Coos County Transit Master Plan

Advisory Committee Meeting #2

February 12, 2020

CCAT Coos County Area Transit

Oregon Department of Transportation

KITTELSON & ASSOCIATES

Introductions

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 #1 and Activities Since June 2019	Susie Wright	
2:30	Existing System Conditions & Performance	Nick Gross – Kittelson	How are the services changes impacting your agency? Confirm Understanding, Questions for Clarification
3:00	Projects Funded by STIF	Susie Wright	
3:10	Public Involvement Summary	Nick Gross	
3:20	Draft Goals & Policies	Susie Wright	Are there any goals you think should be modified or added?
3:30	Identifying Future Transportation Needs	Susie Wright	What unmet transportation needs do you see? Who should we be reaching out to? Is there data you believe that would be helpful in identifying needs?
3:50	Next Steps/ Adjourn	Susie Wright	

Project Tasks and Deliverables

2019

2020

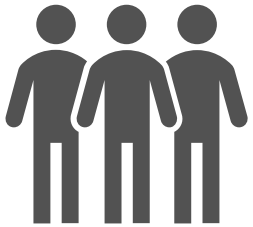
- 1 – Project Initiation and Stakeholder Involvement | **Throughout**
- 2 - Existing Conditions | **May - December**
- 3 – Transit Needs and Opportunities | **February - June**
- 4 – Evaluation and Prioritization | **June - August**
- 5 - Draft Transit Master Plan | **July - November**
- 6 – Adoption | **December**

What is the Coos County Transit Master Plan?

Coos County Area Transit (CCAT) is currently in the process of developing a Transit Master Plan (TMP), which is a plan to provide strategic guidance to CCAT. This includes short, medium, and long-term guidance on providing:

Bus routes and services

Bus stops and facilities



Coordination with adjacent providers

Provide Strategic Guidance to Coos County for:

The provision of a sustainable and innovative transit system in a county that serves urban and rural uses over a 20-year planning period

PMT and AC Role

AC Role and Expectations

Attend AC meetings

Review draft memos prior to AC meetings

Provide comments based on your unique perspective and expertise

Since We Last Met

Advisory Committee #1 Recap

Since we Last Met

- *Kick-off Advisory Meeting held on June 19, 2019*
- *Desired outcomes/concepts to consider in the Transit Master Plan*
  - Coordinate with large employers (School District, Mill Casino, Hospital, etc.
  - Develop long-range plan and vision for the County
  - Increase connectivity between Coos Bay/North Bend, Eugene, Roseburg, Florence
  - Provide transit to tourist and recreation sites i.e. Shore Acres
  - Operate trolley 7 days a week
  - Provide connections to I-5
  - Develop a transportation hub for all modes
  - Develop a realistic, responsible plan
  - Address the needs of an aging community
  - Shift perceptions and public attitudes of public transit in the County

Since we Last Met

Changes at Coos County Area Transit

- *Coos County Area Transportation District (CCATD) formalized with Board Members sworn in on January 6, 2020*
- *Coos County Area Transit (CCAT) Staff Changes*
- *Modified transit service routes and stops*
- *Projects funded by Statewide Transportation Improvement Fund (STIF)*
  - *Project #1: Coos Bay – Florence Connector*
  - *Project #2: North Bend – Roseburg Connector*

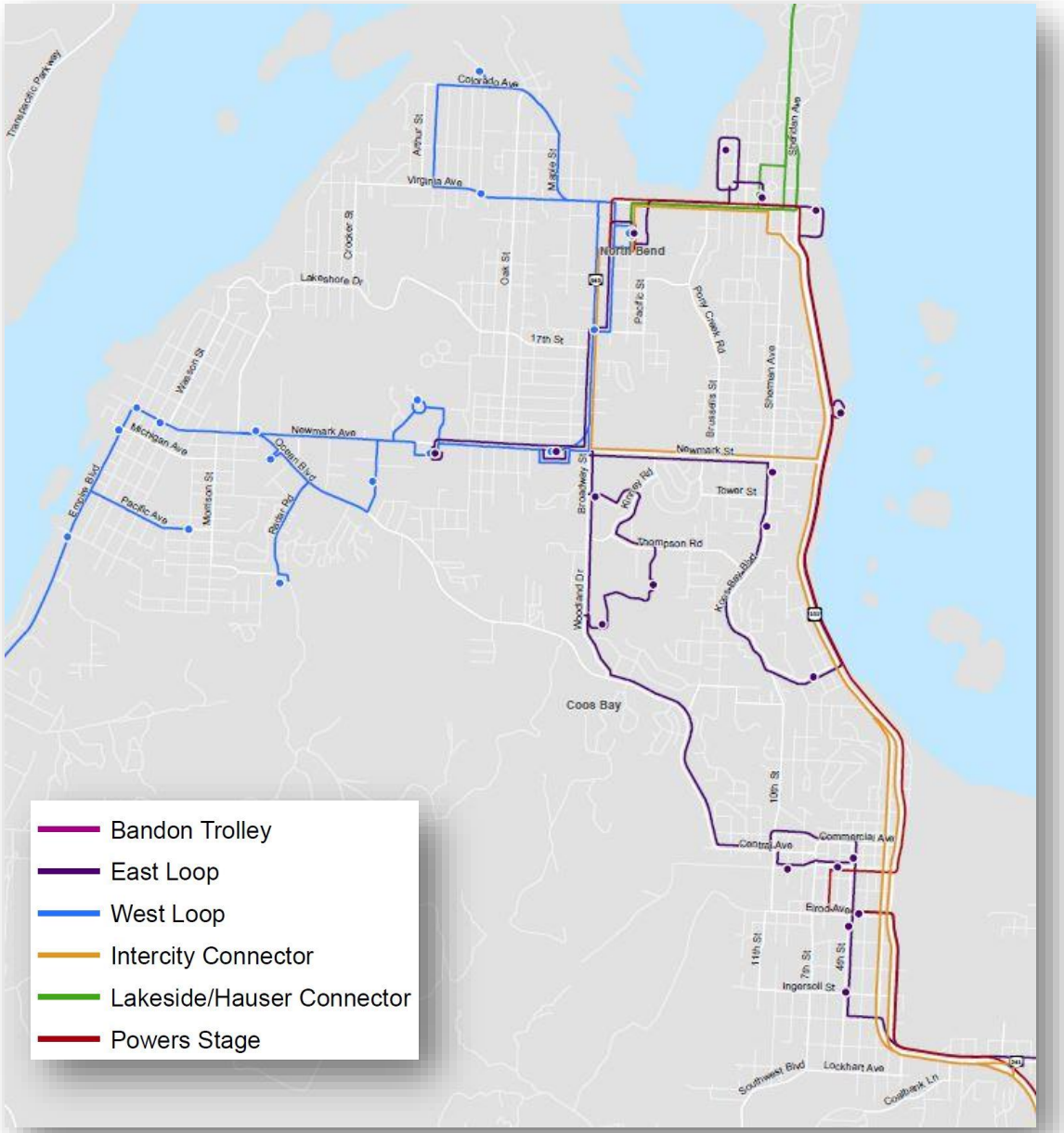
Since we Last Met

Project Deliverables

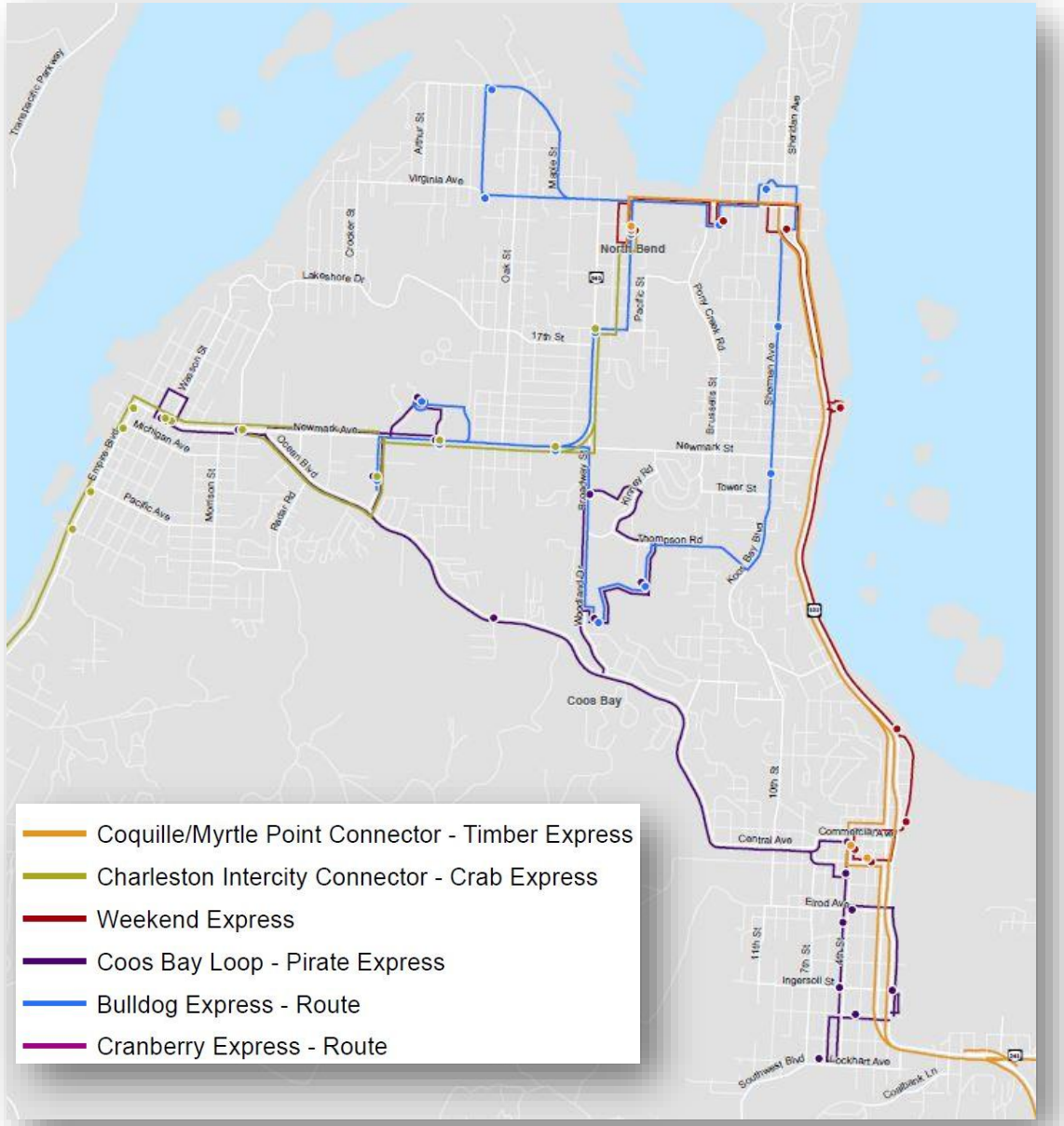
- Ongoing Public Involvement (more to come)
- Meeting with Coos Bay Chamber of Commerce Transportation Subcommittee
- Memo #1: Existing System Conditions
- Memo #2: Goals and Policies
- Memo #3: Transit Benchmarks and Monitoring Program

Overview of Existing System Conditions

Previous
CCAT Transit Service



Current
CCAT Transit Service



Overview of Existing System Conditions

Previous
CCAT Transit Service

- Lakeside – Hauser
  - North Bend to Lakeside
- Powers Stage
  - Coos Bay – Coquille – Myrtle Point – Powers
- Service to Charleston provided via West Loop
  - 4 stops per day

Current
CCAT Transit Service

- ~~**Lakeside-Hauser**~~
  - ~~**North Bend to Lakeside**~~ **(will be served by new Florence Route)**
- Coquille/Myrtle Point Connector (Timber Express)
  - Coos Bay – Coquille – Myrtle Point ~~**– Powers**~~
- Service to Charleston provided via Crab Express
  - 2 stops per day

- ***Route Nomenclature Changes***
  Previous "East Loop" & "West Loop" changed to "North Bend – Bulldog Express" and "Coos Bay – Pirate Express"
- ***Transit Stop Nomenclature Changes***
  Emphasis on local attractions i.e. 7 Devils Brewery, Outdoor In, Walmart, Farr's Hardware, etc.

Previous *CCAT Loop*

- **Bay Area Loop East**
  - 8:10am – 4:32pm | Monday – Friday
  - 36 stops ~ two (2) hour headways
  - The service makes three (3) full loops; the fourth makes only 26 stops
- **Bay Area Loop West**
  - 8:10am – 4:32pm | Monday – Friday
  - 35 stops ~ two (2) hour headways
  - The service makes three (3) full loops; the fourth loop makes only 27 stops

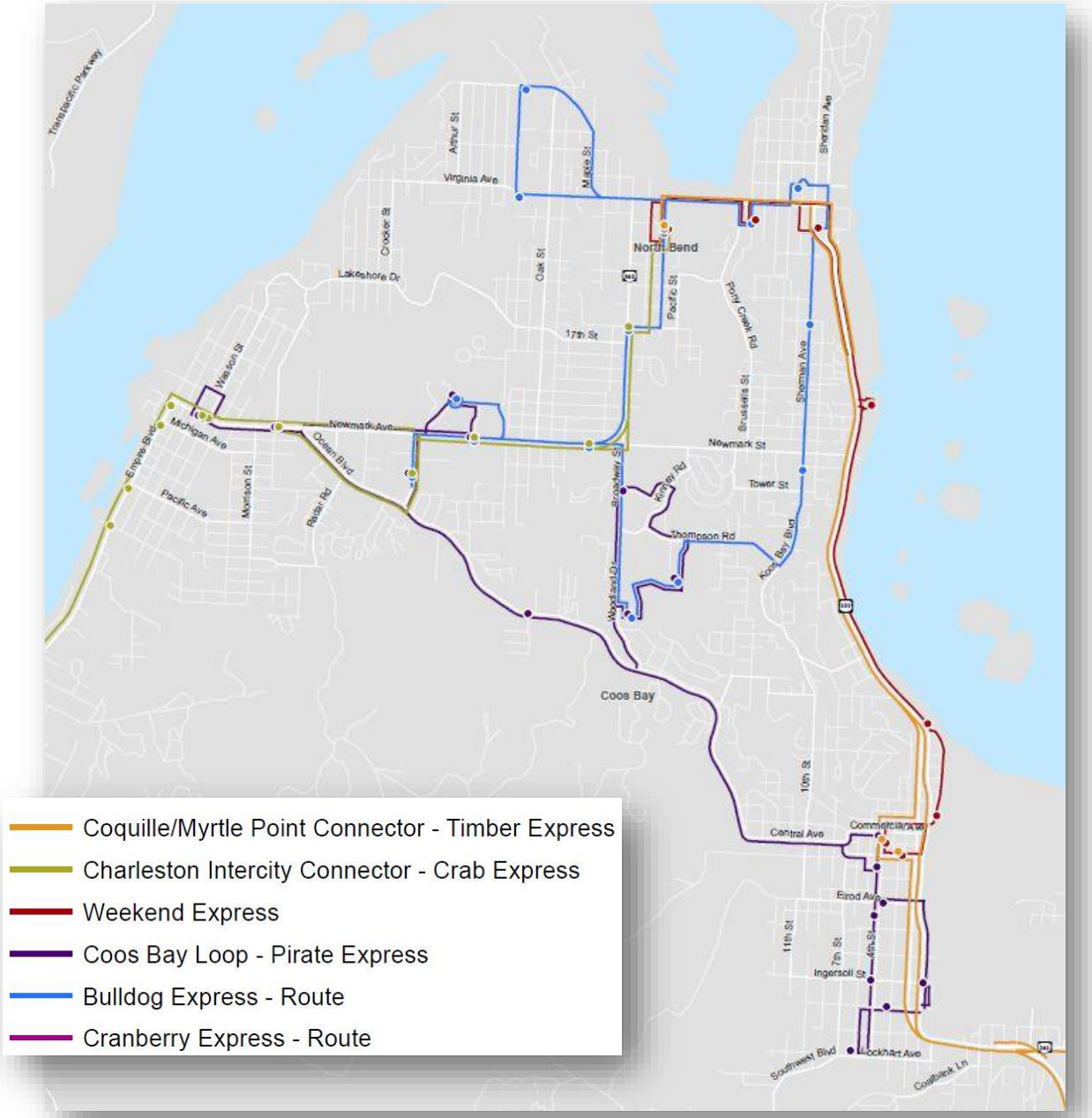
Existing *CCAT Loop*

- **North Bend Loop – Bulldog Express**
  - 8:30am – 6:00pm | Monday – Friday
  - 15 stops with ~ one (1) hour headways
  - 8 trips per day
  - Two (2) hour lunch break between 10:38am – 12:38pm
- **Coos Bay Loop – Pirate Express**
  - 8:30am – 6:00pm | Monday – Friday
  - 24 stops with ~one (1) hour headway
  - 8 trips per day
  - Two (2) hour lunch break between 10:38am – 12:38pm
  - ***No service to Charleston***

Current CCAT Transit Facilities

Current Transit System and Services

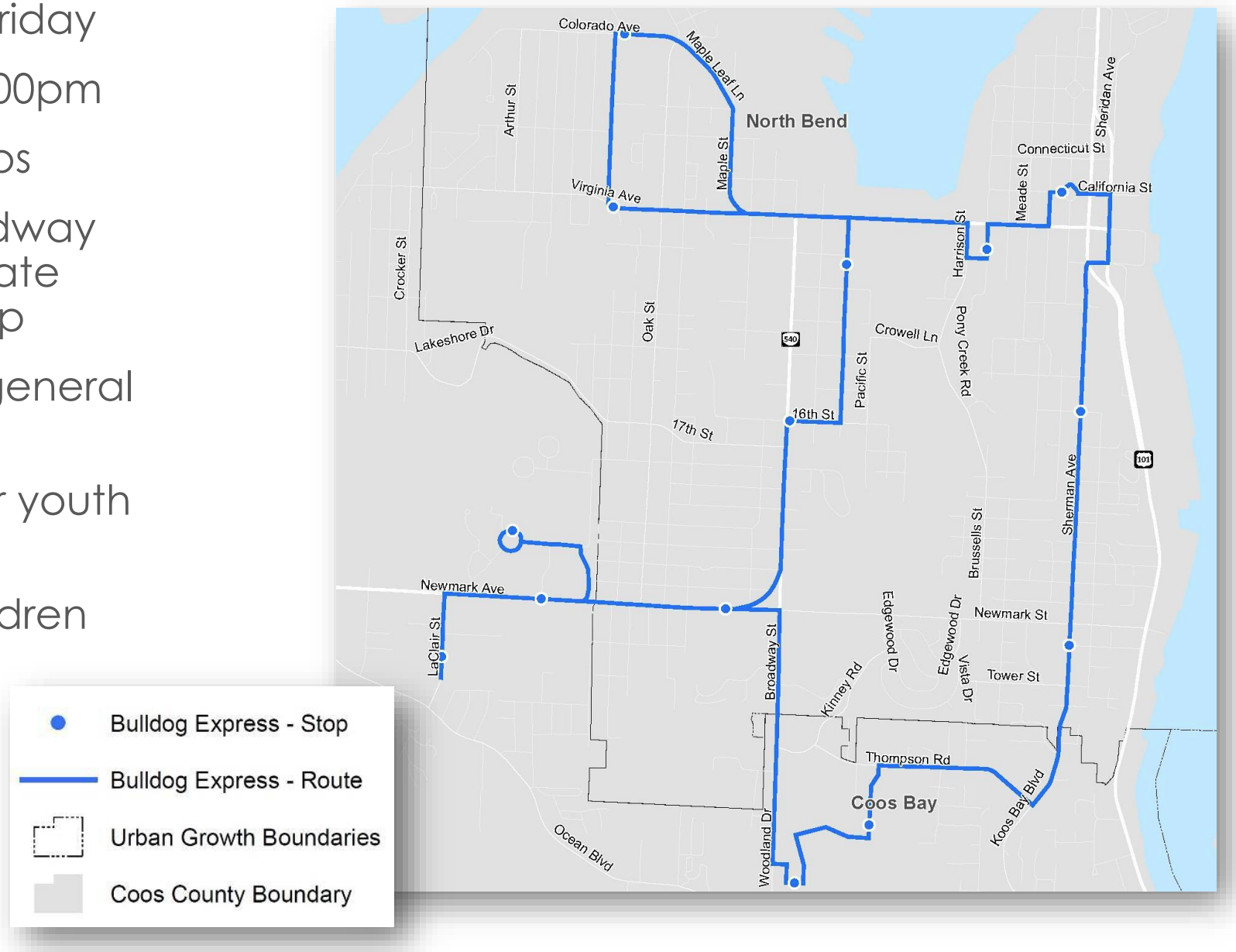
(Post to July 1, 2019)



North Bend – Bulldog Express

Current Transit Service

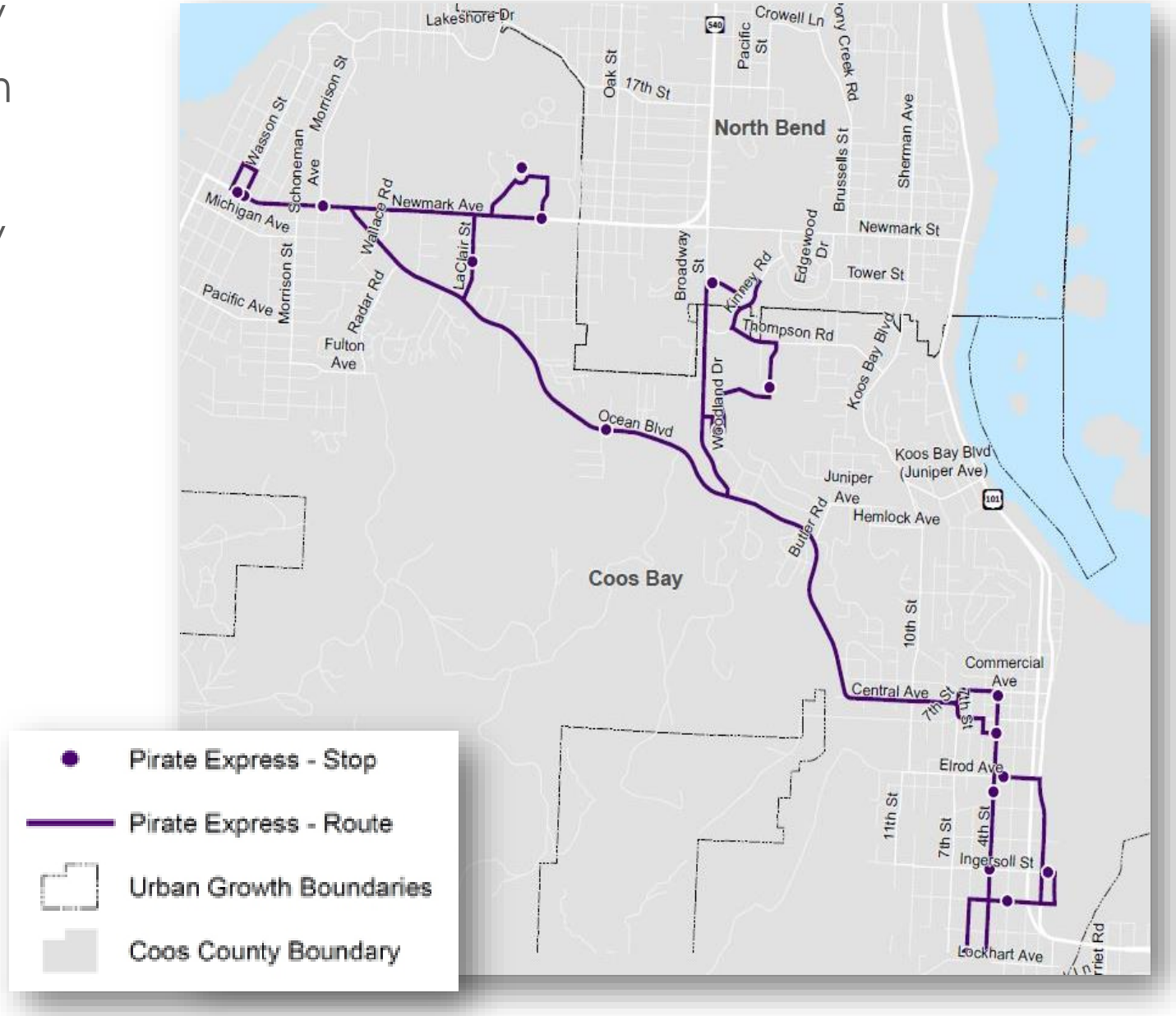
- Monday – Friday
- 8:30am – 6:00pm
- 15 fixed stops
- 1-hour headway except for late morning gap
- $1 fare for general public,
- .50 cents for youth and seniors,
- Free for children



Coos Bay – Pirate Express

Current Transit Service

- Monday – Friday
- 8:30am – 6:00pm
- 24 fixed stops
- 1-hour headway except for late-morning gap
- $1 fare for general public,
- .50 cents for youth and seniors,
- Free for children



Weekend Express

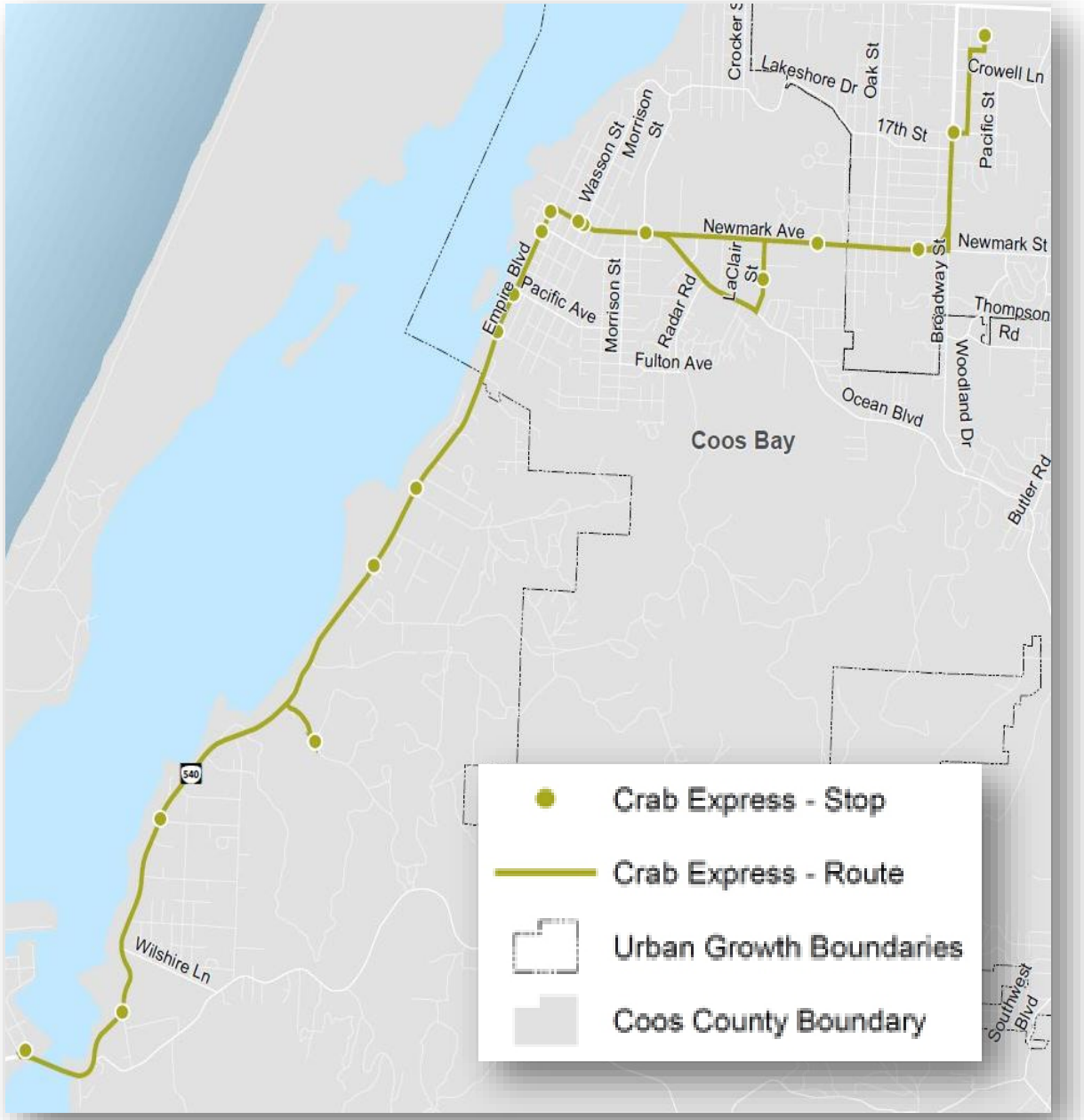
Current Transit Service

- Saturday
- 10:00am – 4:00pm
- 12 fixed stops
- 35-minute headway except for late-morning gap
- $1 fare for general public,
- .50 cents for youth and seniors,
- Free for children

Charleston Intercity Connector – Crab Express

Current Transit Service

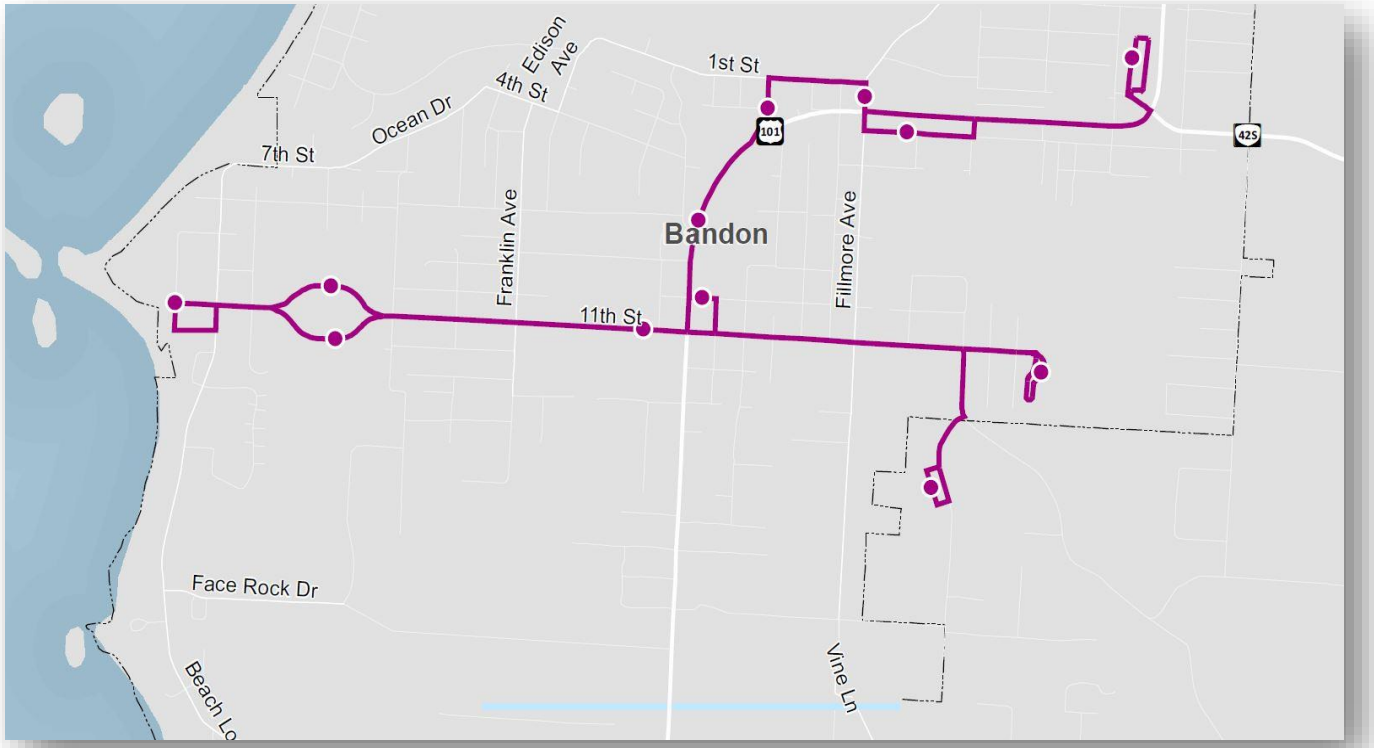
- Monday – Friday
- Two daily runs
- 9:15am – 9:48am; 3:15pm – 3:48pm
- 21 fixed stops
- $1 fare for general public,
- .50 cents for youth and seniors,
- Free for children



Bandon Loop – Cranberry Express

Current Transit Service

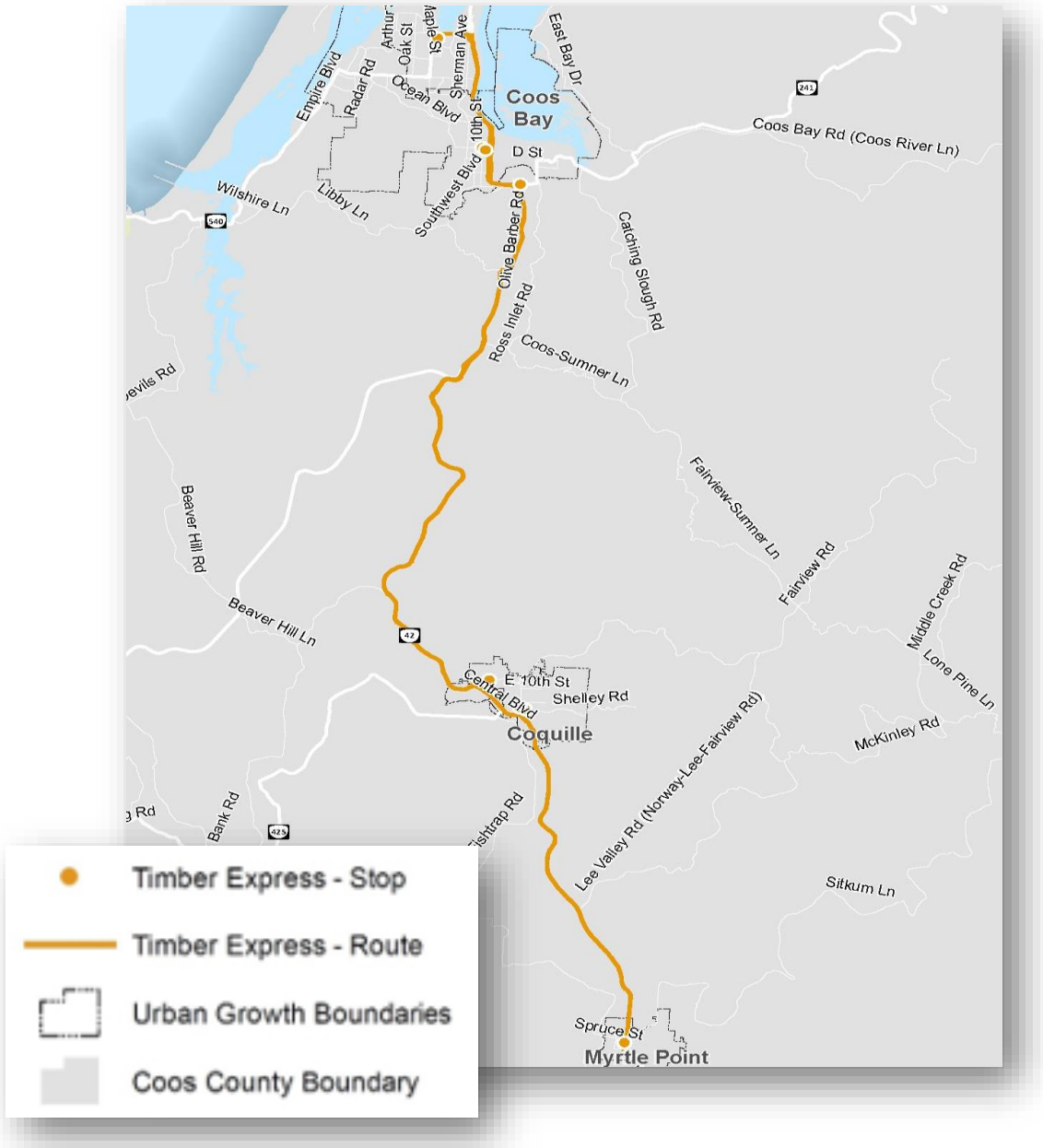
- Monday, Wednesday, Friday
- 10:00am – 4:00pm
- 35-minute headway except for late-morning gap
- 13 fixed stops
- $1 fare for general public,
- .50 cents for youth and seniors,
- Free for children



Coquille/Myrtle Point Intercity Connector – Timber Express

Current Transit Service

- Monday – Friday
- Two daily runs
- Departs at 7:15am (first run), departs at 1:15pm (second run)
- $2.00 from Coos Bay to Coquille, $2.00 from Coquille to Myrtle Point and $4.00 from Coos Bay to Myrtle Point – general public
- $1.00 from Coos Bay to Coquille, $1.00 from Coquille to Myrtle Point and $2.00 from Coos Bay to Myrtle Point – youth
- Free for children



Current Transit Service

Dial-A-Ride

- Serves people with disabilities; people over the age of 62
- Monday to Friday curb to curb service
- Request time – 8:00am – 5:00pm, at least one day in advance
- Provided throughout five cities within Coos County
- $2/ person/ ride for general public,
- $1 for youth and $1.50 for seniors,
- Free for children

System Performance

Existing Transit Markets and Needs

Ridership Analysis

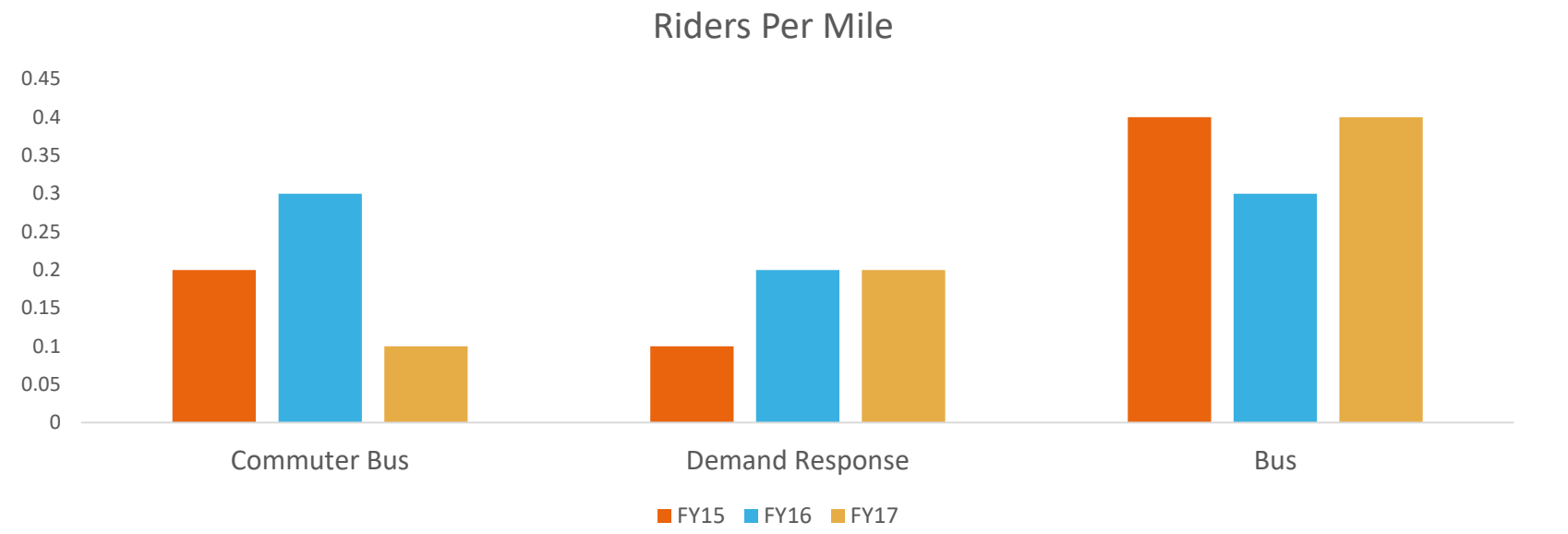
- Demand response provides the most annual service miles and service hours
- Bus service provides the highest number of rides (riders/mile ratio average between FY 2015-17 is 0.36)

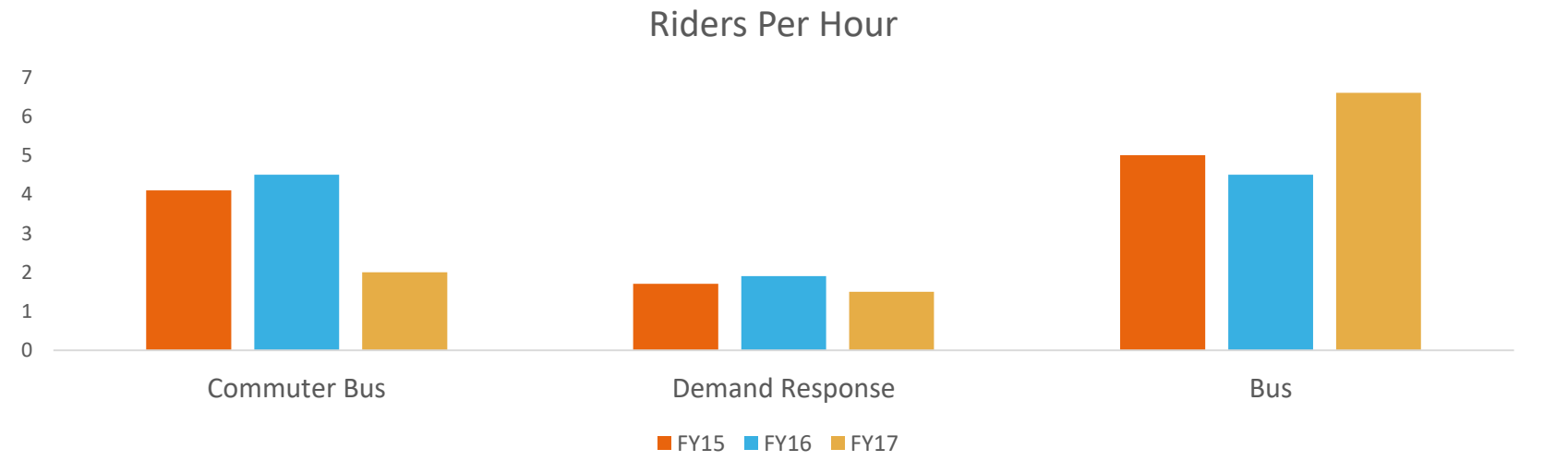
Bus ridership ⬆ by 103% from FY 2016-17 to FY 2017-18 while demand response and commuter bus ridership ⬇ by 23% and 56% respectively

- Demand Response = Dial A Ride
- Bus = Bay Area Loop East & West
- Commuter Bus = Intercity Connectors i.e. Coquille/Myrtle Point, Lakeside/Hauser, and Powers

Ridership Analysis

Existing Transit Markets and Needs





Projects Funded by STIF

Projects Funded by STIF

Project #1: Coos Bay – Florence Connector

- This is a new line of service beginning in Coos Bay and ending in Florence
- Route will operate four days a week – Monday, Wednesday, Friday and Saturday
- Will provide seating for ~10, free Wifi, 1 ADA station, bike rack, space for luggage/storage
- Will conduct three round trips per day
- Anticipated charge for general public : $10 for a one-way trip

Project #1: Coos Bay – Florence Connector

Projects Funded by STIF

Project Summary

Distance in miles (one-way)	53.7
Trip time (one-way)	1.5 hrs
Projected ridership (per year)	1.8K
Capital Cost (year 1)	$125K
Bus stop seats/signage	$6.5K
Average annual O&M costs	$150K
Total Year 1 costs	$281.5K
Total Year 2 costs	$152.2K
Total Project Cost	**$433.7K**

Projects Funded by STIF

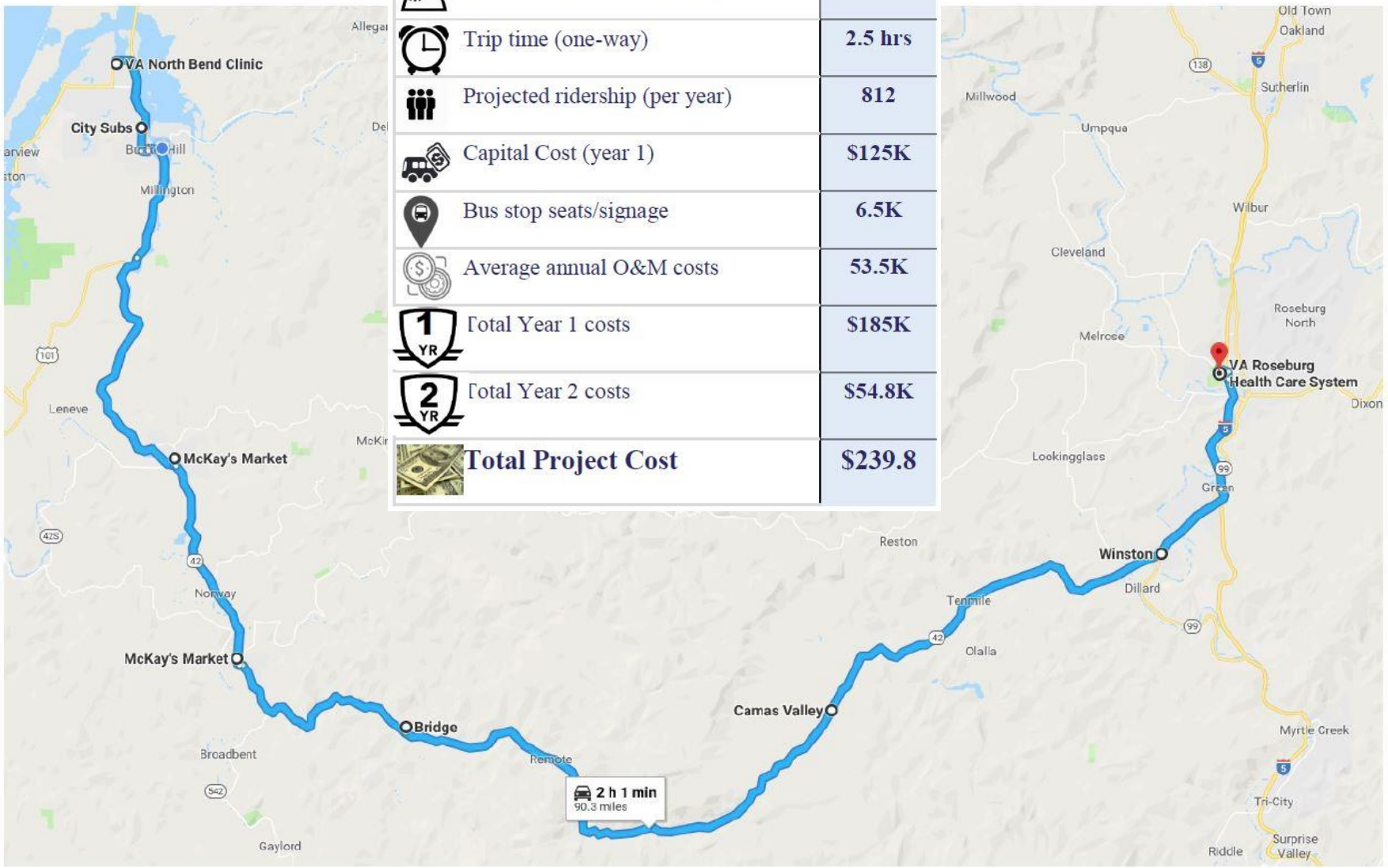
Project #2: North Bend – Roseburg Connector

- This is a new line of service beginning in North Bend and ending in Roseburg
- Route will operate two days a week – Tuesday and Thursday
- Will provide seating for ~10, free Wifi, 1 ADA station, bike rack, space for luggage/storage
- Will conduct one round trip per day leaving early in the morning and returning mid-afternoon
- Anticipated charge for general public : $20 for a one-way trip

Project #2: North Bend – Roseburg Connector

Projects Funded by STIF

Distance in miles (one-way)	90
Trip time (one-way)	2.5 hrs
Projected ridership (per year)	812
Capital Cost (year 1)	$125K
Bus stop seats/signage	6.5K
Average annual O&M costs	53.5K
Total Year 1 costs	$185K
Total Year 2 costs	$54.8K
Total Project Cost	**$239.8**



Public Involvement Summary

Public Involvement Summary

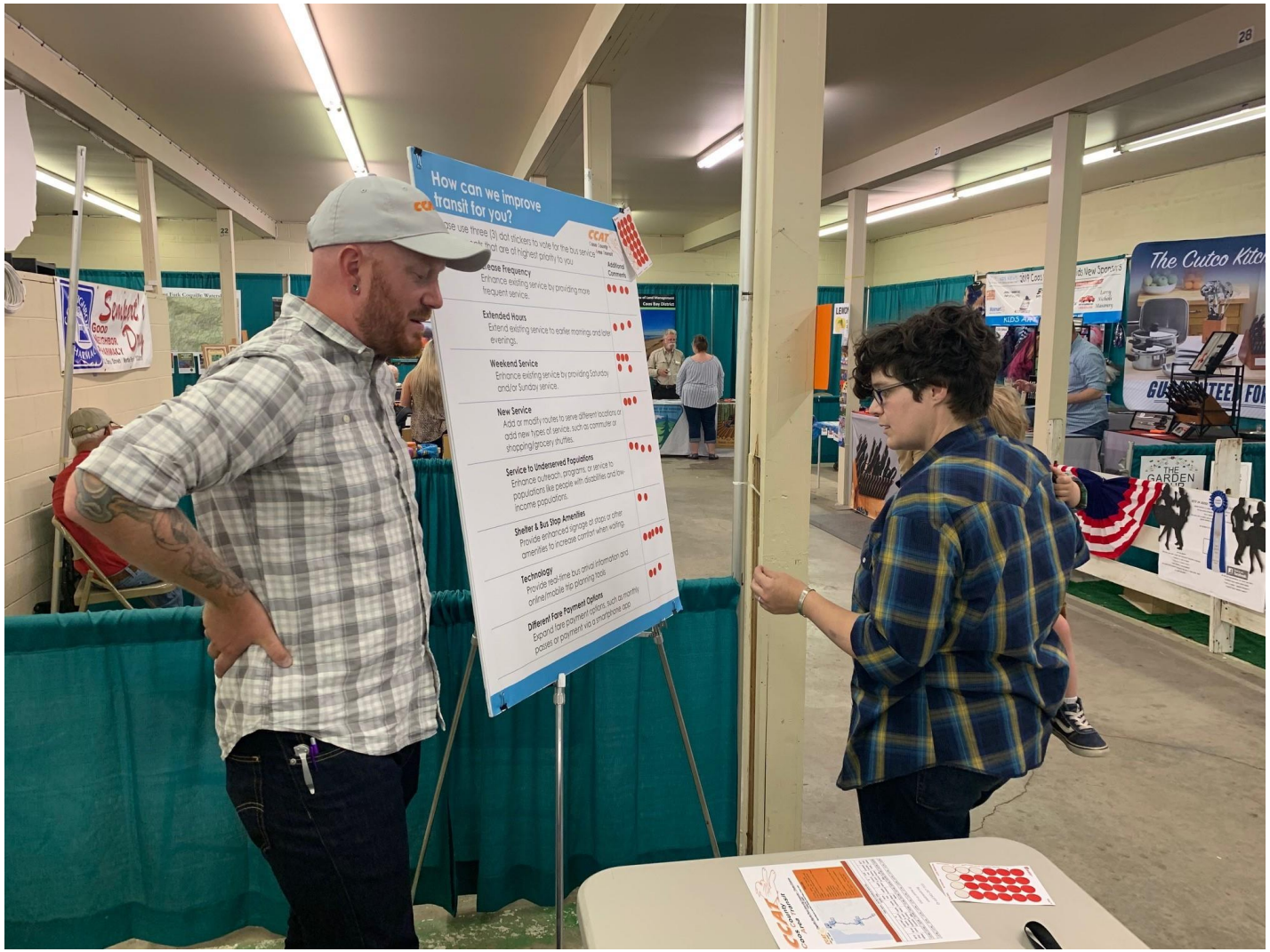
Coos Bay Farmers Market

Public Involvement Summary

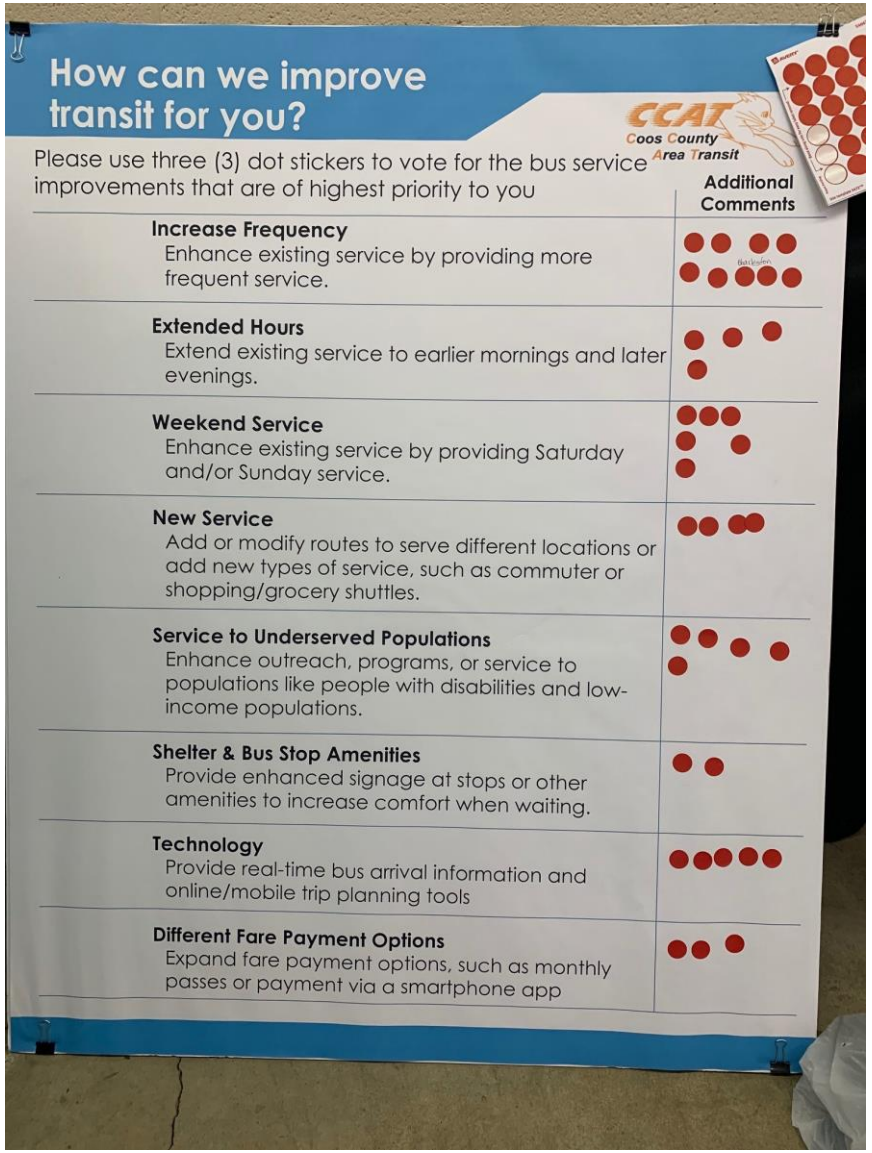
Bandon Farmers Market

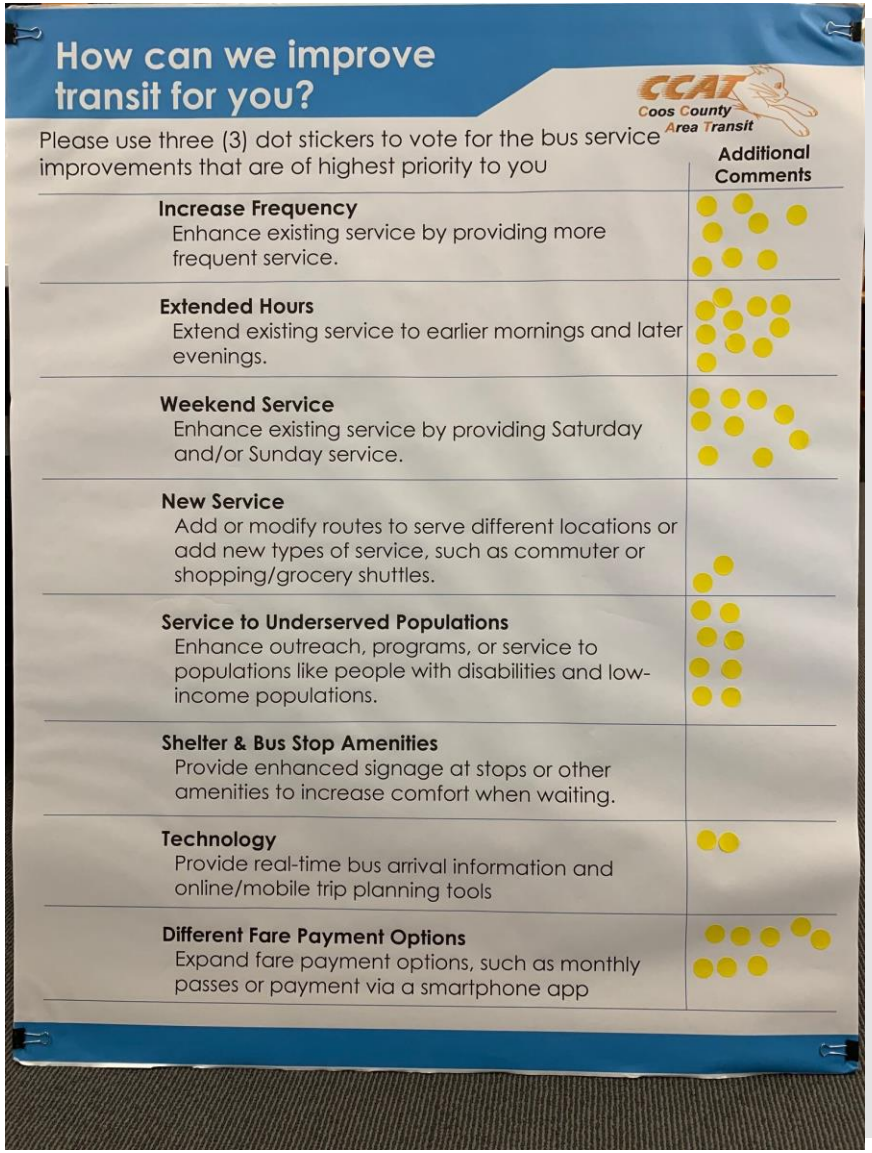
Public Involvement Summary

Coos County Fair & Rodeo



Public Involvement Summary





Public Involvement Summary

Key Themes Voiced by Public

- Enhanced weekend service
- Extend hours of existing service
- Provide weekend service from Coos Bay/North Bend to Bandon
- Revisit new transit service (July 1, 2019) changes
- Provide a daily shuttle from Bandon to the Southwest Oregon Regional Airport
- Provide connections between Bandon and Roseburg

Public Involvement Summary

Recommended key improvements gathered from :

- **Online Survey -** Secure shelters, increase in service hours, service frequency, weekend service and extended service coverage
- **Operator Survey -** Better transit vehicles, posted schedules, improved transit service and transit stops/ amenities like signage, maps and seating

Focus group meetings summary :

- Need for increased service to Waterfall clients,
- Medicaid trips; consideration of special service to Shore Pines;
- Increase service and frequency of intercity connectors

Draft Goals & Policies

Goals and Policies

Goal 1: Customer-Focused Services

Provide services that are safe, comfortable, and convenient for all riders

- Policy 1A – Provide consistent, reliable public transportation services for customers to meet their daily needs.
- Policy 1B – Create a safe and user-friendly transit environment.
- Policy 1C – Provide service information that is clear, accurate, and available to customers through various sources and media.
- Policy 1D – Focus on service enhancements on that will benefit customers who are dependent on transit due to age, abilities, and/or income.
- Policy 1E – Communicate with health and human service providers and transit-dependent customers to better understand and meet these riders' needs.
- Policy 1F – Continue to improve ADA accessibility through new and improved ways of sharing transit information and improvements to stops and vehicles.

Goals and Policies

Goal 2: Accessibility and Connectivity

Improve access and connections within and between communities in the CCAT service area.

- Policy 2A – Emphasize maintaining and improving existing services before expanding services.
- Policy 2B – Ensure and increase access to employment, education, and health services.
- Policy 2C – Support improvement of pedestrian and bicycle connections to transit routes and stops.
- Policy 2D – Support safe roadway crossings of Highway 101 and major arterials in the service area.
- Policy 2E – Explore potential park-and-ride and "mobility hub" sites, where multiple modes connect.
- Policy 2F – Promote economic development and tourism through existing transit services and new transit services as resources are available.

Goals
and Policies

Goal 3: Coordination

Collaborate with public and private partners to maximize services

- Policy 3A – Strengthen coordination with other transportation services and technologies.
- Policy 3B – Coordinate with partners to establish a range of transit services, including employer vanpools, medical service transportation, cab and rideshare companies, and volunteer driver programs.
- Policy 3C – Work with health and human service providers to coordinate transportation services that are appropriate for the customer's needs.
- Policy 3D – Foster new and innovative partnerships to share and leverage resources, create awareness of CCAT services, and enhance CCAT services.
- Policy 3E – Strengthen coordination with land use planning and development to support the planned transit system and increase customer access to transit.
- Policy 3F – Seek opportunities to coordinate emergency response and recovery following natural disasters and other emergencies.

Goals and Policies

Goal 4: Health and Sustainability

Foster public, environmental, and fiscal health through transit investments

- Policy 4A – Establish stable funding sources for CCAT services and invest strategically in maintenance, planning, service, and capital improvements.
- Policy 4B – Reduce reliance on single-occupancy vehicles and help reduce pollution by maintaining and enhancing CCAT services.
- Policy 4C – Improve the community's health by providing active transportation options and access to health-supporting destinations, such as groceries, parks, community spaces, health care, and social services.

Identifying Future Transportation Needs

Future Needs Identification

BASED ON GOALS AND OBJECTIVES AND DESIRED SYSTEM PERFORMANCE

BASED ON POPULATION, DEMOGRAPHIC, AND LAND USE FORECASTS

STAKEHOLDER AND COMMUNITY INPUT

Future Needs Identification

What unmet transportation needs do you see? Who should we be reaching out to?

Is there data you believe that would be helpful in identifying needs?

Questions?