 Public Transportation Vehicle Database*.

Total \$ = \$1,875,000

Vehicles to be replaced = 15

Local match = 3  / year,
\$50,000 – \$75,000/ year

Recommendation:

- Medium-sized buses (20-25 foot)
- Accessible vans for dial-a-ride service
- Maintain an average fleet age that is less than half the vehicles' average life span of the vehicles
- 20 percent spare ratio is recommended for fleet size, but this could be higher (e.g., 25%) based on the types of services CCAT offers
- Consider purchasing lower-emission vehicles such as hybrid-electric propulsion, all-electric buses or compressed natural gas (CNG) buses
- Low-floor buses for all deviated and fixed routes that are able to accommodate low-floor buses

Public Transportation System Technologies



REAL-TIME CUSTOMER
INFORMATION



DISPATCHING



CAMERAS

Online Survey Input

Key Findings

- Majority of the respondents prefer the deviated fixed route model to the current fixed-route model
- Respondents mentioned that the deviated fixed-route model will add flexibility to the system and improve overall ridership; however there are concerns among respondents who do not prefer the model that the changes could lead to dispatching issues, delays in the schedule and de-prioritization of patients with medical appointments.
- Most common types of trip purpose among respondents are shopping/libraries/running errands.
- Non-rider respondents mentioned that improved accessibility, closer proximity of bus stops to their homes and bus service beyond 5 pm would encourage them to ride CCAT services.
- All respondents indicated that CCAT service quality is either 'Very Good', 'Good' or 'Fair'.
- Respondents indicated that real-time bus information, park & rides and online mobile / trip planning tool are important to improving transit service in Coos County.
- Respondents suggested that online availability and printable versions of all CCAT routes should be available at libraries and visitor centers with additional information about bus stop locations.

Online Survey Input

Key Findings

- *Pirate Express*: Some respondents indicated that:
 - if the headways are shorter;
 - more transfer locations between routes are included; and
 - if the route had more coverage,
- they would ride the newly proposed route. One of the respondents mentioned that it is important to include Advanced Health and CH&W in the route. All respondents mentioned that they would rate the proposed route 'Good' or 'Fair' if it is implemented.
- *Bulldog Express*: One respondent indicated that if route included Glasgow in the schedule, they would ride the newly proposed route. All respondents mentioned that they would rate the proposed route 'Good' or 'Fair' if it is implemented.
- *Crab Express*: All respondents mentioned that they would rate the proposed route 'Very Good' or 'Fair' if it is implemented.
- *Weekend Express*: All respondents mentioned that they would rate the proposed route 'Good'.

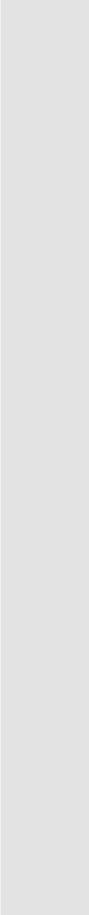
Online Survey Input

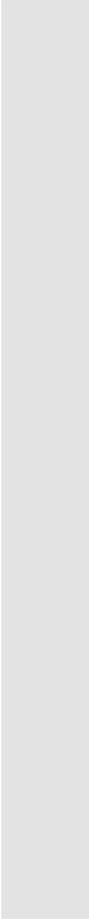
Key Findings Continued

- *Powers Stage:* All respondents mentioned that they would rate the proposed route 'Fair'.
- *South County Route:* Respondents indicated that the new route will:
 - help patients travel from Bandon to Coos Bay or Coquille for medical appointments;
 - provide more access to shopping and the courthouse in Coquille;
 - can be improved by connecting with the Coastal Express.
- All respondents mentioned that they would rate the proposed route 'Very Good', 'Good' or 'Fair' if it is implemented.
- *Roseburg:* Respondents indicated that the new route should:
 - connect CPTI riders to get to veterans services;
 - arrival and departure times at Coos Bay should be adjusted to account for visitors traveling to Coos Bay.
- All respondents mentioned that they would rate the proposed route 'Very Good' or 'Good' if it is implemented.
- *Florence:* Respondents indicated that the new route should:
 - connect CPTI riders to go further north;
 - connect to Reedsport and Old Town Florence.
- All respondents mentioned that they would rate the proposed route 'Very Good' or 'Good' if it is implemented.



Next Steps

- Memo #6: Financial Assessment (Meet in October 2020)
 - Draft Transit Development Plan (Meet in December or January)
- 



Questions?
