



Technical Memorandum #1

April 12, 2022

Project# 23021.039

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 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

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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/) <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.

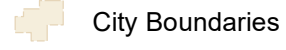
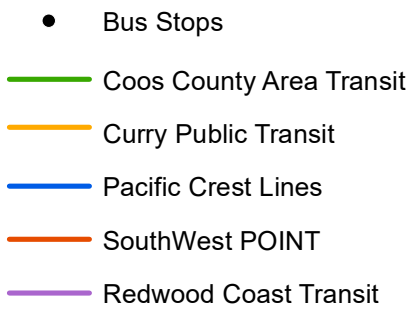
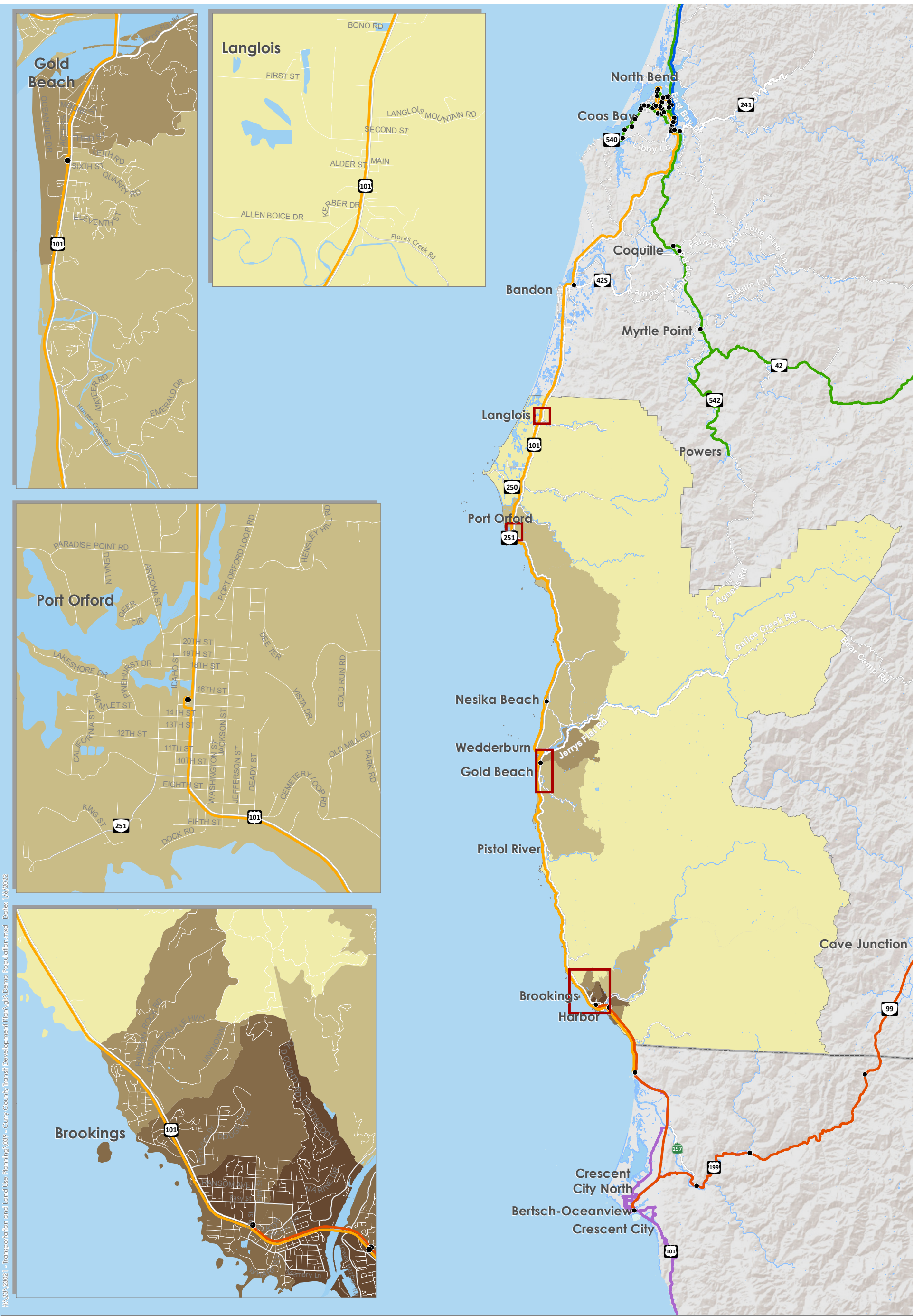


Figure 1
Curry County Population Density (People per Square Mile) by Block Group
Curry County

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
Population⁴	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 populations⁴	17.1%	28.3%
Percent Hispanic or Latino⁴	7.1%	13.9%
Percent below poverty line⁶	34.3%	30.8%
Percent with disability⁷	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 than 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

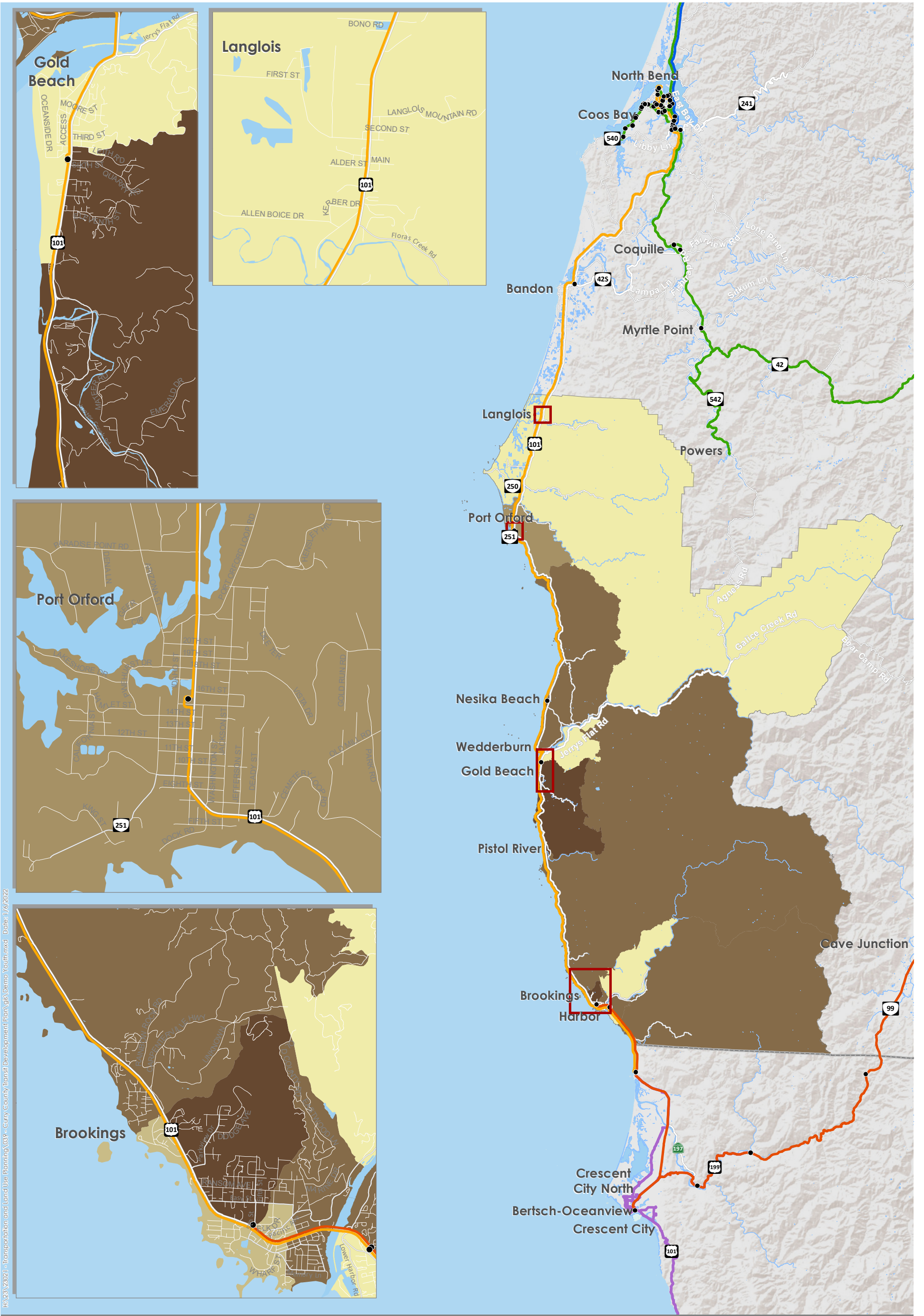
of Gold Beach (likely due to the location of Gold Beach High School, Riley Creek Elementary School, and Southwestern Oregon Community College) and in the incorporated city of Brookings.

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



Percent Population Under 18

- 5% or less
- 6 - 10%
- 11 - 15%
- 16 - 20%
- 21 - 25%

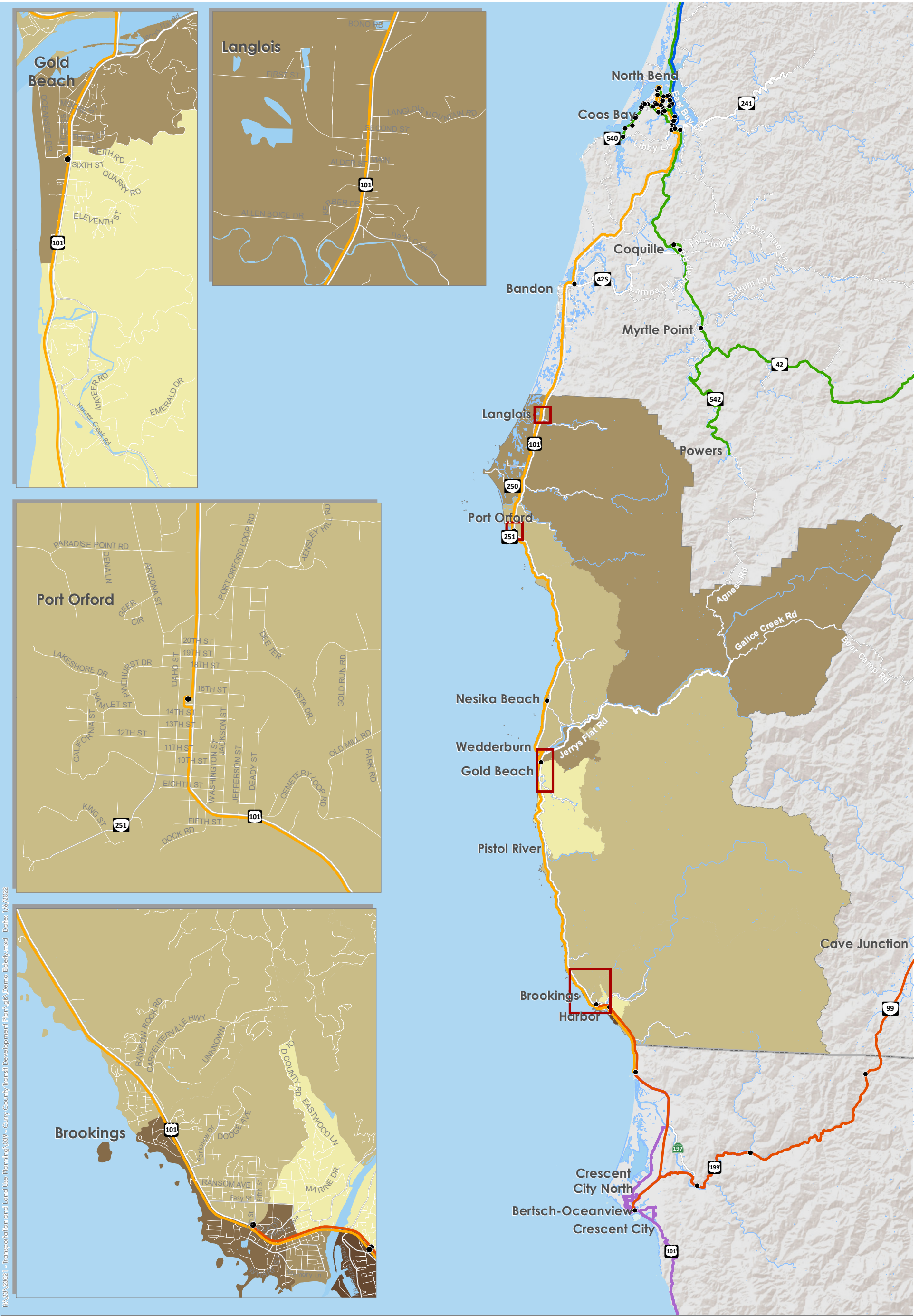
- Bus Stops
- Coos County Area Transit
- Curry Public Transit
- Pacific Crest Lines
- SouthWest POINT
- Redwood Coast Transit

City Boundaries

0 10 Miles

Figure 2

Percentage of Youth (Ages 18 and Under) by Block Group Curry County



HA 23 (2/2021) - Transportation and Land Use Planning (03) - Curry County Transit Development Plan (GIS Demo Elderly.mxd) Date: 1/6/2022

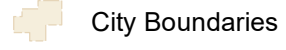
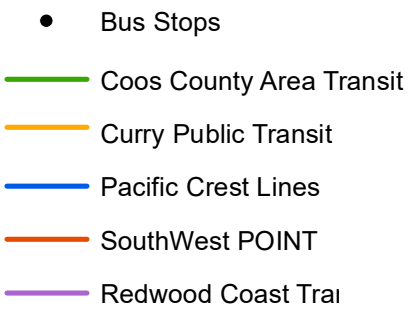
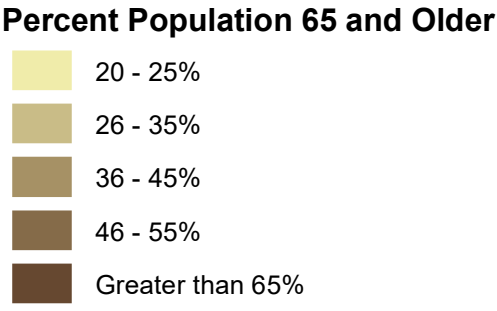


Figure 3
Seniors (Ages 65 and Older) by Block Group
Curry County

HOUSEHOLD INCOME

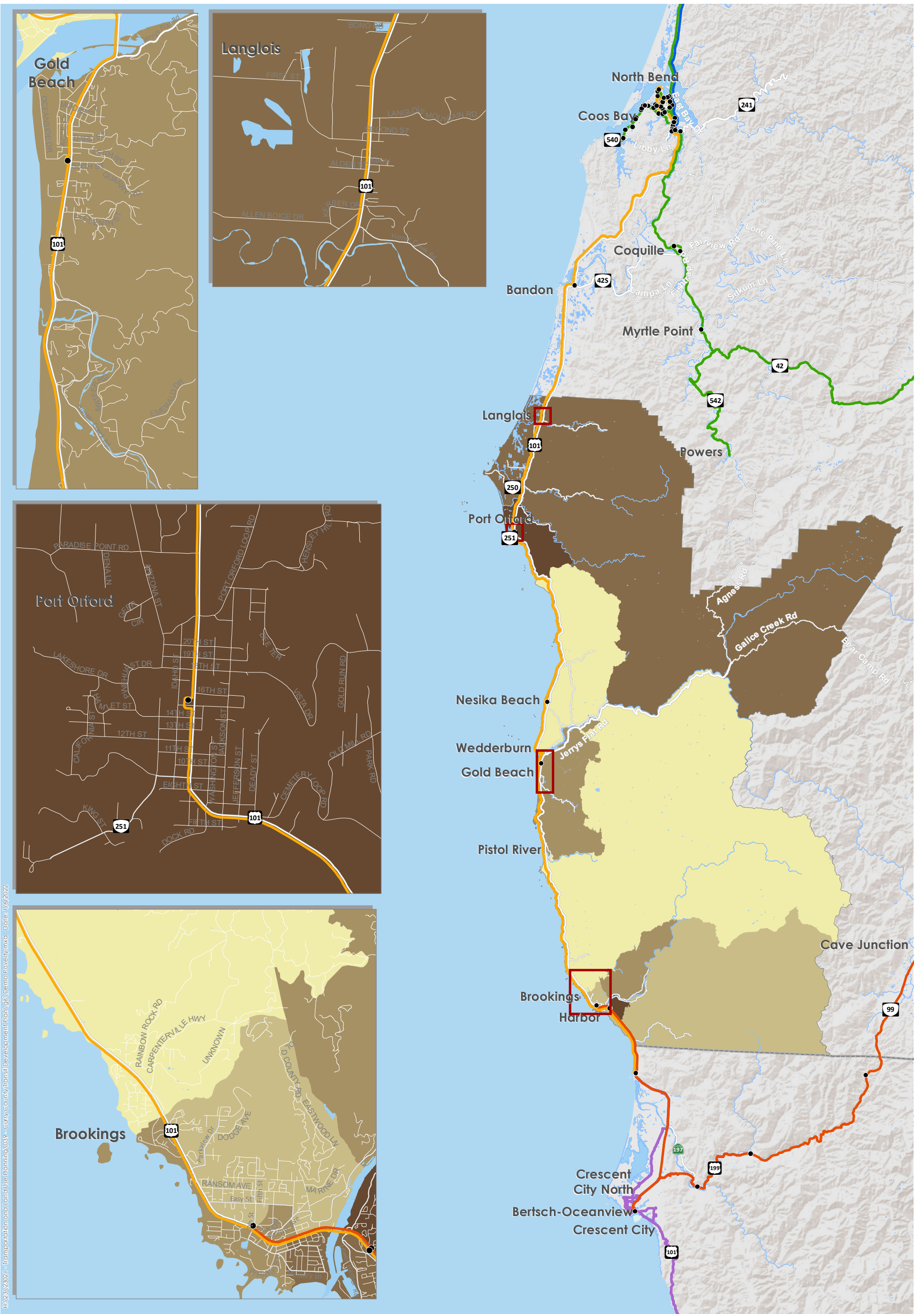
The federal poverty threshold is calculated by the size of the household and is adjusted annually. In 2021 the threshold for an individual is \$12,880 in annual earnings, and \$26,500 for a household of four.⁸ The US Census Bureau measures poverty by looking at the ratio between a household's income 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/>



HA 28 (2/2021) - Transportation and Land Use Planning (03) - Curry County Transit Development Plan (GIS Demo) Poverty.mxd - Date: 11/9/2022

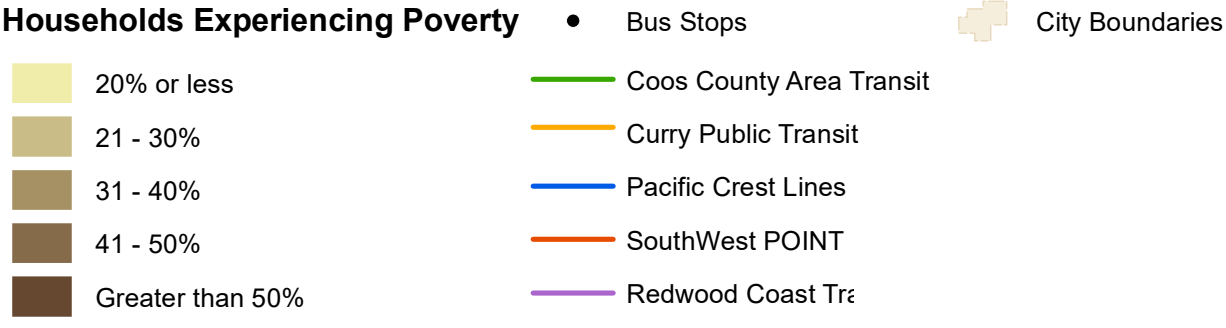


Figure 4

Households with a Poverty Ratio Below 2
Curry County

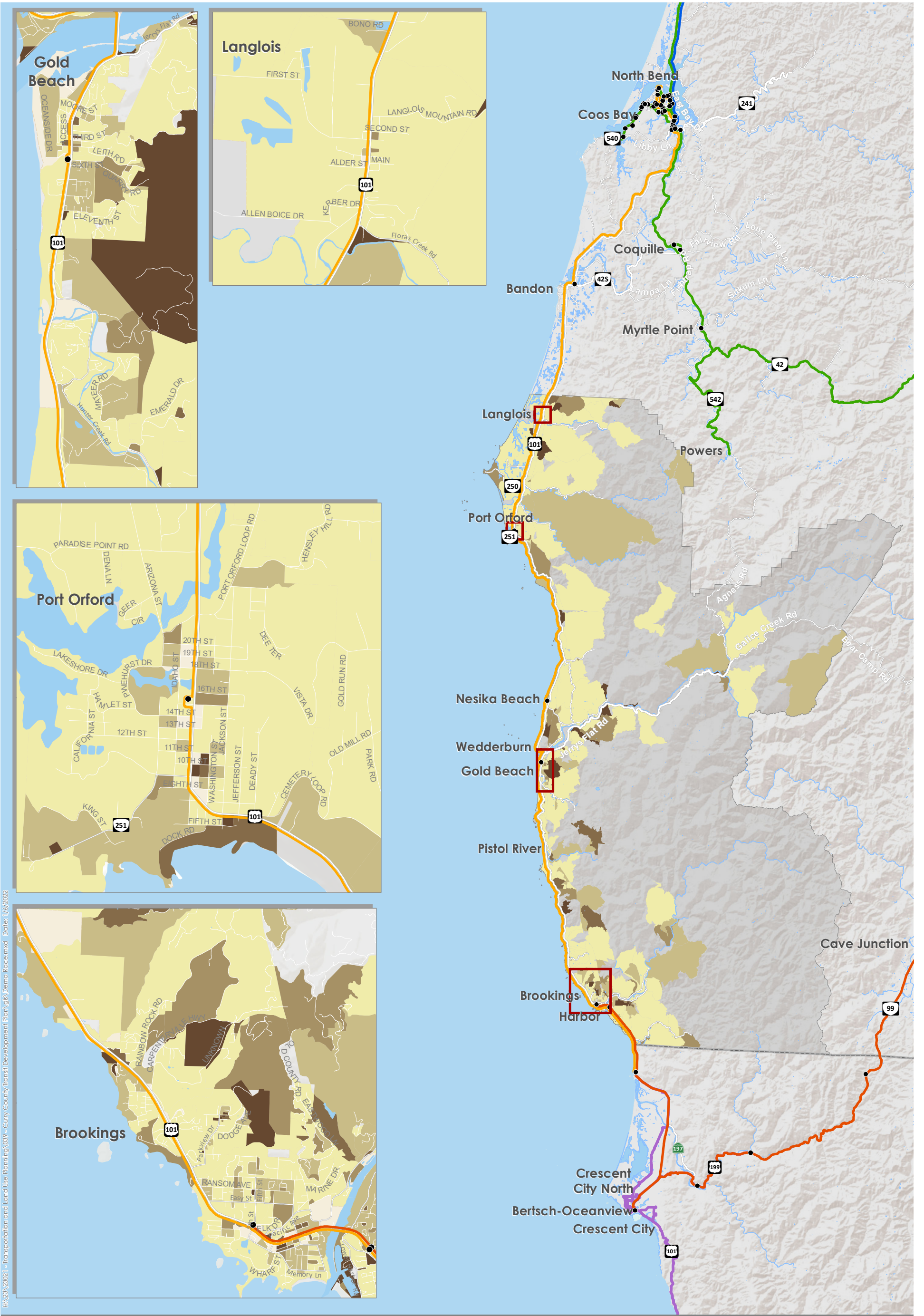
RACE AND ETHNICITY

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



HA 23 (2/2021) - Transportation and Land Use Planning (03) - Curry County Transit Development Plan (v3) (Demo) (03/2022)

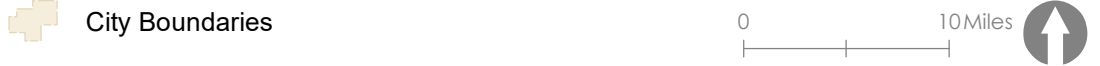
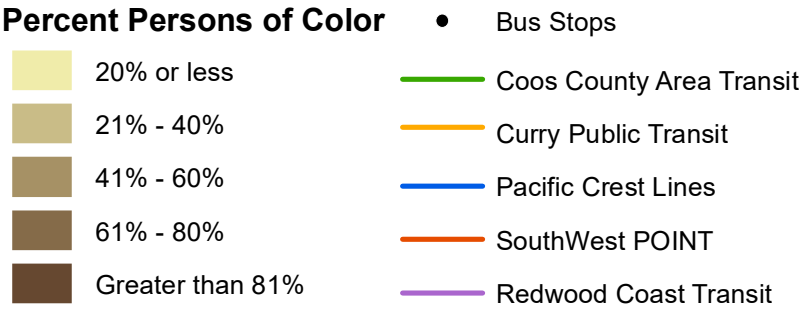


Figure 5

Minority Populations by Block Group
Curry County

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 Data Profile

Jobs and Employment

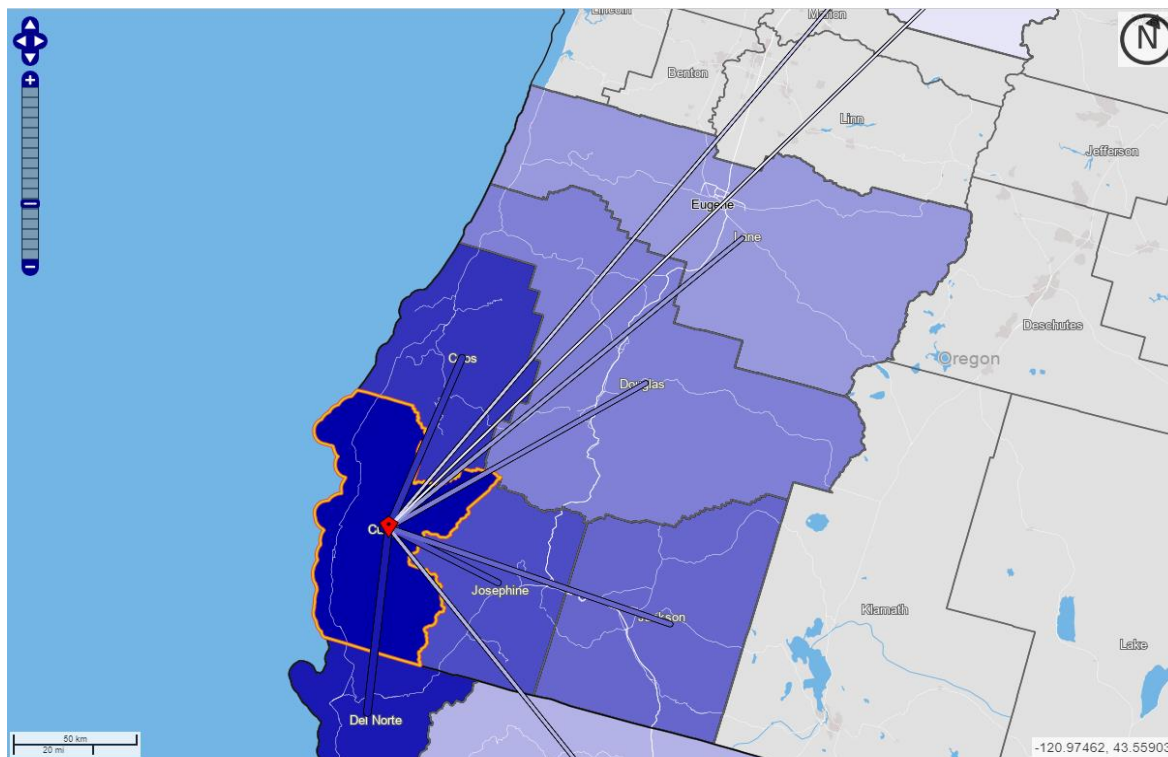
In 2019, 6,225 people were employed in Curry County, with 4,259 living and working in Curry County; 1,996 employees traveled into the County for employment. A total of 2,984 Curry County residents travel outside the County for employment⁹. For those traveling into the County for employment, Crescent 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 tools 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 commuting 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

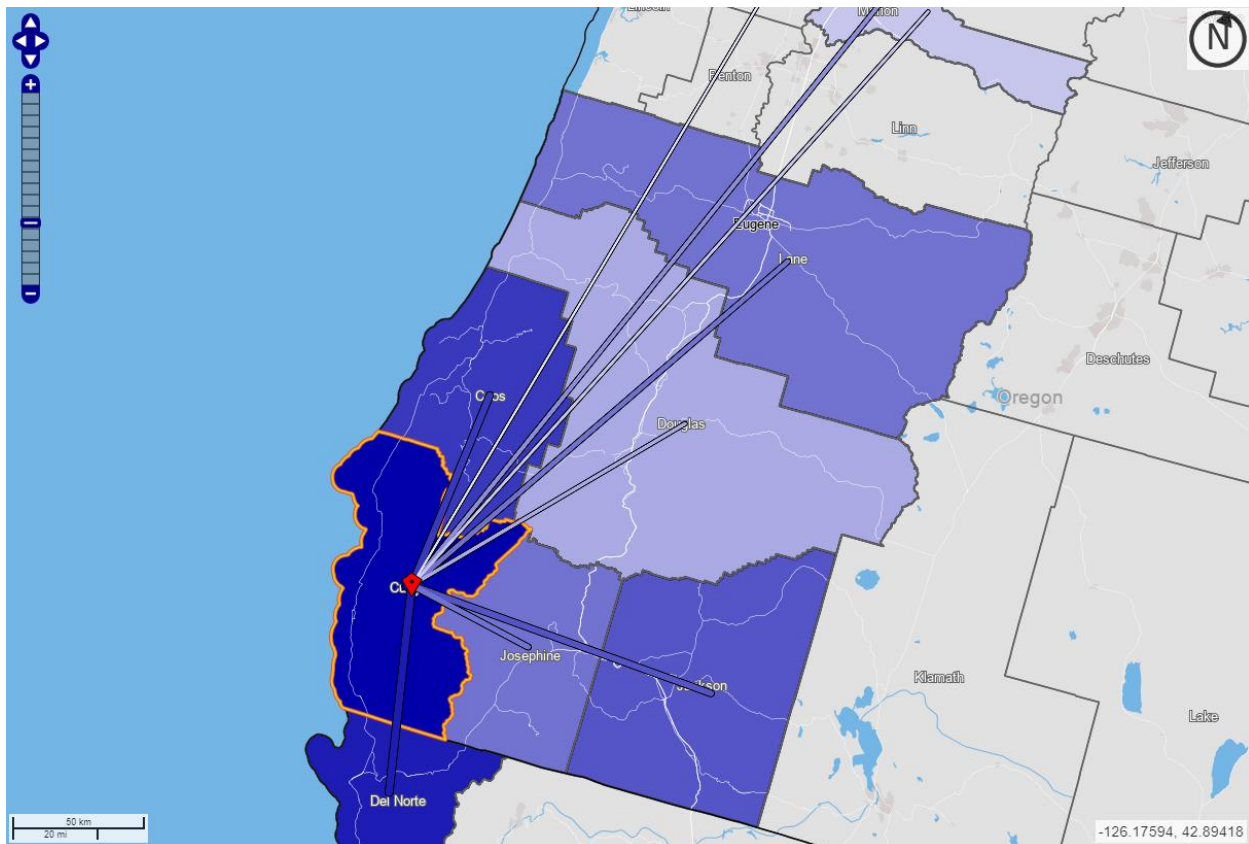
All Workers	Curry County		Brookings		Gold Beach		Port Orford	
	Total	Share	Total	Share	Total	Share	Total	Share
12:00 a.m. to 4:59 a.m.	478	7.3%	138	6.1%	83	10.0%	20	10.2%
5:00 a.m. to 5:29 a.m.	296	4.5%	169	7.5%	9	1.1%	0	0.0%
5:30 a.m. to 5:59 a.m.	200	3.0%	0	0.0%	31	3.8%	14	7.1%
6:00 a.m. to 6:29 a.m.	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

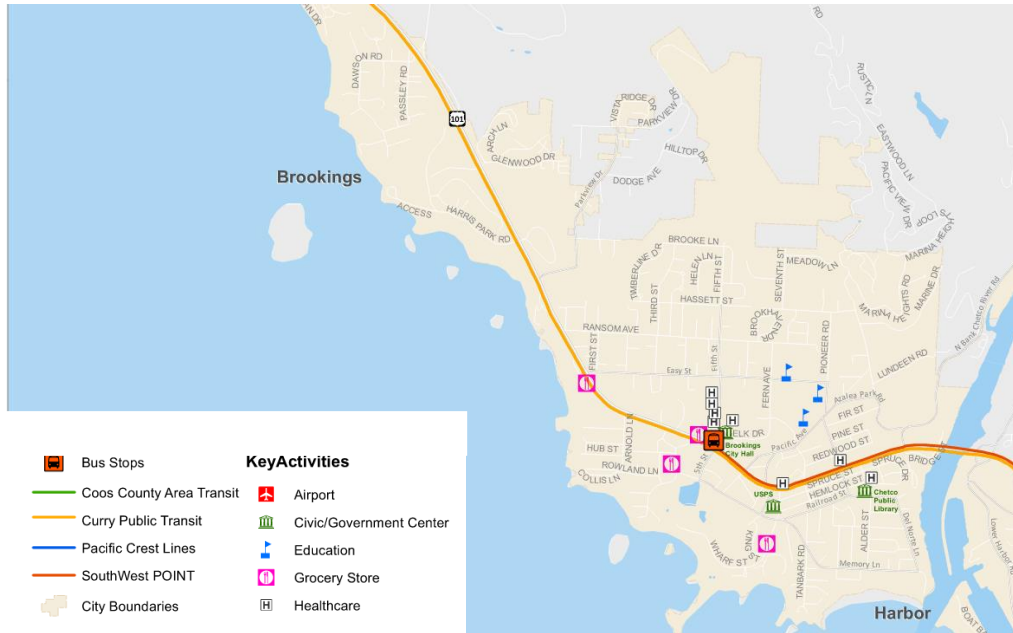


Figure 9. Key Activities - Gold Beach, OR

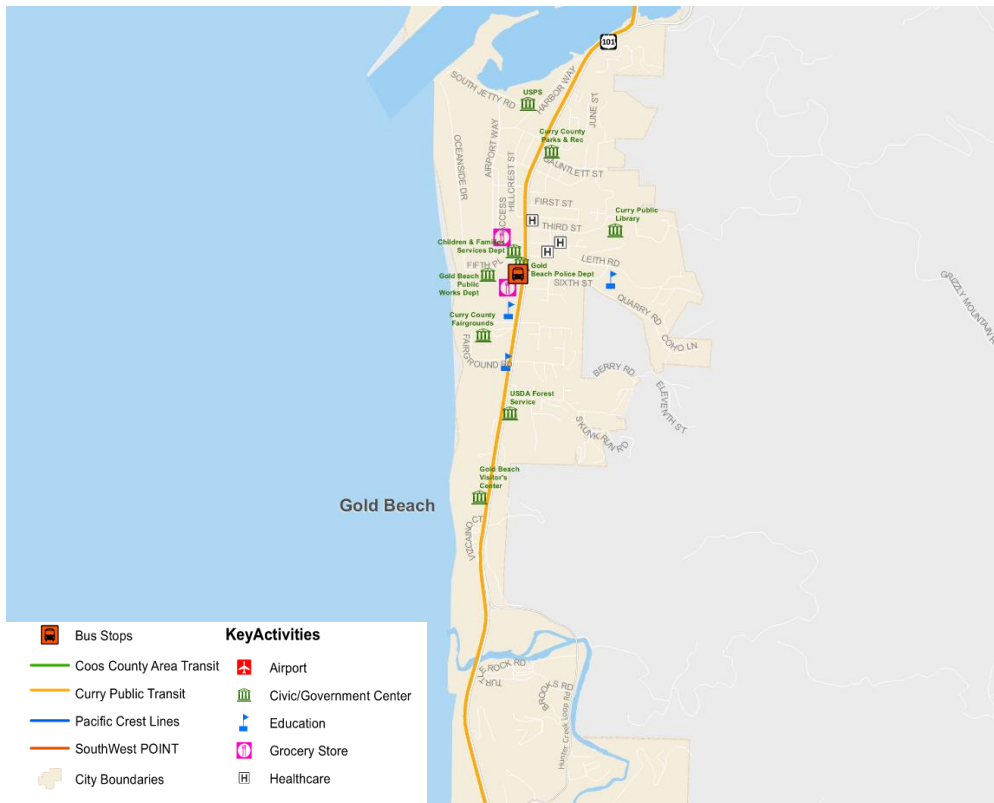
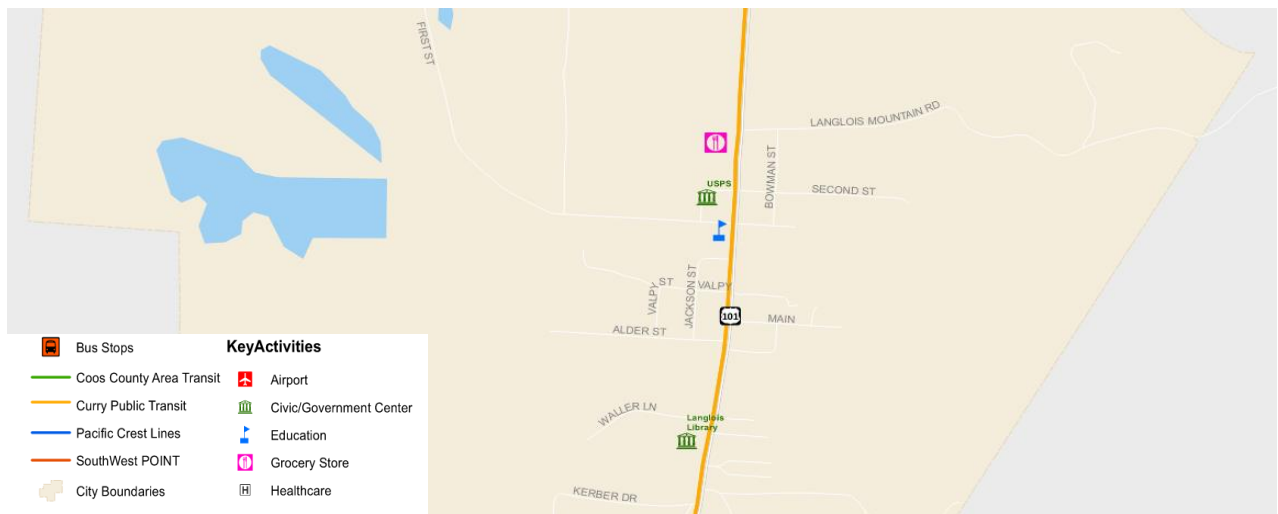


Figure 10. Key Activities - Port Orford, OR



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.



HA23_23021 - Transportation and Land Use Planning 039 - Curry County Transit Development Plan (Draft Base) Date: 11/29/2021

- Bus Stops
- Coos County Area Transit
- Curry Public Transit
- Pacific Crest Lines
- SouthWest POINT
- City Boundaries

0 10 Miles

Figure 12
Curry Public Transit Fixed-Route, Stops and Adjacent Transit Routes
Curry County

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; Klamath 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 $\frac{1}{4}$ 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 July 2021), there is one departure in each direction per day, with one bus departing Klamath Falls at 10:25 AM and arriving in Redmond at 2:25 PM, and another bus departing Redmond at 2:30 PM and arriving in Klamath Falls at 7:30 PM. Fares depend on origin and destination¹²:

- 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 three times a day (9:35 AM, 12:35 AM and 5:35 PM).

Route 20 Redwood Coast Transit arrives at the Arcata Transit Center at 9:22 AM and 5:10 PM in the southbound direction and departs the center at 10:00 AM 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 stations¹³ 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. Transit fares vary based on origin-destination and are provided above. A Greyhound station is also present

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;

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 10:30 AM and 1:37 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 Brookings 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

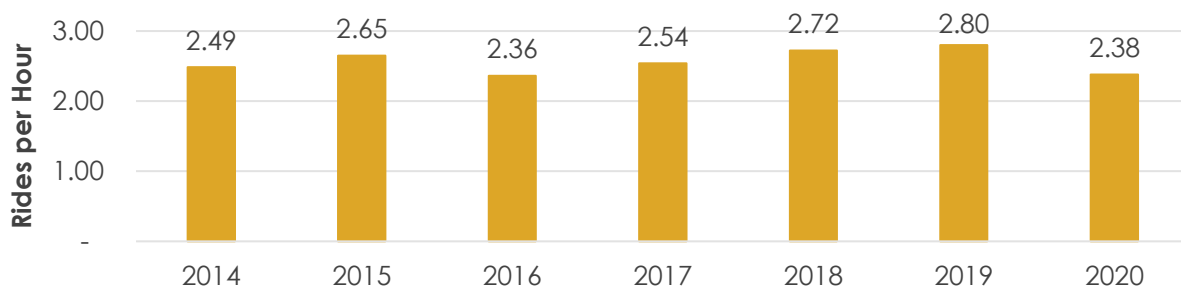
This section describes existing ridership and demand for CPT's services, and compares CPT's performance to similar providers.

RIDERSHIP TRENDS

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

Figure 13 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

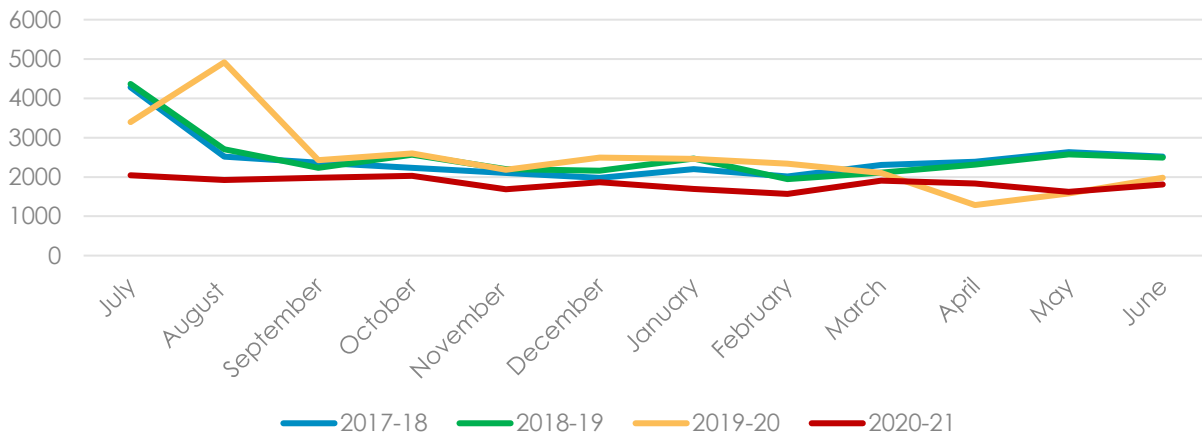


Source: NTD

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

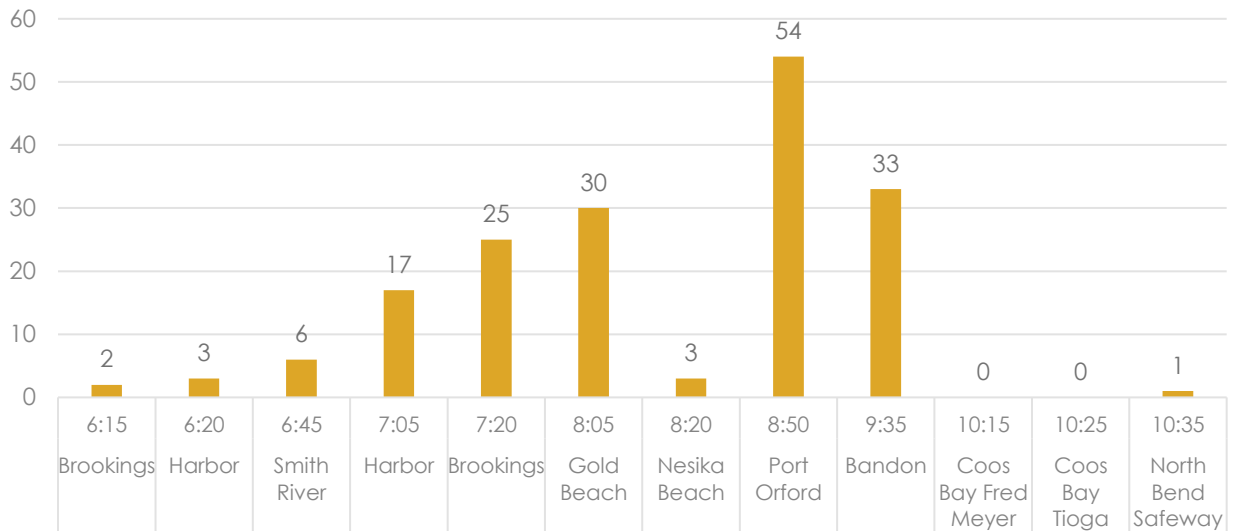
BOARDING AND ALIGHTING PATTERNS

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:

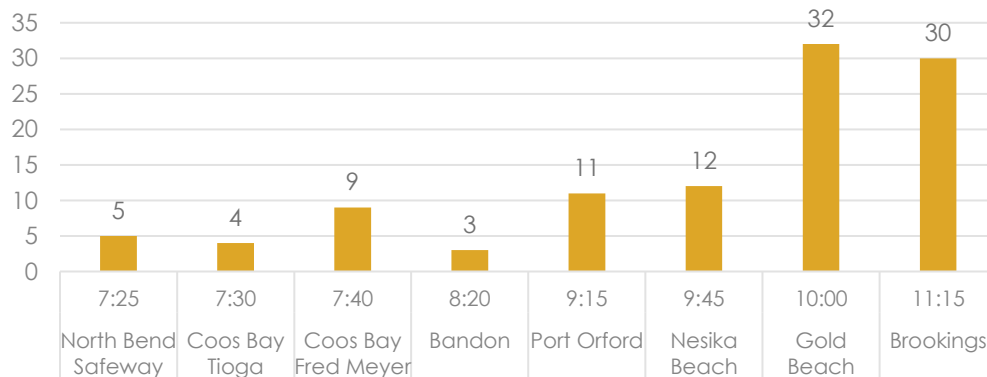
- Ridership is higher in the spring and summer and lower in the winter, with the highest ridership usually occurring in July or August.
- Figure 15 and Figure 16 show the total boardings on the northbound and southbound Coastal Express morning trip in April 2021. As shown, the highest number of boardings 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

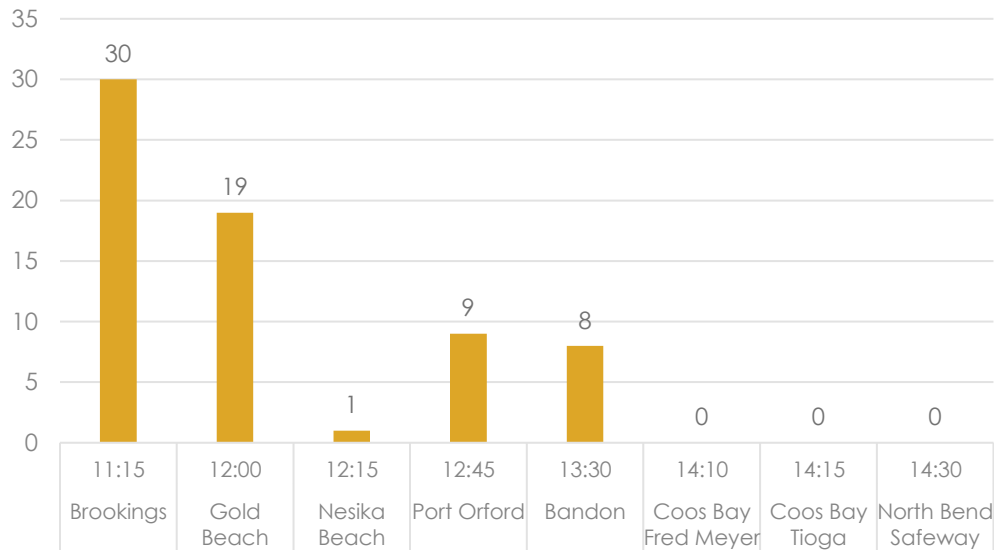
Figure 16. Total Number of Boardings during the Coastal Express Morning Trip (Southbound) – April 2021



Source: CPT

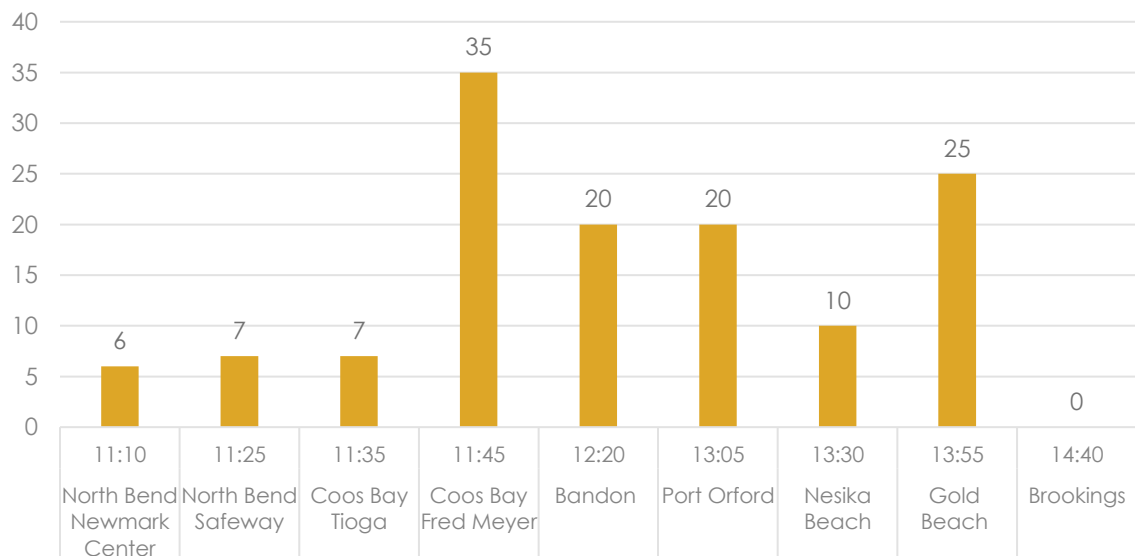
- Figure 17 and Figure 18 show the total boardings on the northbound and southbound Coastal Express mid-morning trip in April 2021. As shown, the highest number of boardings took place at Brookings (11:15 AM) and Coos Bay Fred Meyer (11:45 AM) in the northbound and southbound directions respectively.

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



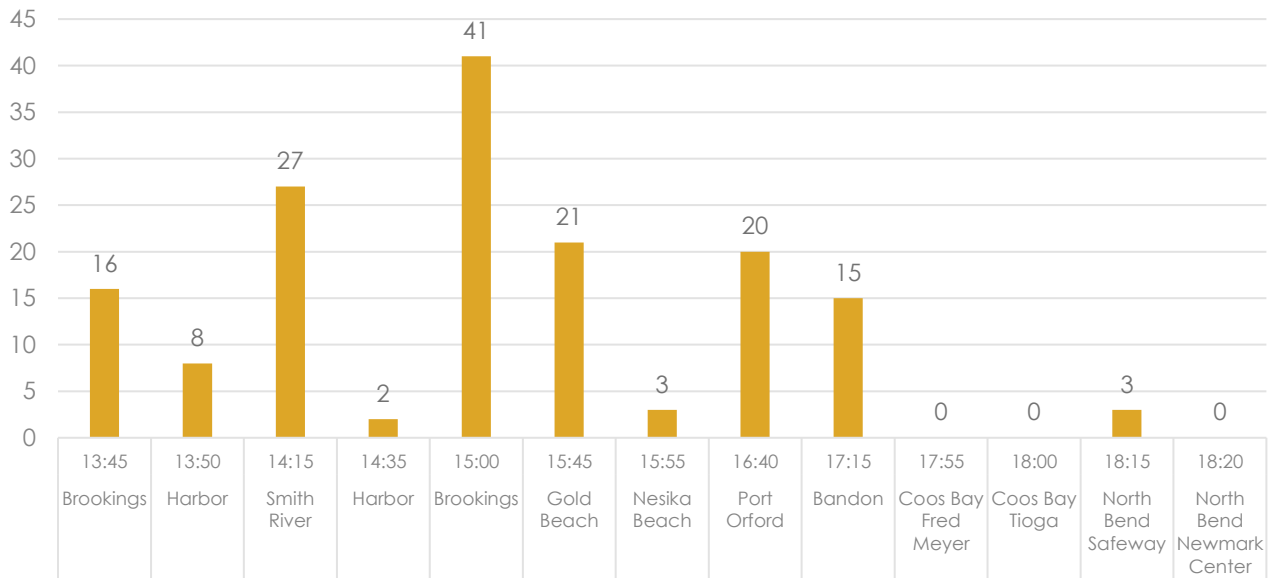
Source: CPT

- Figure 19¹⁴ and Figure 20¹⁵ 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.

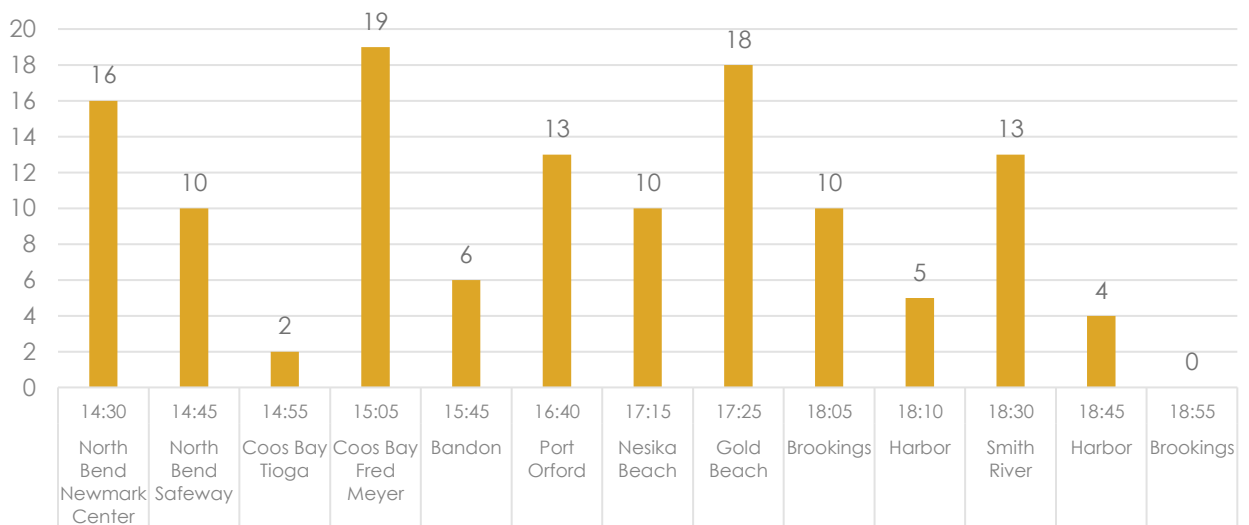
Brookings (3:00 PM) and Coos Bay Fred Meyer (3:05 PM) in the northbound and southbound directions respectively.

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



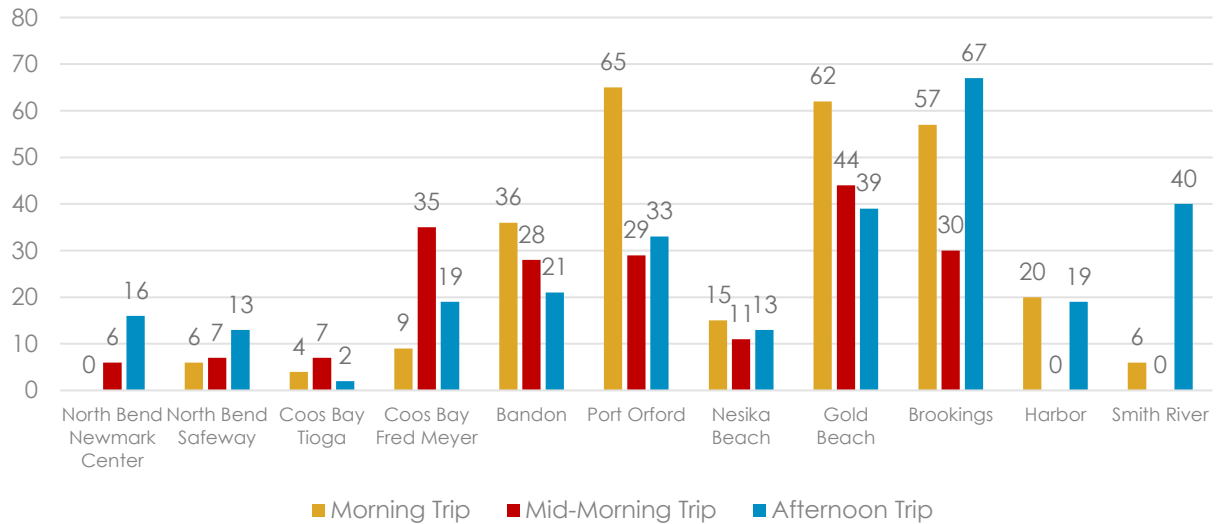
Source: CPT

- Figure 21¹⁶ 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.

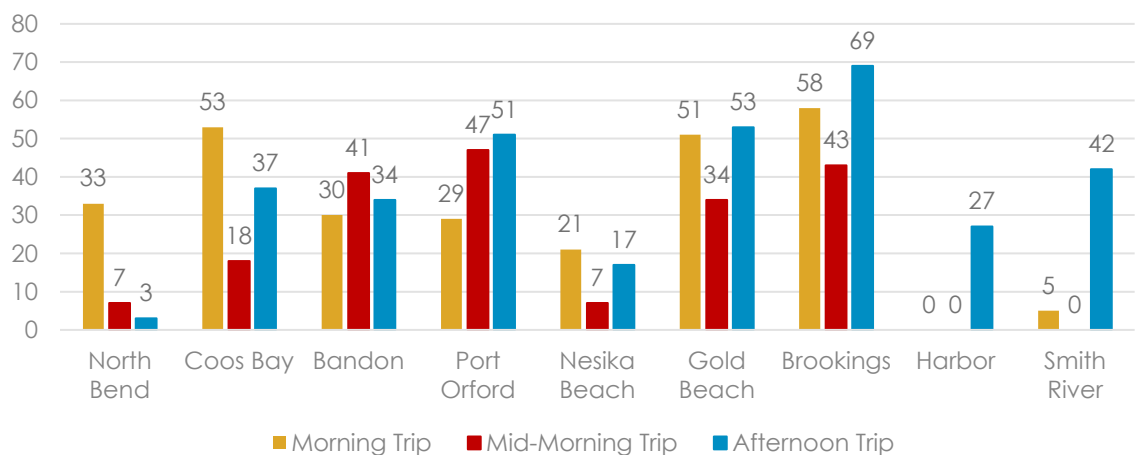
southbound Coastal Express morning, mid-morning and afternoon trips in April 2021. As shown, the highest number of morning boardings took place at Port Orford; highest number of mid-morning boardings took place at Gold Beach; and the highest number of afternoon trips took place at Brookings. The highest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

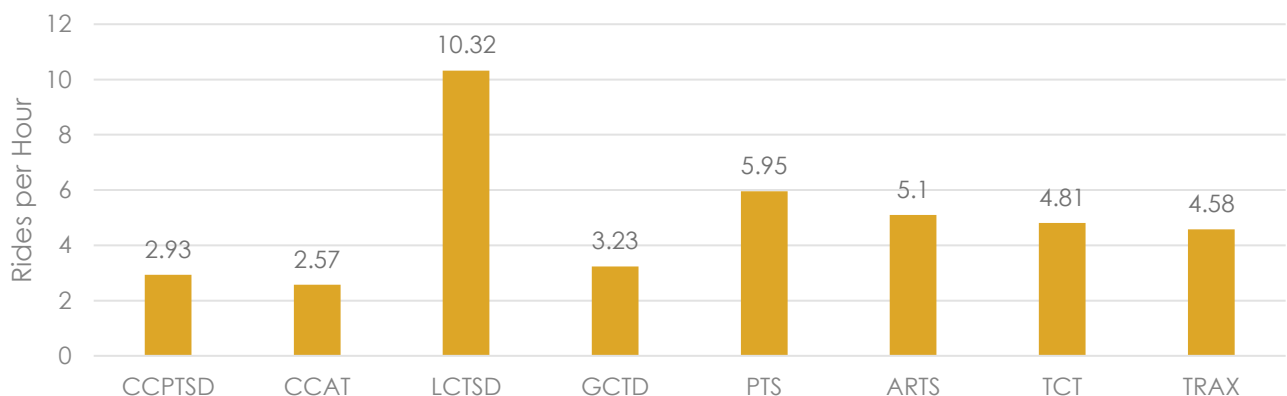


Figure 24. Operating Expense per Vehicle Revenue Mile by Transit Agency

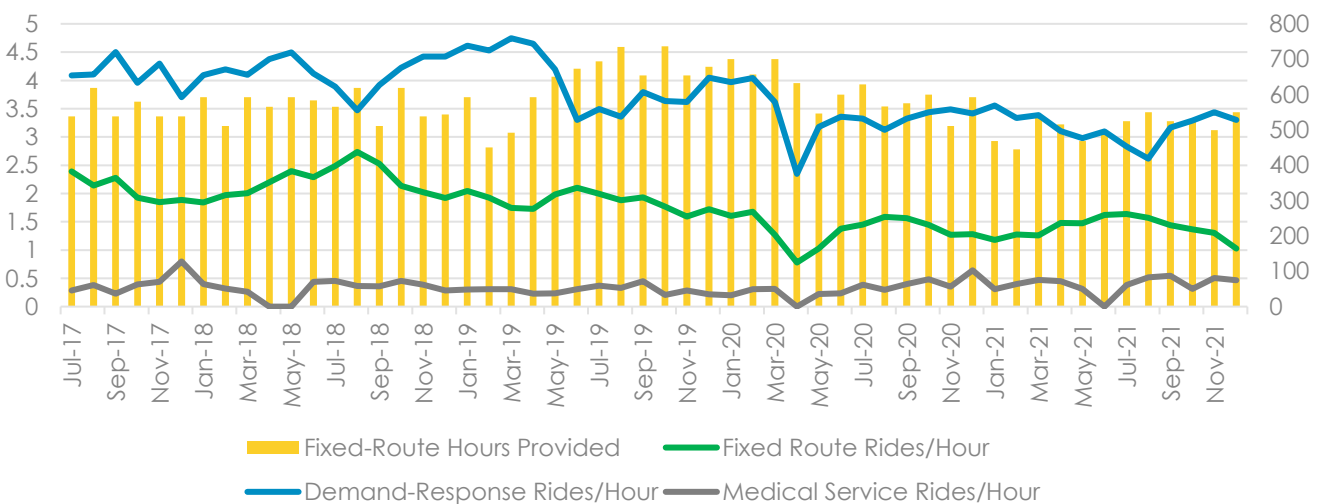


ROUTE EVALUATION

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 2021 and 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.

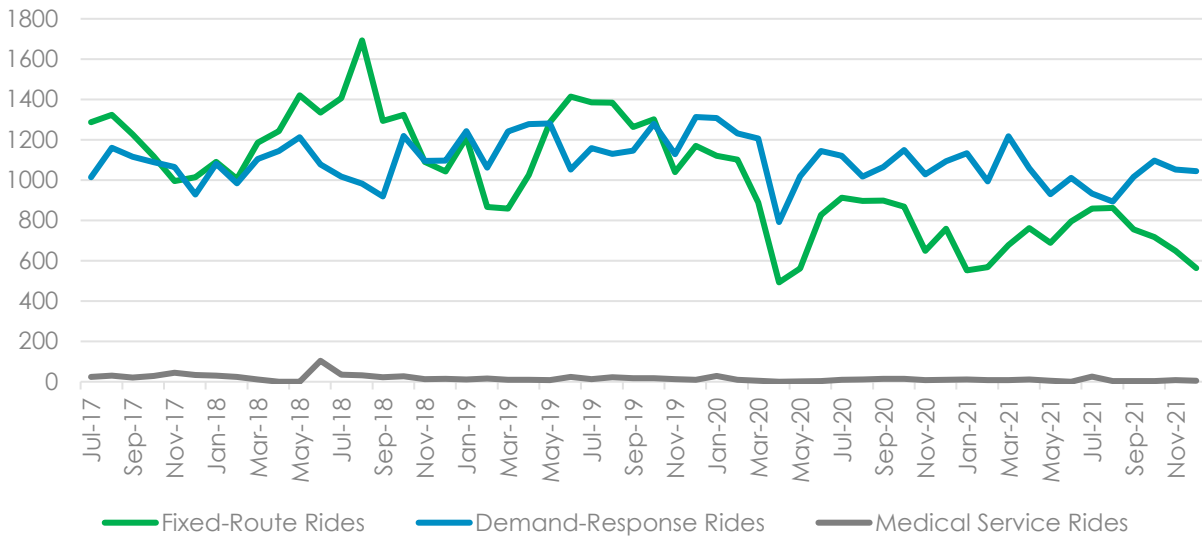
As shown, system ridership for the fixed-route system had higher ridership compared to the demand response system until September 2019, after which the ridership on the demand-response service became greater than the fixed route. In addition, the demand-response system provides higher rides per hour 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 stops¹⁸ 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	<ul style="list-style-type: none"> Waiting area with bench Bike racks Trash can Street lighting 	Fair	Fair	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Covered shelter (same area for CCAT and CPT) with bench CPT bus stop sign 	Good	Poor	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Bus stop sign Street lighting 	Good	Poor	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Shelter with bench Trash can Bike racks 	Fair	Poor	<ul style="list-style-type: none"> 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
					<ul style="list-style-type: none"> • ADA ramps are present • The stop is located in a parking lot
5.	Ray's Food Place, Bandon	<ul style="list-style-type: none"> • CPT bus stop sign • Trash can • Bike racks 	Fair	Fair	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • Covered shelter and waiting area • Bench • Trash can 	Fair	Good	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • CPT bus stop sign • Covered shelter and waiting area • Bench • Street lighting 	Good	Poor	<ul style="list-style-type: none"> • 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.	5 th Street/Bankus Park, Brookings	<ul style="list-style-type: none"> • CPT bus stop sign • Covered shelter and waiting area • Bench • Bike racks 	Fair	Fair	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> Temporary CPT bus stop sign 	Fair	Fair	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> No amenities 	Fair	Fair	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Benches and tables Trash can Street lighting Bike racks 	Fair	Fair	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> No amenities 	Poor	Poor	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> No amenities 	Poor	Fair	<ul style="list-style-type: none"> 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.

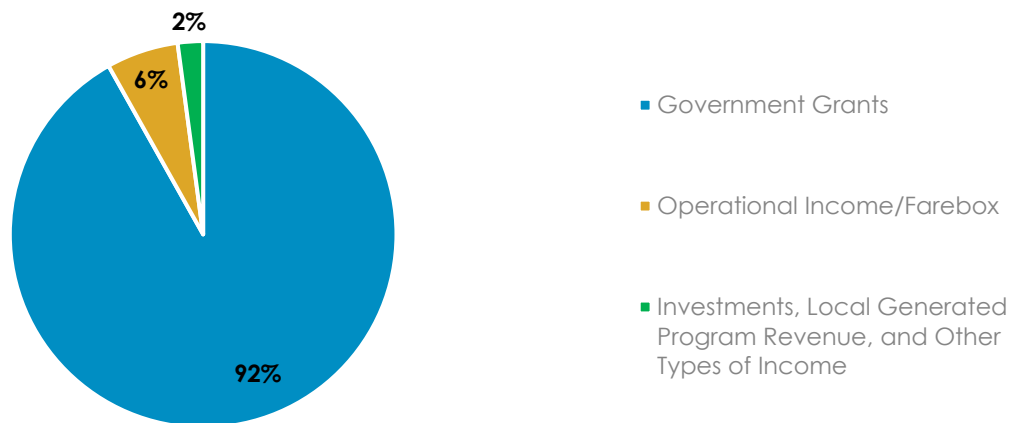
Table 17. 2021-2022 Cost Allocation by Expense Type

	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.

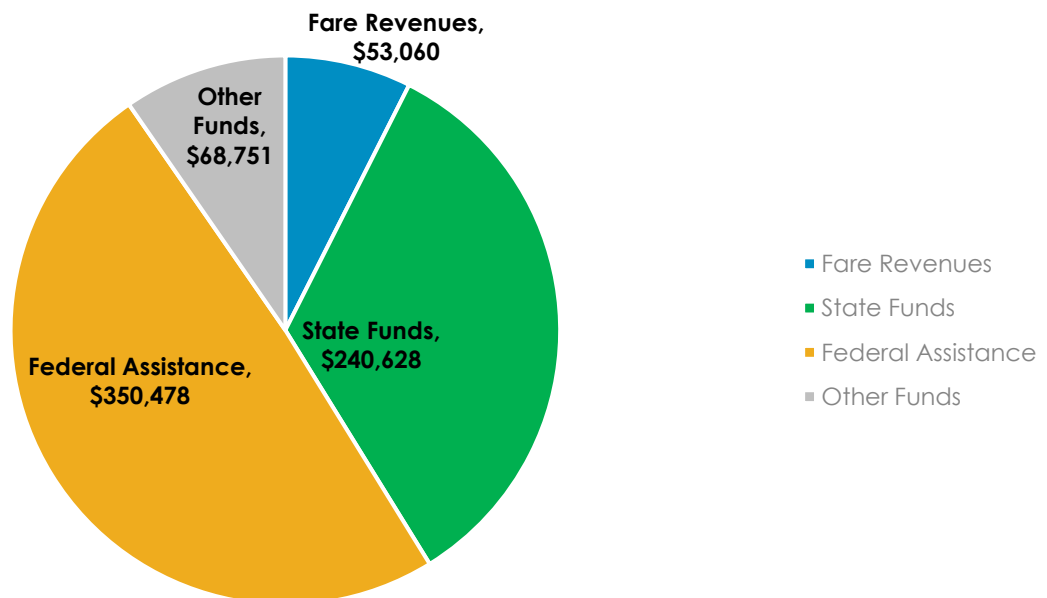
Table 18. Breakdown of Government Grants

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.

Appendix A

IMG 2639

Route 1: North Bend - Brookings - North Bend

Date: 4/21

Origin	Time	North Bend	Coos Bay	Bandon	Port Orford	Nesika Beach	Gold Beach	Brookings	Harbor	Smith River
North Bend	7:25							5		
Coos Bay Tioga	7:30				1			3		
Coos Bay FM	7:40			6				3		
Bandon	8:20				1		1	1		
Port Orford	9:15					1	6	4		
Nesika Beach	9:45						10	2		
Gold Beach	10:00							30		2
Brookings	11:15	2	8	1	5		12	2		
Gold Beach	12:00	2		5	6	4	2			
Nesika Beach	12:15			1						
Port Orford	12:45	2	3	4						
Bandon	13:30		7			1				
Coos Bay FM	14:10									
Coos Bay Tioga	14:15									
North Bend Safeway	14:30									

5
4
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32
30
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8
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143

IMG 2641

Date: 7/20

		North Bend	Coos Bay	Bandon	Port Orford	Nesika Beach	Gold Beach	Brookings	Harbor	Smith River
North Bend	7:25									
Coos Bay Tioga	7:30		2	3				1		
Coos Bay FM	7:40									
Bandon	8:20			1	2			1		
Port Orford	9:15				16		2			
Nesika Beach	9:45				1	1	3			
Gold Beach	10:00				2	1	27	10		
Brookings	11:15	1	1		1		10	19		
Gold Beach	12:00				5	4	23	2		
Nesika Beach	12:15					3				
Port Orford	12:45	1		2	7	1				
Bandon	13:30			10	2		1			
Coos Bay FM	14:10		1							
Coos Bay Tioga	14:15									
North Bend Safeway	14:30									

0
6
0
4
18
5
40
32
34
3
11
13
1
0
0
167

IMG 2643

Date: 1/20

		North Bend	Coos Bay	Bandon	Port Orford	Nesika Beach	Gold Beach	Brookings	Harbor	Smith River
North Bend	7:25			1				1		
Coos Bay Tioga	7:30			15						
Coos Bay FM	7:40							1		
Bandon	8:20									
Port Orford	9:15						6	4		
Nesika Beach	9:45						3			
Gold Beach	10:00							19		
Brookings	11:15	3	3		1		17			
Gold Beach	12:00		1		6	4				
Nesika Beach	12:15									
Port Orford	12:45	1	2	2						
Bandon	13:30		5							
Coos Bay FM	14:10									
Coos Bay Tioga	14:15									
North Bend Safeway	14:30									

95

IMG 2649

Date: 8/20

		North Bend	Coos Bay	Bandon	Port Orford	Nesika Beach	Gold Beach	Brookings	Harbor	Smith River
North Bend	7:25		1		1			4		
Coos Bay Tioga	7:30			6			1	1		
Coos Bay FM	7:40			5	1	1		2		
Bandon	8:20			1	4			3		
Port Orford	9:15					2	10	7		
Nesika Beach	9:45						10	15		
Gold Beach	10:00							30	3	

6
8
9
8
19
25
33

Brookings	<i>11:15</i>	2	5	1	2	3	17			
Gold Beach	<i>12:00</i>	3	3	1	12	4	4			
Nesika Beach	<i>12:15</i>									
Port Orford	<i>12:45</i>		3	7	2					
Bandon	<i>13:30</i>	2	6							
Coos Bay FM	<i>14:10</i>									
Coos Bay Tioga	<i>14:15</i>									
North Bend Safeway	<i>14:30</i>	1								

30
27
0
12
8
0
0
1
186

IMG 2638

Route 2: North Bend Airport - Port Orford - North Bend Newmark

Date: 4/21

		North Bend	Coos Bay	Bandon	Port Orford	Nesika Beach	Gold Beach	Brookings	Harbor	Smith River
North Bend Airport	14:30			6	7	1	2			
North Bend	14:45			2	7			1		
Coos Bay Tioga	14:55				2					
Coos Bay FM	15:05			13	5			1		
Bandon	15:45			1	5					
Port Orford	16:40	1	12	5						
Bandon	17:15	1	11	1	1	1				
Coos Bay FM	17:55									
Coos Bay Tioga	18:00									
North Bend Safeway	18:15		2	1						
North Bend Newmark	18:20									

16
10
2
19
6
18
15
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89

IMG 2641

Date: 7/20

		North Bend	Coos Bay	Bandon	Port Orford	Nesika Beach	Gold Beach	Brookings	Harbor	Smith River
North Bend Airport	14:30							1		
North Bend	14:45			1			1			
Coos Bay Tioga	14:55			5	5					
Coos Bay FM	15:05			6	10					
Bandon	15:45		4	2	9					
Port Orford	16:40		10	17	7	1				
Bandon	17:15	1	4		4		1			
Coos Bay FM	17:55		1	1	2					
Coos Bay Tioga	18:00									
North Bend Safeway	18:15									
North Bend Newmark	18:20									

1
2
10
16
15
35
10
4
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0
0
93

IMG 2643

Date: 1/20

		North Bend	Coos Bay	Bandon	Port Orford	Nesika Beach	Gold Beach	Brookings	Harbor	Smith River
North Bend Airport	14:30			1	1					
North Bend	14:45			1	4			1		
Coos Bay Tioga	14:55				2					
Coos Bay FM	15:05			10	3					
Bandon	15:45		5		6					
Port Orford	16:40	3	4	2				1		
Bandon	17:15		20		1					
Coos Bay FM	17:55									
Coos Bay Tioga	18:00									
North Bend Safeway	18:15									
North Bend Newmark	18:20									

2
6
2
13
11
10
21
0
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65

IMG 2647

Date: 8/20 (assumed from prev page)

		North Bend	Coos Bay	Bandon	Port Orford	Nesika Beach	Gold Beach	Brookings	Harbor	Smith River
North Bend Airport	14:30				7					
North Bend	14:45			1	4	2	1			
Coos Bay Tioga	14:55			6	5					
Coos Bay FM	15:05			3	8					
Bandon	15:45		1		12					
Port Orford	16:40		11	12	2					
Bandon	17:15		19							
Coos Bay FM	17:55									
Coos Bay Tioga	18:00									
North Bend Safeway	18:15		2							
North Bend Newmark	18:20									

7
8
11
11
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25
19
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0
2
0
96

IMG 2638, 2640

Route 3: Brookings - North Bend - Brookings

Date: 4/21

Table with columns: Stop, Time, North Bend, Coos Bay, Bandon, Port Orford, Nesika Beach, Gold Beach, Brookings, Harbor, Smith River. Rows include stops like Brookings, Harbor, Smith River, etc., with numerical values in cells.

2
3
6
17
25
30
3
54
33
0
0
1
6
7
7
35
20
20
10
25
0
304

IMG 2641, 2642

Date: 7/20

Table with columns: Stop, Time, North Bend, Coos Bay, Bandon, Port Orford, Nesika Beach, Gold Beach, Brookings, Harbor, Smith River. Rows include stops like Brookings, Harbor, Smith River, etc., with numerical values in cells.

0
0
0
0
42
45
11
53
40
0
1
3
9
7
5
36
25
21
13
19
0
330

IMG 2644

Date: 1/20

Table with columns: Stop, Time, North Bend, Coos Bay, Bandon, Port Orford, Nesika Beach, Gold Beach, Brookings, Harbor, Smith River. Rows include stops like Brookings, Harbor, Smith River, etc., with numerical values in cells.

2
3
2
8
9
34
0
27
29
0
0
0
5
7
45
10
8
4
22
0
215

IMG 2646, 2647

Date: 8/20 (assumed from prev page)

Table with columns: Stop, Time, North Bend, Coos Bay, Bandon, Port Orford, Nesika Beach, Gold Beach, Brookings, Harbor, Smith River. Rows include stops like Brookings, Harbor, Smith River, with numerical values in cells.

0
1
0

Harbor	7:05	1		3	5	2					
Brookings	7:20	2	8	1	2	3	28				
Gold Beach	8:05	2	8	5	9	9	1				
Nesika Beach	8:20		2		2	2					
Port Orford	8:50	3	11	13	2	2					
Bandon	9:35	6	28								
Coos Bay FM	10:15										
Coos Bay Tioga	10:25										
North Bend Safeway	10:35		2								
North Bend Newmark	11:10		2	9	2						
North Bend Safeway	11:25			3					3		
Coos Bay Tioga	11:35		1	3	1				2		
Coos Bay FM	11:45			19	13	2	1		5		
Bandon	12:20				14		3		1		
Port Orford	13:05					1	15		1		
Nesika Beach	13:30						18		1		
Gold Beach	13:55				1	1			30	12	
Brookings	14:40	1							2		

11
44
34
6
31
34
0
0
2
13
6
7
40
18
17
19
44
3
330

IMG 2637

Route 4: Brookings - Port Orford - Brookings

Date: 4/21

		North Bend	Coos Bay	Bandon	Port Orford	Nesika Beach	Gold Beach	Brookings	Harbor	Smith River
Brookings	13:45								1	15
Harbor	13:50									8
Smith River	14:15				3		2	16	6	
Harbor	14:35								2	
Brookings	15:00				9	3	28	1		
Gold Beach	15:45				6	7	4	4		
Nesika Beach	15:55				2		1			
Port Orford	16:40				1	2	6	10	2	3
Nesika Beach	17:15					1	4	5		
Gold Beach	17:25							12	5	1
Brookings	18:05							1	2	7
Harbor	18:10									5
Smith River	18:30							6	7	
Harbor	18:45				2			2		
Brookings	18:55									

16
8
27
2
41
21
3
24
10
18
10
5
13
4
0
202

IMG 2642

Date: 7/20

		North Bend	Coos Bay	Bandon	Port Orford	Nesika Beach	Gold Beach	Brookings	Harbor	Smith River
Brookings	13:45					3	1	1	1	28
Harbor	13:50									3
Smith River	14:15				3		3	22	5	
Harbor	14:35						3	1		
Brookings	15:00				13	4	23			3
Gold Beach	15:45				21	10				
Nesika Beach	15:55				1					
Port Orford	16:40					4	16	25	2	3
Nesika Beach	17:15							3		1
Gold Beach	17:25							26	1	3
Brookings	18:05								4	8
Harbor	18:10							1		6
Smith River	18:30							8	1	1
Harbor	18:45									
Brookings	18:55									

34
3
33
4
43
31
1
50
4
30
12
7
10
0
0
262

IMG 2645

Date: 1/20

		North Bend	Coos Bay	Bandon	Port Orford	Nesika Beach	Gold Beach	Brookings	Harbor	Smith River
Brookings	13:45								1	11
Harbor	13:50									3
Smith River	14:15				1		1	25	4	
Harbor	14:35									
Brookings	15:00				10	1	17			
Gold Beach	15:45				12	2				
Nesika Beach	15:55									
Port Orford	16:40						6	8		4
Nesika Beach	17:15						1			
Gold Beach	17:25							13	3	1
Brookings	18:05									10
Harbor	18:10									
Smith River	18:30							7		
Harbor	18:45							1		
Brookings	18:55									

12
3
31
0
28
14
0
18
1
17
10
0
7
1
0
142

IMG 2648

Date: 8/20 (assumed from prev page)

		North Bend	Coos Bay	Bandon	Port Orford	Nesika Beach	Gold Beach	Brookings	Harbor	Smith River
Brookings	13:45						6	5	2	18
Harbor	13:50									4

31
4

Smith River	14:15				1		3	25	1	
Harbor	14:35						2			
Brookings	15:00				8	3	30			
Gold Beach	15:45				14	16				1
Nesika Beach	15:55				2					
Port Orford	16:40					7	16	9		4
Nesika Beach	17:15						1	1		
Gold Beach	17:25						1	9	1	
Brookings	18:05								1	17
Harbor	18:10									1
Smith River	18:30							6		1
Harbor	18:45									2
Brookings	18:55									

30
2
41
31
2
36
2
11
18
1
7
2
0
218

Appendix B

Rural Transit Need and Demand Spreadsheet

Note: This spreadsheet is intended to accompany the B-36 Workbook, and should not be used without first reviewing the Workbook.

Instructions

- 1) Click on the 'Analysis Setup' tab, enter a description of your analysis at the top, then check the boxes associated with the analysis procedures that you would like to apply.
- 2) Click on 'Input' tab and enter data in the boxes provided. The shaded boxes represent data that is not needed for your analysis, based on the analysis procedures that you chose in Step 1.
- 3) After entering all of the necessary data on the "Input' tab, the 'Output' tab will display the results of the selected analyses.
- 4) To print out a report of your inputs and results, click here:
Reports will be printed on your default printer.

Click here to start over.

Click here to clear the Peer Data Worksheet.

Note: If macros are disabled, the above buttons will not function. This will not affect spreadsheet calculations. The reports can still be printed using the File -> Print command. The data fields on the 'Input' form can be cleared manually to begin a new analysis. It is recommended to save a blank copy of the spreadsheet, which can be used to begin new analyses.

NOTE: If you are having trouble with Macros, click on the BLUE 'Macro Instructions' tab.

Rural Transit Need and Demand Analysis Setup

Service Area: Curry County

Analysis Description:

Additional Description:

Select the analysis procedures that you would like to apply by clicking on the appropriate boxes.

Need - Number of Persons

Need - Number of Trips

Demand - Program

Demand - Non Program

General Public Rural Passenger Transportation
(eligible for reporting to NTD)

Demand - Small City Fixed Route

Demand - Commuter by Transit to an Urban Center

*Urban center population must be less than 50,000
Revenue-hours must be greater than zero and less than or equal to 20,000
Commuters by all modes from the rural county to the urban place must be less than or equal to 10,000.*

SERVICE AREA CHARACTERISTICS INPUT TABLE -- Fill In All Unshaded Boxes

Service Area:	Curry County
Analysis Description:	
Additional Description:	

Transit Need Inputs		
Number of persons residing in households with income below the poverty level:		
Number of households residing in households owning no vehicles:	Households	Persons
1-Person households:	542	
2-Person households:	120	
3-Person households:	14	
4-or-more-Person households:	0	

Mobility Gap:
 Enter State (from drop-down list):

General Public Rural Non-Program	American Community Survey Table Number
Population Age 60+	B01001
Population Age 18 - 64 with a Mobility Limitation	S1810
Persons Living in Households with No Vehicle Available	B08201

General Public Rural Passenger Transportation	
Need:	Referenced from Mobility Gap analysis
Annual Vehicle-miles of Service:	<input type="text" value="243,153"/> Annual Revenue-Miles

Small City Fixed Route Inputs	
Population of City:	<input type="text"/> Persons
College and University Enrollment (Total):	<input type="text"/> Students
Annual Revenue-Hours of Service:	<input type="text"/> Annual Revenue-Hours

Demand - Commuter by Transit to an Urban Center	
Workers Commuting from Rural County to Urban Center	<input type="text"/>
Distance from Rural County to Urban Center	<input type="text"/> Miles
Is the Urban Center a State Capital?	<input type="checkbox"/> Check Box for Yes

Program Demand Inputs

Program Name	Program Type	Number of Program Participants:	Number of Events per Week:	Percentage of Participants who attend on an AVERAGE day:	Percentage of Participants who are Transit Dependent or Likely to Use Transit:	Number of Weeks Program is Offered (Annually):

The preferred source of demographic data is the American Community Survey, available at:
<http://factfinder2.census.gov/faces/nav/jsf/pages/index.xhtml>
 At that website enter the referenced **Table Number** in the appropriate box. Some table numbers may not be available for communities under

RURAL TRANSIT NEED/DEMAND ESTIMATION - OUTPUT TABLE

Service Area:	Curry County
Analysis Description:	
Additional Description:	

<i>Estimation of Transit Need</i>		
Total need for passenger transportation service:		Persons
Total households without access to a vehicle:	676	Households
State Mobility Gap:	1.1	Daily 1-Way Psgr.-Trips per Household
Total need based on mobility gap:	740	Daily 1-Way Passenger-Trips
	223,100	Annual 1-Way Passenger-Trips

<i>General Public Rural Non-Program Demand</i>		
<i>Estimate of demand for general public rural transportation</i>		
Rural transit trips:		Annual 1-Way Passenger-Trips

<i>General Public Rural Passenger Transportation</i>		
<i>Estimate of demand for rural transportation</i>		
<i>Total Rural Non-Program Demand</i>	37,300	Annual 1-Way Passenger-Trips

<i>Small City Fixed Route</i>		
Annual Ridership:		Annual 1-Way Passenger-Trips

<i>Demand - Commuter by Transit to an Urban Center</i>		
Proportion of Commuters using Transit:		
Commuter trips by transit between counties:		Daily 1-Way Passenger Trips
		Annual 1-Way Passenger-Trips

<i>Rural Program Demand</i>		
<i>Annual Program Trip Estimation</i>		
		Annual 1-Way Passenger-Trips
		Annual 1-Way Passenger-Trips
		Annual 1-Way Passenger-Trips
		Annual 1-Way Passenger-Trips
		Annual 1-Way Passenger-Trips
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		Annual 1-Way Passenger-Trips
		Annual 1-Way Passenger-Trips
<i>Total Rural Program Demand</i>		Annual 1-Way Passenger-Trips

Appendix C



Appendix C - Onboard Survey

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: 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.

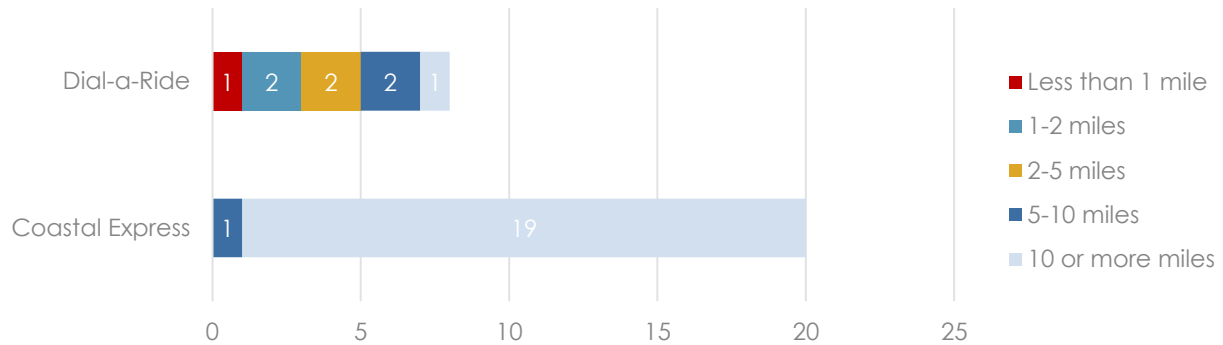
TRANSIT USE

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

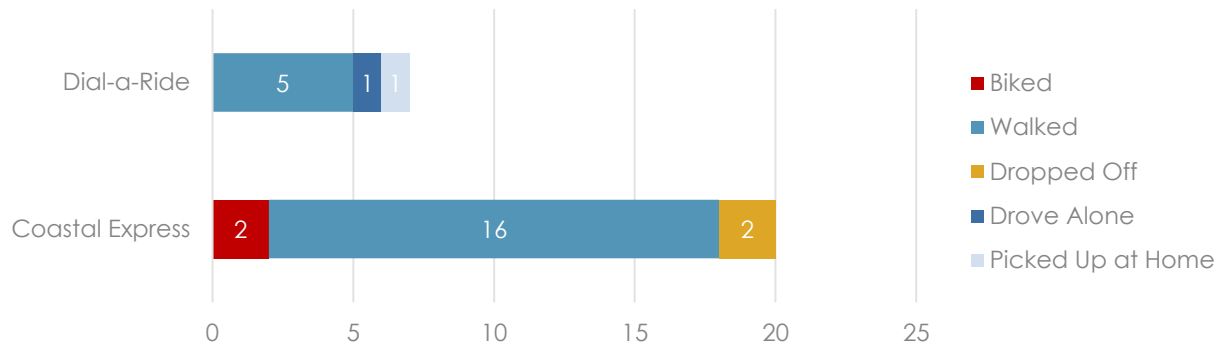
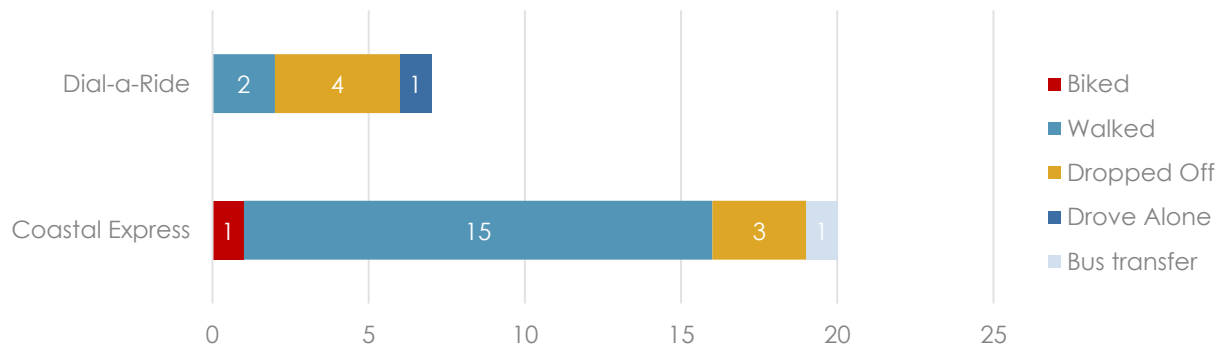


Figure 3 shows the modes that Coastal Express and Dial-a-Ride riders use to access the bus stop. Most respondents walked, with several also getting dropped off, biking, driving, or using another bus.

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

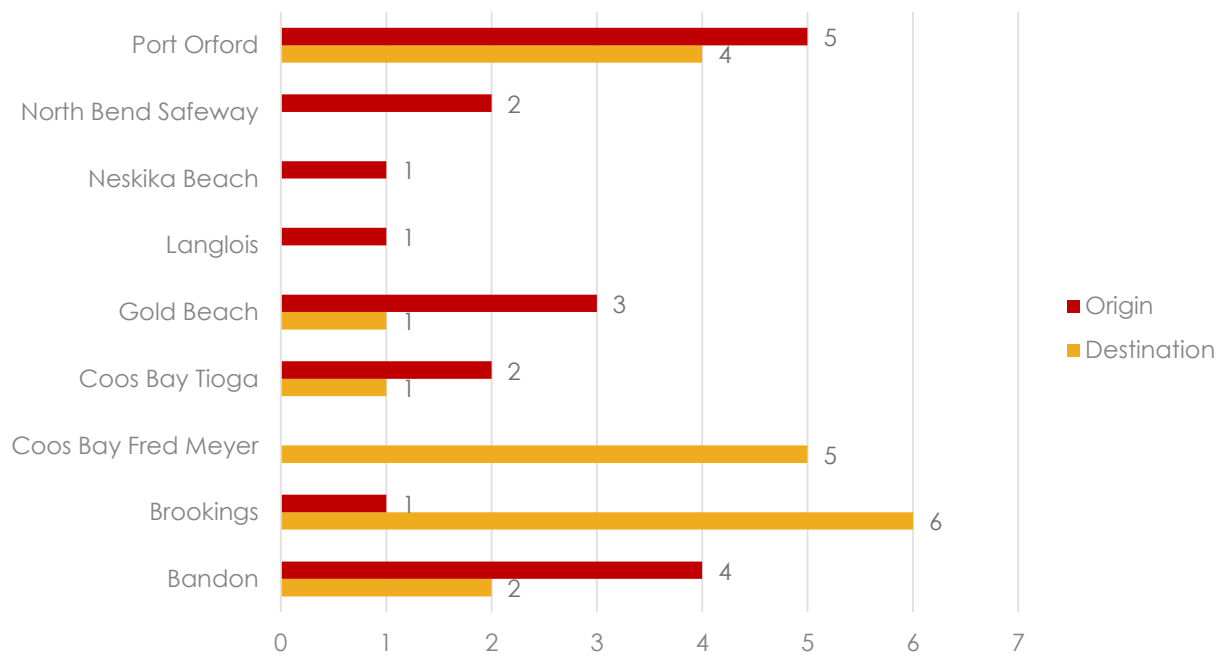


Figure 5 shows the location where riders start and end their trip for Dial-a-Ride. Respondents rode the service in Brookings, Gold Beach, and Harbor, and stayed within the same city.

Figure 5. Origin and Destination Locations – Dial-a-Ride

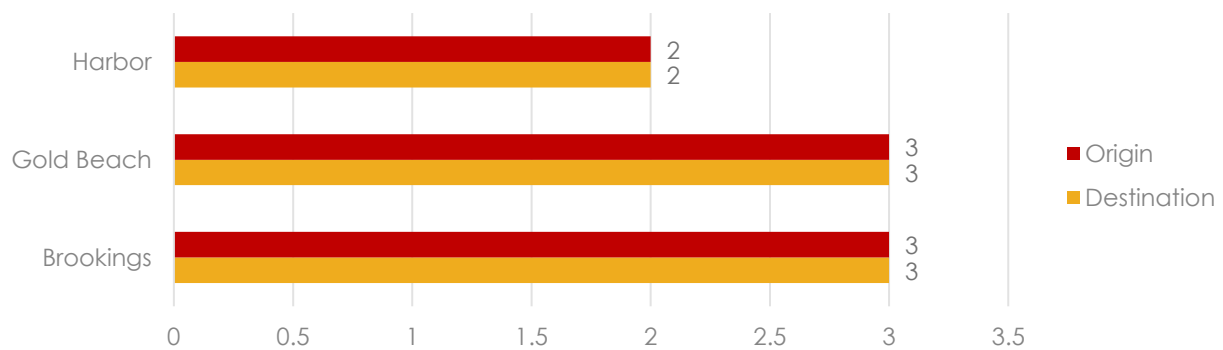


Figure 6 shows the trip purpose of the origin for onboard respondents. Most respondents use the service to travel from home.

Figure 6. Trip Purpose – Origin

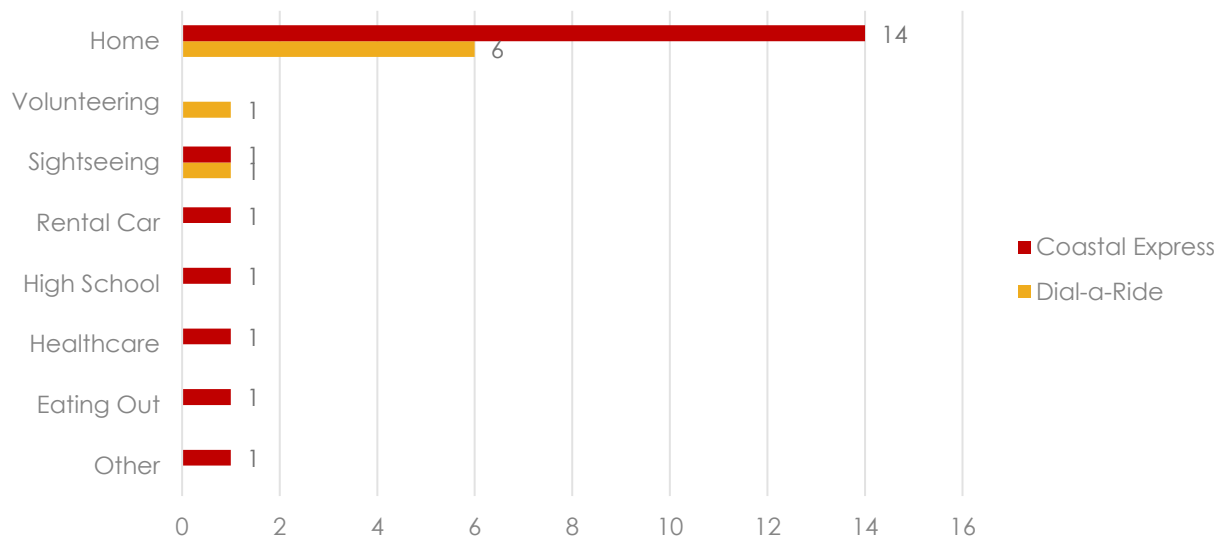
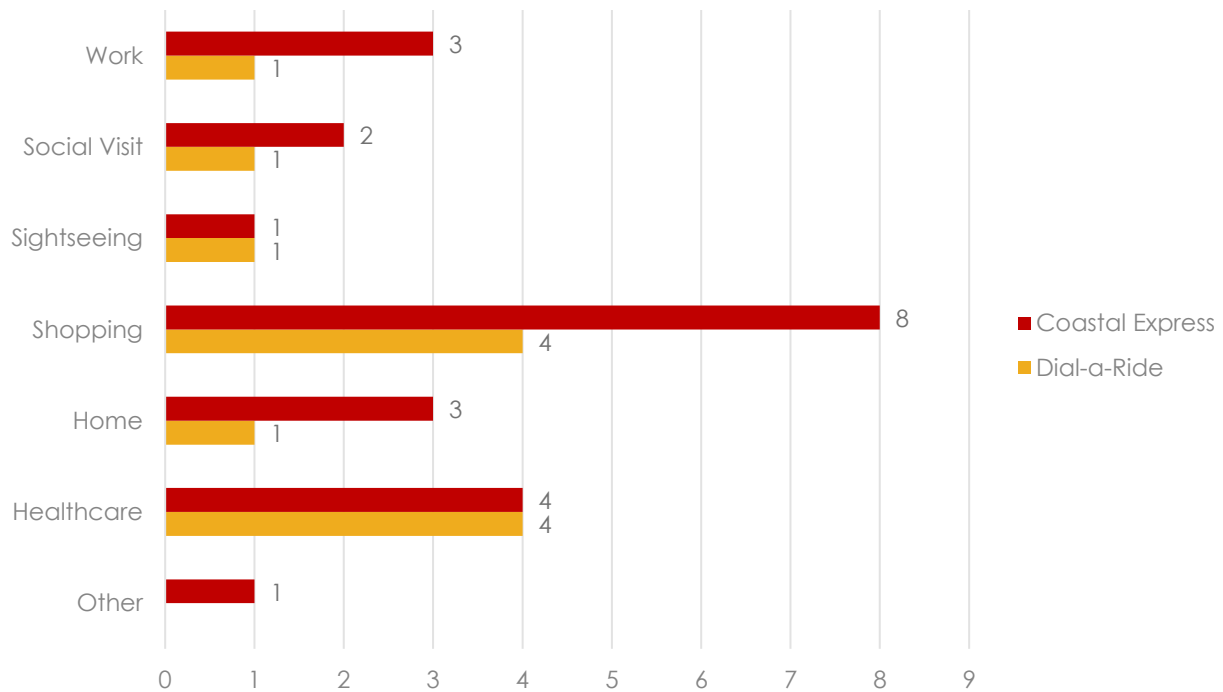


Figure 7 shows the trip purpose of the destination for onboard respondents. Most respondents use the service to travel to shopping, healthcare, work, and home.

Figure 7. Trip Purpose – Destination



Note: Some respondents chose multiple trip purposes, so multiple responses are included in this data.

Distance to/from Bus Stop

Figure 8 shows the distance that riders travel to reach the first bus stop of their intended route and Figure 9 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 8. Distance Traveled from Origin to First Bus Stop

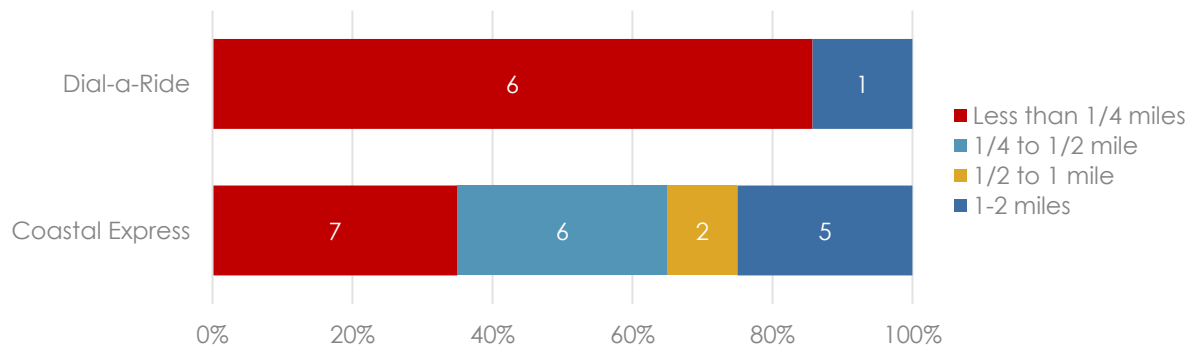
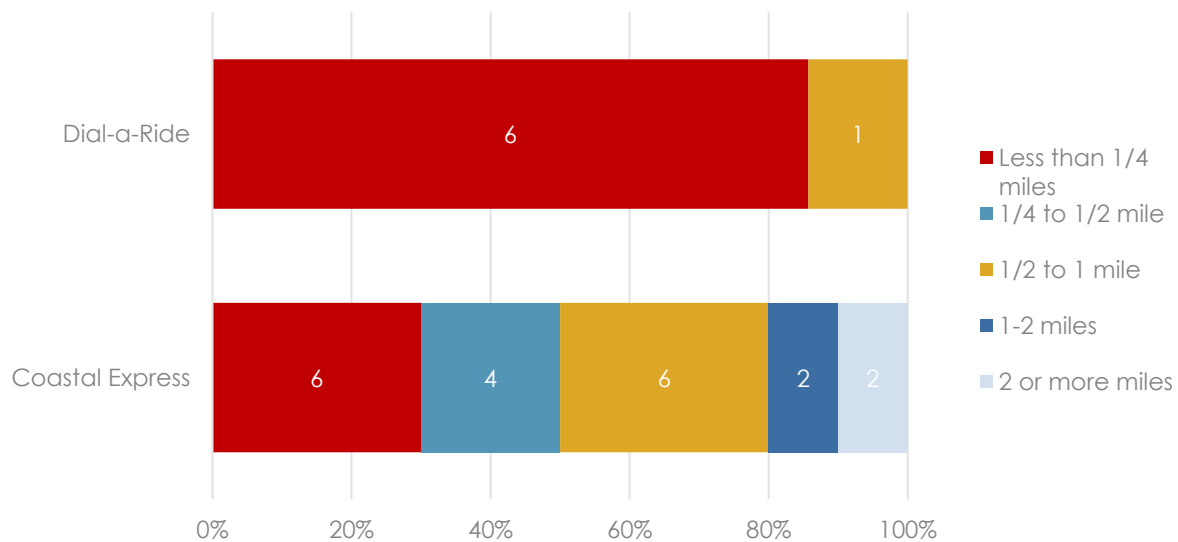


Figure 9. Distance Traveled from Final Bus Stop to Destination



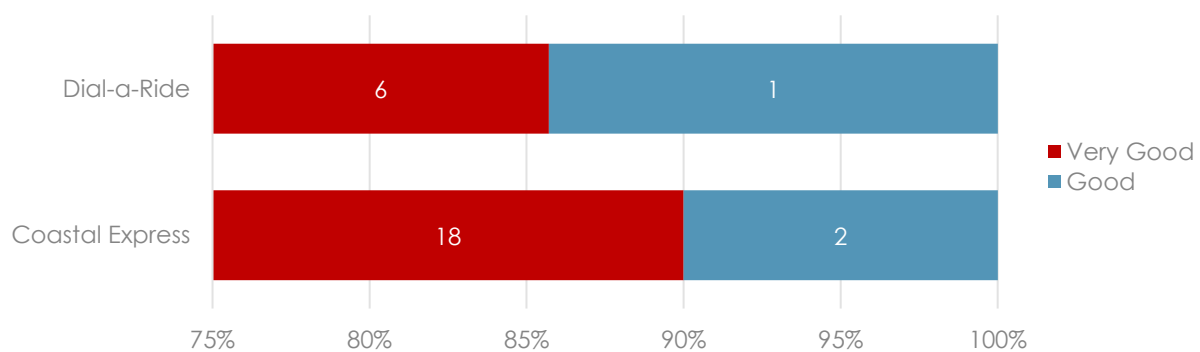
SERVICE QUALITY AND IMPROVEMENTS

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 10 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'.

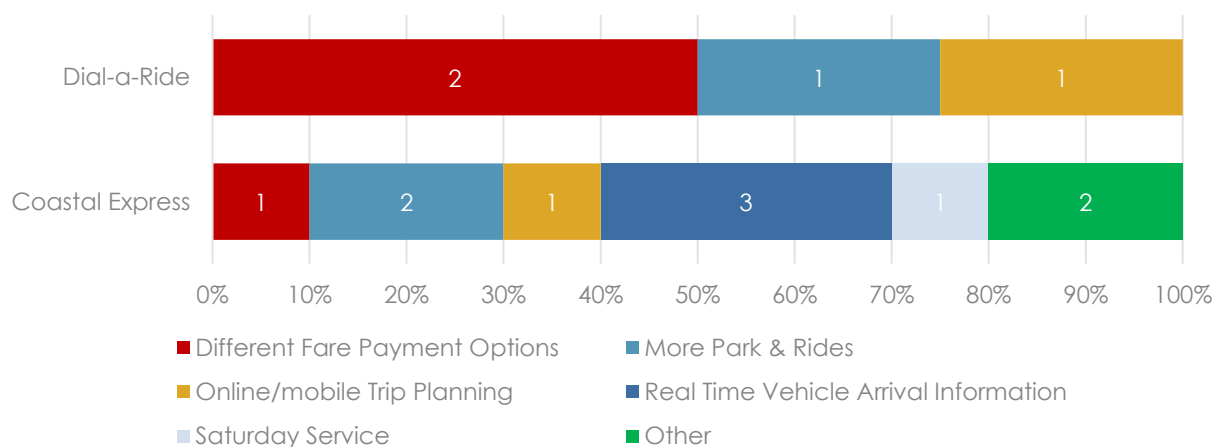
Figure 10. Service Quality



TOOLS FOR RIDER CONVENIENCE

Figure 11 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 11. Desired Tools for Rider Convenience

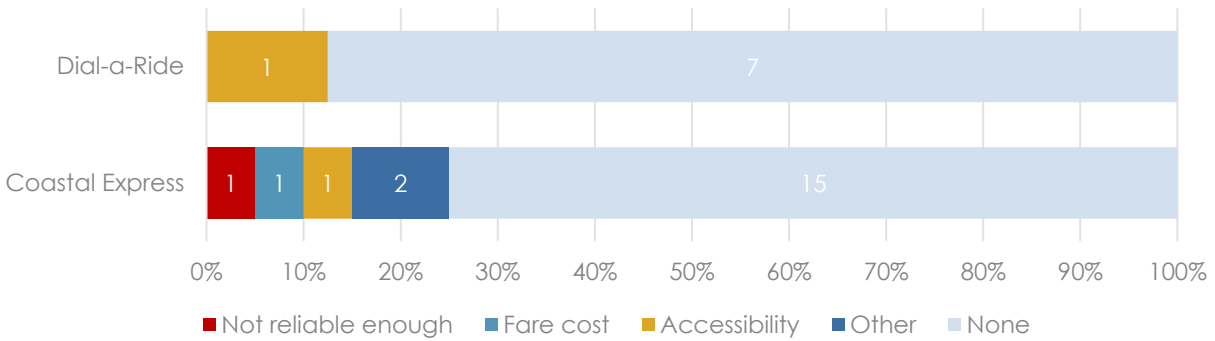


Note: Some respondents chose multiple responses, so some double-counting is included in this data.

BARRIERS TO RIDING CPTI TRANSIT SERVICE

Figure 12 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 12. Why don't you use transit services?

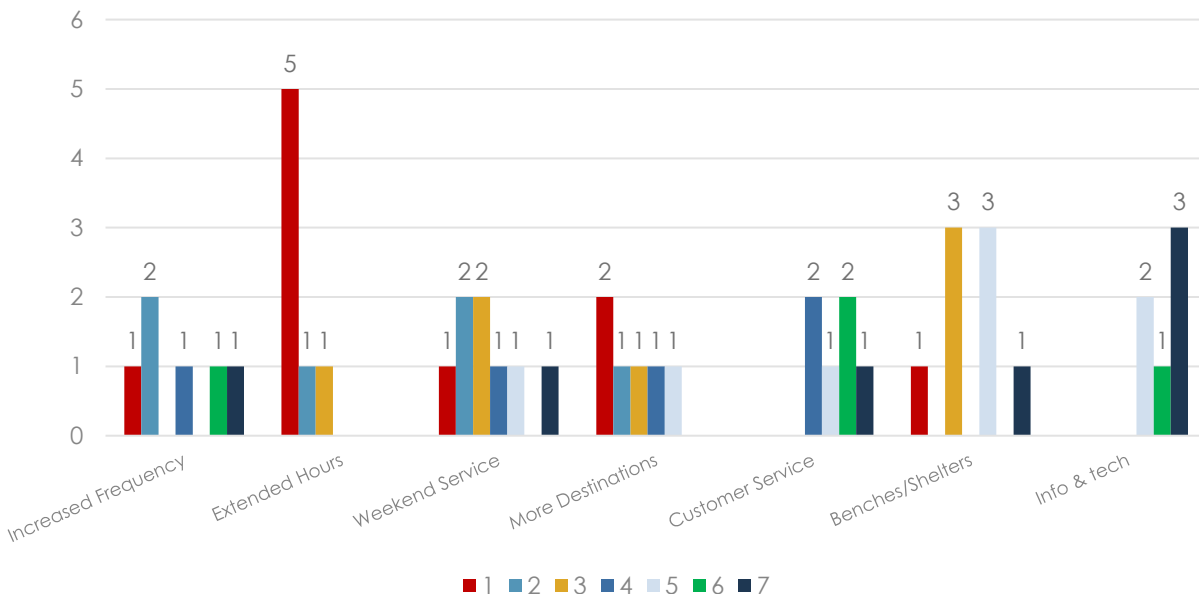


Note: Some respondents chose multiple responses, so some double-counting is included in this data.

SERVICE IMPROVEMENT PRIORITIES

Figure 13 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 13. Service Improvement Priorities

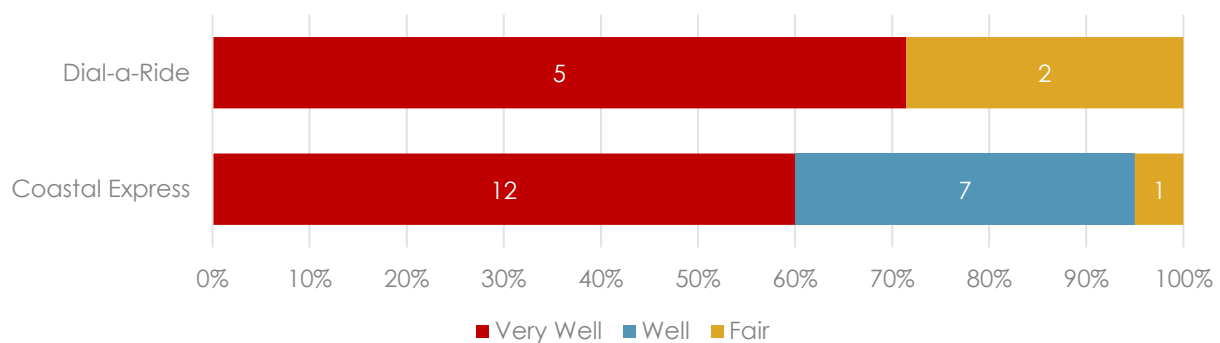


- One respondent indicated that they desire extended hours and weekend service to get to their medical appointments.
- A respondent indicated that they would like to see a later run from the VA Clinic in North Bend to Roseburg.
- A respondent suggested solar lighting at the bus stops; weather-resistant 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 14 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 14. 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 15 shows the frequency that respondents used CPTI transit services before COVID. Figure 16 shows the frequency that respondents intend or anticipate using CPTI services after COVID. Respondents generally anticipate their ridership frequency to increase after COVID.

Figure 15. Ridership Frequency Before COVID

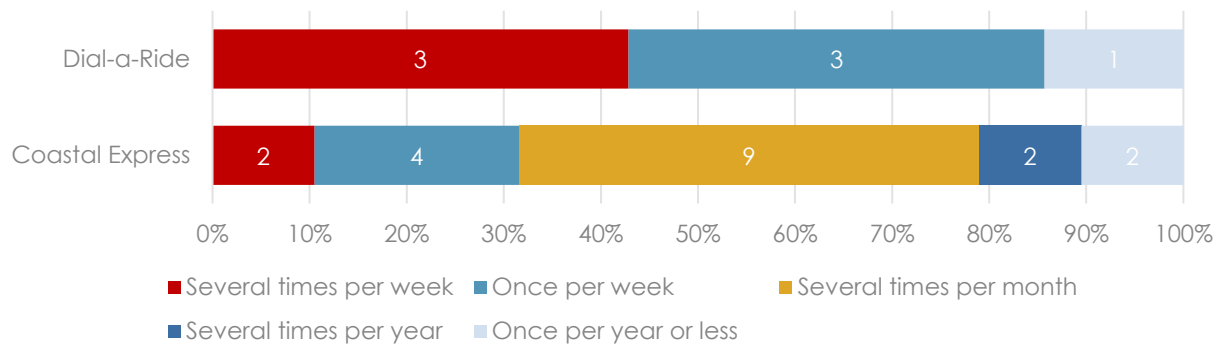
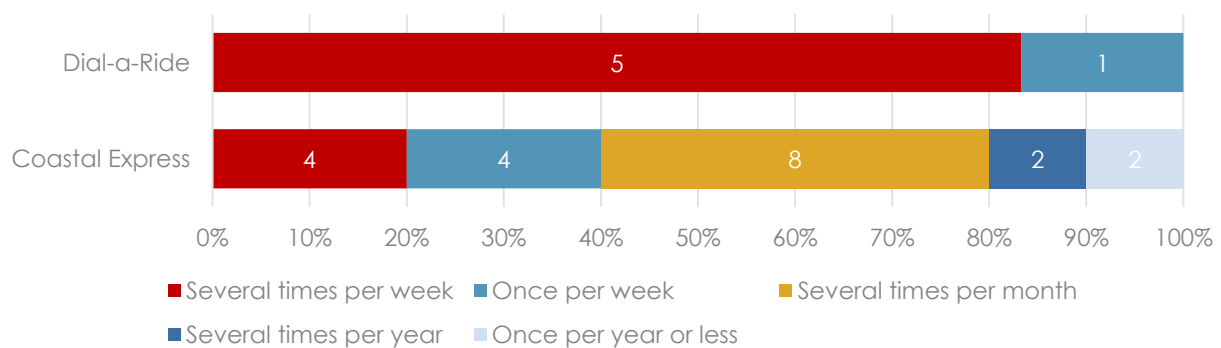


Figure 16. Anticipated Ridership Frequency After COVID

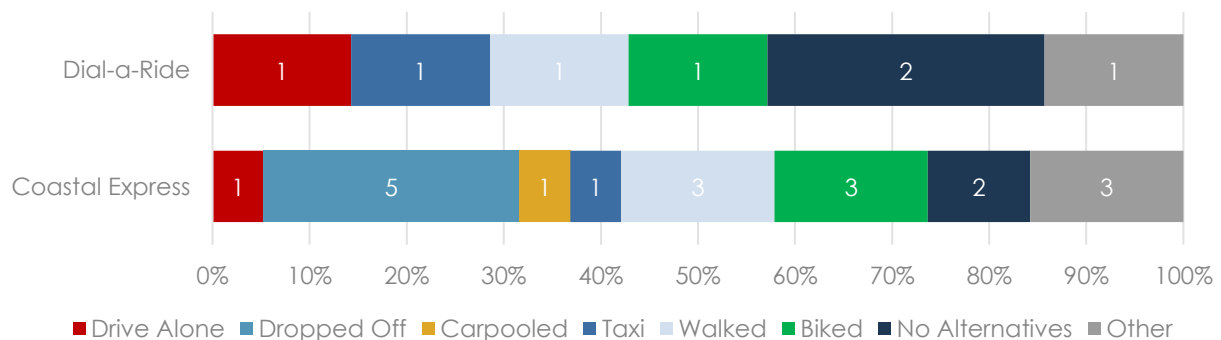


TRAVEL MODE IF BUS SERVICE IS UNAVAILABLE

Figure 17 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.

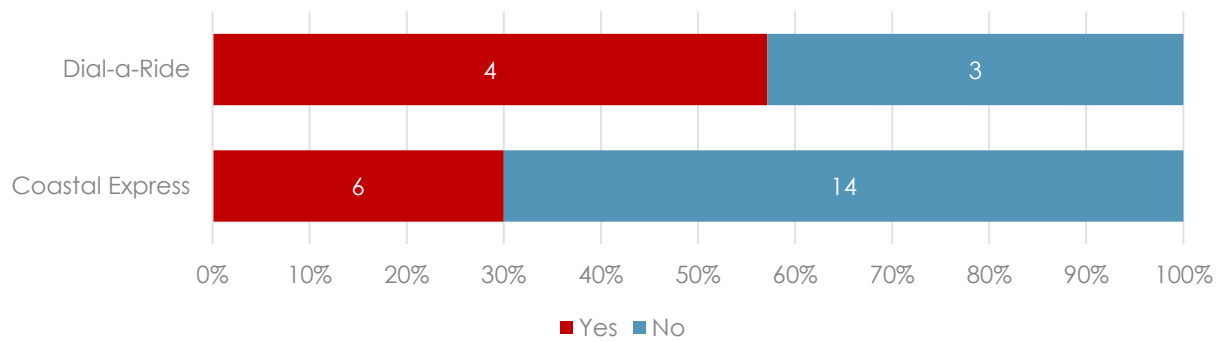
Figure 17. Mode if Bus Service Were Not Available



DRIVER'S LICENSE

Figure 18 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 18. Do you have a valid driver's license?



DEMOGRAPHICS

Figure 19 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 19. Working Motor Vehicles in Household

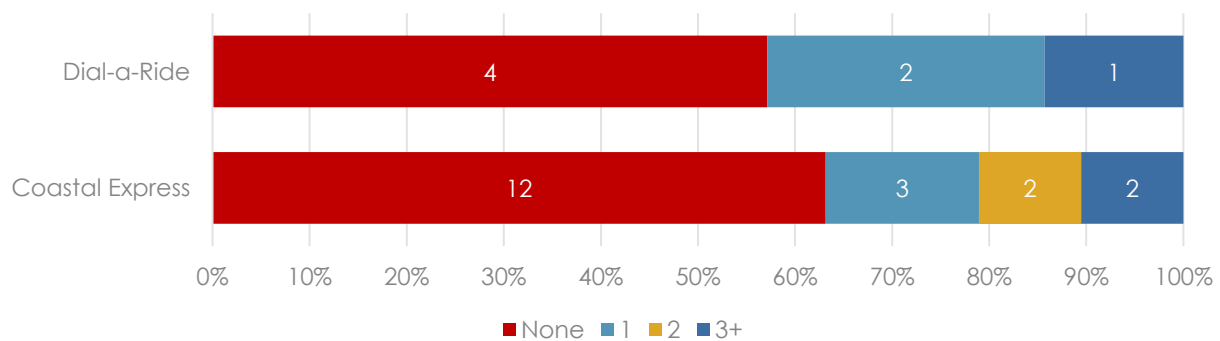


Figure 20 shows the age distribution of respondents. About 45% of Coastal Express respondents and 57% of Dial-a-Ride respondents were over the age of 65, with the largest population brackets being those ages 65-79.

Figure 20. Age

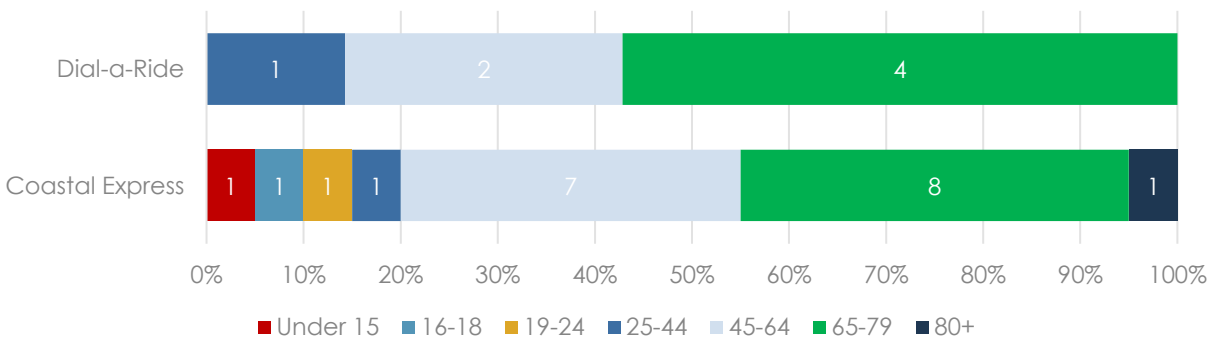


Figure 21 show the gender identity of respondents. The share of Dial-a-Ride onboard respondents who are transit riders was relatively even between male and female, but the share of Coastal Express respondents was about 70% male.

Figure 21. Gender Identity

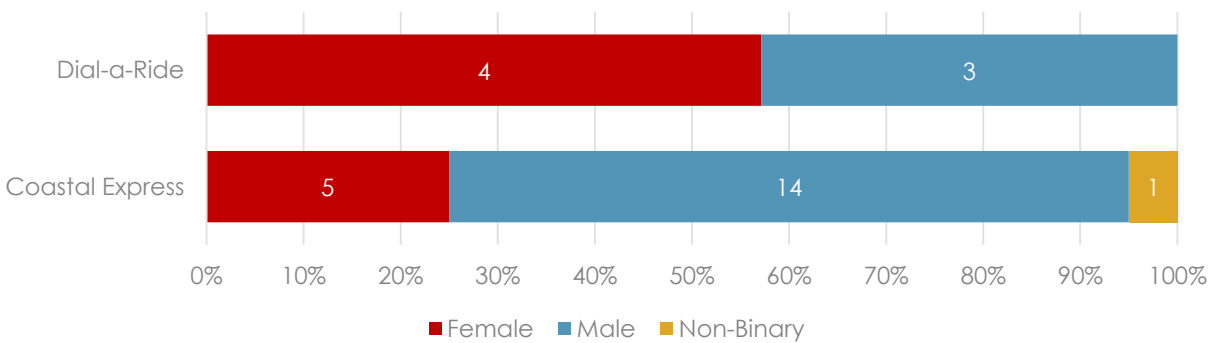


Figure 22 shows the race or ethnicity of respondents. As shown, riders are primarily white or Caucasian at about 88% of respondents.

Figure 22. Race or Ethnicity

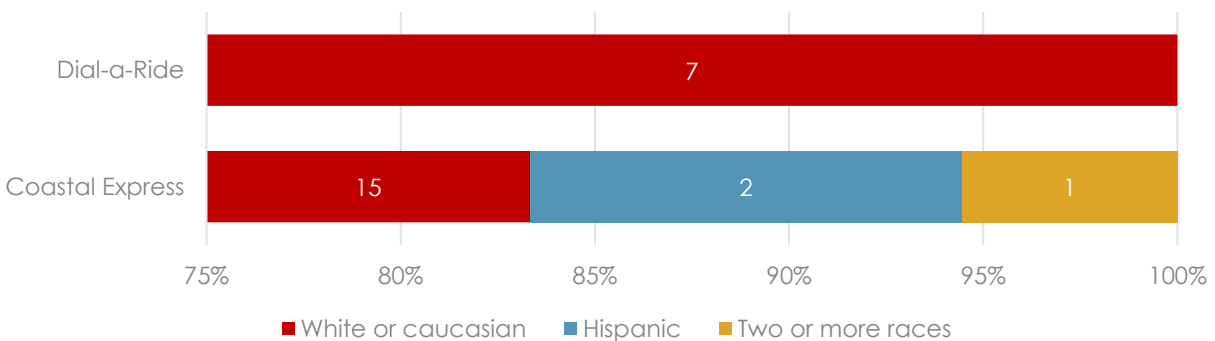


Figure 23 show number of onboard respondents who have a disability affecting their mobility. More than half of Dial-a-Ride respondents have a disability affecting mobility, while about 85% of Coastal Express respondents have a disability affecting mobility.

Figure 23. Disability Affecting Mobility

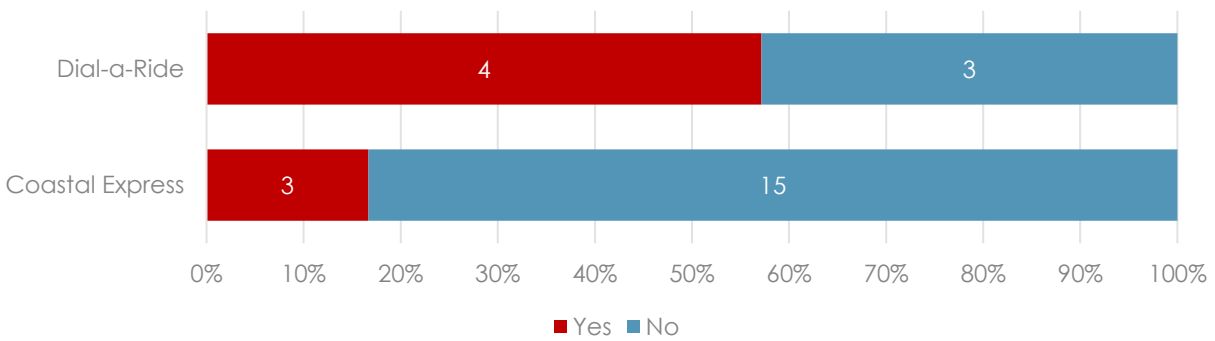


Figure 24 shows the characteristics that apply to respondents. Characteristics described include employment and veteran status.

Figure 24. Respondent Characteristics

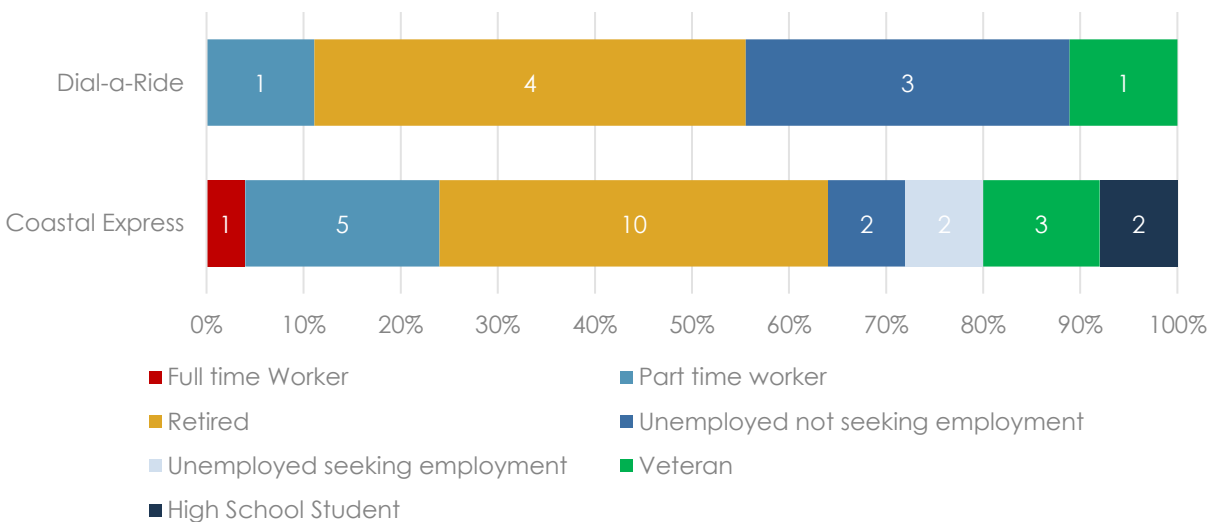
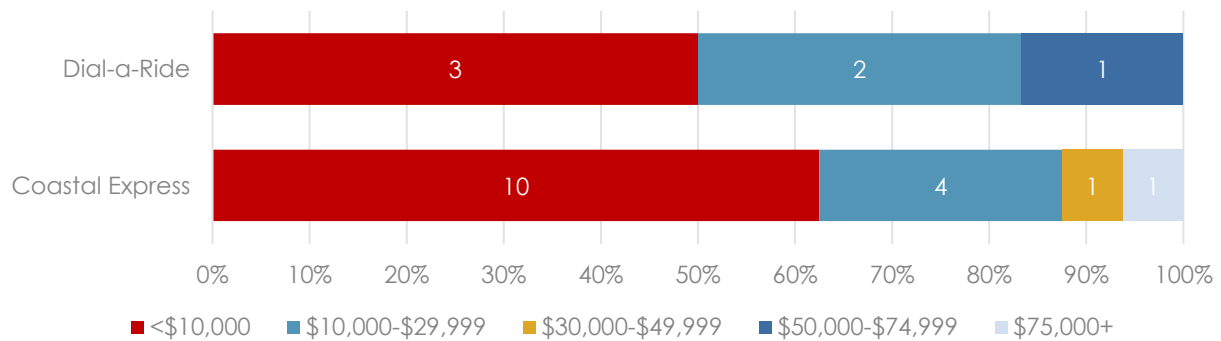


Figure 25 shows the individual income of respondents. About 90% of respondents indicated they earn less than \$50,000 annually, which is less than 200% of the federal poverty-level for a family of four. In addition to indicating higher dependency on affordable transportation options, this is a key metric for certain funding CPTI is eligible to receive.

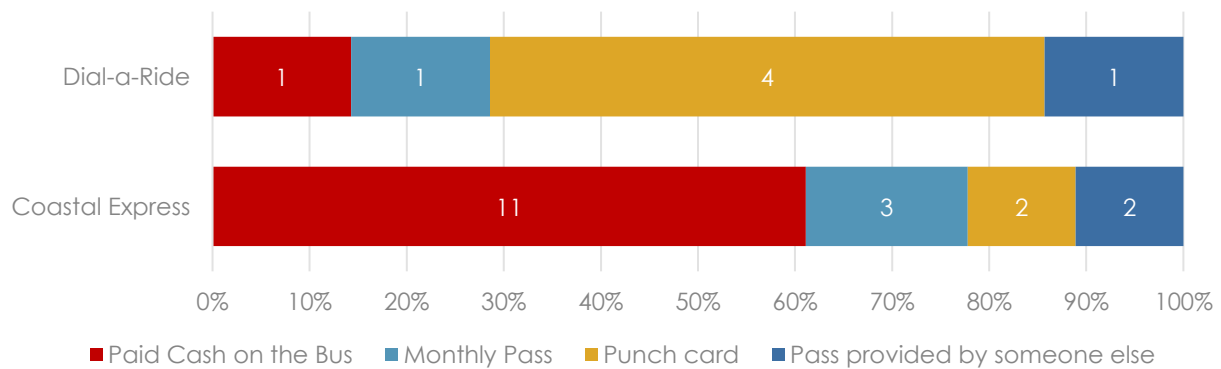
Figure 25. Individual Income



TICKET RECEIPT

Figure 26 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 26. 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.

Attachment A

Appendix D

Appendix D - Operator Survey

March 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: Appendix D - 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. The driver survey are included in Attachment A.

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 CPTI 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.)

Attachment A

Responses	How many years have you been an employee of CPTI?	Which routes and on which days do you usually drive?	What is your overall impression of the CPTI's transit service (scale of 1 to 5, with 5 being outstanding)? In your opinion, what could CPTI do to improve service?	What challenges do you face as a driver? What would help resolve those challenges?	Which of the following areas do you think the District should focus on to improve transit service for riders? Please rank from 1 to 7, with 1 being the highest priority.	Do you have any recommendations related to vehicles, transit centers, bus stop amenities, route schedules, service locations, or service policies that would help improve the service?	Please provide any other comments or suggestions you have:
Example	3	Coastal Express; Tuesday, Wednesday, Thursday	Write-In Answer	Write-In Answer	1. Increased Bus Frequency 2. Extended Hours 3. Service to More Destinations 4. Weekend Service 5. Improvements to Bus/Bus Facilities 6. Information & Technology	Write-In Answer	Write-In Answer
1	10	DAR M T W F	5	na	1-2 2-1 3-3 4-5 5-4 6-6	na	na
2	5	CE Th F	4	None-accept the situations that arise as being a professional transit driver but protecting me and my family from Covid by exposure is a challenge	1-1 2-1 3-1 4-1 5-4 6-3	Retain DAR as door to door service by appointment made previous day. Add regional service for Brookings/Harbor via fixed city route with scheduled stops and light shelters. Service Railroad Ave to 101 South harbor back to downtown Brookings 101 north to park Ave. Fern Ave area (Good Sam and schools), to south on Easy St servicing residential area back to 101 South. Expand South Coastal Express further into California to Smith River proper on to Washington Blvd, Walmart and back north to Casino and north route. As population increases expand DAR in Gold Beach including meeting north/south CE for passengers heading to transfer to DAR service in Gold Beach.	see previous
3	12.5	DAR and CE 4-5 days (varies)	5	na	1-na 2-na 3-na 4-1 5-na 6-na	na	na
4	4	CE M	3	I drop one person off on the lift hand side	1-3 2-6 3-2 4-4 5-1 6-5	na	na
5	12	DAR 4 days, CE occasionally	4 - hire more drivers	na	1-6 2-3 3-6 4-2 5-6 6-5 (none of these will be achieved without more drivers)	we are in good shape as to stops and service even without more drivers	na
6	6 mo	CE M, TH and fill in as needed	5 Our customers are very happy with our services. The office staff is amazing.	I find the job is easy compared to other transport jobs. So far no challenges with this job	1-1 2-2 3-1 4-5 5-3 6-not sure what this means	Not that I can think of currently	na
7	6 mo	CE & DAR M-F as needed	5	Dark rainy nights	1-1 2-1 3-2 4-6 5-5 6-1	na	na
8	2.75	DAR Sat&F; CE T&W, Dispatch occasionally	5	Occasionally disruptive passenger and rainy, foggy or wet roads	1-5 2-3 3-5 4-1 5-3 6-3	na	na

Appendix E



Appendix E - Bus Stop Audit

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 audit¹:

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:

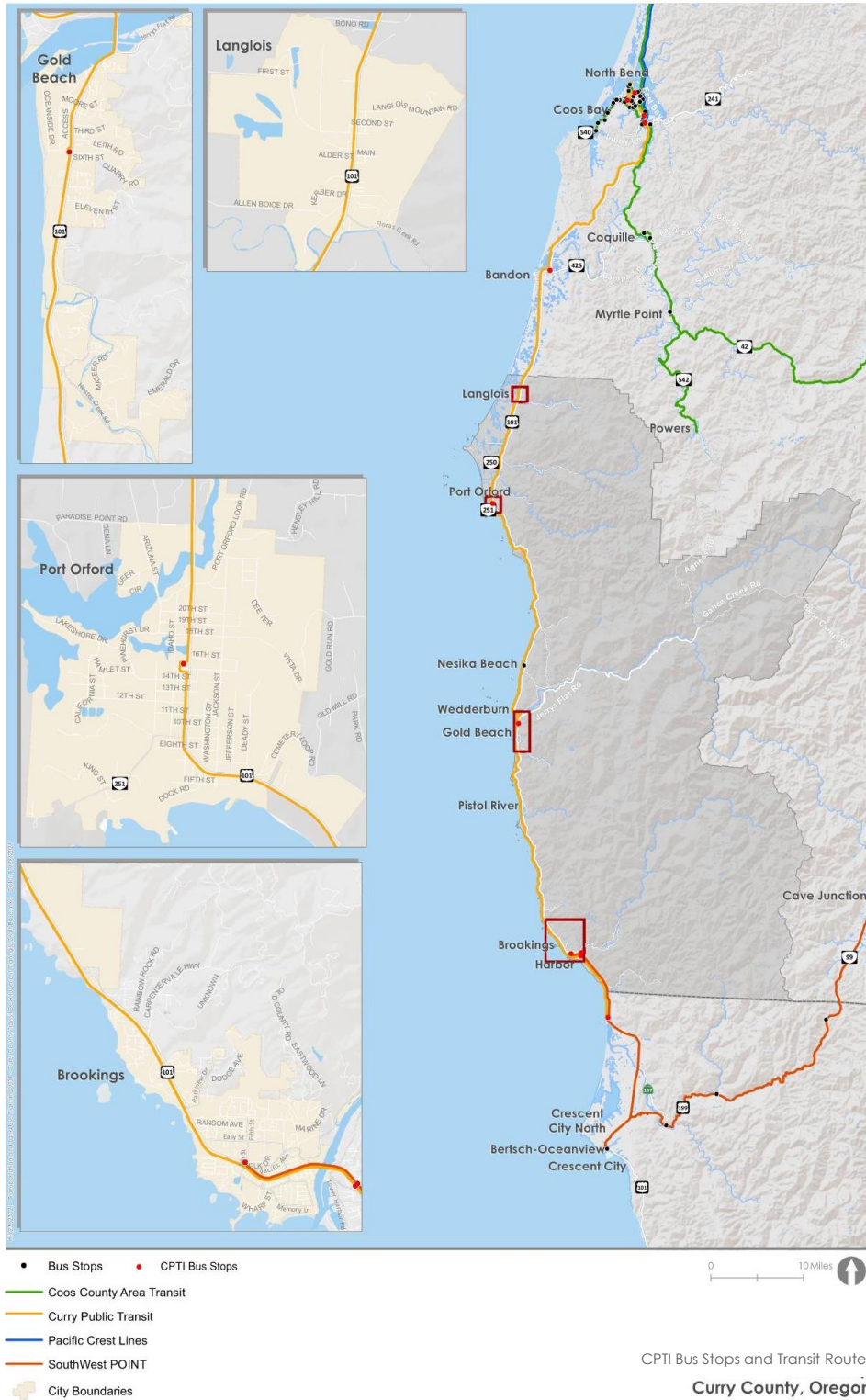
¹ CPTI is not allowed to pick up/drop off riders within Coos County. CPTI is allowed to bring rider to/from Bandon to Coos Bay

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	<ul style="list-style-type: none"> Waiting area with bench Bike racks Trash can Street lighting 	Fair	Fair	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Covered shelter (same area for CCAT and CPTI) with bench CPTI bus stop sign 	Good	Poor	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Bus stop sign Street lighting 	Good	Poor	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Shelter with bench Trash can Bike racks 	Fair	Poor	<ul style="list-style-type: none"> 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
					<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> CPTI bus stop sign Trash can Bike racks 	Fair	Fair	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Covered shelter and waiting area Bench Trash can 	Fair	Good	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> CPTI bus stop sign Covered shelter and waiting area Bench Street lighting 	Good	Poor	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> CPTI bus stop sign Covered shelter and waiting area Bench Bike racks 	Fair	Fair	<ul style="list-style-type: none"> 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
					<ul style="list-style-type: none"> The stop is located in a parking lot
9.	Chevron Station, Harbor	<ul style="list-style-type: none"> Temporary CPTI bus stop sign 	Fair	Fair	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> No amenities 	Fair	Fair	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Benches and tables Trash can Street lighting Bike racks 	Fair	Fair	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> No amenities 	Poor	Poor	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> No amenities 	Poor	Fair	<ul style="list-style-type: none"> 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

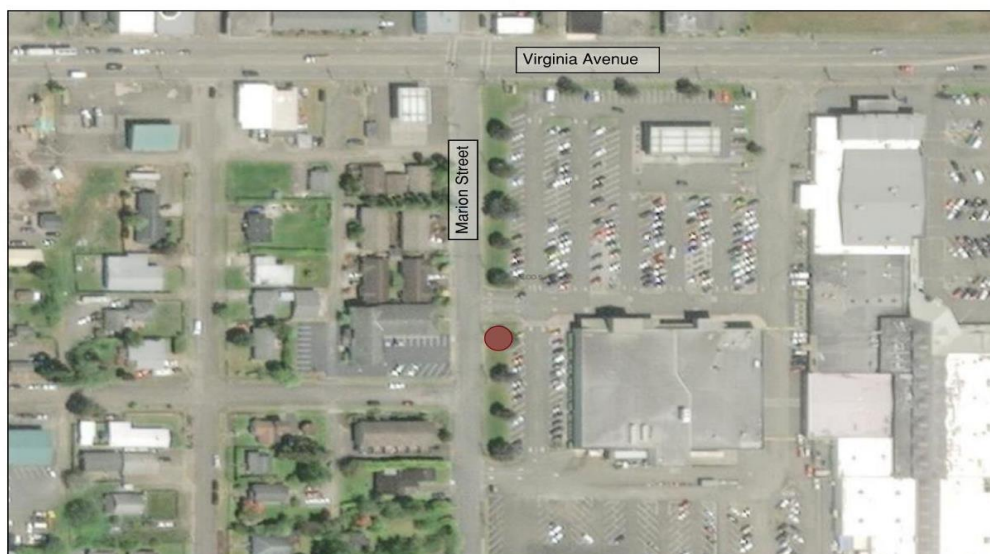


Figure 5. Safeway/VA Clinic at Marion Avenue, North Bend Stop Location – Study Area Tour



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 7 and 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 stop² 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

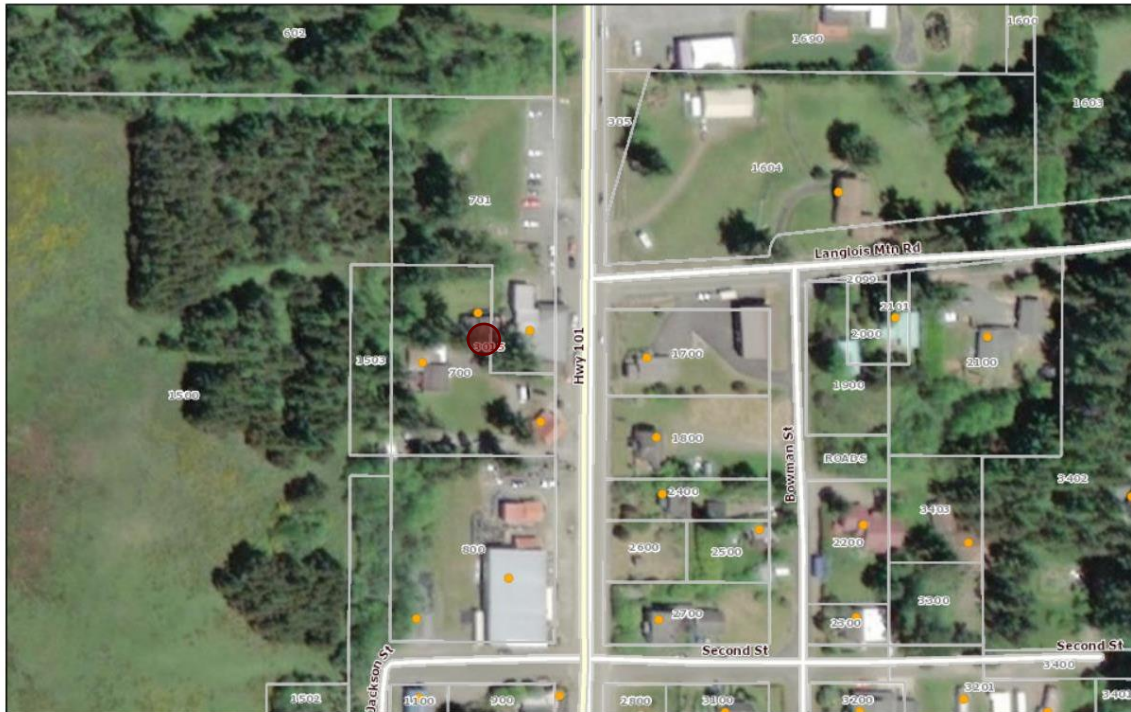


Figure 19. Langlois Store Stop – Study Area Tour



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

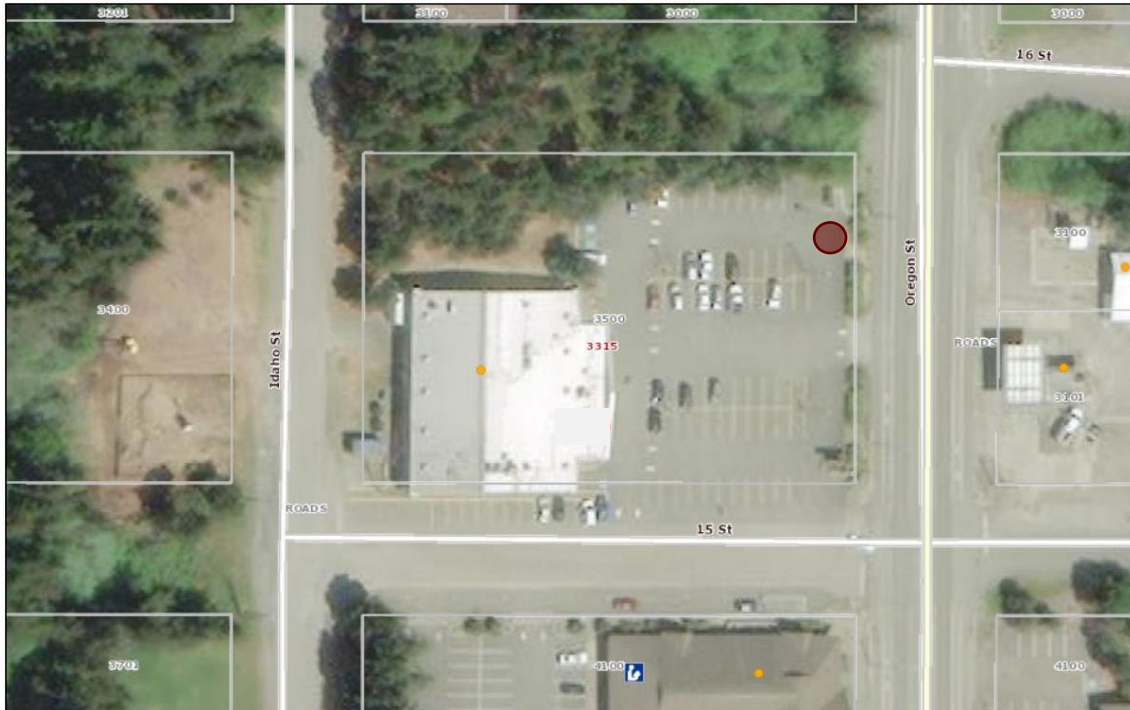


Figure 21. Bus Stop Amenities at Stop Location



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

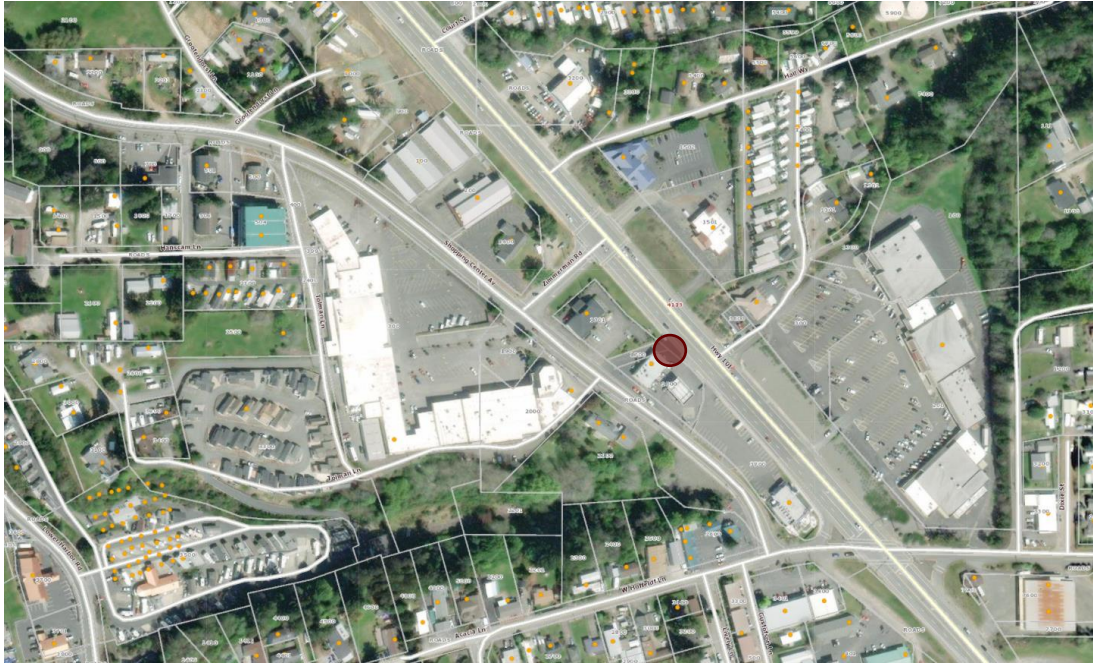


Figure 30. Temporary CPTI Bus Stop Sign at Stop Location



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

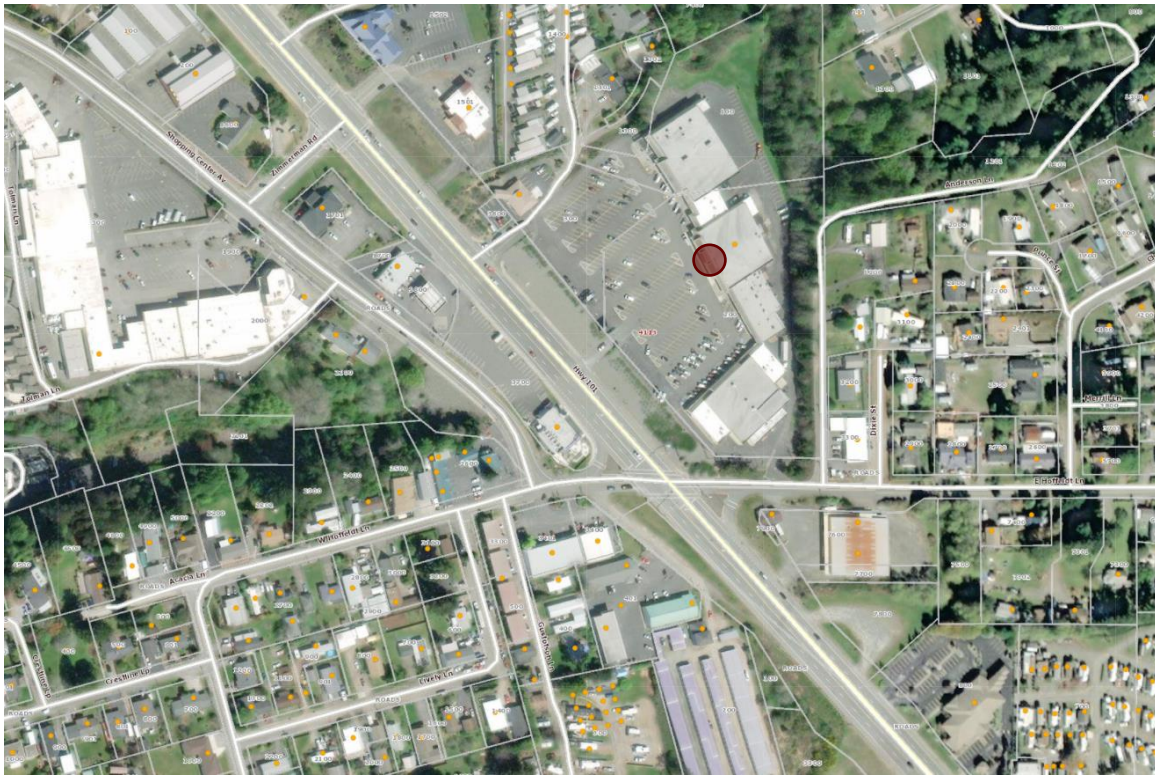


Figure 32. Entrance to the McKay's Market Parking Lot



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 stops⁴ 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 ranges⁵, 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.

⁵Cost 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.