CURRY PUBLIC TRANSIT, INC.

CURRY COUNTY TRANSIT DEVELOPMENT PLAN REFERENCES

February 2023

Curry County

Transit Development Plan

Prepared for:

Curry Public Transit, Inc.

February 2023

REFERENCES

A. Existing Conditions Memorandum #1
B. Transit Goals and Policies Memorandum #2
C. Transit Benchmarks and Monitoring Program Memorandum #3
D. Unmet Transportation Needs Memorandum #4
E. Future Service Opportunities Memorandum #5
F. Financial Assessment Memorandum #6
G. Bus Stop Audit Summary
H. Onboard Survey Summary
I. Operator Survey Summary
J. Virtual Outreach Events Summary

Reference A. Existing Conditions Memorandum #1

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Technical Memorandum #1

August 3, 2022

Project# 23021.039

To: Kathy Bernhardt
Curry County Public Transportation Service District
PO Box 1771
Brookings, OR 97415

From: Susan Wright, PE, Bincy Koshy, Sophia Semensky, Kittelson & Associates, Inc.

CC: Ian Horlacher, ODOT

RE: TM#1: Existing System Conditions - Final
Curry County Transit Development Plan

Contents

INTRODUCTION

This memorandum documents existing transit service and demographics in Curry County. It inventories Curry County's demographics, assesses the Curry Public Transit (CPT) system, and analyzes CCPTSD's transit capital assets, budget, and funding sources. The information was compiled from data provided by CPT, the National Transit Database (NTD), the U.S. Census, field review and surveys of riders and drivers. This information will help guide the development of the Curry County Transit Development Plan (TDP).

SERVICE AREA OVERVIEW

The following section describes the demographics, employment, and commuting patterns in the CCAT service area.

Demographics

The following section describes the general population characteristics, Title VI populations, and other demographic characteristics of Curry County. The TDP planning process will consider how to improve access

to low-income, senior, and youth populations, people of color, people with disabilities, tribal communities, and other potentially vulnerable and transit-dependent groups.

GENERAL POPULATION

Curry County is located in the southwest corner of Oregon, bound by the Pacific Ocean to the west, the Southern Oregon Coast Range and Rogue River-Siskiyou National Forest to the east, Coos County to the north, and the California state border to the south. As of the 2020 census, Curry County is home to an estimated 23,446 residents. Curry County's largest populated area is Brookings—Oregon's southernmost coastal city—with an estimated 2020 population of 6,744. The Chetco River separates Brookings from Harbor, a Census-Designated Place (CDP) located immediately southeast of Brookings with an estimated 2020 population of 2,551. Harbor CDP is Curry County's second most populated place. Although Brookings and Harbor are two distinct communities separated by the river, they share an Urban Growth Boundary (UGB), as well as the Port of Brookings Harbor, which is located on the southeast (Harbor) side of the Chetco River. Oregon Coast Highway 101 provides the only vehicle crossing of the Chetco River providing access between the two communities. Gold Beach, located approximately 28 miles north of Brookings, is the third most populous place and the county seat, with an estimated 2020 population of 2,341. Port Orford, located approximately 56 miles north of Brookings, is the fourth most populous place, with an estimated 2020 population of 1,146. The county's least populated CDP place is Pistol River, with an estimated 2020 population of 89.

Table 1 shows the population growth of Curry County and its cities between 2010 and 2020. Curry County has seen limited growth over the last 10 years, with an average growth rate of less than 5% since 2010, representing less than half of Oregon's statewide growth rate over the same time period. By percentage, the county's fastest-growing place is Langlois CDP, which grew by over 10% between 2010 and 2020; however, this rate represents a growth of only 19 new residents. Harbor CDP and Brookings have the second and third highest growth rates at 6.69% and 6.4% between 2010 and 2020, respectively. While most communities in Curry County experienced at least modest growth between 2010 and 2020, the population of Nesika Beach CDP shrank during that time period by over 6%, or approximately 31 residents.

Table 1: Curry County Population Growth

Geography	2010 Population	2020 Population	2010-2020 Change	
			Number	*Percent*
State of Oregon	***3,831,074***	***4,237,256***	***406,182***	***10.6%***
Curry County	**22,364**	**23,446**	**1,082**	**4.8%**
City				
Brookings	6,336	6,744	408	6.4%
Gold Beach	2,253	2,341	88	3.9%
Port Orford	1,133	1,146	13	*1.1%*
Census Designated Place				
Harbor	2,391	2,551	160	6.69%
Nesika Beach	463	432	-31	*-6.70%*
Langlois	177	196	19	*10.73%*
Pistol River CDP	84	89	5	*5.95%*

Source: 2010 US Census, 2020 US Census

The Portland State University's Population Research Center (PSU PRC) develops long-term coordinated population forecasts for Oregon's counties and their cities (areas within urban growth boundaries, referred to as "sub-areas" in the report). According to the Curry County Coordinated Population Forecast for 2018 through 2068, which is the latest report available at this time:

> *"Curry County's positive population growth in the 2000s was the result of sporadic net in-migration. Meanwhile an aging population not only led to an increase in deaths, but also resulted in a smaller proportion of women in their childbearing years. This along with more women choosing to have fewer children and have them at older ages has led to fewer births in recent years. The larger number of deaths relative to births caused natural decrease (more deaths than births) in every year from 2000 to 2014. While periods of net in-migration outweighed natural decrease during the last decade, the gap between these two numbers shrank during the later years—bringing population decline from 2009 to 2012.*
>
> *Total population in Curry County as a whole will likely grow at a faster pace in the first 20 years of the forecast period (2015 to 2035), relative to the last 30 years (Figure 1). The tapering of growth rates is largely driven by an aging population—a demographic trend which is expected to exacerbate natural decrease (more deaths than births). As natural decrease occurs, population growth will become increasingly reliant on net in-migration. For the area outside UGBs this will likely lead to population decline during the last 30 years of the forecast period. The remaining sub-areas are expected to see population increase over this same time period.*
>
> *Even so, Curry County's total population is forecast to increase by nearly 3,900 over the next 20 years (2015-2035) and by more than 4,700 over the entire 50-year forecast period (2015-2065). Sub-areas that showed strong population growth in the 2000s are expected to experience similar rates of population growth during the forecast period."* [1]

PSU PRC forecasted population figures for Curry County and its sub-areas are provided in Table 2. The PSU PRC population methodology addresses places within an urban growth boundary (UGB) individually; forecasts for areas outside UGBs are consolidated into a single forecast. For Curry County, this means that individual population forecasts are available for Brookings, Gold Beach, and Port Orford; population projections for all other populated places and CDPs are consolidated into the forecast for areas outside UGBs. PSU PRC population estimates for Brookings, Gold Beach, and Port Orford (Table 2) differ from those derived from US Census data (Table 1) due to the fact that US Census estimates only address populations located inside city limits or CDP limits, whereas PSU PRC estimates address all residents within an area's UGB. Most notably for Curry County, the UGB for the city of Brookings incorporates the entire Harbor CDP area.

Table 2. Curry County Population Forecasts

	2010	2020	2030	2040
Curry County	**22,364**	**23,446**	**23,976**	**24,525**
Brookings UGB	11,199	11,489	11,994	12,525
Gold Beach UGB	3,141	3,186	3,421	3,691
Port Orford UGB	1,807	1,865	1,976	2,092
Outside UGB Areas	6,217	6,631	6,585	6,217

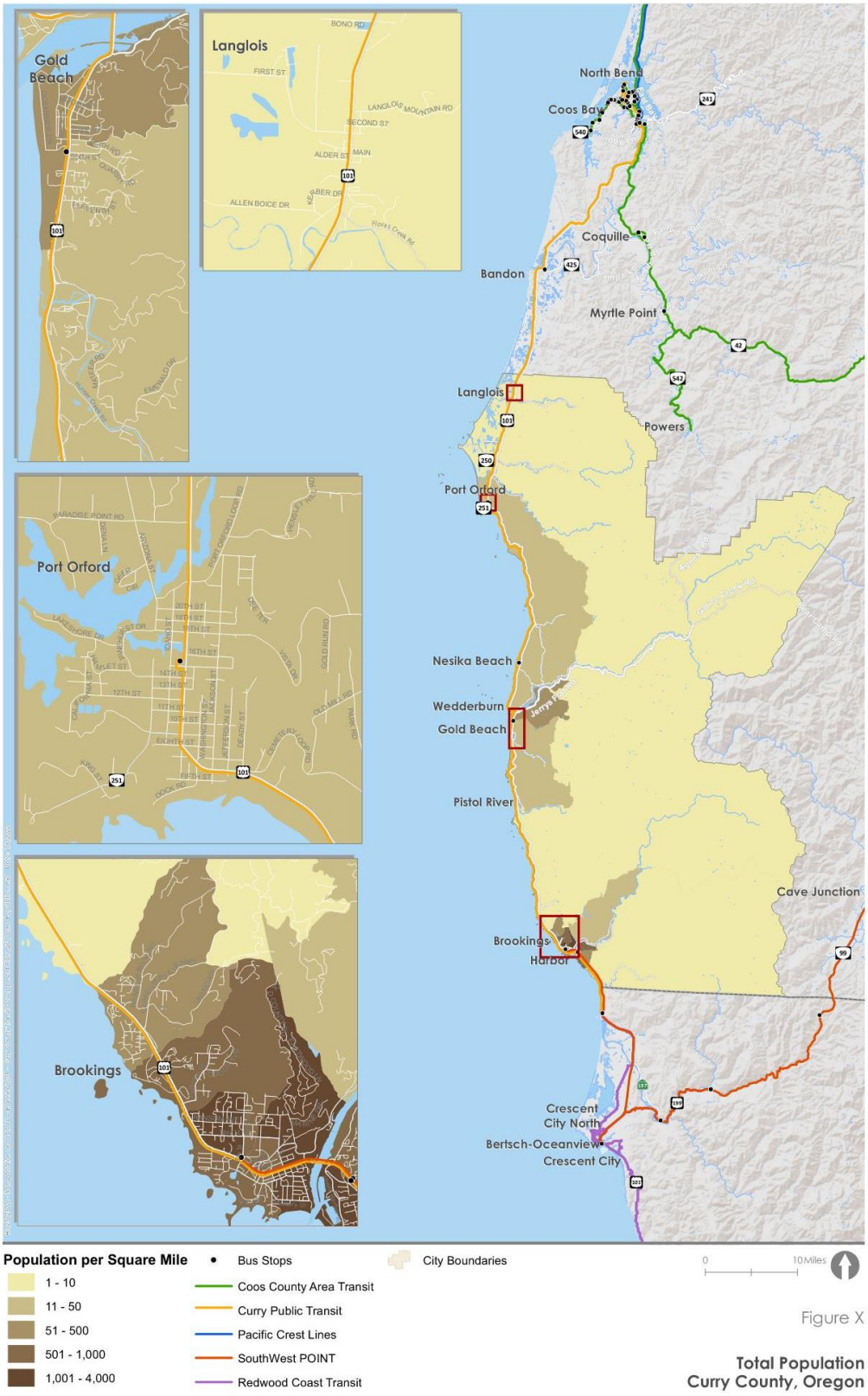
Source: PSU Population Research Center

[1] "Coordinated Population Forecast for Curry County, its Urban Growth Boundaries (UGB), and Area Outside UGBs 2018-2068" https://pdxscholar.library.pdx.edu/opfp/9/

Figure 1 shows the population density (people per square mile) of Curry County by block group.[2] Population density is generally low throughout the county, with the highest concentrations of residents in Brookings-Harbor and the lowest population in inland areas of the county.

[2] Census Block Groups are the smallest demographic unit for which 5-year American Communities Survey (ACS) data are available. While they provide valuable information for this planning process, they do not necessarily coincide with jurisdictional boundaries for the communities of Curry County.

Figure 1: Curry County Population Density (People per Square Mile) by Block Group



TITLE VI POPULATIONS

Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d-1) states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." In combination with subsequent federal nondiscrimination statutes, agencies receiving federal financial aid are prohibited from discriminating based on race, color, national origin, age, economic status, disability, or sex (gender). Title VI populations include individuals who identify as minorities (both racial and ethnic), low-income, disabled, elderly (65+), and youth/children (under 18).[3] These populations are identified because their access to an automobile or their ability to drive an automobile may be limited or non-existent. While this may also be the case for individuals in the general population, there is a greater possibility that access to transit is more crucial for those within the identified populations.

Table 3 summarizes the Title VI populations in Curry County and the State of Oregon as a whole. The following sections include detailed demographic summaries for age, income, race/ethnicity, and people with disabilities in Curry County and its communities.

Table 3: Curry County Title VI Populations

	Curry County	State of Oregon
Population[4]	23,446	*4,237,256*
Percent youth (under 18 years old)[5]	14.6%	*21.0%*
Percent seniors (65 years or older)[5]	33.7%	*17.2%*
Percent minority populations[4]	17.1%	*28.3%*
Percent Hispanic or Latino[4]	7.1%	*13.9%*
Percent below poverty line[6]	34.3%	*30.8%*
Percent with disability[7]	23.5%	*14.4%*

Source: 2020 US Census; 2019 American Community Survey

AGE

Figure 2 and Figure 3 illustrate the proportion of youth (people under age 18) and seniors (people older than 65) by block group within Curry County. Curry County as a whole has a lower percentage of persons under 18 that the statewide average. The density of persons under 18 is highest in the block group area just south

[3] Other relevant federal statutes include the Federal-Aid Highway Act, the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, the Civil Rights Restoration Act of 1987, the Americans with Disabilities Act of 1990 (ADA), Executive Order 12898 Federal Actions to Address Environmental Justice in Minority Populations, and Executive Order 13166 Improving Access to Services for Persons with Limited English Proficiency. (FTA. 2015. Title VI of the Civil Rights Act of 1964, available at http://www.fta.dot.gov/civilrights/12328.html).
[4] 2020 US Decennial Census
[5] 2019 5-Year American Community Survey Estimates Detailed Tables, Table B01001
[6] 2019 5-Year American Community Survey Estimates Detailed Tables, Table C17002
[7] 2019 5-Year American Community Survey Estimates Detailed Tables, Table DP02

of Gold Beach (likely due to the location of Gold Beach High School, Riley Creek Elementary School, and Southwestern Oregon Community College) and in the incorporated city of Brookings.

Conversely, Curry County has a much higher percentage of seniors as compared to the statewide average, with over 34% of the total population aged 65 and older. The density of seniors is highest in the Harbor area, where over 70% of the population is aged 65 years or older.

Table 4: Youth and Senior Populations for Curry County and its Cities

	Total Population	Youth (Under 18)		Seniors (65 and Older)	
		Population	Percent	Population	Percent
State	**4,129,803**	**867,943**	**21%**	**709,555**	**17%**
County	**22,650**	**3,299**	**15%**	**7,623**	**34%**
City	**9,803**	**1,514**	**15%**	**2,960**	**30%**
Brookings, Oregon	6,431	1,189	19%	1,876	29%
Gold Beach, Oregon	2,418	299	12%	681	28%
Port Orford, Oregon	954	26	3%	403	42%
Census-Designated Place	**2,534**	**33**	**1%**	**1,658**	**65%**
Harbor, Oregon	1,958	33	2%	1,389	71%
Langlois, Oregon	135	0	0%	29	22%
Nesika Beach, Oregon	315	0	0%	195	62%
Pistol River, Oregon	126	0	0%	45	36%

Source: Table B01001, 2019 5-year American Community Survey Estimates Detailed Tables

Figure 2. Percentage of Youth (Ages 18 and Under) by Block Group

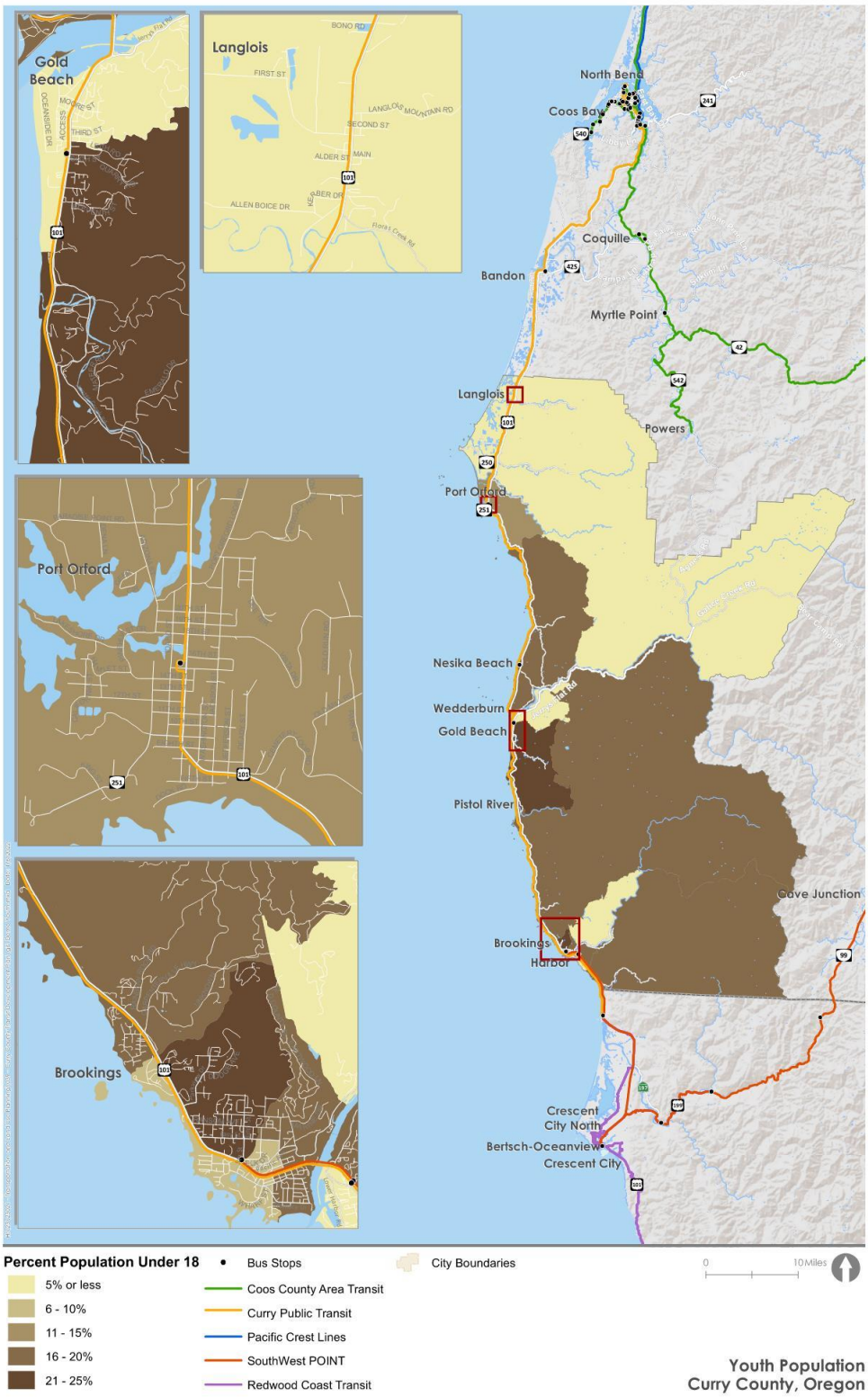
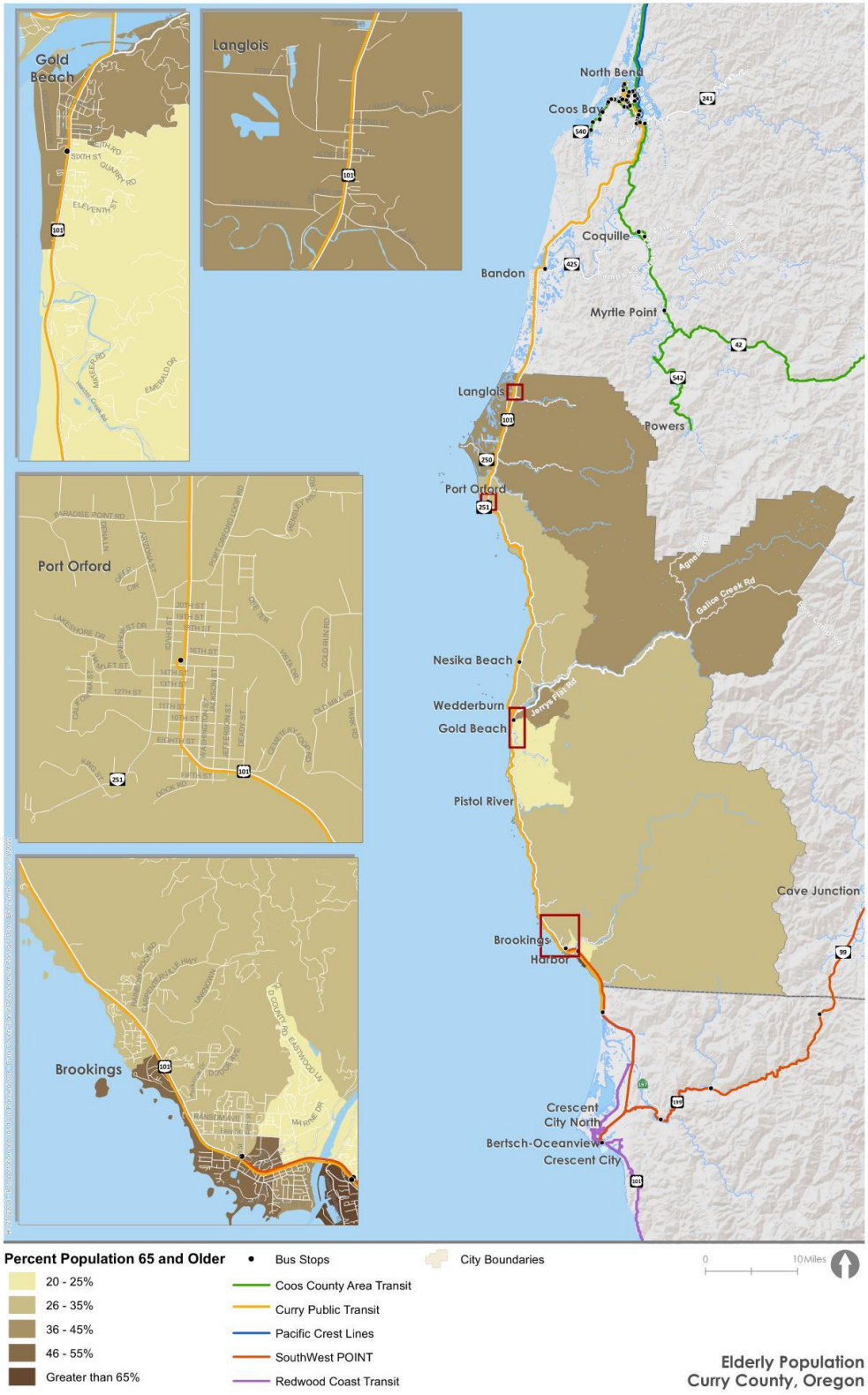


Figure 3. Seniors (Ages 65 and Older) by Block Group



HOUSEHOLD INCOME

The federal poverty threshold is calculated by the size of the household and is adjusted annually. In 2021 the threshold for an individual is $12,880 in annual earnings, and $26,500 for a household of four.[8] The US Census Bureau measures poverty by looking at the ratio between a household's income and the household's poverty threshold, called the Ratio of Income to Poverty. Households with an Income to Poverty Ratio below 1 are eligible for federal assistance programs; however, households with a ratio between 1 and 2 still experience the impacts of poverty and may be eligible for other benefits, such as the Supplemental Nutrition Assistance Program (SNAP, formerly known as Food Stamps). Figure 4 displays the percentage of the population in Curry County with a Poverty to Income Ratio below 2. In Curry County, the Pistol River CDP/Port Orford block group area have the highest levels of poverty.

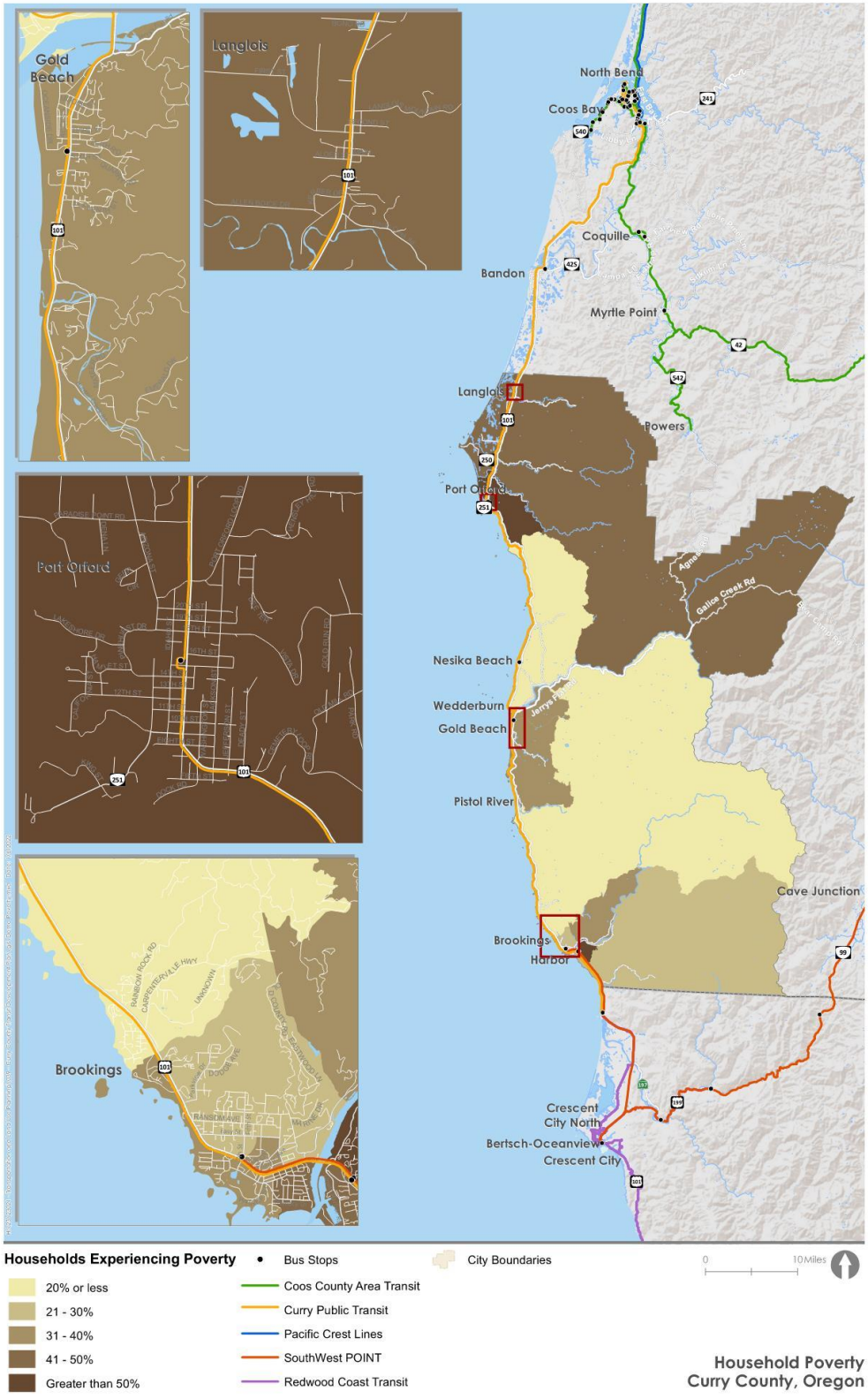
Table 5: Ratio of Income to Poverty

	Total Population	Population Below Poverty Threshold of 2	Percent
State	**4,052,019**	**1,248,819**	**31%**
County	**22,485**	**7,705**	**34%**
City	**9,680**	**3,356**	**35%**
Brookings city, Oregon	6,358	1,813	29%
Gold Beach city, Oregon	2,368	1,011	43%
Port Orford city, Oregon	954	532	56%
CDP	**2,527**	**1,039**	**41%**
Harbor CDP, Oregon	1,951	793	41%
Langlois CDP, Oregon	135	55	41%
Nesika Beach CDP, Oregon	315	104	33%
Pistol River CDP, Oregon	126	87	69%

Source: Table C17002, 2019 5-year American Community Survey Estimates Detailed Tables

[8] https://www.healthcare.gov/glossary/federal-poverty-level-fpl/

Figure 4. Households with a Poverty Ratio Below 2



RACE AND ETHNICITY

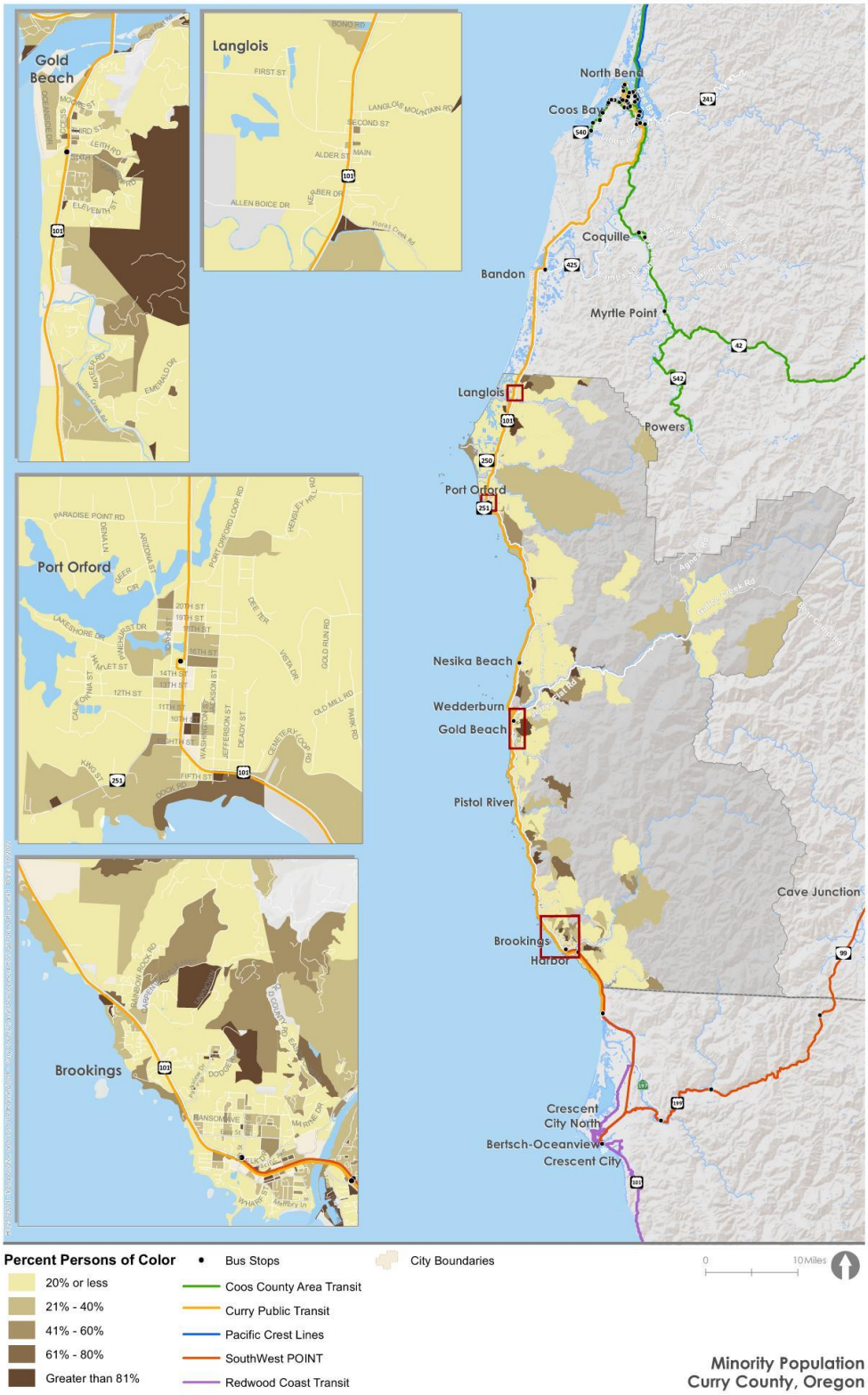
Information on race and ethnicity includes a combination of Hispanic or Latino origins as well as race at the Census Block geographic levels. Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parents or ancestors before their arrival in the United States. People who identify their origin as Hispanic or Latino may be any race. Race is based on racial classifications issued by the Office of Management and Budget (white, black or African American, American Indian or Alaska Native, Asian, Native Hawaiian or Other Pacific Islander, and Some Other Race). Respondents can select two or more races. Figure 5 illustrates the percentage of minority populations by Census block in Curry County. In the U.S. Census Bureau's American Community Survey (ACS), minority populations include non-white racial groups as well as people identifying as Hispanic or Latino. Overall, Curry County has a lower percentage of households with minority populations and people of color than the statewide average, with the lowest concentrations in the northern part of the county, and the highest in the Gold Beach and Brookings-Harbor area.

Table 6: Race & Ethnicity for Curry County and its Cities

	Total Population	Hispanic	White	Black or African American	Native American	Asian	Pacific Island	Other	Two or More Races
State	**4,237,256**	**14%**	**72%**	**2%**	**1%**	**5%**	**0.4%**	**0.5%**	**6%**
County	**23,446**	**7%**	**83%**	**0.3%**	**2%**	**1%**	**0.1%**	**0.5%**	**6%**
City	**10,231**	**8%**	**81%**	**0.4%**	**2%**	**1%**	**0.2%**	**0.6%**	**7%**
Brookings, Oregon	6,744	10%	79%	0.4%	2%	1%	0.1%	0.7%	7%
Gold Beach, Oregon	2,341	6%	84%	0.3%	2%	1%	0.3%	0.1%	6%
Port Orford, Oregon	1,146	4%	87%	0.4%	1%	1%	0.3%	0.8%	6%
Census-Designated Place	**3,268**	**6%**	**85%**	**0.3%**	**1%**	**1%**	**0%**	**0.2%**	**7%**
Harbor, Oregon	2,551	7%	84%	0.3%	1%	1%	0%	0.2%	7%
Langlois, Oregon	196	3%	92%	0%	0%	0.5%	0%	0.0%	5%
Nesika Beach, Oregon	432	2%	89%	0.2%	0.5%	1%	0%	0.0%	7%
Pistol River, Oregon	89	6%	91%	0%	1%	0%	0%	0.0%	2%

Source: 2020 Decennial Census

Figure 5. Minority Populations by Block Group



POPULATIONS WITH A DISABILITY

Information on disabled population was gathered from ACS data through the SNAP. Disability status is a self-reported variable within the data source. Disability within ACS data is limited to four basic areas of functioning: hearing, vision, cognition, and ambulation. It is further supplemented by Katz Activities of Daily Living (ADL) and Lawton Instrumental Activities of Daily Living (IADL) scales which relate to difficulty with bathing, dressing, and performing errands.

Curry County has a significantly higher percentage of persons living with a disability than Oregon overall, highest in the Harbor area, where 43% of the population is living with a disability, and lowest in the incorporated city of Brookings, where the number drops to 17%. Data for the people with disabilities was not available for Curry County at the block group level.

Table 7: Population with a Disability for Curry County and its Cities

	Total Population	Persons with a Disability	Percent Population with a Disability
Oregon	**4,089,521**	**587,093**	**14%**
Curry County	**22,491**	**5,279**	**24%**
City	**9,663**	**2,013**	**20%**
Brookings, Oregon	6,330	1,077	17%
Gold Beach, Oregon	2,379	554	23%
Port Orford, Oregon	954	382	40%
Census-Designated Place	**2,528**	**1,030**	**41%**
Harbor, Oregon	1,952	837	43%
Langlois, Oregon	135	33	24%
Nesika Beach, Oregon	315	115	37%
Pistol River, Oregon	126	45	36%

Source: Table DP02, 2019 5-year American Community Survey Estimates Date Profile

Jobs and Employment

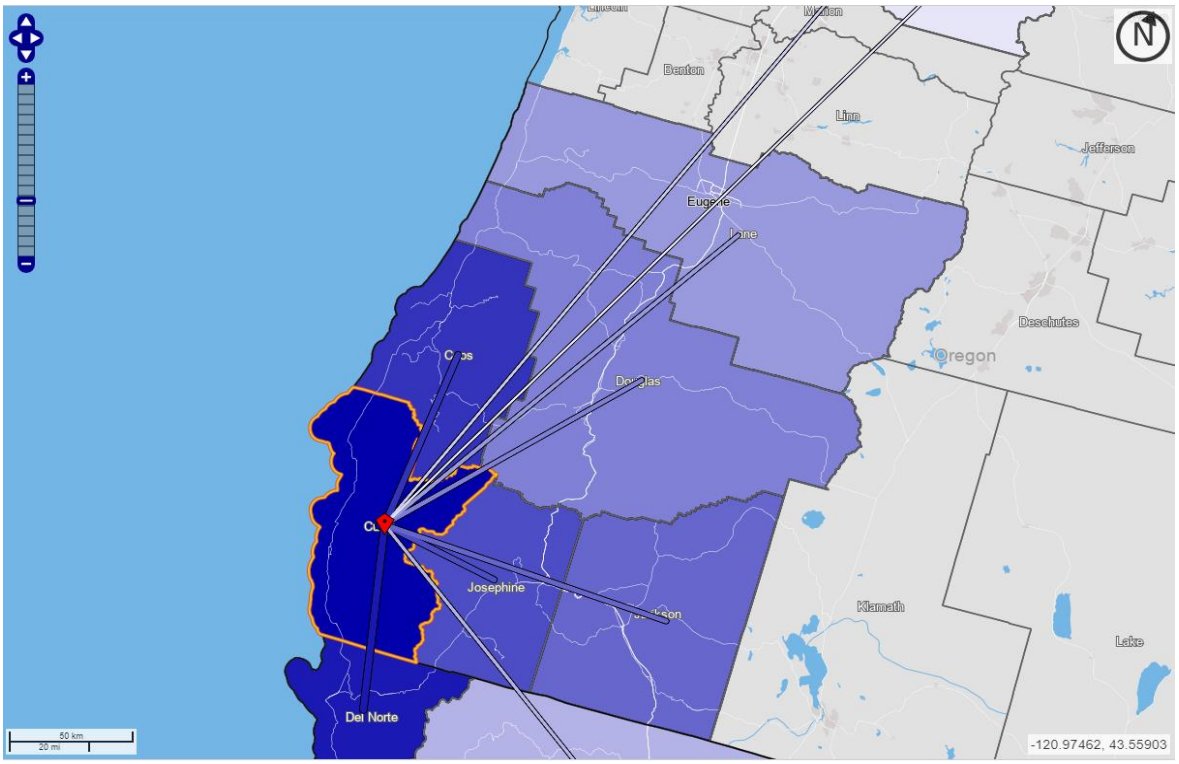
In 2019, 6,225 people were employed in Curry County, with 4,259 living and working in Curry County; 1,996 employees traveled into the County for employment. A total of 2,984 Curry County residents travel outside the County for employment[9]. For those traveling into the County for employment, Crescent City, Coos Bay and Medford are the primary home locations, followed by Portland, Grants Pass, and Eugene.

Longitudinal Employer-Household Dynamics (LEHD) employment data is a product of the Census Bureau, which provides valuable information about where workers live and work. Queries can be made for many employment variables including place of work, place of residence, work industry, and commute distance. One of the most helpful visualization tolls available from LEHD is the web-based On-The-Map feature. This tool provides a means to look at jobs based on home location or work locations. This data set is generated based on administrative records; therefore, some work locations may be over- or underrepresented. For example, if workers in Brookings have their paychecks processed in Gold Beach, their job site may be shown in Gold Beach instead of Brookings, if there is not a local address shown in the administrative data.

COMMUTING PATTERNS BY PLACE OF RESIDENCE

Curry County residents commute relatively long distances to work. Figure 6 shows where Curry County residents work, with the thick lines representing greater density of workers commenting to their respective county.

Figure 6. Work Location for Curry County Residents



Source: 2019 LEHD On-The-Map Analysis

[9] *US Census Bureau, LEHD On the Map, Inflow/Outflow Analysis. Accessed online: http://onthemap.ces.census.gov/*

Table 8 provides greater detail to support Figure 6. As shown, the largest share of Curry County residents also work in Curry County (68.1%). Approximately 8.4% of workers work in Del Norte County and 5.0% of workers work in Coos County, which amounts to 528 and 314 total workers, respectively.

Table 8: Work Location – Curry County Residents

Work Location	County	Share
Curry County, OR	4,259	68.1%
Del Norte County, CA	528	8.4%
Coos County, OR	314	5.0%
Josephine County, OR	211	3.4%
Jackson County, OR	139	2.2%
Douglas County, OR	97	1.6%
Lane County, OR	86	1.4%
Siskiyou County, OR	60	1.0%
Multnomah County, OR	42	0.7%
Clackamas County, OR	35	0.6%
All Other Locations	484	7.7%

Source: 2019 LEHD

Table 9 summarizes in which cities residents of Curry County work in. The largest share of jobs is located in Brookings and Gold Beach with approximately 1,386 and 495 workers, respectively. More than half of jobs are located in miscellaneous cities not included in the top ten locations that workers work in.

Table 9: Work Location by City – Curry County Jobs

Work Location	County	Share
Brookings, OR	1,386	22.2%
Gold Beach, OR	495	7.9%
Harbor, OR	433	6.9%
Crescent City, OR	109	1.7%
Port Orford, OR	101	1.6%
Nesika Beach, OR	96	1.5%
Grants Pass, OR	88	1.4%
Coos Bay, OR	61	1.0%
Medford, OR	58	0.9%
Bandon, OR	51	0.8%
All Other Locations	3,377	54.0%

Source: 2019 LEHD

Table 10 shows the distance the Curry County residents commute. Approximately 58.4% commute less than 10 miles and 21.0% commute more than 50 miles.

Table 10: Distance Home to Work

Distance Home to Work	Count	Share
Total Jobs	6,255	100.0%
Less than 10 miles	3,655	58.4%
10 to 24 miles	781	12.5%
25 to 50 miles	508	8.1%
Greater than 50 miles	1,311	21.0%

Source: 2019 LEHD

Table 11 shows Curry County residents' departure times for work. Approximately 47.4% of workers leave between 6:30 and 8:30 a.m., which is consistent with regular business hours.

Table 11: Departure Time to Work

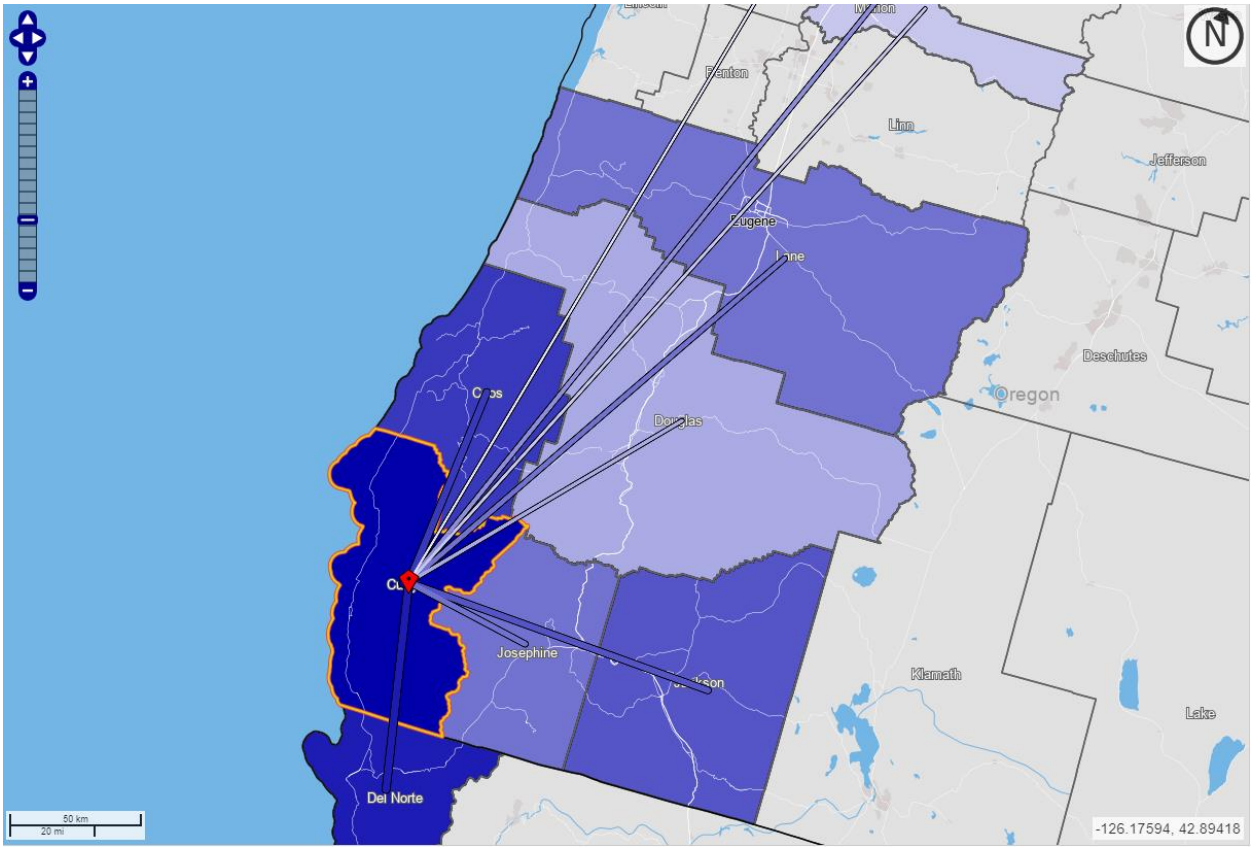
	Curry County		Brookings		Gold Beach		Port Orford	
All Workers	**Total**	**Share**	**Total**	**Share**	**Total**	**Share**	**Total**	**Share**
12:00 a.m. to 4:59 a.m.	478	7.3%	138	6.1%	83	10.0%	20	10.2%
5:00 a.m. to 5:29 a.m.	296	4.5%	169	7.5%	9	1.1%	0	0.0%
5:30 a.m. to 5:59 a.m.	200	3.0%	0	0.0%	31	3.8%	14	7.1%
6:00 a.m. to 6:29 a.m.	302	4.6%	76	3.4%	26	3.1%	8	4.1%
6:30 a.m. to 6:59 a.m.	781	11.9%	294	13.0%	84	10.2%	38	19.3%
7:00 a.m. to 7:29 a.m.	683	10.4%	250	11.0%	80	9.7%	0	0.0%
7:30 a.m. to 7:59 a.m.	1013	15.4%	351	15.5%	58	7.0%	9	4.6%
8:00 a.m. to 8:29 a.m.	636	9.7%	218	9.6%	82	9.9%	0	0.0%
8:30 a.m. to 8:59 a.m.	431	6.6%	199	8.8%	55	6.7%	10	5.1%
9:00 a.m. to 9:59 a.m.	510	7.8%	167	7.4%	131	15.9%	8	4.1%
10:00 a.m. to 10:59 a.m.	286	4.4%	154	6.8%	34	4.1%	8	4.1%
11:00 a.m. to 11:59 a.m.	81	1.2%	0	0.0%	29	3.5%	4	2.0%
12:00 p.m. to 3:59 p.m.	516	7.9%	229	10.1%	90	10.9%	58	29.4%
4:00 p.m. to 11:59 p.m.	354	5.4%	23	1.0%	34	4.1%	20	10.2%

Source: 2015-2019 Census, Table B08132

COMMUTING PATTERNS BY PLACE OF WORK

Figure 7 and Table 12 illustrate where Curry County workers live, summarized at a county level. As shown, approximately 58.8% of Curry County workers also live within Curry County.

Figure 7. Home Location of Curry County Workers



Source: 2019 LEHD On-The-Map Analysis

Table 12: Home Location – Curry County Workers

Work Location	County	Share
Curry County, OR	4,259	58.8%
Del Norte County, CA	616	8.5%
Coos County, OR	462	6.4%
Jackson County, OR	314	4.3%
Josephine County, OR	213	2.9%
Lane County, OR	213	2.9%
Multnomah County, OR	206	2.8%
Douglas County, OR	158	2.2%
Marion County, OR	126	1.7%
Washington County, OR	107	1.5
All Other Locations	569	7.9%

Source: 2019 LEHD

SUMMARY

The following key employment characteristics within Curry County should be considered when evaluating the transit system.

- There are 7,243 workers and 6,225 jobs in Curry County.
- Approximately 68 percent of Curry County residents also work in Curry County.
- Beyond those who work within the County, Crescent City, Grants Pass and Coos Bay are the most common cities in which Curry County residents work.
- Approximately 47 percent of Curry County residents commute to work between 6:30 and 8:30 a.m.
- Approximately 21 percent of Curry County residents commute greater than 50 miles to work.

KEY ACTIVITY CENTERS AND EXISTING TRANSIT DESTINATIONS

Key (common) transit destinations reflect the places people tend to access via transit. These include:

- Airports (commercial service),
- Civic/government centers such as city halls and community centers,
- Education services such as schools,
- Grocery stores and shopping centers, and
- Health and social services, medical centers, and senior centers.

Figure 8 through Figure 11 show key (common) transit destinations and transit stop availability (red bus icon) for different Curry County communities. As shown, most key destinations are served by existing transit routes. Unserved areas include educational institutions and grocery stores in Brookings, and government centers in Gold Beach and Port Orford. Based on the onboard survey results, riders use CPT service to ride from home to go shopping; to go to healthcare institutions; and to go to work.

Figure 8. Key Activities - Brookings, OR

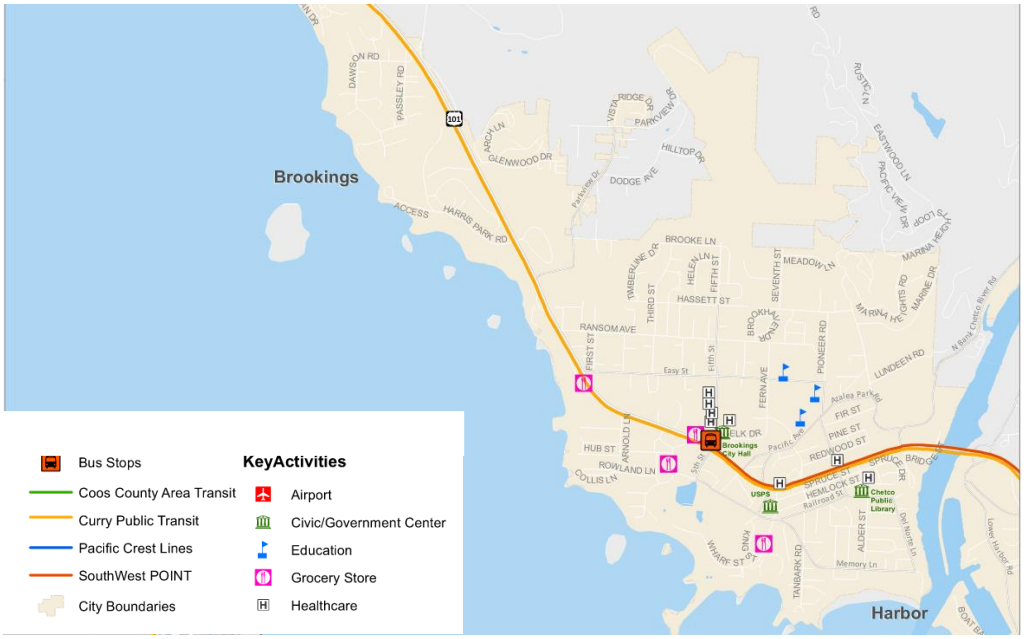


Figure 9. Key Activities - Gold Beach, OR

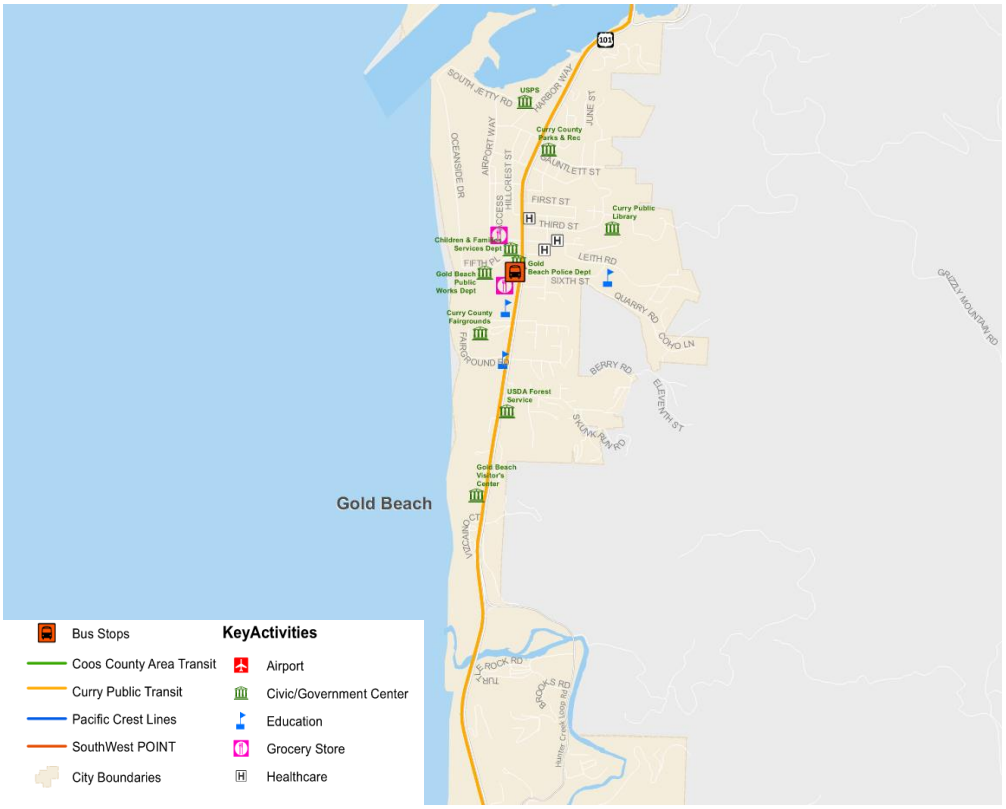


Figure 10. Key Activities - Port Orford, OR

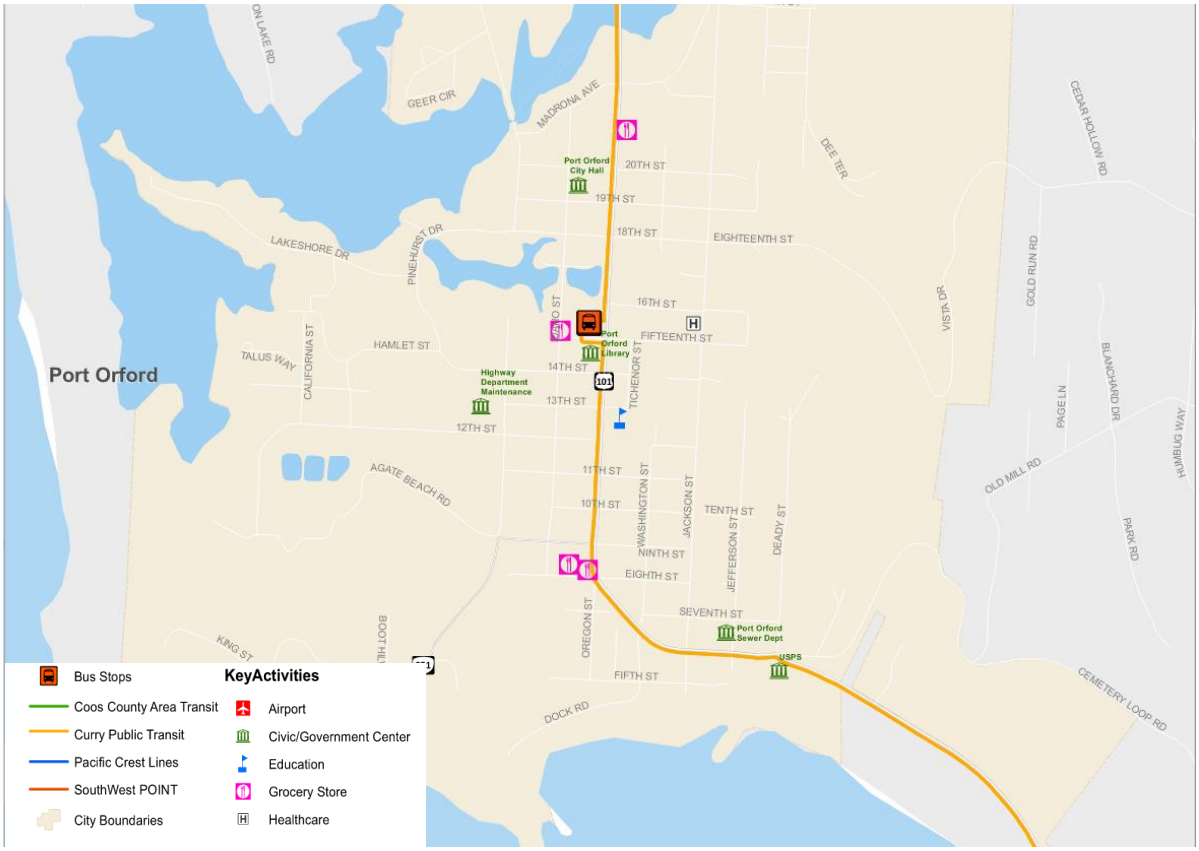
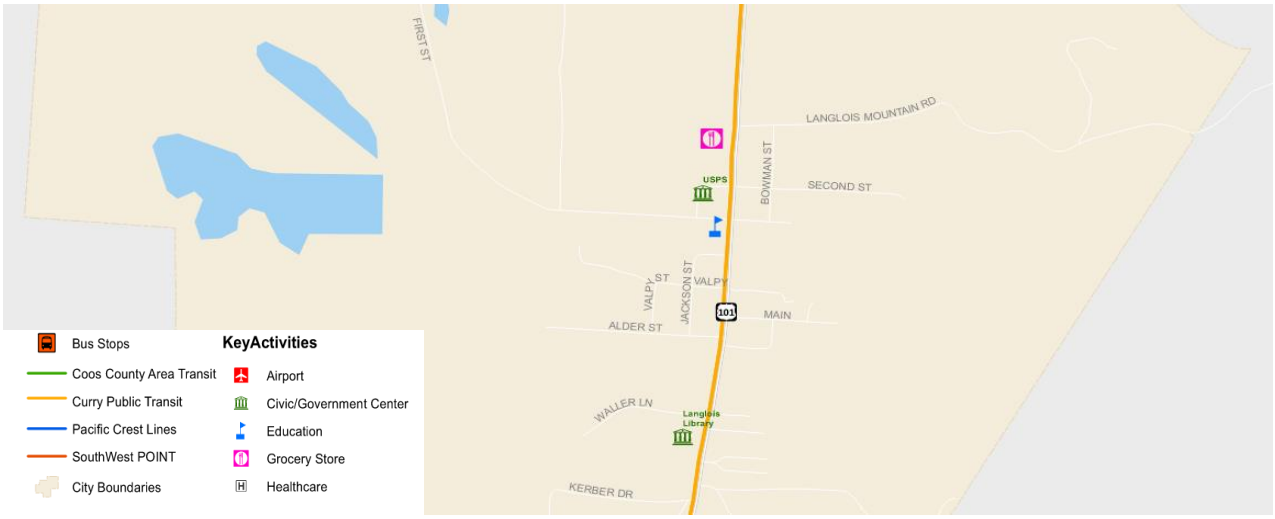


Figure 11. Key Activities - Langlois, OR



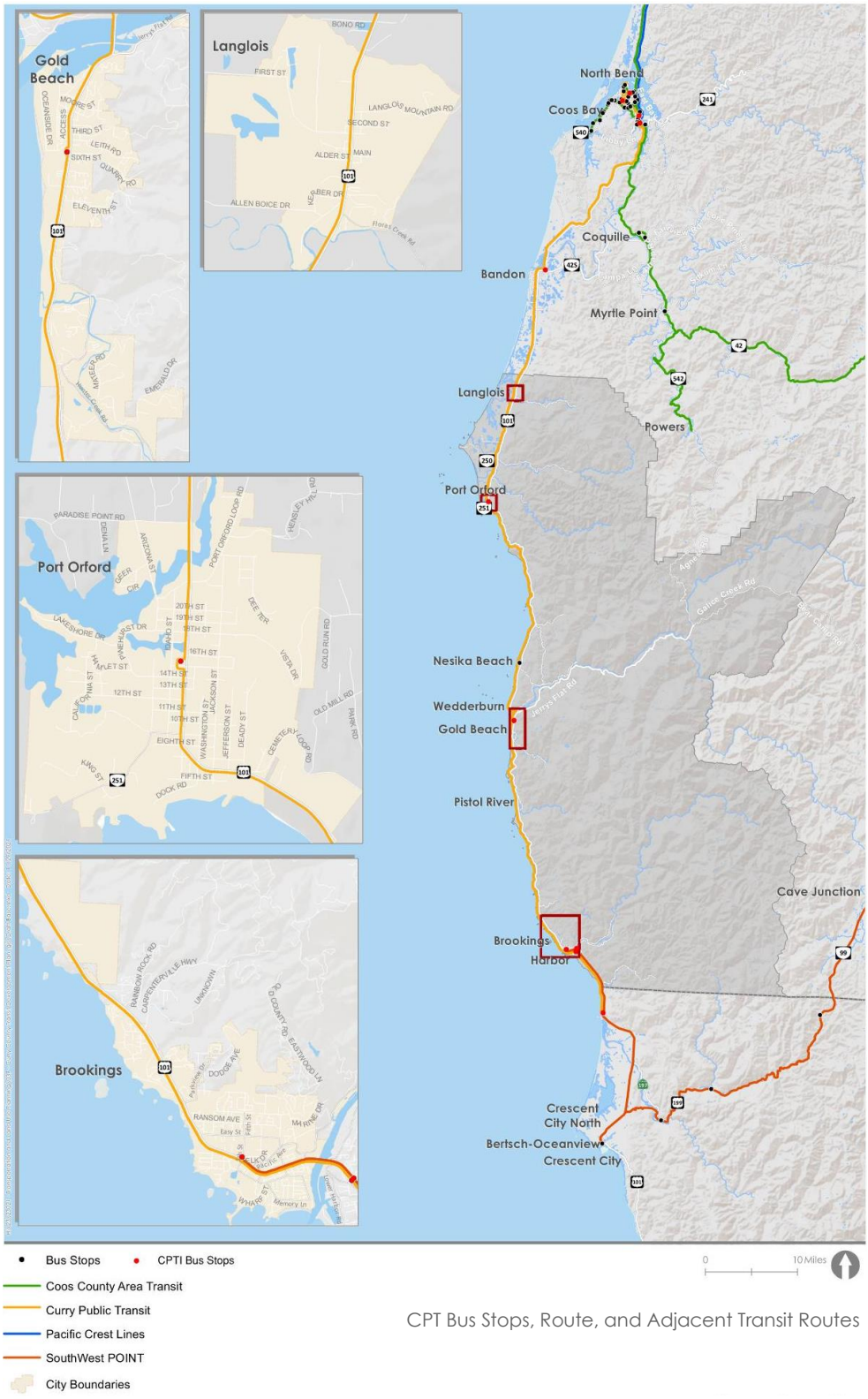
CURRENT PUBLIC TRANSPORTATION SERVICE

CCPTSD is the primary transit service provider within Curry County, with Redwood Coast Transit, Coos County Area Transit, Pacific Crest Bus Lines, Southwest POINT, and Greyhound also providing services to portions of the County. Regional services provide connections in Coos Bay, Eugene, Medford, and beyond for statewide and interstate connections.

Existing Services

Table 13 summarizes each Curry County transportation provider by the provider type (public or private), type(s) of service, operating hours, and general service areas. The remainder of this section describes these providers and service types in more detail. Figure 12 shows a service map of services provided in the county.

Figure 12. CPT Bus Stops, Route and Adjacent Transit Routes



CPT Bus Stops, Route, and Adjacent Transit Routes

Table 13. Transportation Service Options Connecting With Curry County Transit

Transportation Provider	Public or Private	Service Type	Operating Hours	Service Area
Curry Public Transit (CCPTSD)	Public	Fixed Route	3 trips each direction, Monday through Saturday[10]	Coos Bay/North Bend to Smith River
Redwood Coast Transit	Public	Fixed Route	Route 20 - 4 trips each direction, Monday through Friday	Crescent City, Gasquet, and Arcata[11]
Coos County Area Transit (CCAT)	Public	Deviated Fixed-Route, Intercity Route	3 bay area loop routes, 9 loops a day, Monday through Friday (including a weekend loop on Saturday and Sunday); 4 intercity connections: Charleston Express – Monday through Friday (10 loops), Timber Express - Monday through Friday (2 loops), Florence Express – Monday, Tuesday, Thursday and Friday (3 loops), Roseburg Express - Tuesday and Wednesday (1 trip)	Coos Bay/North Bend to Florence, Roseburg, Charleston, Coquille and Myrtle Point
Pacific Crest Lines	Private	Fixed-Route	1 trip each direction, 7 days a week	Eugene to Bend; Klammath Falls to Redmond
SouthWest POINT	Public	Fixed-Route	1 trip each direction. 7 days a week	Brookings to Klamath Falls

Sources: Curry Public Transit, Redwood Coast Transit, Coos County Area Transit, Pacific Crest Lines, SouthWest POINT

CURRENT CCPTSD SERVICE

Curry Public Transit (CPT) is the public-facing name of CCPTSD services. CPT operates the Coastal Express fixed route service from Coos Bay/North Bend to Smith River, as well dial-a-ride in Brookings and Gold Beach. Key information about these services is as follows:

- **Fixed-Route:** The Coastal Express, CPT's fixed-route service, operates from 6:15 AM to 6:55 PM, Monday through Saturday. Service is not provided on Sunday and holidays. Fares are $4.00 per city segment, in which a city segment is defined as beginning prior to reaching the city limit of where a designated stop exists and ending at the city limit of that city. Free service is provided for active-duty military personal, veterans with an appointment card for the Brookings or Coos Bay Veterans Affairs

[10] As of April 10, 2020, Saturday service is temporarily suspended

[11] Crescent City/Arcata: The Smith River stop links up with Redwood Coast Transit

(VA) clinic, or children aged 6 and under. A reduced fare of $2.00 per city segment is available to passengers aged 60 or older, currently enrolled students, and persons with a documented disability.

- **Dial-A-Ride (Brookings and Gold Beach):** Dial-a-Ride is origin-to-destination wheelchair accessible demand-response service operating within the cities of Brookings and Gold Beach. In Brookings, Dial-a-Ride operates from 8 AM to 5 PM Monday through Friday and 9 AM to 4 PM on Saturday (temporarily suspended), with no Sunday service. In Gold Beach, Dial-a-Ride operates from 9 AM to 2 PM on Monday and Tuesday and from 9 AM to 4 PM Wednesday and Friday, with no Thursday or weekend service. Buses run south on the hour and north on the half hour, with a ½ hour pick up window after scheduled time. Fares are $4.00 per ride; $2.00 per ride for seniors and people with disabilities; and free for veterans and kids

REDWOOD COAST TRANSIT

Redwood Coast Transit operates Route 20 – Smith River/Crescent City/Arcata, connecting to the Coastal Express in Smith River. Route 20 operates Monday through Saturday from 6:45 AM to 6:30 PM, with four departures and arrivals from the Smith River Coastal Express stop. Arrivals are timed for easy connections to the Coastal Express at the Lucky 7 store;and Amtrak, Greyhound, and Redwood Transit System at the Arcata Transit Center. In Crescent City, connections are made Monday through Friday to the SouthWest POINT at the cultural center in Crescent City.

COOS COUNTY AREA TRANSIT (CCAT)

Coos County Area Transit operates two 'Bay Area' loops. The Bulldog Express route provides a loop connection throughout North Bend along Newmark Avenue, US 101, downtown North Bend, and the surrounding area of the Southwest Regional Oregon Airport. This route provides 14 fixed stops and provides connection to the North Bend Newmark Center and VA Clinic/Safeway (Marion Avenue) Coastal Express stops. Nine loop trips are operated Monday through Friday from 8:30 AM to 6 PM. The Pirate Express route provides a connection between northwest Coos Bay in the area of Empire to southeast Coos Bay around the downtown area. This route provides 23 fixed stops and provides connection to the Coos Bay Fred Meyer Coastal Express stop. Nine loop trips are operated Monday through Friday from 8:30 AM to 6 PM. The Weekend Express provides a loop connection in North bend and Coos Bay – this routes provides 12 fixed stops and provides connection to the VA Clinic/Safeway (Marion Avenue) Coastal Express stop. Nine loop trips are operated Saturday and Sunday from 10 AM to 4 PM.

Coos County Area Transit operates several intercity routes. The Charleston Express route provides connections between North Bend to Charleston along Cape Arago Highway. Services are available Monday through Friday with ten daily services loops from 7AM to 5 PM. Service provides connection to VA Clinic/Safeway (Marion Avenue) in Coos Bay Coastal Express stop. Fares are $1.00 for adults, $0.50 for children aged 6 to 17 and seniors aged 62 or over, and free for children aged 6 and under.

The Florence Express is an intercity route along Highway 101 between North Bend/Coos Bay and Florence with stops at Winchester Bay, Reedsport, and Gardiner. Three round trips are operated on Mondays, Tuesdays, Thursdays, and Fridays. Fares are $12.00 for travel between Coos Bay and Florence.

The Roseburg Express is an intercity route along Highway 42 between North Bend/Coos Bay and Roseburg. One round trip is operated on Tuesdays and Wednesdays, arriving in Roseburg at 9:47 AM and departing at 1:37 PM. Fares are $12.00 for travel between Coos Bay and Roseburg.

The Timber Express route is an intercity route that runs Monday through Friday, connecting North Bend, Coos Bay, Coquille, and Myrtle Point with service along US 101, and Highway 42. Service departs the VA Clinic/Safeway in Coos Bay at 7:15am, arrives at the Myrtle Point Mckay's at 8:12am, and turns around to return to the VA Clinic/Safeway at 9:10 AM. The second run departs the VA Clinic/Safeway at 1:15pm and travels the same route as the morning run.

Coos County Area Transit also operates a shared-ride, door-to-door, public transit service (Dial-A-Ride services) from 8:00 a.m. until 4:45 p.m. Monday through Friday. Riders can schedule a pick-up or drop-off anywhere within ¾ of a mile of the three deviated fixed routes in Coos Bay-North Bend and Bandon city limits.

PACIFIC CREST LINES

Pacific Crest Line offers daily bus service from Eugene to Bend and Klamath Falls to Redmond, both routes running 7 days a week. For the Eugene to Bend route (effective August 2021), there is one departure in each direction per day, with one bus departing Bend at 7:00 AM and arriving in Eugene at 10:10 AM, and another bus departing Eugene at 11:10 AM and arriving in Bend at 2:15 PM. For the Klamath Falls to Redmond route (effective June 2022), there is one departure in each direction per day, with one bus departing Klamath Falls at 10:25 AM and arriving in Redmond at 3:25 PM, and another bus departing Redmond at 3:30 PM and arriving in Klamath Falls at 7:30 PM. Fares depend on origin and destination[12]:

- Bend to Eugene: $35.00
- Eugene Greyhound to Eugene Amtrak: $5.00

Pacific Crest Lines provide charter bus service. The routes also provide connections to Amtrak stations and Greyhound stations – Greyhound and Amtrak partner with Pacific Crest Bus Lines using the Thruway service at Eugene before connecting to other Amtrak and Greyhound stations. The Pacific Crest Lines Eugene to Bend route has stops at the Eugene Amtrak Station (10:10 AM and 11:10 AM), Eugene Greyhound Station (9:45 AM and 11:20 AM) and Bend Hawthorne Station (7:00 AM and 2:15 PM) daily. LinkLane operates a Eugene to Florence Connector seven days a week, with two routes per day. In the morning, one bus departs Eugene at 7:25 AM and arrives in Florence at 9:23 AM. The bus departs Florence at 9:26 AM to get back to Eugene at 11:05 AM. In the afternoon, one bus departs Eugene at 3:30 PM and arrives in Florence at 5:28 PM. The bus departs Florence at 5:31 PM to get back to Eugene at 7:09 PM. The cost for the whole route is $5.00. Tickets can be purchased with cash or online (Amtrak website). To get to Coos Bay, riders can ride LinkLane's Eugene to Florence Connector, get off at Florence to connect with CCAT's Florence Express, to finally arrive at Coos Bay. The Florence Express arrives in Florence two times a day (9:35 AM and 5:35 PM).

Route 20 Redwood Coast Transit arrives at the Arcata Transit Center at 9:26 AM, 12:14 PM, and 5:14 PM in the southbound direction and departs the center at 10:00 AM, 12:50 PM, and 5:50 PM in the northbound direction, Monday through Saturday, providing connections to Amtrak and Greyhound at Arcata Transit Center. SouthWest POINT provides services to Klamath Falls Amtrak and Greyhound Station at 10 AM and 7:30 PM.

Greyhound stations[13] that connect to Pacific Crest Lines include Bend (Hawthorne Station), Brothers, Buchanan, Burns, Drewsery park and ride lot, Eugene, Hampton, Harper, Juntura, Ontaorio, Riley, and Vale.

[12] There is an additional $15 fee for bicycles
[13] Greyhound stations are present at Brookings opposite the 5th Street/Bankus Park Coastal Express stop however it is permanently closed; Cave Junction opposite Junction Inn which is a SouthWEST POINT bus stop however it is permanently closed;

Transit fares vary based on origin-destination and are provided above. A Greyhound station is also present at Roseburg, four blocks north of the CCAT Roseburg Express stop (Lane Street, Downtown Roseburg). The Roseburg Express connects to the stop once a day at 9:47 AM and 2:13 PM on Tuesdays and Wednesdays.

SOUTHWEST POINT

Point, Oregon's intercity bus service owned by pacific Crest Lines, offers the SouthWest route from Klamath Falls to Brookings, connecting in Medford Airport and Crescent City. There are two segments: the Klamath Falls-Grants Pass segment operates 7 days a week and on holidays; the Cave Junction to Brooking segment operates Monday through Saturday and on holidays. The service offers one departure in each direction per day. The first departs Klamath Falls at 10 AM and arrives in Brookings at 5:25 PM, the second departs Brookings at 10:45 AM and arrives in Klamath Falls at 7:30 PM.

TRANSIT SERVICE ASSESSMENT

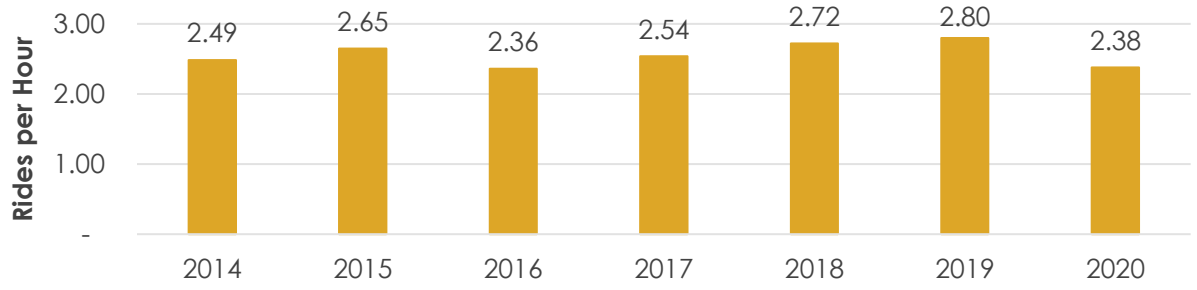
This section describes existing ridership and demand for CPT's services, and compares CPT's performance to similar providers.

RIDERSHIP TRENDS

CPT provided historic ridership data by route, month, and year.

Figure13 shows the average number of rides per hour and the total annual ridership between 2014 to 2020 across all services (fixed-route and demand response). During this time period, CPT served an average of 2.56 rides per hour and provided 28,973 rides annually between 2014 and 2020. CPT provided approximately 2.38 rides per hour on its fixed-route and demand-response services and 29,753 annual rides in 2020. The downward ridership trend in 2020 is consistent with national transit ridership trends due to COVID-19 but is much less pronounced than many other transit providers and locations have experienced.

Figure 13. CPT Average Rides per Hour

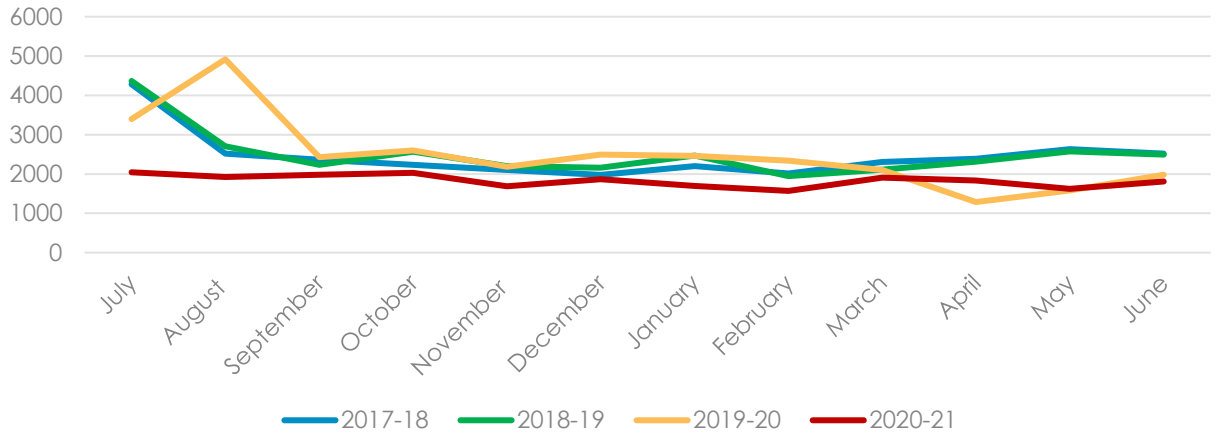


Source: NTD

Figure 14 shows the total ridership by month between 2017 to 2021, including fixed-route, demand-response, and medical services. As shown, ridership is typically highest in July, with relatively stable ridership the rest of

the year, other than a peak in August of 2019, which was a result of sponsored dial-a-ride services. The decline in ridership starting in March 2020 is attributable to the COVID-19 pandemic and stay-at-home orders.

Figure 14. CPT Monthly Rides by Year



Source: CPT

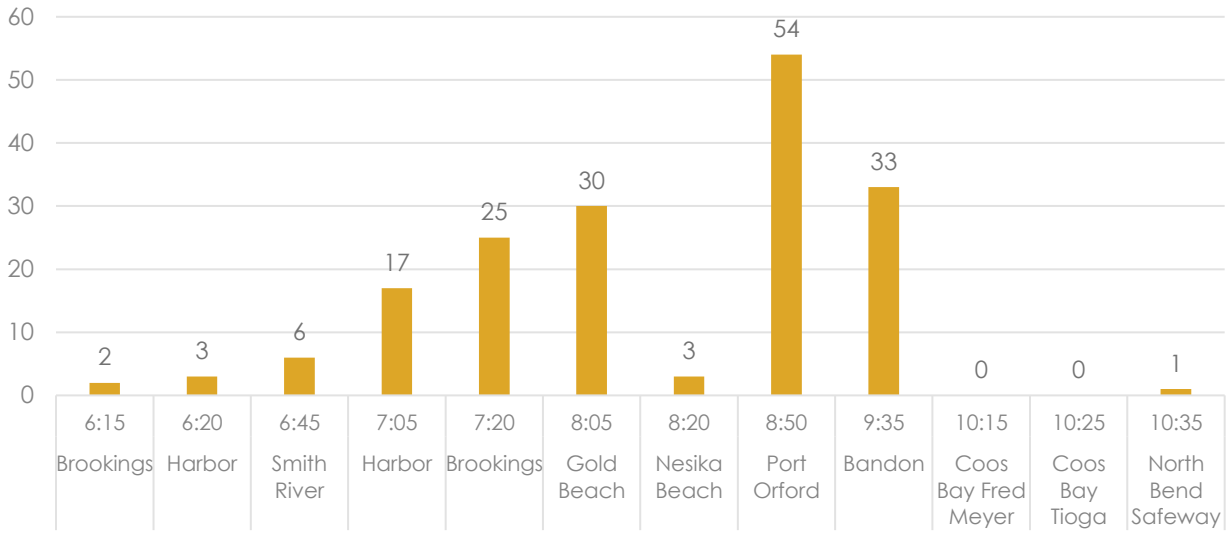
BOARDING AND ALIGHTING PATTERNS

Boarding and alighting patterns data are included in Appendix A. Generally, each city's ridership trend follows similar patterns of higher spring and summer ridership than in fall and winter. Ridership data for January, July and August in 2020 as well as for April 2021 was analyzed for the morning, mid-morning and afternoon run of the Coastal Express.

The following patterns emerged from the Coastal Express route analysis:

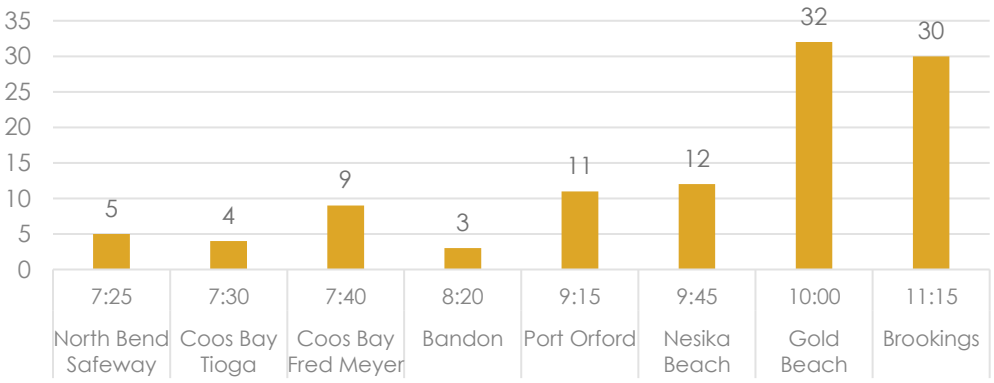
- Ridership is higher in the spring and summer and lower in the winter, with the highest ridership usually occurring in July or August.
- Figure 15 and Figure 16 show the total boardings on the northbound and southbound Coastal Express morning trip in April 2021. As shown, the highest number of boardings took place at Port Orford (10:00 AM) and Gold Beach (10:00 AM) in the northbound and southbound directions respectively.

Figure 15. Total Number of Boardings during the Coastal Express Morning Trip (Northbound) – April 2021



Source: CPI

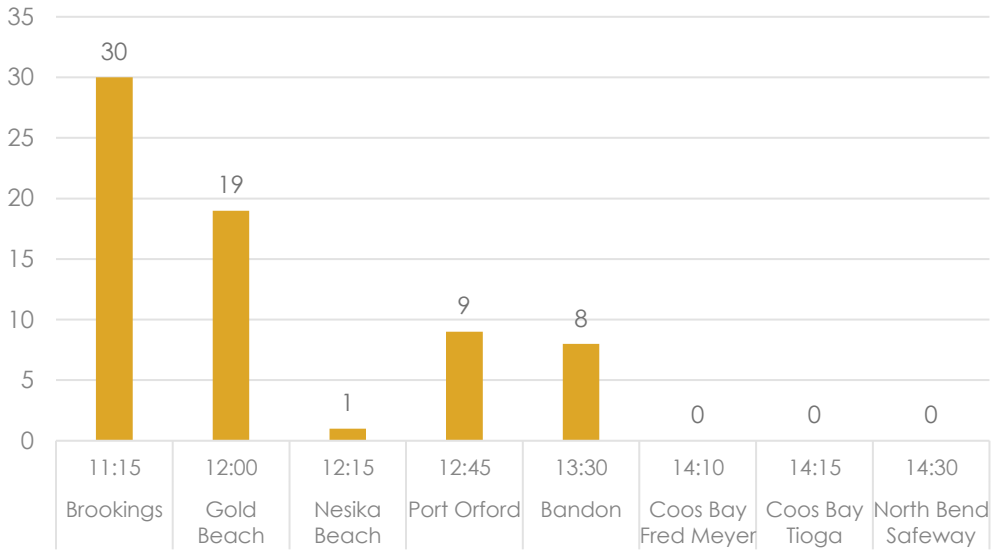
Figure 16. Total Number of Boardings during the Coastal Express Morning Trip (Southbound) – April 2021



Source: CPT

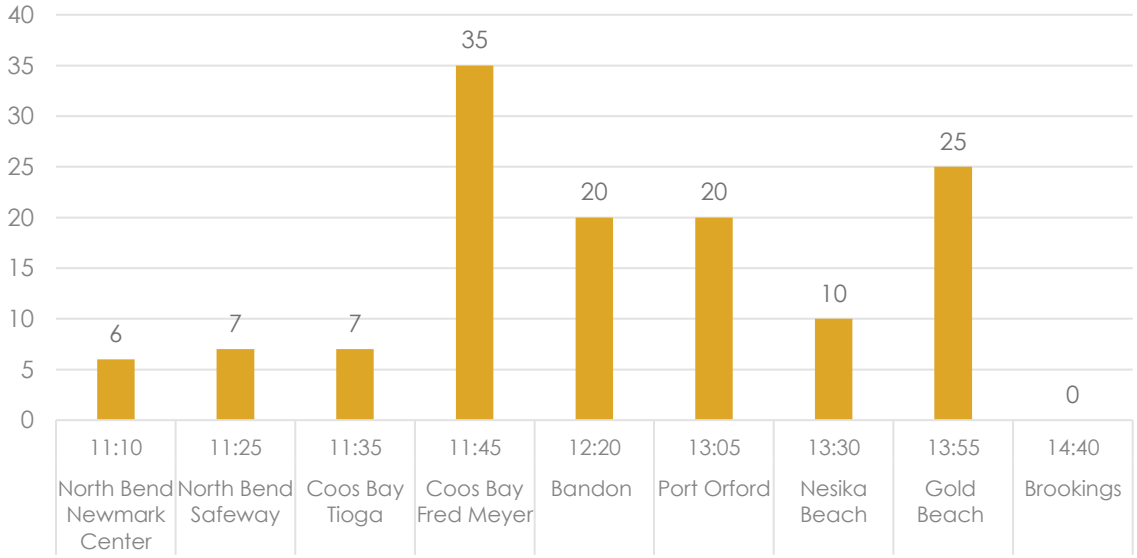
- Figure 17 and Figure 18 show the total boardings on the northbound and southbound Coastal Express mid-morning trip in April 2021. As shown, the highest number of boardings took place at Brookings (11:15 AM) and Coos Bay Fred Meyer (11:45 AM) in the northbound and southbound directions respectively.

Figure 17. Total Number of Boardings during the Coastal Express Mid-Morning Trip (Northbound) – April 2021



Source: CPT

Figure 18. Total Number of Boardings during the Coastal Express Mid-Morning Trip (Southbound) – April 2021



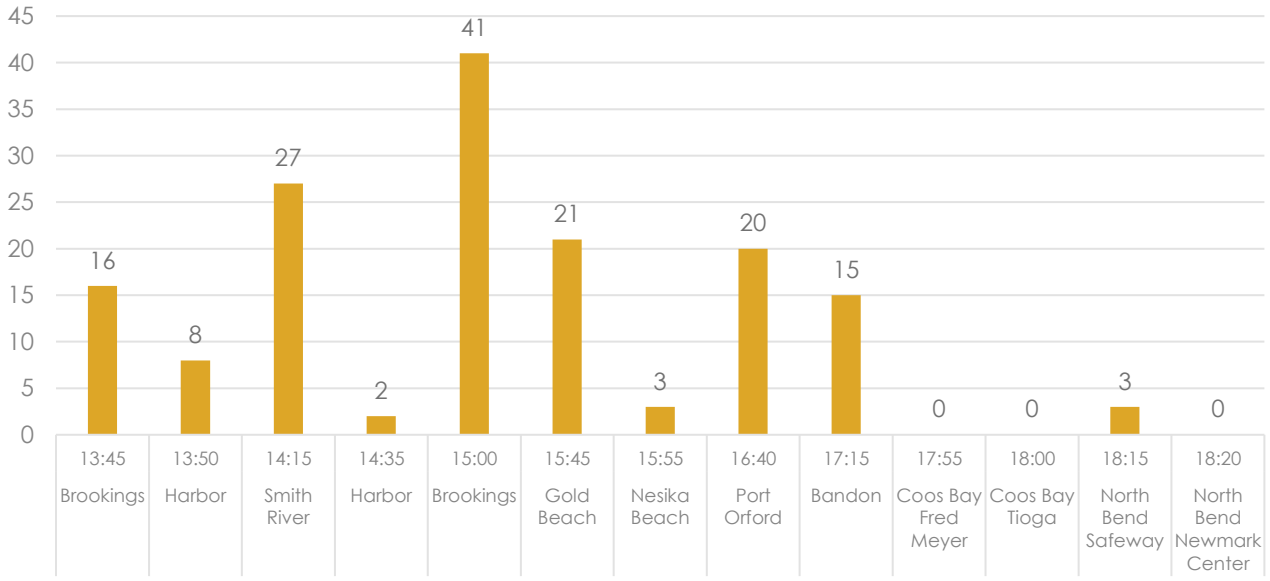
Source: CPT

- Figure 19[14] and Figure 20[15] show the total boardings on the northbound and southbound Coastal Express afternoon trip in April 2021. As shown, the highest number of boardings took place at

[14,13] The northbound and southbound Coastal Express afternoon rides meet at Port Orford at 4:40 PM. Port Orford acts as a point of transfer for riders, therefore, the total number of boardings were added for the northbound and southbound routes (42 boardings) at Port Orford and the total number of alightings was subtracted from it to avoid double-counting (transfers) of rides at the location.

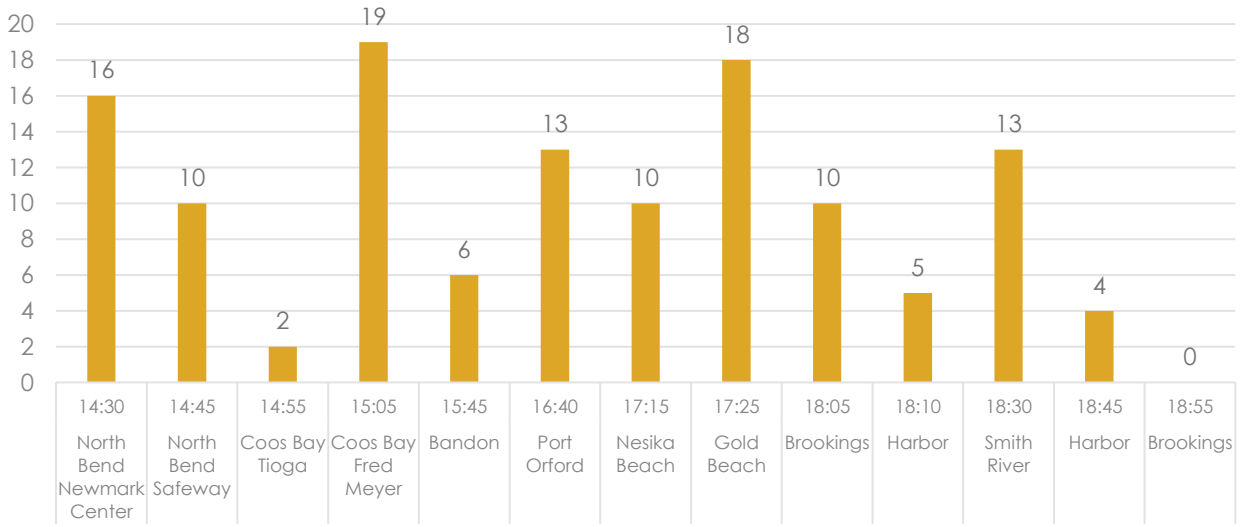
Brookings (3:00 PM) and Coos Bay Fred Meyer (3:05 PM) in the northbound and southbound directions respectively.

Figure 19. Total Number of Boardings during the Coastal Express Afternoon Trip (Northbound) – April 2021



Source: CPT

Figure 20. Total Number of Boardings during the Coastal Express Afternoon Trip (Southbound) – April 2021



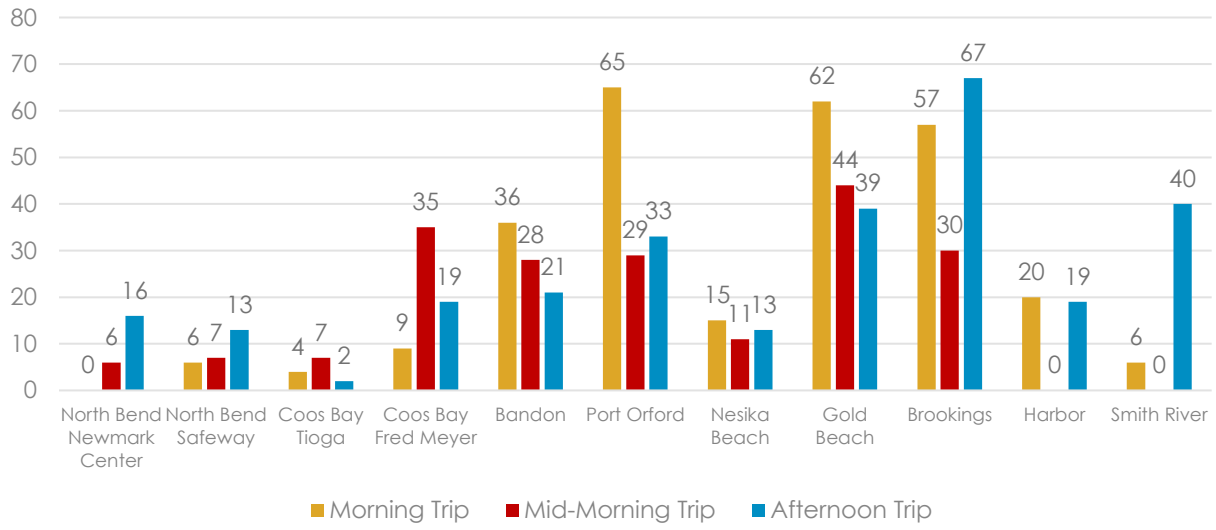
Source: CPT

- Figure 21[16] shows the total number of boardings on the northbound and southbound Coastal Express route in April 2021 and Figure 22 shows the total number of alightings on the northbound and

[16] The total number of boardings were added for the northbound and southbound routes (42 boardings) at Port Orford and the total number of alightings was subtracted from it to avoid double-counting (transfers) of rides at the location.

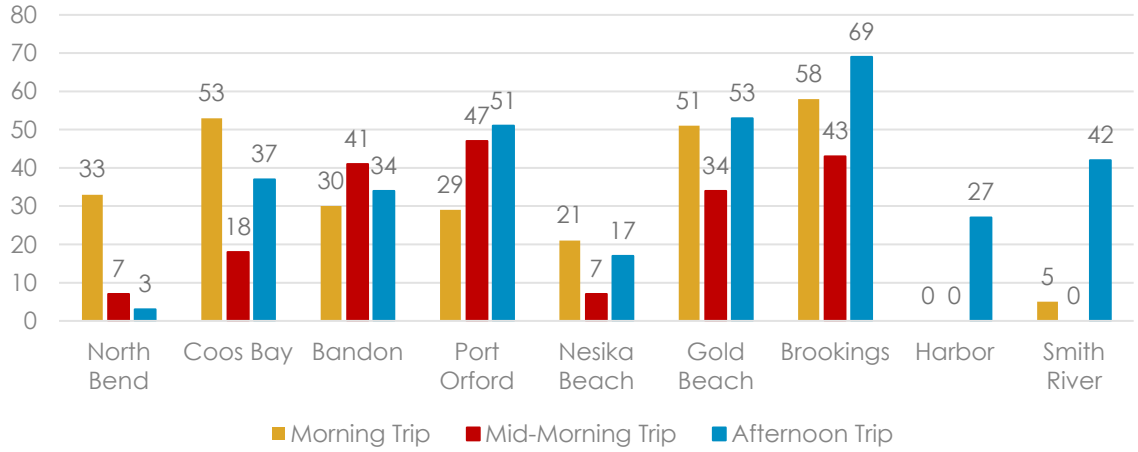
southbound Coastal Express morning, mid-morning and afternoon trips in April 2021. As shown, the highest number of morning boardings took place at Port Orford; highest number of mid-morning boardings took place at Gold Beach; and the highest number of afternoon trips took place at Brookings. The highest number of morning and afternoon alightings took place at Brookings while the highest number of mid-morning alightings took place at Port Orford.

Figure 21. Total Number of Boardings on the Northbound and Southbound Coastal Express Route – April 2021



Source: CPT

Figure 22. Total Number of Alightings during the Coastal Express Morning, Mid-Morning and Afternoon Trips (Northbound & Southbound) – April 2021



Source: CPT

TCRP REPORT 161 TRANSIT NEED METHODOLOGY

This portion of the evaluation provides insights on how well the current system meets expected demand. In 2012, the Transportation Research Board published a methodology to estimate rural transit demand through Transit Cooperative Research Program (TCRP) Report 161. This report provides step-by-step procedures for quantifying the need for passenger transportation services and estimates the demand that is likely to be generated given the service area's demographic characteristics and the current miles of service operated. It is a very broad-brush analysis incorporating typical demographic factors that indicate a propensity to use transit, but does not contain any specific land use variables and is generic for all rural areas in a given state.

The method can estimate demand for four specific markets: general public rural passenger transportation, passenger transportation specifically related to social service or other programs, travel on fixed-route services in small cities (less than 50,000 population and less than 70 vehicle hours of service per day), and travel on commuter services from rural areas to urban centers. For Curry County, there is only one route provided, the Coastal Express, which passes through multiple cities. Therefore, only the market for general public rural passenger transportation will be evaluated, given that the current service does not include social, intra-city, or commuter services.

Tests by the researchers who developed the methods indicated that the methods provide reasonable first estimates of transit need (i.e., the methods account for about 40−70% of the variance in the demand estimate), but other factors not included in the models can still result in substantial differences between the methods' estimates and actual ridership.

The transit needs analysis incorporates current socioeconomic conditions in Curry County and current transit service. Inputs used to estimate transit need include:

- Number of households residing in households owning no vehicles (data.census.gov, 2019 ACS 5-year estimates)
- Annual revenue miles of service (Rural National Transit Database, 2019)

These inputs are used to generate an expected number of transit trip demand and transit trip need. The ratio between this demand and need is the mobility gap, which typically falls between 15-20%. Note that TCRP 161 states the following with regard to its estimates:

> *The estimates of need made using the mobility gap method are typically far greater than the number of trips actually observed on rural passenger transportation systems and are likely greater than the demand that would be generated for any practical level of service. Much of the remaining trip-based mobility gap is likely filled by friends and relatives driving residents of non-car-owning households. Therefore, agencies choosing to use the mobility gap may wish to establish a target or goal for the proportion of the gap to be satisfied by publicly provided services. In the testing of these suggested methodologies with a number of rural transit agencies, it was found that, at best, only about 20% of the mobility gap trip-based need was met.*

Based on the transit service assessment, transit need is estimated at 223,100 annual 1-way passenger trips and the transit demand is estimated at 37,300 annual 1-way passenger trips. This approximates the mobility

gap as about 16.7%, within the common range of 15-20%. *Appendix B includes the detailed analysis per the TCRP Report 161 methodology.*

COMPARISON TO SIMILAR PROVIDERS

Transit agencies that receive federal funding are required to report information about service miles, service hours, and ridership to the National Transit Database (NTD). Peer transit services were selected for comparison using a method developed for the National Rural Transit Assistance Project. This method identifies peer agencies based on the type of service provided, vehicle miles operated, population served, funding type, and proximity to Curry County. The following peer transit providers were selected for comparison: Coos County Area Transit (CCAT), Lincoln County Transportation Service District (LCTSD), Grant County Transportation District (GCTD), Pacific Transit (PTS), Amador Regional Transit System (ARTS), Tuolumne County Transit (TCT), and Tehama County (TRAX). CCAT, LCTSD, GCTD, and PTS are located in Oregon, while PTS is located in Washington and ARTS, TCT, and TRAX are located in California. All systems provide both fixed-route and demand-response services.

Table 14, Figure 23, and Figure 24 compare the peer operators to CCPTSD. CCPTSD provides similar rides per hour to many other providers located on or west of the I-5 corridor, with the exception of Lincoln County. Agencies in Washington and California have slightly higher ride per hour than CCPTSD. CCPTSD has the third-lowest lower operating expense per vehicle revenue hour within the peer group, with only CCAT and GCTD being lower.

Table 14. FY18 Annual Service Miles, Service Hours, and Annual Riders

	CCPTSD	CCAT	LCTSD	GCTD	PTS	ARTS	TCT	TRAX
Service Miles	241,166	229,075	504,181	224,936	424,824	274,270	345,905	445,092
Service Hours	10,857	18,776	31,198	11,612	19,100	14,192	21,293	20,295
Ridership	31,843	48,220	321,833	37,507	113,650	72,324	102,324	92,876
Rides per Mile	0.13	0.21	0.64	0.17	0.27	0.26	0.3	0.21
Rides per Hour	2.93	2.57	10.32	3.23	5.95	5.1	4.81	4.58

Source: NTD

Figure 23: Riders per Hour by Transit Agency

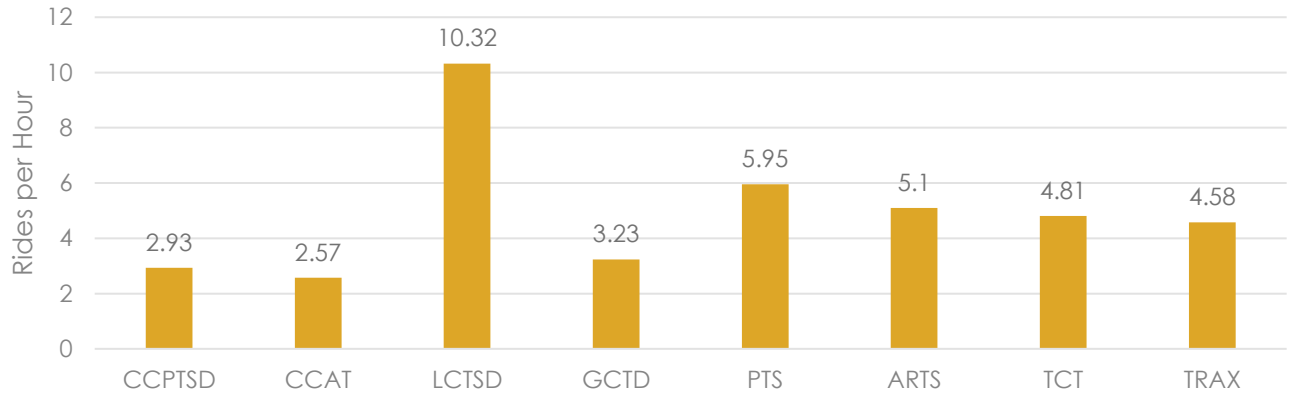
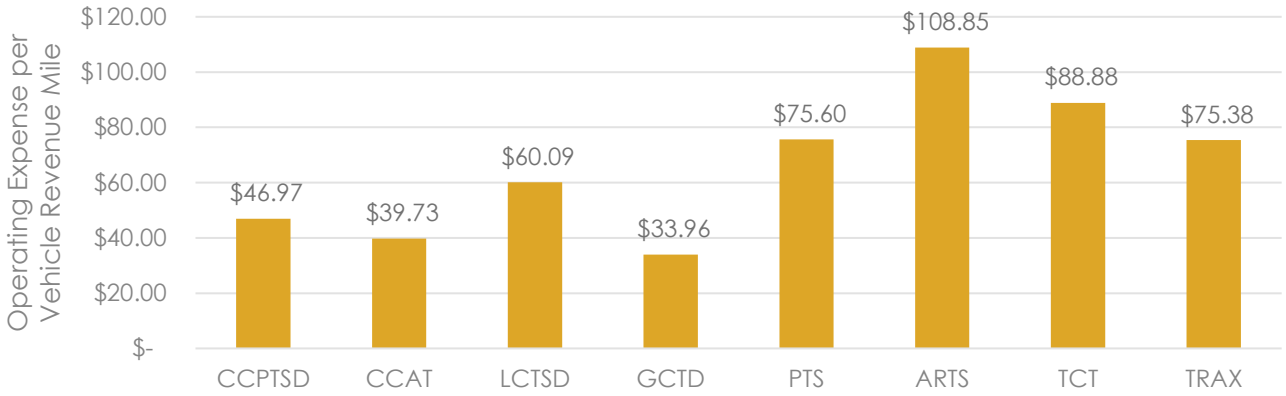


Figure 24. Operating Expense per Vehicle Revenue Mile by Transit Agency

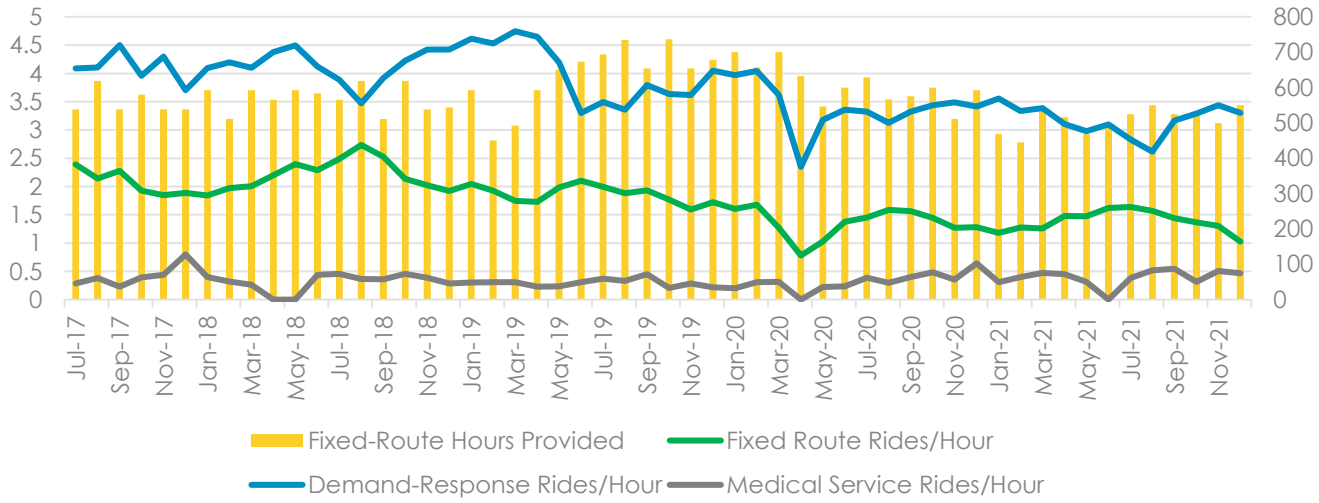


ROUTE EVALUATION

The following sections describe existing ridership for CPT's services. Figure 25 shows monthly rides per hour for CPT's fixed-route, demand-response, and medical routes from July 2017 to December 2021and Figure 26 shows monthly rides for CPT's fixed-route, demand-response, and medical routes from July 2017 to December 2021. CPT classifies the Coastal Express as fixed-route.

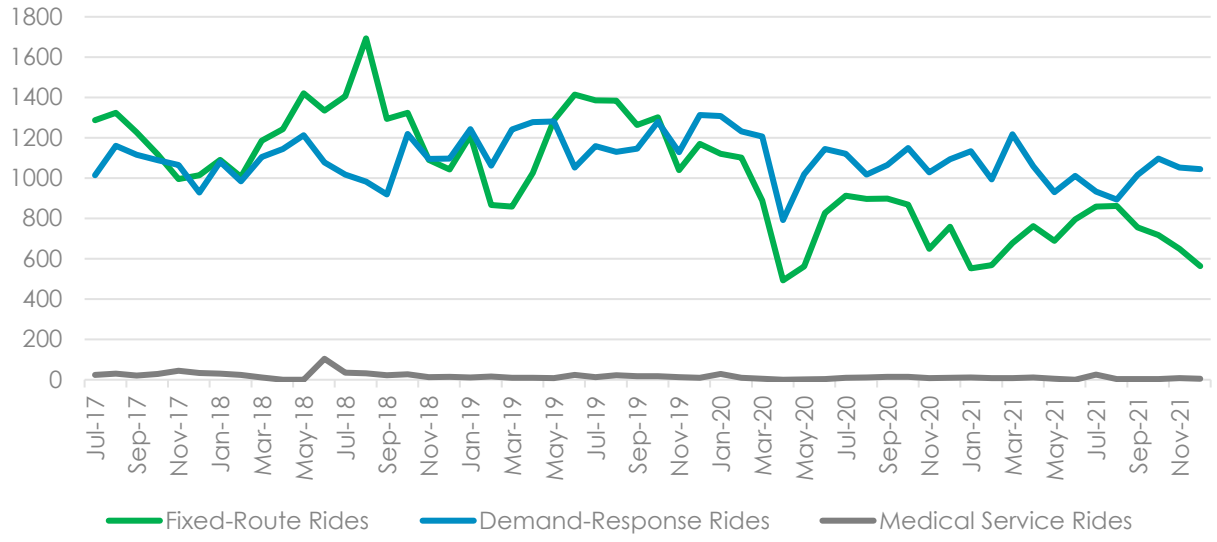
As shown, system ridership for the fixed-route system had higher ridership compared to the demand response system until September 2019, after which the ridership on the demand-response service became greater than the fixed route. In addition, the demand-response system provides higher rides per hour than the fixed route. All routes experienced a decline in March 2020 that can be attributed to COVID-19 stay-at-home orders and reduced service. As service has been reinstated, the fixed route ridership has not returned to their pre-COVID-19 levels, but demand-response ridership has reached pre-COVID-19 levels. Medical service rides and rides/hour have remained relatively steady since 2017 and comprise of a small portion of all services.

Figure 25. CPT Transit Route Rides per Hours



Source: CPT

Figure 26. CPT Transit Route Rides



Source: CPT

OUTREACH FINDINGS

The following sections summarize the outreach that occurred via an onboard (on the bus) and online survey for riders and potential riders and operator surveys.

ONBOARD SURVEY

An onboard survey was conducted for CCPTSD riders in January and February 2022. The surveys asked about bus use, trip origin and destination, service quality and improvements, effects of COVID-19 on their usage, and demographic information The following provides a summary of the onboard survey conducted. *Appendix C will include the detailed onboard survey report.*

Key Findings Include:

- Most respondents are satisfied with CPTI's services, rating service quality as 'Good' to 'Very Good'.
- The highest priority improvements for survey respondents include extended hours, increased frequency, weekend service, more destinations, and benches and shelters.
- Tools respondents feel would increase the convenience of their trip include real-time vehicle arrival information and more park and rides.
- Most respondents feel that they understand the services 'Well' to "Very Well'.
- Most respondents did not transfer between transit services.
- Most respondents use the service to travel to and from home, shopping, work, and healthcare.
- Ridership frequency is expected to increase for onboard respondents after COVID.

- Survey respondents stated that when they do not use transit services, it's due to reliability, fare cost, and accessibility.

OPERATOR SURVEY

The operator survey consisted of questions exploring CPT's service quality, challenges for transit drivers, and ideas for solutions, and priorities for service improvements. The following provides a summary of the operator survey conducted. *Appendix D includes the detailed operator survey report.*

Key Findings Include:

- Operators' length of service ranges from 6 months to 12.5 years, with an average duration of 5.9 years.
- Drivers operate the Coastal Express/Dial-A-Ride on different days in a week depending on demand/need.
- On a scale of 1 to 5, with 1 being the lowest and 5 being the highest, five operators ranked CPT service quality as 5, two ranked service quality as 4 and one ranked service quality as 3. The average rating of CCAT service quality was 4.5
- Two operators reported challenges with rainy, foggy nights and wet roads; one operator reported challenges with occasional disruptive passengers; one operator mentioned challenges with dropping of passengers on the left side of the roadway; and an operator reported challenges with potential COVID exposure.
- Five operators reported challenges with timing of operations including service delays when picking-up/dropping-off wheelchair riders, general logistics of moving passengers, and delays in wait time for passengers.
- In ranking six options from low priority to high priority, 'Increase Frequency' received the highest number of number 1 ratings and 'Service to More Destinations' and 'Improvements to Bus/Bus Facilities' received the highest number of number 5 ratings. 'Extended Hours' had the highest average ranking and 'weekend Service' had the lowest average ranking.
- Recommendations from operators for improvement to existing service included:
    - Retaining Dial-A-Ride as door-to-door service by appointments made the previous day;
    - providing fixed city route service for Brookings/Harbor with scheduled stops and bus shelters;
    - Expanding Coastal Express further into California (to provide service to Walmart); expanding Dial-A-Ride services in Gold Beach to provide transfer options to Coastal Express fixed route;
    - Hiring more drivers; and providing service on Railroad Avenue in South Harbor, Park Avenue, Ferns Avenue and Easy Street (where Good Samaritan Society – Jerstad, schools and residential areas are located.)

TRANSIT CAPITAL ASSETS ANALYSIS

The following sections describe CPT's transit fleet, stop amenities, park and ride facilities, and transit technologies.

FLEET

CPT currently owns and operates 12 regular buses and two vans. The average age of the active fleet is 4.4 years of use. Eight vehicles are beyond their expected useful life (EUL) timelines in years and two vehicles are past their EUL in miles. Eleven vehicles are out of service. Two vehicles are pending sale (PS). Most vehicle runs on non-ethanol gasoline, with four vehicles running on diesel. All buses have two bike racks. Most buses seat 12 riders. Seven new vehicles have been purchased recently – these vehicles have standard high-floor with lift as low-floor kneeling buses are not preferred. Table 15 summarizes the fleet information.

Table 15. CPT Vehicle Inventory

Asset Model	Year	Seats	ADA Seats	Odometer Reading	EUL Category	Fuel Type	Status
Van #12 (V002878)	2020	5	2	1,614	4 yrs/100,000 mi	Gas	Active
Van #17 (V001388)	2013	5	2	67,431	4 yrs/100,000 mi	Gas	Active
Van #18 (V000919)	2010	5-6	2	N/A	4 yrs/100,000 mi	Gas	PS
Bus #27 (V000870)	2009	12	2	N/A	5 yrs/150,000 mi	Gas	PS
Bus #31 (V001664)	2016	8	1	82,836	5 yrs/150,000 mi	Gas	Active
Bus #32 (V001665)	2016	12	2	124,747	5 yrs/150,000 mi	Gas	Active
Bus #33 (V001681)	2016	12	2	105,690	5 yrs/150,000 mi	Gas	Active
Bus #34 (V001812)	2017	12	2	63,553	5 yrs/150,000 mi	Gas	Active
Bus #35 (V002555)	2021	12	2	16,554	5 yrs/150,000 mi	Gas	Active
Bus #36 (V002554)	2021	12	2	19,049	5 yrs/150,000 mi	Gas	Active
Bus #37 (V002553)	2021	12	2	13,168	5 yrs/150,000 mi	Gas	Active
Bus #38 (V002949)	2021	8	-	6,708	4 yrs/100,000 mi	Gas	Active
Bus #41 (V001666)	2016	12	2	194,440	5 yrs/150,000 mi	Diesel	Active
Bus #42 (V001680)	2016	12	2	211,469	5 yrs/150,000 mi	Diesel	Active
Bus #43 (V001730)	2016	12	2	108,632	5 yrs/150,000 mi	Diesel	Active
Bus #44 (V001734)	2016	12	2	138,478	5 yrs/150,000 mi	Diesel	Active

Source: CPT

TRANSIT STOP AMENITIES AND BUS STOP AUDIT

Transit stop amenities increase the comfort while riders wait to board. Amenities can include stop signage, bus shelters, benches, timetables, trash cans, bike racks, and more. Many stops in the CPT system lack proper signage. *Appendix E provides detailed information about existing bus stop amenities.*

Bus Stop Audit

Kittelson & Associates conducted a study area tour on January 10th and 11th, 2022 to observe CPT bus stops and evaluate CPT bus stop access and amenities. *Appendix E includes the detailed bus stop audit.* Following

is the bus stop audit summary based on the bus stop audit and common themes derived from the Technical Advisory Committee #1 meeting:

- Most bus stops lack proper signage and existing signage is not in good condition. Bus stops in North Bend (Newmark Center) and Coos Bay (outside Curry County)[17] do not have a CPT bus stop sign, moreover, bus stops in Curry County including Ray's Food Place, Port Orford; Chevron Station, Harbor; McKay's Market, Harbor; Rancheria, Smith River and the flag stops in Langlois lack proper bus stop signage.
- Most stops lack trash cans leading to trash being thrown in the waiting area/at the bus stop. At the 5th Street/Bankus Park, Brookings bus stop, trash is thrown around the bus stop, where there is no trash can.
- Some bus stops such as McKay's Market, Harbor and the flag stops in Langlois have no bus stop amenities.
- Most stops lack street lighting and bike racks.
- Most bus stops[18] are located in private parking lots that are not park-and-ride lots. There are no official park-and-ride lots near the CPT bus stops.
- Restrooms are not present for public use at most stops. Public restrooms are available inside most of the businesses where the bus stops in parking lots (such as Ray's and Fred Meyer, etc.).
- Sidewalk network is not connected for pedestrians to get to the stop at bus stops such as Ray's Market Place, Bandon; and 5th Street/Bankus Park, Brookings. At the Fred Meyer, Coos Bay stop, during the study area tour, pedestrians were seen crossing across a 55-foot roadway (Johnson Avenue) from the Fred Meyer driveway since the sidewalks along Johnson Avenue are not connected.
- There is a lack of protected crossings near many of the bus stops which makes it harder for pedestrians and bicyclists to access the transit service.
- ADA ramps at most locations are not up to standards.
- At the 5th Street/Bankus Park stop, the South West Point bus stop (sign) is located far away from the waiting area.
- At the Chevron Station, Harbor stop, trucks frequently park in the bus pull out. At the McKay's Market, Harbor stop, there is no indication of a bus stop in the parking lot (no signage/waiting area).
- Recommendation at all bus stops include adding sign indicating that riders can wait not more than 20 minutes for the bus at the bus stop shelter.

Table 16 provides an overview of existing amenities and walking and biking access at each of the designated bus stops along CPT's Coastal Express fixed-route. These stops generally have walking connections via sidewalks, pedestrian ramps, low-volume neighborhood streets, and few biking connections via bike lanes. Several stops lack shelters and signage. These stops could be improved by adding permanent signage,

[17] CPT is not responsible for implementation of bus stop signs outside Curry County but CPT can coordinate with Coos County to implement CPT bus stops in Coos County
[18] The City owns and maintains CPT bus stop shelters; CPT is not responsible for the bus stop shelters.

shelters, route maps, benches, bike parking, and improving the general walking and biking network in the area.

Table 16. Existing Transit Stop Amenities Overview

No.	Stop	Amenities	Walking Access	Biking Access	Notes
1.	**Newmark Center, North Bend**	• Waiting area with bench • Bike racks • Trash can • Street lighting	Fair	Fair	• The stop connects to side streets M Entry Way and E Entry Way. These streets connect to Newmark Ave and to Southwestern Oregon Community College (SWOCC). M Entry Way/Newmark Ave (OR-540) has a signalized crossing which allows easy access to Walmart and the college • Sidewalks and bike lanes are located on M Entry Way, to the west of the stop which provides easy access to (SWOCC) parking lot • No sidewalk are located along E Entry Way, to the east of the stop • No bike lanes along Newmark Ave (OR-540) • Stop is located in a parking lot
2.	**Safeway/VA Clinic at Marion Avenue, North Bend**	• Covered shelter (same area for CCAT and CPT) with bench • CPT bus stop sign	Good	Poor	• Sidewalks are present along Marion Ave which is a low traffic volume street with no bike lanes and connects to the stop. • The sidewalks connect to Marion Ave/Virginia Ave (OR-540) that has protected crossings and sidewalks • Stop is located in a parking lot
3.	**Tioga Hotel-Market Avenue, Coos Bay**	• Bus stop sign • Street lighting	Good	Poor	• The stop connects to low traffic volume streets with connected sidewalks and no bike lanes. • The stop is located in close vicinity of many local businesses • ADA ramps are present but not up to standards • CPT buses are stored at the northwest corner of E Market Ave/N 2nd St, close to the stop
4.	**Fred Meyer, Coos Bay**	• Shelter with bench • Trash can • Bike racks	Fair	Poor	• The curb ramp from the parking lot provides street access to US 101 • There is no sidewalk on Johnson Ave (south of eastbound travel) connecting to Fred Meyer's access along Johnson Ave. Sidewalk is present to the north of eastbound travel. No crossings are present near the store's access - this makes crossing the 55-foot wide roadway (Johnson Ave) from the Fred Meyer access point very challenging for pedestrians • US 101/Johnson Ave has protected crossings

No.	Stop	Amenities	Walking Access	Biking Access	Notes
					• ADA ramps are present • The stop is located in a parking lot
5.	**Ray's Food Place, Bandon**	• CPT bus stop sign • Trash can • Bike racks	Fair	Fair	• Sidewalks connect to the stop; however, there is a gap along NE 2nd St. Sidewalk facilities continue through the parking lot to SE 1st St • Bike lanes are present • Curb cuts are present (for ADA purposes) • Protected crossings are located at US 101/1st St • The stop is located in a parking lot
6.	**Ray's Food Place, Port Orford**	• Covered shelter and waiting area • Bench • Trash can	Fair	Good	• Sidewalks and bike lanes are located along US 101 • There are no crossing opportunities along US 101 close to the bus stop • The stop is located in a parking lot
7.	**Ray's Food Place, Gold Beach**	• CPT bus stop sign • Covered shelter and waiting area • Bench • Street lighting	Good	Poor	• Sidewalks connect to the stop • Protected crossings are present at US 101/6th St • No bike lanes are present • The stop is located in a parking lot
8.	**5th Street/Bankus Park, Brookings**	• CPT bus stop sign • Covered shelter and waiting area • Bench • Bike racks	Fair	Fair	• Sidewalk network is not well connected to all streets (no sidewalk on north leg of Pacific Avenue) • ADA ramps are present but not up to standards • There is a SouthWest POINT bus stop located in the same area but not near the covered waiting area • Bike lanes are present along US 101 and 5th St • Protected crossings are present at US 101/5th St • Two direct pedestrian access points from sidewalk along US 101 are present to the bus stop • The stop is located in a parking lot

No.	Stop	Amenities	Walking Access	Biking Access	Notes
9.	**Chevron Station, Harbor**	• Temporary CPT bus stop sign	**Fair**	**Fair**	• Sidewalks and bike lanes are located along US 101 • Gaps in sidewalk network and no bike lanes along Zimmerman Ln and Hoffeldt Ln • Protected crossings at US 101/Zimmerman Ln located to the north of the stop and at US 101/W Hoffeldt Ln located to the south of the stop • There is an on-street parking area for pull-outs that is currently being used by trucks
10.	**McKay's Market, Harbor**	• No amenities	**Fair**	**Fair**	• Sidewalks and bike lanes are located along US 101 • Gaps in sidewalk network and no bike lanes along Zimmerman Ln and Hoffeldt Ln • Protected crossings at US 101/Zimmerman Ln located to the north of the stop and at US 101/W Hoffeldt Ln located to the south of the stop • The stop is located in a parking lot (there is no indication of a bus stop)
11.	**Rancheria, Smith River**	• Benches and tables • Trash can • Steet lighting • Bike racks	**Fair**	**Fair**	• Sidewalks are located in all directions from the stop • ADA ramps are present but not up to standards • Crossing located only along US 101 and not along N Indian Rd • US 101 has wide shoulder on both sides for bicycles
12.	**Langlois Public Library (Flag Stop)**	• No amenities	**Poor**	**Poor**	• Proposed to be a designated CPT bus stop • No sidewalks present on US 101 or Waller Ln • No bike lanes in the vicinity • No crossings present
13.	**Langlois Store (Flag Stop)**	• No amenities	**Poor**	**Fair**	• No sidewalks present on US 101 • Bike lane present on US 101 (southbound) • No crossings present

Walking and Biking Rating: **Good** = sidewalks and crosswalks; bicycle lanes or sharrows; **Fair** = some sidewalks; adequate shoulder for biking; **Poor** = no facilities

TRANSIT TECHNOLOGIES

CPT does not currently provide real-time bus arrival information, mobile ticketing, or fare reciprocity with adjacent providers. These technologies facilitate a more efficient and convenient user experience and have the potential to better serve CPT riders in the future.

BUDGET & FUNDING SOURCE ANALYSIS

This section provides budget and funding information for CPT overall. Table 17 shows the annual cost allocations for CCPTSD by expense type. As shown for Fiscal Year 2021 (FY21), vehicle replacement expenses accounted for the majority of expenses.

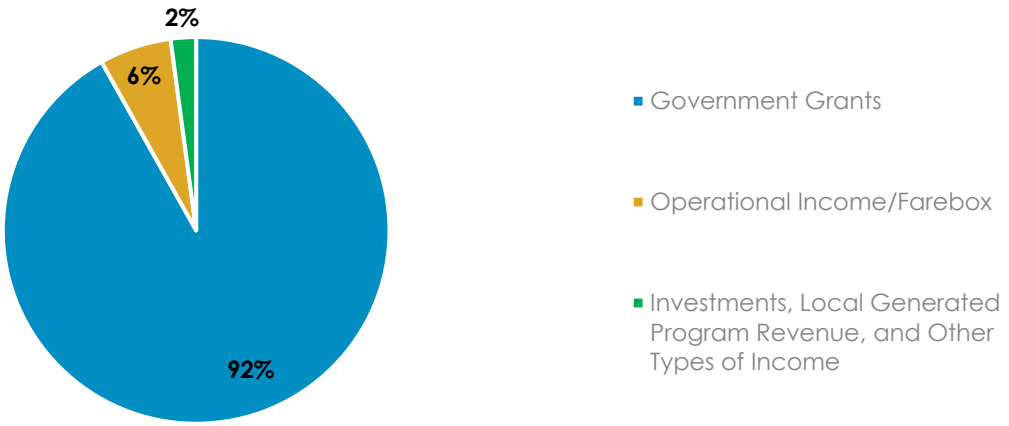
Table 17. 2021-2022 Cost Allocation by Expense Type

	General Operations	Administration	Contracted Medical Services	Demand Response	Fixed Route	Vehicle Replacement Expenses
Allocation Amount	$342,049	$144,544	$15,493	$146,336	$274,832	$594,150
Percent of Budget	22.5%	9.5%	1.0%	9.6%	18.1%	39.2%

Source: CPT

The $1,651,854 in income available to CPT in 2021-2022 came from government grants, investment, local generated program revenue, and farebox. Figure 27 shows the amount provided from each of these sources. Government grants ($1,517,404) was by far the largest contributor, including a $594,150 ODOT Bus Purchase Grant. Other grants include Statewide Transportation Improvement Fund (STIF) State Grants, Special Transportation Fund (STF) State Grants, Small & Rural Area Grants, and Transportation and Growth Management (TGM) Planning Grants among others.

Figure 27. 2021-2022 Income



Source: CPT

Table 18 shows the breakdown of the government grants including one-time funding for capital/planning and funding for operations. As shown, there are two types of funding – the one-time capital and planning funding which includes ODOT Bus Purchase Grant (capital), TGM Grants (planning) and 5304 funding (planning); and the operations funding which includes 5311 funding (CARES, Small & Rural Area Grants), 5310 funding (Demand Services, Vehicle Maintenance), STF and STIF State Grants.

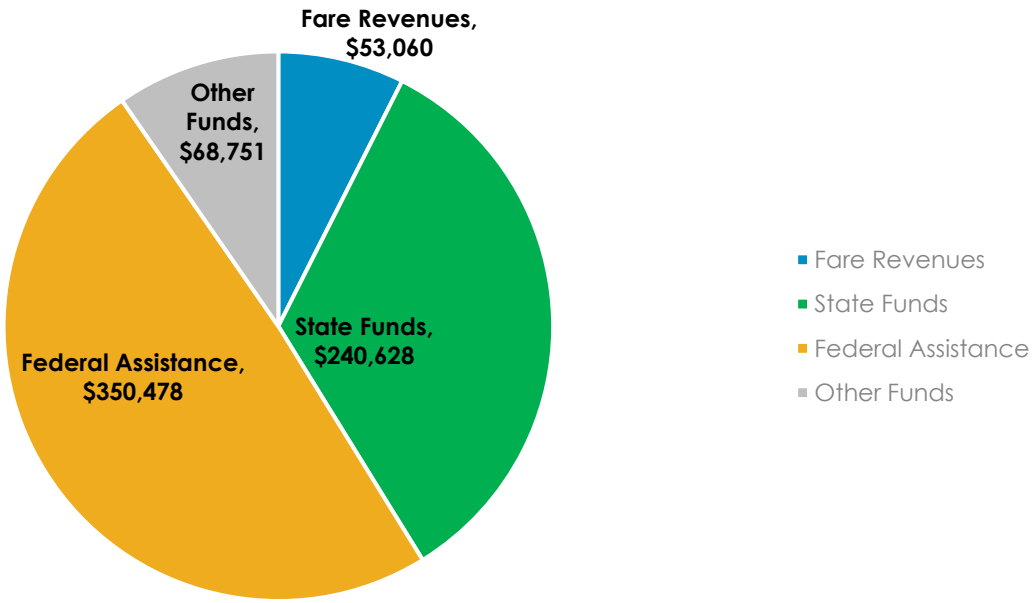
Table 18. Breakdown of Government Grants

One-Time Capital/Planning Funding			Operations Funding			
ODOT Bus Purchase (Capital)	TGM Planning	5304 Planning	5311 Funding (CARES, Small and Rural Areas)	5310 Funding (Demand Services, Vehicle Maintenance)	STF Funding	STIF Funding
$594,150	$129,546	$48,000	$320,029	$143,810	$65,700	$216,169
39.1%	8.6%	3.1%	21.0%	9.5%	4.4%	14.3%

Source: CPT

The NTD provides information of operating fund expenditures for the previous fiscal year. The $712,917 in operating funds available to CCPTSD in 2020-2021 came from federal sources, state funds, and fare revenue. Figure 28 shows the amount provided from each of the three sources. Federal funding was the largest contributor, with over $350,000 in federal assistance. State funding sources are largely the STF and STIF.

Figure 28. Funding Type



Source: NTD

NEXT STEPS

This memorandum documents the baseline transit service within Curry County. The memorandum will be used to inform the Transit Development Plan by evaluating existing performance and beginning to identify transit needs in the community.

Reference B: Transit Goals and Policies Memorandum #2

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851 SW 6th Avenue, Suite 600
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Memorandum #2

April 12, 2022 Project# 23021.039

To: Kathy Bernhardt
Curry County Public Transportation Service District
PO Box 1771
Brookings, OR 97415`

From: Kyra Haggart, Shayna Rehberg, and Darci Rudzinski, APG | MIG
Susan Wright, PE and Bincy Koshy, Kittelson & Associates, Inc.

CC: Ian Horlacher, ODOT

RE: FINAL Transit Goals, Policies, and Practices Memo (Task 2.2)
Curry County Transit Development Plan (TDP)

Contents

INTRODUCTION

Section 122 of Keep Oregon Moving (Oregon House Bill 2017) established a new dedicated source of funding for expanding public transportation service in Oregon. The new funding source is called the Statewide Transportation Improvement Fund ("STIF"). STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs. Five percent of the funds are awarded to eligible public transportation providers based on a competitive grant process.

The Curry County Transit Development Plan (TDP) will examine how existing urban and outlying rural services can be improved and better coordinated to meet the needs of the region. Ultimately, the TDP will clearly define the community's future transit needs and goals, making Curry County Public Transit Service District (CCPTSD) and Curry County eligible to receive STIF funds in the future.

Draft goals and policies will guide the development of appropriate strategies to enhance transit service, facilities, and amenities in the CCPTSD service area. The *Draft TDP Goals and Policies* section proposes draft policy guidance for the TDP development and implementation process. The *State Goals, Policies, and*

Practices and *Local Goals, Policies, and Practices* appendices in this memorandum provide a review of State and local plans that inform the draft TDP goals and policies.

The draft goals and policies have been used to guide the transit benchmarks and monitoring program developed in Draft Memorandum #3 (Task 2.3), and the Project Management Team and Curry County Transit Advisory Committee (CCTAC) have reviewed this memorandum and Draft Memorandum #3. This memorandum has been revised based on their comments and will eventually be used to inform implementation measures (model policy and development code language) in the Draft TDP (Task 5).

DRAFT TDP GOALS AND POLICIES

It is necessary to provide a policy framework to guide future CCPTSD planning work and investments. The draft TDP goal and policy language proposed in this section draws from a number of resources, including the goals, policies, objectives, and strategies reviewed in the appendices. The OPTP and Coordinated Plan in particular helped shape the proposed goals and policies, given their focus on transit, increased coordination and collaboration, and serving those who are transit-dependent. This planning project's stated objectives also informed the proposed goal and policy language, as did input from committee members at CCTAC Meeting #1. The project's objectives call for the provision of a sustainable and innovative transit system in a county that serves urban and rural users over a 20-year planning period.

Draft TDP goals and policies are presented below.

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.
- Policy 1G – Continue to improve conditions at transit stops, including signage, amenities, and identifying and implementing shelter designs that are appropriate for the climate.

Goal 2: Accessibility and Connectivity – Improve access and connections within and between communities in the CCPTSD service area, as well as connection to services beyond the service area.

- Policy 2A – Prioritize maintaining and improving existing services before expanding services.
- Policy 2B – Ensure and increase access to employment, education, health services, and shopping centers.
- Policy 2C – Support improvement of pedestrian and bicycle connections to transit routes and stops.

- Policy 2D – Support safe roadway crossings of Highway 101 in the service area.
- Policy 2E – Explore potential park-and-ride and "mobility hub" sites, where multiple modes connect, such as the Pony Village/Coos Bay Safeway stop.
- Policy 2F – Promote economic development and tourism through existing transit services and new transit services as resources are available.

Goal 3: Coordination – Collaborate with public and private partners to maximize services.

- Policy 3A – Strengthen coordination with other transportation services, particularly transit providers in the greater region such as Coos County Area Transit, Redwood Coast Transit, and Pacific Crest Lines.
- Policy 3B – Establish and strengthen coordination with transportation technologies, such as transit vehicle automatic vehicle location, mobile apps for customers, bike and scooter sharing, and ridesharing.
- Policy 3C – Coordinate with adjacent transit providers to match transit schedules including weekend schedules.
- Policy 3D – Coordinate with partners to establish a range of transit services, including employer vanpools, medical service transportation, shopping services, and cab and rideshare rides.
- Policy 3E – Work with health and human service providers to coordinate transportation services that are appropriate for customers' needs.
- Policy 3F – Foster new and innovative partnerships to share and leverage resources, create awareness of CCPTSD services, and enhance CCPTSD services.
- Policy 3G – Strengthen coordination with partner cities and Curry County land use planning and development to support the planned transit system and increase customer access to transit.
- Policy 3H – Work with partner cities and Curry County to coordinate between CCPTSD transit planning and city and county transportation planning.
- Policy 3H – Seek opportunities to coordinate emergency response and recovery following natural disasters and other emergencies.

Goal 4: Health and Sustainability – Foster public, environmental, and fiscal health through transit investments.

- Policy 4A – Establish stable funding sources for CCPTSD services and invest strategically in maintenance, service, planning, staffing, and capital improvements.
- Policy 4B – Reduce reliance on single-occupancy vehicles and help reduce pollution by maintaining and enhancing CCPTSD services, including acquiring alternatively powered fleet vehicles when resources are available.
- 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.

NEXT STEPS

Draft benchmarks and performance measures have been developed in Memorandum #3 in order to track progress toward the draft goals and policies presented in this memorandum. The Project Management Team and CCTAC have reviewed the draft goals and policies in this memorandum as well as Draft Memorandum #3, and the memos have been revised in response to their comments. The revised goals and policies will carry forward into implementation work (model policy and development code language in the Draft TDP), which will be conducted in the late phases of this planning project.

APPENDICES

A. State Goals, Policies, and Practices
B. State Plans and Policies Relevant Excerpts
C. Local Goals, Policies, and Practices
D. Local Plans and Policies Relevant Excerpts

APPENDIX A: STATE GOALS, POLICIES, AND PRACTICES

This section provides an overview of State plans and identifies aspects of each plan relevant to CCPTSD's transit planning in Curry County. The overview focuses on the policy-level guidance that the plans provide (e.g., goals, objectives, and policies) and the strategies or practices that they recommend. Text from these plans relevant to CCPTSD's transit planning has been excerpted and included in Appendix A.

OREGON HIGHWAY PLAN (1999, AMENDED 2018)

- The Oregon Transportation Safety Action Plan (TSAP) is a multi-purpose plan implemented by multiple agencies that includes both a 20-year policy plan and a 5-year, federally compliant, Strategic Highway Safety Plan. It outlines the vision, goals, policies, and long-term strategies, as well as actions to achieve near-term opportunities for enhancing transportation safety in Oregon.
- The TSAP envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. Its long-term goals, policies, and strategies are focused on changing safety culture and proactively planning, designing, operating, and maintaining a transportation system that eliminates fatalities and serious injuries.
- TSAP policies and strategies address transit specifically in the following ways: work with transit service providers, ODOT, and researchers to evaluate infrastructure measures to improve safety for transit users; enhance the perception of transit use safety by identifying and implementing facility design, lighting, and related improvements; maximize the use of technology to improve safety; and prioritizing transit corridors for safe transportation facilities and road crossings. The 2021 update also includes policies related to providing local entities with resources to offer programs and education based on local needs and issues, considering issues of equity.

OREGON PUBLIC TRANSPORTATION PLAN (2018)

- The goals, policies, and strategies of the Oregon Public Transportation Plan (OPTP), a modal plan of the OTP, provide guidance to ODOT and public transportation agencies regarding the development of public transportation systems.
- The State's vision for public transportation, as articulated in this plan, is to provide a comprehensive, interconnected, safe, and reliable system, with stable funding, which provides access and mobility between Oregon communities and encourages people to ride. It documents the State's interest in having a system that: provides appropriate service in each area of the state including urban, suburban, rural, and remote areas; allows people who do not drive to meet daily needs; and plays a vital role in improving livability and economic prosperity.
- The OPTP goals and policies are extensive, organized around ideas of mobility, accessibility, community livability and vitality, equity, safety, health, sustainability, strategic investment, and coordination and collaboration.
- Key themes in OPTP policies include: reliable and accessible transit service and transit information; enhanced coordination with other transit and transportation services; healthy options (active transportation modes) to accessing transit, access to health-supporting destinations, and reduction of pollution; and greater coordination and collaboration with other public agencies (e.g., for land use planning and permitting) and new partners who can help broaden and innovate transit's effectiveness.
- Of particular relevance to CCPTSD's transit planning is OPTP's call to address the "last mile" (how travelers get to and from a transit station or stop from their origin or destination) and sidewalks and curb ramps that are accessible and comply with the Americans with Disabilities Act (ADA).

OREGON BICYCLE AND PEDESTRIAN PLAN (2016)

- The Oregon Bicycle and Pedestrian Plan (OBPP) is the OTP modal plan that provides policies and implementation strategies intended to enhance access, mobility, and safety for cyclists and pedestrians. The OTP vision is that in Oregon, people of all ages, incomes, and abilities can access destinations in urban and rural areas on comfortable, safe, well-connected biking and walking routes. People can enjoy Oregon's scenic beauty by walking and biking on a transportation system that respects the needs of its users and their sense of safety. Bicycle and pedestrian networks are recognized as integral, interconnected elements of the Oregon transportation system that contribute to our diverse and vibrant communities and the health and quality of life enjoyed by Oregonians."
- Policy and strategy direction from the OBPP most relevant to the development of the TDP includes investing in and improving inter-modal connections (e.g., how pedestrians and cyclists reach transit stops) and directing that sidewalks and curb ramps be made accessible and ADA-compliant.[1]

OREGON TRANSPORTATION OPTIONS PLAN (2015)

- The Oregon Transportation Options Plan (OTOP), an OTP topic plan, establishes policies, strategies, and programs that promote efficient use of existing transportation system investments, thereby reducing reliance on the single-occupancy vehicle and facilitating use of walking, biking, transit, and rideshare.
- The plan establishes a statewide vision for transportation options (TO) in Oregon to provide travelers of all ages and abilities with options to access goods, services, and opportunities across the state. TO strategies and programs generally do not address capital infrastructure investments, but rather provide information and resources to allow people to access a full range of TO including walking, biking, and rolling, taking transit, driving, ridesharing, and telecommuting.
- OTOP policies are organized by goals addressing safety, funding, accessibility, system efficiency, economy, health and environment, land use and transportation, equity, coordination, and information. Its policies are broadly supportive of transit.
- The following policies are particularly relevant to CCPTSD transit planning: prioritization of multimodal connections to transit, particularly pedestrian and bicycle infrastructure; exploring incentives to increase transit use; identifying potential "mobility hub"[2] opportunities; developing new park-and-rides (initially as temporary "pop up," and later permanent, facilities); investing in transit infrastructure as cost-effective transportation infrastructure; directly engaging transit-dependent communities in order to assess their needs; and maximizing transit services for those most in need by partnering with human service providers.

OREGON TRANSPORTATION SAFETY ACTION PLAN (2016)

- The Oregon Transportation Safety Action Plan (TSAP) serves as the State of Oregon Strategic Highway Safety Plan, a document required by federal law. It presents a set of actions that Oregonians have identified as steps to a safer travel environment. The TSAP is a multi-purpose plan implemented by multiple agencies that includes both a 20-year policy plan and a 5-year, federally compliant, Strategic Highway Safety Plan.
- The TSAP envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. Its long-term goals are to foster a safety culture, develop infrastructure for safety, support healthy communities, leverage technology, and coordinate agencies and stakeholders to work together, and guide strategic safety investments.

[1] While ADA requirements and compliance are not cited specifically in OBPP policies and strategies, the plan's Background section discusses ADA requirements and explains that they are implicit in references that OBPP policies and strategies make to accessibility.
[2] Mobility hubs are "a place where transportation modes seamlessly connect. They usually involve transit, vehicle sharing such as car and vanpooling, concentrations of land uses, and an information component."

- TSAP policies and strategies address transit specifically in the following ways: work with transit service providers, ODOT, and researchers to evaluate infrastructure measures to improve safety for transit users; enhance the perception of transit use safety by identifying and implementing facility design, lighting, and related improvements; maximize the use of technology to improve safety; and prioritize transit corridors for safe transportation facilities and road crossings.

US 101 CORRIDOR PLAN: CHETCO RIVER BRIDGE TO OREGON/CALIFORNIA BORDER (2017)

- The US 101 Corridor Plan (Corridor Plan) examines the section of highway between Brookings and the Oregon/California border and identifies strategies to preserve and improve safety, operations, and capacity. The Plan assesses existing and future roadway conditions and identifies potential solutions for improving roadway deficiencies consistent with a Statewide Highway classification.
- The Corridor Plan includes a section addressing barriers to transportation for Title VI populations, which was developed in coordination with the Curry County Health Department. The Corridor Plan identifies several specific examples of transportation needs to better serve these communities, including providing better transit service to destinations such as the Brookings-Harbor Shopping Center, South Coast Center, Men's Union Gospel Mission, Seaview Senior Living Community, and health services and medical facilities that serve the area.
- The goals of the Corridor Plan are to promote safety and efficiency for users of all modes of travel (motor vehicle, transit, bicycle, and pedestrian), and to maximize the constructability of transportation improvements. While the objectives do not specifically mention transit, the Corridor Plan identifies needed bicycle and pedestrian improvements, including crossings. Provision of adequate bicycle and pedestrian facilities is important for helping people carry out the "first and last mile" of transit trips. Improvements that maintain corridor mobility and reduce congestion and delay will also benefit transit.

OREGON COAST BIKE ROUTE PLAN (DRAFT 2021)

- The Oregon Coast Bike Route Plan (OCBRP) identifies opportunities for improvements to the Oregon Coast Bike Route that will benefit all people who travel the route, including recreational and multi-day trip users as well as residents and those making short trips. The OCBRP identifies critical needs based on existing roadway characteristics, crash data, local planning documents, and public input, and proposes infrastructure improvements and solutions to improve safety, accessibility, and comfort.
- The recommended improvements are tailored to the types of riders that are most likely to be using certain sections of the route and differentiate between rural segments of the route—where riders are more likely to be using the facility recreationally—and the portions that pass through cities and towns, which are more likely to be used by people traveling to work or school, or to run errands.
- The OCBRP acknowledges that many users rely on transit at the beginning or end of their trip, or to bypass certain portions of the route or reach mechanical assistance, and that under the current level of transit service buses are infrequent and do not reach all parts of the route. One of the recommendations of the OCBRP is to continue to enhance coastal transit service and improve transit frequency, particularly for the southern portion of the route, which passes through Curry County.

TRANSPORTATION PLANNING RULE (CITED SECTIONS AMENDED 2014)

- The Oregon Transportation Planning Rule (OAR 660-012 or "TPR") implements Statewide Planning Goal 12 and requires counties and cities to prepare local transportation system plans (TSPs) that are consistent with the OTP and its elements, including local land use regulations to implement the TSP.
- Section -0045 of the TPR addresses implementation of the TSP. Sections -0045(3) and -0045(4) requires that local land use regulations be adopted to address pedestrian, bicycle, and transit access. Transit-related requirements in Section -0045(4) include providing easements and improvements at transit

stops; providing pedestrian and bicycle to transit stops; allowing for transit-related development in parking areas; and establishing preferential parking for ridesharing.

APPENDIX B: STATE PLANS AND POLICIES RELEVANT EXCERPTS

Oregon Transportation Safety Action Plan (2021)

GOAL 1 - IMPROVING SAFETY CULTURE: *Transform public attitudes to recognize that all transportation system users have responsibility for other people's safety in addition to their own safety while using the transportation system. Transform organizational transportation safety culture among employees and agency partners (e.g., state agencies, regional planning entities, local agencies (Tribes, counties, cities), other safety stakeholders, employer, and the general publics) to integrate safety considerations into all responsibilities.*

- *Policy 1.1 – Communicate proactively with system users about safety culture.*
- *Policy 1.2 – Promote safety culture within agencies, stakeholder organizations, and employers.*

GOAL 2 - IMPROVING INFRASTRUCTURE: *Develop and improve infrastructure to eliminate fatalities and serious injuries for users of all modes.*

- *Policy 2.3. Plan, design, construct or improve, operate, and maintain the transportation system to achieve healthy, livable, and equitable communities and eliminate fatalities and serious injuries for all Oregon travelers.*
  - Strategy 2.3.4 – Support, coordinate, and collaborate with local jurisdictions to identify community safety concerns and establish solutions.
  - Strategy 2.3.12 – Collaborate with ODOT Public Transit Division, transit service providers, MPOs, and researchers to evaluate infrastructure techniques to improve safety for transit riders. Update codes and policies to support best practices.

GOAL 3 - FACILITATING HEALTHY AND LIVABLE COMMUNITIES: *Plan, design, and implement safe systems; support equitable enforcement and emergency medical services to improve the safety and livability of communities, including health outcomes.*

- *Policy 3.4. Invest in transportation system enhancements that improve safety and perceptions of security for people while traveling in Oregon.*
  - Strategy 3.4.1 – Enhance perceptions of bicycling, walking, and transit safety and security by identifying and implementing appropriate facility design, lighting, and other changes to the built environment to improve personal security for pedestrians, bicyclists, and transit riders.
- *Policy 3.4. Provide all regions and localities in Oregon with resources and tools to offer programs and education based on local needs and issues, considering issues of equity.*
  - Strategy 3.4.1 – Enhance perceptions of bicycling, walking, and transit safety and security by identifying and implementing appropriate facility design, lighting, and other changes to the built environment to improve personal security for pedestrians, bicyclists, and transit riders.

GOAL 4 - USING BEST AVAILABLE TECHNOLOGIES: *Plan, prepare for, and implement technologies (existing and new) that improve transportation safety for all users, including pilot testing innovative technologies as appropriate.*

- *Policy 4.3. Leverage technology tools and best practices across divisions and agencies to deploy useful technologies across the state and the transportation system.*
  - Strategy 4.3.2 – Implement technology advances equitably in urban and rural areas.
  - Strategy 4.3.3 – Identify and implement methods to extend safety technology to underserved system users and the transportation disadvantaged.

GOAL 6 - INVESTING STRATEGICALLY: *Plan, prepare for, and implement technologies (existing and new) that improve transportation safety for all users, including pilot testing innovative technologies as appropriate.*

- *Policy 6.1. Allocate infrastructure safety funds strategically, considering all modes, to maximize total safety benefits.*

GOAL 6: SAFETY AND SECURITY

Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.

- *Policy 6.1: Plan for, design, and locate transit stops and stations to support safe and user-friendly facilities, including providing safe street crossings.*
- *Policy 6.2: Provide for passenger and operator security on public transportation vehicles and at stops and stations through investments in facility design, amenities, appropriate security systems and personnel, and coordination with law enforcement staff.*
- *Policy 6.3: Enhance the safety of public transportation through personnel training and education programs.*
- *Policy 6.4: Promote public transportation as a safe travel option through public outreach campaigns and rider education programs.*
- *Policy 6.5: Incorporate innovations, such as new technologies and strategies, to increase public transportation safety and security.*
- *Policy 6.6: Integrate public transportation agencies and personnel into emergency response and recovery planning and training activities to support resilience during and after natural disasters and other emergencies.*

GOAL 7: ENVIRONMENTAL SUSTAINABILITY

Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.

- *Policy 7.1: Support public transportation investments as a key approach to reducing greenhouse gas (GHG) emissions, as emphasized in state policy.*
- *Policy 7.2: Transition to low- or zero-emission vehicle technologies, including all electric, hybrid, biofuels, compressed natural gas, and other fuel and propulsion technologies.*
- *Policy 7.3: Identify and implement sustainable transit system operations policies and practices*

GOAL 8: LAND USE

Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.

- *Policy 8.1: Increase the use of public transportation by fully integrating public transportation with other community plans including transportation, land use, and economic development plans.*
- *Policy 8.2: Elevate public transportation in developer, employer, community service provider, and public agency decision making, such as siting and development decisions. Recognize the impact land use has on people's ability to use public transportation and other transportation options.*
- *Policy 8.3: Foster the development of housing near public transportation routes and services.*

GOAL 9: FUNDING AND STRATEGIC INVESTMENT

Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.

- Policy 9.1: Invest strategically in maintenance, planning, transit service, and capital improvements to preserve and enhance public transportation.
- Policy 9.2: Foster creative investments and partnerships among public agencies and private organizations to improve the efficiency and effectiveness of public transportation services.
- Policy 9.3: Pursue stable and consistent funding for public transportation operations and capital investments that maintain services and address identified needs.

GOAL 10: COMMUNICATION, COLLABORATION, AND COORDINATION

Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

- *Policy 10.1: Coordinate communication and marketing to promote knowledge and understanding of available public transportation services.*
- *Policy 10.2: Collaborate and share costs for resources, supplies, and services that can be used by multiple agencies.*
- *Policy 10.3: Identify and advance opportunities to share data resources and collection methods.*
- *Policy 10.4: Collaborate with various agencies, jurisdictions, and transportation providers in support of effective public transportation that is reliable and easy to use and helps meet state, regional, and community goals.*
- *Policy 10.5: Collaborate among agencies, jurisdictions, and providers to ensure the public transportation system is integrated as a component of the broader multimodal transportation system in Oregon. Provide leadership for public transportation activities and build upon efforts to coordinate public transportation services, especially statewide services.*

Oregon Bicycle and Pedestrian Plan (2016)

Goal 1: Safety. *Eliminate pedestrian and bicyclist fatalities and serious injuries, and improve the overall sense of safety of those who bike or walk.*

- *Policy 1.1: Provide safe and well-designed streets and highways for pedestrian and bicycle users.*

- *Strategy 1.1C: Increase lighting for pedestrians. Consider pedestrian-scale illumination at crosswalks, transit stops, high-volume pedestrian and bicycle areas, and other locations. Develop guidance for illumination to improve visibility of bicyclists and pedestrians.*

Goal 2: Accessibility and Connectivity. *Provide a complete bicycling and pedestrian network that reliably and easily connects to destinations and other transportation modes.*

- *Policy 2.4: Improve access to multimodal connections for bicyclists and pedestrians through planning, design, prioritization, and coordination.*
  - *Strategy 2.4A: Study opportunities for and barriers to developing successful bike share programs and establish guidelines for bike share applications in Oregon. Explore opportunities for peer to peer sharing, open bike share, or bike share at transit stations, stops, mobility hubs and other locations to facilitate last-mile connections and extend the reach of transit.*
  - *Strategy 2.4B: When designing, extending, or improving pedestrian and bicycle networks, coordinate with transit agencies to ensure that existing and planned transit service is considered in facility design and identify opportunities to remove physical barriers in access to transit.*
  - *Strategy 2.4C: Build and maintain partnerships with transit agencies to facilitate network connections with travelers walking or biking and to support first and last mile connections to transit. Focus on: ensuring transit stops are accessible for pedestrians, and bicycles, including accommodation for mobility devices and the visually impaired; supporting connections to transportation disadvantaged and high-use pedestrian and bicycle areas; and understanding the demand for bikes and mobility devices on buses and trains; as well as the need for bicycle parking at transit stops.*

Goal 8: Strategic Investment. *Recognize Oregon's strategic investments in walking and biking as crucial components of the transportation system that provide essential options for travel, and can help reduce system costs, and achieve other important benefits.*

- *Policy 8.2: Invest strategically in the overall pedestrian and bicycle system (state and local) by preserving existing infrastructure, addressing high need locations, and supporting programmatic investments.*
  - *Strategy 8.2A: Use the following priorities for planning, identifying, and investing in pedestrian and bicycle projects. The prioritization categories should be applied flexibly so that a jurisdiction, region, or ODOT may elevate a project in a lower priority category as one of its top priorities. Recognize that projects identified and funding allocated should be distributed among these categories in "high need locations" (i.e. transportation disadvantaged areas and surrounding schools, shopping, employment centers, medical services, connections to transit, and downtowns) first.*
- *Policy 8.4: Be opportunistic in leveraging funding for pedestrian and bicycle investments improvements through various funding mechanisms or project coordination.*
  - *Strategy 8.4C: Identify opportunities and leverage funds with health, transit, and tourism agencies for pedestrian and bicycle projects.*

Oregon Transportation Options Plan (2015)

***GOAL 1/SAFETY**: To provide a safe transportation system through investments in education and training for roadway designers, operators, and users of all modes.*

- *Policy 1.1 Improve safety for all facility users to make each modal option more safe and attractive to prospective users.*
  - *Strategy 1.e Adopt "safety in numbers" as a core principle for transportation system planning, design and operations. "Safety in numbers" refers to the overall safety benefits of more people traveling together on foot, bicycle, and on transit.*

***GOAL 2/FUNDING**: To establish an optimized transportation system with funding for transportation options equally considered with other programs at the state, regional, and local levels, with strategic partnerships that support jurisdictional collaboration, and with public and private sector transportation investment.*

- *Policy 2.1 Work to secure reliable funding to support transportation options program staff. This staff is critical to raising awareness of modal choices, providing education services, working with employers, and helping to expand travel options within various geographies of Oregon.*
- *Policy 2.2 Communicate the value of transportation options programs, services, and strategies so that these types of investments are considered on par with other types of transportation infrastructure and service investments.*
  - *Strategy 2.j Create a funding mechanism to support vanpooling throughout the state either by offering subsidies to vanpool providers or directly to riders. Explore using money generated via National Transit Database vanpool reported miles to support vanpooling programs.*

***GOAL 3/ACCESSIBILITY**: Expand the availability, information, and ease of use of transportation options; improving access to employment, daily needs, services, education, and travel to social and recreational opportunities.*

- *Policy 3.1 Provide access to multiple modes and transportation options so that people may choose to walk, bicycle, take transit, and share rides for a broad range of trips, including trips to work, school, access goods and services, recreation and tourist destinations, and special events.*
  - *Strategy 3.b Develop guidance for transportation options programs suitable for all regions and communities of various sizes. For example, all communities with transit or rideshare services should also consider Guaranteed Ride Home programs.*

***GOAL 4/SYSTEM EFFICIENCY**: To improve the mobility of people and goods and the efficiency of the transportation system by managing congestion, enhancing transportation system reliability, and optimizing transportation investment through transportation options.*

- *Policy 4.1 Use transportation options to improve the personal mobility of Oregonians and visitors to travel to a range of destinations and access needed goods and services.*
  - *Strategy 4.a Promote, encourage, and incentivize biking, walking, and taking transit, and carpool/vanpool (rideshare) program participation to help spread demand across modes and to more efficiently utilize existing modal capacity.*

- *Strategy 4.h Develop guidance and support mechanisms for informal "pop-up" park-and-ride locations where existing regional and/or local transit routes already stop (e.g. shopping centers), carpooling occurs, or where potential carpool locations could be along highly traveled corridors.*
- *Strategy 4.i Transition informal "pop-up" park-and-rides that are well used to permanent facilities when the following minimum conditions are in place:*

  Appropriate Location: There is not another existing park-and-ride lot close by that could serve the need, and the location is the most accessible and safe of potential other locations in the area.
  Adequate Demand: The lot is used by 15 or more cars per week.
  Safe and Usable: Location is safe and usable or can be made so with a reasonable amount of mitigation (e.g. driveway access, illumination, grading, drainage, etc.).
  ADA Accessible: The topography and other features of the park-and-ride location meet ADA requirements with a reasonable amount of mitigation.
  Cost Efficient: The state, local jurisdiction, or private provider, whose property is being utilized as a park-and-ride location, has determined that they can afford to operate and maintain the facility; and approves formal designation.
- *Strategy 4.j Prioritize maintenance of high-demand park-and-ride locations during inclement weather, including sanding, de-icing, snow removal, and flood prevention.*
- *Strategy 4.k Foster the identification and development of mobility hubs through financial, policy, or technological support or coordination, with an initial focus on locations with an existing user base such as park-and-ride lots, transit stops or stations, universities, or institutional campuses.*
- *Strategy 4.v Work with employers to develop transportation options programs such as: rideshare programs, alternative work schedules, telecommuting options (video conferencing, virtual meeting technologies, and other communication technologies to decrease business travel demand), commuter incentives (e.g., transit passes), etc.*

***GOAL 5/ECONOMY**: To enhance economic vitality by supporting job creation and retention, decreasing household spending on transportation, supporting vibrant local businesses, and helping goods move reliably.*

- *Policy 5.2 Invest in transportation options as a system efficiency and management tool to reduce the need for costly capital infrastructure investments. Focus and scale investments to meet local needs and circumstances. When investing in transportation options programs, consider accompanying supportive policies, such as bicycle, pedestrian and transit infrastructure investment, and coordinated land use and local funding commitment.*
  - *Strategy 5.b Establish performance metrics and gather data on outcomes associated with the use of transportation options that are scalable and context-sensitive to community size and scope. Publicize the return on investment in terms of transportation cost savings for individuals, tax-payer savings on infrastructure costs, healthcare savings in air quality and exercise associated with transit, walking and bicycling, and cost savings associated with reduced congestion, among other benefits.*

***GOAL 6/HEALTH & ENVIRONMENT**: To support healthier natural and built environments by developing and promoting transportation options that reduce the environmental impacts of motorized travel and allow more people to incorporate physical activity in their daily lives.*

- *Policy 6.1 Emphasize the role of transportation options in enhancing human and environmental health.*
- *Policy 6.2 Broaden and strengthen partnerships between transportation options providers, health insurance providers, and social service and community health organizations.*

- *Policy 6.4 Use transportation options to support access to health services.*
- *Policy 6.5 Use transportation options to support community resiliency and health and safety goals associated with disaster planning and response.*

***GOAL 7/LAND USE & TRANSPORTATION**: To ensure land use planners, developers, and decision makers have transportation options tools and strategies to implement livable development patterns by supporting the availability, access, and co-location of transportation options.*

- *Policy 7.1 Recognize the impact land use has on the ability to utilize transportation options by supporting State planning goals, planning tools, and a comprehensive consideration of impacts.*
  - *Strategy 7.a Provide best practices and policy guidance to local community planners and policymakers on incorporating transportation options into development review. Provide guidance to determine potential alternative trip generation rates when approving project permit applications for non-auto oriented developments.*
  - *Strategy 7.b Recognize that certain development types, land uses, and facility siting decisions in urban areas supported by transportation options will generate lower vehicle trip rates. Consider the use of these trip rates when assessing system performance and documenting Transportation Planning Rule requirements.*
  - *Strategy 7.c Pair mixed-use development with expansion of transit, walking, and bicycle networks to facilitate availability of transportation options.*
  - *Strategy 7.d Support the development of complete "20-minute" neighborhoods (neighborhoods that contain jobs, housing, and services that are accessible by bicycle, walking, or transit within a 20-minute walk, bike ride, or transit ride).*
  - *Strategy 7.p Work with developers and local jurisdictions to integrate, incent, or require transportation options as part of the development review process. Reference the Oregon Transportation Growth Management "Transportation Demand Management Plans for Development" guide.*

***GOAL 8/COORDINATION**: To work collaboratively with public and private partners to integrate transportation options into local, regional, and state planning processes, operations and management, and investment decisions.*

- *Policy 8.3 Encourage communication and partnerships between current transportation options providers, local jurisdictions, active transportation programs, transit providers, health organizations, employers, developers, equity groups, and other community agencies to support and grow staff capacity and program resources and match those in need of transportation with information or a provider.*
  - *Strategy 8.i Encourage private and public development of transit and shuttle access or bicycle and pedestrian infrastructure that links to travel destinations.*

***GOAL 9/EQUITY**: To support the diverse transportation needs of people of all ages, abilities, income levels, and ethnicities throughout Oregon.*

- *Policy 9.2 Provide transportation options to serve the needs of Oregon residents, including but not limited to, mobility-limited individuals, low-income households, communities of color, seniors, youth, persons with disabilities, and those with Limited English Proficiency and other vulnerable populations.*
- *Policy 9.3 Gather and assess travel needs by directly engaging with communities in need. Based on identified needs, provide transportation options information through many forms of communication and media.*

- *Policy 9.4 Expand communication networks for transportation options providers via partnerships with existing organizations and agencies to reach residents and visitors where they live, work, play, and travel.*
- *Policy 9.5 Coordinate between transportation options providers and human service providers to improve efficiency and expand access. Utilize annual agency plans where data has been collected to inform needs assessments throughout the state.*

***GOAL 10/KNOWLEDGE & INFORMATION**: To provide Oregonians and visitors with easily accessible information about the full range of transportation options available to them, to improve the customer experience through increased human capital, and to help customers match options with individual travel needs.*

- *Policy 10.3 Increase access to transportation options information across the state.*
- *Policy 10.5 Support policies and information platforms to share travel data with the public. Support the sharing of best practices and information between government agencies, local community practitioners, non-profits, and other transportation options providers.*
  - *Strategy 10.e Continue to publish open data on park-and-ride locations throughout the state, particularly state facilities, to enable integration with ridesharing networks.*
  - *Strategy 10.f Encourage public-private partnerships to develop user-friendly, widely available transit tools such as scheduling software and web applications, and the integration of digital tickets.*
  - *Strategy 10.g Enhance pre-travel and point-of-decision traveler information through cost calculators based on all modes of transportation. These could include the costs of single occupancy vehicle travel such as fuel, wear and tear, parking, insurance, and travel time. The cost of transit, for example, could include price of fare and travel time.*
  - *Strategy 10.k Recognize the changing ways that people access information by supporting emerging technologies and tools. Continue to support the creation of standardized open source transit data. Tools may include travel applications, dynamic ridesharing, point-of-decision traveler information, and/or information available at mobility hubs.*

Oregon Transportation Safety Action Plan (2016)

***GOAL 1/SAFETY CULTURE:** Transform public attitudes to recognize that all transportation system users have responsibility for other people's safety in addition to their own safety while using the transportation system. Transform organizational transportation safety culture among employees and agency partners (e.g., state agencies, MPOs, local agencies (Tribes, counties, cities), Oregon Health Authority, stakeholders, and public and private employers) to integrate safety considerations into all responsibilities.*

- *Policy 1.1 – Communicate proactively with system users about safety culture.*
- *Policy 1.2 – Promote safety culture within agencies, stakeholder organizations, and employers.*

***GOAL 2/INFRASTRUCTURE:** Plan, design and implement safe systems; and support enforcement and emergency medical services to improve the safety and livability of communities, including health outcomes.*

- *Policy 2.3. Plan, design, construct or improve, operate and maintain the transportation system to achieve healthy and livable communities and eliminate fatalities and serious injuries for all modes.*

- *Strategy 2.3.12 – Collaborate with ODOT Rail and Public Transit Division, transit service providers and researchers to evaluate infrastructure techniques to improve safety for transit riders. Update codes and policies to support best practices.*

GOAL 3/HEALTHY, LIVABLE COMMUNITIES: *Plan, design and implement safe systems; and support enforcement and emergency medical services to improve the safety and livability of communities, including health outcomes.*

- *Policy 3.4. Invest in transportation system enhancements that improve safety and perceptions of security for people while traveling in Oregon.*
  - *Strategy 3.4.1 – Enhance perceptions of bicycling, walking, and transit safety and security by identifying and implementing appropriate facility design, lighting, and other changes to the built environment to improve personal security for pedestrians, bicyclists, and transit riders.*

GOAL 4/TECHNOLOGY: *Plan, prepare for, and implement technologies (existing and new) that improve transportation safety for all users, including pilot testing innovative technologies as appropriate.*

- *Policy 4.1. Actively monitor technological advances and plan, design, maintain, and operate the system in a way that takes full advantage of opportunities to use technology to eliminate fatalities and serious injuries.*

ACTION EMPHASIS AREA: VULNERABLE USERS

- *Action 6.8.2: Provide safe facilities and crossings in areas where pedestrians are present or access is needed. Prioritize transit corridors, school areas, multilane streets and highways and other high risk areas and facilities.*

US 101 Corridor Plan: Chetco River Bridge to Oregon/California Border (2017)

GOAL 1: PROMOTE THE SAFETY OF TRAVEL MODES FOR ALL USERS

- *Provide adequate bicycle and pedestrian Facilities.*

GOAL 2: PROMOTE THE EFFICIENT OPERATIONS OF TRAVEL MODES FOR ALL USERS

- *Evaluate roadway improvements that maintain mobility and reduce congestion and delay.*

Transportation Planning Rule (cited sections amended 2014)

660-012-0045 Implementation of the Transportation System Plan

(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.

[…]

(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.

[…]

(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:

(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;

(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in paragraphs (A) and (B) below.

(A) Walkways shall be provided connecting building entrances and streets adjoining the site;

(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable as provided for in OAR 660-012-0045(3)(b)(E). Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;

(C) In addition to paragraphs (A) and (B) above, on sites at major transit stops provide the following:

(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;

(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site;

(iii) A transit passenger landing pad accessible to disabled persons;

(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and

(v) Lighting at the transit stop.

(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;

(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;

(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;

(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;

(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.

APPENDIX C: LOCAL GOALS, POLICIES, AND PRACTICES

This section provides an overview of local long-range plans and identifies aspects of each plan relevant to CCPTSD's transit planning in Curry County. The overview focuses on the policy-level guidance that the plans provide (e.g., goals, objectives, and policies) and the strategies or practices that they recommend. Goals, policies, objectives, and strategies or practices in these plans that are relevant to CCPTSD's transit planning are provided in Appendix B.

CURRY COUNTY COORDINATED HUMAN SERVICES PUBLIC TRANSPORTATION PLAN (2016)

- The Coordinated Human Services Public Transportation Plan (Coordinated Plan) is focused on the collaboration between public transportation and human health service providers in identifying and addressing the transportation needs of special needs populations, including seniors, people with disabilities, low-income, veterans, and minority populations. "Public transportation" addressed in the plan encompasses a broad range of public and private transportation services.
- The Coordinated Plan, updated every five years, is intended to focus regional resources on strategies with the greatest benefit to the target populations and the transportation service providers. Curry County uses the plan to allocate funding and, along with local partners, uses the plan to develop and enhance public transportation services.
- Strategies and actions recommended in the plan include capital, operational, administrative, and coordination measures. The high and medium priority strategies and actions include seeking funding to sustain existing levels of public transit services within Curry County; expanding access to and convenience of public transportation through expansion of and/or improvements to existing services; improving freedom of movement and quality of life for transit dependent populations; upgrading and expanding the fleet of public transportation vehicles; expanding efforts to inform the public of available public transportation services, including low-income and non-English speaking populations; and pursuing opportunities for regional collaboration and expansion of the regional transportation system.

CURRY COUNTY TRANSPORTATION SYSTEM PLAN (2005)

- The Curry County Transportation System Plan (TSP) constitutes the transportation element of the County's Comprehensive Plan. It was developed to be consistent with the TPR and to provide standards, projects, and programs that address local current and projected (20-year) transportation needs. It includes a set of goals and objectives that were used to make decisions about potential improvement projects considered during the development of the TSP.
- The TSP includes several objectives that are specific to transit, including to plan for future expanded transit service by sustaining funding to local transit efforts and seeking consistent state support. Objectives include seeking further improvement County mass transit systems by encouraging more frequent scheduling of commercial carriers and by continued support of mass transit systems presently developed within the County.
- Other Curry County TSP goals and objectives that are relevant to CCPTSD transit planning include: encourage alternative modes of transportation; encourage transportation demand management programs such as rideshare and park and ride; provide sidewalks, bikeways, and safe crossings on urban arterial and collector roads; and seek Transportation and Growth Management (TGM) and other funding; continue to support programs for the transportation disadvantaged; and encourage development to occur near existing community centers where services are presently available.
- The Curry County TSP includes a Public Transportation Modal Plan section, which identifies existing transit services and community concerns. It references a transit plan that calls for the expansion of the service along US 101 to include additional daily round trips and approximately 20 covered bus shelters. The TSP also states that no plans exist for exact placement of shelters, and no funding has been identified to expand service.

BROOKINGS TRANSPORTATION SYSTEM PLAN (2017)

- The Brookings TSP guides the management and implementation of the transportation facilities, policies, and programs within the City of Brookings Urban Growth Boundary (UGB) over the next 20 years.
- The Brookings TSP includes one goal: to provide a balanced, multimodal, safe, convenient, economical, and efficient transportation system. Objectives of this goal that are particularly relevant to transit planning include promoting the development and maintenance of all transportation modes including bikeways, pedestrian ways, and public transportation where appropriate and cooperating with and supporting regional public transportation planning efforts, including working with public and private agencies to promote the use of vanpools and park-and-ride facilities.

GOLD BEACH AND PORT ORFORD TRANSPORTATION SYSTEM PLANS (2000, 2002)

- The Gold Beach and Port Orford TSPs guide the management of existing transportation facilities and implementation of future facilities over the 20-year planning period in the respective cities. The TSPs and their goals and objectives serve as the transportation elements of the two cities respective Comprehensive Plans.
- Both the Gold Beach TSP and the Port Orford TSP include a Public Transportation element that identifies the existing transit conditions and services available at the time the TSP was published (2000 and 2002 for Gold Beach and Port Orford, respectively). At the time, Port Orford was served by Curry County's limited fixed-route transit service; Gold Beach had no fixed-route service at the time of that city's TSP's adoption.
- The Gold Beach and Port Orford TSPs each include a set of goals and objectives to guide transportation planning for the city. Relevant objectives include promoting transportation demand management programs (such as rideshare and park-and-ride); promoting alternative modes and rideshare/carpool programs; planning for future expanded transit service by sustaining funding to local transit efforts and seeking consistent state support; and continuing to monitor the needs of the transportation disadvantaged and providing support as required.

APPENDIX D: LOCAL PLANS AND POLICIES RELEVANT EXCERPTS

Curry County Coordinated Human Services Public Transportation Plan (2016)

High Priorities

- *Strategy #1: Seek funding to sustain existing levels of public transit services within the County as the highest priority.*

  Potential Actions:

  1.1 Continue to strive to capture available federal and state transit funding and advocate for equitable, effective, sufficient and sustainable Federal and State programs and policies.

  1.2 Encourage state human service agencies to equitably fund transportation for clients of state programs, including persons with intellectual/development disabilities.

  1.3 Investigate options to expand the Transit District's funding base, including through alternative funding sources, such as financial contributions by health care providers (e.g., Coordinated Care Organizations – Western Oregon Health Alliance and AllCare) toward the cost of transportation services.

  1.4 Continue to allocate STF and Section 5310 funds to programs and projects that currently receive such funds as the highest priority for County funding.

  1.5 Continue to utilize private providers to assist in providing demand-response services and to serve areas lacking public transportation services.

  1.6 Maintain coordination with Southwest Point, TAC, Redwood Coast Transit, CCAT and other public transportation providers.

- *Strategy #2: As sustainable funding permits and as demand is demonstrated, expand access to and convenience of public transportation through expansion of and/or improvements to existing services.*

  Potential Actions:

  2.1 As demand warrants and in coordination with local jurisdictions, expand fixed-route and demand response services.

  - As resources become available, expand fixed route operations to include early morning, evening and weekend service, with expanded hours of weekday service a higher priority than weekend service.

  - Explore the feasibility of and demand for limited (1-2 days/week) service to two-three rural areas in the County. Investigate alternative types of service such as deviated or flexible bus routes, feeder services, shopping or medical shuttles, volunteer-based demand response programs, or privately provided services (e.g., taxis).

  2.2 Work with ODOT to ensure connectivity between Curry Public Transit and Southwest Point.

2.3 Investigate providing portal-to-portal transportation on a contracted basis to Curry General Hospital.

2.4 Investigate opportunities to expand out-of-County connections to Del Norte County medical destinations and to medical treatment destinations in Coos Bay, Medford and Grants Pass.

2.5 Allow for complementary use of bus tickets/passes among the various public transportation services in the region.

- *Strategy #3: Improve freedom of movement and quality of life for transit dependent populations and assure transportation access to jobs, health care, education, social opportunities and other basic services.*

  Potential Actions:

  3.1 Preserve the existing demand response services and, as resources permit, expand these services, including to rural areas, to accommodate both current and projected demand.

  - Conduct a countywide assessment to determine how much and where demand response services are needed.

  - Strive to reduce the demand on demand response services through promotion and public education of fixed route services.

  - As a pilot project, employ a trip model program that focuses on the user to arrange services.

  - Investigate expanding demand response services in Brookings and Gold Beach.

  - As a pilot project, establish limited demand responsive service in Port Orford. After six months, assess whether usage justifies continuing, discontinuing, or expanding the service.

  3.2 Continuously strive to coordinate the planning for and provision of public transportation services with the provision of human and health services.

  - Coordinate with human service, health service, and senior facilities to manage the increasing demand for demand response services through travel training, escorted services on fixed routes, and other approaches.

  - Encourage DHS and other human/health service providers to assess and communicate the needs of their clients for access to public transportation.

  - Coordinate with ReadyRide and the Chetco Activity Center, assisted living centers, and retirement centers both on the use of public transportation by their clients and on opportunities for these facilities to provide or increase their own transportation services.

  - Coordinate with Coordinated Care Organizations on an ongoing basis on transportation service needs and seek funding to assist with rides for wellness and other human and health services.

  - Continue to locate Dial-a-Ride bus stops at the Chetco Activity Center and retirement facilities.

  - Coordinate with medical centers and clinics on scheduling of medical visits.

  - Develop partnerships with hospital and other health care providers to assure that non-Medicaid patients can get to services and treatment, and have transportation home when discharged.

- Coordinate with medical facilities on opportunities to provide transportation for their employees.

- Regularly convene meetings with human and health service providers to identify mutual transportation needs and opportunities to coordinate services.

- Encourage appointment to the STF Advisory Committee of eligible representatives with human and health services experience, including CCO representatives. Explore opportunities to expand the breadth of interests and experience through ex-officio positions or other means.

- Continue to participate on countywide and regional human and health services advisory committees that link public transportation to human and health services.

3.3 Coordinate with police departments on transportation services for released prisoners to destinations of choice, including continuing to provide bus passes to police departments.

3.4 Seek funding for smaller wheelchair accessible vehicles capable of accessing difficult to reach locations and for vehicles targeted to transporting intellectually/developmentally disabled persons, especially those in rural areas, to vocational and residential programs.

3.5 Pursue opportunities to improve transportation access to employment sites and to employment training for low-income workers.

- Assess options such as vanpools, shuttles or other flexible transportation services.

- Increase outreach and marketing of services to low-income residents.

3.6 Continue to offer discounted fares or other strategies to address the cost of public transportation for low income riders.

3.7 Explore opportunities to expand transportation assistance for veterans.

- Continue to provide free rides to veterans for medical appointments and work with veteran service agencies and organizations to expand information about free rides within the District's service area.

- Contract to provide services as needed to veterans to the new veterans' clinic in Brookings.

- Coordinate trips to veterans' medical facilities in Coos Bay and Roseburg.

- *Strategy #4: As funding permits, upgrade and expand the fleet of public transportation vehicles and undertake capital improvements needed to ensure the desirability, safety and convenience of transit services.*

  Potential Actions:

  4.1 Continue to pursue funding for vehicle replacement and preventive maintenance, as well as funding for additional vehicles and other capital stock needed to accommodate expansion of fixed route and demand response services identified in this Plan.

  - Assist eligible agencies to apply for state and federal funds for vehicles and preventive maintenance.

  - Encourage maintenance managers to participate in opportunities, such as ODOT's newly formed Transit Maintenance Council, to obtain information on best practices to improve reliability, efficiency and effectiveness of bus operations; reducing costs of maintenance facility operations; improving passenger comfort; and developing new and improved bus technologies.

- Work with ODOT to address challenges created by current standards for replacement vehicles.

4.2 Provide facilities needed to address physical barriers to access and to ensure convenient and safe access to transit, including curb cuts, bus stops/shelters, and more and better signage. Increase ADA accessibility and safety at bus stops.

4.3 Seek funding (e.g. ConnectOregon) to construct a new multi-modal operations center and more accessible bus storage facility for Curry Public Transit. Improve security at current facilities.

4.4 Improve branding/marketing through logo update, bus wraps driver uniforms, etc.

4.5 Seek Safe Routes to Schools and/or other funding to help improve pedestrian/bicycle connections to transit.

Medium Priorities

- *Strategy #5: Expand efforts to inform the public of available public transportation services, including low-income and non-English speaking populations.*

  Potential Actions:

  5.1 Investigate the feasibility of a central information clearinghouse (e.g., telephone hotline, website, etc.) covering all transportation services in the county.

  5.2 Continuously engage in public education and outreach efforts to inform County residents and visitors of available public transportation services and how to access them.

  - Update website information and improve sharing of website information among providers about the various services available within the County and region.

  - Continue radio and print media advertisements.

  - Explore social media opportunities, e.g. Facebook pages.

  - Seek volunteers to distribute printed materials in doctors' offices, clinics, hotels/motels, Welcome Center, etc.

  - Periodically offer free transit days as a public education tool.

  5.3 Help improve knowledge of and comfort in use of public transportation services by non-English speaking populations by continuing to provide translated information that explains how to use public transportation services.

  5.4 Periodically participate in cultural awareness training programs.

- *Strategy #6: Continue to pursue opportunities for regional collaboration and expansion of the regional transportation system.*

  Potential Actions:

  6.1 Participate in programs of regular communication and coordination among regional STF Coordinators and Committees, including regional coordination meetings, quarterly teleconferences or email communications, and rotating presentations on lessons learned and on challenges in service delivery.

- Periodically attend Coos County STF Advisory Committee meetings and contribute information to Coquille Tribe and CTCLUSI staff for transmittal to their STF Advisory Committees.

- Contribute to quarterly communications organized by ODOT's Regional Transit Coordinator with information on STF Committee meetings, trainings, grant opportunities, other items of mutual interest.

6.2 Pursue opportunities with regional partners for coordination and/or cooperative training on topics of mutual interest, including PASS training for drivers, data management needs and approaches, interaction with CCOs on grouping medical trips and other issues, travel training and other tools to increase comfort with use of transit, and social media use and management.

6.3 Continue to coordinate with Coastal Express, Greyhound, Pacific Crest Bus Lines and other intercity and regional providers to promote access to regional destinations.

6.4 Assist ODOT or other appropriate parties to biennially update the database of transportation providers/resources in the region.

Low Priority

- *Strategy #7: To facilitate provision of services, ensure that Curry Public Transit and other providers are using the most efficient and cost-effective technologies and, subject to availability and funding, provide regular trainings for staff, drivers and volunteers.*

  Potential Actions:

  7.1 Seek funding for technologies (e.g., coordinated trip planning, mobile tools) and data management programs that facilitate the most efficient and cost-effective provision of services.

  - Pursue technology to allow acceptance of credit cards for ride payments.

  - Investigate the use of apps that enable people to request demand response service.

  - Install notebooks in buses.

  - Explore tools such as Mobilitat.

  7.2 Seek funding for and pursue cooperative opportunities for training.

  - Investigate opportunities to piggyback training with private and non-profit organizations providing or contracting for related training programs.

  7.3 Participate in planning groups for emergency preparedness to define what it means for Curry Public Transit to be a support agency for transportation. Propose training exercises.

- *Strategy 9: Establish mechanisms for routinely monitoring Plan implementation.*

  Potential Actions:

  9.1 Cooperate in the establishment of a central information clearinghouse covering all transportation services in the county – telephone hotline, website, etc.

9.2 Work with Curry County to establish a countywide County's Social Services/Transportation Advisory Committee to help insure continuity in improving mobility and coordination of human service transportation and to monitor implementation of the Coordinated Plan.

9.3 Regularly assess customer and driver needs through surveys and other mechanisms.

9.4 Ensure adequate funding for staff and technical assistance, including implementation of the Coordinated Plan priorities and potential actions and other public transportation-related activities.

9.5 Request County and city planning and community development departments to notify public transportation providers of land use proposals that potentially effect the demand for and provision of public transportation services.

9.6 Actively engage the STF Advisory Committee in annually monitoring implementation of the Coordinated Plan.

Curry County Transportation System Plan (2005)

Goal 1: Preserve the function, capacity, level of service, and safety of the state highways.

Objectives:

C. Encourage alternative modes of transportation.

D. Encourage transportation demand management programs (i.e., rideshare and park and ride).

Goal 4: Increase the use of alternative modes of transportation (walking, bicycling, rideshare/carpooling, and transit) through improved access, safety, and service.

Objectives:

A. Provide sidewalks, bikeways and safe crossings on urban arterial and collector roads.

D. Promote alternative modes and rideshare/carpool programs through community awareness and education.

E. Plan for future expanded transit service by sustaining funding to local transit efforts and seeking consistent state support.

F. Seek Transportation and Growth Management (TGM) and other funding for projects evaluating and improving the environment for alternative modes of transportation.

Goal 5: Provide and encourage a safe, convenient and economic transportation system.

Objectives:

B. Seek further improvement of mass transit systems to the County by encouraging more frequent scheduling of commercial carriers and by continued support of those systems presently developed for mass transit within the County.

E. Continue to support programs for the transportation disadvantaged where such programs are needed and are economically feasible.

F. Encourage development to occur near existing community centers where services are presently available so as to reduce the dependence on automotive transportation.

City of Gold Beach Transportation System Plan (2000)

Goal 1: Preserve the function, capacity, level of service, and safety of the state highways.

Objectives:

C. Encourage alternative modes of transportation.

D. Encourage transportation demand management programs (i.e., rideshare and park and ride).

Goal 4: Increase the use of alternative modes of transportation (walking, bicycling, rideshare/carpooling, and transit) through improved access, safety, and service.

Objectives:

A. Provide sidewalks, bikeways and safe crossings on arterial and collector roads.

D. Promote alternative modes and rideshare/carpool programs through community awareness and education.

E. Plan for future expanded transit service by sustaining funding to local transit efforts and seeking consistent state support.

F. Seek Transportation and Growth Management (TGM) and other funding for projects evaluating and improving the environment for alternative modes of transportation.

Goal 5: Provide and encourage a safe, convenient, and economic transportation system.

Objectives:

H. Continue to monitor the needs of the transportation disadvantaged and provide support as required.

City of Port Orford Transportation System Plan (2000)

Goal 1: Preserve the function, capacity, level of service, and safety of the state highways.

Objectives:

C. Encourage alternative modes of transportation.

D. Encourage transportation demand management programs (i.e., rideshare and park and ride).

Goal 4: Increase the use of alternative modes of transportation (walking, bicycling, rideshare/carpooling, and transit) through improved access, safety, and service.

Objectives:

A. Provide sidewalks, bikeways and safe crossings on arterial and collector roads.

D. Promote alternative modes and rideshare/carpool programs through community awareness and education.

E. Plan for future expanded transit service by sustaining funding to local transit efforts and seeking consistent state support.

F. Seek Transportation and Growth Management (TGM) and other funding for projects evaluating and improving the environment for alternative modes of transportation.

Goal 5: Provide and encourage a safe, convenient, and economic transportation system.

Objectives:

D. Encourage a diverse transportation system.

F. Assist the development of transportation systems in the area in such a way that local, regional, and state transportation needs; needs of the transportation disadvantaged; social consequences; social, economic and environmental impacts; and energy conservation will be accommodated.

I. Encourage appropriate mass-transit and commodity transportation services in, and through, Port Orford.

Reference C. Transit Benchmarks and Monitoring Program Memorandum #3

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Technical Memorandum #3

April 12, 2022

Project# 23021.039

To: Kathy Bernhardt
Curry County Public Transportation Service District
PO Box 1771
Brookings, OR 97415

From: Susan Wright, PE, Bincy Koshy, Sophia Semensky, Kittelson & Associates, Inc.

CC: Ian Horlacher, ODOT

RE: FINAL TM#3: Transit Benchmarks and Monitoring Program (Task 2.3)
Curry County Transit Development Plan

Contents

INTRODUCTION

This memorandum presents the transit benchmarks proposed to be used to monitor Curry Public Transit, Incorporated's (CPTI's) performance following the development and implementation of the Transit Development Plan (TDP). These benchmarks consider system-wide efficiency and effectiveness. These benchmarks consider the existing goals of CPTI, ODOT, and local jurisdictions as well as national best practices. They also consider existing and future data availability and the ease of implementing the recommended performance management and monitoring program. The final portion of this memorandum explores future growth forecasts for and development areas within Curry County, which will help inform existing and future transit needs to be explored in the next phase of this planning process.

EXISTING PERFORMANCE MEASURES AND DATA AVAILABILITY

Performance measures help transit providers monitor the extent to which transit services reflect the provider's vision and achieve the provider's goals. Performance measurement is also a valuable tool for ongoing monitoring and management of all aspects of transit service delivery. As a recipient of federal funding, CPTI

is already required to collect and report certain information to the Federal Transit Administration (FTA), which is then available through the National Transit Database (NTD). Data available via NTD include:

- Total operating expenses
- Funding from local, state, federal, and other sources
- Total capital expenses
- Fare revenues
- Contract revenues
- Total vehicles in fleet
- Total ADA-accessible vehicles in fleet
- Annual vehicle miles
- Annual vehicle hours
- Annual ridership
- Average age of fleet
- Incidents
- Accidents
- Measures derived from the above, such as cost per ride or vehicle miles per vehicle

The most recent Curry County Transportation System Plan (TSP), Brookings TSP, and Curry County Coordinated Human Services Public Transportation Plan did not specify additional transit-related performance measures.

PROPOSED PERFORMANCE MEASURES

This section proposes draft performance measures that align with the goals proposed in *Memo #2: Transit Goals, Policies, and Practices*. Measures are generally categorized by the corresponding goal, summarized as follows:

- **Goal 1:** Customer-Focused Services – Provide services that are **safe**, **comfortable, and convenient** for all riders.
- **Goal 2:** Accessibility and Connectivity – **Improve access and connections** within and between communities in the CPTI service area, as well as connection to services beyond the service area
- **Goal 3:** Coordination **– Collaborate with public and private partners** to maximize services
- **Goal 4:** Health and Sustainability – Foster public, environmental, and **fiscal health** through transit investments

FOCUS AREAS

The performance measures listed in Table 1 and organized by focus area are proposed for monitoring system performance over time. These measures are directly linked to the goals and policies identified in *Draft Memo#2: Transit Goals, Policies, and Practices*. Performance measures are most effective when supported by readily available data. As such, the focus areas shown in Table 1 are outcome measures that describe transit performance given a set of inputs. The measures identified for each focus area directly relate to

advancing CPTI's goals and policies related to customer-focused services that are safe, well-connected, well-coordinated, and sustainable. The eight focus areas are:

1. **Service Coverage:** Service coverage measures evaluate the area served by service and the potential customers located within that area.

2. **Service Provision and Utilization:** These measures describe how much service is provided and how much the service is utilized.

3. **Cost Efficiency:** These measures compare service outputs (e.g., revenue hours) to service inputs (e.g., costs); they evaluate how efficiently service is provided but not necessarily whether the service is meeting passenger needs.

4. **Cost-Effectiveness:** These measures compare service inputs (e.g., costs) to service outcomes (e.g., passenger trips).

5. **Resource Utilization:** Resource utilization measures evaluate how effectively the agency's resources (e.g., vehicles) are being used.

6. **Maintenance Administration:** Maintenance administration measures focus on both the inputs related to maintaining agency resources (e.g., costs) and on the outcomes (e.g., vehicle reliability).

7. **Perceived Service Quality:** These measures reflect the quality of transit service perceived by passengers as they use transit service.

8. **Safety and Security:** Safety and security measures supplement perceived service quality measures by providing insights into the potential for passengers being injured (safety) or the victim of a crime (security) while using transit service.

The performance measures associated with each focus area in Table 1 are tailored to small transit agencies serving large rural areas and operate within the constraints of a relatively small operating budget. The availability and reliability of data were considered in recommending these performance measures. Data for each measure in Table 1 are either already collected for the NTD or are feasible for CPTI to track internally.

Table 1. Proposed Performance Measures

Measure	Description	Data Requirements	Potential Source
Service Coverage — Related to Goal 2			
Population within ¼ Mile of Transit Route or Service	Provides ridership proxy using population near stops or service	population near stops	American Community Survey (US Census), Remix software
Employees within ¼ Mile of Transit Route or Service	Provides ridership proxy using employment near stops or service	employment near stops	Remix software
Service Equity	The equitable distribution of costs and benefits resulting from transit projects or services. This measure is typically evaluated with census data of	geographic distribution of transportation disadvantaged populations, public involvement	American Community Survey (US Census), Remix, stakeholder outreach

Measure	Description	Data Requirements	Potential Source
	disadvantaged populations. Community surveys and/or refined GIS data can help supplement census data.		
Service Provision and Utilization — Related to Goal 1, Goal 2, and Goal 4			
Annual Passenger Trips	The annual number of boarding passengers. Ridership will be measured in terms of unlinked trips, where all boardings are counted, including transfers.	passenger boardings	CPTI data (already collected for the NTD)
Annual Vehicle Revenue Miles	The total number of miles that transit vehicles travel each year while in service (available to pick up and drop off passengers).	vehicle schedules (fixed-route), driver logs (demand response)	CPTI data (already collected for the NTD)
Annual Vehicle Revenue Hours	The total number of hours that transit vehicles travel each year while in service.	vehicle schedules (fixed-route), driver logs (demand response)	CPTI data (already collected for the NTD)
Cost Efficiency — Related to Goal 4			
Cost per Revenue Hour	Annual operating cost divided by annual vehicle revenue hours. This measure is used to estimate the cost of adding service hours when planning service expansions and, over time, to compare how the agency's costs are increasing relative to inflation. It is particularly sensitive to changes in an agency's labor costs.	annual cost data, annual vehicle revenue hours	CPTI data (already collected for the NTD)
Cost-Effectiveness — Related to Goal 4			
Cost per Passenger Trip	Annual operating cost divided by annual passenger trips. This is a core measure of the amount of transit system resources required to meet ridership demand.	annual cost data, annual passenger boardings	CPTI data (already collected for the NTD)

Measure	Description	Data Requirements	Potential Source
Boardings per Revenue Hour	Annual passenger trips divided by annual vehicle revenue hours; a measure of how productive a service is. It can also be used to evaluate whether a different service model could be considered.	annual passenger boardings, annual revenue hours	CPTI data (already collected for the NTD)
Resource Utilization — Related to Goal 4			
Annual Revenue Miles per Vehicles in Maximum Service	Annual vehicle revenue miles divided by the number of vehicles in service on a typical weekday. This measure can be used to estimate how frequently vehicles will need to be replaced.	annual vehicle revenue miles, vehicle schedules	CPTI data (partially collected for the NTD)
Maintenance Administration — Related to Goal 4			
Maintenance Cost per Vehicle	This measure tracks the amount of resources required to maintain the fleet. An aging and/or fuel-inefficient fleet will tend to have higher costs.	total maintenance costs, total number of vehicles	CPTI data collection
Vehicle-Miles Between Breakdowns	Annual vehicle revenue miles divided by annual number of in-service breakdowns. Vehicle breakdowns are one source of reliability problems. This measure is intended for internal agency use in monitoring trends in vehicle breakdowns.	number of breakdowns, distance traveled by transit vehicles	CPTI data collection
Perceived Service Quality — Related to Goal 1, Goal 2, Goal 3, and Goal 4			
Bus Stop Amenities	Comfortable waiting environments help improve the customer experience and can attract new ridership. This measure tracks the number of bus stops with signage, seating, and shelters	capital inventory data	CPTI data collection
Number of Missed Connections with Coordinated Transit Systems	Some trips taken on CPTI services are part of a longer trip continuing outside Curry County; a missed connection can be a serious inconvenience for a passenger, particularly when	total number of reported missed connections	CPTI data collection

Measure	Description	Data Requirements	Potential Source
	few connection opportunities exist. This measure records missed connections with neighboring transit systems, where the schedules are timed to facilitate connections and CPTI was responsible for the missed connection.		
Safety and Security — Related to Goal 1 and Goal 4			
Customer Feedback Tracking	This measure tracks the number of customer complaints and compliments, either through a formal commenting program (e.g., comment cards, website comment links), social media and traditional news media monitoring, or a combination of these.	total number of complaints and compliments	CPTI data collection
Total Reportable Incidents	This is a measure of transit safety. The FTA defines five categories of reportable incidents, including fatalities, injuries, property damage of $25,000 or more, crashes where a transit vehicle must be towed away, and evacuations	total number of reportable incidents	CPTI data (already collected for the NTD)

SUMMARY OF PERFORMANCE MEASURES AND DATA AVAILABILITY

Table 2 summarizes the proposed performance measures, including data source(s), whether the measures have been tracked historically, whether data are available for CPTI to implement the measure, and whether the measures are recommended later in this memorandum for peer comparison purposes.

Table 2. Measures and Data Availability

Measure	Available Data Source	Historically Tracked?	Available for CPTI	Recommended for Peer Comparison
Population within ¼ Mile of Transit Route or Service	Remix	**No**	Yes	No
Employees within ¼ Mile of Transit Route or Service	Remix	**No**	Yes	No
Service Equity	American Community	**No**	Yes	No

Measure	Available Data Source	Historically Tracked?	Available for CPTI	Recommended for Peer Comparison
	Survey/Remix			
Total Passenger Trips	NTD	Yes	Yes	Yes
Annual Vehicle Revenue Miles	NTD	Yes	Yes	Yes
Annual Vehicle Revenue Hours	NTD	Yes	Yes	Yes
Cost per Revenue Hour	NTD	Yes	Yes	Yes
Cost per Passenger Trip	NTD	Yes	Yes	No
Boardings per Revenue Hour	NTD	Yes	Yes	Yes
Annual Revenue Miles per Vehicle	NTD	Yes	Yes	No
Maintenance Cost per Vehicle	CPTI budgets	**No**	Yes	No
Vehicle-Miles Between Breakdowns	CPTI	**No**	No	No
Bus Stop Amenities	Field collection/ Not available	**No**	Yes	No
Number of Missed Connections with Coordinated Transit Systems	Surveys/Not available	**No**	No	No
Customer Feedback Tracking	CPTI monitoring/ Not available	**No**	Yes	No
Total Reportable Incidents	NTD	**No**	No	No

BENCHMARKING

Benchmarking involves comparing current performance with an agency's own past performance and/or peer agency performance. The benchmark type associated with each performance measure, internal trend analysis or peer comparison, is dependent on whether the data required for the measure are available from the NTD. All of the proposed performance measures can be compared to CPTI's own historic performance (trend analysis), which is useful for evaluating general performance trends over time (i.e., whether performance is improving or getting worse). Peer comparison adds the element of comparing CPTI's performance to that of similar service providers, which helps provide context to performance results and can help identify areas where CPTI is already strong as well as areas where improvement may be possible. Because peer comparison require performance measures that are consistently defined and reported, only measures available in the NTD are proposed to be included in a peer comparison.

INITIAL FIVE-YEAR BENCHMARK DEVELOPMENT AND MONITORING

This section provides initial five-year benchmarks and monitoring for those performance measures for which CPTI has historic data. The benchmarks were developed by route, taking the five-year annual average for calendar years 2015 through 2019.

Each of the tables on the following pages compares the performance measure result for the most recent calendar year (2019) against the five-year benchmark. 2020 data are shown for reference, but are not benchmarked given the continuing impacts of COVID-19.

- A green checkmark: ✔ indicates that the 2019 results met or exceeded the benchmark.
- A red X: ✖ indicates that the 2019 results did not attain the benchmark.

Service Coverage

CPTI has not historically tracked the proposed service area metrics of **population**, **employment**, and disadvantaged populations (**service equity**) within ¼ mile of bus stops. Table 3 shows the existing population, employment, and service equity of the CPTI fixed-route system (represented by Brookings, Port Orford, and Gold Beach) and compares the values to Curry County's overall demographics. Bolded values show demographic groups where transit is serving a greater proportion of these groups relative to their proportion of the county population. As shown, CPTI serves a higher proportion of people in poverty, elderly adults, youth, households with no vehicles, people with disabilities, and people with limited English proficiency as compared to their proportions in Curry County as a whole. The CPTI fixed-route system serves approximately 41.5% of the County's population and 48.9% of the County's employment. These figures do not include additional coverage provided by the demand-response system.

Table 3. Service Equity

Disadvantaged Population	Total Population	Total Employment	Poverty	200% Poverty*	Elderly Adults	Youth	Limited English	Persons with Disabilities	Households with no Vehicles*
Curry County	23,446	8,337	34.3%	65.7%	33.7%	14.6%	0.4%	23.5%	6.4%
Brookings	6,744	2,774	28.5%	**71.5%**	29.2%	**18.5%**	**0.5%**	17.0%	4.2%
Port Orford	1,146	355	**55.8%**	44.2%	**42.2%**	2.7%	0.0%	**40.0%**	**14.7%**
Gold Beach	2,341	1,045	**42.7%**	57.3%	28.2%	12.4%	**0.5%**	23.3%	**8.1%**

*Demographics are based on census information, as presented in *Memo #1: Existing System Conditions*

Service Provision and Utilization

Table 4 and Figure1 show **annual rides**. As shown, transit ridership has increased compared to its five-year benchmark. It is also notable that the 2020 results exceed the benchmark, despite the pandemic.

Table 4. Annual Rides

Five-Year Benchmark	CPTI
	28,923 or higher
2015	28,833
2016	27,726
2017	28,392
2018	29,533
2019	**30,131**
Meets Benchmark?	✔
2020	29,753

Figure 1. Annual Rides

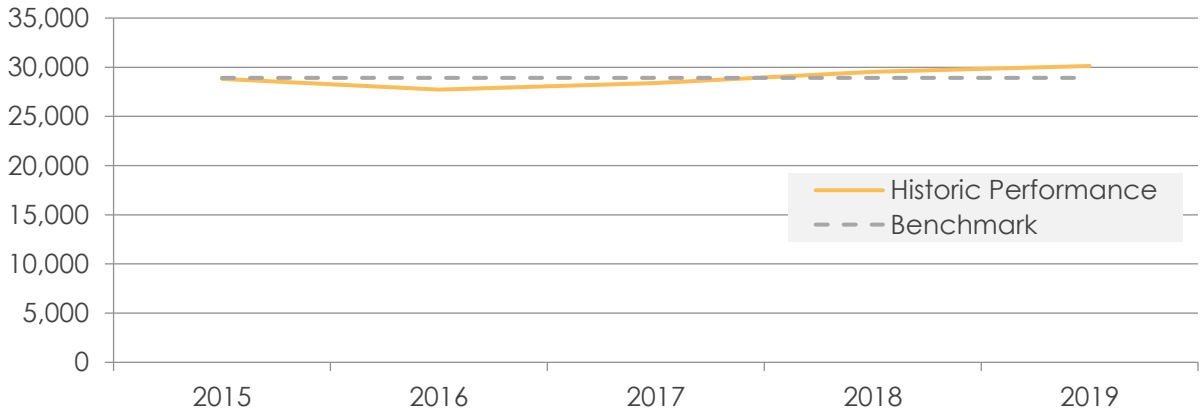


Table 5 and Figure 2 show **annual revenue miles**. As shown, CPTI provided more revenue miles in 2019 compared to the five-year benchmark. The values for 2015 through 2019 are from the National Transit Database, which accounts for losses in service due to severe weather, vehicle breakdowns, or other cancelled service, but also may include deadhead miles. In 2020,CPTI provided about 40,000 more revenue miles than the benchmark, showing a large increase in revenue miles despite the COVID-19 pandemic.

Table 5. Annual Revenue Miles

Five-Year Benchmark	CPTI
	242,405 or higher
2015	241,385
2016	241,621
2017	244,699
2018	241,166
2019	**243,153**
Meets Benchmark?	✔
2020	284,176

Figure 2. Annual Revenue Miles

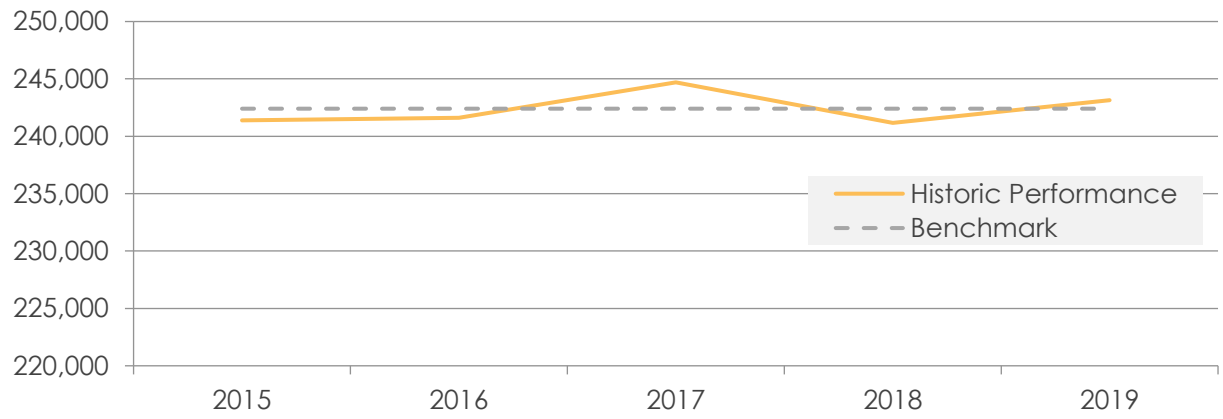
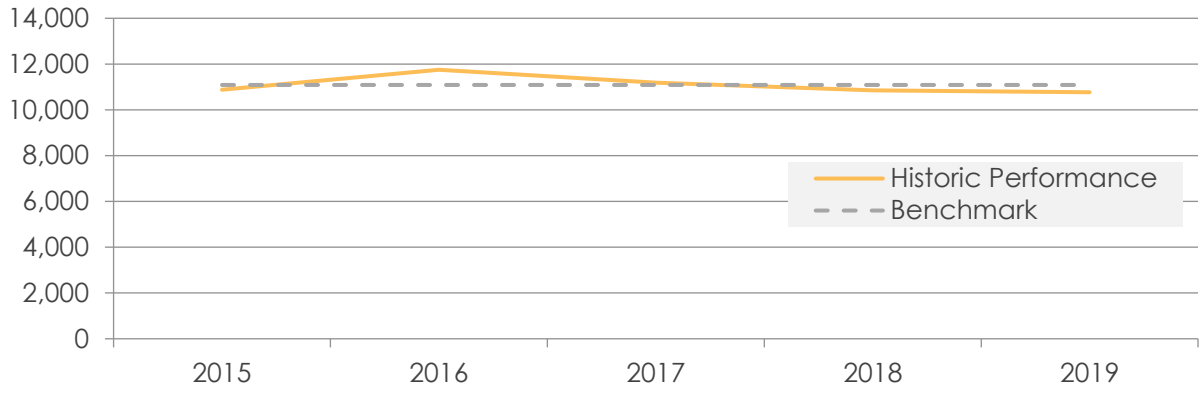


Table 6 and Figure 3 show **annual revenue hours**. As shown, CPTI provided fewer service hours in 2019 compared to the five-year benchmark. The reported annual hours numbers for 2015 through 2019 are from NTD, which accounts for losses in service due to severe weather, vehicle breakdowns, or other cancelled service. Annual revenue hours in 2020 exceeded the benchmark, despite the pandemic.

Table 6. Annual Revenue Hours

Five-Year Benchmark	CPTI
	11,088 or higher
2015	10,881
2016	11,750
2017	11,184
2018	10,857
2019	**10,769**
Meets Benchmark?	✖
2020	12,509

Figure 3. Annual Revenue Hours



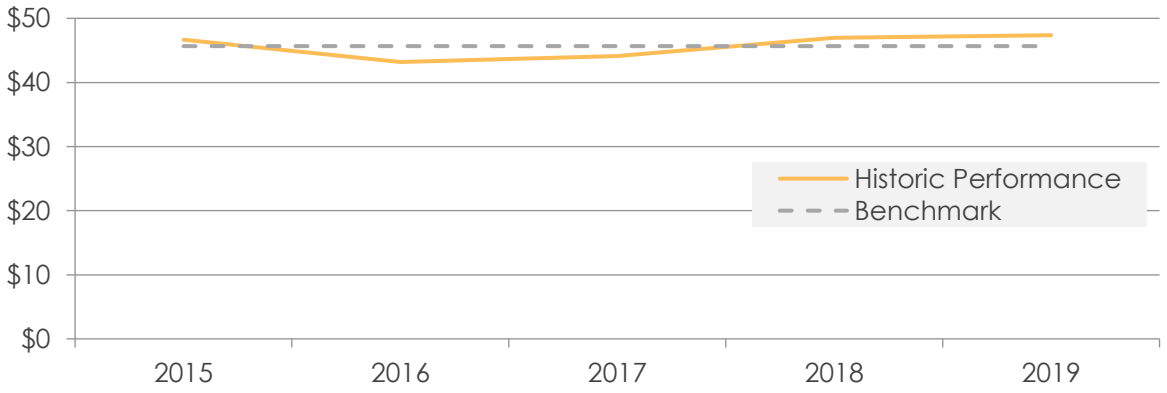
Cost Efficiency

Table 7 and Figure 4 show the **cost per revenue hour,** which includes the cost for bus and demand-response services. As shown, costs have climbed steadily since 2016 and the 2019 value exceeded the five-year benchmark. In 2020, costs were more than $10 over the benchmark. Costs increased for a number of reasons in 2019 and 2020, including higher driver wages, higher fuel costs, and additional cleaning costs.

Table 7. Cost per Revenue Hour

Five-Year Benchmark	CPTI
	$45.66 or lower
2015	46.66
2016	43.19
2017	44.13
2018	46.97
2019	**47.37**
Meets Benchmark?	✖
2020	56.99

Figure 4. Cost per Revenue Hour



Cost-Effectiveness

Table 8 and Figure 5 show the **cost per passenger trip**. As shown, the cost per trip has decreased since 2016 and was below the five-year benchmark in 2019, indicating that CPTI has been attracting new ridership at a faster rate than its operating costs have increased. The cost per trip increased dramatically in 2020, primarily as a result of CPTI's increased costs to provide service during the pandemic.

Table 8. Cost per Passenger Trip

Five-Year Benchmark	CPTI
	$17.50 or lower
2015	17.61
2016	18.31
2017	17.38
2018	17.27
2019	**16.93**
Meets Benchmark?	✔
2020	23.96

Figure 5. Cost per Passenger Trip

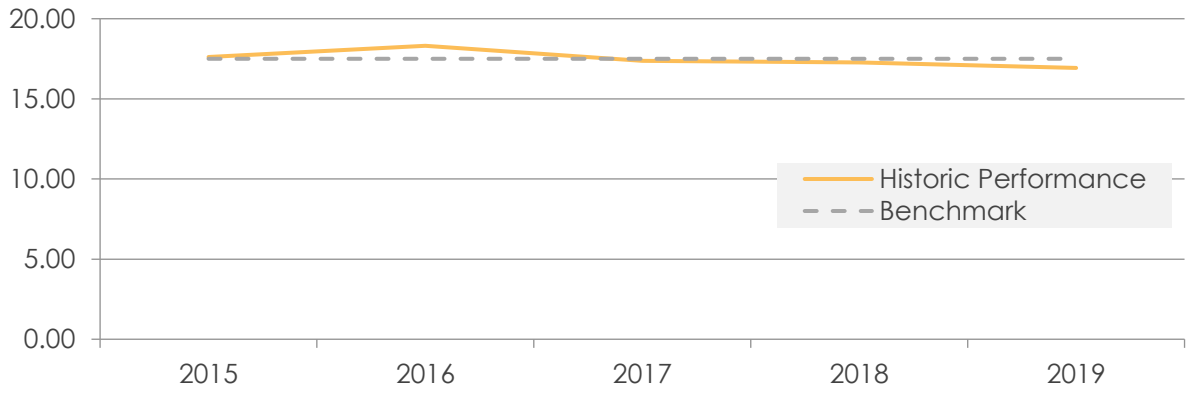
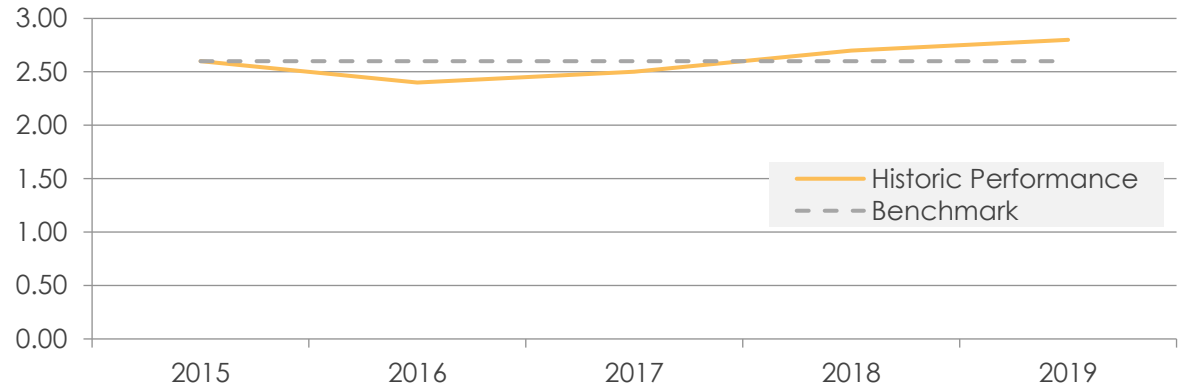


Table 9 and Figure 6 show the **passenger boardings per revenue hour**. As shown, passenger boardings per revenue hour increased steadily between 2016 and 2019, and exceeded the five-year benchmark in 2019. Productivity dropped significantly in 2020.

Table 9. Passenger Boardings per Revenue Hour

Five-Year Benchmark	CPTI
	2.6 or higher
2015	2.60
2016	2.40
2017	2.50
2018	2.70
2019	**2.80**
Meets Benchmark?	✔
2020	2.40

Figure 6. Passenger Boardings per Revenue Hour



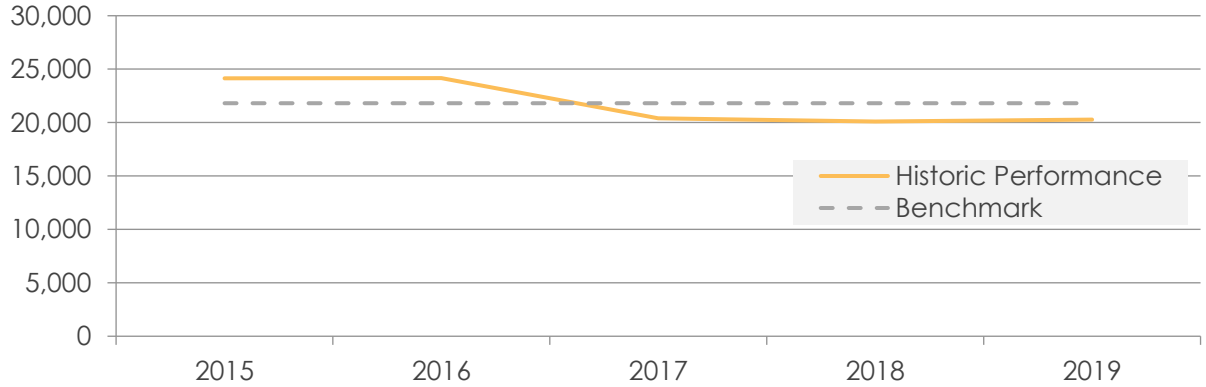
Resource Utilization

Table 10 and Figure 7 show the **annual revenue miles per vehicle in maximum service.** The addition of two vehicles in 2017 (from 10 to 12) caused a decrease in annual revenue miles per vehicle from 2017 to 2019.

Table 10. Annual Revenue Miles per Vehicle in Maximum Service

Five-Year Benchmark	CPTI
	21,810.4 or higher
2015	24,138.5
2016	24,162.1
2017	20,391.6
2018	20,097.2
2019	**20,262.8**
Meets Benchmark?	✖
2020	23,681.3

Figure 7. Annual Revenue Miles per Vehicle in Maximum Service



Maintenance Administration

Maintenance cost per vehicle has not been historically tracked. It was $4,372.71 per vehicle in 2020.

CPTI does not currently have historic **vehicle-miles between breakdowns** information. These should be tracked moving forward.

Perceived Service Quality

CPTI does not currently have historic **missed connections with coordinated transit systems** information. These should be tracked moving forward, as reported by operators, to improve scheduling and service coordination.

CPTI did not have a complete inventory of **bus stop amenities**. Kittelson performed a bus stop audit as part of this TDP project to inventory signage, bus pullout, shelter, restrooms, and other amenities. This inventory should be maintained moving forward.

Safety and Security

CPTI should conduct **customer feedback tracking** of customer complaints and compliments.

CPTI reports **incident** information to the NTD. These should continue to be tracked moving forward. CPTI had zero reportable incidents between 2014 and 2019.

PEER EVALUATION

This section provides a peer comparison for selected performance measures using FY 2018 NTD data. Peer transit services were selected for comparison using a method developed for the National Rural Transit Assistance Project (RTAP). This method identifies peer agencies based on the type of service provided, vehicle miles operated, population served, funding type, and proximity to Curry County. The five closest peers to CPTI were selected using this method. Two less-similar transit providers on the Oregon coast (Lincoln County and Coos County) were added for additional comparison, as they experience similar climatic conditions and state funding opportunities. The following providers are included in the peer comparison:

- Oregon
  - Coos County Area Transit (CCAT)
  - Lincoln County Transportation Service District (LCTSD)
  - Grant County Transportation District (GCTD)
- Washington
  - Pacific Transit (PTS)
- California
  - Amador Regional Transit System (ARTS)
  - Tuolumne County Transit (TCT)
  - Tehama County (TRAX)

OVERVIEW

No two transit systems are identical. As a result, the peer comparison does not attempt to find peers that are exactly the same as CPTI; rather, the comparison seeks to find agencies that are *sufficiently alike* that

reasonable performance comparisons can be made. At the same time, it is important to be aware of how the selected peers are different from CPTI when interpreting the results of the peer comparison.

Table 11 compares key aspects of the selected peers to CPTI. With the exception of Coos County and Lincoln County, the peers are based in small cities and focus on a mix of intercity and dial-a-ride service, with a majority of their service, in most cases, being fixed-route service. All but one peer is a transit district. CPTI stands out from its peers in that it has no local tax revenue or local government subsidy; all of its revenue comes from the farebox and other self-generated funds, and from state and federal grants. The RTAP peer-grouping method generates a "likeness score" to indicate how alike each peer is to CPTI based on these and other factors. A score of 0.50 or less indicates a high likelihood of being a good peer, a score of 0.51 to 1.00 indicates a reasonable potential to be a good peer, while a score greater than 1.00 indicates a low potential to be a good peer. The likeness scores for the selected peers indicate that all of the peers have some key differences from CPTI that should be taken into consideration when interpreting results, but that all but that the Oregon coast peers have reasonably similar operating, service area, and funding characteristics to CPTI.

Table 11. Peer Agency Context (FY18)

Agency	Headquarters City (Population)	Likeness Score	Governance	Local Subsidy	Fixed-Route Service
Curry County Public Transit Service District	Gold Beach, OR (2,208)	—	Transit District	0%	63%
Tehama County	Gerber, CA (1,259)	0.71	County	17%	75%
Pacific Transit	Raymond, WA (2,882)	0.86	Transit District	52%	59%
Grant County Transportation District	John Day, OR (2,251)	0.91	Transit District	8%	29%
Tuolumne County Transit	Sonora, CA (4,822)	0.91	Transit District	49%	58%
Amador Regional Transit System	Jackson, CA (4,694)	1.02	Transit District	43%	78%
Coos County Area Transit	Coos Bay, OR (16,176)	1.41	Transit District	2%	43%
Lincoln County Transportation Service District	Newport, OR (10,381)	1.53	Transit District	32%	78%

The following graphs provide additional information about the peer group for context.

Service Provision and Utilization

Figure 8 shows **annual rides.** As shown, CPTI provides fewer annual rides than any of the peers. Lincoln County is an outlier in the group, providing nearly three times more rides than any other peer group member. Figure 9 presents the trend of annual ridership for the peer group. Similar to its peers, Curry County ridership has remained relatively steady.

Figure 8. FY18 Peer Transit Services Annual Rides

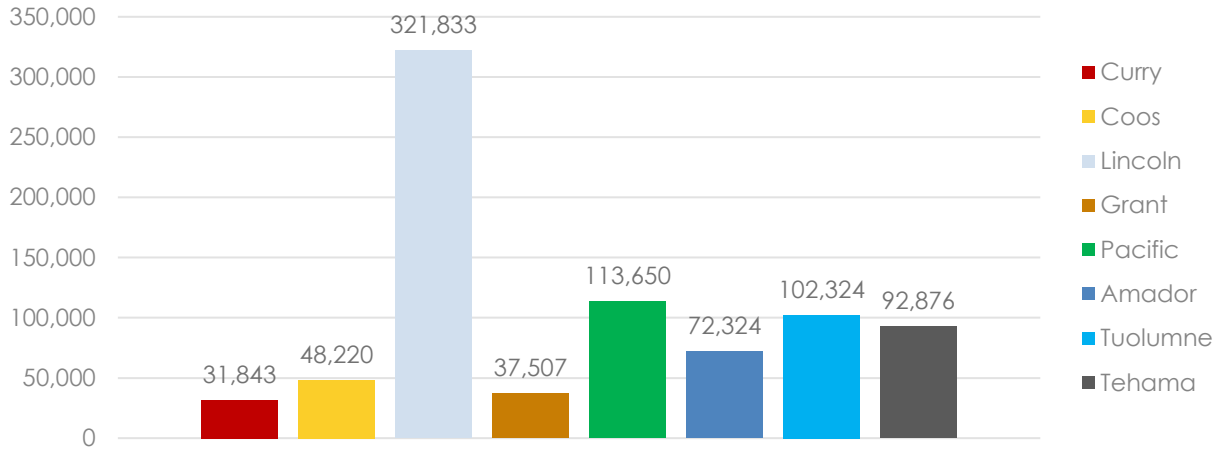


Figure 9. FY14-18 Peer Transit Services Annual Rides Trends

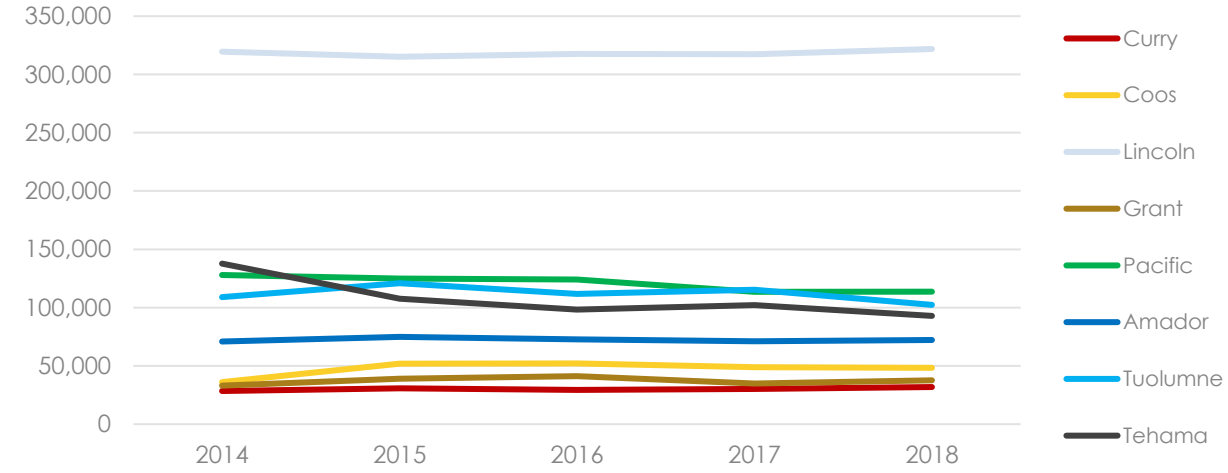


Figure 10 shows **annual revenue miles**. As shown, CPTI operates a similar number of revenue miles as Coos County, Grant County, and Amador County, with Lincoln County, Tehama County, and Pacific Transit operating significantly more revenue miles than the rest of the group. Figure 11 presents annual revenue miles over time. Curry County's annual revenue miles have remained steady since 2014, while other peers have fluctuated. Some providers (such as Pacific Transit and Tehama County) show increases in annual revenue miles over the past couple years, while others, such as Lincoln County, show a decrease over time.

Figure 10. FY18 Peer Transit Services Annual Revenue Miles

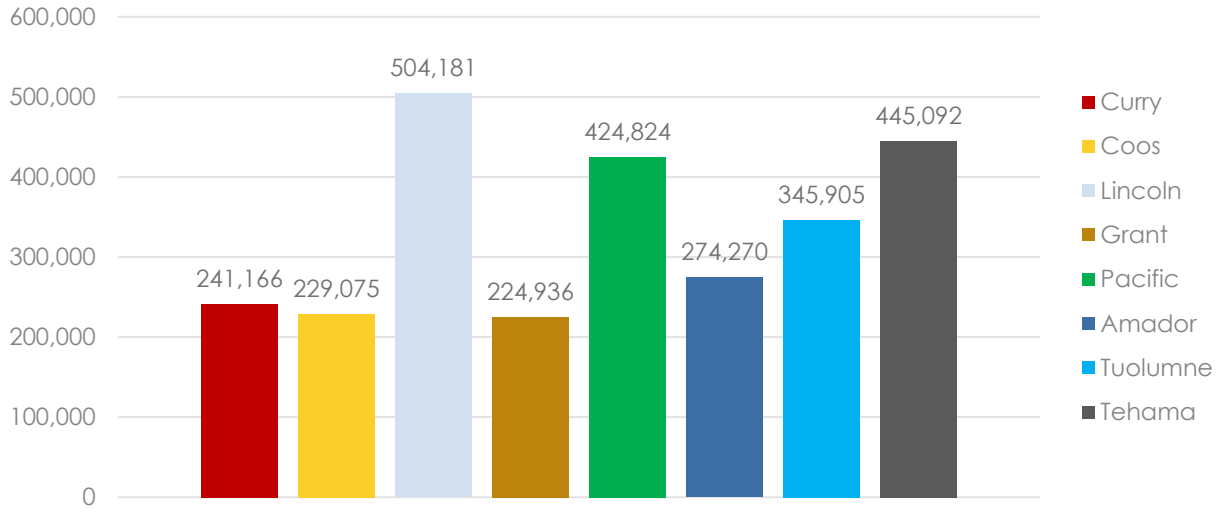


Figure 11. FY14-18 Peer Transit Services Annual Revenue Miles Trends

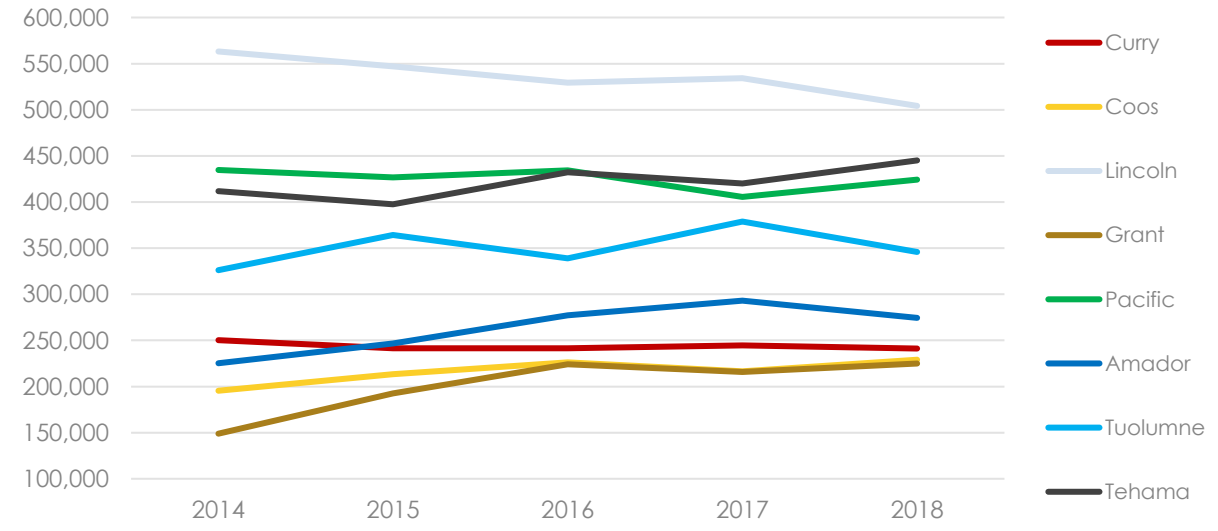


Figure 12 shows **annual revenue hours**. CPTI operates the fewest revenue hours of the peer group. Once again, Lincoln County is an outlier in the group. Figure 13 presents annual revenue hours over time. Curry County has provided about the same annual revenue miles since 2014, which is comparable to peer trends.

Figure 12. FY18 Peer Transit Services Annual Revenue Hours

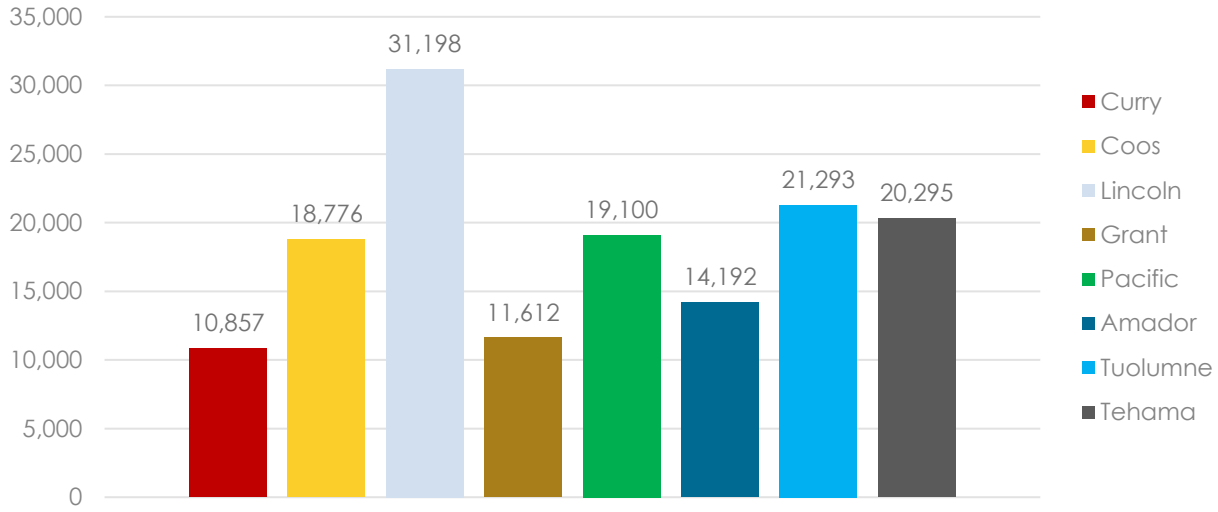
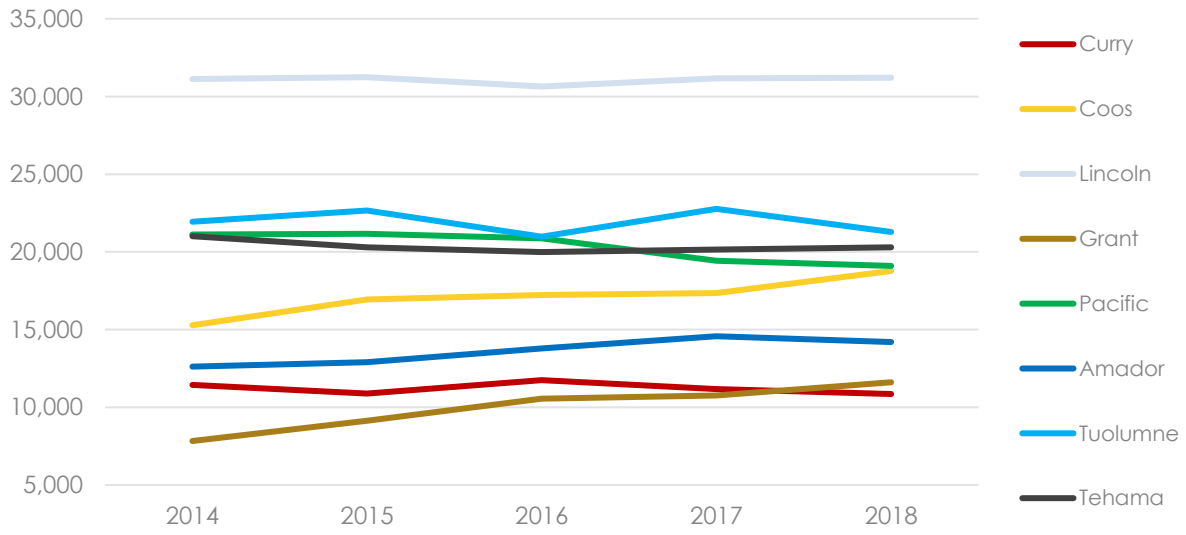


Figure 13. FY14-18 Peer Transit Services Annual Revenue Hours Trends



Cost Efficiency

Figure 14 shows the **cost per revenue hour**. As shown, CPTI has the third-lowest operating cost per revenue hour within the peer group, with Coos County and Grant County being lower. As shown in Figure 15, Curry County has increased costs slightly since 2016, as have Grant County, Tuolumne County, Pacific Transit, and Lincoln County. Only Coos County has shown significant decreases in cost per revenue hour in recent years.

Figure 14. FY18 Peer Transit Services Cost per Service Hour

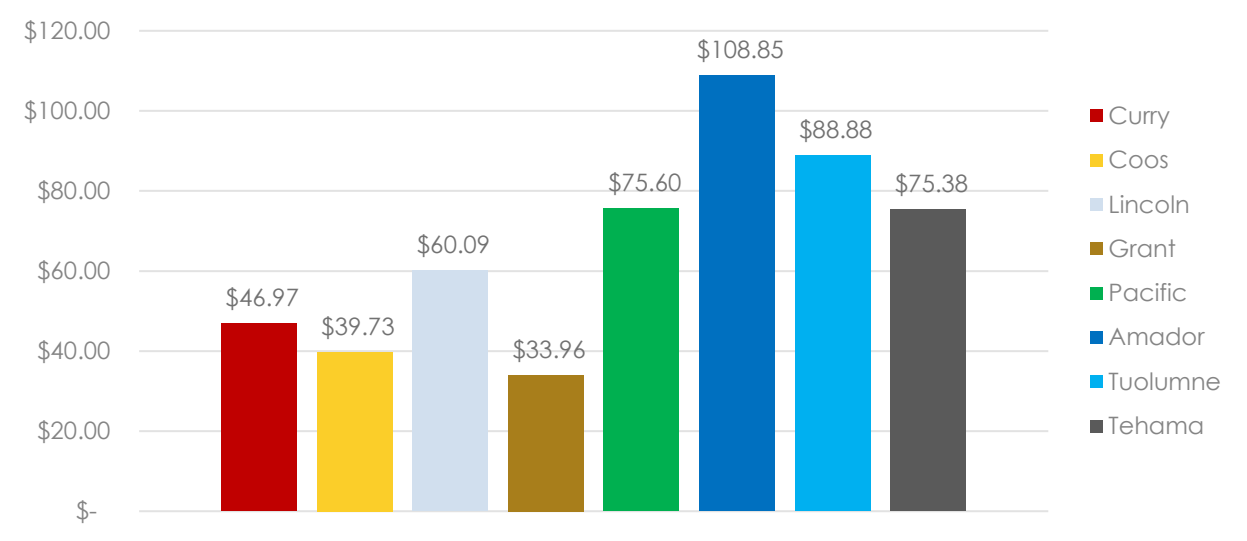
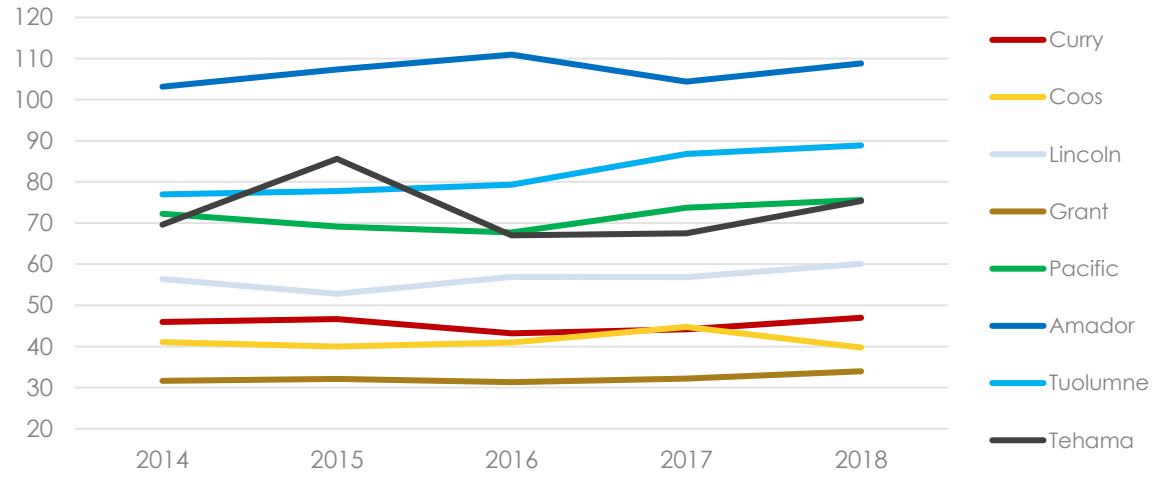


Figure 15. FY14-18 Peer Transit Services Cost per Service Hour Trends



Cost-Effectiveness

Figure 16 shows the **operating cost per ride**. As shown, CPTI is in the middle of the peer group, with Coos County, Lincoln County, Grant County, and Pacific Transit having lower costs. As shown in Figure 17, Curry County's operating cost per ride has decreased in recent years, while most other service providers have seen an increase in operating costs per ride.

Figure 16. FY18 Peer Transit Services Operating Cost per Ride

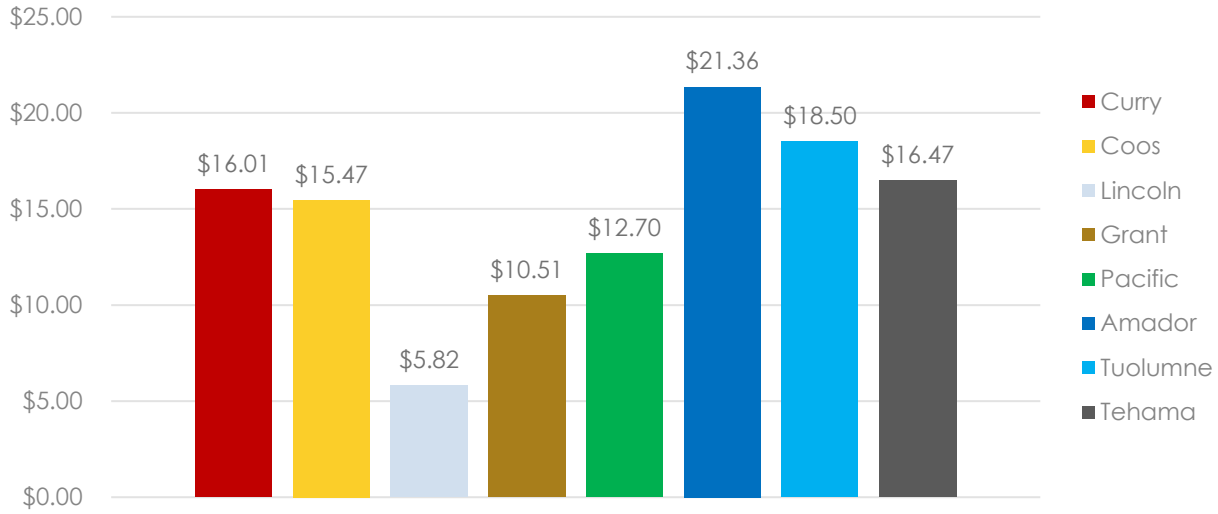
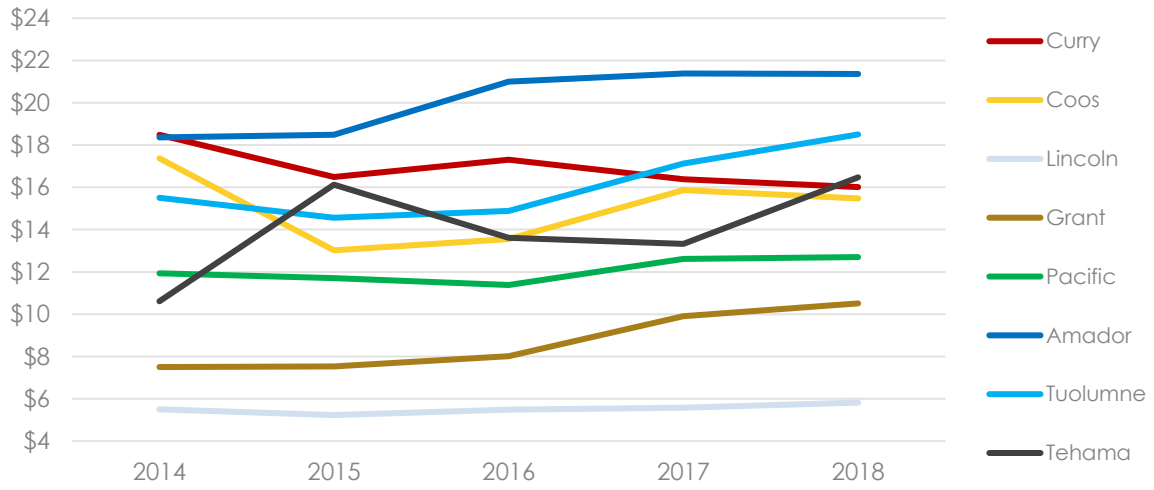


Figure 17. FY14-18 Peer Transit Services Operating Cost per Ride Trends



Service Consumption

Figure 18 shows **ridership per hour**. As shown, CPTI is towards the bottom of the peer group, with only Coos County having lower ridership per hour. As shown in Figure 19, Curry County's rides per hour has slightly increased in recent years, while most other service providers have seen decreased or steady rides per hour.

Figure 18. FY18 Peer Transit Services Rides per Hour

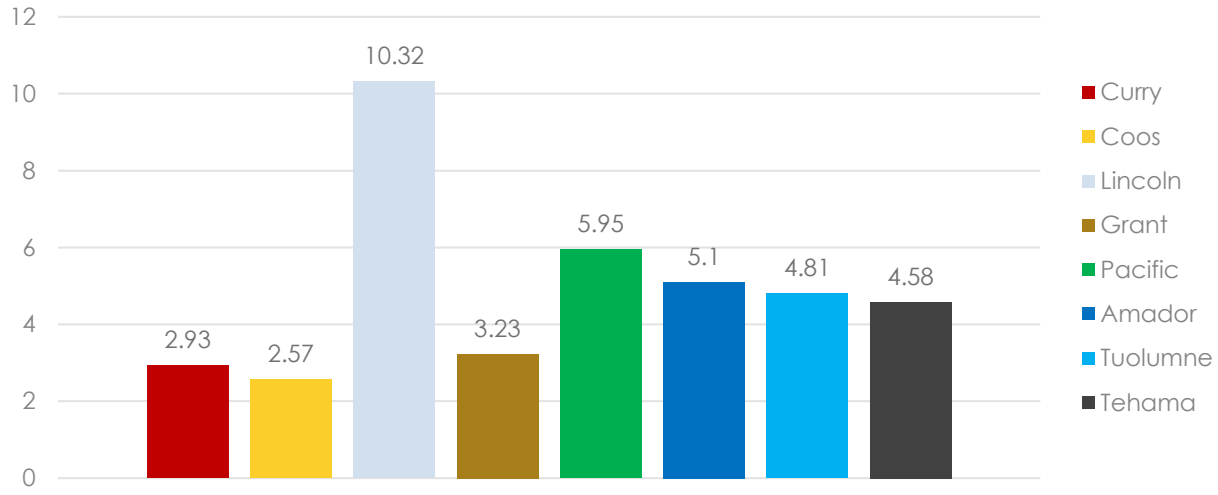
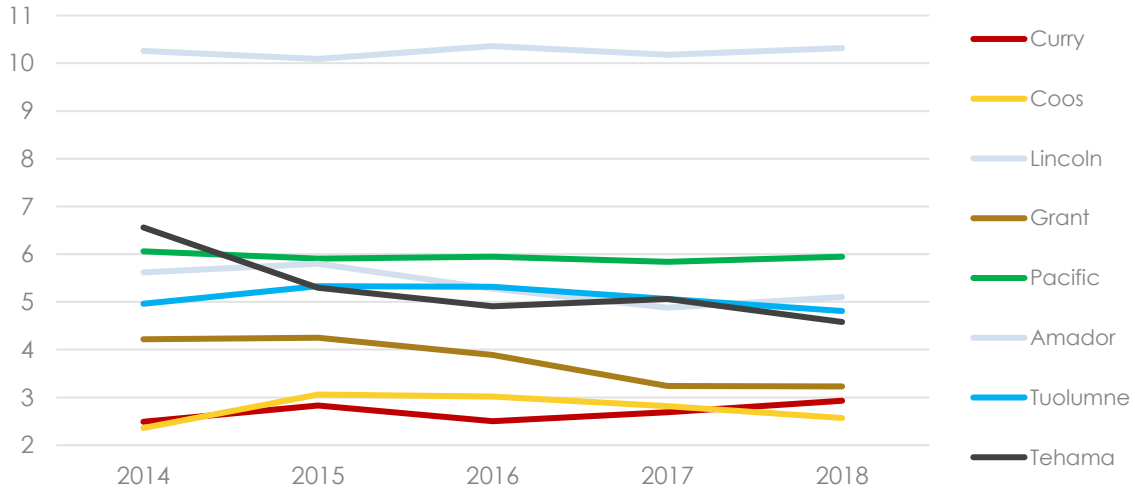


Figure 19. FY14-18 Peer Transit Services Rides per Hour Trends



FUTURE GROWTH FORECASTS

Future population and growth forecasts presented here are based on Portland State University (PSU) Population Research Center's population forecasts, State of Oregon Economic Department's employment projections, local transportation system plans (TSPs) and other planning documents from Curry County communities, and other available data. This information will help inform existing and future transit needs along with the performance measure analysis and stakeholder input; transit needs will be explored in the next phase of this TDP planning process.

PSU population forecasts were most recently updated for Curry County in 2018. Figure 20 and Figure 21 show projected and historic population growth. As shown, the population is forecasted to grow at a steady rate, with growth across the county expected to increase 0.2% annually from 2020 to 2068. Gold Beach is projected to have the highest growth rate, with an annual rate of 0.8%, while the population outside urban growth boundaries (UGBs) in the county is expected to decline.

Figure 20. Projected Population Growth – County, Brookings UGB, Gold Beach UGB, Port Orford UGB, and Outside UGBs

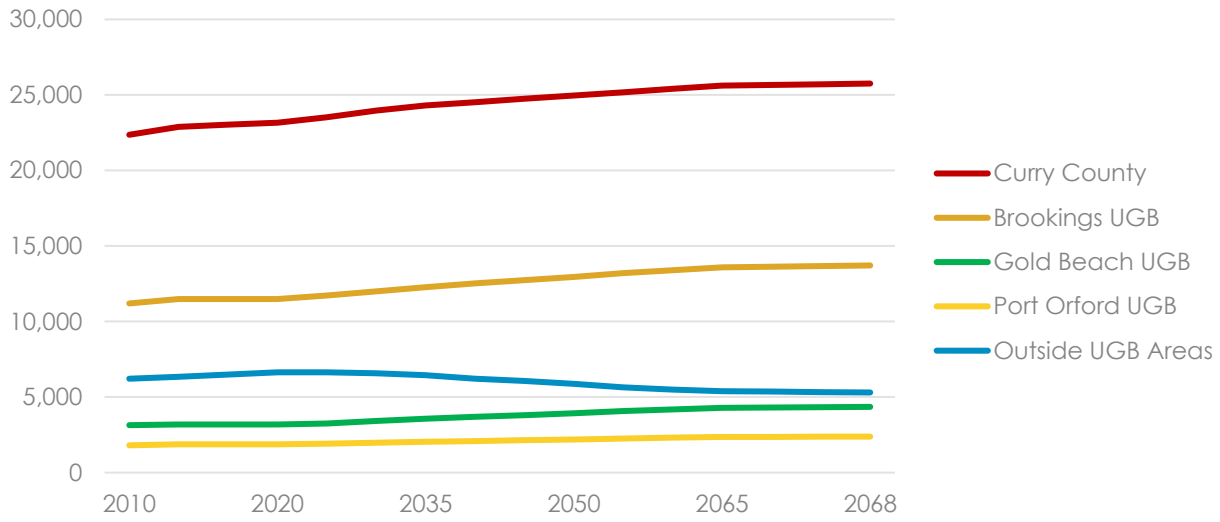
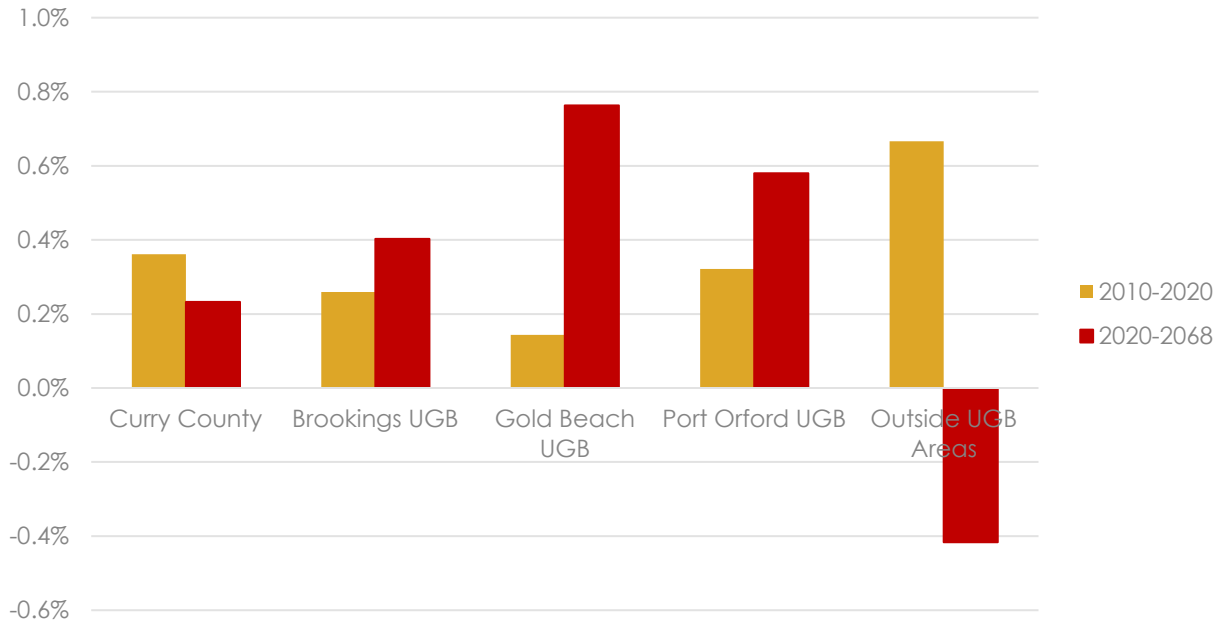


Figure 21. Projected Population Growth – Relative Historic and Future Percentages



Employment projections are combined for Coos, Curry, and Douglas counties, referred to as the Southwestern Oregon region. Figure 22 and Figure 23 show the projected growth by sector. The service industry, healthcare, and construction and extraction industries are anticipated to grow at the fastest rates and include many employees in the region. Professional and related services, office and administrative support, and sales and related services are also to provide significant employment in the region. Farming, fishing, and forestry jobs are expected to decline.

Figure 22. Projected Employment Growth (SW Oregon) – Total Growth

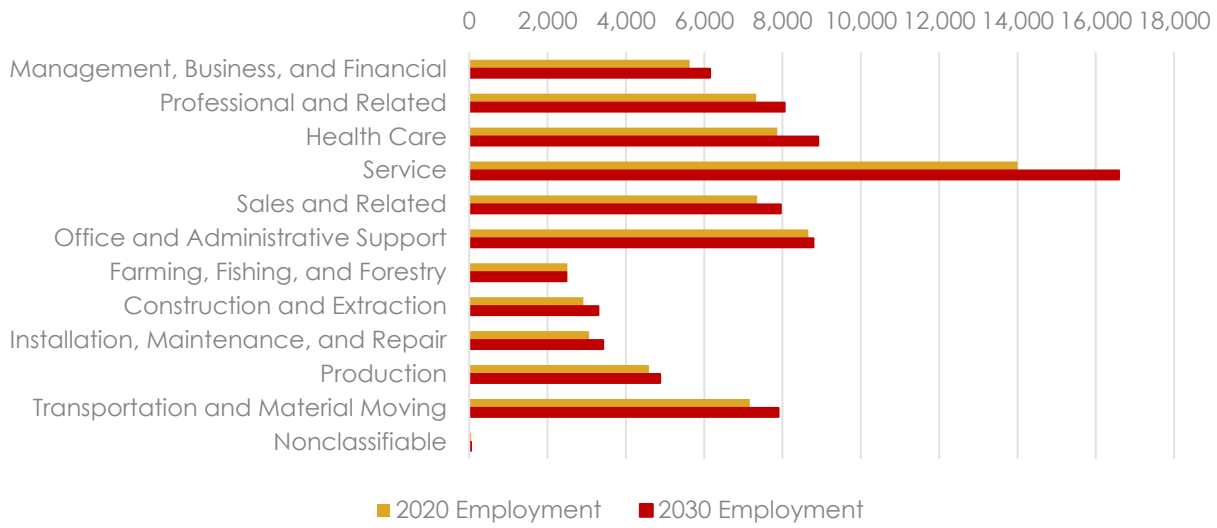
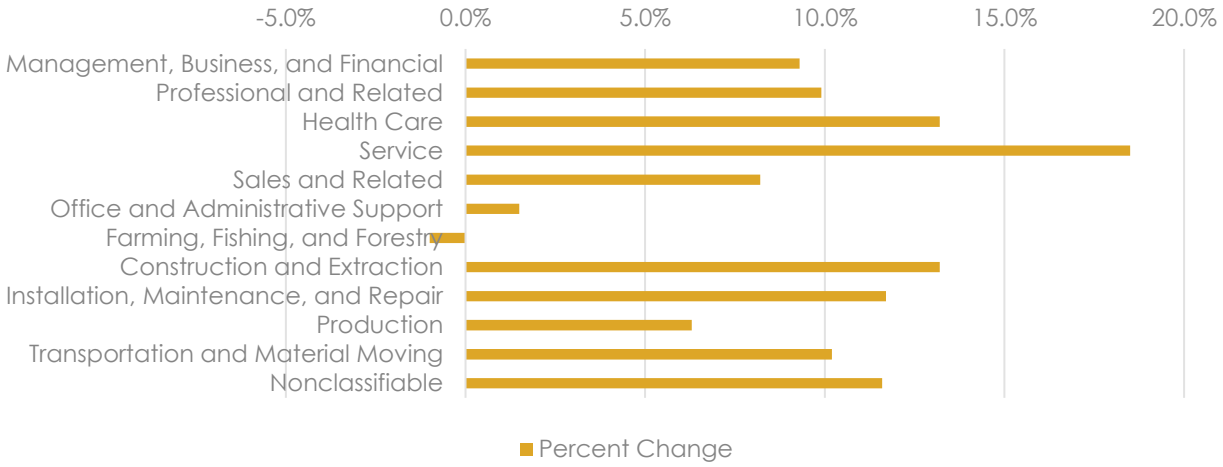


Figure 23. Projected Employment Growth (SW Oregon) – Percentage Growth



Local transportation system plans were developed in the early 2000s and have already reached their horizon years. The TSP forecasts were as follows:

- The Curry County TSP (2005) projected growth through 2017. It estimated a net population growth of 8,111, corresponding to 1.5% average annual growth. The TSP did not identify employment growth.
- The Port Orford TSP (2006) projected growth through 2017. It estimated a net population growth of 55, corresponding to approximately 0.25% average annual growth. The TSP did not identify employment growth.
- The Gold Beach TSP (2000) projected population growth through 2017. It estimated a net population growth of 600, corresponding to approximately 1.5% average annual growth. The TSP did not identify employment growth.

NEXT STEPS

This memorandum will be reviewed with the Project Management Team (PMT) and the Curry County Technical Advisory Committee (CCTAC) to collect input on the proposed measures and to determine whether there are additional performance measures that should be considered by CPTI for monitoring their long-term progress towards their goals and objectives. The performance measurement framework will then be refined and included in the TDP.

Reference D. Unmet Transportation Needs Memorandum #4

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Technical Memorandum #4

September 29, 2022

Project# 23021.039

To: Kathy Bernhardt
Curry County Public Transportation Service District
PO Box 1771
Brookings, OR 97415

From: Susan Wright, PE, Bincy Koshy, Sophia Semensky, Kittelson & Associates, Inc.

CC: Ian Horlacher, ODOT

RE: Final TM#4: Unmet Transportation Needs (Task 3.1)
Curry County Transit Development Plan

Contents

SUMMARY OF NEEDS

This memorandum summarizes unmet transportation needs within the Curry Public Transit (CPT) study area. These needs have been identified through a combination of:

- Comparing existing service to CPT's goals and policies.
- Measuring population and employment density to determine areas that may be able to support and benefit from transit services.
- Conducting online, onboard, and operator surveys, and community outreach events.
- Interviewing representatives of key stakeholder groups about needs related to their clients or members.
- Evaluating intracounty transit service needs to connect Curry County to neighboring counties, to the remainder of Oregon, northern California, and beyond.

Given finite budget resources to provide transit service, this project will need to develop priorities for how service can be improved (e.g., expanding service into new areas versus using the same budget to provide more frequent service or longer service hours in areas already provided with service). The needs identified in this memorandum will support the development of *Memorandum #5: Future Service Opportunities*.

CPT's operational, development, marketing, and bus stop amenity needs are summarized in the following sections. The remainder of this memo describes how these needs were developed.

OPERATIONAL NEEDS

TITLE VI POPULATIONS

- Ensure service improvements specifically focused on serving Title VI populations[1] are focused on key destinations.

LEVEL OF SERVICE

- Increase the level of service of the Coastal Express, including:
  - Increase Coastal Express' service span to accommodate a greater variety of work and school schedules, including reinstating Saturday service.
  - Increase Coastal Express' service frequency (trips per day).
  - Provide opportunities for residents of inland areas of Curry County to access the Coastal Express.

TARGETED AREAS

- Expand service to targeted areas, including:
  - Provide fixed-route circulator service for Brookings/Harbor, the most densely populated region in Curry County. This route could serve residential areas and key destinations that are more than ¼ mile from the existing Coastal Express stops. In particular, provide service on Railroad Street, Park Avenue, Fern Avenue, and Easy Street.
  - Extend service to Crescent City, California.
  - Ensure key destinations are accessible by transit (fixed-route or dial-a-ride). Key destinations include the DMV in Brookings, the courthouse in Gold Beach, specialist health care in Coos Bay, the Social Security office in Crescent City, Coast Community Health Center in Brookings. and the Walmart in Crescent City.

[1] Title VI of the Civil Rights Act of 1964 prohibits discrimination in the provision of federally supported benefits and services, including public transportation service. The Title VI populations represents the composition of study area population in terms of poverty status, age, racial/ethnic composition, English proficiency, and proportion of people with disabilities.

DIAL-A-RIDE

- Retain Dial-A-Ride as a door-to-door service available through appointments made the previous day. Expand and improve on services by:
    - Starting Dial-a-Ride service in Port Orford to connect the Coastal Express to key destinations and serving the southern part of the city and scattered residential developments.
    - Expanding Dial-A-Ride services in Brookings and Gold Beach to provide transfer options between the Coastal Express and key destinations such as the Gold Beach courthouse, grocery stores, and medical facilities. In Gold Beach, there is a need to provide more access to the southern part of the city and residential developments.

HEALTHCARE

- Seek opportunities with healthcare organizations by:
    - Providing greater connections and schedule coordination between Redwood Coast Transit and Curry Public Transit. Transfer tickets or integration of fare systems would also be helpful for people making the journey between Curry County and Del Norte County.
    - Working with healthcare providers to provide bus rides to appointments.
    - Including hospital and community organizations on planning committees and for planning to be done in conjunction with local agencies and organizations.
    - Collaborating with Medicare and Medicaid to provide transportation services to and from appointments.

REGIONAL CONNECTIVITY

- Provide service or timed connections to Crescent City, Grants Pass, and Coos Bay, which are the top three employment destinations of Curry County residents who worked outside the county. Serve commute times of 6:30 AM to 8:30 AM, the time frame in which almost half of workers commuted.

DEVELOPMENT NEEDS

A summary of **development needs** is presented below.

BROOKINGS–HARBOR

- Meet current and future development needs in Brookings and Harbor:
    - Serve residential neighborhoods on the north end of Brookings both east and west of US 101 via a city circulator.
    - There is potential for residential growth, and thus potential need for future service, at the following locations:

  - Parcels adjacent to Azalea Park and just up Chetco River from the park on the east side of Brookings; land on US 101 directly west of the Chetco River; and land south of Fred Meyer and US 101.
  - Large blocks of vacant R-1-zoned land in north-central Brookings.
  - A large amount of vacant land (roughly 450 acres) on the north edge of Brookings is zoned Master Plan Development (MPD).

- Improve access to commercial and employment destinations located more than ¼ mile from a bus stop. In addition, there is potential for non-residential growth, and thus potential need for future service, at the following locations:

  - Vacant commercial land located between US 101 and the coast on the west side of Brookings.
  - The MPD land on the north edge of Brookings.

GOLD BEACH

- Meet current and future development needs in Gold Beach:

  - Continue serving commercial uses and other services along US 101 in the north half of the city; serve the southern part of the city.
  - Support future development with the existing Coastal Express stop. Future development opportunity is mostly located within ½ mile of the existing Coastal Express stop at Ray's Food Place.

PORT ORFORD

- Meet current and future development needs in Port Orford:

  - Serve grocery and public services destinations in the southern part of town that are further away from the Coastal Express stop, as well as residential developments, which are scattered throughout town.
  - Serve potential future development within ¾ mile of the existing Coastal Express stop.

MARKETING AND BUS STOP AMENITY NEEDS

A summary of the **marketing and bus stop amenity needs** is presented below.

MARKETING AND AWARENESS

- Increase ridership with strategies related to communication, connectivity, and accessibility, including education and marketing about CPT's services.

BUS STOP AMENITIES

- Improve bus stop amenities, including installing bus stop signage at all stops and considering amenities such as trash cans and improved lighting. Collaborate with local and state agencies to improve the sidewalk network and road crossings in the vicinity of bus stops.
    - At higher-usage stops, Install weather-resistant and covered bus stop shelters that can withstand rain and wind, given coastal weather conditions.

FLAG STOPS

- Formalize flag stops at Langlois Public Library and Langlois Store.

TECHNOLOGY

- Provide more information assistance and referral services for available mobility options, particularly targeted to the elderly and people with physical, sensory, and cognitive disabilities.
- Provide technology updates, including:
    - Real-time vehicle arrival information to improve the convenience of riding transit.
    - Support for online/mobile trip planning.
    - Mobile ticketing fares and reciprocity with connecting systems in the region.
    - On-board cameras.

WORKFORCE HIRING

- Labor shortages are resulting in reduced transit service. CPT is having difficulty retaining and attracting new bus drivers even with hiring incentives and increased benefits.

NEEDS RELATED TO CPT GOALS AND POLICIES

CPT's goals seek to improve customer-focused services, accessibility and connectivity, coordination, and health and sustainability. CPT's policies focus on providing reliable public transportation (Policy 1A); improving existing services (Policy 2A); ensuring access to employment, education, and health services (Policy 2B); and strengthening coordination with other transportation services (Policy 3A). Based on peer comparisons with similar transit providers described in *Memorandum #3: Transit Benchmarks and Monitoring Program*, CPT's service productivity (rides per hour) is lower than most of its peer agencies located on the Oregon and Washington coast and in Northern California.

Based on an assessment of existing conditions and stakeholder input (*Memorandum 1: Existing System Conditions)*, CPT goals and policies (*Memorandum #2: Goals, Policies, and Practices*), and the proposed framework for performance monitoring (*Memorandum #3: Transit Benchmarks and Monitoring Program*), the following high-level needs have been identified:

- Improve service utilization, safety and security, and resource utilization.
- Improve connectivity and service levels for frequent destinations and transit-dependent populations.

- Increase ridership with strategies related to communication, connectivity, and accessibility.
- Improve route and service efficiency.
- Expand routes to targeted areas, including:
  - Providing fixed-route circulator service for Brookings/Harbor with scheduled stops and providing bus shelters at higher-usage locations, including service on Railroad Street, Park Avenue, Fern Avenue, and Easy Street;
  - Expanding service to Crescent City, California (in particular, to provide service to Walmart and the Social Security office); and
  - Expanding Dial-A-Ride services in Gold Beach to provide transfer options to the Coastal Express.
- Retaining Dial-A-Ride as a door-to-door service reserved with by appointments made the previous day.
- Hiring more bus operators.
- Improving bus stop amenities, including installing bus stop signage for all stops and considering amenities such as trash cans and improved lighting. Collaborate with local and state bodies to improve the sidewalk network and road crossings in the vicinity of bus stops.
- Increase the service span to accommodate a greater variety of work and school schedules, including reinstating Saturday service.
- Focus service improvements targeted to Title VI populations on key destinations rather than particular housing locations.

POPULATION AND EMPLOYMENT DENSITY

Population and employment density provides insight into areas that may be able to support and benefit from transit services.

Figure 1 and Figure 2 demonstrate the household density per acre and employment density per acre in Curry County. As shown, Brookings and Harbor have the highest levels of household and employment density, with Gold Beach also demonstrating some employment density.

A transit-supportive area analysis was performed, which identifies current and future areas with sufficient density to support fixed-route transit at hourly headways. Typically, this analysis is performed at a smaller scale using Transportation Analysis Zone (TAZ) data from the regional transportation planning model. However, because TAZ data were not available for Curry County, larger-scale census data were used to obtain current household and employment densities. A TAZ is considered "transit supportive" if it has more than 3 households per acre or 4 jobs per acre. This analysis showed no transit-supportive areas in the county under existing conditions; however, the census block groups used were large and included rural and industrial land. Because census data were used for the analysis, it was not possible to perform a future-year analysis.

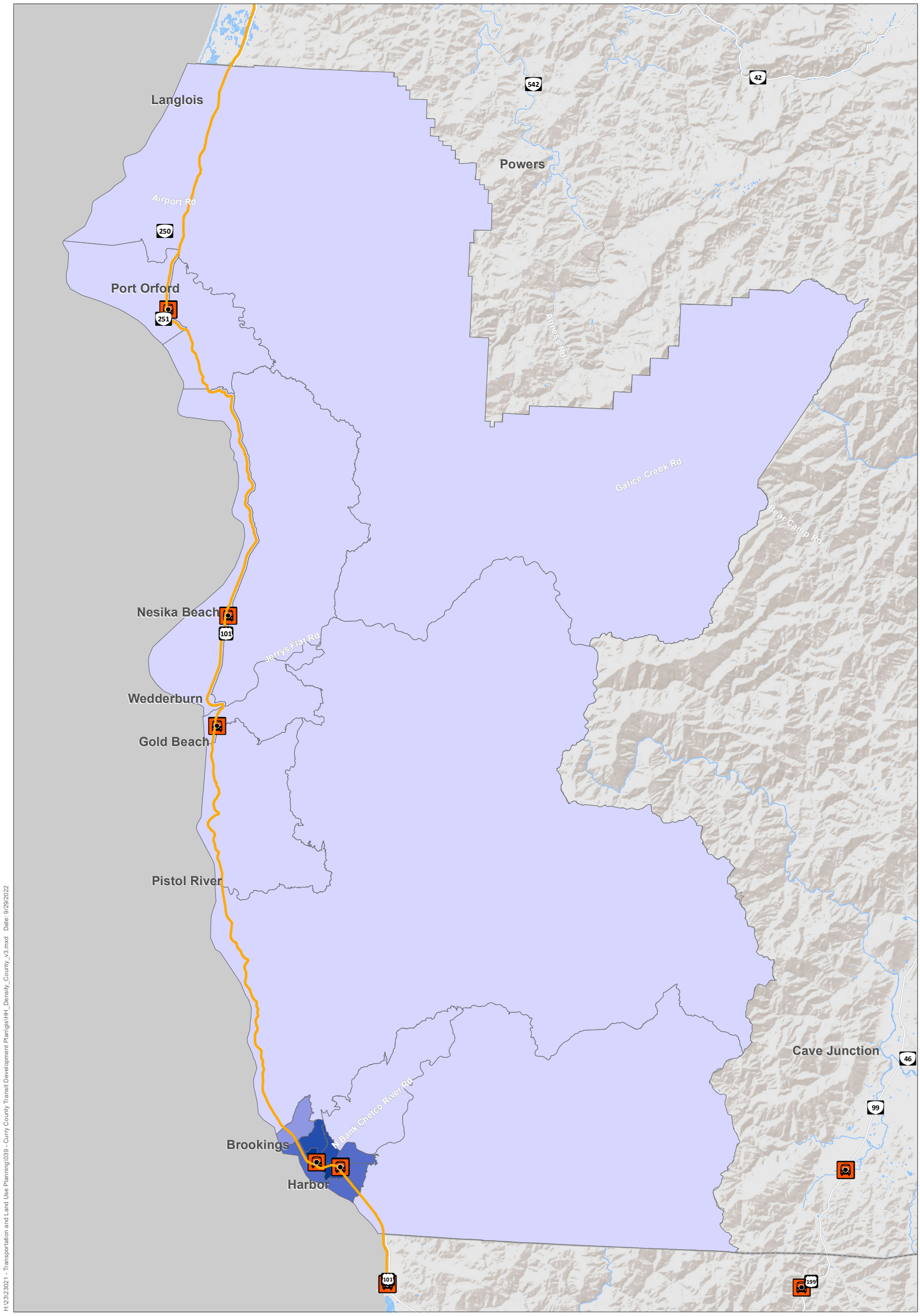


Figure 1

Household Density per Acre
Curry County, Oregon

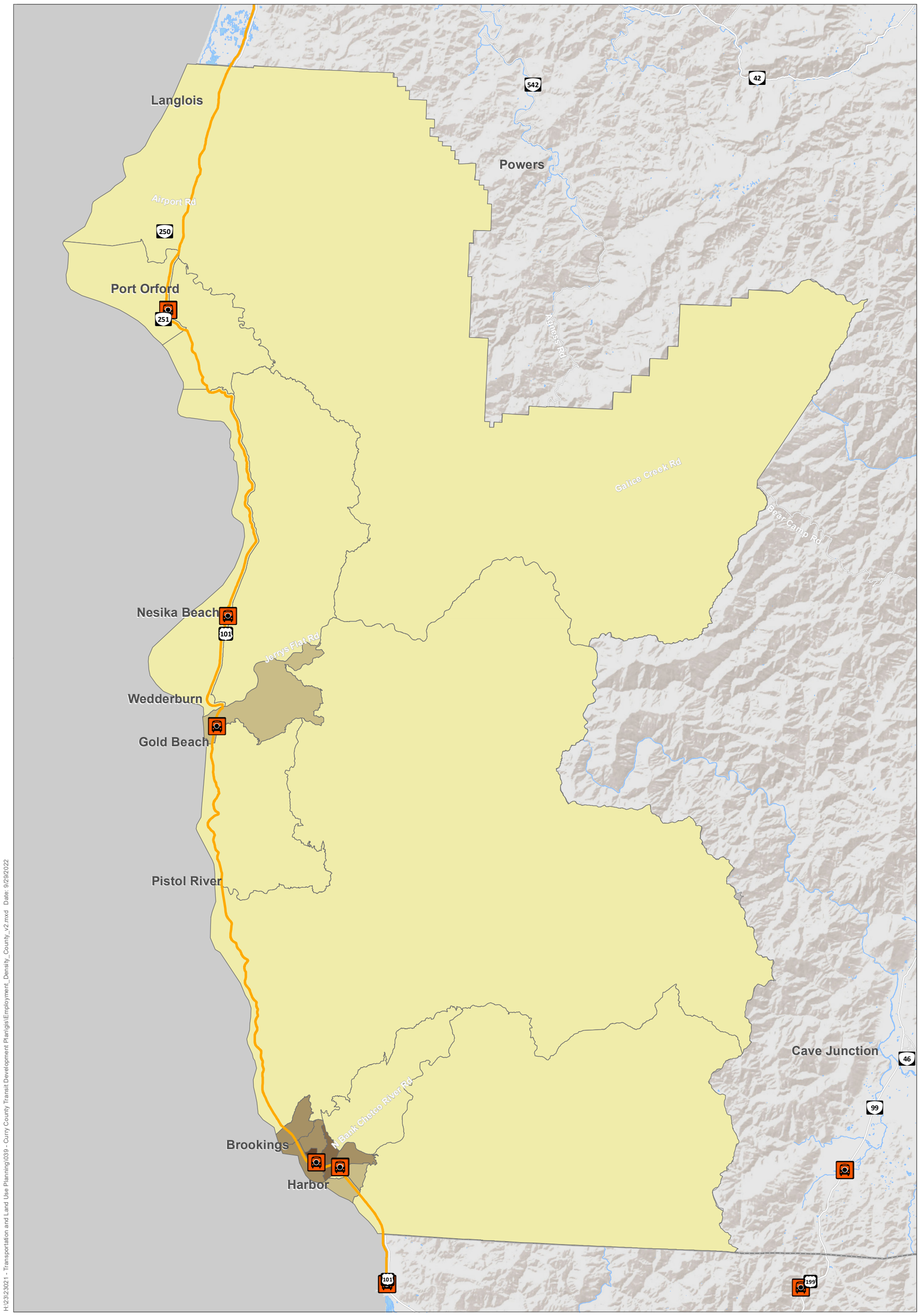


Figure 2

Employment Density per Acre
Curry County, Oregon

STAKEHOLDER AND PUBLIC IDENTIFIED NEEDS

Needs identified to date by riders, bus drivers, partner agencies, and the general public are summarized below. The onboard, driver, and online surveys were summarized previously in Technical Memorandum #3.

ONBOARD RIDER SURVEY

- Most respondents are satisfied with Curry Public Transit's services, rating service quality as "good" to "very good".
- The highest-priority improvements for survey respondents were extended hours, increased frequency, weekend service, more destinations, and benches and shelters.
- Real-time vehicle arrival information and more park-and-rides would improve convenience of riding transit.
- The most common origin cities on the Coastal Express were Port Orford and Bandon. The most common destination cities were Brookings, Coos Bay (Fred Meyer stop), and Port Orford.
- Most respondents use the service to travel to shopping, work, and healthcare.
- Most riders indicated they would ride more frequently after COVID.
- Survey respondents stated that when they do not use transit services, it is due to reliability, fare cost, and accessibility.

DRIVER SURVEY

- Some drivers reported challenges with rainy, foggy nights and wet roads; occasional disruptive passengers; and potential COVID exposure.
- Several drivers reported challenges with service delays when picking-up/dropping-off wheelchair riders, general logistics of moving passengers, and delays in wait time for passengers.
- Drivers identified increased frequency as their highest priority for improving service.
- Drivers recommended continuing Dial-A-Ride as a door-to-door service reserved with appointments made the previous day.
- Drivers recommend providing fixed-route city service in Brookings/Harbor with scheduled stops and bus shelters.
- Drivers recommended expanding the Coastal Express further into California (to provide service to Walmart).
- Drivers recommended expanding Dial-A-Ride services in Gold Beach to provide transfer options to the Coastal Express.
- Drivers recommended hiring more drivers.
- Drivers recommended providing service on Railroad Street, Park Avenue, Fern Avenue, and Easy Street (where Good Samaritan Society – Jerstad, schools and residential areas are located.)

ONLINE SURVEY

The highest-priority needs identified by respondents to the online survey were:

- Improved connections to other transit providers;
- Extended service hours for Dial-a-Ride and Coastal Express;
- Formalizing transit stops; and
- Providing online/mobile trip planning.

FOCUS GROUPS

Four focus groups were conducted in June 2022 with one church/social service provider and three health care providers. These include:

- St. Timothy's Episcopal Church (401 Fir Street, Brookings)
- Brookings Core Response (97900 Shopping Center Avenue Unit 31 above the DMV in Harbor directly next to Bud Mart)
- Sutter Health (multiple locations in Brookings-Harbor and Crescent City)
- Coast Community Health Center (Bandon and Port Orford)

The following is a summary of findings:

- Multiple providers mentioned that they distribute bus passes for their clients to use to access their services.
    - Coast Community Health Center provides gas cards because the bus stop is not accessible to their hospital.
- There is need for greater connections and schedule coordination between Redwood Coast Transit and Curry Public Transit. Transfer tickets or fare system integration would be helpful for people making the journey between Curry County and Del Norte County.
- Social service providers help clients obtain non-emergency medical transportation with insurance and help coordinate bus services, but it is generally difficult for clients to get to appointments on time.
- Long headways make journeys to neighboring cities an all-day trip, causing people to miss a whole day of work just to go to a courthouse or a doctor's appointment.
    - The schedule doesn't support the needs of the working poor, who are unable to miss a day of work.
- Key destinations include the DMV in Brookings, the courthouse in Gold Beach, specialist health care in Coos Bay, the Social Security office in Crescent City, and the Walmart in Crescent City.
    - Another destination is the Coast Community Health Center in Brookings. The Coastal Express stop is 0.4 mile walk from the center, which is challenging if not impossible for persons with disabilities and the elderly.

- If people do not take the bus to the providers, they often bike, walk, or get a ride from someone else.
- Education about the bus service is important to inform people of the services available.
- There is an opportunity to work with healthcare providers to provide bus rides to appointments.
- There is some demand for to travel to Medford and Astoria. Medford is currently served once a day, except Sunday, from Brookings (with two transfers en route). The outbound trip has a timed connection with the first southbound Coastal Express trip, but the return trip arrives after the last northbound Coastal Express trip leaves. It is possible to travel to Astoria (or Eugene or Portland) via US 101 on weekdays (except Wednesdays) but the trip requires multiple transfers and an overnight stay in Florence. It is also possible to travel via I-5 all days except Sunday, but the trip requires an overnight stay in Grants Pass.
- There is an opportunity to increase Dial-A-Ride services, including expanding to Port Orford and adding more buses in Gold Beach and Brookings to go further up the rivers.
    - There is a need to expand Dial-A-Ride service time to 7 PM.
- Rain and wind make walking from bus stops to destinations challenging. There is a need for more frequent bus stops and better shelters.
- There is a need for routes with more frequent, inter-city stops, especially in Brookings. There is also a need for ways for people from inland to access the Coastal Express.
- There is a need for more hospital and community organizations to be on planning committees and for planning to be done in conjunction with local agencies and organizations.
- There is a need for Medicare and Medicaid patients to access appointments. Medicare does not pay for people's transportation, so patients often miss appointments.

INTRACOUNTY SERVICE

The Coastal Express runs through three counties: Coos, Curry, and Del Norte. The Coastal Express has two stops in North Bend and two stops in Coos Bay, which are located in Coos County. There is need for increased schedule coordination between the Coastal Express and Coos County Area Transit, which runs several intercity and intracity routes. More aligned schedules, including weekend service, would allow passengers travelling into Coos County to ride CCAT within Coos Bay and to other cities such as Florence and Roseburg.

The Coastal Express has one stop in Del Norte County, located in Smith River. This stop is currently located 12 miles north of the Walmart, Sutter Coast Hospital, and Social Security office in Crescent City, which are all key destinations for Curry County residents, with only the Social Security office within ¼ mile of a Redwood Coast Transit bus stop. Increased coordination with Redwood Coast Transit and/or direct service into Crescent City, is needed to facilitate travel to destinations in Del Norte County and beyond. In addition, fare integration with Redwood Coast Transit or a method of transferring would facilitate payment and ease of experience for passengers.

FLEET, TECHNOLOGY, AND MARKETING

The following sections provide an overview of fleet, technology, and marketing needs:

FLEET

CPT currently owns and operates 12 regular buses and two vans. The average age of the active fleet is 4.4 years. The following provides an overview CPT's fleet and needs:

- Eight vehicles are beyond their expected useful life (EUL) in years and two vehicles are past their EUL in miles.
- Most vehicles run on non-ethanol gasoline, with four vehicles running on diesel.
- Seven new vehicles have been ordered recently. These vehicles have standard high floors with lifts as low-floor kneeling buses are not preferred due to lack of sidewalk and curbs at stops needed for low-floor ramps .

TECHNOLOGIES

Information and technology services can improve the riding experience for existing riders, attract new riders by improving ease of transit use, and provide information to transit agencies to help plan and operate transit service in the future.

CPT does not currently provide real-time bus arrival information, mobile ticketing, or fare reciprocity with adjacent providers. These technologies and services facilitate a more efficient and convenient user experience and have the potential to better serve CPT riders in the future.

FARE PAYMENT OPTIONS

CPT does not currently provide mobile ticketing for their services and requires exact fare for trips or passes. While new fare payment systems, such as smartcards with built-in electronic wallets, add convenience and simplify the boarding process for many riders, they also create challenges in human services transportation. For example, transportation providers typically charge an up-front fee to purchase a card. This upfront fee may be cost-prohibitive. Additionally, while smartphone fare payment does not require a card, it does require a smartphone and a reliable internet connection. Again, these types of systems may be cost-prohibitive for people with low incomes. In rural areas of the state, people with special transportation needs often transfer between service providers. New fare payment systems can make these transfers easier, but can also create limitations if the providers use different systems. CPT should explore mobile ticketing fares and reciprocity with connecting systems in the region.

TRIP PLANNING SUPPORT

Online mobile trip planning tools can help the public get travel information at any day or time. While some providers create proprietary trip planning tools, free and readily available trip planning tools are available and more fitting to CPT's size and needs. These tools include Google Maps, OneBusAway, Moovit, and Transit. All of these tools depend on the open data format GTFS. In addition to using GTFS for scheduled stops and routes, CPT could also pursue GTFS-flex, an emerging format for demand-response services, which can increase awareness and use of the overall transit system.

ON-BOARD CAMERAS

On-board cameras seek to provide customer and driver safety, assist with accidents and insurance claims, and provide insight on bus operator performance and passenger counting by monitoring activity in real time.

Total capital cost varies from $4,000 to $14,000 each to retrofit one-door buses. Other cost considerations include hardware such as servers and equipment to view camera footage. All CPT buses are currently equipped with on-board cameras and all future buses are ordered with camera systems

REAL-TIME VEHICLE ARRIVAL INFORMATION

Real-time information provides riders with trip-planning information (i.e., when will the next buses arrive at the closest stop) and assurance that one's bus is on the way if it is running late. It can be provided in a number of ways, including by text message or phone call to an automated system using a bus stop number, by accessing the transit provider's website, by using a dedicated smartphone app, or by using a third party's website or app (e.g., Google Maps). Knowing when their bus will arrive helps riders better plan when to depart for the bus stop and avoid waiting outside longer than necessary when weather conditions are poor. ODOT encourage providers to buy systems that support GTFS-Realtime (GTFS-rt), allowing for up-to-date information on vehicle arrivals to be pushed through various tools. Currently, there is a need for more robust messaging and providing a real-time tracking system that shows all buses operating in the region.

MARKETING

CPT currently advertises on the public radio station. Increased marketing and education about CPT's services would help people become aware about the Coastal Express and Dial-a-Ride services and increase ridership.

DIAL-A-RIDE ORIGINS AND DESTINATIONS

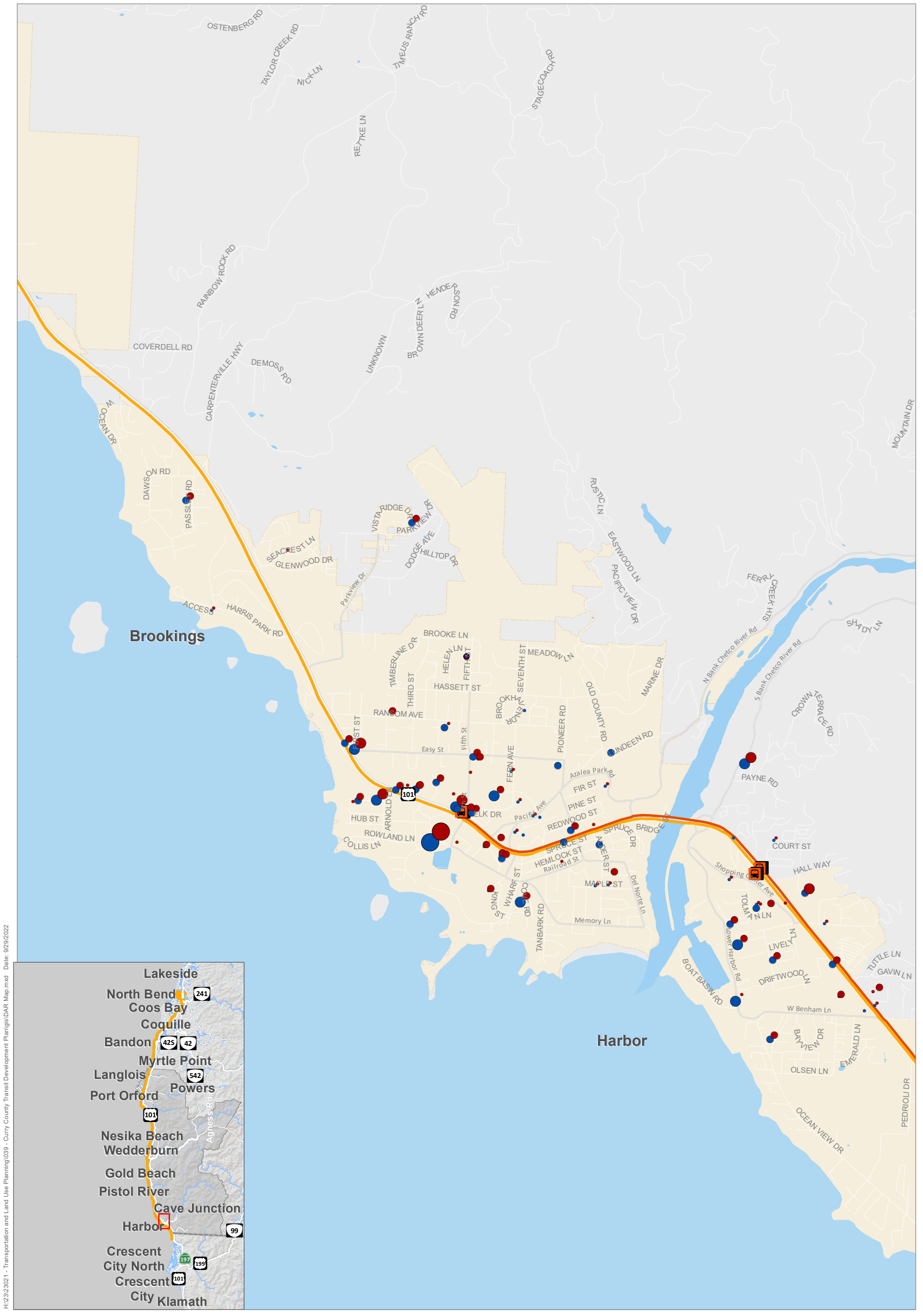
Information about Dial-a-Ride pick-up and drop-off locations in Brookings and Gold Beach were provided for five days in April 2022. These locations were compiled and are mapped in Figure 3 and Figure 4.

In Brookings, the most popular locations were in central Brookings and Harbor, with Fred Meyer being the location with the most activity. Other popular locations included Riverbend, Driftwood, Grocery Outlet, BiMart, Pelican Perch, Crestline, Dollar Tree, and Rite Aid. Several locations were close to the Coastal Express stop in Brookings, including Grocery Outlet, Goodwill, Chase Bank, and the bus stop itself.

In Gold Beach, the most popular pick-up/drop-off location was McKay's Market. Most other stops were dispersed along or near Highway 101, include Hummingbird Hill, Ray's Market, and Umpqua Bank. Several people were picked up or dropped off at the Coastal Express bus stop.

Key needs identified from this analysis include:

- Dial-a-Ride currently serves local trips within Brookings, Harbor, and Gold Beach and provides first-/last-mile access to the Coastal Express stop in each community.
- A local circulator route in Brookings and Harbor could serve many existing Dial-a-Ride trips.



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Bus Stops

Curry Public Transit

City Boundaries

Pick-Up Locations	Drop-Off Locations
1	1
2 - 5	2 - 5
6 - 10	6 - 10
11 - 20	11 - 20
21 - 40	21 - 40

0 40 Miles

Figure 3

Dial-A-Ride Pick-Up and Drop-Off Locations
Curry County, Oregon

H:\23\23021 - Transportation and Land Use Planning\039 - Curry County Transit Development Plan\gis\DAR Map.mxd Date: 9/29/2022

Bus Stops

Curry Public Transit

City Boundaries

Pick-Up Locations	Drop-Off Locations
1	1
2 - 5	2 - 5
6 - 10	6 - 10
11 - 20	11 - 20
21 - 40	21 - 40

0 40 Miles

Figure 4

Dial-A-Ride Pick-Up and Drop-Off Locations
Curry County, Oregon

EXISTING DEMOGRAPHICS

Memorandum #1: Existing System Conditions discussed several aspects of people living and working in Curry County, including employment and commute data, population growth and decline, and populations in the county protected by federal Title VI provisions. Highlights from that memorandum are presented here with the intention of understanding how existing demographics shape transit needs.

The following key employment and commute characteristics from *Memorandum #1* should be considered when evaluating transit needs in the CPT service area:

- There were 7,243 workers and 6,225 jobs in Curry County in 2019, per the US Census Bureau.
- Approximately 68 percent of Curry County residents also worked in Curry County.
- Beyond Curry county, Crescent City, Grants Pass, and Coos Bay were the most common cities in which Curry County residents worked.
- Approximately 47 percent of Curry County residents commuted to work between 6:30 and 8:30 a.m.
- Approximately 58 percent of Curry County residents commuted less than 10 miles and approximately 21 percent commuted more than 50 miles.

Memorandum #1 presented detailed information about the county's demographic characteristics. Key demographic findings for the CPT area include the findings following:

- Table 1 shows 2020 Census figures for Curry County, with modest growth in Curry County in the 2010–2020 time period. The county's average growth rate of 4.8 percent is less than half of Oregon's statewide growth rate over the same time period. Growth – in absolute number and percentage – occurred predominantly in Brookings.

Table 1: Curry County Population 2010–2020

Geography	2010 Population	2020 Population	2010–2020 Change	
			Number	*Percent*
State of Oregon	***3,831,074***	***4,237,256***	***406,182***	***10.6%***
Curry County	**22,364**	**23,446**	**1,082**	**4.8%**
City				
Brookings	6,336	6,744	408	*6.4%*
Gold Beach	2,253	2,341	88	*3.9%*
Port Orford	1,133	1,146	13	*1.1%*
Census Designated Place (CDP)				
Harbor CDP	2,391	2,551	160	*6.7%*
Nesika Beach CDP	463	432	–31	*–6.7%*
Langlois CDP	177	196	19	*10.7%*
Pistol River CDP	84	89	5	*6.0%*

Source: 2010 US Census, 2020 US Census

- Population density is generally low throughout the county, with the highest concentrations of residents in Brookings–Harbor and the lowest population in inland areas of the county.

- *Memorandum #1* includes extensive mapping of Title VI populations in the county at the Census block group level. Table 2 compares Title VI population figures between the county and the state. Key takeaways related to Title VI population figures include:
  - **Seniors –** The county is home to a far greater percentage of senior residents (65 years and older) than the state as a whole; seniors compose 34 percent of the county's population and 42 percent of Port Orford's population, compared to 17 percent of the state's population.
  - **Poverty –** Poverty (a ratio of Income to Poverty less than 2) occurs in Curry County at rates comparable to or higher than Oregon as a whole. Thirty-four percent of county residents live in poverty, with 29 percent of Brookings' residents in poverty and 56 percent of Port Orford's residents in poverty, compared to 31 percent of the state's residents.
  - **Race and ethnicity –** The county has a significantly greater percentage of white population than the state, with white residents forming 83 percent of the county's population, compared to 72 percent of the state's population. However, this gap varies by particular race and ethnicity populations; the county and cities are home to a larger percentage of Native Americans than the state (2 percent versus 1 percent), and are home to comparable percentages of those who identify as "other" race/ethnicity or as two or more races.
  - **Disability –** Curry County has a significantly higher percentage of people living with a disability (in the functions of hearing, vision, cognition, and/or ambulation) than the state overall, where the county's percentage is 24 percent and the state's percentage is 14 percent. In the county's cities, the percentage of residents living with a disability ranges from 17 percent in Brookings to 40 percent in Port Orford.

Table 2: Curry County Title VI Populations

	Curry County	State of Oregon
Population	23,446	*4,237,256*
Percent youth (under 18 years old)	14.6%	*21.0%*
Percent seniors (65 years or older)	33.7%	*17.2%*
Percent minority populations	17.1%	*28.3%*
Percent Hispanic or Latino	7.1%	*13.9%*
Percent below poverty line	34.3%	*30.8%*
Percent with disability	23.5%	*14.4%*

Source: 2020 US Census; 2019 American Community Survey

POPULATION AND EMPLOYMENT GROWTH FORECASTS

The following sections describe population and employment growth trends in Curry County.

POPULATION GROWTH

Based on population forecasts from the Portland State University (PSU) Population Research Center (PRC), Curry County's population is expected to grow modestly through 2040, reaching a forecasted total of 24,525 people. As shown in Table 3, areas of the county outside urban growth boundaries (UGBs) are forecasted to decline in population, but these losses are more than offset by increases in population within the UGBs of the county's three cities: Brookings, Gold Beach, and Port Orford.

Table 3. Curry County Population Forecasts

	2020	2030	2040
Curry County	**23,446**	**23,976**	**24,525**
Brookings UGB	11,489	11,994	12,525
Gold Beach UGB	3,186	3,421	3,691
Port Orford UGB	1,865	1,976	2,092
Outside UGB Areas	6,631	6,585	6,217

Source: PSU Population Research Center

The PSU population forecast is not broken down into the Title VI demographic groups summarized in the previous Existing Demographics section. However, it is possible that the characteristics exhibited in 2020 will continue through 2040; namely that Curry County will have a higher percentage of seniors, people in poverty, and people with disabilities than the state as a whole. Distribution of these populations may continue to follow the patterns shown in Title VI mapping in *Memorandum #1: Existing Conditions*.

EMPLOYMENT GROWTH

The State of Oregon Employment Department (OED) publishes medium-range employment projections for regions throughout the state.[2] While covering a larger geographic area than just Curry County, the information in Table 4 provides an indication of growth sectors that could influence future land uses and transit trip generators in the county. Generally:

- Overall employment is expected to increase modestly during the 10-year horizon.
- Private educational and health services account for the largest numerical growth in the forecast.
- Construction accounts for the largest percentage growth in the forecast.
- Other growth sectors include trade, transportation, and utilities; leisure and hospitality; and self-employment.

Table 4: Industry Employment Forecast, 2017–2027; Coos, Curry, and Douglas Counties

	2017	2027	Change	% Change
Total Employment	**72,550**	**77,290**	**4,740**	**7%**
Total payroll employment	68,600	72,940	4,340	6%
Total private	54,600	58,670	4,070	7%
Natural resources and mining	3,490	3,650	160	5%
Mining and logging	1,650	1,660	10	1%
Construction	2,830	3,340	510	18%
Manufacturing	7,140	7,390	250	4%
Durable goods	6,240	6,410	170	3%
Wood product manufacturing	4,500	4,570	70	2%
Nondurable goods	900	990	90	10%
Trade, transportation, and utilities	12,190	12,680	490	4%
Wholesale trade	1,060	1,100	40	4%
Retail trade	8,580	8,990	410	5%
Food and beverage stores	1,990	2,090	100	5%
General merchandise stores	2,200	2,250	50	2%
Transportation, warehousing, and utilities	2,550	2,590	40	2%
Information	520	470	-50	-10%
Financial activities	2,490	2,620	130	5%
Professional and business services	6,170	6,540	370	6%
Private educational and health services	9,800	11,140	1,340	14%
Leisure and hospitality	7,270	7,850	580	8%
Food services and drinking places	6,770	7,300	530	8%
Other services and private households	2,700	2,990	290	11%
Government	14,000	14,270	270	2%
Federal government	1,850	1,870	20	1%
State government	1,230	1,280	50	4%
Local government	10,920	11,120	200	2%
Local education	4,140	4,030	-110	-3%
Self-employment	3,950	4,350	400	10%

[2] Published June 26, 2018. For information, contact: Annette Shelton-Tiderman, Annette.I.SheltonTiderman@oregon.gov, 541-252-2047.

LAND USE EVALUATION

This section summarizes existing development and potential future growth in Brookings, Gold Beach, and Port Orford. The land use evaluation can inform the TDP by describing existing and future land uses that may influence transit demand.

BROOKINGS

Existing Conditions

Brookings is located in southern Curry County, with the city center located 6 miles north of the California border. The city is bounded by the ocean on the west and south and by the Chetco River on the east. The city had a population of 6,744 in its city limits and 11,489 in its UGB in the 2020 Census.

Brookings is the largest city in Curry County. While development, as in many coastal Oregon cities, is generally focused along US 101, relatively dense development also radiates out from the city center in areas zoned General Commercial (C-3) and Tourist Commercial (C-4). Significant residential neighborhoods exist on the north side of Brookings both east and west of US 101, separated from the rest of the city by Harris Beach State Park.

Patterns of existing development – particularly along the highway – are generally consistent with the City's zoning, as shown in Figure 5. Lower-density residential zoning and development characterizes the north and southeast ends of Brookings along the highway. A mixture of services and commercial uses characterize land use in the city center along the highway; commercial uses are more-or-less limited to the highway corridor around the city center. Significant public and open space uses correspond to large areas of Public and Open Space (P/OS) zoning in the city: Harris Beach State Park in the northwest, Brookings Airport in the north, three schools (Kalmiopsis Elementary School, Azalea Middle School, and Brookings-Harbor High School) in the center of Brookings; Chetco Point Park in the south; and Azalea Park in the east.

As is shown in Figure 6,[3] the Coastal Express stops centrally in the commercial core of Brookings, in front of Grocery Outlet and across from Fred Meyer. A number of health care facilities are located within blocks of the stop, while numerous schools and government services (e.g., post office and library) are located within ¼ to 1 mile of the stop.

Future Growth

The population in the Brookings UGB is projected to grow by about 1,036 residents by 2040, a 9 percent increase from 2020. Figure 7 shows vacant land in Brookings city limits, by zone.

RESIDENTIAL GROWTH

The vacant land mapping suggests that residential development potential exists in several areas around Brookings, with the more significant opportunities in the following areas: vacant land zoned Multiple-Family Residential (3-R), Two-Family Residential (2-R), and Single-Family Residential (1-R) adjacent to Azalea Park and just up Chetco River from the park on the east side of town; 3-R-zoned land on US 101 directly west of the Chetco River; and 3-R-zoned land south of Fred Meyer and US 101.

[3] Figure 6, as well as Figure 9 and Figure 11, are "key activity" maps produced for *Memorandum #1: Existing System Conditions*.

There are large blocks of vacant R-1-zoned land in north-central Brookings; however, minimum lot sizes are relatively high in that zone and residential density is low.

A large amount of vacant land (roughly 450 acres) on the very north end of the city is zoned Master Plan Development (MPD). The MPD zone allows uses permitted in any of Brooking's residential, commercial, and industrial zones; thus, it is possible that some part of this area could develop as residential uses.

NON-RESIDENTIAL GROWTH

While smaller vacant land opportunities exist on C-3-zoned land in south-central Brookings, the largest piece of vacant commercial land is zoned C-4, located between US 101 and the coast on the west side of the city. Other potential for non-residential — including employment – growth is found in the large amount of land on the very north end of the city zoned MPD. As noted above, the MPD zone allows uses permitted in any of the City's residential, commercial, and industrial zones; thus, it is possible that some part of this area could develop as commercial and/or industrial uses.

The Coastal Express stop is centrally located within Brooking's commercial core. It is adjacent to or within a few blocks of commercial goods and services, and within walking distance (considered to be ¼ mile) of multiple key destinations, including health care services. While the existing transit stop can serve multiple places that transit riders need and want to access, key destinations more than ¼ mile from the existing stop and the potential areas of residential and non-residential growth noted above should be flagged for service consideration through this transit planning process.

Figure 5. Brookings Zoning

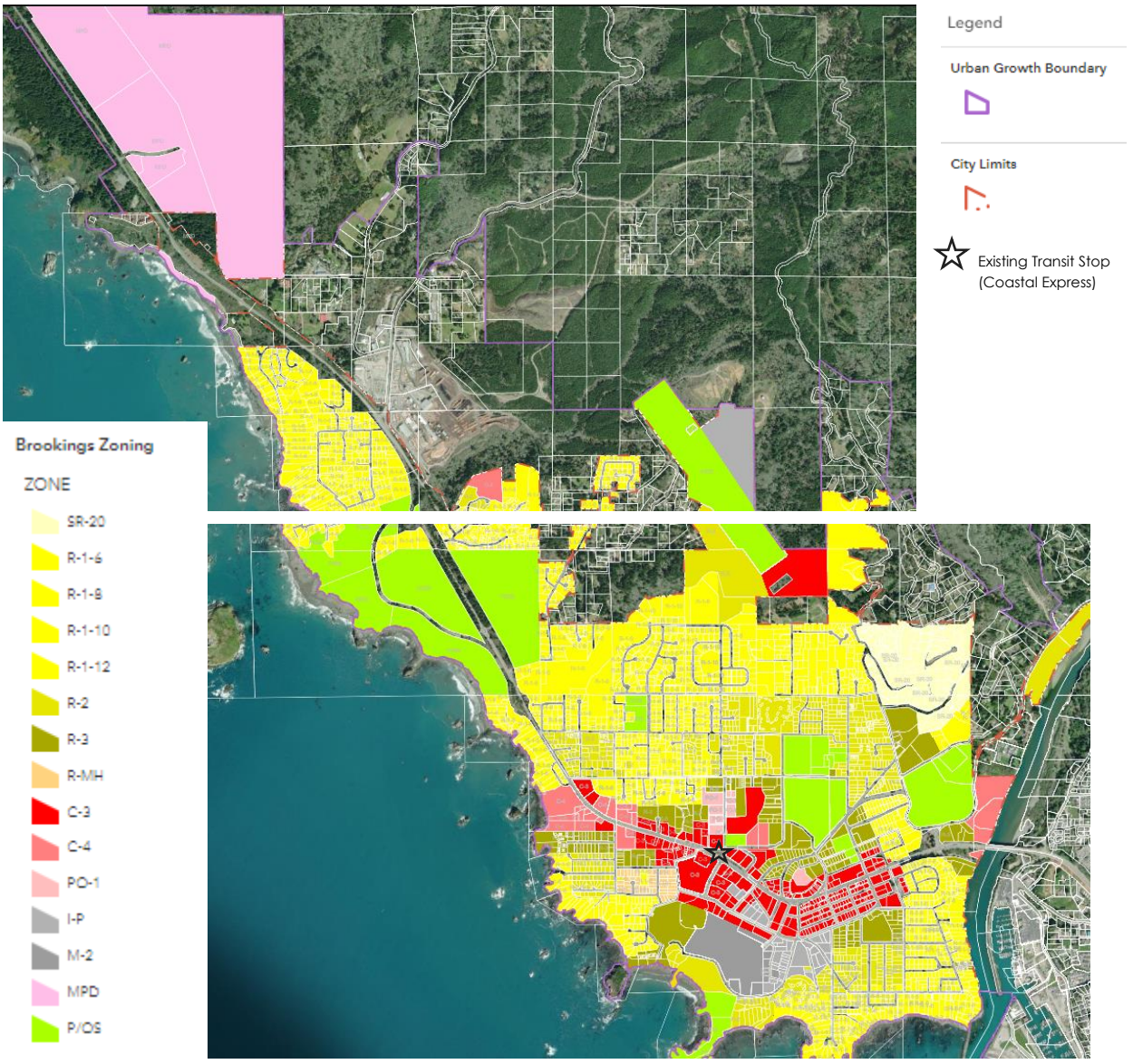


Figure 6. Brookings Key Destinations

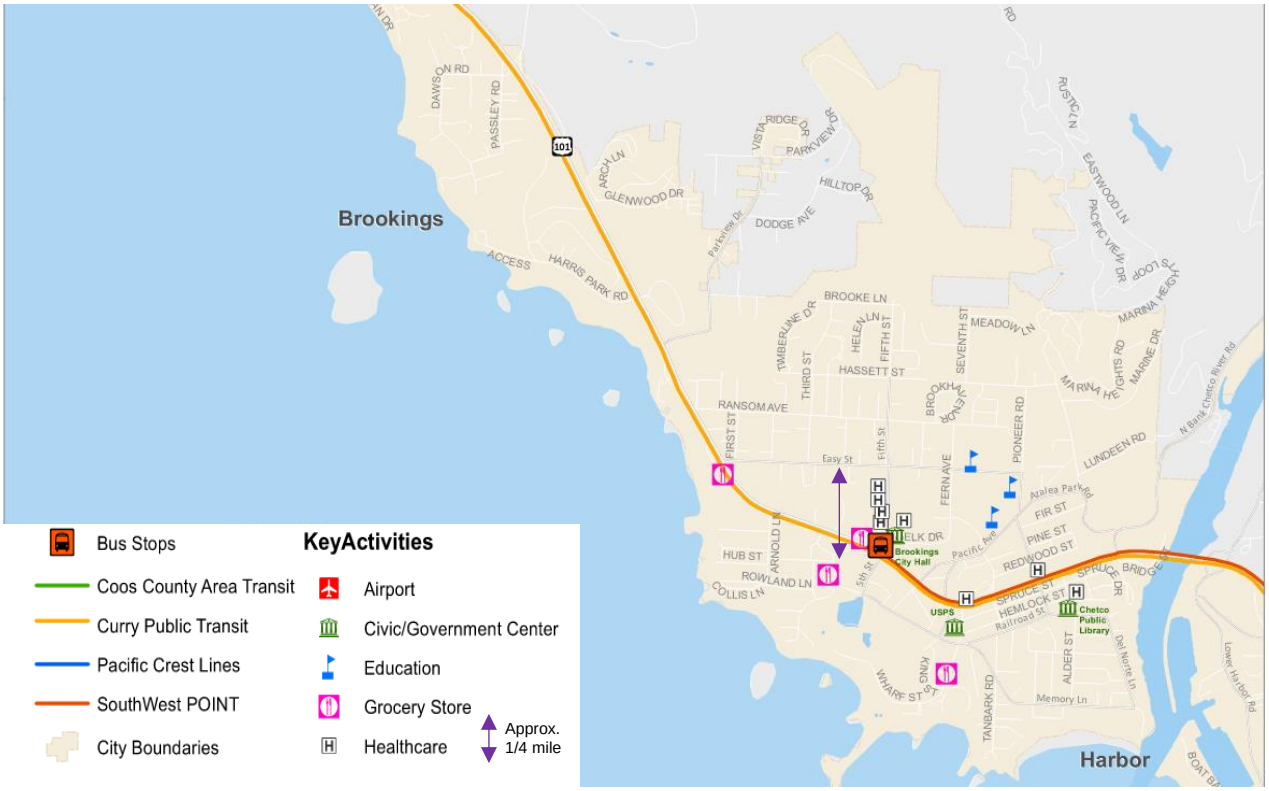
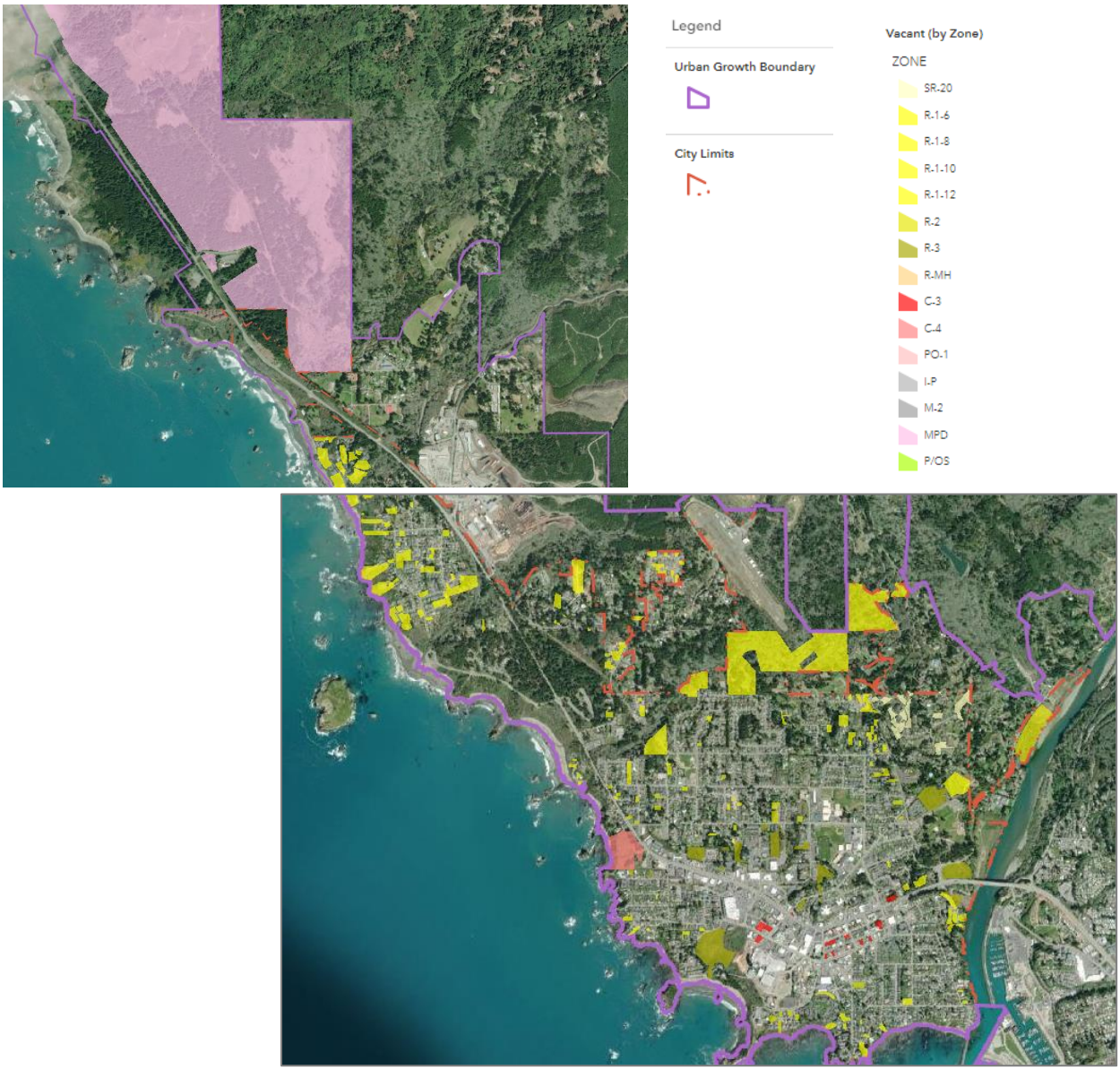


Figure 7. Brookings Vacant Land, by Zone



GOLD BEACH

Existing Conditions

Gold Beach is located in central Curry County, 28 miles north of Brookings. The city had a population of 2,341 in its city limits and 3,186 in its UGB in the 2020 Census. The city has a long narrow geography bounded by the Rogue River on the north, the ocean on the west, and steep slopes to the east for most of its length until it flattens out around Hunter Creek in the south. As with many Oregon coastal towns, development is focused along the highway (US 101).

Commercial uses and other services – from government services to food/beverage and lodging – predominate along the highway for the northern half to two-thirds of the city; residential uses and lodging characterize the southern part of the city. These patterns of development appear consistent with the City's zoning, shown in Figure 8. Large public uses such as the Gold Beach Municipal Airport and Curry County Fairgrounds occupy land between US 101 and the ocean; there is generally less land and development west of the highway.

As shown in Figure 9, the Coastal Express stop is located in the northern third of the city – at Ray's Food Place (grocery) – amid a cluster of commercial and public services.

Future Growth

The population in the Gold Beach UGB is projected to grow by about 505 residents by 2040, a 16 percent increase from 2020. The most intensive zoning in the city is Residential Zone 3-R and Commercial Zone 4-C. This zoning is concentrated in the northern half of the city. Figure 8 shows that lower-density residential, public facility, and constrained (Natural Hazard NH) zoning are more characteristic in the southern half of the city.

A scan of aerial imagery from the County's online GIS system suggests that opportunities for more residential and commercial development exist in the 3-R and 4-C zones in the northern half of the city. Most of that land is within a half mile of the Coastal Express stop at Ray's Food Place, indicating that the bus stop serves the city's growth center. As shown in Figure 9, most key locations are also fairly accessible, lying within ¼ and ½ mile of the bus stop.

Figure 8. Gold Beach Zoning

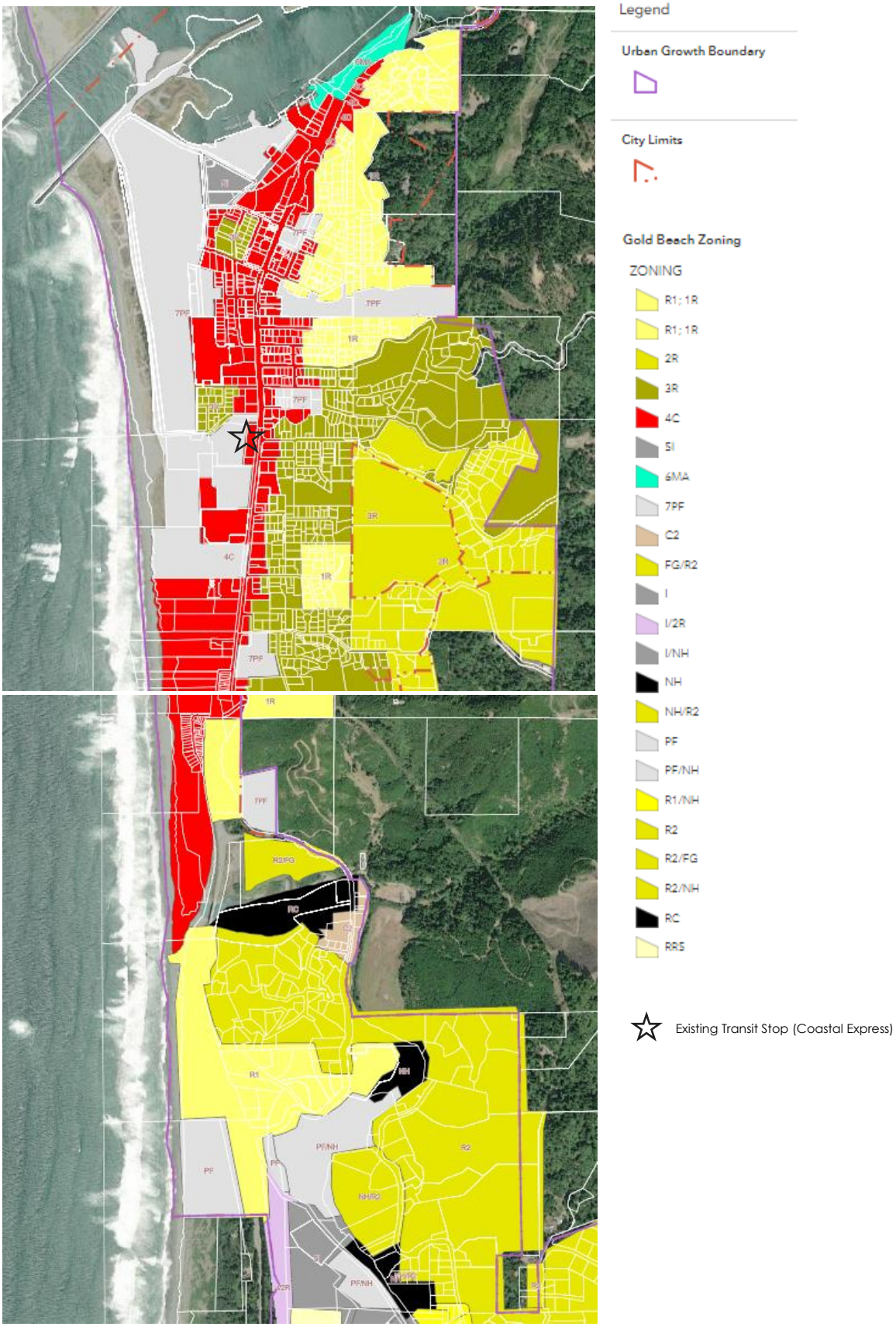
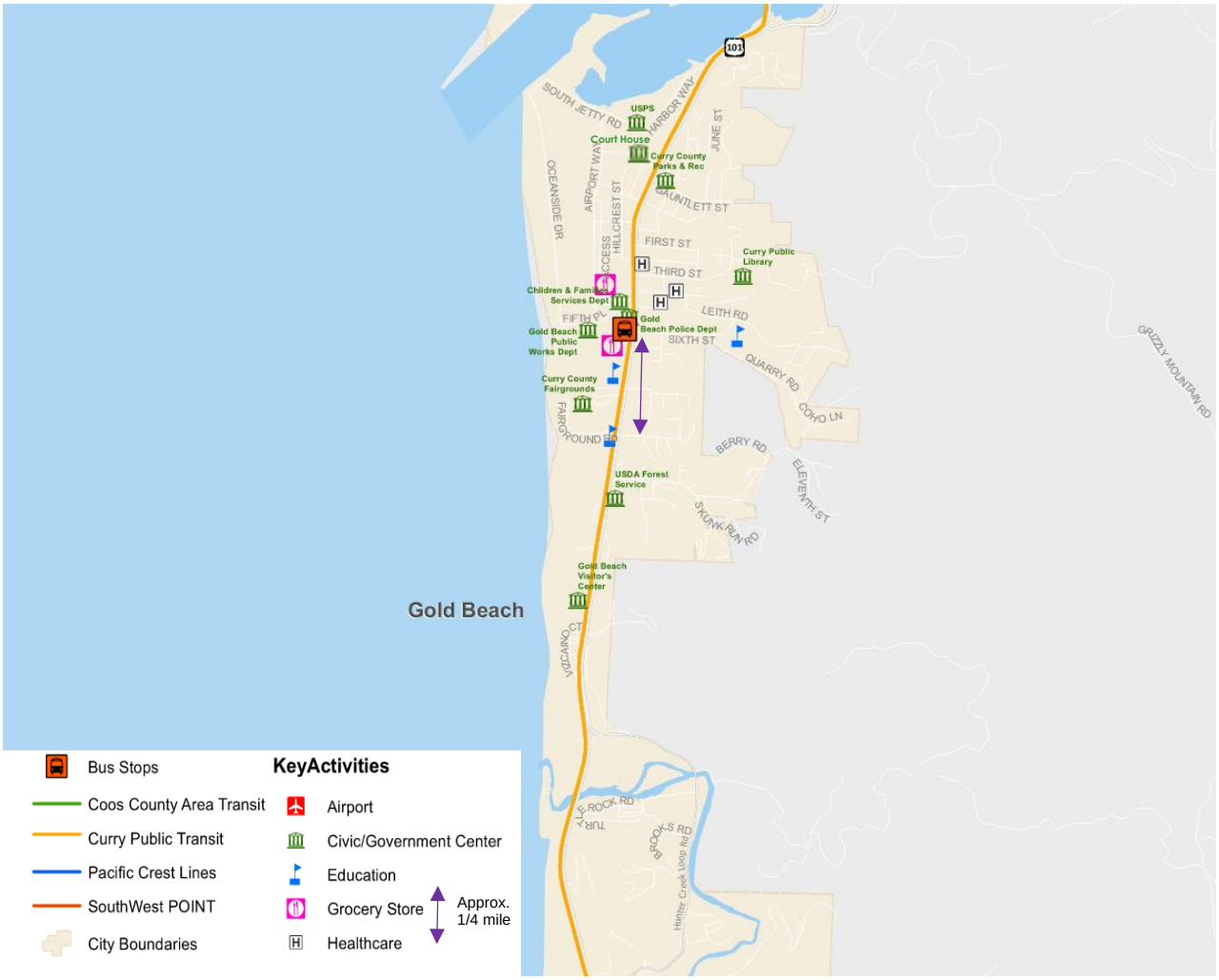


Figure 9. Gold Beach Key Destinations



PORT ORFORD

Existing Conditions

Port Orford is located in northern Curry County, 28 miles north of Gold Beach and 51 miles south of Coos Bay. The city had a population of 1,146 in the city limits and 1,865 in its UGB in the 2020 Census. Garrison Lake and Port Orford Headlands State Park form part of the city's western boundary and the ocean lies to the south of the city.

Existing development is somewhat low density and is generally most concentrated along and near (within roughly two blocks of) US 101. There is relatively dense residential development around and near Garrison Lake. Development is sparsest in the north-central, southwestern, and eastern parts of the city, where slopes and natural resources are constraints, and in the south-central part of the city where the Port of Port Orford is located.

This development pattern appears to be generally consistent with zoning (see Figure 10). Commercial (4-C) and Battle Rock Mixed Use (10-MU) zoning lines most of the highway through town, extending at least a block from the highway; residential (1-R and 2-R) zoning predominates otherwise. The 4-C and 10-MU zones can be developed fairly intensively, as they allow multi-family housing in addition to single-family housing, commercial uses, and other uses, and there are no minimum lot size requirements if development is served with public water and sewer. The 1-R and 2-R zones have a 5,000-square-foot minimum lot size; only the 2-R zone allows for multi-family housing in addition to single-family housing.

As is shown in Figure 11, the Coastal Express bus stop is located in the city center at Ray's Food Place (grocery). The stop is within blocks of other services, including the Port Orford Library, Driftwood School, and Port Orford Senior Center.

Future Growth

The population in the Port Orford UGB is projected to grow by about 227 residents by 2040, a 12 percent increase from 2020. A scan of aerial imagery from the County's online GIS system suggests that opportunities for more residential and commercial development exist in the 4-C and 10-MU commercial and mixed-use zones found throughout most of the US 101 corridor in Port Orford; these are the City's most intensive and permissive zones. Residential development can also be expected outside the corridor, but in lower-density residential zones, where transit service is less viable.

Most of the 4-C-zoned land is within ¼ mile of the Coastal Express stop at Ray's Food Place; land zoned 10-MU is within ¾ mile of the stop, indicating that the existing stop could provide a fair amount of transit accessibility to potential growth areas in the city. As seen in Figure 11, many key destinations in the city are accessible, within ¼ mile of the existing transit stop; some grocery and public services destinations in the south part of town are further away, but still within 1 mile of the stop.

Figure 10. Port Orford Zoning

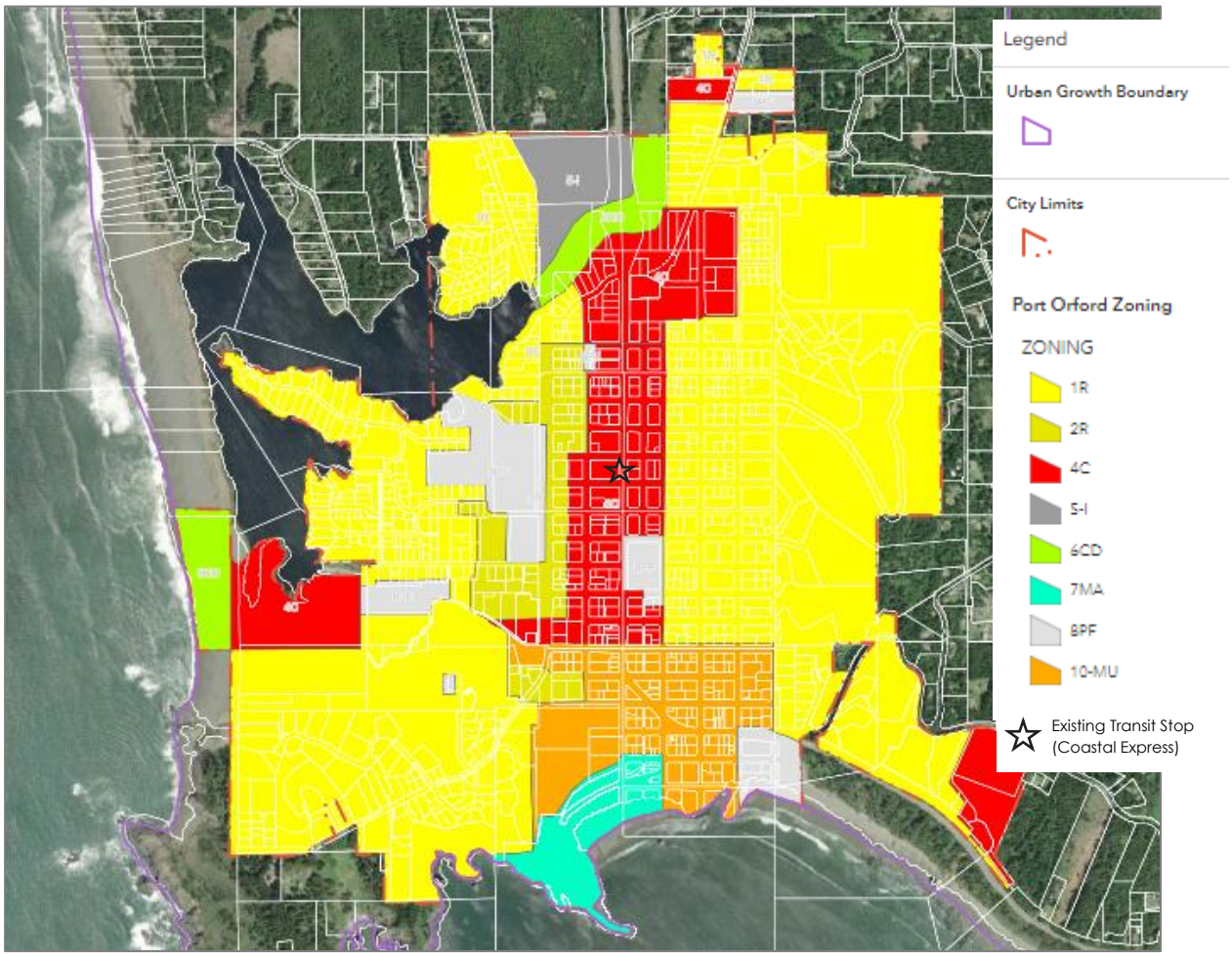


Figure 11. Port Orford Key Destinations

NEXT STEPS

The needs identified in this memorandum will be reviewed with the Project Management Team and will be used in developing *Memorandum #5: Future Service Opportunities.*

Reference E. Future Service Opportunities Memorandum #5

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Technical Memorandum #5

October 11, 2022

Project# 23021.039

To: Kathy Bernhardt
Curry County Public Transportation Service District
PO Box 1771
Brookings, OR 97415

From: Susan Wright, PE, Bincy Koshy, Sophia Semensky, Kittelson & Associates, Inc.

CC: Ian Horlacher, ODOT

RE: Final TM#5: Future Service Opportunities (Task 3.2)
Curry County Transit Development Plan

Contents

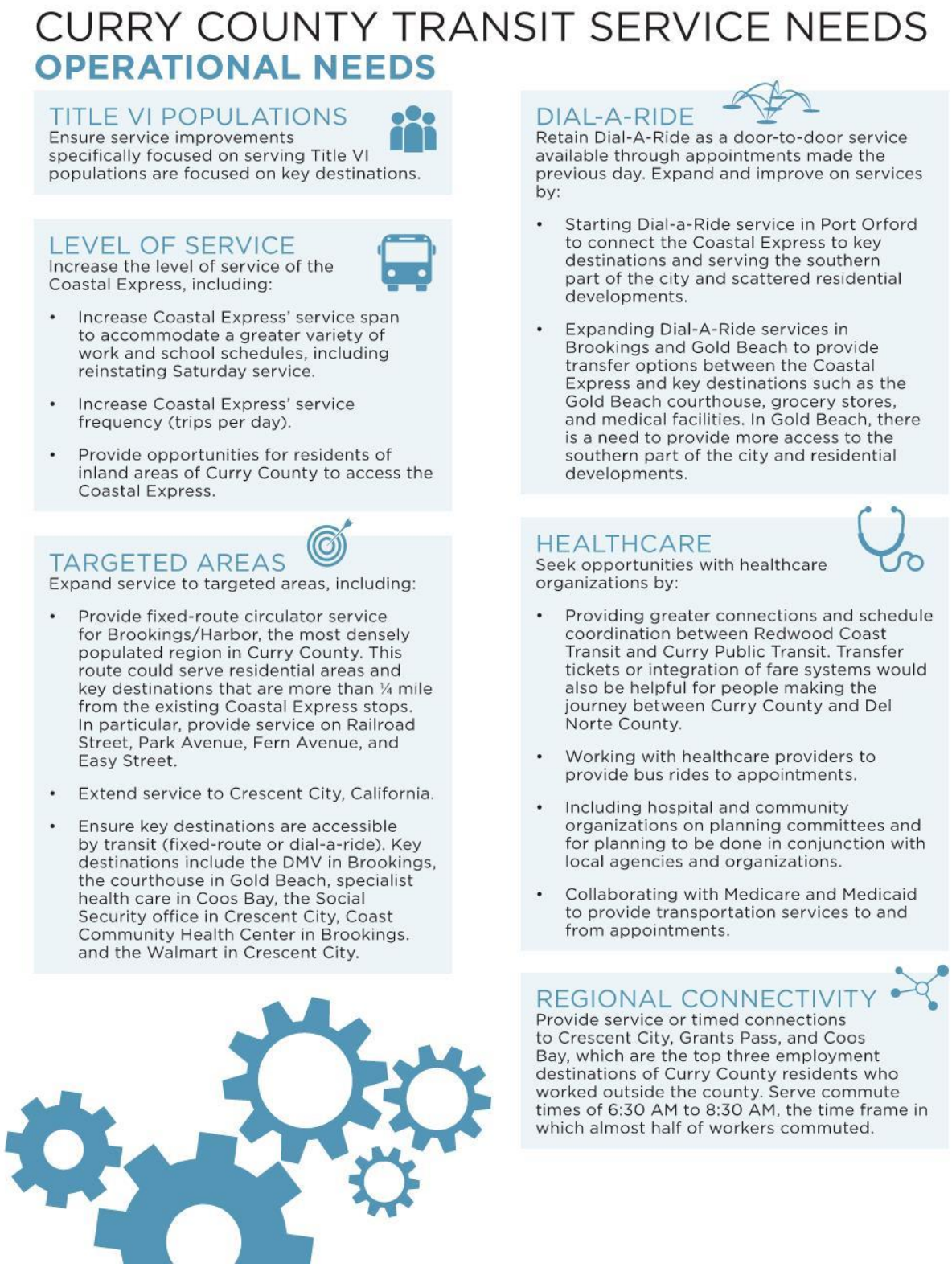
INTRODUCTION

This memorandum identifies future transit service opportunities for Curry Public Transit (CPT) based on outreach efforts, goals and benchmarks from *Memorandum #2: Transit Goals, Policies and Practices* and *Memorandum #3: Transit Benchmarks and Monitoring Program*, and the unmet needs identified in *Memorandum #4: Unmet Transportation Needs*. It also identifies capital alternatives, facility improvements, and public transportation system technologies.

NEEDS SUMMARY

Potential needs were identified primarily from service gaps identified from the population and land use analysis, previous planning processes, and existing service analysis conducted as part of *Memorandum #1: Existing System Conditions*, and gaps identified through public involvement and outreach. *Memorandum #4: Unmet Transportation Needs* described these potential needs and gaps. Figure 1 presents the operational needs for Curry County Transit.

Figure 1. Curry County Transit Operational Needs



SERVICE MODELS, TRANSIT MARKETS, AND HIGH PRIORITY SERVICE ENHANCEMENTS

The potential needs addressed in this section are the result of the analysis and identification of gaps documented in this memorandum, as well as gaps discovered through public comments and the outreach performed earlier in this project. Potential needs are described below and have been grouped by transit markets and service enhancements and efficiencies.

Service Models

Public transportation service is generally designed with several factors in mind. These include:

- The characteristics and travel needs of potential riders (e.g., key origins and destinations within the service area);
- The trade-offs the community is willing to make in providing service (e.g., balancing geographic coverage and frequency); and
- The surrounding land use context and intensity of development (e.g., population and employment densities).

Local fixed-route services: These services tend to be the most visible and are increasingly cost-efficient as ridership increases. Local service provides connections within communities, generally with relatively closely spaced stops. Local service is suitable in areas with higher population and/or employment densities. The Americans with Disabilities Act (ADA) requires complementary paratransit service within ¾ mile of the fixed route during the hours that fixed-route service operates, which entails extra costs.

Deviated fixed-route services: These services combine elements of fixed-route and demand-response service (e.g., a route serves specific stops at specific times) but is allowed to deviate from the route to pick up and drop off passengers. Some small-city systems with relatively low ridership use flexible routes to eliminate the need for ADA paratransit service (as the ability to deviate serves some needs of people with limited mobility), with the trade-off that additional time must be provided in the schedule to accommodate these deviations. Deviation areas can be defined and are not required to extend ¾ mile from the route. Due to the geographical and topographical constraints, and limited expanse of the roadway network in Curry County, the deviated fixed-route model is not suitable for CPT. In the case of developments and leveling of land that may take place in the future, deviations can be considered in areas of future growth.

Demand-response services: These services do not follow fixed routes or serve fixed stops and therefore can provide curb-to-curb service between origins and destinations. Currently, CPT provides Dial-A-Ride services in Brookings and Gold Beach, and has secured funding to operate Dial-A-Ride services in Port Orford in the near future. Dial-A-Ride trips require reservations via the CPT Dispatcher, with four hours notice preferred; reservations stop being accepted one hour before departure time. For both Brookings and Gold Beach, buses run south on the hour and north on the half hour, with a 30-minute pick-up window.

Shuttles: This service is designed to serve regular trips to key local or regional activity centers such as commercial districts, grocery stores, or medical facilities. These routes may be the only regular or fixed-route service available within the area or times that they operate. Service models for shuttles are typically deviated fixed-route or demand-responsive.

Vanpools: Vanpools can be considered public transportation services. Vanpools are well-suited to commute trips between clustered residences and job locations, and vanpool fares can cover much of the expense of operating the program.

Rural intercity or commuter service: This longer-distance fixed-route service typically connects cities, serving relatively few major stops at key activity or employment centers and can connect to local services (where they exist) within each city. Intercity frequency is based on market size and can be scaled to meet demand; some routes may operate every day, while others are "Lifeline" routes that operate once a week or less frequently.

- CPT operates the Coastal Express intercity service three times per day on weekdays from North Bend to Smith River.
- Coos County Area Transit (CCAT) provides hourly connections to Charleston from the VA Clinic/Safeway stop in North Bend.
- CCAT provides infrequent intercity connections to other communities, including:
    - Coquille and Myrtle Point via the Timber Express (from the Tioga Hotel–Market Street stop in Coos Bay and the VA Clinic/Safeway stop in North Bend); Monday-Friday; two loops per day
    - Roseburg via the Roseburg Express (from the two Coos Bay stops), two days per week; one eastbound and one westbound route
    - Florence via the Florence Express (from the VA Clinic/Safeway stop in North Bend), four days per week; two loops per day
- SouthWest POINT provides one round-trip per day, except Sunday, to Josephine County, with onward connections available to Jackson and Klamath Counties (from the Brookings stop).
- Redwood Coast Transit connects with the Coastal Express in Smith River, California, providing connections to Crescent City and points further south along the California coast.

Express service: This service typically is similar to rural intercity or commuter service in that it is a longer-distance fixed route service that connects two destinations. In addition, this service will only stop at the two major destinations on the route, skipping locations that may fall in between. This service may include intra-city routes with limited stops; for example, serving stops every mile as compared to non-express services serving every ¼ mile. This service type is most appropriate where there is considerable demand or commute patterns between two fixed locations.

Walking and biking are also modes of transportation that people use depending on travel distance, trip purpose, pedestrian and bicycle facilities availability, and physical ability. These are common modes of transportation in terms of first- and last-mile connectivity – people tend to walk/bike to and from bus stops. Bus stops that are far away from intersections/crossings and/or lack suitable sidewalk and bike facility connections are challenging to access, especially for people with disabilities and people with no vehicles.

Service Enhancements and Efficiencies

Table 1 documents high-priority improvements identified as general needs not specific to geographic or demographic transit markets. These improvements could help improve the existing rider experience, attract new ridership, and improve the efficiencies of partnerships and CPT's operations.

Table 1. High-Priority Service Enhancements

High-Priority Service Enhancements	
Improved schedule coordination with local transit providers	Increased schedule coordination with regional transit providers, including CCAT and Redwood Coast Transit.
Increase service frequency, extend service hours, and provide weekend service	Increased frequency, extended service hours, and weekend service.
Electrification of vehicle fleet	CPT's fueling costs have been increasing substantially with the change in fuel prices. Cleaner fuel sources, such as electrification, could be considered for future vehicle purchases and facilities. The upfront higher cost may be worth lower and more stable fuel costs.
Bus stop amenities and access	Specific bus stop amenities improvements identified through outreach include shelters, signs, and benches.
Update tools and technology	Additional fare payment options, mobile trip-planning tools, and real-time vehicle arrival information

FUTURE SERVICE OPPORTUNITIES

This section describes short-, medium-, and long-term future service opportunities. These opportunities were developed based on stakeholder input; population, employment, and land use growth forecasts; and existing and forecasted future transit demand. Future memos will evaluate projects and services identified in this memo, including a financial assessment for projects and a list of preferred projects.

Following this section, a summary of onboard survey #2 is provided.

Short-Term Future Service Opportunities (1-2 Years)

Table 2 documents the short-term future service opportunities for Curry Public Transit.

Table 2. Short-Term Future Service Opportunities

Short-Term Future Service Opportunities	
Port Orford Dial-A-Ride	Add Dial-A-Ride services in Port Orford.
Coordination of Dial-A-Ride with Coastal Express	Coordinate Dial-A-Ride services with Coastal Express arrivals in Brookings, Gold Beach, and Port Orford.
Inter-County Service Coordination	Coordinate with other providers to improve efficiency by reducing transfer times and distances, while coordination with cities and Coos County can improve rider access to bus stops.
Langlois Public Library Stop	Make the Langlois Public Library, which is currently a flag stop, a formal stop on the Coastal Express route. A flag stop is a location where riders can 'flag' down a bus, although there is no formal stop.
Staff Capacity and Transition	Increase the number of staff employed by CPT, including bus operators and administrative staff. Develop a transition plan for the current manager of CPT.
Marketing and Advertising	Improve marketing and advertising by provide maps and brochures, investing in training programs and advertising through newsletters, radio, television, social media and email blast.

PORT ORFORD DIAL-A-RIDE

Port Orford is currently served by a single Coastal Express stop. Residential developments and key destinations in the town center are not well-served. Feedback from the community and focus groups, as well as a land use evaluation, indicate that there is a need to serve grocery and public services destinations in the southern part of town that are further away from the Coastal Express stop, as well as residential developments, which are scattered throughout town.

Although funding to operate Dial-A-Ride service in Port Orford is available, there is a lack of workforce/drivers to operate the service.

COORDINATION OF DIAL-A-RIDE WITH COASTAL EXPRESS

Dial-A-Ride currently operates in Brookings and Gold Beach. There is an opportunity to coordinate these services with the Coastal Express so that riders can easily access key destinations from the intercity stops, such as the Brookings DMV, the Gold Beach Court House, and medical services. Service coordination would make riding the Coastal Express more accessible for riders who cannot easily walk or bike to their destination, as well as provide more convenient connections to destinations further away from the Coastal Express stop. To accomplish this, an additional Dial-A-Ride bus could meet the Coastal Express when it arrives collecting passengers and bringing them to the Coastal Express stop and then taking passengers from the Coastal Express to their destinations. Another option would be to reserve existing Dial-A-Ride capacity for trips to/from the Coastal Express stops during a period of time (30 minutes) before and after each Coastal Express arrival. Implementation would depend on funding and vehicle/driver availability.

INTER-COUNTY SERVICE COORDINATION

Currently, the Coastal Express connects to Redwood Coast Transit in Del Norte County, to CCAT in Coos County, and to SouthWest POINT in Brookings.

Redwood Coast Transit

Table 3 and Table 4 present the southbound and northbound connection times to Redwood Coast Transit. Red cells indicate a missed connection opportunity based on the scheduled arrival and departure times.

Table 3. Smith River Southbound Connections

Coastal Express Arrival	Redwood Coast Transit (Route 20) Departure
6:30 AM	6:45 AM
9:15 AM	9:20 AM
2:15 PM	2:15 PM
6:30 PM	6:35 PM

Source: Curry Public Transit; Redwood Coast Transit

Table 4. Smith River Northbound Connections

Redwood Coast Transit (Route 20) Arrival	Coastal Express Departure
6:35 AM	6:45 AM
9:05 AM	9:15 AM
2:05 PM	2:15 PM
6:35 PM	6:30 PM

Source: Curry Public Transit; Redwood Coast Transit

As shown, schedules are well coordinated, with a maximum wait time of 15 minutes. However, the afternoon trips should be evaluated for schedule modifications. The 2:15 PM Coastal Express arrival could be moved earlier to ensure that delays do not make riders miss the Redwood Coast Transit 2:15 PM trip; however, the drivers may currently try to ensure that this connection is not missed. In addition, the 6:30 PM Coastal Express northbound departure should be moved to occur after the 6:35 PM Redwood Coast Transit arrival, as this is currently a missed connection opportunity according to the schedules.

Coos County Area Transit

NEWMARK CENTER, NORTH BEND

Table 5 shows the transfer opportunities for Coastal Express riders at the Newmark Center in North Bend to CCAT buses across the street at Wal-Mart. Coastal Express passengers can also transfer to the Pirate Express in Coos Bay and to the Bulldog Express and Charleston Express at the VA Clinic/Safeway stop in North Bend. Red cells indicate a missed connection opportunity based on the scheduled arrival and departure times.

Table 5. North Bend (Newmark Center) Connections

Coastal Express Arrival (NB)	CCAT Departure (Bulldog Express)	CCAT Departure (Charleston Express outbound)	CCAT Departure (Pirate Express)	CCAT Arrival (Charleston Express inbound)	Coastal Express Departure (SB)
	10:40 AM	—	10:35 AM	10:20 AM	**11:10 AM**
10:55 AM	11:27 AM	11:36 AM	11:35 AM	—	
	1:27 PM	—	1:48 PM	2:20 PM	**2:40 PM**
2:35 PM	2:37 PM/3:02 PM	2:36 PM/3:36 PM	3:00 PM	—	
6:20 PM	no service	no service	no service	—	

Source: Curry Public Transit; Coos County Area Transit

The early-morning Coastal Express trip does not serve Newmark Center. The mid-morning Coastal Express trip is well-timed for transfers with CCAT; riders have ample time to cross the street between Newmark Center and Walmart. Connection times to the mid-afternoon Coastal Express trip are longer (generally 50 minutes or longer). There is not enough time to transfer from the mid-afternoon Coastal Express to the next departing Bulldog Express or Charleston Express; however, these connections can be made more easily at the previous stop at the VA Clinic/Safeway. The late afternoon Coastal Express trip arrives after CCAT service has ended for the day.

SAFEWAY/VA CLINIC, NORTH BEND

Table 6 shows the transfer opportunities for Coastal Express riders at the Safeway/VA Clinic stop in North Bend. This stop also serves CCAT's Roseburg Express and Timber Express, but these connections are better served at the Coos Bay stops, as discussed below. Red cells indicate a missed connection opportunity based on the scheduled arrival and departure times.

Table 6. North Bend (Safeway/VA Clinic) Connections

Coastal Express Arrival (NB)	CCAT Departure (Bulldog Express)	CCAT Departure (Charleston Express)	CCAT Departure (Florence Express)*	CCAT Arrival (Charleston Express)	CCAT Arrival (Florence Express)*	Coast Express Departure (SB)
	no service	—	—	7:30 AM	no service	**7:25 AM**
10:35 AM	11:15 AM	10:30 AM	7:30 AM	—	—	
	11:15 AM	—	—	10:30 AM	11:17 AM	**11:20 AM**
2:30 PM	2:25 PM	2:30 PM	3:30 PM	—	—	
	2:25 PM	—	—	2:30 PM	7:17 PM	**2:45 PM**
6:15 PM	no service	—	—	no service	no service	

*Florence Express operates Monday, Tuesday, Thursday, and Friday.
Source: Curry Public Transit; Coos County Area Transit

The first Coastal Express trip of the day departs before the start of service on CCAT's local routes and 5 minutes after the first trip of the day from Charleston. One connection per day, four days per week, is possible to and from Florence—from Florence in the late morning and to Florence in the mid-afternoon.

TIOGA HOTEL–MARKET ST, COOS BAY

Table 7 shows the transfers for the Tioga Hotel–Market St stop in Coos Bay. Riders can transfer to the Pirate Express and Timber Express at CCAT's 4th and Central stop, and to the Roseburg Express at the Coos Bay City Hall stop. Riders can also transfer to the Roseburg Express at the Fred Meyer Coos Bay stop; buses depart 2 minutes later than at Tioga Hotel–Market Street and arrive 2 minutes earlier. Red cells indicate a missed connection opportunity based on the scheduled arrival and departure times.

Table 7. Coos Bay (Tioga Hotel–Market St) Connections

Coastal Express Arrival (NB)	CCAT Departure (Pirate Express)	CCAT Departure (Roseburg Express* outbound)	CCAT Departure (Timber Express outbound)	CCAT Arrival (Roseburg Express inbound)	CCAT Arrival (Timber Express inbound)	Coast Express Departure (SB)
	no service	—	—	no service	no service	**7:30 AM**
10:25 AM	11:14 AM	7:42 AM	7:27 AM/ *1:27 PM*	—	—	
	11:14 AM	—	—	no service	*8:57 AM*	**11:35 AM**
2:15 PM	2:27 PM	no service	1:27 PM	—	—	
	2:27 PM	—	—	4:18 PM	2:57 PM	**2:45 PM**
6:00 PM	5:49 PM	no service	no service	—	—	

*Roseburg Express operates Tuesday and Wednesday.

Source: Curry Public Transit; Coos County Area Transit

The first southbound trip departs and the last northbound trip arrives outside CCAT's service hours, meaning that passengers living beyond walking or biking distance of downtown Coos Bay would need to be driven by someone else to get to or from Coastal Express service. CCAT's Roseburg Express departs Coos Bay before the first northbound Coastal Express arrives and returns after the last southbound Coastal Express departs, meaning that same-day connections between Curry County and Roseburg are not possible on days that the Roseburg Express operates. One connection a day is possible to and from Coquille and Myrtle Point, but involves wait times of 2.5–3 hours.

FUTURE CCAT CONNECTION OPPORTUNITIES

Early-morning weekday service from Curry County to Coos County (arriving in North Bend by 7:30 AM) would provide opportunities for Curry County residents and visitors to connect to the first northbound Florence Express trip, which in turn provides opportunities for same-day onward connections to the northern Oregon coast, Eugene, and the Willamette Valley. In addition, a same-day connection would be possible to the Roseburg Express, which serves the VA hospital for Curry County.

A late-afternoon weekday departure from Coos County to Curry County (departing Coos Bay at 4:15 PM or later) could in the future provide similar same-day travel opportunities back to Curry County. However, CCAT would first need to add an extra midday trip on the Florence Express and/or expand the days of service of the Roseburg Express to create these connection opportunities.

Ongoing coordination with CCAT is desirable to optimize transfer connections in Coos Bay/North Bend, particularly to the Charleston Express and Timber Express routes.

SouthWest POINT

SouthWest POINT operates one round-trip per day, except on Sunday, between Brookings and Cave Junction, with onward connections possible to Grants Pass, Medford, Ashland, and Klamath Falls. The

eastbound trip departs Brookings at 10:45 AM, which connects with the first southbound Coastal Express trip from Coos County. The westbound trip arrives in Brookings at 5:25 PM, which is 2.5 hours after the last northbound Coastal Express trip departs.

LANGLOIS PUBLIC LIBRARY STOP

CPT serves flag stops in the Langlois. The flag stops include the Langlois Public Library and Langlois Store. A flag stop is a location where riders can 'flag' down a bus, although there is no formal stop. There are currently no formal stops in Langlois.

CPT has requested that ODOT formally designate the Langlois Public Library stop (northbound) as an official CPT bus stop and work to implement this change is currently underway. The following opportunities are recommended for this stop:

- Provide a CPT bus stop sign to indicate bus stop location
- Install a bus stop shelter[1]
- Provide sidewalks and bike lanes along US-101 and Waller Lane to provide easy access to the stop for pedestrians and bicyclists
- Provide trash cans near the stop and arrange for trash pickup service
- Provide street lighting at the bus stop

STAFF CAPACITY AND TRANSITION

Similar to many other transit agencies nationwide, CPT is currently experiencing difficulty finding sufficient drivers to operate the service it has the budget to operate. CPT should continue its efforts to hire and retain drivers to serve its existing service, as well as to expand service as funding becomes available. Additional administrative staff may also be needed as service is expanded over time.

In addition, a transition plan for the current manager of CPT is needed. This would include finding a successor, knowledge transfer, and training.

MARKETING AND ADVERTISING

The following describes actions to improve customer service and information that can be implemented in the short term and that should be maintained on a long-term basis.

Provide Maps and Brochures in a Single User-Friendly Brochure: Printed brochures and pamphlets can be designed and distributed to various target audiences to promote transit service. The communication style will vary by target group, while encouraging all to use the same transit service. A printed brochure or pamphlet should include a route map or maps showing all routes with bus stop locations, deviation zones (if used), landmarks, and key destinations. How-to-ride information should also be included. Contact information including website, telephone number, and information about available trip-planning tools should also be provided. Providing information in other languages spoken in the community (e.g., Spanish) helps reach members of the community who speak English as a second language.

[1] Each City owns and maintains CPT bus stop shelters; CPT is not responsible for the bus stop shelters.

Invest in Training Programs: The faces of the transit operator are the bus operators and customer service staff. Ongoing investment in training resources will help staff continue to contribute to the region's positive image.

Advertise: Advertising via different media (e.g., newspaper, radio, social media, booths at community events) can help reach a range of potential riders. Currently, CPT mainly advertises through local radio, local organizations, and word of mouth. Securing a Transportation Options Innovation Grant from ODOT could help with advertising efforts.

Medium-Term Future Service Opportunities (3-5 Years)

Table 8 documents mid-term future service opportunities.

Table 8. Medium-Term Future Service Opportunities

Medium-Term Future Service Opportunities	
Brookings Circulator	Run a city circulator in Brookings.
Increased Frequency and Service Hours of Coastal Express and Dial-A-Ride	Increasing frequency and service hours of Coastal Express and Dial-A-Ride services increases the number of trip types that transit can serve and helps address identified local and regional transit gaps. Adding an additional run (additional bus) will help to increase frequency.
Weather-Resistant Bus Shelters	Upgrade shelters to be more weather-resistant to wind and rain.
Coastal Express Expansion	Expand Coastal Express to serve Crescent City.
Marketing and Advertising	Continue marketing activities.

BROOKINGS CIRCULATOR

Surveys and focus group feedback, documented in *Memorandum #4: Unmet Transportation Needs*, indicated that there is a need for a local circulator in Brookings/Harbor. This route's purpose would be to serve residential and commercial developments in the city, including the city center, key destinations such as the Brookings DMV, and substantial residential developments on the north end of town.

IMPACTS ON RIDERSHIP

Ridership on the Brookings Circulator is expected to be driven primarily by riders living away from the US 101 corridor who would like to travel to travel to government offices (e.g., DMV), middle and high schools, medical services, grocery stores, and similar essential destinations, as well as connecting to the Coastal Express for longer-distance trips.

Transit Cooperative Research Program (TCRP) Report 161 presents a method for estimating rural and small city transit demand. The method can estimate demand for four specific markets: general public rural passenger transportation, passenger transportation specifically related to social service or other programs, travel on fixed-route services in small cities (less than 50,000 population and less than 70 vehicle hours of service per day), and travel on commuter services from rural areas to urban centers. The proposed Brookings Circulator, was treated as a 'small city fixed route' for this analysis.

Based on the transit service assessment, annual ridership is estimated at 26,700 annual 1-way passenger trips. *Appendix A includes the detailed analysis per the TCRP Report 161 methodology.*

SERVICE ALTERNATIVES

The routing alternatives prioritize service to eight key destinations in Brookings and Harbor:

- Brookings Harbor High School (Easy Street)
- Azalea Middle School (Pacific Avenue)
- Northwest residential areas
- Jerstad Manor Apartments (Pine Street)
- Ferns Avenue/Redwood Street
- Highway 101/N Bank Chetco River Road
- Brookings DMV
- Brookings Post Office

Each of the alternatives is shaped like a dumbbell with loops at either end in Brookings and Harbor connected by a trunk along US 101. Loops at either end of the route provide the benefit of increasing the service area compared to a line route that travels both directions on the same route. The disadvantages of loops are the increased travel time associated with out-of-direction travel along the one-way loop as well as the ease of understanding of where the bus will take you and how to ride the bus. However, dumbbell routes, particularly that are under 30 minutes in length, minimize out-of-direction travel and can be very effective for small cities.

Remix, a transit planning software package, was used to develop four routing alternatives. Remix provides estimated run times; population and employment within ¼ mile of stops for the alternatives and estimated mileage. A layover buffer of 10% of the runtime is included in the total trip time for each route to account for breaks for the driver, recover from delays and/or allow time for a driver to change. The four routing alternatives and their results are described below and summarized in Table 9.

Table 9. Service Route Alternatives

Alternative	Runtime (minutes)	Layover Buffer (minutes)[1]	Total Trip Time (minutes)	Number of Priority Stops Served	Population Coverage[2]
A	24.2	2.4	26.6	7 of 8	1,700
B	27.8	2.7	30.5	8 of 8	2,200
C	25.3	2.5	27.8	8 of 8	1,700
D	39.3	3.9	43.2	7 of 8	2,600

[1]The layover buffer was calculated at 10% of the runtime.
[2]Remix calculates populations within ¼ mile of bus stops

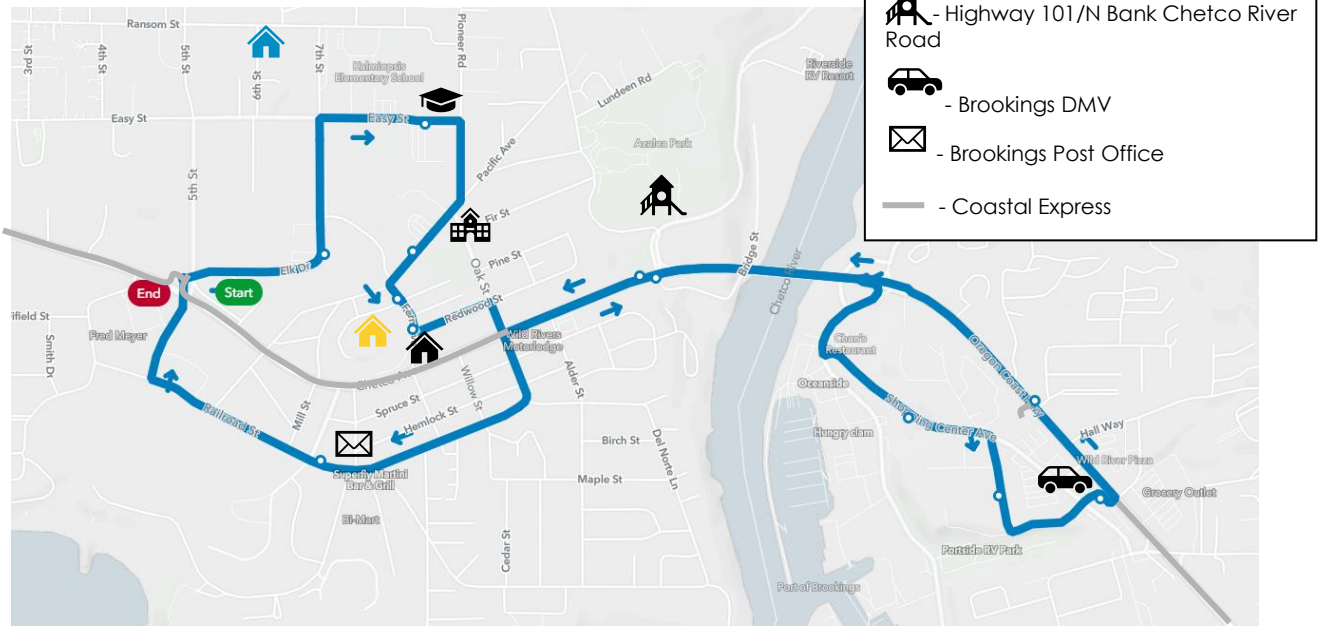
ALTERNATIVE A

Alternative A covers 7 out of 8 key destinations. It includes a clockwise loop starting at the layover point, 5th Street/Bankus Park, and serving the Church of Jesus Christ of Latter-day Saints (Elk Drive), Brookings Harbor High School (Easy Street, Azalea Middle School (Pacific Avenue), Jerstad Manor Apartments (Pine Street), Ferns Avenue/Redwood Street, Highway 101/N Bank Chetco River Road, Shopping Center Avenue, Brookings Harbor Shopping Center, Brookings DMV, Umpqua Bank (Harbor), and Brookings Post Office. This route does not serve the northwest residential areas along 5th Street, Ransom Street and W Easy Street. This route serves the 5th Street/Bankus Park Coastal Express stop and the Umpqua Bank (Harbor) close to the Chevron Coastal Express stop.

Alternative A is shown in Figure 2. Statistics for this alternative include:

- Runtime – 24.2 minutes
- Layover buffer – 2.4 minutes
- Total trip time – 26.6 minutes
- Route length – 4.83 miles
- ¼-mile capture area – 1,700 people

Figure 2. Alternative A



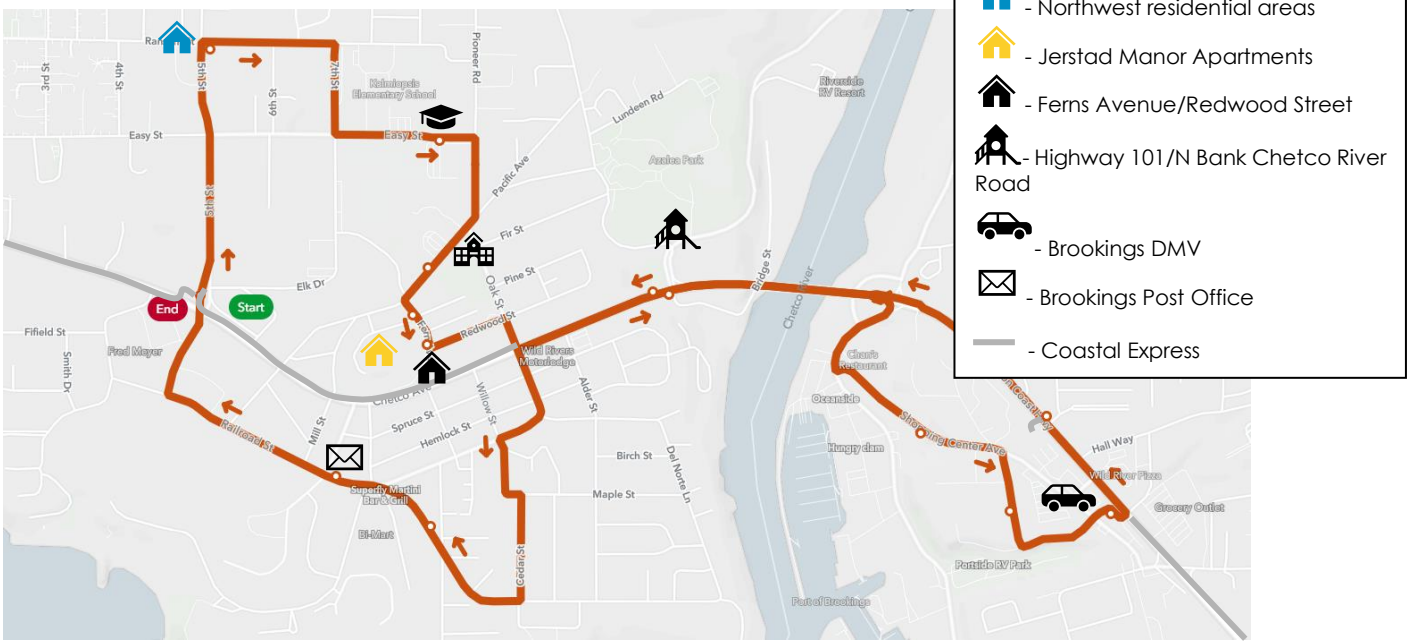
ALTERNATIVE B

Alternative B covers 8 out of 8 key destinations. It includes a clockwise loop starting at the layover point, 5th Street/Bankus Park, and serving northwest residential areas (5th Street/Ransom Avenue), Brookings Harbor High School (Easy Street, Azalea Middle School (Pacific Avenue), Jerstad Manor Apartments (Pine Street), Ferns Avenue/Redwood Street, Highway 101/N Bank Chetco River Road, Shopping Center Avenue, Brookings Harbor Shopping Center, Brookings DMV, Umpqua Bank (Harbor), Bi-Mart, and Brookings Post Office. Although Alternative B is similar to Alternative A, this route serves the northwest residential areas along 5th Street and Ransom Street and also provides service to Bi-Mart, south of Highway 101. This route serves the 5th Street/Bankus Park Coastal Express stop and the Umpqua Bank (Harbor) close to the Chevron Coastal Express stop.

Alternative B is shown in Figure 3. Statistics for this alternative include:

- Runtime – 27.8 minutes
- Layover buffer – 2.7 minutes
- Total trip time – 30.5 minutes
- Route length – 5.55 miles
- ¼-mile capture area – 2,200 people

Figure 3. Alternative B



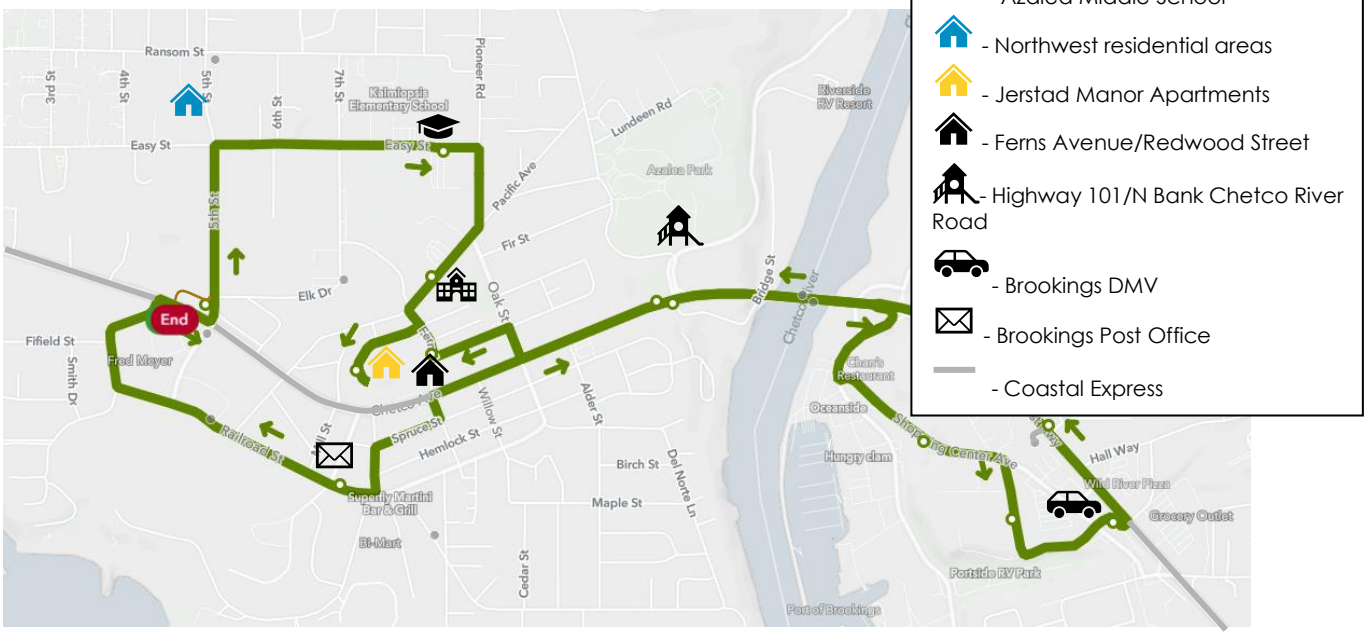
ALTERNATIVE C

Alternative C covers 8 out of 8 key destinations. It includes a clockwise loop starting at the layover point, 5th Street/Bankus Park, and serving the Brookings Harbor High School (Easy Street, Azalea Middle School (Pacific Avenue), Jerstad Manor Apartments (Pine Street), Ferns Avenue/Redwood Street, Highway 101/N Bank Chetco River Road, Shopping Center Avenue, Brookings Harbor Shopping Center, Brookings DMV, Umpqua Bank (Harbor), and Brookings Post Office. Alternative C is similar to Alternative A and B, this route serves the northwest residential areas along 5th Street and W Easy Street and also provides service along Chetco Avenue and Spruce Street. This route serves the 5th Street/Bankus Park Coastal Express stop and the Umpqua Bank (Harbor) close to the Chevron Coastal Express stop.

Alternative C is shown in Figure 4. Statistics for this alternative include:

- Runtime – 25.3 minutes
- Layover buffer – 2.5 minutes
- Total trip time – 27.8 minutes
- Route length – 5.06 miles
- ¼-mile capture area – 1,700 people

Figure 4. Alternative C



ALTERNATIVE D

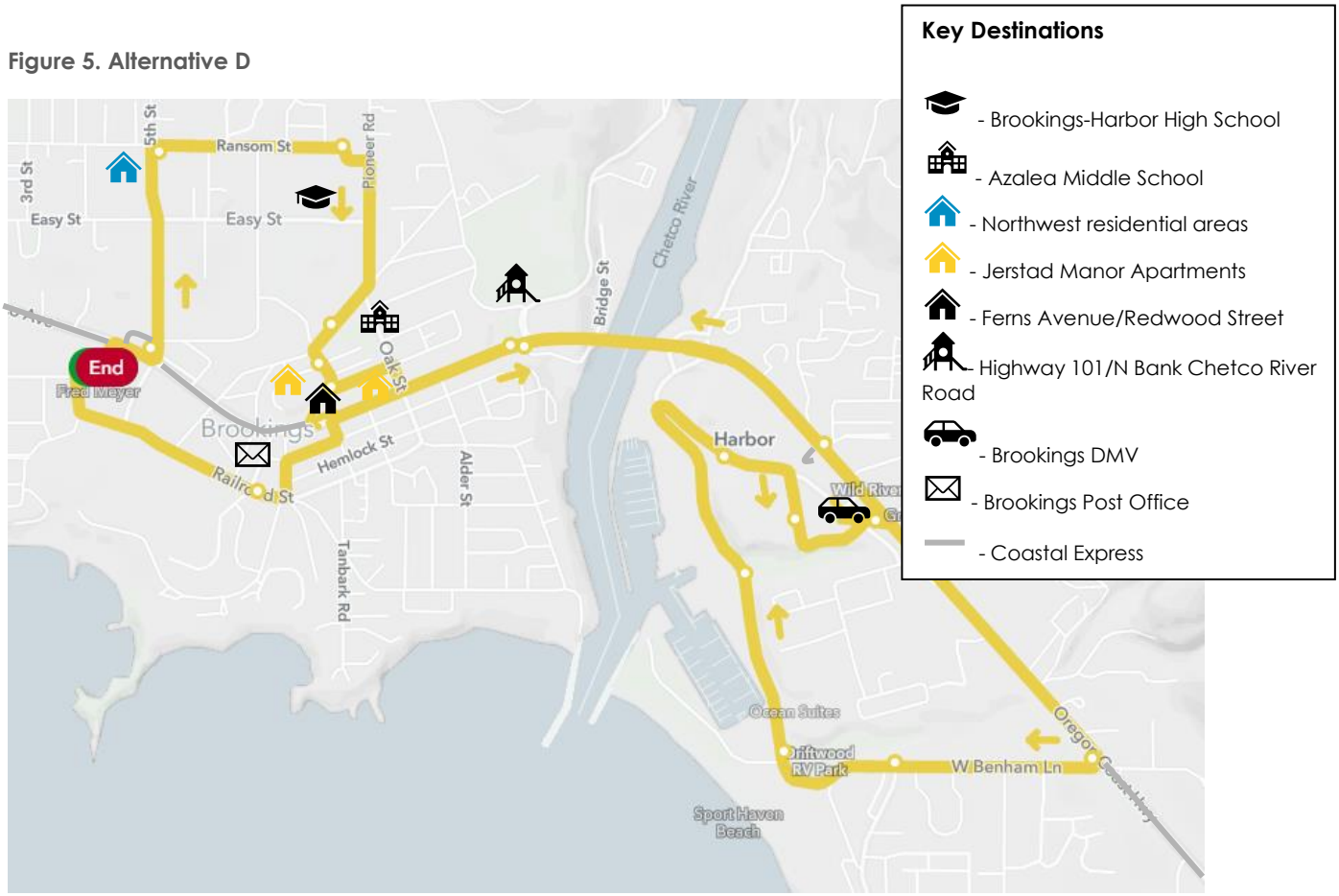
Alternative D covers 7 out of 8 key destinations. It includes a clockwise loop starting at the layover point, 5th Street/Bankus Park, and serving the residential areas to the north, Azalea Middle School (Pacific Avenue), Jerstad Manor Apartments (Pine Street), Ferns Avenue/Redwood Street, and Highway 101/N Bank Chetco River Road. In Harbor, the route serves commercial developments along Highway 101, Benham Lane and Lower Harbor Road with stops at Harbor Inn, D&D Oasis Beach House, Driftwood Park Store, Portside RV Park (close to residential areas in south Harbor), Brookings-Harbor Shopping Center, Brookings DMV, Umpqua Bank, and Brookings Post Office in downtown Brookings. Alternative D serves the residential areas to the north of Brookings and also provides service along Chetco Avenue and Spruce Street in Brookings. The route also

serves commercial developments in south Harbor closer to the waterfront. This route serves the 5th Street/Bankus Park Coastal Express stop and the Umpqua Bank (Harbor) close to the Chevron Coastal Express stop.

Alternative D is shown in Figure 5. Statistics for this alternative include:

- Runtime – 39.3 minutes
- Layover buffer – 3.9 minutes
- Total trip time – 43.2 minutes
- Route length – 7.86 miles
- ¼-mile capture area – 2,600 people

Figure 5. Alternative D



SERVICE SPAN AND FREQUENCY

Possible service span alternatives for the Brookings Circulator are provided in Table 10.

In the near-term, only 13 service hours can be provided per weekday. Based on the onboard survey results, the highest-priority improvements for survey respondents were extended hours and increased frequency among others. For the first year, 6 AM – 7 PM (connecting with the first southbound Coastal Express trip at 6:15 AM and the last northbound Coastal Express trip at 6:55 PM) is prioritized and recommended.

In future years or mid-term when additional funding is secured, CPT should consider extending service to the weekend. Weekday service could be maintained and should provide connections to the Coastal Express, adding 11 AM – 4 PM on Saturday.

In the long term, CPT could evaluate ridership by weekdays and weekends, as well as by time of day, once ridership patterns are established. Rider surveys could seek feedback about adjusting service hours or adding service frequency.

Table 10. Brookings Circulator Service Alternatives

Days	Span and Frequency		Headway	Target Markets	Notes
	Mid-Term	Long-Term			
Weekdays Only	6 AM – 7 PM, 13 hours daily, 65 weekly hours	6 AM – 8 PM, 14 hours daily, 70 weekly hours	60 minutes	Education, residential, commercial	Consistent schedule Higher frequency No weekend service
Weekdays and Saturdays	6 AM – 7 PM Weekdays, 11 AM – 4 PM Saturday, 70 weekly hours	6 AM – 8 PM Weekdays, 11 AM – 4 PM Saturday, 70 weekly hours	60 minutes	Education, residential, commercial	Consistent schedule Same frequency Provides Saturday service No Sunday service
Weekdays and Weekends	6 AM – 7 PM weekdays, 11 AM – 4 PM weekends, 75 weekly hours	6 AM – 8 PM weekdays, 11 AM – 4 PM weekends, 80 weekly hours	30 minutes	Education, residential, commercial	Consistent schedule Same frequency Weekend service

COMPLEMENTARY ADA SERVICE

Because the Brookings Circulator would be a local fixed-route service, the ADA would require that complementary demand-responsive service be provided for passengers unable to use the fixed route. The existing Brookings Dial-a-Ride service can fill this role. Dial-a-ride service would need to be offered during the same service hours[2] as the Brookings Circulator, with service provided to areas within at least ¾ mile of the Brookings Circulator stops.

INCREASED FREQUENCY AND SERVICE HOURS OF COASTAL EXPRESS AND DIAL-A-RIDE SERVICES

Memorandum #4: Unmet Transportation Needs documents a need for additional Coastal Express trips. These trips would provide more flexibility for making intercity trips and reduce passenger wait times, particularly for return trips after an errand has been completed. In the future, depending on funding availability and ridership, an additional bus could be used to provide another Coastal Express trip. An additional northbound and southbound afternoon run is recommended to provide more frequency and opportunities for

[2] Currently Dial-A-Ride service in Brookings is offered 8 AM to 5 PM Monday through Friday and 8 AM to 4 PM on Saturdays.

connection; an early morning northbound trip would greatly improve intercity connections. Dial-a-Ride service hours should allow for connections to be made to and from all Coastal Express trips.

WEATHER-RESISTANT BUS SHELTERS

Feedback from focus groups and the community indicate a need for more robust, weather-resistant shelters. Weather conditions in Curry County, which include high winds and strong rains, make typical shelters inadequate, especially for long waits. In the medium term, existing shelters should be updated with weather-resistant shelters and, as budget and space allow, stops with no shelters should have weather-resistant shelters installed. Shelters located on the northbound side of the Coastal Express route could potentially be turned around where space permits, so that the screen blocks wind and rain from the direction of the ocean.

COASTAL EXPRESS EXPANSION

Based on outreach conducted, survey respondents and focus group members indicated that there is a need to provide service to Crescent City as riders often travel to Wal-Mart and Sutter Coast Hospital. Two daily run from Brookings to Crescent City are recommended (one from Brookings and one to Brookings); this will provide connections to key destinations in Crescent City and further transfers via Redwood Coast Transit. As funding, vehicle and driver availability become clearer in the future, expansion of Coastal Express can be explored.

Another potential option could be to combine the Brookings to Crescent City service with the Brookings Circulator, thereby providing service every two to three hours between Crescent City and Brookings/Harbor, eliminating the need for one or two transfers for a relatively short trip.

MARKETING AND ADVERTISING

Continue the marketing and advertising activities described in the Short-Term Future Service Opportunities section in the medium term.

Long-Term Future Service Opportunities (>5 Years)

Table 11 documents the long-term future service opportunities

Table 11. Long-Term Future Service Opportunities

Long-Term Future Service Opportunities	
Gold Beach Circulator	Run a city circulator in Gold Beach.
Add Stop at Southwestern Oregon Community College (SWOCC)	Provide services to SWOCC by adding a transit stop in Brookings as ridership increases.
Marketing and Advertising	Continue to improve marketing and advertising in the long run.

GOLD BEACH CIRCULATOR

Based on Dial-A-Ride service demand and by monitoring where requests are made for Dial-A-Ride services in Gold Beach, informed decisions can be made about where to prioritize any new routes. Current key destinations include county offices in Gold Beach, shopping centers and state offices in Brookings/Harbor.

The circulator's purpose would be to serve residential and commercial developments in the city, including the courthouse at Gold Beach, residential areas and commercial areas in the northern half of the city. Depending on demand and ridership in the future, the route can also serve as a connector to Brookings/Harbor that operates in between Coastal Express runs; the route could serve a dual role as circulator for Gold Beach and the northern part of Brookings.

ADD STOP AT SWCC

There is demand for a stop at Southwestern Oregon Community College: Curry Campus in Brookings. Currently, there is no place for the bus to pull in or pull out from, so coordination with SWCC is recommended to create a bus stop and add the stop to the Coastal Express route in the future.

MARKETING AND ADVERTISING

Continue the marketing and advertising activities described in the Short-Term Future Service Opportunities section in the long-term. Promote CPT on new media channels that may be popular in the future, such as new radio stations or newspapers.

Onboard Survey #2 & Virtual Outreach Effort

A second onboard survey was conducted by Kittelson on August 29th, 2022 for the project and a virtual outreach effort (online survey) was also conducted. This survey focused on ranking of service enhancements and alternatives (Brookings Circulator). A total of 23 onboard surveys were completed and collected in-person while no responses were received for the online survey. *Appendix B includes the detailed onboard survey #2 report.*

Key findings include:

- Majority of the survey respondents reported that they ride or would ride Coos County Area Transit District (CCATD) buses if transfers between CPT and CCATD buses were made easier. Some of the respondents also indicated that they ride or would ride Redwood Coast Transit and SouthWEST POINT if transfers between these buses and CPT were made easier.
- Some respondents reported they would ride the local Brookings/Harbor proposed route in the future if it were in place while other respondents indicated that they wouldn't ride the route. Majority of the respondents were not from the area (visitors) and did not have an opinion.
- In ranking five options from low priority to high priority, 'Easier transfers with other buses in Coos County, North Bend and Smith River' and 'Coastal Express service in Crescent City' received the highest number of number 1 ratings and 'More Dial-A-Ride hours' and 'A local bus route in Brookings/Harbor' received the highest number of number 5 ratings.
- Respondents mentioned that they would want to go to Azalea Park, Fred Meyer, convenience stores, local businesses, Harbor waterfront, US Coast Guard station area (Harbor) if they were to ride the proposed Brookings/Harbor local route.
- Additional recommendation voiced by respondents included:
    - Provide service to Eugene

- Need for more frequent buses
- Service to the California border

CAPITAL ALTERNATIVES

This section reviews the opportunities for the existing and future fleet, including fuel types and low-floor bus options. Clean and operational vehicles improve rider experience and properly maintained and replaced vehicles reduce the likelihood of vehicle breakdowns and/or disruptions to service. The following sections describe the existing transit fleet and potential fleet improvements.

VEHICLE TYPES

CPT currently owns and operates 12 regular buses and two vans. The average age of the active fleet is 4.4 years of use. Eight vehicles are beyond their expected useful life (EUL) timelines in years and two vehicles are past their EUL in miles. There is currently a large backlog in vehicle production and delivery. CPT has purchased seven new vehicles and is expecting them to be delivered in 1.5–2 years. Cleaner fuel sources, such as electricity, could be considered for future vehicle purchases and facilities. In fiscal year 2020, CPT operated approximately 284,176 vehicle revenue miles. Historically, CPT operated approximately 242,000 vehicle revenue miles per year. With EULs of 150,000 miles for buses used by CPT, about two replacement vehicles are anticipated to be needed each year. This replacement schedule, alongside any increases to service that accelerates the rate of fleet replacement, should be taken into consideration when developing a fleet plan.

The fleet plan should also address the types of vehicles to be purchased. Transit agencies face the issue of balancing the efficiency advantages of fleet standardization with the benefits of matching vehicle size and other vehicle attributes with specific service needs. Benefits of fleet standardization are greater flexibility in vehicle assignments and a reduced need for spare vehicles since sub-fleets each require their own spare vehicles, and smaller fleets typically require a greater spare ratio. In addition, fleet standardization reduces maintenance costs by requiring less parts inventory and letting mechanics focus on a reduced number of vehicle models, which allows them to become more familiar with the specific maintenance requirements of those vehicles. The benefit of having several diverse vehicle types is that a vehicle can be more closely tailored to a specific service need or operating environment. For example, the expanded demand-response services continue to be appropriately served by a small, shuttle-type vehicle, while a longer route, such as the intercity services, would be better served by a larger bus with amenities such as softer seats and reading lights.

Other recommendations for the fleet include:

- Purchase vehicles in larger batches. There is an advantage in having multiple vehicles that are identical in terms of parts and maintenance needs. Even very similar vehicles purchased in different years will have differences that may impact maintenance costs.
- Maintain an average fleet age less than half of the average life span of the vehicles. For example, a sub-fleet of buses with 10-year EULs should have an average fleet age of five years or less.

FLEET SIZE

The size of the fleet is determined by the service needs, and a final size recommendation will be made once the future service plan has been established and financial forecasts are finalized.

Typically, a 20 percent spare ratio is recommended. Adequate spare buses are particularly important for small fleets, since one or two buses that are out of service for an extended period can have a significant impact on the transit provider's ability to meet service needs. In addition, with some routes operating with long headways, missing a trip due to not having an available spare bus will have a significant impact on customer service.

There are two approaches to establishing the spare fleet. One approach is that spares are composed of older buses that are no longer cost-effective for daily service but are maintained to the point that they can be used on a limited basis. Typically, the maintenance costs to keep the older buses in running condition are higher than for a newer bus.

The other option is to have a spare fleet that is similar in age to the in-service fleet. In this case, the spare buses can be rotated into service, which can reduce the mileage accrued on individual vehicles and extend vehicle life. In addition, the incidence of road calls with a newer spare fleet is likely to be lower.

FUEL TYPES

CPT has been purchasing gasoline-powered vehicles. CPT could consider the purchase of lower-emission vehicles, such as buses using hybrid-electric propulsion. A bus with hybrid-electric propulsion costs $150,000 to $200,000 more than a similar bus with diesel propulsion but will generally reduce fuel costs by approximately 25 to 30 percent. Given these costs and savings, the payback on the initial higher purchase price is unlikely to be sufficient to justify the purchase of hybrid-electric buses simply on a direct cost–benefit basis. However, some transit agencies believe that there is additional value to hybrid technology resulting from reduced emissions and an improved community perception of the transit agency. In addition, occasional federal funding incentives for the purchase of low-emission buses may make the purchase of hybrid-electric buses more feasible.

There have also been substantial advancements in all-electric buses. A promising option for all-electric bus technology appears to be quick re-charging of batteries while the bus is stopped at a station or at a layover spot, often without substantial service delay. TriMet is testing a quick re-charge station at the Sunset Transit Center and a few transit agencies in Oregon have purchased several all-electric buses and installed charging stations at their vehicle storage yards. Other agencies can learn from their experiences and should consider accommodating higher-voltage electrical connections at new or reconstructed stations, which can simply involve incorporating the appropriate conduit when the facility is constructed.

A third fuel type option is compressed natural gas (CNG) buses. Natural gas is an abundant, domestically produced fuel that is used in transit vehicles throughout the United States. Advantages of CNG buses include the current low cost of natural gas, which is typically from 25 to 45 percent lower than a gallon of diesel fuel. Another advantage is that CNG buses typically produce approximately 20 percent less greenhouse gases when compared with diesel buses. Challenges in using CNG are the additional cost of purchasing new vehicles (typically $25,000 to $50,000 more than comparable diesel models), the need to have dual fueling facilities, the availability of natural gas, and CNG storage.

CPT should monitor progress from other agencies to learn how they are transitioning their fleet to clean vehicles. A constraint includes charging the vehicles; the Coastal Express fleet would need to be charged

overnight in the facility in Coos Bay and in Brookings, while Dial-A-Ride vehicles in Port Orford and Gold Beach will also require overnight charging. In addition, switching to any new fuel or power type requires the development of an implementation schedule for fleet conversion.

LOW-FLOOR BUSES

The transit vehicle market is trending toward low-floor buses. Low-floor buses eliminate the steps in the vehicle, provide easier access for riders, speed boarding and alighting, and the ramps are much easier for drivers to operate than traditional lifts. These aspects are particularly important for riders with mobility challenges and for people who may have strollers or carts. However, routes with challenging topography or stops where it is difficult to maintain an ADA-compliant slope on the ramp are best served by buses with lift systems. Many agencies find the low-floor buses to be best for their circulators, but the traditional cutaway buses are needed for their intercity routes such as the Coastal Express due to the durability. Eventually, as part of the normal bus replacement schedule and as sidewalk infrastructure improves, CPT could replace any remaining high-floor buses used for circulator routes or Dial-A-Ride services with low-floor models. One challenge includes deployment of the low-floor ramp at an ADA-compliant angle at rural stops without curbs.

FACILITY IMPROVEMENTS[3]

BUS STOP IMPROVEMENTS

Bus stop improvements can be a low-cost way to make riding transit more comfortable, increasing ridership from existing users, and making transit service more visible, attracting new riders. Waiting at a bus stop is generally the first part of a rider's journey on a fixed-route transit system, and a comfortable and safe stop helps enhance the transit system. Bus stops range in cost, with a bench costing the least and a new bus stop with an ADA-complaint landing pad and a shelter costing more. In general, cities in Curry County own and maintain CPT bus stop shelters; CPT is not responsible for the bus stop shelters. Other options for funding transit amenities include:

- Cities having a local development code to require certain types of larger development (e.g., a subdivision, a big box retailer) to fund construction of transit amenities (e.g., shelters) as a condition of approval, working with the local transit provider to identify appropriate locations. The development needs to be big enough to establish a nexus between the requirement and the development's impacts (e.g., big box generates a lot of trips, some of these could come by transit).
- CPT pursuing a partnership with local businesses or organizations to sponsor stops. A business could, for example, pay for trash pickup at a trash can at a stop serving their stop, or for electricity for a shelter located at the stop, with the transit agency posting a sign acknowledging the sponsorship. Larger-ticket items such as shelters could also be sponsored by businesses or come through fund-raising efforts from local organizations.
- CPT working with an advertising company to pay to install and maintain the shelter in return for the rights to place advertising on the side. This option is mainly applicable to busy roadways such as US 101 where a lot of people would see the advertising.

Table 12 provides recommended improvements at each bus stop.

[3] Topics covered in this section (such as bus stop improvements, park-and-rides, and transit centers) will also be address by model development code or zoning ordinance language provided in the draft TSP.

Table 12. CPT Bus Stop Improvement Recommendations

Stop	Short-term Improvements	Long-term Improvements
Newmark Center, North Bend	• Provide CPT bus stop sign to indicate bus stop location[4] • Provide at least one bike rack	• Improve sidewalk and bicycle connectivity to provide easy access for students to the college campus from E Entry Way. • Provide bike lanes along Newmark Ave (OR-540) • Provide crossing opportunities at Fir Street/ Newmark Ave (OR-540)
Safeway/VA Clinic at Marion Avenue, North Bend	• Provide trash cans near the stop • Provide at least one bike rack	• Provide bike lanes along Marion Avenue and Virginia Avenue (OR-540) to provide access to bicyclist to the bus stop • Install street lighting at the bus stop • Provide crossing opportunities at 11th Street/ Marion Avenue (OR-540)
Tioga Hotel–Market Avenue, Coos Bay	• Provide CPT bus stop sign to indicate bus stop location • Provide at least one bike rack • Coordinate with CCAT to determine if a bus stop shelter with benches is warranted, and provide bike racks and trash cans near the stop	• Provide bike lanes along Market Avenue, N 2nd Street and nearby streets to improve bicycle connectivity • Improve ADA ramps condition • Provide marked crossings at E Market Avenue/N 2nd Street
Fred Meyer, Coos Bay	• Provide CPT bus stop sign to indicate bus stop location • Provide at least one bike rack	• Provide bike lanes along US-101, Johnson Avenue and nearby streets to improve bicycle connectivity • Improve sidewalk connectivity on the east leg of Johnson Avenue • Improve ADA ramps condition • Provide marked crossings at Johnson Avenue/Front Street
Ray's Food Place, Bandon	• Provide a bench in the covered area • Provide at least one bike rack	• Provide bike lanes along NE 2nd Street and SE 1st Street to improve bicycle connectivity • Improve sidewalk connectivity on the northside of NE 2nd Street • Improve ADA ramps condition • Provide crossing opportunities at US-101/NE 2nd Street
Langlois Public Library	• Provide CPT bus stop sign to indicate bus stop location • Install bus stop shelter • Provide trash cans near the stop • Provide at least one bike rack	• Provide sidewalks and bike lanes along US-101 and Waller Lane to provide easy access to the stop for pedestrians and bicyclists • Install street lighting at the bus stop
Langlois Store	• Install bench/waiting area • Provide trash cans near the stop • Provide at least one bike rack	• Provide sidewalks and bike lanes (northbound) along US-101 to provide easy access to the stop for pedestrians and bicyclists

[4] CPT is not responsible for implementation of bus stop signs outside Curry County but CPT can coordinate with local governments to implement CPT bus stops elsewhere.

		• Install street lighting at the bus stop
Ray's Food Place, Port Orford	• Provide CPT bus stop sign to indicate bus stop location • Provide at least one bike rack at the bus stop	• Provide sidewalks and bike lanes along 15th Street to improve pedestrian and bicycle connectivity • Improve ADA ramps condition • Provide crossing opportunities across US-101
Ray's Food Place, Gold Beach	• Provide trash cans near the stop • Provide at least one bike rack	• Provide bike lanes along US-101, 6th Street and nearby streets to improve bicycle connectivity to the stop • Improve ADA ramps conditions
5th Street/Bankus Park, Brookings	• Provide trash cans in parking lot near the stop • Provide at least one bike rack	• Provide bike lanes along 5th Street to provide access to bicyclist to the bus stop • Install street lighting at the bus stop
Chevron Station, Harbor	• Provide CPT bus stop sign to indicate bus stop location • Install bus stop shelter with benches if ridership warrants • Provide trash cans near the stop • Provide at least one bike rack	• Provide bike lanes along Hoffeldt Lane and Zimmerman Lane to improve bicycle connectivity • Improve sidewalk connectivity along Hoffeldt Lane and Zimmerman Lane
McKay's Market, Harbor	• Provide CPT bus stop sign to indicate bus stop location • Install bus stop shelter with benches if warranted • Provide trash cans near the stop • Provide at least one bike rack	• Provide bike lanes along Hoffeldt Lane and Zimmerman Lane to improve bicycle connectivity • Improve sidewalk connectivity along Hoffeldt Lane and Zimmerman Lane • Improve ADA ramps condition
Rancheria, Smith River	• Provide CPT bus stop sign to indicate bus stop location • Coordinate with Redwood Coast Transit on need for a bus stop shelter • Provide at least one bike rack	• Provide bike lanes along N Indian Road • Improve ADA ramps condition • Provide crossing opportunities across US-101

Benches

An alternative to a shelter for a stop that has less ridership is a bench. Benches should be considered for stops with at least three boardings per day, although other factors, such as the proximity to senior housing and nearby businesses willing to contribute to the costs, should be factored into the decision a well. Benches that attach to the bus stop pole, such as the Simmi-Seat (see Figure 6) take up very little space, have low maintenance, and are relatively inexpensive. Benches with backs and wider seating can be more comfortable for elderly and people with disabilities. Installed benches vary in price from $500 to $1,500, depending on materials, the quality of the product, and the installation conditions.

Figure 6. Simmi Seat
© 2015 Simme LLC

Shelters

Passenger shelters add to the comfort of using transit and are generally very popular with riders. An "off-the-shelf" passenger shelter (there are several companies that provide them) typically costs approximately $6,000 plus installation. In addition to initial capital costs, passenger shelters will incur maintenance costs, both for routine ongoing cleaning and repair and replacement as needed. The primary maintenance issues for shelters, apart from the routine cleaning, are vandalism and fading/clouding of the windscreen. For routine cleaning, trash receptacles, if included, would dictate the frequency that the shelter should be serviced. If trash receptacles are not provided, the regular cleaning and servicing of shelters can be as low as once per month.

Passenger shelters must be designed to meet the requirements of ADA and should be located so as to provide safe and convenient pedestrian connections with nearby destinations. Coordination of shelter placement with sidewalk and other pedestrian improvements projects planned by Oregon Department of Transportation (ODOT) or local agencies is encouraged. In addition to the overhead protection (roof), shelter amenities can include:

- Windscreens
- Benches
- Trash receptacles
- Passenger information

Passenger shelters are recommended at high-use stops and all transit centers. The condition of existing shelters at these locations documented in the bus stop audit in *Technical Memorandum #1: Existing System Conditions* should be considered, although the final prioritization will depend on the future service plan.

As previously mentioned, weather-resistant shelters are recommended at CPT bus stops (see Figure 7). Moreover, consideration should be given to shelters located on the northbound side of the Coastal Express route as they could potentially be turned around where space permits, so that the screen blocks wind and rain from the direction of the ocean. There is a tradeoff between the level of wind/weather protection provided through the use of windscreens and an open shelter design, without a windscreen, that reduces maintenance costs. In particular, vandalism may be more prevalent on shelters with windscreens. However, due to the rain and wind conditions in Curry County, windscreens are recommended for CPT shelters both to address winds and because the infrequent service can lead to longer wait times which suggests the need for a higher level of protection from the weather. Glass in lieu of acrylic should be considered to address weathering and fading issues.

Figure 7. Weather-Resistant Bus Shelter
Brasco International – Bayline Shelter (202)

New Bus Stop

The cost for building a new bus stop with an ADA-compliant landing pad and space for a shelter is approximately $15,000 per location excluding any potentially needed engineering or permitting. Designated bus stops have the following advantages:

- They provide awareness of the service, improving the visibility of CPT in the community.
- The stop can be located to assure safe bus and passenger access.

- The stop can include a paved, ADA-compliant landing pad, to facilitate access by riders needing to use the bus lift or ramp.
- They can consolidate access, reducing the number of stops a bus makes.
- They can help communicate service if information such as route numbers are included on the signs.

New bus stop signage on a pole, installed, can range from $300 to $1,000, depending on the material and the installation conditions. An existing CPT sign with a schedule and route times is shown in Figure 8. It is recommended that route names be placed on signs to assist riders in identifying the service. Bus stop displays with specific route, schedule, and fare information can also be very helpful, though they require updating when there are services or fare changes, which adds to operating cost. If service and fare changes are relatively infrequent, providing more-specific rider information at major bus stops is recommended. This option is especially important in areas where visitors tend to use CPT service, because they are less likely to be familiar with the fares, routes, and schedules.

Figure 8. CPT Bus Stop Sign
Kittelson & Associates 2022

Bus stops should be located to allow for safe bus and passenger access. Where possible, bus stops would be located at locations that have existing or planned sidewalks or other pedestrian connections, and that allow for safe pedestrian crossing of the street. On major roadways with speeds of 35 mph or more, such as state highways, transit agencies may consider bus stops that allow the bus to stop out of the traffic lane to avoid rear-end collisions and to discourage unsafe passing of the bus by motorists.[5] At intersections, locating a bus stop on the far side of the street helps maintain pedestrian visibility at crosswalks and allows buses to reenter the travel lane more easily. Major bus stops should have some lighting and provide bicycle parking accommodations such as racks.

Table 13 presents a list of recommended amenities for new bus stops based on stop level.

[5] Source: https://nacto.org/publication/transit-street-design-guide/stations-stops/stop-configurations/curbside-pull-stop/

Table 13. Bus Stop Amenity Recommendations by Stop Level

Amenity	Typical Cost	Stop Level
Signage & Route Information	$300 to $1,000	All Stops
Lighting	$5,000 to $10,000	All Stops
Bench	$500 to $1,500	3+ Boardings per Day
Shelter (small)	$6,000	20+ Boardings per Day
Shelter (large)	Varies	Major Bus Stops/Transit Centers
Trash Can	$1,000 to $1,500	Major Bus Stops/Transit Centers, as-needed
Bike Racks	$150 to $300 (two-bike rack)	Major Bus Stops/Transit Centers, near bike routes
Information Cases (systemwide route information: advertising)	$1,000 to $10,000	Major Bus Stops/Transit Centers
Bike Lockers	$2,000 to $3,000 per locker	Major Bus Stops/Transit Centers, near bike routes

Source: Small Cities Transit Stop Design Guide; Umpqua Transit Master Plan

BICYCLE AND PEDESTRIAN INFRASTRUCTURE AND AMENITIES

Bicycle and pedestrian access are very important to transit. Virtually every bus rider is also a pedestrian, and bicycles provide an important "last mile" option for transit, particularly for a system such as CPT that serves low-density and rural communities. While CPT is not able to provide safe and convenient pedestrian access to transit stops on its own, CPT can work with local cities, Curry County, and ODOT to prioritize pedestrian improvements that serve transit stops. In addition, pedestrian improvements in the immediate vicinity of a transit center or shelter can sometimes be funded or provided by other projects, including private development projects.

It is of particular importance and a legal requirement to provide for access by persons with disabilities. Transit centers, shelters, and new or relocated bus stops should be designed to meet the requirements of the ADA. It is recommended that cities, the county, and ODOT prioritize street corners near transit centers and shelters for ADA ramps.

The bicycle/transit connection can be facilitated by providing bike parking at transit centers and, space permitting, at major bus stops. Figure 9 presents an example of a bike rack at a bus stop.

Figure 9. Bike Rack
NACTO Transit Street Design Guide

PARK-AND-RIDE LOTS

Park-and-ride lots are typically feasible in situations where there is either a parking charge or parking shortages at the rider's destination, or if there is a substantial savings in travel cost or time by using transit. It may not make sense for CPT to invest in a large park-and-ride program, as parking in many areas is free and widely available. Instead, agreements with local business, local government, and community organizations that allow use of a few spaces for "informal" park-and-ride usage is recommended.

TRANSIT CENTER

CCAT plans for the VA Clinic/Safeway stop in North Bend to be a "mobility hub" site, where multiple modes connect. Continued coordination with CCAT to improve timed connections at the transit mobility hub are recommended. No other transit centers in the CCAT service area are recommended at this time. However, depending on how transit service evolves in the longer term in Brookings, a larger on- or off-street site may become necessary to facilitate connections between intercity, local circulator, and dial-a-ride services.

NEXT STEPS

The service opportunities will be reviewed with the Project Management Team and the Advisory Committee; recommendations will be used to conduct the financial assessment of service opportunities and will be refined to be included in the Draft TDP and Draft Coordinated Plan.

Reference F. Financial Assessment Memorandum #6

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Technical Memorandum #6

November 14, 2022 Project# 23021.039

To: Kathy Bernhardt
Curry County Public Transportation Service District
PO Box 1771
Brookings, OR 97415

From: Susan Wright, PE, Bincy Koshy, Sophia Semensky, Kittelson & Associates, Inc.

CC: Ian Horlacher, ODOT

RE: FINAL TM#6: Financial Assessment (Task 4.1)
Curry County Transit Development Plan

Contents

INTRODUCTION

This memorandum assesses the cost of meeting needs identified in *Memorandum #4: Unmet Transportation Needs* and *Memorandum #5: Future Service Opportunities.* It also prioritizes potential transit funding sources, separated into financially constrained and unconstrained lists based on Curry Public Transit (CPT) goals, onboard survey results, and Technical Advisory Committee (TAC) input.

FORECASTED FUNDING

This memorandum describes existing and potential new funding sources and develops funding scenarios using these sources. Funding sources and opportunities are available to CPT at the federal, state, and local levels.

FEDERAL FUNDING OPPORTUNITIES

There are several federal funding sources available to CPT, described below. The most-used sources at present are the Enhanced Mobility of Seniors & Individuals with Disabilities Formula Grant (Section 5310), the Rural Area Formula Grant (Section 5311), and the Bus and Bus Facilities Grant (Section 5339).

SECTION 5310 – ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES FORMULA GRANT

The section 5310 operating grant provides formula funding to states and metropolitan areas for the purpose of meeting the transportation needs of seniors and people with disabilities. Funds are apportioned based on each state's share of the population of these two groups. The Oregon Department of Transportation (ODOT) receives the portion of the funds set aside for small urban and rural areas and distributes these funds to transit providers; Curry County receives these funds through a formula grant. For FY21-23, ODOT received approximately $24.0 million, of which Curry County received $214,127 for supporting operations. For FY23-35, Curry County expects to receive $221,424.

The purpose of the Section 5310 program is to improve mobility for seniors and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. Eligible projects include both "traditional" capital investment and "nontraditional" investment beyond the requirements for Americans with Disabilities Act (ADA) complementary paratransit services. Traditional Section 5310 project examples include:

- Capital for preventative maintenance
- Travel training
- Buses and vans
- Wheelchair lifts, ramps, and securement devices
- Transit-related information technology systems, including scheduling/routing/one-call systems
- Mobility management programs
- Acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- Supporting volunteer driver programs
- Building accessible paths to bus stops, including curb cuts, sidewalks, accessible pedestrian signals, or other accessible features
- Improving signage or wayfinding
- Supporting the incremental cost of providing same-day service or door-to-door service
- Purchasing vehicles to support new accessible taxi, ridesharing, and/or vanpooling programs

Small Urban Funds projects require a 20% local match. Surface Transportation Block Grant (STBG) projects require a 10.27% local match, which include capital, mobility management, contracted service, and preventative maintenance projects. CPT typically applies for the STBG project type, typically for contracted service and preventative maintenance projects.

SECTION 5311 – RURAL AREA FORMULA GRANT

The Section 5311 grant program provides funding to small cities and rural areas with populations of less than 50,000 for transit capital, planning, and operations, including job access and reverse commute projects. Funds are apportioned to states based on a formula that includes land area, population, revenue vehicle miles, and low-income individuals in rural areas. Funds are distributed to prequalified Oregon providers through ODOT; these providers can include local and tribal governments and non-profit organizations. To be prequalified, providers must have a Drug and Alcohol Policy compliant with 49 CFR Part 655 and seek qualification through an application to the Public Transportation Advisory Committee (PTAC). Providers receive a $100,000 base allocation, which is then increased using a formula based on miles of rural service operated (60%) and number of rides provided (40%). For FY21–23, ODOT expects to distribute approximately $20.1 million statewide, with Curry County receiving $428,058 in 2022. For FY23-25, Curry County expects to

receive $470,863.[1] The required local match is 43.92% for operations projects and 10.27% each for administration funding and preventative maintenance projects.

In addition to the Section 5311 program, the Federal Transit Administration (FTA) also runs the Section 5311(f) program, which provides funding for intercity bus programs connecting rural areas to urbanized areas. ODOT combines the FTA intercity funding with Oregon's Statewide Transit Network Program, discussed in the State Funding Opportunities section below.

SECTION 5339 – BUS AND BUS FACILITIES

The section 5339 grant provides funding for small city and rural transit providers to replace vehicles, expand the vehicle fleet, purchase bus-related equipment, construct or modify bus-related facilities, and install signs and shelters. This program provides funding for major capital improvements to rural transit systems that would not be achievable through formula allocations. Each state receives a base $1.75 million allocation per year, which is then increased based on population and service factors. ODOT then distributes its share of the funds to transit providers through a competitive grant process; a total of $10.3 million was available during the FY20–22 biennium. The required local match is 15% for vehicles, 10% for alternative fuel facilities and vehicles, and 20% for all other types of eligible projects. For FY 2021-2022, Curry County received $594,150 in ODOT bus purchase grants.

SURFACE TRANSPORTATION BLOCK GRANT (STBG)

The STBG program provides flexible federal funding to best address state and local transportation needs, including federal-aid highways, bridge and tunnel projects on public roads, pedestrian and bicycle infrastructure, and transit capital projects, such as fleet replacement. ODOT provides a STBG Fund Exchange program in which cities with populations between 5,000 and 200,000, and all counties, can exchange their federal funds for state funds at a rate of 90 cents in state funds for each dollar of federal funds (this rate applies to FY22 and beyond). Recipients can then use the state funds they receive to (1) provide local match for other federal grants or (2) implement their projects without being constrained by federal requirements and paperwork that would accompany the use of federal funds. ODOT also transfers funds it receives from the STBG program into the state's STP Discretionary Bus Replacement Program, described in the State Funding Opportunities section below.

INFRASTRUCTURE INVESTMENT AND JOBS ACT

On November 15, 2021, President Joe Biden signed a transportation and infrastructure bill that directs $1.2 trillion over five years to modernize roads, bridges, and transit systems, expand high-speed internet systems, and expand the nation's network of electric vehicle charging stations. The legislation includes $39 billion of new investment to modernize transit and improve accessibility for the elderly and people with disabilities, in addition to continuing existing transit programs for five years as part of the surface transportation reauthorization. In total, the new investments and reauthorization provide $89.9 billion in guaranteed funding for public transit over the next five years. The bill includes:

- $1.75 billion dedicated funding for repairing and upgrading aging infrastructure and modernizing bus and rail fleets
- $8 billion for Capital Investment Grants to bring transit service to new communities.

[1] This amount is not yet finalized; CPT could expect up to 20% more funding.

- $5.75 billion to replace thousands of transit vehicles, including buses, with clean, zero emission vehicles; 5% of this amount is dedicated to training the transit workforce needed to maintain and operate these vehicles.

OTHER FEDERAL FUNDING

The FTA periodically releases additional funding opportunities. For example, in FY20, the FTA announced the "Mobility for All" Pilot Program to invest in mobility options for older adults, individuals with disabilities, and people with low incomes, aimed to enable connections to jobs, education, and health services. The FTA also provides Section 5314 Technical Assistance and Workforce Development grants, which support technical assistance and educational activities that enable more effective and efficient delivery of transportation services and foster compliance with federal laws (including the ADA). These types of funding opportunities can help providers invest in innovative and effective practices and partnerships. The U.S. Department of Transportation provides Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants to modernize and create new American infrastructure. Projects that can demonstrate improvements to racial equity, reduce impacts of climate change, and create good-paying jobs are prioritized. Port Orford is a RAISE area of persistent poverty that may be eligible for this funding. Projects outside areas of persistent poverty can still be selected, but the federal share of project costs may not exceed 80%.

STATE FUNDING OPPORTUNITIES

This section describes the various funding opportunities provided by the state of Oregon,. It also summarizes opportunities in California that could help in planning and supporting improved connections to Crescent City.

STATEWIDE TRANSPORTATION IMPROVEMENT FUND & SPECIAL TRANSPORTATION FUND

The Oregon Legislature created the Special Transportation Fund (STF) in 1985. Funds are allocated to 42 jurisdictions around the state based on population. The STF is funded by cigarette tax revenue, excess revenue earned from sales of photo ID cards, and other ODOT funds. The STF Program provides a flexible, coordinated, reliable, and continuing source of revenue to support transportation services for seniors and people with disabilities of any age. The Oregon Legislature intended that STF funds be used to provide transportation services needed to access health, education, work, and social/recreational opportunities so that seniors and people with disabilities may live as independently and productively as possible. The funds may be used for any purpose directly related to transportation services, including transit operations, capital equipment, planning, travel training, and other transit-related purposes. No local match is required.

In 2022, Curry County received $135,400. The awards for the 2021–2023 biennium will be the final separate STF distribution, as the Oregon Legislature has directed that the STF be merged into the Statewide Transportation Improvement Fund (STIF) by July 1, 2023.

Section 122 of Keep Oregon Moving (Oregon House Bill 2017) established the STIF, a new dedicated funding source for expanding public transportation service, funded through an 0.1% employee payroll tax in Oregon. HB 2017's goals included expanding access to jobs, improving mobility, relieving congestion, and reducing greenhouse gas emissions, while providing a special focus on low-income populations. STIF funds may be used for public transportation purposes that support the operations, planning, and administration of public transportation programs and may also be used as the local match for state and federal grants for public transportation service.

Most (90%) of STIF funds are distributed to Qualified Entities based on a formula; CPT receives direct formula funds. Five percent of STIF funds are available via discretionary grants for flexible funding, while four percent are available via discretionary grants for projects enhancing intercommunity service and the statewide transit network. One percent of the funds are allocated for program administration and a technical resource center.

Table 1 shows the projected growth of STIF formula funding for Curry County. As shown, STIF funding for Curry County is projected to grow by 4.18% per year from 2024 to 2024. These amounts do not include discretionary and intercommunity funds.

Table 1. STIF Funding for Curry County

STIF	2024	2025	2026	2027	Projected Growth 2024-2027
Curry County	$330,228	$342,924	$362,666	$375,509	4.18%

Source: https://www.oregon.gov/odot/RPTD/RPTD%20Committee%20Meeting%20Documents/STIF-Allocation-Estimates-Sep-2022.pdf

The discretionary element of the STIF awarded over $10.5 million in grants during the 2019–2021 biennium. Eligible recipients include "Qualified Entities" as defined in OAR 732-040-0005(26) that provide public transportation services, as well as other "Public Transportation Service Providers" as defined in OAR 732-040-0005(24). The local match is typically a minimum of 20%, although certain projects may qualify for a 10% local match (e.g., providing access to rural communities, providing service outside a provider's geographic jurisdiction, filling significant gaps in the Statewide Transit Network, and projects benefitting multiple providers). Eligible projects include capital, planning, management, and transit-adjacent projects (e.g., infrastructure projects to improve transit user safety). Pilot operations projects are also eligible, but discretionary funds are not intended to be a source of ongoing operations funding, and applicants must provide a feasible financial plan for continued operations as part of their application for a pilot project.

STP DISCRETIONARY BUS REPLACEMENT PROGRAM

Oregon transfers federal STBG funds into Section 5310, Section 5311, and Section 5307 (Mass Transit Vehicle Program, used by large urban areas) and allocates funds to transit providers throughout Oregon through a competitive grant process. Funds must be used to replace existing vehicles that were purchased through ODOT and have ODOT on the vehicle title as the first security interest holder. A local match of 10.27% is required. In the 2020–2022 biennium, ODOT allocated $5 million to the program; Curry County did not receive funding. The Oregon Transportation Commission has committed to continuing this program for at least one more grant cycle.

STATEWIDE TRANSIT NETWORK PROGRAM

This program is designed to support intercommunity and intercity transit services. It is funded partially by the STIF Intercommunity Discretionary Fund ($7.3 million in the 2019–2021 biennium) and partially by federal Section 5311(f) intercity funds ($1.3 million).

All entities that are eligible for STIF funding and provide intercommunity/intercity service are eligible to apply to the STIF Intercommunity Discretionary Fund. The required local match is the same as for STIF Discretionary grants: 20%, or 10% for specified project types; intercity service typically has characteristics that qualify for the 10% local match.

Eligibility for 5311(f) funds is broader than for STIF funds, as eligible entities also include non-profit and private for-profit providers of intercity service. However, these funds also require a greater local match: 50% for operations projects and 20% for capital projects and project administration.

RURAL VETERANS HEALTHCARE TRANSPORTATION (RVHT)

The RVHT grant program was created in 2019 by Senate Bill 5538. Funding can be used to provide veterans and federally recognized Tribes with access to healthcare and other transit-related needs.

Funding awards range between $35,000 and $75,000. No local match is required; RVHT grants may be leveraged as a local match to secure funding for complementary transit funding. The funding cannot be used for individuals who are civilians and not tribal members. RVHT passengers may not be charged a transit fare. Curry County did not receive this grant in 2021.

CALTRANS GRANTS

CPT coordinates with the Redwood Coast Transit Authority (RCTA) to provide timed connections to bus service connecting to Crescent City, California and beyond. RCTA can apply for California state grants to plan and operate service that directly benefits the residents and businesses of its service area, but which could also indirectly benefit Oregon residents and businesses. For example, RCTA is currently exploring the potential for operating service in the US 199 corridor to connect Del Norte County residents to "specialty medical services and higher order shopping" in the Grants Pass and Medford areas. CPT could potentially partner with RCTA to plan and operate improved service in the US 101 corridor between Crescent City and Brookings.

The California Department of Transportation (Caltrans) administers grants through the Sustainable Transportation Planning Grant Program, developed with the California State Transportation Agency, the Governor's Office of Planning and Research (OPR), the California Air Resources Board, the California Department of Housing and Community Development, and the California Department of Public Health. A list of the available grants is shown below:

- Sustainable Communities Grants ($29.5 million) to encourage local and regional planning that supports state goals, implements Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) (where applicable), and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.
- Sustainable Communities Grants ($29.5 million) to encourage local and regional planning that supports state goals, implements RTP SCS (where applicable), and to ultimately achieve the State's GHG reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.
- Sustainable Communities Grants ($29.5 million) to encourage local and regional planning that supports state goals, implements RTP SCS (where applicable), and to ultimately achieve the State's GHG reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

In addition to the Caltrans Sustainable Transportation Planning Grants, other Caltrans programs include:

- State Transportation Improvement Program (STIP)
- Active Transportation Program
- Transportation Development Act
- Transit and Intercity Rail Capital Program (TIRCP)
- Low Carbon Transit Operations Program (LCTOP)
- State Transit Programs (STIP/Prop 1B (SLPP)/TCRP/Prop. 116/Prop. 1A)

LOCAL FUNDING OPPORTUNITIES

This section describes potential local funding opportunities that CPT should consider. CPT should also continue to work with employers, local organizations, communities, and stakeholders in the region, to identify travel needs and form partnerships that could aid in securing local funds to develop mutually beneficial transportation solutions.

Leveraging Local Funding

Many state and federal funding sources require a 10–20% local match to receive funding. Therefore, small increases in local funding can be leveraged to produce substantial increases in state and federal funding.

CITY CONTRIBUTIONS

At present, the cities of Brookings, Port Orford, and Gold Beach do not financially contribute to the County transit system. General City funds contributions and potential partnerships could be used to expand local mobility options and facilitate connections to future development.

MEDICAL- AND SENIOR- RELATED AND LOCAL REVENUE

Curry County provides services supporting medical care and senior transportation. The County receives revenue from contracted medical and community partners to provide these services. From June 2021 to June 2022, these partnerships provided $37,750 in funding.

OTHER TRANSIT PROVIDER REVENUE

Other, usually relatively minor, funding sources include advertising/sponsorships and investment income. Advertising typically provides a consistent, small stream of revenue. Some transit providers sell sponsorships for facility names, individual transit vehicles, etc. Many transit providers receive small amounts of investment income from the Local Government Investment Pool (LGIP) on some of their long-term savings. The Oregon State Treasury runs the LGIP, which allows governments to deposit money and earn a rate of return by accessing the Treasury-managed Oregon Short Term Fund (OSTF). Any municipality, political subdivision or public corporation of this state that by law is made the custodian of any public funds, may participate in the pool.

Other Funding Opportunities

There are several additional funding sources that CPT could pursue if additional funding is desired to provide sustainability for the service recommendations. Examples include a local property tax, employer-based payroll tax, or transit utility fee. The property tax and employer-based payroll tax are discussed below as examples of the range of funding that could be generated by these approaches. Table 2 summarizes the projected growth for these potential funding sources for the 20-year planning horizon.

PROPERTY TAX

CPT does not currently have any dedicated taxing authority. CPT could pursue becoming a Transportation Service District in the future under the provisions of ORS 267.510 to 267.650, which would allow it to levy property taxes to help fund its operations. Becoming a Transportation Service District requires, among other things, the County's governing body (the Board of Commissioners) approval. After becoming a Transportation Service District, property taxes would need to be approved via a public ballot. For example, Lincoln County Transportation District, applies a property tax rate slightly less than $0.10 per $1000 (0.01%) of the assessed total tax land value, while Tillamook County Transportation District assesses $0.20 per $1000.

Table 2 shows three tax rates (0.01%, 0.02%, and 0.03%) applied to FY21-22 countywide assessed values[2] to estimate the revenue that CPT could raise with a property tax. An annual growth rate of 2.0% was assumed for future years which includes the annual increase in assessed property values and incorporates an annual increase for new development.

EMPLOYER-BASED PAYROLL TAX

Another potential future funding source is an employer-borne payroll tax equal to one tenth of one percent. A tax of that amount would be equivalent to the existing employee-borne tax funding the STIF. This potential funding source is assumed to grow at the same pace as STIF funding (4.18%) in the example below. Ninety percent of the state payroll tax raised in a county is returned through the formula grant; therefore, the 2022 estimate equals Curry County's forecasted FY22 STIF formula revenue divided by 0.9.

Table 2. Projected Revenues - Potential Future Local Funding Sources

Potential Future Funding Source	Scenario	Fiscal Year				
		2022	2027	2032	2037	2042
Property Tax	$0.10/$1,000	$348,202	$383,022	$417,842	$452,662	$487,483
	$0.20/$1,000	$696,404	$766,044	$835,684	$905,325	$974,965
	$0.30/$1,000	$1,044,066	$1,149,066	$1,253,527	$1,357,987	$1,462,448
Employer-based Payroll Tax	0.1%	$240,188	$290,387	$340,586	$390,786	$440,985

FUNDING SCENARIOS

Future funding scenarios consider relatively stable - as well as uncertain - funding sources. Although the COVID-19 pandemic has reduced ridership and ridership-associated transit funding, other funding for transit has increased in recent years.

Table 3. Projected Growth Rates for Funding and Costs

Growth Rates	
STIF Formula Employment/STF/Wage Growth	4.18%
5310/5311	2.00%
Other (Non-Emergency Medical Transportation (NEMT), Contract Revenues)	2.00%
Service and Capital Cost	3.50%

[2] 2021-22 Tax Rate Summary.pdf (revize.com)

This memorandum considers the following funding scenarios:

- **Baseline Funding:** This scenario projects existing funding sources at the rates shown in Table 4.
- **Baseline at 90%:** This scenario assumes a 10% reduction in existing funding, projected forward at the historic rate. This scenario provides a proxy estimate of reduced ridership and its impacts on fare and formula fund loss, STIF projections, etc.
- **Baseline at 110%:** This scenario assumes a 10% increase in existing funding, projected forward at the historic rate. This scenario provides a proxy estimate of increased ridership, STIF projections, etc.
- **Baseline + STIF Intercommunity:** This scenario includes existing funding sources plus an additional $200,000 in STIF Intercommunity. It projects this funding forward at the historic rate. STIF Intercommunity funds could be applied to potential routes. It should be noted that STIF Intercommunity funds are intended to be used for pilots and initial operations. The assumed $200,000 is a typical operating funding amount for STIF Intercommunity funds; this scenario projects a 2% growth rate.
- **Baseline + City Contributions:** This scenario reflects the cities in Curry County (Brookings, Gold Beach, and Port Orford) each contributing several thousand dollars per year to Curry County to about $10,000 in local funding and leveraging these dollars as the 20% local match for various state and federal funds, including for the Section 5339 Bus and Bus Facilities, STIF, STP Discretionary Bus Replacement, and Statewide Transit Network Programs. The resulting amount is estimated at $50,000, projected at a 2% growth rate.
- **Baseline + District Property Tax (0.02%)**: This scenario reflects a possibility of Curry County becoming a transportation service district and enacting a property tax rate of $0.20 per $1000 of the assessed total tax land value. The forecast property tax is based on an annual increase of 0.02% of total existing property taxes and the additional property taxes from anticipated housing growth in the county.
- **Baseline + Payroll Tax:** This scenario reflects a potential employer-borne payroll tax equal to one tenth of one percent. A tax of that amount would be equivalent to the existing employee-borne tax funding the STIF. This potential funding source is assumed to grow at the same pace as STIF funding (4.18%) in the example below.

Table 4 and Figure 1 show the funding scenarios and approximate projected funding amounts.

Table 4. Projected Funding Scenarios

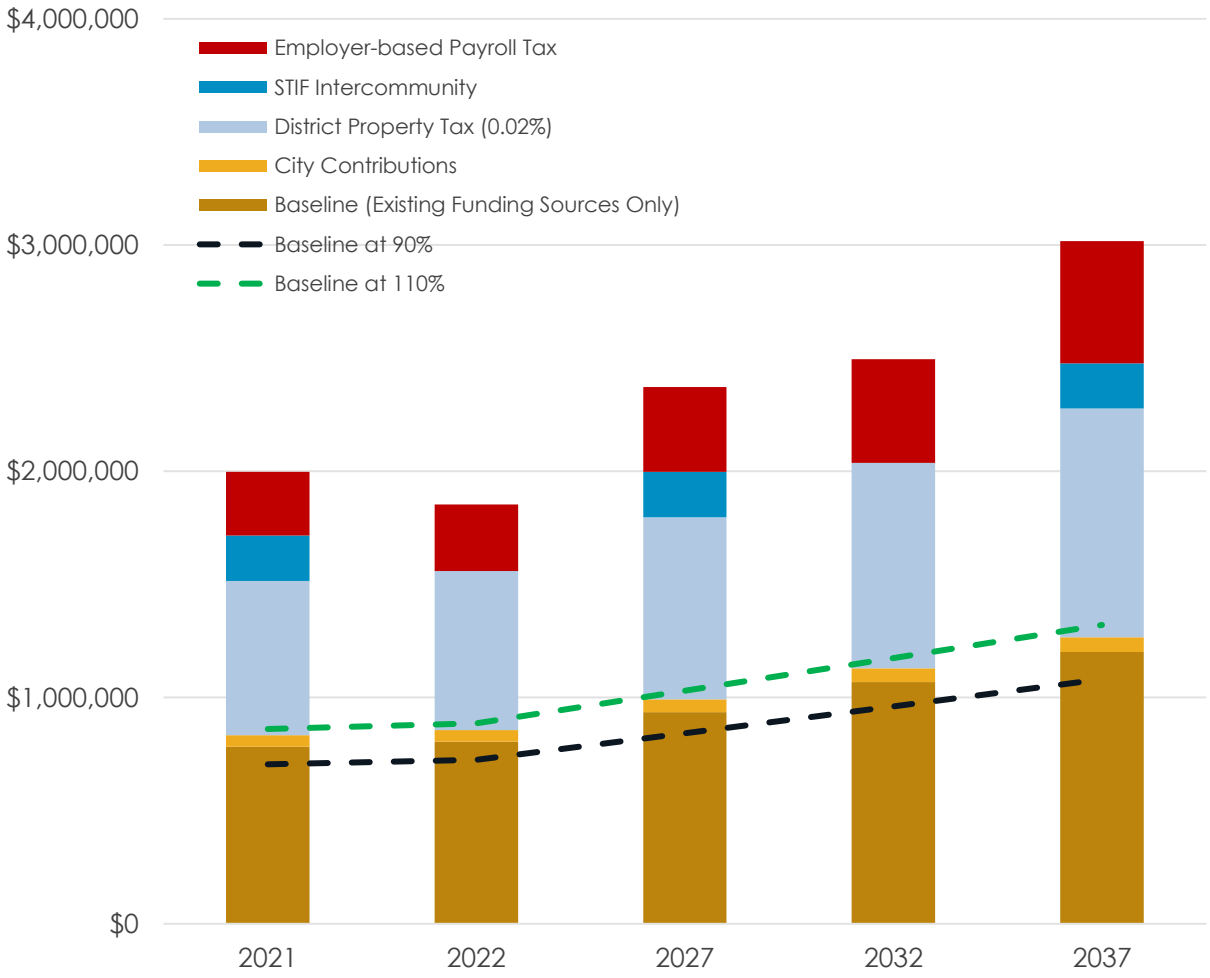
Existing Funding Sources[3]	2022	2027	2032	2037	2042
STIF/STF	$294,000	$376,000	$458,000	$540,000	$622,000
Section 5311 Funds	$326,000	$358,000	$390,000	$422,000	$454,000
Section 5310 Funds	$147,000	$161,000	$175,000	$190,000	$204,000
Other (NEMT, Contract Revenues)	$38,000	$41,000	$45,000	$49,000	$53,000
Baseline (Existing Funding Sources Only)	**$805,000**	**$936,000**	**$1,068,000**	**$1,201,000**	**$1,333,000**
Funding Scenarios					
Baseline at 90%	$725,000	$842,000	$961,000	$1,081,000	$1,200,000

[3]Projections based on 2021-2022 CPT budget.

Baseline at 110%	$886,000	$1,030,000	$1,175,000	$1,321,000	$1,466,000
Baseline + STIF Intercommunity[1]	$883,000	$905,000	$1,036,000	$1,168,000	$1,301,000
Baseline + City Contributions	$856,000	$992,000	$1,129,000	$1,267,000	$1,404,000
Baseline + District Property Tax (0.02%)	$1,508,000	$1,742,000	$1,976,000	$2,211,000	$2,446,000
Baseline + Employer-based Payroll Tax	$1,099,000	$1,312,000	$1,526,000	$1,741,000	$1,955,000

[1]It was assumed that a grant reward of $200,000 would be received every two years, for an average of $100,000 per year.

Figure 1. Projection of Baseline and Funding Scenarios



SERVICE OPPORTUNITY PROJECTIONS

This section discusses cost assumptions and projected costs for short-, mid-, and long-term CPT service recommendations.

SERVICE ALTERNATIVE COST PROJECTIONS AND ASSUMPTIONS

Cost estimates for services were developed for the additional recommendations (beyond the existing services) in the short-term (2022–2025), mid-term (2025–2030) and long-term (2031–2040). Costs for these recommendations are in addition to costs for the existing service. Additional short-term costs were estimated by projecting the current operating cost of $56.99 per revenue hour. The additional operating cost includes all costs related to operations, maintenance, administration, marketing, etc. A 3.5% annual growth rate was applied to the operating cost when making projections. In addition, a 5% growth rate was applied for 2022 to account for high inflation. Table 5 shows the resulting service recommendation additional costs.

Table 5. Short-Term, Mid-Term and Long-Term Additional Annual Vehicle Hours and Costs for Service Alternatives

Timeline	Recommendation	Description	Annual Cost Estimate[1]	Notes
Short-Term (2025)	Port Orford Dial-A-Ride	New Dial-A-Ride service in Port Orford (9 hours/day)	$140,000	N/A
	Coordination of Dial-A-Ride with Coastal Express	Coordinate Dial-A-Ride services with Coastal Express arrivals in Brookings, Gold Beach, and Port Orford	N/A	This recommendation would not incur additional costs; connections to/from the Coastal Express would be prioritized at certain times of the day
	Inter-County Service Coordination	Coordinate with other providers to improve efficiency by reducing transfer times and distances, while coordination with cities and Coos County can improve rider access to bus stops.	N/A	Coordination is part of normal administrative costs. However, if schedule changes are needed to improve coordination that require increasing service hours, costs would increase.
	Langlois Library Stop	Make the Langlois Public Library, which is currently a flag stop, a formal stop on the Coastal Express route. A flag stop is a location where riders can 'flag' down a bus, although there is no formal stop	$9,000[2]	-Provide CPT bus stop sign -Install bus stop shelter -Provide trash cans near the stop -Provide at least one bike rack
	Staff Capacity and Transition	Increase the number of staff employed by CPT, including bus operators and administrative staff. Develop a transition plan for the current manager of CPT.	N/A	Fill vacant positions that are already budgeted; staff costs for new or expanded service are part of the operating cost assumption for those services.

	Marketing & Advertising	Improve marketing and advertising by providing maps and/or brochures	N/A	Uses existing marketing budget
Total Additional Short-Term Recommendations Costs			**$149,000**	
Mid-Term (2030)	Brookings Circulator	A local route that would serve the commercial and residential land uses in Brookings and Harbor (13 hours/day).	$202,000	N/A
	Increased Service Hours of Coastal Express and Dial-A-Ride	Adding an additional run (morning) to the Coastal Express will help to increase frequency and meet unmet needs. Providing more services increases the number of trip types that transit can serve and helps address identified local and regional transit gaps.	$311,000	N/A
	Bus Stop Improvements including Weather-Resistant Bus Shelters	Improve shelters at stops in Curry County (Port Orford, Gold Beach, Brookings, and both stops in Harbor).	$23,000[3]	N/A
	Brookings Circulator service to Crescent City	Instead of circulating through Brookings & Harbor every hour, the route could operate on 3-hour headways to provide service to Crescent City to access medical (Sutter Health) and commercial (Walmart) uses difficult to access at present with current service.	($62,000)	Uses the same number of service hours (cost) as the hourly circulator, but eliminates the cost of duplicated Coastal Express service between Brookings and Smith River, CA.
	Marketing & Advertising	Continue marketing activities.	N/A	Uses existing marketing budget
Total Additional Mid-Term Recommendations Costs			**$474,000**	
Long-Term (2035)	Gold Beach Circulator	A local route that would serve the commercial and residential land uses within Gold Beach (13 hours/day) and/or provide additional service between Gold Beach and Brookings/Harbor between Coastal Express trips.	$202,000	N/A
	Add Stop at Southwestern Oregon Community College (SWOCC)	Provide services to SWOCC by adding a transit stop at or near the campus.	$6,000+[3]	Topographic constraints make it difficult to provide pullouts and shelters on US 101; campus access road and parking lot configuration make it difficult to provide an on-campus stop.
	Marketing & Advertising	Continue to improve marketing and advertising in the long run.	N/A	Uses existing marketing budget
Total Additional Long-Term Recommendations Costs			**$208,000**	

[1]Cost in current dollars

[2] This is a one-time capital cost. Cost estimates are sourced from Transit in Small Cities: A Primer for Planning, Siting, and Designing Transit Facilities in Oregon https://digital.osl.state.or.us/islandora/object/osl:10551
[3]This is a one-time capital cost.

CAPITAL AND FLEET COSTS

As discussed in *Memo #1: Existing Systems Conditions*, several vehicles need to be replaced. Approximately $2,593,000 is recommended to be budgeted over the next eleven years for local match to state and federal grants for fleet replacement; $195,000 per year from FY 22/23 to FY 32/33. The fleet replacement costs are assumed to grow by 3.5% annually throughout the entire plan horizon. Table 6 shows the recommended annual local match for capital improvements and fleet replacement that should be budgeted annually in the future.

Table 6. Future Fleet Replacement Annual Costs

Annual Costs	Sample Fiscal Year				
	2022	2027	2032	2037	2042
Fleet Replacement Costs	$195,000	$234,000	$281,000	$336,000	$402,000

TOTAL PROJECTED REVENUES AND COSTS

CPT's existing funding sources provide a base for continuing to provide existing transit services in the region and to enhance those services into the future. Table 7 shows the summary of the short, mid, and long-term costs of the recommendations, based on Table 5. These costs are in addition to the cost of running existing services. These existing costs are presented in Figures 2-6.

Table 7. Summary of Additional Short-Term, Mid-Term and Long-Term Costs

Transit Service Recommendations	Additional Annual Cost ($1000s, in Today's Dollars)
Short-term	$149,000
Mid-term	$474,000
Long-term	$208,000

Figure 2, Figure 3, Figure 4, Figure 5, and Figure 6 show the projections of existing revenues and funding scenarios along with short-term, mid-term and long-term costs. As shown, existing revenues are not sufficient to fund existing operational and capital costs, short-term costs, medium-term costs, or long-term costs in the future. To ensure sustainability and implement recommended improvements, CPT will need to focus on additional funding sources as shown in the figures below.

Figure 2. Baseline, Short-Term, Mid-Term and Long-Term Cost Projections

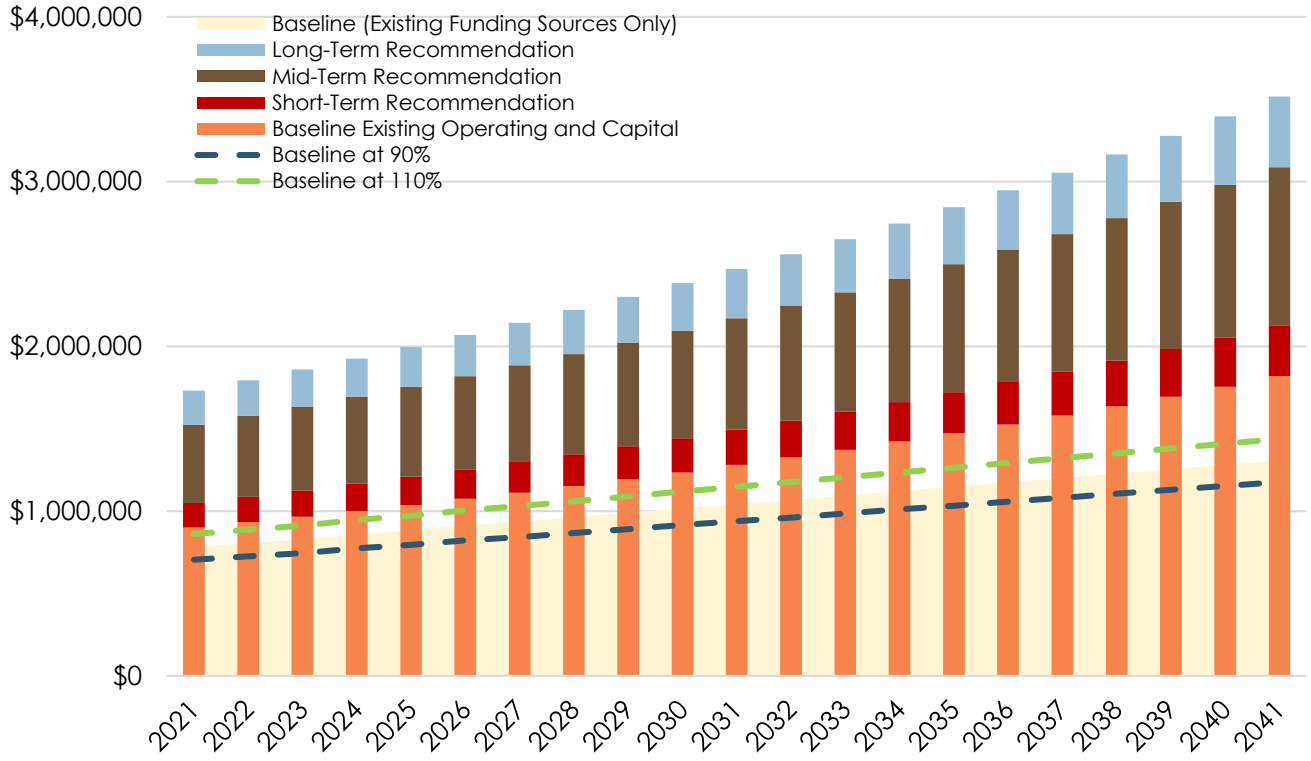


Figure 3. Baseline Plus City Contributions, Short-Term, Mid-Term and Long-Term Costs

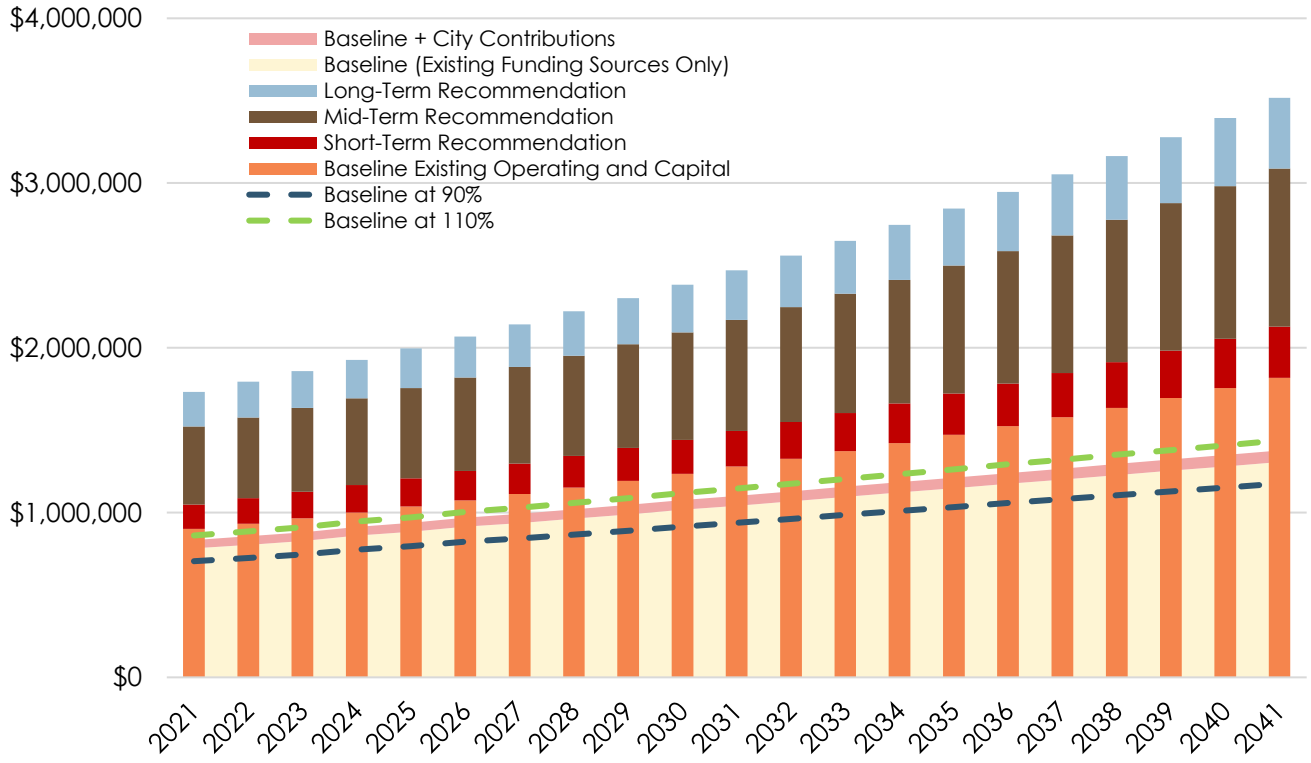


Figure 4. Baseline Plus STIF Intercommunity funds, Short-Term, Mid-Term and Long-Term Costs

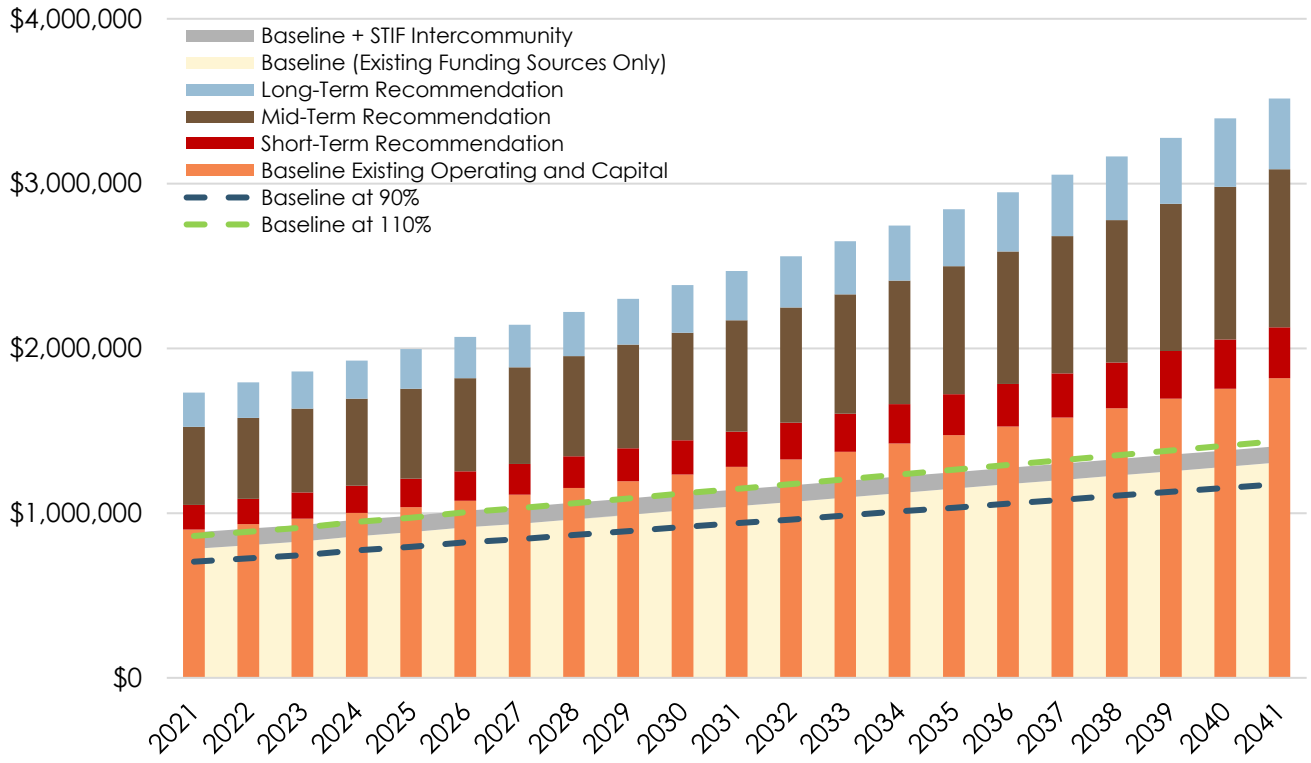


Figure 5. Baseline Plus Employer-based Payroll Tax, Short-Term, Mid-Term and Long-Term Cost Projections

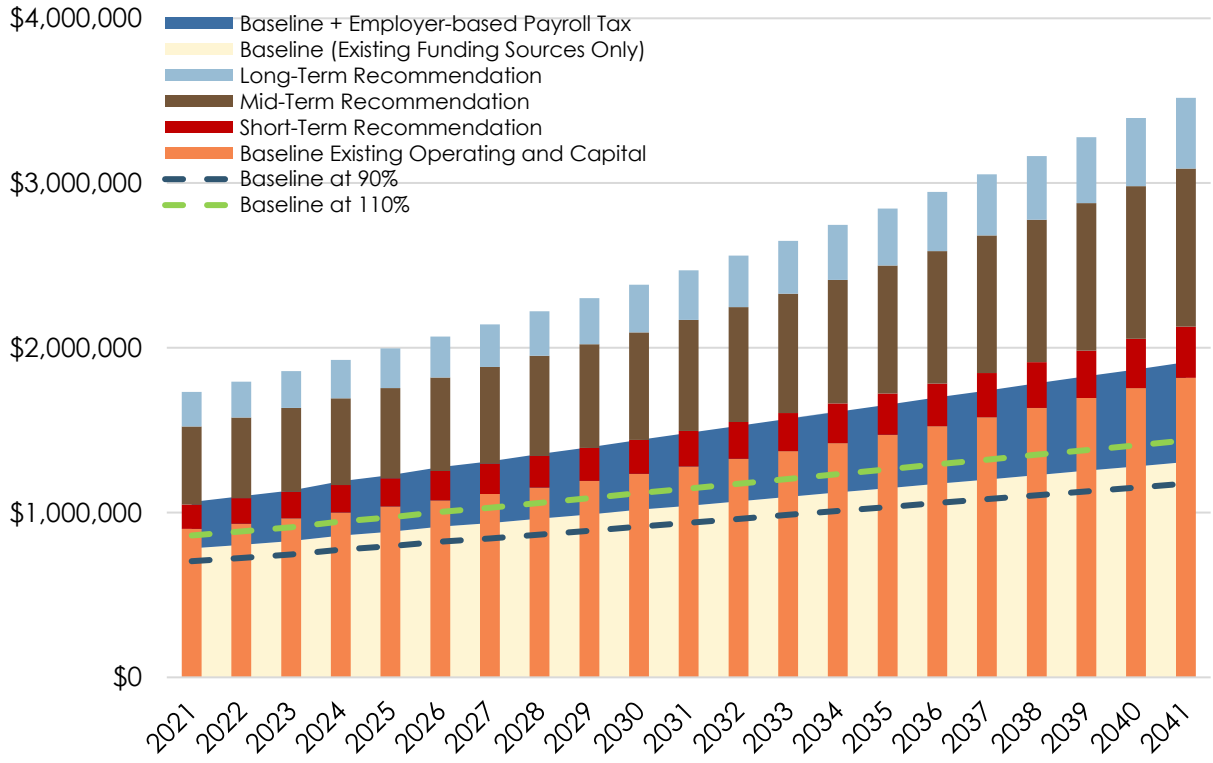
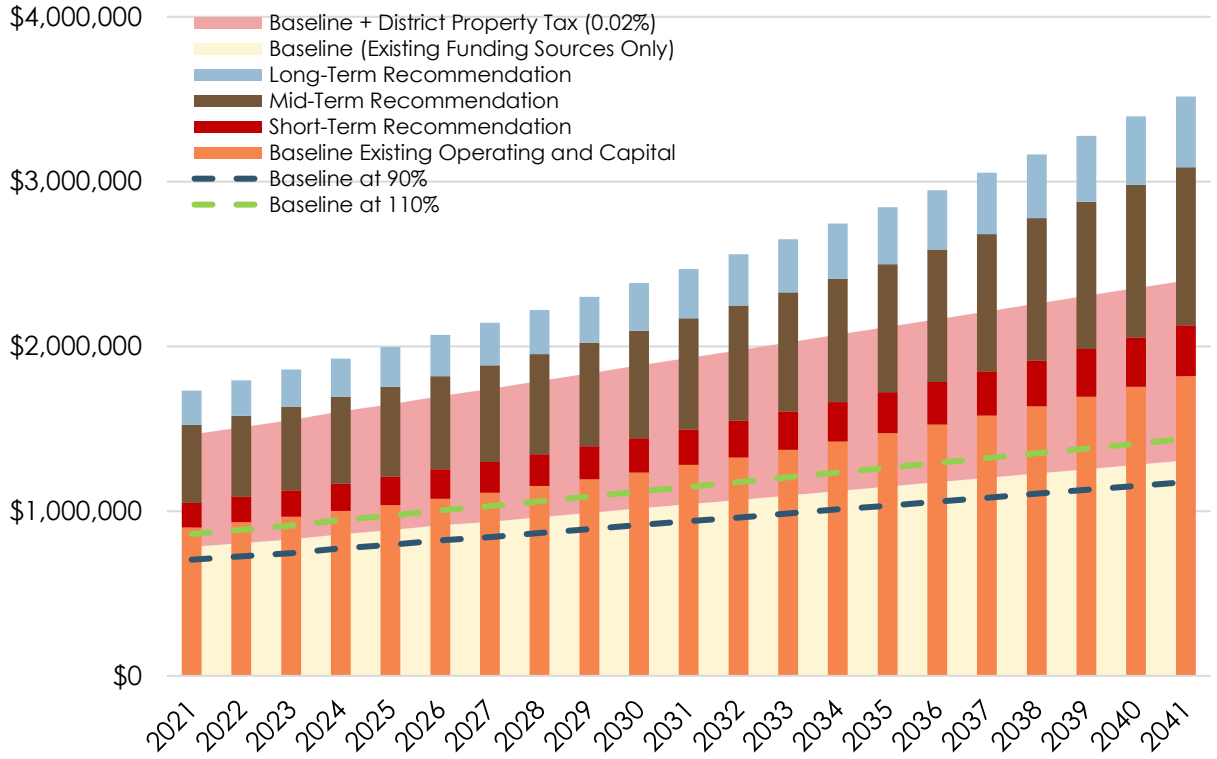


Figure 6. Baseline Plus 0.02% District Property Tax, Short-Term, Mid-Term and Long-Term Cost Projections



As shown in Figure 2 and Figure 3, neither the Baseline scenario or the Baseline + City contributions scenario can cover the existing service operating and capital cost costs for any years. As shown in Figure 4, STIF Intercommunity funds could be used to cover some existing costs plus some short-term costs, but additional sources would be needed to cover the rest of short-term costs, as well as medium- and long-term costs. As shown in Figure 5 and Figure 6, an employer based-payroll tax or a district property tax in addition to the existing sources would cover most short-term costs (for the payroll tax) or short-term and medium-term costs (for the district property tax). No scenario would cover the costs of long-term recommendations.

Project Prioritization

Based on the funding analysis presented above, CPT cannot fund any recommendations with existing funding sources alone. Projected existing operating and capital costs are not predicted to be fully funded without any additional sources. An employer-based payroll tax could cover short-term recommendations through 2037 and a district property tax could cover short-term costs through 2042 and partially cover medium-term costs. Therefore, it is recommended that no-cost or low-cost projects be prioritized first until additional funding sources are secured. Financially constrained projects, which should be prioritized, include:

- Port Orford Dial-A-Ride[4]
- Coordination of Dial-A-Ride with Coastal Express
- Inter-County Service Coordination
- Langlois Library Stop
- Marketing & Advertising

[4] Funding for Port Orford Dial-A-Ride has already been separately secured, however there is a lack of driver availability.

Priority projects for additional funding include:

- Brookings Circulator
- Increased Service Hours of Coastal Express and Dial-A-Ride
- Bus Stop Improvements including Weather-Resistant Bus Shelters
- Brookings Circulator service to Crescent City
- Gold Beach Circulator
- Add Stop at Southwestern Oregon Community College (SWOCC)

NEXT STEPS

Feedback on the financial assessment presented in this memorandum will be solicited from the Project Management Team and the project Advisory Committee. The feedback will help refine the recommendations in the mid-term and long-term plans and the financial element of the Transit Development Plan.

Reference G. Bus Stop Audit

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
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P 503.228.5230

April 12, 2022

Project# 23021.039

To: Kathy Bernhardt
Curry County Public Transportation Service District
PO Box 1771
Brookings, OR 97415

From: Susan Wright, Bincy Koshy, Sophia Semensky, Kittelson & Associates, Inc.

CC: Ian Horlacher, ODOT

RE: Appendix E - Bus Stop Audit (Task 1.13)
Curry County Transit Development Plan

INTRODUCTION

Kittelson & Associates, Inc. (Kittelson) conducted a study area tour on January 10th and 11th, 2022 to observe Curry Public transit, Inc. (CPTI) bus stops and evaluate CPTI bus stop access and amenities. Kittelson prepared this memorandum to summarize the evaluation of CPTI bus stops in Curry County. It inventories bus stop amenities and provides a walking and biking audit of the facilities approaching the stops.

TRANSIT STOP OVERVIEW

Waiting at a bus stop is generally the first part of a rider's journey on a transit system, and a visible, safe, and comfortable stop is critical. Bus stops can be as large as transit centers and as small as a stop with signage. Bus Stop amenities can include benches, trash cans, bike racks, and waiting areas. Bicycle and pedestrian access needs can include facilities along roadways, ADA ramps, crossings, and bicycle storage. Park-and-rides can provide a useful location for riders to transfer to regional services.

The following bus stops are utilized by CPTI and inventoried for the bus stop audit[1]:

1. Newmark Center, North Bend
2. Safeway/VA Clinic at Marion Avenue, North Bend
3. Tioga Hotel-Market Avenue, Coos Bay
4. Fred Meyer, Coos Bay
5. Ray's Food Place, Bandon
6. Ray's Food Place, Port Orford
7. Ray's Food Place, Gold Beach
8. 5th Street/Bankus Park, Brookings
9. Chevron Station, Harbor
10. McKay's Market, Harbor
11. Rancheria, Smith River

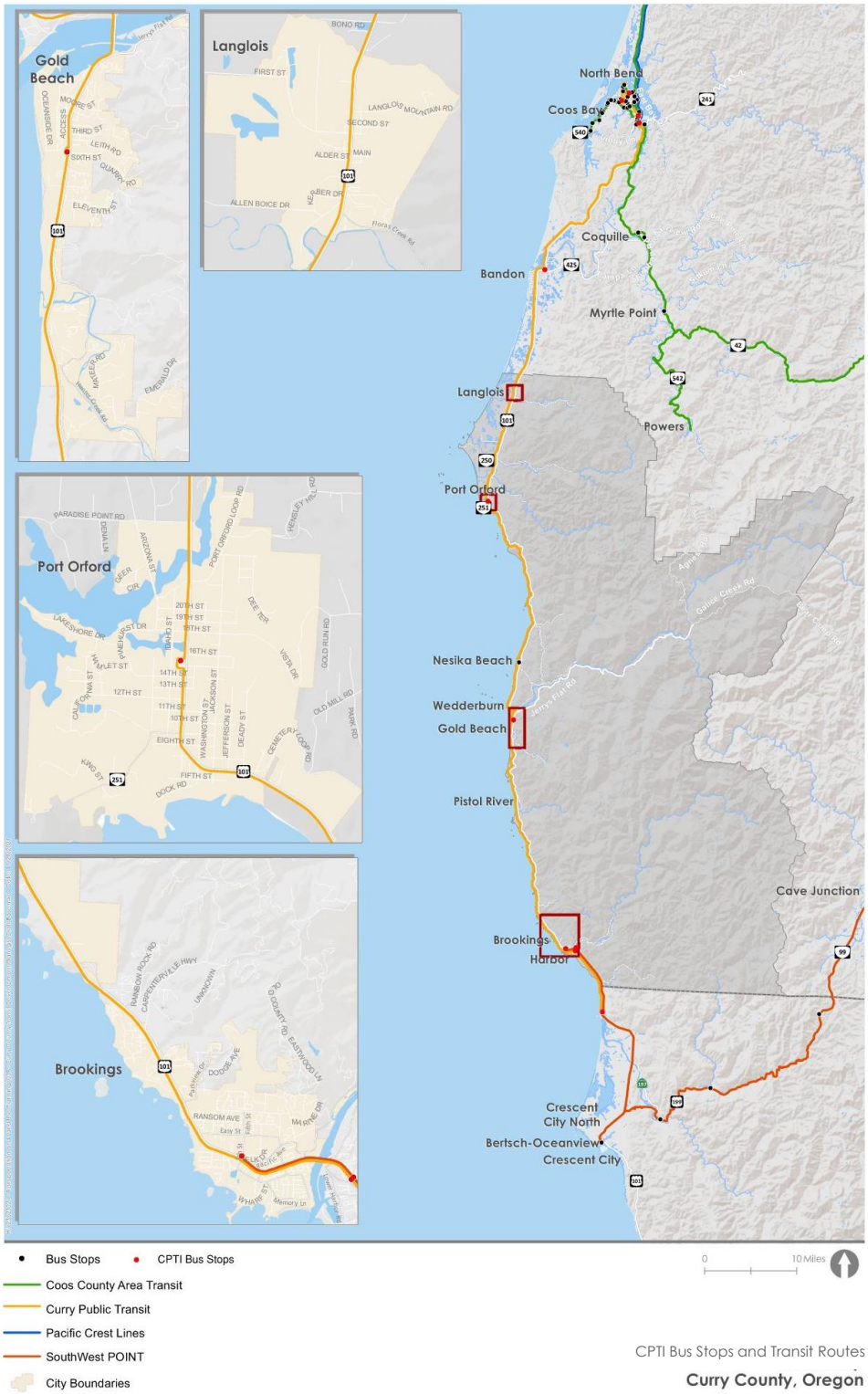
CPTI also serves flag stops in the Langlois. The flag stops include:

[1] CPTI is not allowed to pick up/drop off riders within Coos County. CPTI is allowed to bring rider to/from Bandon to Coos Bay

12. Langlois Public Library
13. Langlois Store

CPTI has requested the Oregon Department of Transportation (ODOT) to formally designate the Langlois Public Library stop (northbound) as an official CPTI bus stop and this is currently underway.

Figure 1. CPTI Bus Stops



EXISTING AMENITIES AT TRANSIT STOPS

Table 1 provides an overview of existing amenities and walking and biking access at each of the designated bus stops along CPTI's Coastal Express fixed-route. These stops generally have walking connections via sidewalks, pedestrian ramps, low-volume neighborhood streets, and few biking connections via bike lanes. Several stops lack shelters and signage. These stops could be improved by adding permanent signage, shelters, route maps, benches, bike parking, and improving the general walking and biking network in the area.

Following Table 1, details are provided on each stop location along with identified needs. Many of the needs will require coordination with the ODOT, cities, and Curry County to address and will be further prioritized through the course of this plan.

Table 1. Existing Transit Stop Amenities Overview

No.	Stop	Amenities	Walking Access	Biking Access	Notes
1.	**Newmark Center, North Bend**	• Waiting area with bench • Bike racks • Trash can • Street lighting	Fair	Fair	• The stop connects to side streets M Entry Way and E Entry Way. These streets connect to Newmark Ave and to Southwestern Oregon Community College (SWOCC). M Entry Way/Newmark Ave (OR-540) has a signalized crossing which allows easy access to Walmart and the college • Sidewalks and bike lanes are located on M Entry Way, to the west of the stop which provides easy access to (SWOCC) parking lot • No sidewalk are located along E Entry Way, to the east of the stop • No bike lanes along Newmark Ave (OR-540) • Stop is located in a parking lot
2.	**Safeway/VA Clinic at Marion Avenue, North Bend**	• Covered shelter (same area for CCAT and CPTI) with bench • CPTI bus stop sign	Good	Poor	• Sidewalks are present along Marion Ave which is a low traffic volume street with no bike lanes and connects to the stop. • The sidewalks connect to Marion Ave/Virginia Ave (OR-540) that has protected crossings and sidewalks • Stop is located in a parking lot
3.	**Tioga Hotel-Market Avenue, Coos Bay**	• Bus stop sign • Street lighting	Good	Poor	• The stop connects to low traffic volume streets with connected sidewalks and no bike lanes. • The stop is located in close vicinity of many local businesses • ADA ramps are present but not up to standards • CPTI buses are stored at the northwest corner of E Market Ave/N 2nd St, close to the stop
4.	**Fred Meyer, Coos Bay**	• Shelter with bench • Trash can • Bike racks	Fair	Poor	• The curb ramp from the parking lot provides street access to US 101 • There is no sidewalk on Johnson Ave (south of eastbound travel) connecting to Fred Meyer's access along Johnson Ave. Sidewalk is present to the north of eastbound travel. No crossings are present near the store's access - this makes crossing the 55-foot wide roadway (Johnson Ave) from the Fred Meyer access point very challenging for pedestrians

No.	Stop	Amenities	Walking Access	Biking Access	Notes
					• US 101/Johnson Ave has protected crossings • ADA ramps are present • The stop is located in a parking lot
5.	**Ray's Food Place, Bandon**	• CPTI bus stop sign • Trash can • Bike racks	**Fair**	**Fair**	• Sidewalks connect to the stop; however, there is a gap along NE 2nd St. Sidewalk facilities continue through the parking lot to SE 1st St • Bike lanes are present • Curb cuts are present (for ADA purposes) • Protected crossings are located at US 101/1st St • The stop is located in a parking lot
6.	**Ray's Food Place, Port Orford**	• Covered shelter and waiting area • Bench • Trash can	**Fair**	**Good**	• Sidewalks and bike lanes are located along US 101 • There are no crossing opportunities along US 101 close to the bus stop • The stop is located in a parking lot
7.	**Ray's Food Place, Gold Beach**	• CPTI bus stop sign • Covered shelter and waiting area • Bench • Street lighting	**Good**	**Poor**	• Sidewalks connect to the stop • Protected crossings are present at US 101/6th St • No bike lanes are present • The stop is located in a parking lot
8.	**5th Street/Bankus Park, Brookings**	• CPTI bus stop sign • Covered shelter and waiting area • Bench • Bike racks	**Fair**	**Fair**	• Sidewalk network is not well connected to all streets (no sidewalk on north leg of Pacific Avenue) • ADA ramps are present but not up to standards • There is a SouthWest POINT bus stop located in the same area but not near the covered waiting area • Bike lanes are present along US 101 and 5th St • Protected crossings are present at US 101/5th St • Two direct pedestrian access points from sidewalk along US 101 are present to the bus stop

No.	Stop	Amenities	Walking Access	Biking Access	Notes
					• The stop is located in a parking lot
9.	**Chevron Station, Harbor**	• Temporary CPTI bus stop sign	**Fair**	**Fair**	• Sidewalks and bike lanes are located along US 101 • Gaps in sidewalk network and no bike lanes along Zimmerman Ln and Hoffeldt Ln • Protected crossings at US 101/Zimmerman Ln located to the north of the stop and at US 101/W Hoffeldt Ln located to the south of the stop • There is an on-street parking area for pull-outs that is currently being used by trucks
10.	**McKay's Market, Harbor**	• No amenities	**Fair**	**Fair**	• Sidewalks and bike lanes are located along US 101 • Gaps in sidewalk network and no bike lanes along Zimmerman Ln and Hoffeldt Ln • Protected crossings at US 101/Zimmerman Ln located to the north of the stop and at US 101/W Hoffeldt Ln located to the south of the stop • The stop is located in a parking lot (there is no indication of a bus stop)
11.	**Rancheria, Smith River**	• Benches and tables • Trash can • Steet lighting • Bike racks	**Fair**	**Fair**	• Sidewalks are located in all directions from the stop • ADA ramps are present but not up to standards • Crossing located only along US 101 and not along N Indian Rd • US 101 has wide shoulder on both sides for bicycles
12.	**Langlois Public Library (Flag Stop)**	• No amenities	**Poor**	**Poor**	• Proposed to be a designated CPTI bus stop • No sidewalks present on US 101 or Waller Ln • No bike lanes in the vicinity • No crossings present
13.	**Langlois Store (Flag Stop)**	• No amenities	**Poor**	**Fair**	• No sidewalks present on US 101 • Bike lane present on US 101 (southbound) • No crossings present

Walking and Biking Rating: **Good** = sidewalks and crosswalks; bicycle lanes or sharrows; **Fair** = some sidewalks; adequate shoulder for biking; **Poor** = no facilities

Newmark Center, North Bend

The Newmark Center, North Bend stop is located in the northeast corner of M Entry Way and Newmark Avenue. Figure 2 depicts the location of the stop and Figure 3 depicts the parking lot where the bus stop is located. As shown, it is located in the parking lot, near the entrance of the Southwestern Oregon Community College (SWOCC) Newmark Center.

Figure 2. Newmark Center, North Bend Stop Location

Figure 3. Newmark Center, North Bend Stop Location – Study Area Tour

Amenities present at the bus stop location include:

- Waiting area with bench
- Bike racks
- Trash can
- Street lighting

Sidewalks and bike lanes are located on M Entry Way, to the west of the stop which provides easy access to (SWOCC) parking lot. There is no sidewalk present along E Entry Way, to the east of the stop, which limits sidewalk connectivity in the college campus

The stop connects to side streets M Entry Way and E Entry Way. These streets connect to Newmark Avenue and to Southwestern Oregon Community College (SWOCC). M Entry Way/Newmark Ave (OR-540) has a signalized crossing which allows easy access for pedestrians to Walmart and the college.

Needed Improvements:

- Provide designated CPTI bus stop sign to indicate bus stop location
- Improve sidewalk and bicycle connectivity to provide easy access for students to the college campus from E Entry Way.
- Provide bike lanes along Newmark Ave (OR-540)
- Provide crossing opportunities at Fir Street/ Newmark Ave (OR-540)

Safeway/VA Clinic at Marion Avenue, North Bend

The Safeway/VA Clinic at Marion Avenue, North Bend stop is located along Marion Avenue, south of Virginia Avenue. Figure 4 depicts the location of the stop and Figure 5 shows the parking lot where the bus stop is located. As shown, it is located in the parking lot to the west of Safeway.

Figure 4. Safeway/VA Clinic at Marion Avenue, North Bend Stop Location

Figure 5. Safeway/VA Clinic at Marion Avenue, North Bend Stop Location – Study Area Tour

Amenities present at the bus stop location include:

- Covered shelter (same area for CCAT and CPTI) with bench
- CPTI bus stop sign

Sidewalks are present along Marion Avenue which is a low traffic volume street with no bike lanes. The sidewalks connect to the stop. The sidewalk network connects to Marion Avenue/Virginia Avenue (OR-540) that has protected crossings and sidewalks on all sides. This provides easy access to pedestrians for first and last-mile connections with the bus stop.

There are no bike lanes present in the area.

Needed Improvements:

- Provide bike lanes along Marion Avenue and Virginia Avenue (OR-540) to provide access to bicyclist to the bus stop
- Provide bike racks and trash cans in parking lot near the stop
- Install street lighting at the bus stop
- Provide crossing opportunities at 11th Street/ Marion Avenue (OR-540)

Tioga Hotel-Market Avenue, Coos Bay

The Tioga Hotel-Market Avenue, Coos Bay stop is located along Market Avenue, east of N 2nd Street. Figure 6 depicts the location of the stop; Figure 7and Figure 8 depict the stop vicinity and bus stop signage for the stop. As shown, it is located on the southside of Market Avenue.

Figure 6. Tioga Hotel-Market Avenue, Coos Bay Stop Location

Figure 7. Tioga Hotel-Market Avenue, Coos Bay Stop Location – Study Area Tour

Figure 8. Tioga Hotel-Market Avenue, Coos Bay Stop Location – Study Area Tour

Amenities present at the bus stop location include:

- Bus stop sign
- Street lighting

The stop connects to low traffic volume streets such as N 2nd Street and Commercial Avenue with connected sidewalks, however, there are no bike lanes in the area. ADA ramps are present but are not up to standards.

The stop is located in close vicinity of many local businesses such as Sause Bros, Lavish Studio, Mossy Lotus Yoga and others. Crossing opportunities are present at US-101/Market Avenue and US-101/Commercial Avenue.

CPTI buses are stored at the northwest corner of E Market Avenue/N 2nd Street, in the parking lot of Morgan Veterinary Hospital, located approximately 200 feet from the bus stop.

Needed Improvements:

- Provide designated CPTI bus stop sign to indicate bus stop location
- Coordinate with CCPTD to determine if a bus stop shelter with benches is warranted, and provide bike racks and trash cans near the stop
- Provide bike lanes along Market Avenue, N 2nd Street and nearby streets to improve bicycle connectivity
- Improve ADA ramps condition
- Provide marked crossings at E Market Avenue/N 2nd Street

Fred Meyer, Coos Bay

The Fred Meyer, Coos Bay stop is located on the south side of E Johnson Avenue, east of US-101, in the Fred Meyer parking lot. Figure 9 depicts the location of the stop; Figure 10 and Figure 11 depict the curb ramp access to sidewalk on US-101 and entrance to Fred Meyer on Johnson Avenue.

Figure 9. Fred Meyer, Coos Bay Stop Location

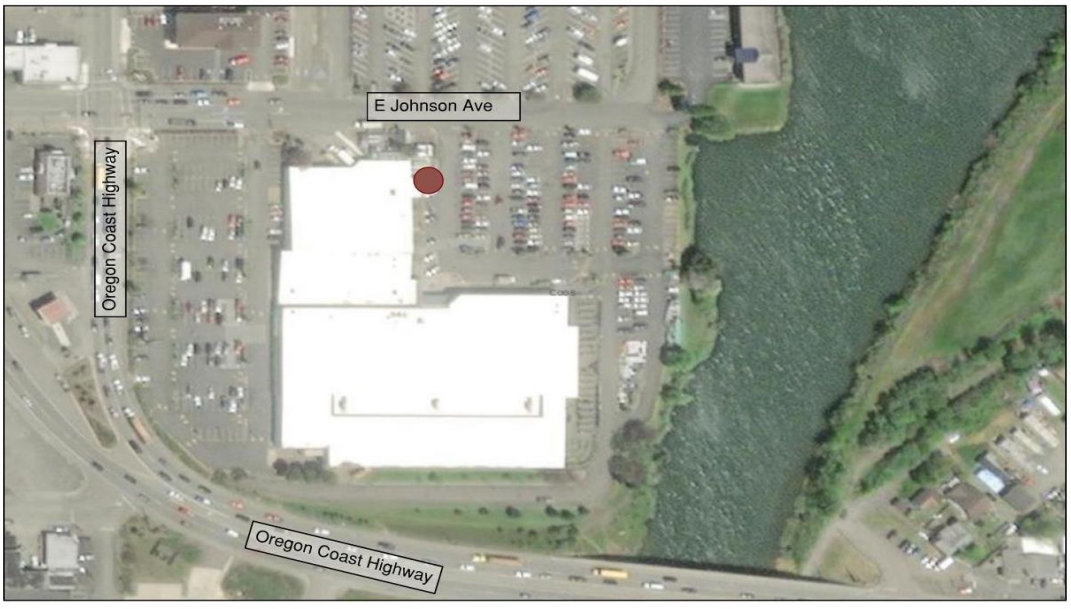


Figure 10. Curb Ramp Access to Sidewalk

Figure 11. Entrance to Fred Meyer on Johnson Avenue

Amenities present at the bus stop location include:

- Shelter with bench
- Trash can
- Bike racks

There is no sidewalk on Johnson Avenue (south side) connecting to Fred Meyer's access along Johnson Avenue. Sidewalk is present on the north side of Johnson Avenue. No crossings are present near the store's access, moreover, due to lack of sidewalk connectivity to Fred Meyer's access on Johnson Avenue, crossing the 55-foot wide roadway (Johnson Avenue) from the Fred Meyer access point makes it very challenging for pedestrians.

The curb ramp access as shown in Figure 10 from the parking lot provides street access to US 101. US 101/Johnson Avenue has protected crossings thus providing street connectivity and easy pedestrian access to the bus stop. ADA ramps are present but are not in good condition.

There are no bike lanes present in the area.

Needed Improvements:

- Provide designated CPTI bus stop sign to indicate bus stop location
- Provide bike lanes along US-101, Johnson Avenue and nearby streets to improve bicycle connectivity
- Improve sidewalk connectivity on the east leg of Johnson Avenue
- Improve ADA ramps condition
- Provide marked crossings at Johnson Avenue/Front Street

Ray's Food Place, Bandon

The Ray's Food Place, Bandon stop[2] is located in the southwest corner of US-101/2nd Street, in the Ray's Food Place parking lot. Figure 12 depicts the location of the stop; Figure 13 and Figure 14 show the bus stop signage and waiting area while Figure 15 shows the bus pull-in area.

Figure 12. Ray's Food Place, Bandon Stop Location

[2] CPTI and CCAT do not meet at the same stop in Bandon

Figure 13. CPTI Bus Stop Sign

Figure 14. CPTI Bandon Bus Stop Waiting Area

Figure 15. Bus Pull-In Area

Amenities present at the bus stop location include:

- CPTI bus stop sign
- Trash can
- Bike racks

There are two access points to Ray's Market Place; one access point is located along NE 2nd Street and the other along SE 1st Street. Sidewalks connect to the bus stop, however, there is a gap on the north side of NE 2nd Street. Sidewalk facilities continue through the parking lot to SE 1st St. Bike lanes are present along US-101 on both sides but bike lanes are not present on NE 2nd Street or SE 1st Street.

Curb cuts are present for ADA ramps but the ramps are not up to standard. Protected crossings are provided at US-101/SE 1st Street but no crossings are provided at US-101/NE 2nd Street.

Needed Improvements:

- Provide a bench in the covered area
- Provide bike lanes along NE 2nd Street and SE 1st Street to improve bicycle connectivity
- Improve sidewalk connectivity on the northside of NE 2nd Street
- Improve ADA ramps condition
- Provide crossing opportunities at US-101/NE 2nd Street

Langlois Public Library (Flag Stop)

The Langlois Public Library is a CPTI flag stop that is located in the southwest corner of US-101/Waller Lane. Figure 16 depicts the location of the stop; and Figure 17 shows the Langlois Public Library area

Figure 16. Langlois Public Library Stop Location

Figure 17. Langlois Public Library – Study Area Tour

No amenities are present at the bus stop location.

This stop is proposed to be a designated CPTI bus stop. No sidewalks or bike lanes are present on US-101 or Waller Lane. No crossings present across US-101 or in the vicinity.

Needed Improvements:

- Provide designated CPTI bus stop sign to indicate bus stop location
- Install designated bus stop shelter
- Provide sidewalks and bike lanes along US-101 and Waller Lane to provide easy access to the stop for pedestrians and bicyclists
- Provide trash cans near the stop
- Install street lighting at the bus stop

Langlois Store (Flag Stop)

The Langlois Store is a CPTI flag stop that is located in the southwest corner of US-101/Langlois Mountain Road. Figure 18 and Figure 19 depict the location of the stop.

Figure 18. Langlois Store Stop Location

Figure 19. Langlois Store Stop – Study Area Tour

No Amenities are present at the bus stop location.

No sidewalks are present on US-101; no crossings are present across US-101 or in the vicinity. Bike lanes are present on US-101 (southbound)

Needed Improvements:

- Install bench/waiting area
- Provide sidewalks and bike lanes (northbound) along US-101 to provide easy access to the stop for pedestrians and bicyclists
- Provide trash cans near the stop

Install street lighting at the bus stop

Ray's Food Place, Port Orford

The Ray's Food Place, Bandon stop is located in the northwest corner of US-101/15th Street, in the Ray's Food Place parking lot. Figure 20 depicts the location of the stop; Figure 21 shows the covered CPTI bus stop shelter, benches and trash can at the stop location.

Figure 20. Ray's Food Place, Port Orford Stop Location

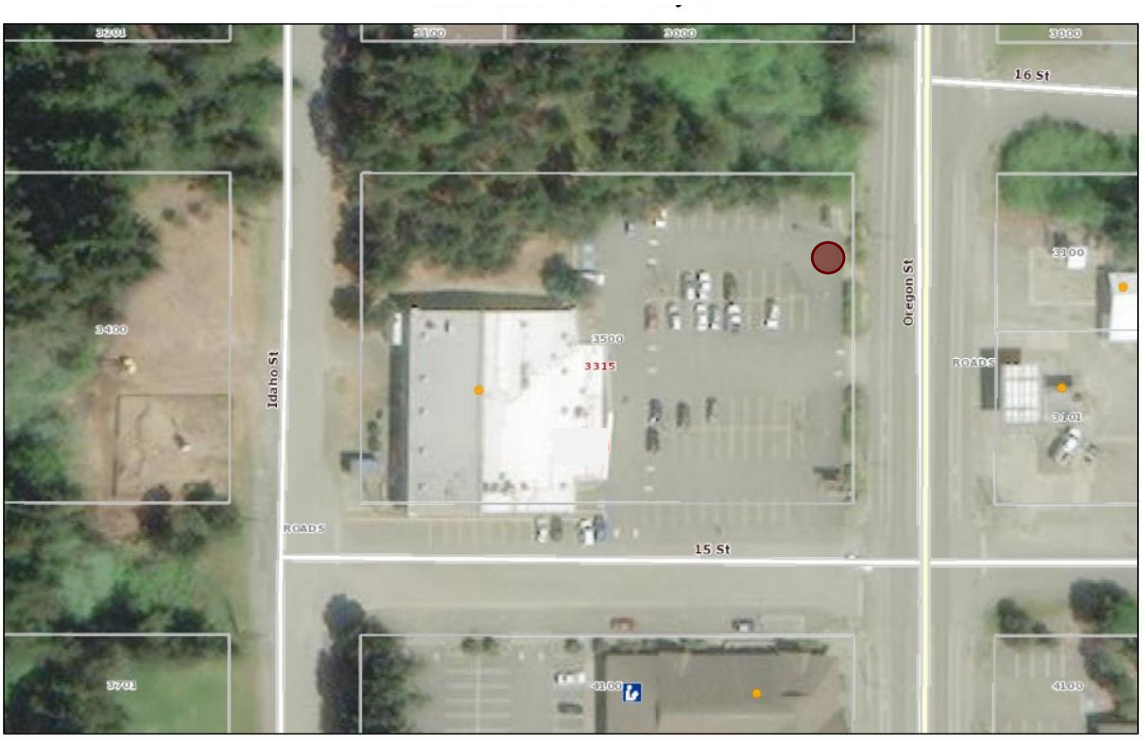


Figure 21. Bus Stop Amenities at Stop Location

Amenities present at the bus stop location include:

- Covered shelter and waiting area
- Trash can
- Benches

Sidewalks and bike lanes are present along US-101 and the access to the market is along US-101. There are no sidewalks or bike lanes along 15th Street. There are crossings across 15th Street and adjacent street like 16th Street, 18th Street and 19th Street but there are no crossing opportunities across US-101 close to the bus stop.

Needed Improvements:

- Provide designated CPTI bus stop sign to indicate bus stop location
- Provide bike racks at the bus stop
- Provide sidewalks and bike lanes along 15th Street to improve pedestrian and bicycle connectivity
- Improve ADA ramps condition
- Provide crossing opportunities across US-101

Ray's Food Place, Gold Beach

The Ray's Food Place, Gold Beach stop is located in the parking lot, to the west of US-101/6th Street. Figure 22 depicts the location of the stop; Figure 23 shows the amenities near the bus stop and Figure 24 shows the covered CPTI bus stop shelter at the stop location.

Figure 22. Ray's Food Place, Gold Beach Stop Location

Amenities present at the bus stop location include:

- CPTI bus stop sign
- Covered shelter
- Bench
- Street Lighting

Sidewalks are present on US-101 as well as 6th Street that provides easy access to the bus stop, moreover, protected crossings are present at US-101/6th Street. There are no bike lanes present in the area.

Figure 23. Amenities near the Bus Stop

Figure 24. CPTI Bus Stop

Needed Improvements:

- Provide trash can and bike racks
- Provide bike lanes along US-101, 6th Street and nearby streets to improve bicycle connectivity to the stop
- Improve ADA ramps conditions

5th Street/Bankus Park, Brookings

The 5th Street/Bankus Park, Brookings stop is located in the parking lot, in the northwest corner of US-101/5th Street. Figure 25 depicts the location of the stop; Figure 26 shows the connection from the bus stop to the street network; Figure 27 shows the SouthWest POINT bus stop sign located by the covered waiting area/shelter; and Figure 28 shows the covered shelter and waiting area at the bus stop.

Figure 25. 5th Street/Bankus Park, Brookings Stop Location

Figure 26. Access to Street Network from Bus Stop

Figure 27. SouthWest POINT Bus Stop Sign

Figure 28. Covered Shelter and Waiting Area at Bus Stop

Amenities present at the bus stop location include:

- Covered shelter (same area for SouthWest POINT and CPTI) with bench
- CPTI bus stop sign
- Bike Racks

Sidewalk network is not well connected to all streets (no sidewalk on north leg of Pacific Avenue). Bike lanes are present on Us-101 but not on 5th Street. ADA ramps are present but not up to standards.

There is a SouthWest POINT bus stop located in the same area but not near the covered waiting area. Protected crossings are present at US-101/5th Street which provides easy access for pedestrians to the stop. Two direct access points for pedestrians from the sidewalk along US 101 are present to the bus stop.

Needed Improvements:

- Provide bike lanes along 5th Street to provide access to bicyclist to the bus stop
- Provide trash cans in parking lot near the stop
- Install street lighting at the bus stop

Chevron Station, Harbor

The Chevron Station, Harbor stop is located along US-101, south of Zimmerman Lane. Figure 29 depicts the location of the stop; and Figure 30 shows the bus stop sign along US-101.

Amenities present at the bus stop location include:

- Temporary CPTI bus stop sign

Sidewalks and bike lanes are located along US 101. Protected crossings are present at US 101/Zimmerman Lane located to the north of the stop and at US 101/W Hoffeldt Lane located to the south of the stop. However, there are gaps in the sidewalk network and no bike lanes on Zimmerman Lane and Hoffeldt Lane. There is an on-street parking area for pull-outs that is currently being used by trucks.

Needed Improvements:

- Provide designated CPTI bus stop sign to indicate bus stop location
- Install designated bus stop shelter with benches if ridership warrants
- Provide bike lanes along Hoffeldt Lane and Zimmerman Lane to improve bicycle connectivity
- Improve sidewalk connectivity along Hoffeldt Lane and Zimmerman Lane
- Provide bike racks and trash cans near the stop

- Improve ADA ramps condition

Figure 29. Chevron Station, Harbor Stop Location

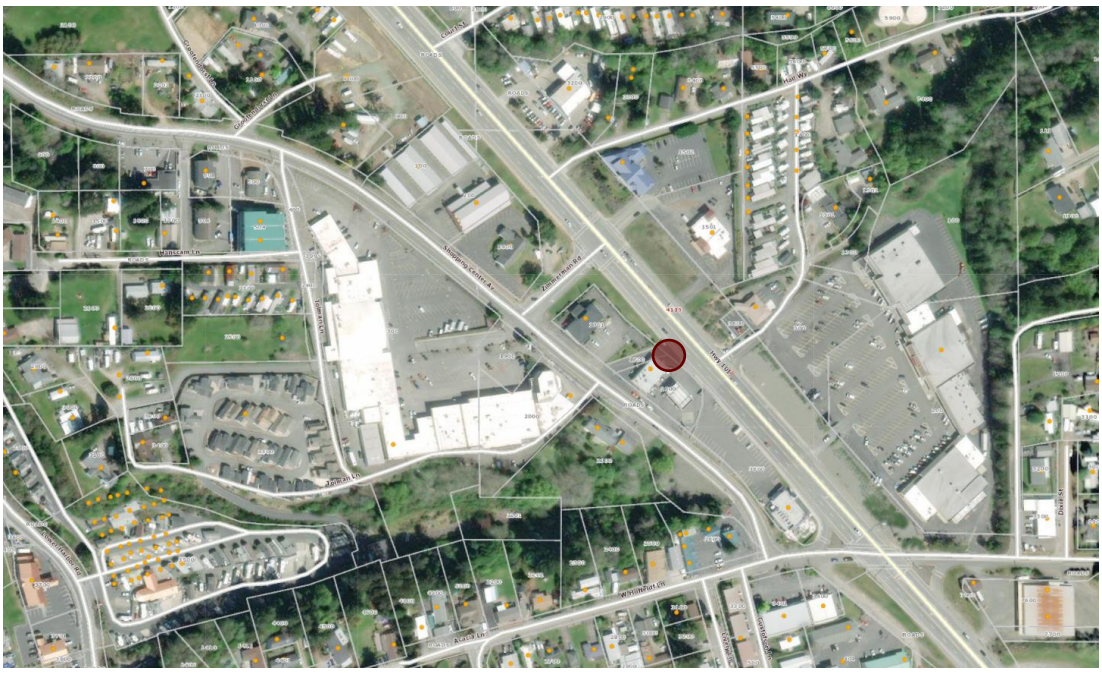
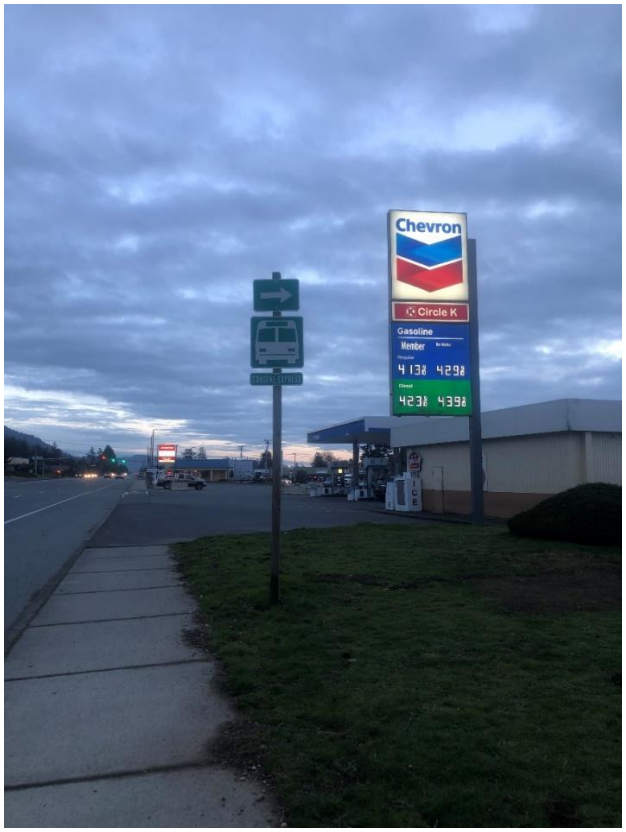


Figure 30. Temporary CPTI Bus Stop Sign at Stop Location



McKay's Market, Harbor

The McKay's Market, Harbor stop is located in the McKay's Market parking lot along US-101, opposite to the Chevron Station, Harbor stop. Figure 31 depicts the location of the stop; and Figure 32 shows the entrance to the parking lot.

Figure 31. McKay's Market, Harbor Stop Location

Figure 32. Entrance to the McKay's Market Parking Lot

No amenities are present at this bus stop location/area. There is no indication of a CPTI bus stop.

Sidewalks and bike lanes are located along US 101. Protected crossings are present at US 101/Zimmerman Lane located to the north of the stop and at US 101/W Hoffeldt Lane located to the south of the stop. However, there are gaps in the sidewalk network and no bike lanes on Zimmerman Lane and Hoffeldt Lane. There is no designated bus stop at the location.

Needed Improvements:

- Provide designated CPTI bus stop sign to indicate bus stop location
- Install designated bus stop shelter with benches if warranted
- Provide bike lanes along Hoffeldt Lane and Zimmerman Lane to improve bicycle connectivity
- Improve sidewalk connectivity along Hoffeldt Lane and Zimmerman Lane
- Provide bike racks and trash cans near the stop
- Improve ADA ramps condition

Rancheria, Smith River

The Rancheria, Smith River stop is located in the northeast corner of US-101/N Indian Road. Figure 33 depicts the location of the stop; and Figure 34 shows the bus stop and Figure 35 shows the sidewalk along the bus stop.

Figure 33. Rancheria, Smith River Stop Location

Figure 34. Bus Stop

Figure 35. Sidewalk Along Bus Stop

Amenities present at the bus stop location include:

- Benches and tables
- Trash can
- Bike racks
- Street lighting

The bus pulls into the gas station at this stop. Sidewalks and bike lanes are located along US 101. However, there are no continuous sidewalks on the west leg of N Indian Road; there are no bike lanes on N Indian Road, although wide shoulders are present on both sides along US-101. There are no crossings present across US-101. ADA ramps are present but not up to standards.

Needed Improvements:

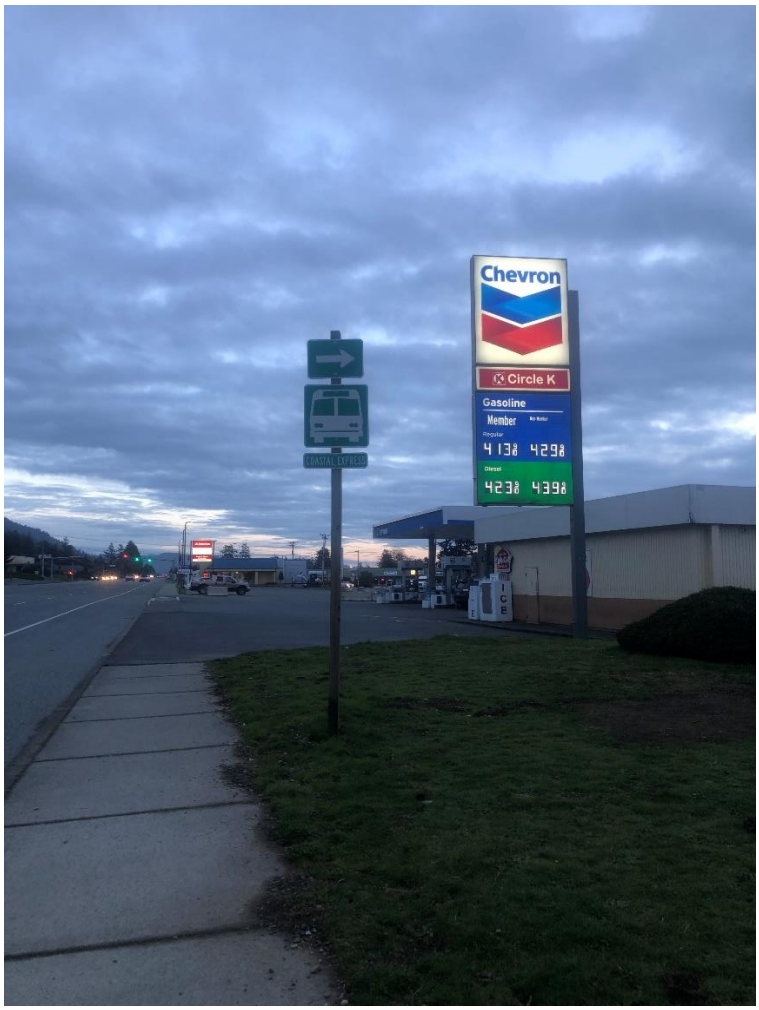
- Provide designated CPTI bus stop sign to indicate bus stop location
- Coordinate with Redwood Coast Transit on need for a bus stop shelter
- Provide bike lanes along N Indian Road
- Improve ADA ramps condition
- Provide crossing opportunities across US-101

COMMON THEMES, ISSUES AND CONCERNS

This section describes the common themes, issues and concerns noted during the study area tour of the bus stops and as documented in Table 1:

- Most bus stops lack proper signage and existing signage is not in good condition. Bus stops in North Bend (Newmark Center) and Coos Bay (outside Curry County)[3] do not have a CPTI bus stop sign, moreover, bus stops in Curry County including Ray's Food Place, Port Orford; Chevron Station, Harbor; McKay's Market, Harbor; Rancheria, Smith River and the flag stops in Langlois lack proper bus stop signage. Figure 36 shows the bus stop sign at Chevron Station, Harbor along US 101 with no waiting area.

Figure 36. Chevron Station, Harbor Bus Stop Sign



- Most stops lack trash cans leading to trash being thrown in the waiting area/at the bus stop. At the 5th Street/Bankus Park, Brookings bus stop, trash is thrown around the bus stop, where there is no trash can. Figure 37 shows trash thrown at the 5th Street/Bankus Park, Brookings bus stop where there is no trash can.

[3] CPTI is not responsible for implementation of bus stop signs outside Curry County but CPTI can coordinate with Coos County to implement CPTI bus stops in Coos County

Figure 37. 5th Street/Bankus Park, Brookings Bus Stop

- Some bus stops such as McKay's Market, Harbor and the flag stops in Langlois have no bus stop amenities.
- Most stops lack street lighting and bike racks.
- Most bus stops[4] are located in private parking lots that are not park-and-ride lots. There are no official park-and-ride lots near the CPTI bus stops.
- Restrooms are not present for public use at most stops. Public restrooms are available inside most of the businesses where the bus stops in parking lots (such as Ray's and Fred Meyer, etc.).
- Sidewalk network is not connected for pedestrians to get to the stop at bus stops such as Ray's Market Place, Bandon; and 5th Street/Bankus Park, Brookings. At the Fred Meyer, Coos Bay stop, during the study area tour, pedestrians were seen crossing across a 55-foot roadway (Johnson Avenue) from the Fred Meyer driveway since the sidewalks along Johnson Avenue are not connected. Figure 38 shows the lack of sidewalk connectivity on Johnson Avenue.

[4] The City owns and maintains CPTI bus stop shelters; CPTI is not responsible for the bus stop shelters.

Figure 38. Lack of sidewalk connectivity on Johnson Ave, Coos Bay

- There is a lack of protected crossings near many of the bus stops which makes it harder for pedestrians and bicyclists to access the transit service.
- ADA ramps at most locations are not up to standards.
- At the 5th Street/Bankus Park stop, the South West Point bus stop (sign) is located far away from the waiting area. Figure 39 shows the 5th Street/Bankus Park bus stop and Figure 40 shows the SouthWest POINT sign located away from the bus stop.

Figure 39. 5th Street/Bankus Park Bus Stop

Figure 40. SouthWest POINT Sign

- At the Chevron Station, Harbor stop, trucks frequently park in the bus pull out. At the McKay's Market, Harbor stop, there is no indication of a bus stop in the parking lot (no signage/waiting area).
- Recommendation at all bus stops include adding sign indicating that riders can wait not more than 20 minutes for the bus at the bus stop shelter.

COST ESTIMATES

The following describes the cost estimates of facilities that may be applicable for CPTI:

BUS STOPS AMENITIES

Bus stop amenities, cost ranges[5], and uses can be summarized as follows:

- **Signage:** The cost for new bus stop signage and a pole, installed, can range from $300 to $1,000, depending on the material and the installation conditions. Generally, every stop should have signage identifying it.
- **Benches:** Benches should be considered for stops with at least three boardings per day, although other factors, such as the proximity to senior housing and nearby businesses willing to contribute to the costs, should be factored into the decision as well. Installed benches vary in price from $500 to $1,500.

[5]Cost estimates are sourced from Transit in Small Cities: A Primer for Planning, Siting, and Designing Transit Facilities in Oregon https://digital.osl.state.or.us/islandora/object/osl:10551

- **Trash Cans:** The cost for a trash can averages near $750 in materials, not including installation. Trash cans are often installed alongside shelters, providing cost savings. Installation should also consider maintenance and the need to regularly empty cans.
- **Bike Racks:** Bike racks are typically most beneficial at regional transfer locations. Bike racks typically cost $1,000 in materials. Considerations should also consider the demand to load bicycles onto transit vehicles for first/last-mile connections.
- **Shelters:** Passenger shelters add to the comfort of using transit and are generally popular with riders. An "off the shelf" passenger shelter costs about $6,000 plus installation. In addition to initial capital costs, passenger shelters will incur maintenance costs for cleaning, repair, and replacement. This cost does not include the concrete pad, if-needed. Given the higher cost, these may be less feasible to implement, and may be reserved for stops with ten or more boardings per day.
- **Transit Centers and Major Transit Stops:** Transit centers provide a transfer point for bus routes, while major transit stops are typically provided at major activity centers. In addition to providing greater passenger amenities that improve rider comfort, transit centers and major transit stops provide visibility for the transit service, reminding residents and visitors of the availability of the service within their community. They can include higher-level amenities such as restrooms and indoor waiting areas, large covered waiting zones, and more.

Reference H. Onboard Survey Summary

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March 9, 2022 Project# 23021.039

To: Kathy Bernhardt
Curry County Public Transportation Service District
PO Box 1771
Brookings, OR 97415

From: Susan Wright, PE, Bincy Koshy, Sophia Semensky, Kittelson & Associates, Inc.

CC: Ian Horlacher, ODOT

RE: Appendix C - Onboard Survey #1 ((Task 1.8)
Curry County Transit Development Plan

INTRODUCTION

An onboard survey was conducted for CPTI riders in January and February 2022. The surveys asked about bus use, frequency of use for different services, trip purpose, locations where respondents would like to use transit, tools that would make riding the CPTI more convenient, improvements the CPTI transit service needs, how respondents rate the CPTI, and demographic information. There were 28 responses to the onboard survey. The findings from the survey are provided below. The onboard surveys are included in Attachment A.

KEY FINDINGS

- Most respondents are satisfied with CPTI's services, rating service quality as 'Good' to 'Very Good'.
- The highest priority improvements for survey respondents include extended hours, increased frequency, weekend service, more destinations, and benches and shelters.
- Tools respondents feel would increase the convenience of their trip include real-time vehicle arrival information and more park and rides.
- Most respondents feel that they understand the services 'Well' to "Very Well'.
- Most respondents did not transfer between transit services.
- Most respondents use the service to travel to and from home, shopping, work, and healthcare.
- Ridership frequency is expected to increase for onboard respondents after COVID.
- Survey respondents stated that when they do not use transit services, it's due to reliability, fare cost, and accessibility.

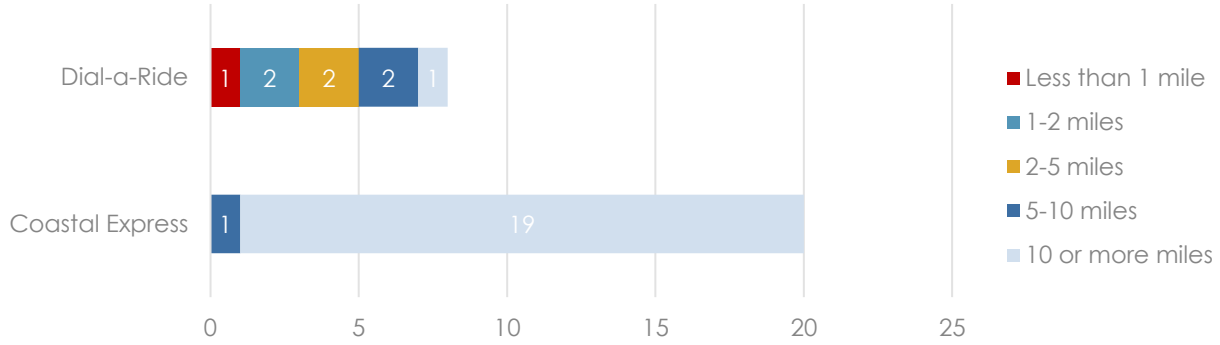
TRANSIT USE

Transit use indicates not only the existing travel patterns of the system but also highlights opportunities for future improvement. The onboard survey results include information about the trip the rider was taking at the time.

TRIP DISTANCE

Figure 1 shows the trip distances undertaken by riders. This distance may not include the distance people travel to and from the bus stop from their origin and destination; some riders may have estimated their bus travel distance only. Most trips on the Coastal Express are greater than 10 miles, while trips on Dial-a-Ride vary from less than a mile to more than 10 miles.

Figure 1. Trip Distance



TRANSFERS

Most respondents did not transfer between transit services, with only one person reporting a transfer in Port Orford from another bus service.

MODE TO AND FROM BUS STOPS

Figure 2 shows the modes that Coastal Express and Dial-a-Ride riders use to access the bus stop. Most respondents walked, with several also biking, driving alone, or getting dropped off. One Dial-a-Ride user was picked up at home.

Figure 2. Mode to Bus Stop

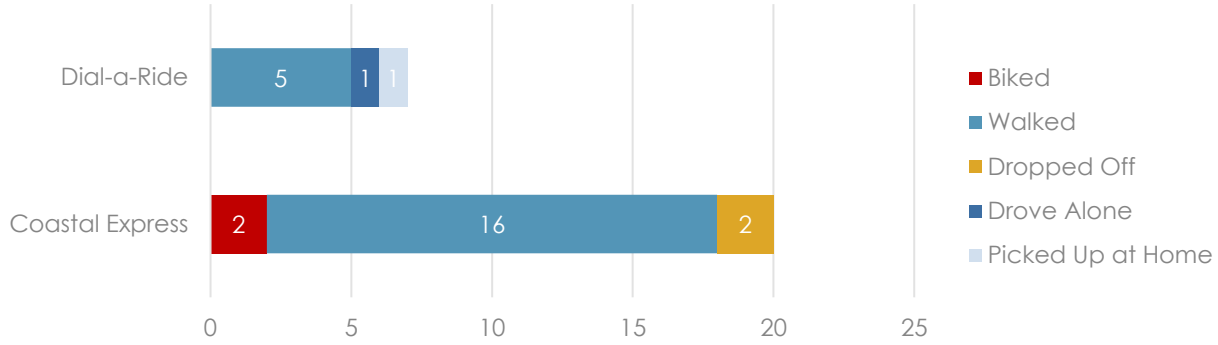
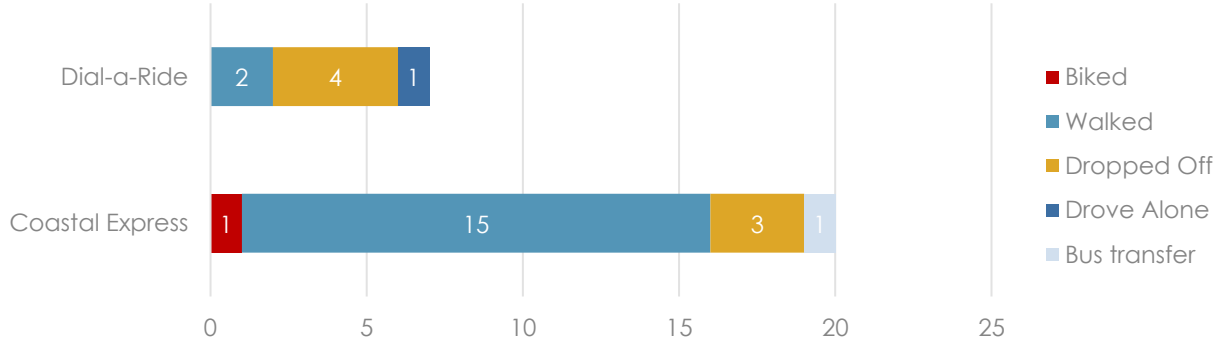


Figure 3 shows the modes that Coastal Express and Dial-a-Ride riders use to access the bus stop. Most respondents walked, with several also getting dropped off, biking, driving, or using another bus.

Figure 3. Mode from Bus Stop



ORIGIN AND DESTINATION

Origin and Destination Locations

Figure 4 shows the location where riders start and end their trip for the Coastal Express. The most common origin cities were Port Orford and Bandon. The most common destination cities were Brookings, Coos Bay Fred Meyer, and Port Orford.

Figure 4. Origin and Destination Locations – Coastal Express

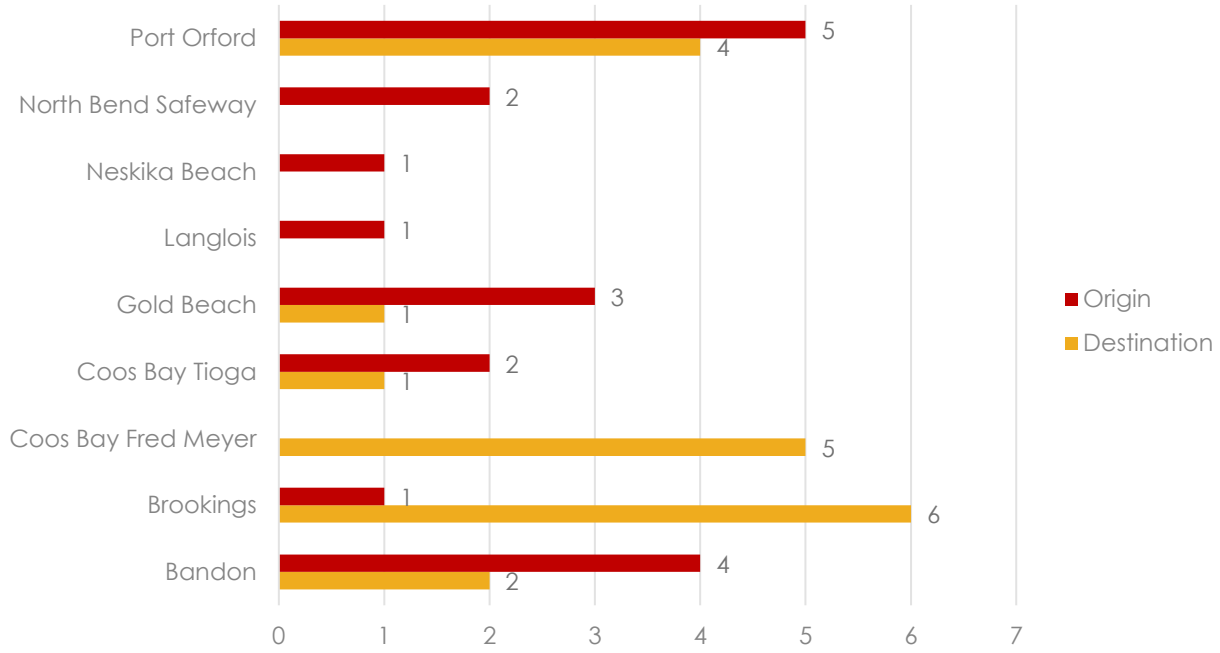
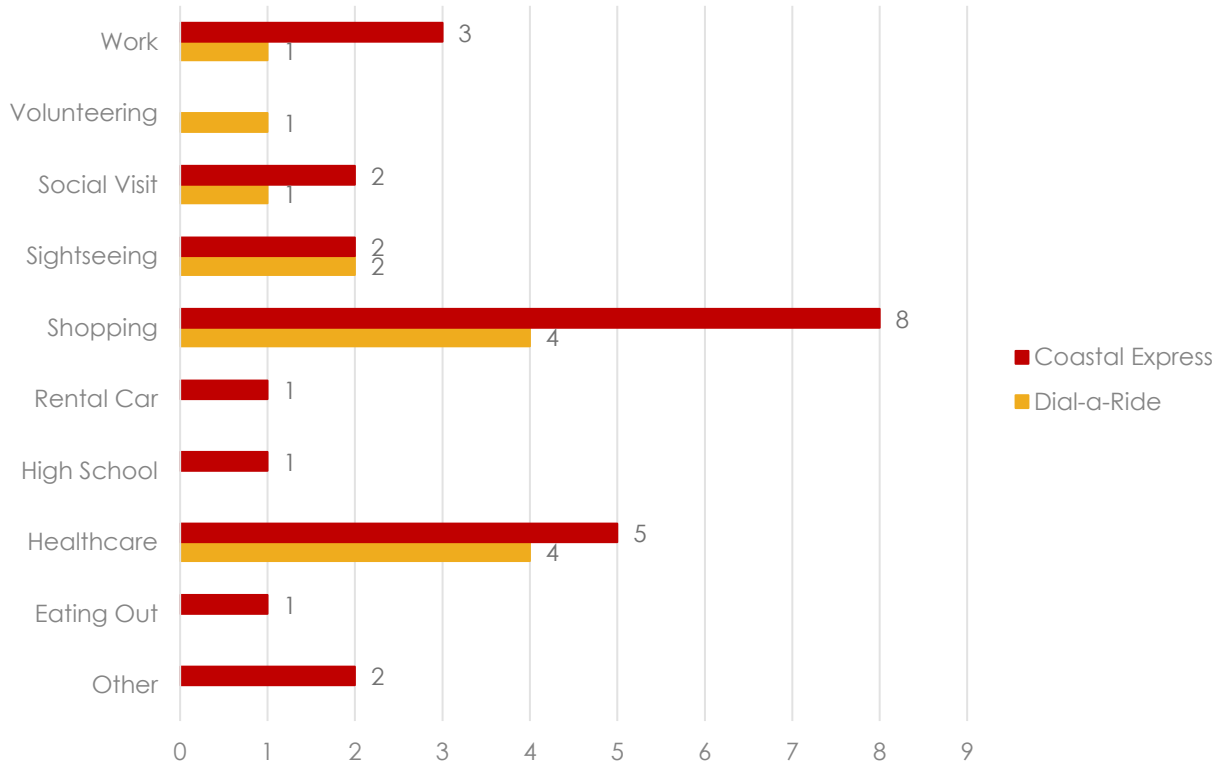


Figure 5 shows the trip purpose of the origins and destinations for onboard respondents. Most respondents use the service for shopping, healthcare and work purposes.

Figure 5. Trip Purpose – Origin & Destination



Note: Some respondents chose multiple trip purposes, so multiple responses are included in this data.

Distance to/from Bus Stop

Figure 6 shows the distance that riders travel to reach the first bus stop of their intended route and Figure 7 shows the distance that riders travel from the final bus stop of their intended route to their destination. For the Coastal Express, distance travelled from the origin to first stop varied between less than ¼ mile to 1-2 miles, with more than half travelling ½ mile or less. Similarly, distance travelled from the final bus stop to the destination also varied, with most falling below 1 mile. For Dial-a-Ride, most trips started and ended within a ¼ mile of the origin or destination.

Figure 6. Distance Traveled from Origin to First Bus Stop

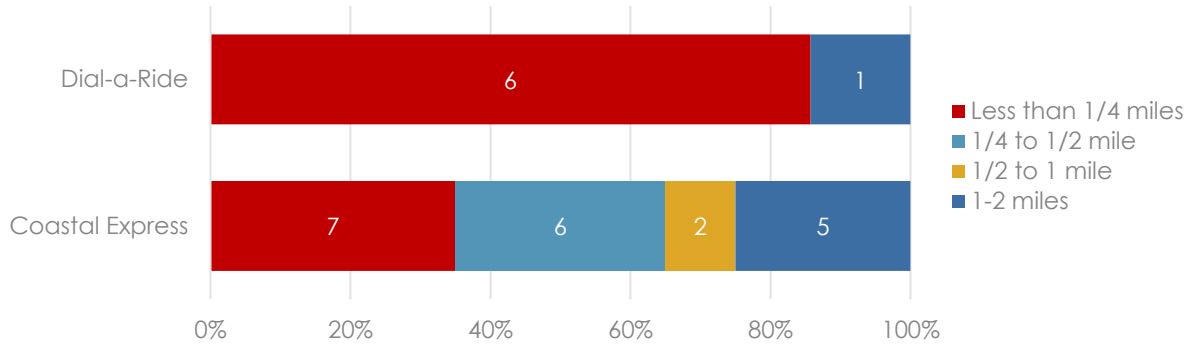
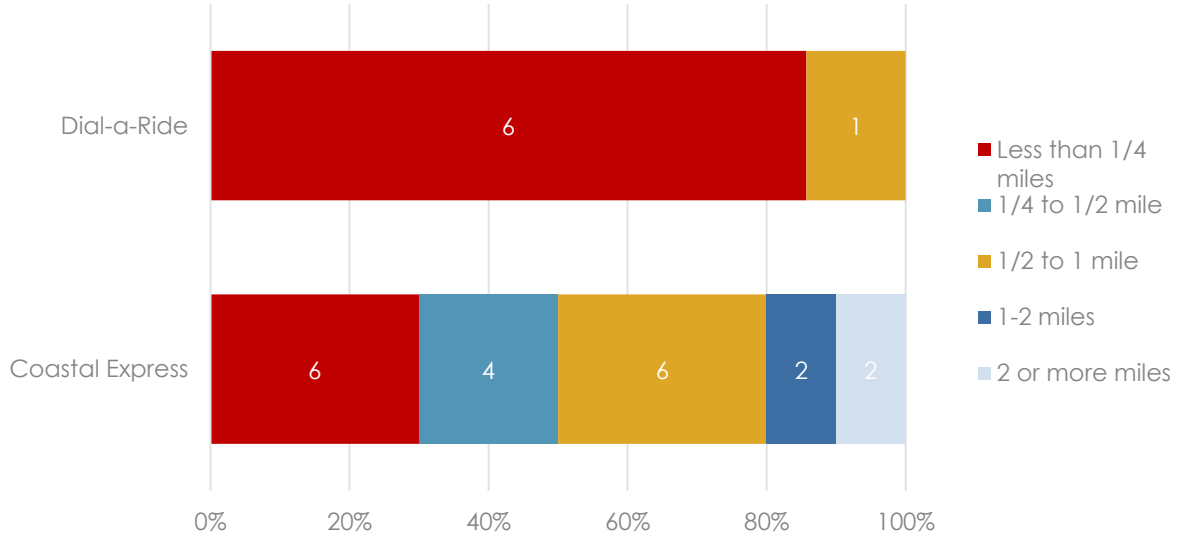


Figure 7. Distance Traveled from Final Bus Stop to Destination



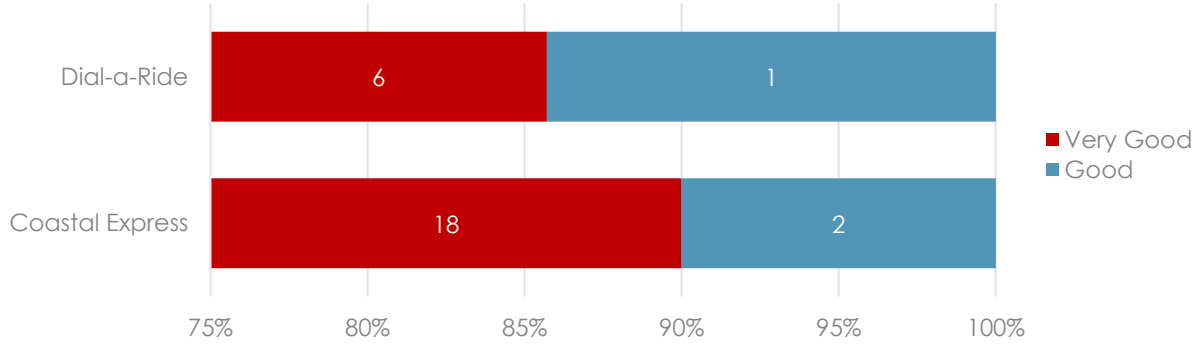
SERVICE QUALITY AND IMPROVEMENTS

The following describes respondents' perceptions of CPTI's service quality. This section also describes desired improvements that will inform the future service opportunities.

SERVICE QUALITY

Figure 8 shows how onboard respondents rate the service quality of CPTI's. All respondents are satisfied with CPTI's services, rating service quality as 'Good to 'Very Good'.

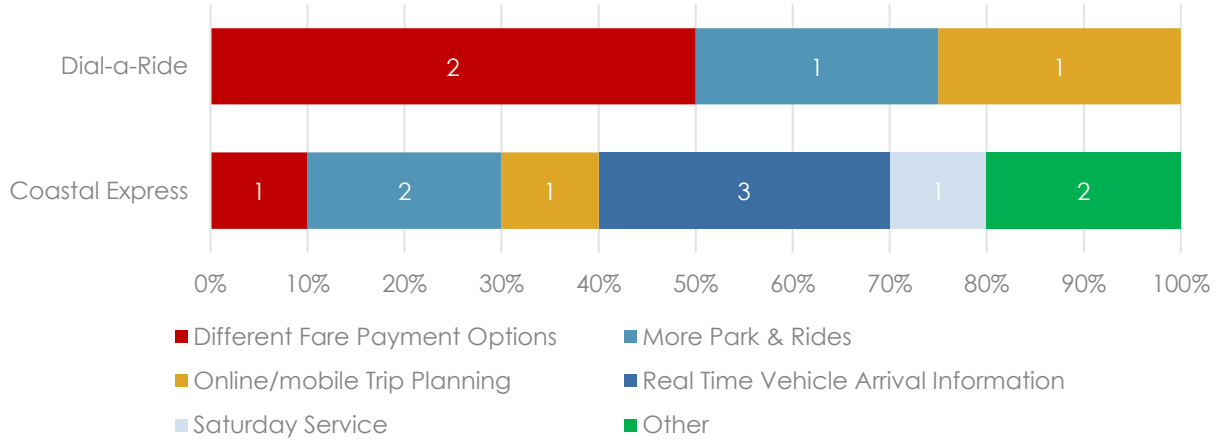
Figure 8. Service Quality



TOOLS FOR RIDER CONVENIENCE

Figure 9 shows the tools that onboard respondents feel would increase the convenience of their trip. Coastal Express riders desire more real-time vehicle arrival information and more park and rides. Dial-a-Ride respondents desire different fare payment options, more park and rides, and online/mobile trip planning.

Figure 9. Desired Tools for Rider Convenience

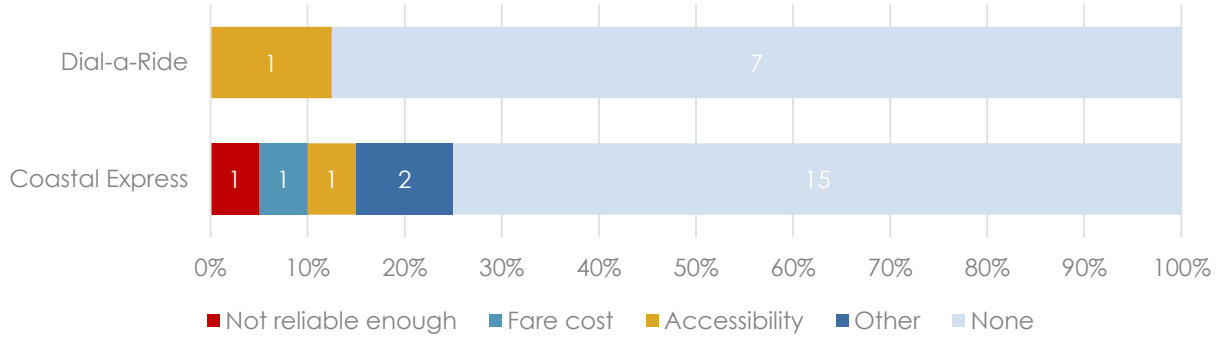


Note: Some respondents chose multiple responses, so some double-counting is included in this data.

BARRIERS TO RIDING CPTI TRANSIT SERVICE

Figure 10 shows barriers to using CPTI transit services. 22 respondents indicated no barriers to using transit. The remaining survey respondents stated that barriers include reliability, fare cost, and accessibility.

Figure 10. Why don't you use transit services?

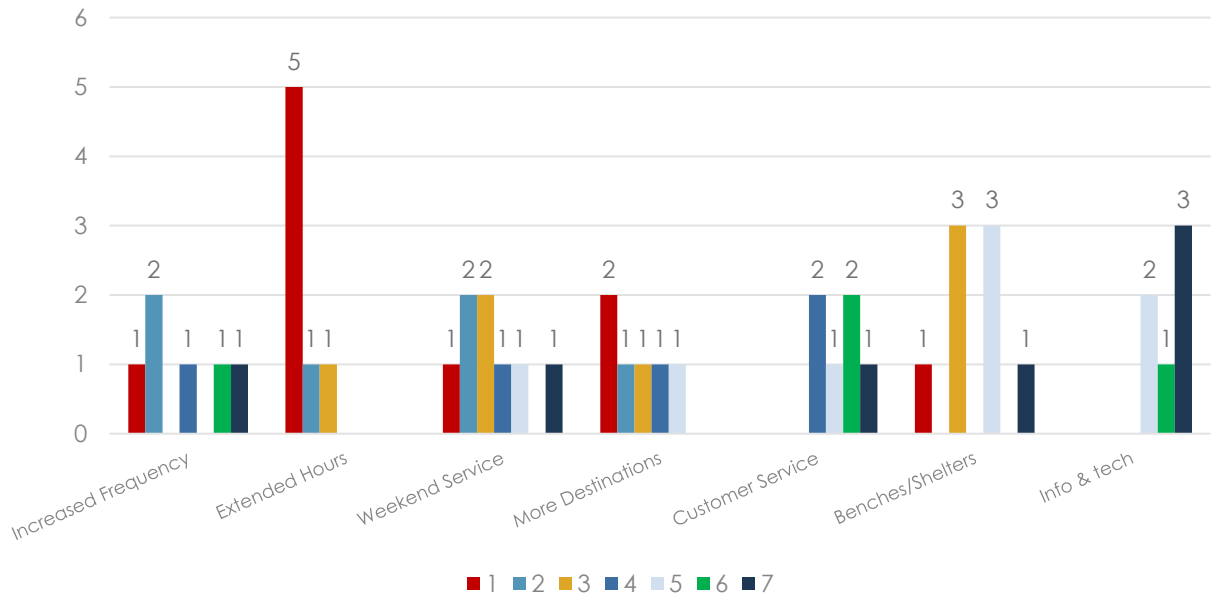


Note: Some respondents chose multiple responses, so some double-counting is included in this data.

SERVICE IMPROVEMENT PRIORITIES

Figure 11 show how Coastal Express respondents ranked potential service improvements, 1 being the highest and 7 being the lowest. As shown, the improvements with the most top ratings (ranked "1") include increased frequency, extended service hours, benches and shelters, and weekend service. Respondents indicated that the highest priority improvements include extended hours, increased frequency, weekend service, more destinations and benches and shelters.

Figure 11. Service Improvement Priorities

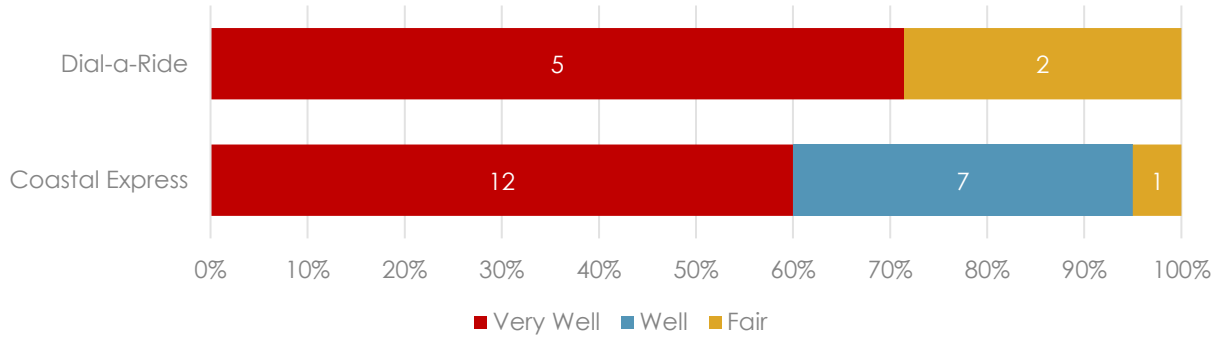


- One respondent indicated that they desire extended hours and weekend service to get to their medical appointments.
- A respondent indicated that they would like to see a later run from the VA Clinic in North Bend to Roseburg.
- A respondent suggested solar lighting at the bus stops; weather-resistant bus stop amenities (to withstand rain and wind); and cameras at the bus stops.
- A respondent suggested services to Grants Pass and Eureka.
- A respondent (student at Southwestern Oregon Community College) indicated that extended hours would help. The respondent indicated that their class times don't match with Coastal Express bus times.

UNDERSTANDING OF SERVICES

Figure 12 shows how well riders feel they understand The CPTI's services. Most respondents feel that they understand the services 'Well' to 'Very Well'. One respondent indicated the more signage would help legibility of CPTI's services.

Figure 12. How well do you understand The CPTI's services?



GENERAL INFORMATION

The following section describes the characteristics of survey respondents and their use of the CPTI system.

COVID & CPTI TRANSIT SERVICE USE

Figure 13 shows the frequency that respondents used CPTI transit services before COVID. Figure 14 shows the frequency that respondents intend or anticipate using CPTI services after COVID. Respondents generally anticipate their ridership frequency to increase after COVID.

Figure 13. Ridership Frequency Before COVID

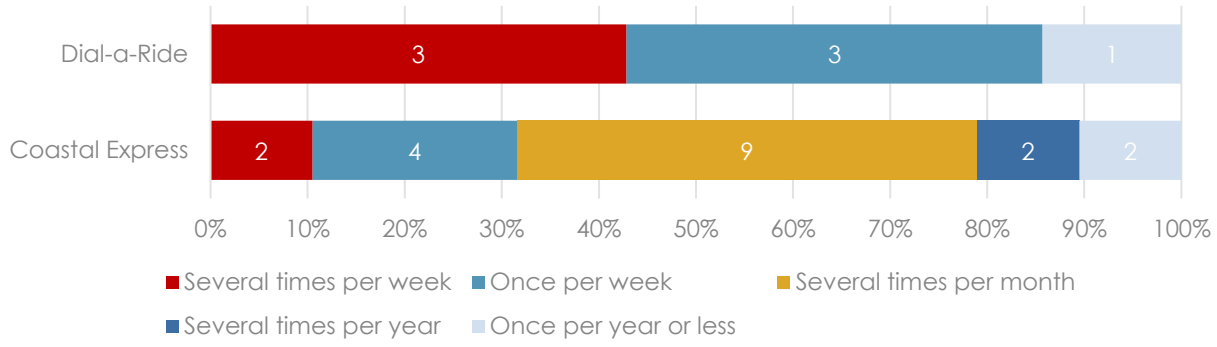
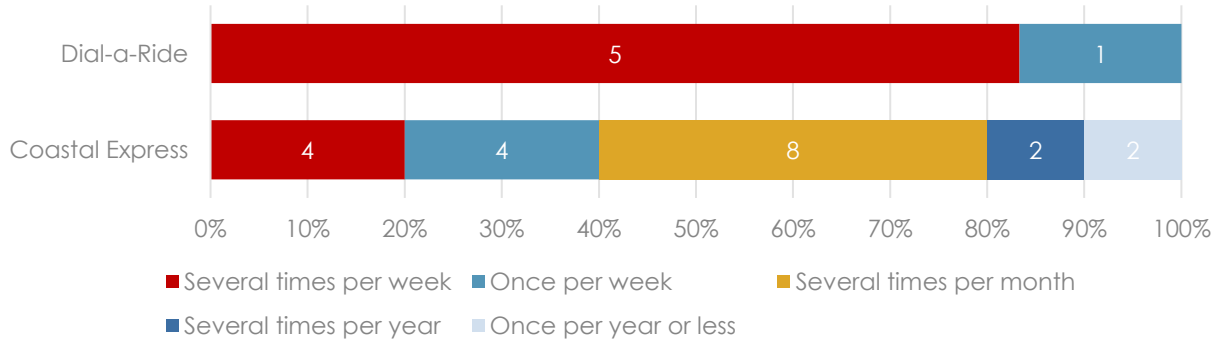


Figure 14. Anticipated Ridership Frequency After COVID

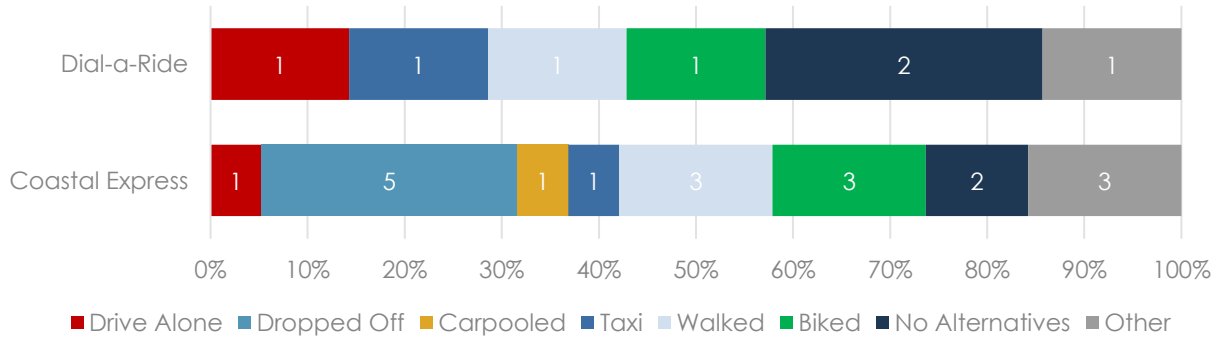


TRAVEL MODE IF BUS SERVICE IS UNAVAILABLE

Figure 15 shows how riders would make their trip if the bus service were not available. Most Coastal Express riders indicate that they would be dropped off, with several also mention biking and walking as options. A few mentioned alternate strategies such as finding a new job or riding healthcare shuttle services.

Dial-a-Ride respondents' answers varied. Several respondents for both the Coastal Express and Dial-a-Ride indicated that they would have no alternative to CPTI's services.

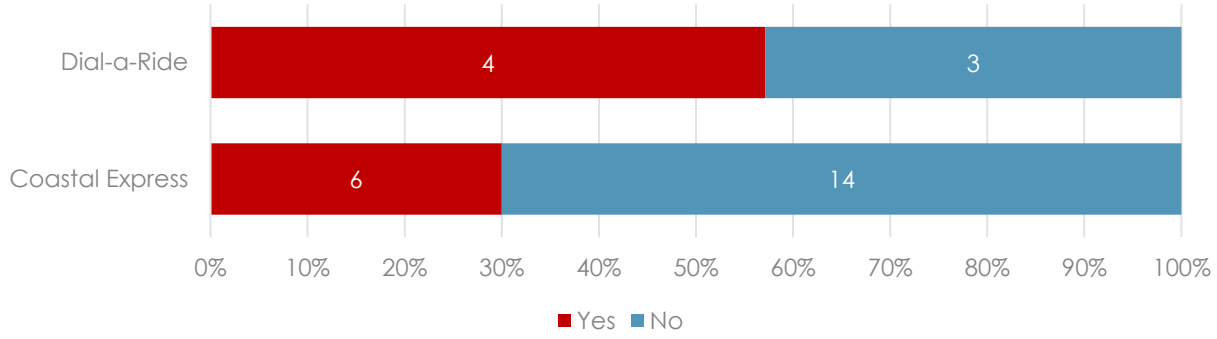
Figure 15. Mode if Bus Service Were Not Available



DRIVER'S LICENSE

Figure 16 shows the number of onboard respondents who have a valid driver's license. 70% of Coastal Express riders and about 40% of Dial-a-Ride riders do not have a driver's license.

Figure 16. Do you have a valid driver's license?



DEMOGRAPHICS

Figure 17 shows how many working vehicles are available to the households of onboard respondents. The majority of onboard respondents do not have a working motor vehicle in their household.

Figure 17. Working Motor Vehicles in Household

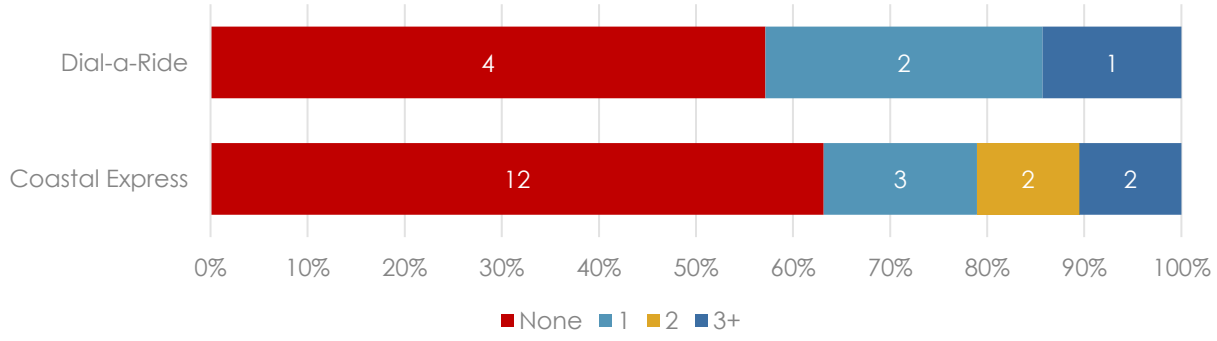


Figure 18 shows the age distribution of respondents. About 45% of Coastal Express respondents and 57% of Dial-a-Ride respondents were over the age of 65, with the largest population brackets being those ages 65-79.

Figure 18. Age

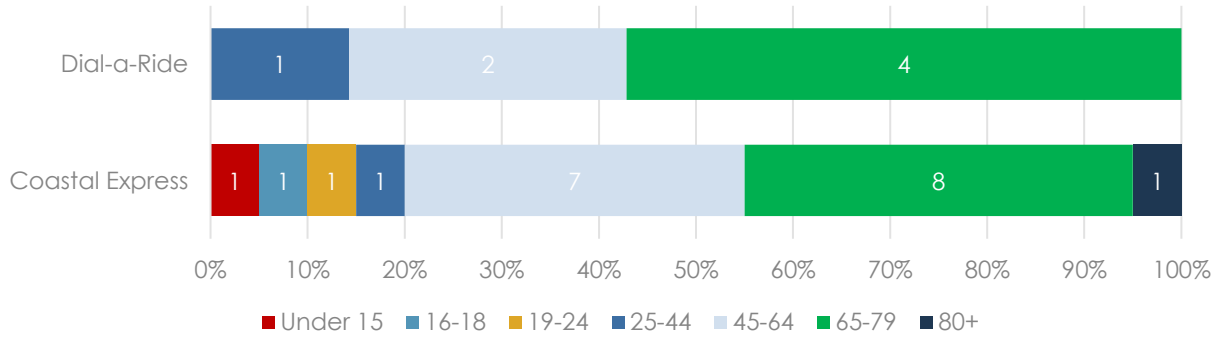


Figure 19 show the gender identity of respondents. The share of Dial-a-Ride onboard respondents who are transit riders was relatively even between male and female, but the share of Coastal Express respondents was about 70% male.

Figure 19. Gender Identity

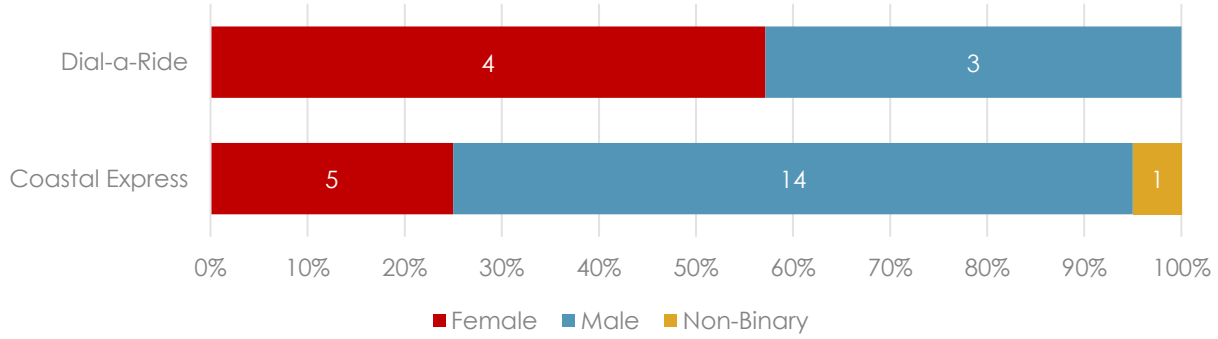


Figure 20 shows the race or ethnicity of respondents. As shown, riders are primarily white or Caucasian at about 88% of respondents.

Figure 20. Race or Ethnicity

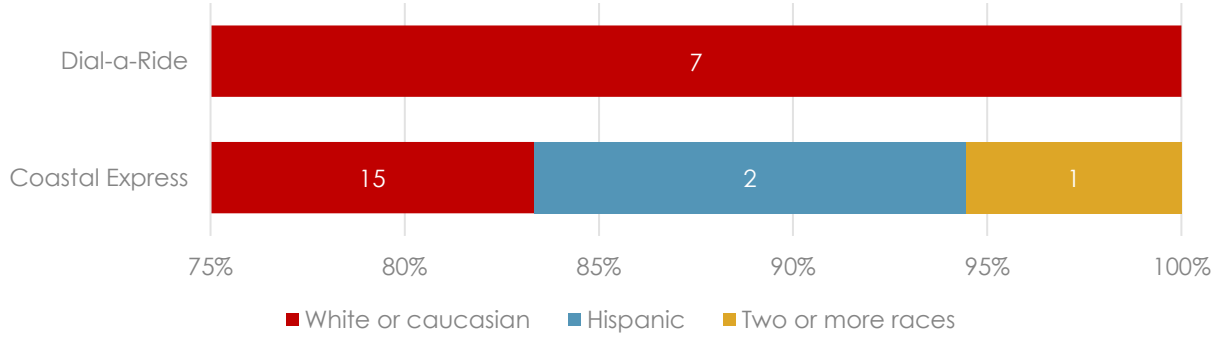


Figure 21 show number of onboard respondents who have a disability affecting their mobility. More than half of Dial-a-Ride respondents have a disability affecting mobility, while about 85% of Coastal Express respondents have a disability affecting mobility.

Figure 21. Disability Affecting Mobility

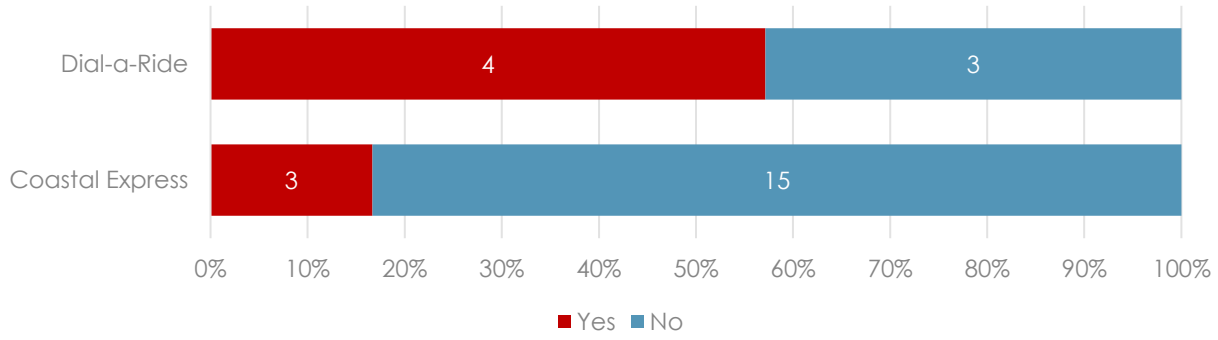


Figure 22 shows the characteristics that apply to respondents. Characteristics described include employment and veteran status.

Figure 22. Respondent Characteristics

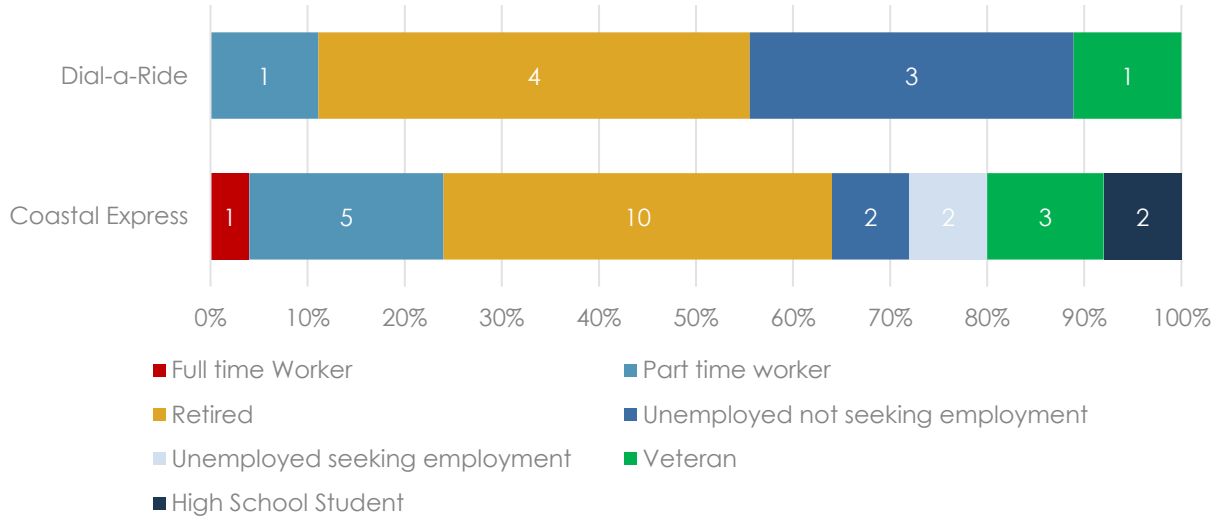
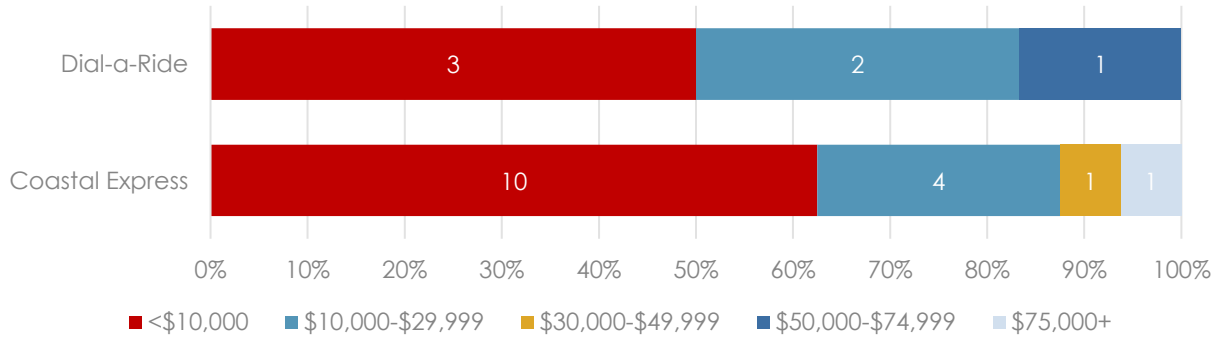


Figure 23 shows the individual income of respondents. About 90% of respondents indicated they earn less than $50,000 annually, which is less than 200% of the federal poverty-level for a family of four. In addition to indicating higher dependency on affordable transportation options, this is a key metric for certain funding CPTI is eligible to receive.

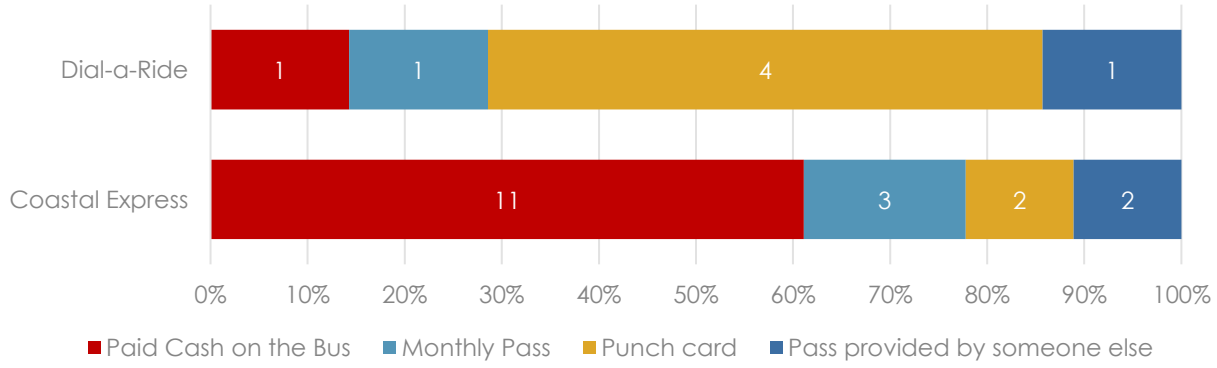
Figure 23. Individual Income



TICKET RECEIPT

Figure 24 shows how riders receive tickets for their trip. Most Coastal Express respondents paid cash on the bus while most Dial-a-Ride respondents used a punch card. Other respondents used their CPTI monthly pass or a pass provided by someone else.

Figure 24. Method of Receiving a Ticket



ADDITIONAL FEEDBACK

Respondents were asked for additional feedback they wanted to provide. Following were the responses:

- Several respondents mentioned that CPTI drivers are helpful and polite.
- A respondent suggested having CPTI dispatch staff monitor bus runs throughout the day. They added that providing a hotline number for riders to call in case the bus does not arrive at the right time or for situations that need immediate attention would be beneficial.
- A respondent on the Dial-A-Ride bus indicated that cab services in Gold Beach are not sufficient and therefore they could not get to the Coastal Express bus stop at Gold Beach (Ray's Food Place) to attend school at Southwestern Oregon Community College.
- A respondent indicated their inability to drive due to health issues. They rely on the bus to travel.

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
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P 503.228.5230

October 11, 2022

Project# 23021.039

To: Kathy Bernhardt
Curry County Public Transportation Service District
PO Box 1771
Brookings, OR 97415

From: Susan Wright, Bincy Koshy, Sophia Semensky, Kittelson & Associates, Inc.

CC: Ian Horlacher, ODOT

RE: Onboard Survey (Task 3.3)
Curry County Transit Development Plan

ONBOARD SURVEY #2 SUMMARY

The following provides a summary of the onboard survey #2 conducted for the Curry County Transit Development Plan (TDP) on August 29th, 2022. The onboard survey consisted of questions asking about service enhancements, and the proposed local bus route alternatives for Curry Public Transit Inc. (CPTI). A total of 23 onboard surveys were completed. The onboard survey results are included in Attachment A.

Key Findings Include:

- Majority of the survey respondents reported that they ride or would ride Coos County Area Transit District (CCATD) buses if transfers between CPT and CCATD buses were made easier. Some of the respondents also indicated that they ride or would ride Redwood Coast Transit and SouthWEST POINT if transfers between these buses and CPT were made easier.
- Some respondents reported they would ride the local Brookings/Harbor proposed route in the future if it were in place while other respondents indicated that they wouldn't ride the route. Majority of the respondents were not from the area (visitors) and did not have an opinion.
- In ranking five options from low priority to high priority, 'Easier transfers with other buses in Coos County, North Bend and Smith River' and 'Coastal Express service in Crescent City' received the highest number of number 1 ratings and 'More Dial-A-Ride hours' and 'A local bus route in Brookings/Harbor' received the highest number of number 5 ratings.
- Respondents mentioned that they would want to go to Azalea Park, Fred Meyer, convenience stores, local businesses, Harbor waterfront, US Coast Guard station area (Harbor) if they were to ride the proposed Brookings/Harbor local route.
- Additional recommendation voiced by respondents included:
    - Provide service to Eugene
    - Need for more frequent buses
    - Service to the California border

Reference I. Operator Survey Summary

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
Portland, OR 97204
P 503.228.5230

Operator Survey

January 23, 2023

Project# 23021.039

To: Kathy Bernhardt
Curry County Public Transportation Service District
PO Box 1771
Brookings, OR 97415

From: Susan Wright, Bincy Koshy, Sophia Semensky, Kittelson & Associates, Inc.

RE: Operator Survey (Task 1.12)
Curry County Transit Development Plan

OPERATOR SURVEY SUMMARY

The following provides a summary of the driver survey conducted for the Curry County Transit Development Plan (TDP). The operator survey consisted of questions exploring Curry Public Transit Inc. (CPTI) service quality, challenges for drivers and ideas for solutions, and priorities for service improvements. A total of eight (8) operator surveys were completed. Key findings include:

- Operators' length of service ranged from 6 months to 12.5 years, with an average duration of 5.9 years.
- Drivers ride Coastal Express/Dial-A-Ride on different days in a week depending on demand/need.
- On a scale of 1 to 5, with 1 being the lowest and 5 being the highest, five operators ranked CPTI service as 5, two ranked service as 4 and one ranked service as 3. The average rating of CCAT service is 4.5
- Two operators reported challenges with rainy, fogy nights and wet roads; one operator reported challenges with occasional disruptive passengers; one operator mentioned challenges with dropping of passengers on the left side of the roadway; and an operator reported challenges with potential COVID exposure
- Five operators reported challenges with timing of operations including service delays when picking-up/dropping-off wheelchair riders, general logistics of moving passengers, and delays in wait time for passengers.
- In ranking six options from low priority to high priority, 'Increase Frequency' received the highest number of number 1 ratings and 'Service to More Destinations' and 'Improvements to Bus/Bus Facilities' received the highest number of number 5 ratings. 'Extended Hours' had the highest average ranking and 'weekend Service' had the lowest average ranking.
- Retaining Dial-A-Ride as door-to-door service by appointments made the previous day; providing fixed city route service for Brookings/Harbor with scheduled stops and bus shelters; expanding Coastal Express further into California (to provide service to Walmart); expanding Dial-A-Ride services in Gold Beach to provide transfer options to Coastal Express fixed route; and providing service on Railroad Avenue in South Harbor, Park Avenue, Ferns Avenue and Easy Street (where Good Samaritan Society – Jerstad, schools and residential areas are located) are recommendations provided by an operator related to vehicles, transit centers, bus stop amenities, route schedules, service locations, or service policies.
- Additional recommendation voiced by an operator includes the need to hire more drivers.

Reference J. Virtual Outreach Events Summary

KITTELSON & ASSOCIATES
851 SW 6th Avenue, Suite 600
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P 503.228.5230

February 14, 2023 Project# 23021.039

To: Kathy Bernhardt
Curry County Public Transportation Service District
PO Box 1771
Brookings, OR 97415

From: Susan Wright, PE, Bincy Koshy, Sophia Semensky, Kittelson & Associates, Inc.

CC: Ian Horlacher, ODOT

RE: Virtual Open House Summary
Curry Country Transit Development Plan

VIRTUAL OPEN HOUSE 1

A virtual open house for the Curry County Transit Development Plan was run for two weeks between April 1 and April 18, 2022. The open house consisted of a website that included project information, summary of work to date, and next steps, as well as an interactive survey and an interactive comment map that allows participants to add comments and notes on a map of the service area.

The survey focused on existing transit services, transit needs, priority of improvements, and demographics. There were three responses from the survey and no responses to the comment map. Some key transit needs identified from the survey included:

- Improved connections to other transit providers;
- Running extended hours for Dial-a-Ride and Coastal Express;
- Formalizing transit stops; and
- Providing online/mobile trip planning.

LIVE VIRTUAL MEETING 1

In addition, a live virtual meeting was held on April 14th, 2022 from 5 PM to 6 PM. The presentation summarized the project goals and background, work to date, and next steps, as well as pointed participants to the virtual open house and survey. The PDF of the presentation is attached at the end of this document. There were no participants during the live meeting; however, the presentation was recorded and placed on the project website.

VIRTUAL OPEN HOUSE 2

A second virtual open house for the Curry County Transit Development Plan was run for two weeks between January 23 and February 13, 2023. The open house consisted of a website that included project information; an overview of service opportunities, financial plan, and coordinated plan; and a survey.

The survey focused on feedback on the draft Transit Development Plan, including the service opportunities and financial plan outlined on the website. There were two responses from the survey. Respondents supported weather-proof bus shelters and the implementation of local circulators.