

Meeting of the
Albany Area Metropolitan Planning Organization
Regional Transportation Plan Technical Advisory Committee

Transit Subgroup

Thursday, October 13, 2016
10:00 am – 12:00 pm

Oregon Cascades West Council of Governments
Upstairs Meeting Room / 1400 Queen Ave. SE, Albany

Call in number: 844-895-8769 / Conference code: 4089562857

Agenda			
1.	10:00	Agenda Review	Theresa Conley, AAMPO Staff
2.	10:05	Public Comment Members of the public are invited to speak. Comment period is limited to three minutes per person.	Theresa Conley
3.	10:15	Minutes of August 29, 2016 RTP TAC Transit Subgroup Meeting <i>Action Requested: Approval of August 29, 2016 Meeting Minutes</i> Attachment A – August 29, 2016 Meeting Minutes	Theresa Conley
4.	10:20	Transit Solution ‘Strawman’ Proposals <i>Action Requested: Discussion only</i> Attachment B – Corridor Assessment and Service Scenarios Report AAMPO staff will summarize feedback received from subgroup members on key destinations and priority corridors for transit. The consultant team will then provide a brief overview of the Corridor Assessment and Service Scenarios Report.	Theresa Conley and Chris Maciejewski, DKS
5.	10:30	Transit Solution Worksession <i>Action Requested: Recommend two transit solution strawmen to move forward with for further development</i>	Chris Maciejewski

		This agenda item will be primarily in a work-session format, with the consultant team leading a discussion of the strawman proposals included in the Corridor Assessment and Service Scenarios Report. Subgroup members will be asked to discuss and make suggestions regarding the proposed solutions with the goal of defining two strawmen to move forward with for more detailed route-level recommendations.	
6.	11:30	Update on Transit Technical Memos Staff will discuss refinements being made to the Transit Funding, Transit Existing Conditions, and Transit Future Conditions reports.	Chris Maciejewski, DKS
7.	11:40	Next Steps	Theresa Conley
8.	11:45	Adjourn	Theresa Conley

The meeting location is accessible to persons with disabilities. Please make requests for an interpreter or other accommodations at least 72 hours prior to the meeting. Contact Emma Chavez at 541-967-8551 (TTY/TTD 711) or by email at echavez@ocwocg.org.

Meeting Notes

RTP TAC Transit Subgroup

August 29, 2016 from 10:00 am – 12:00 pm

Oregon Cascades West Council of Governments, 1400 Queen Ave. SE, Albany

Attending: Chuck Knoll, Jamey Dempster, Ken Bronson, Edna Campau, Chris Bailey, Jon Goldman, Barry Hoffman, Scott Chapman, Chris Maciejewski, Theresa Conley

1. Agenda Review

Theresa Conley, AAMPO staff, called the meeting to order at 10:03 am and reviewed the agenda. There were no changes to the agenda.

2. Public Comment

There were no members of the public present and no public comment.

3. Minutes of July 25, 2016 RTP TAC Transit Subgroup Meeting

The minutes of the July 25 2016 meeting were approved as written.

4. Meeting Overview and Transit Needs Review

Scott Chapman, with Nelson Nygaard, reviewed the meeting agenda and meeting goals. Meeting goals were to: shape service design scenarios (short, mid and long-term), define evaluation criteria to assess scenarios, and identify geographic priorities. He provided a brief recap on two approaches to transit service design – coverage and productivity. Coverage-based services seek to provide equitable distribution of service and provide as much geographic availability as possible. They are usually circuitous. Productivity-based services seek to increase the transit mode share by improving reliability and frequency and focusing on specific transit-oriented corridors. They are more simple and direct.

Subgroup members asked how future needs, beyond what is identified in a constrained system scenario, will be discussed. Staff confirmed that ‘aspirational’ transit system needs will be discussed in the AAMPO Regional Transportation Plan (RTP) and Transit Development Plan (TDP). It was mentioned that the Oregon Transit Association is using the Remix tool to look at transit needs at a statewide level. A member asked if demand responsive services would be considered ‘coverage’, and staff responded that fixed-route services can also be ‘coverage’; for example, Albany Transit Service (ATS) is currently more of a ‘coverage’ service, and is not as efficient if a rider wants a direct connection. However, ATS doesn’t provide lifeline service for the full region.

Transit Subgroup members agreed to recommend that “Regional Connectivity” be added as a new objective in the RTP. Members also discussed and agreed to look into adding an objective regarding collaboration with regional transit partners. Members discussed the importance of partnering with other providers to cover areas like Jefferson or Lyons, Mill City and Gates, in the Santiam Canyon. ATS receives calls regarding connectivity to Salem, and currently Amtrak and Bolt Bus are the two options. The Linn County TSP will include ‘Northeast’ and ‘Southeast’ working groups.

Scott reviewed sample Level of Service (LOS) guidelines and was asked if we could combine typologies – for example a ‘commuter’ and ‘standard’ service. Members commented that is currently more frequency midday, but that frequency could be shifted to am/pm peaks to better serve commuters. ATS, the Loop, Shuttle and other regional services should be better coordinated.

5. Transit Evaluation Criteria

Scott reviewed and requested feedback on potential route design evaluation criteria (level of service, simplicity, directness, minimal deviations, arterial focus, symmetry, optimal use of resources, service availability). Members discussed which criteria were most important. “Percent of routes meeting frequency of service goals”, “number of below-poverty level households within ¼ of stop”, and “percent of routes meeting span of service goals” ranked the highest. Discussion included:

- ‘Simplicity’ is too qualitative as currently described. ‘Simplicity’ helps staff explain the system to new riders and should include simplicity of transferring and fare consistency.
- It is important to reduce non-productive service hours when drivers are paid but not picking up riders, but this is not as important as other measures. Dwell time can help keep routes on schedule by allowing for ‘catch-up’ time.
- Projected congestion areas should be considered when looking at key destinations and origin-destination pairs.
- How do we balance coverage and directness and quantify changes in ridership? There is a trade-off when trying to create more direct and frequent service – some out of the way service areas may need to be trimmed.
- Serving high-density lower income areas is important. Are we currently serving those areas effectively? We need to first address the needs of ‘captive’ riders and then think about expanding services to better serve ‘choice’ riders
- It is difficult to transition riders from Call A Ride (CAR) to fixed-route service, and it would be difficult to redesign ATS to attract CAR users. The current CAR service is robust and there is no intention of changing it.

6. Transit Service Options

Scott discussed geographic priorities for transit and Transit Subgroup members were asked to provide feedback on the Top Ten Trips by Transit and Transit Priorities by Planning Horizon.

7. Definition of Short-Term Scenarios

This agenda item was postponed due to lack of time.

8. Next Steps

Theresa Conley briefly discussed next steps. She will send out ‘homework’ for the TAC, demographic maps, and establish the next meeting date. Based on TAC input, Nelson Nygaard will develop two future service scenarios for consideration. The consultant team in revising the Transit Funding memo. Regional transit projects may be considered for the Mosaic project lists being tested.

9. Adjourn

The meeting was adjourned at 12:10 pm.



Albany Area Regional Transportation Plan



Corridor Assessment and Service Scenarios Report

TAC TRANSIT SUBGROUP SERVICE OPTIONS

Transit Subgroup members were asked to provide their recommendations for transit service frequency along 28 corridors in Albany for short, medium and long-term planning horizons. The six different service levels included:

- *Frequent* – Service every 15 minutes or more frequent
- *Standard* – Service every 30 minutes
- *Local* – Service every 60 minutes
- *Demand Response* – Deviated fixed route or call-a-ride service requiring advanced scheduling of trips
- *Commuter* – Peak-only service
- *Intercity* – Service connecting Albany with regional destinations

The aggregate recommended service levels for each of these corridors is shown in Figure 1. For each of the planning horizons, the corridor color-codes represent the average input from Transit Subgroup members. Figure 1 also highlights the activity centers identified as key destinations for public transportation.

In general, most Transit Subgroup members recommend Local service in the short term, with a few corridors providing slightly higher service levels. Demand response is recommended for service to Millersburg and Jefferson.

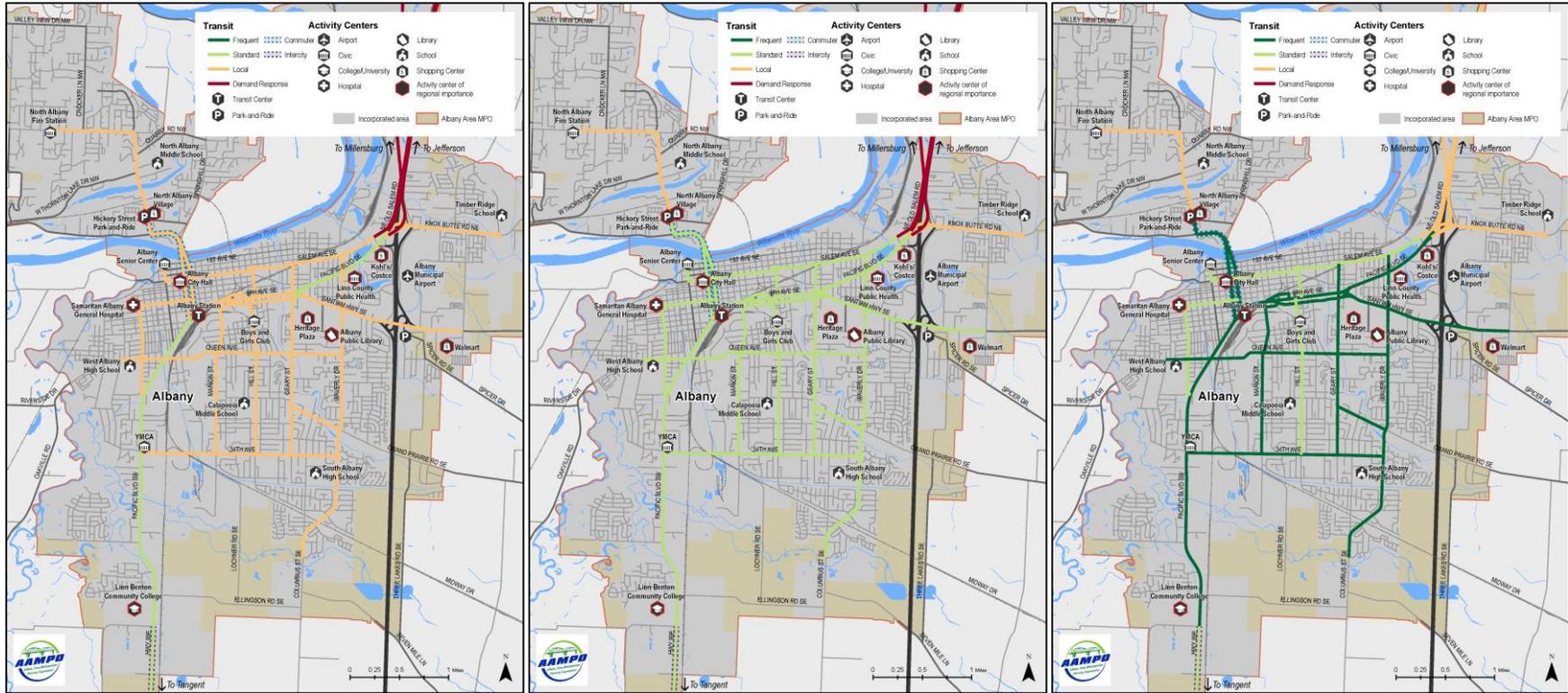
For the midterm, all corridors are recommended to have standard service, with the exceptions of North Albany and Knox Butte Rd (which have recommendations for local service). Service to Millersburg and Jefferson continue to have a recommendation of demand response.

Most corridors in the long term scenario are recommended for standard and frequent services. Service to North Albany and Knox Butte remain with local service, however these corridors are joined by Millersburg and Jefferson to receive local service.

ALBANY TRANSIT ANALYSIS AND SERVICE OPTIONS

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Figure 1 Average Service Level Recommendations by Planning Horizon



Short Term

Medium Term

Long Term

CORRIDOR ANALYSIS

In addition to recommendations from the Transit Subgroup, a qualitative analysis of conditions along each corridor can help to gauge the effective level of transit services and provide additional details to develop a recommendation for future transit services.

The Corridor Analysis assesses the following four metrics:

- Density – density of residents or jobs along the roadway segment
- Street connectivity – opportunities for connections to other roadways/locations served by public transportation
- Mix of land uses – mixture of residential, commercial and institutional uses along the roadway segment
- Existing ridership – level of current ATS ridership along or adjacent to roadway segment

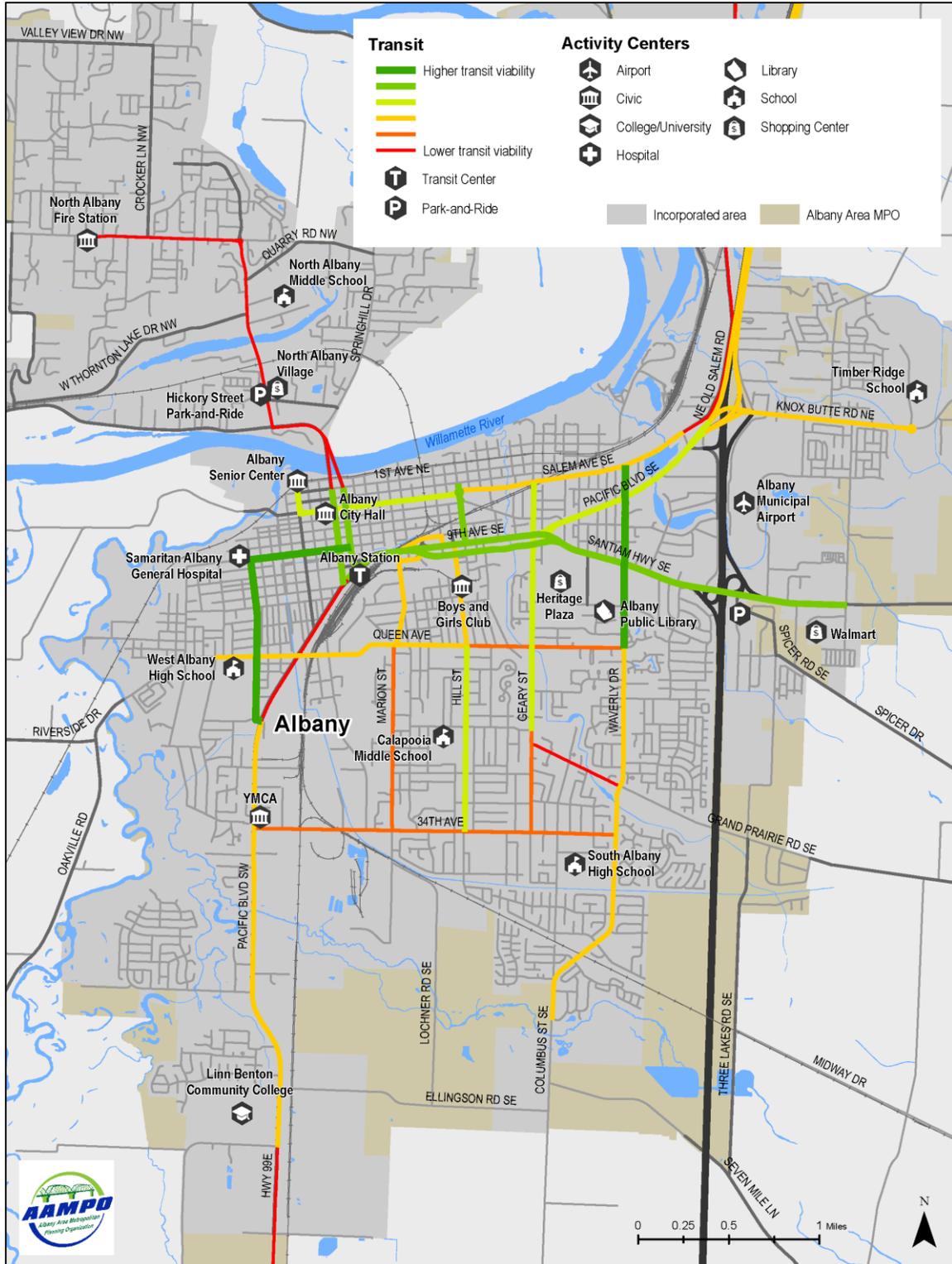
Each corridor was rated as high (4), medium (3), low (2) or poor (1) as a qualitative score for each of the four metrics. The sum of the scores was used to assess transit viability. Higher scores indicate segments that can be served with more frequent transit, and lower scores indicate areas where limited service, demand response, or no service at all might be better options.

The results of the corridor analysis are in Figure 2.

ALBANY TRANSIT ANALYSIS AND SERVICE OPTIONS

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Figure 2 Results of Corridor Analysis



PROPOSED SERVICE SCENARIOS

Nelson\Nygaard developed four scenarios for future transit service in the AAMPO area. In the short-term these proposal focus on the City of Albany. This focus is in response to the undefined funding for transit in the other AAMPO cities in the immediate future. Based on the needs identified for the other communities, the mid-term and long-term scenarios expand service into additional cities.

These four proposed system designs represent the first step in providing formal transit recommendations. After refining these service designs with the Transit Subgroup, the project team will evaluate each scenario against the evaluation criteria developed this summer. Then the final designs will be detailed with respect to costs, bus schedule development, and other operational considerations. The final recommendations will also address any suggested improvements to the other AAMPO-area services to improve coordination and enhance regional connectivity.

A review of the existing ATS system provides a baseline with respect to the coverage of the current system, the resources it uses (in terms of buses in operation), and the complexity of the present operation (morning and regular route operating in large one-way loops). Figure 3 details the three routes currently used and Figure 4 provides the current system map.

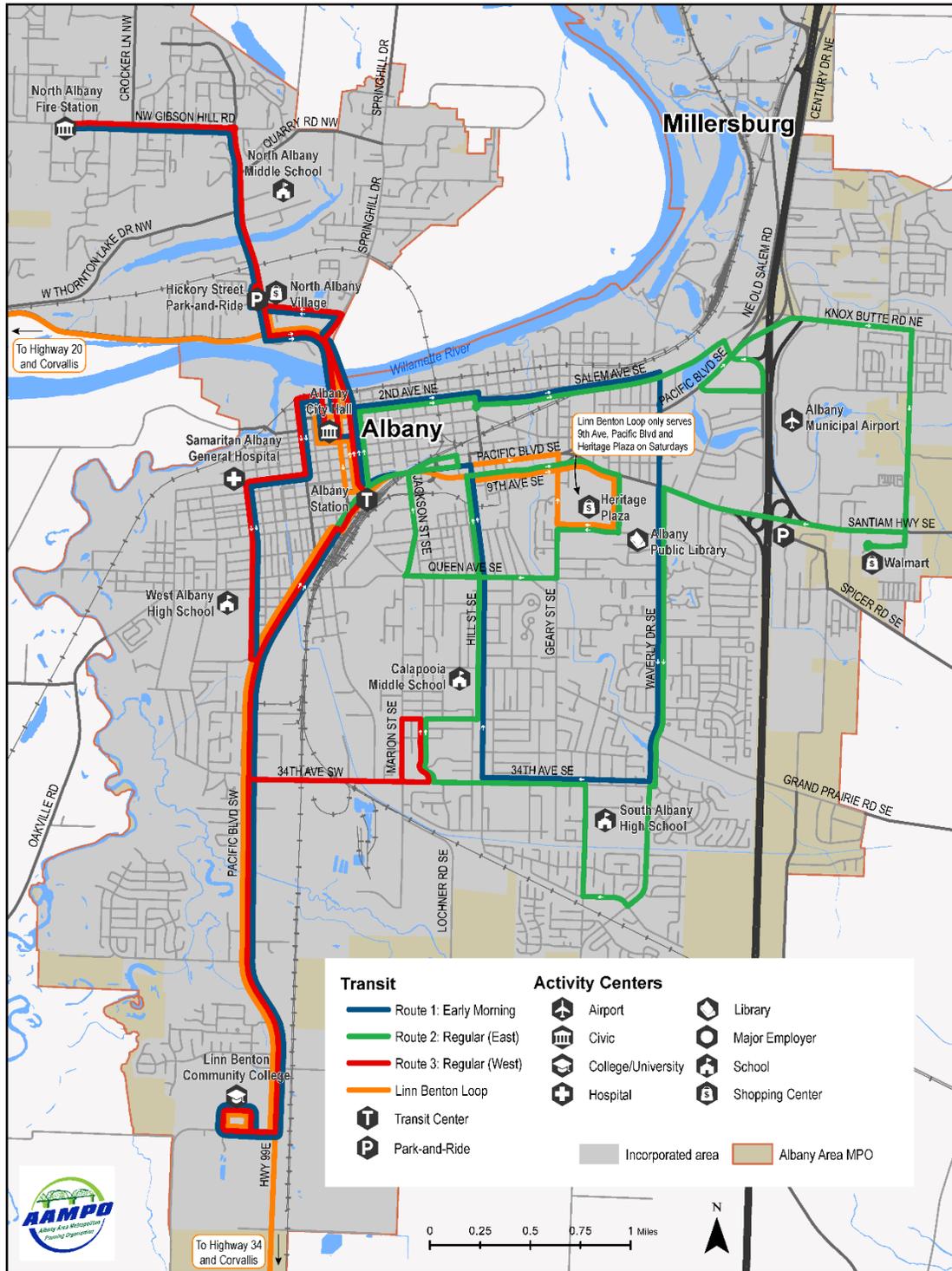
Figure 3 Existing ATS Route Structure

Route	Major Destinations	Service Span	Frequency	Vehicle Requirement	Daily Service Hours
ATS Route 1 – Early Morning	Albany Station, Linn-Benton Community College, Samaritan Albany General Hospital	6:30 am – 8:30 am	60 min	1	2
ATS Route 2 – Regular East	Albany Station, Downtown Albany, Samaritan Albany General Hospital, West Albany High School, Linn-Benton Community College	9:00 am – 6:15 pm	60 min	1	9
ATS Route 3 – Regular West	Albany Station, Walmart, South Albany High School, Heritage Plaza	9:00 am – 6:15 pm	60 min	1	9

ALBANY TRANSIT ANALYSIS AND SERVICE OPTIONS

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Figure 4 Existing Albany Transit System



Overview of Proposed Scenarios

Scenarios A and B are short term proposals (with service expected in 1 to 3 years) using current resources (2 vehicles in use all day). Scenario A maintains a focus on coverage (serving as much of the community as possible) while Scenario B shifts resources toward productivity (serving transit supportive corridors with streamlined service). The mid-term and long-term scenarios add additional resource further streamlining service where possible. Scenario C assumes service in 5-10 years, incorporating one additional vehicle in service for ATS service and the addition of a vehicle dedicated for service to Jefferson. Scenario D assumes service in 15-25 years, using a total of 6 vehicles in service for ATS and additional intercity resources. Figure 5 summarizes the level of service, vehicle requirements and daily service hours for each scenario.

Figure 5 Summary of Service Scenarios

Scenario	Term	Service Frequency (minutes)	Vehicle Requirements	Daily Service Hours
A	Short (1-3 years)	60	2	22
B		60	2	22
C	Medium (5-10 years)	60	3	33
D	Long (15-25 years)	30-60	6	66

The following sections detail each scenario highlighting the strategic approach to each, the level of service and resource requirements for each proposed route, and a set of maps illustrating the system design. Two maps are provided for each scenario. The first uses a unique color for each route to help show its routing. The second color codes corridor segments by the available frequency of service in that segment. Where multiple routes operate on a common segment, these maps show the resulting higher frequency of service if these services can be coordinated.

In each scenario, the level of service map shows ATS service coordinating with the Linn Shuttle on Pacific Highway between downtown/Albany Station and LBCC to provide a higher level of service. This increase level of service would be available to those traveling the entire length of the segment as the Linn Shuttle does not stop at intermediate bus stops. For example, in cases where ATS and the Linn Shuttle both operate hourly, someone traveling the entire segment will see a bus every 30 minutes when the Linn Shuttle has hourly service, assuming the schedules can be coordinated. But someone traveling from the ATS stop at College Park Drive and LBCC would only see the hourly service unless the Shuttle were to also serve that stop. It should also be noted that while the Linn-Benton Loop also operates on this segment, it currently does not provide consistent all-day service in a manner that other routes can coordinate with it during all hours of service.

Scenario A (Short-term)

- Provides coverage throughout most of Albany with the intention of providing transit service within a half mile of most residences and jobs in the city.
- Service is maintained in North Albany and northeast Albany.
- 4 routes, all cycle in 30 minutes, but run hourly.
- 10% additional service hours from today to provide 11 hours of service a day (7 AM to 6 PM) on both vehicles.
- Coordinates with the Linn Shuttle to provide increased level of service on Pacific Highway north of LBCC.
- Route 1 can be routed from Pacific Ave/9th Ave onto Salem Ave/1st Ave to provide more coverage to neighborhoods east of downtown Albany.

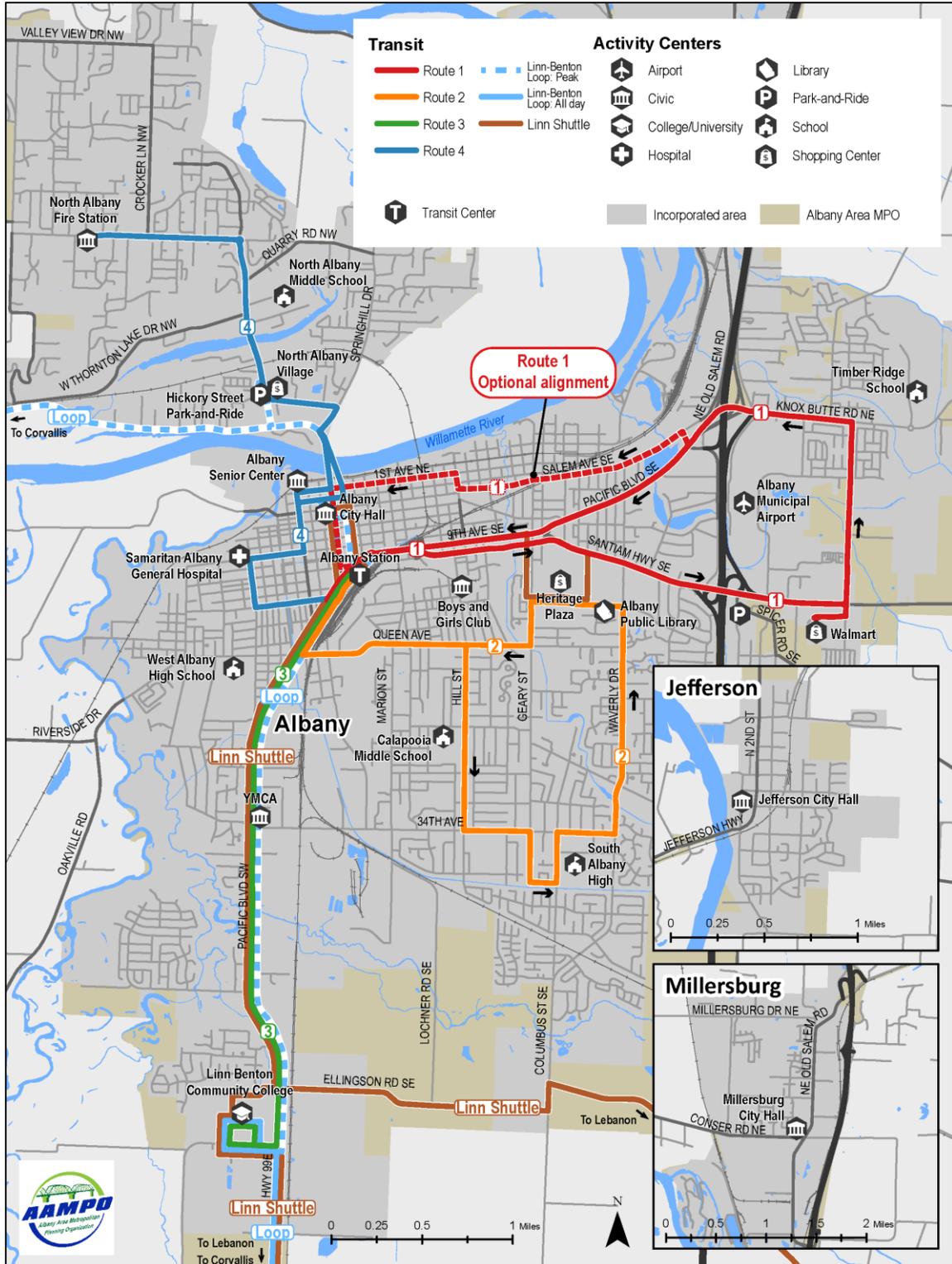
Figure 6 Summary of Scenario A Routes

Route	Frequency (minutes)	Run Time (minutes)	Vehicle Requirements	Interlined with Route	Daily Service Hours
1	60	25.8	0.5	3	5.5
2	60	26.1	0.5	4	5.5
3	60	23.2	0.5	1	5.5
4	60	29.4	0.5	2	5.5
TOTAL	60	-	2.0	-	22.0

ALBANY TRANSIT ANALYSIS AND SERVICE OPTIONS

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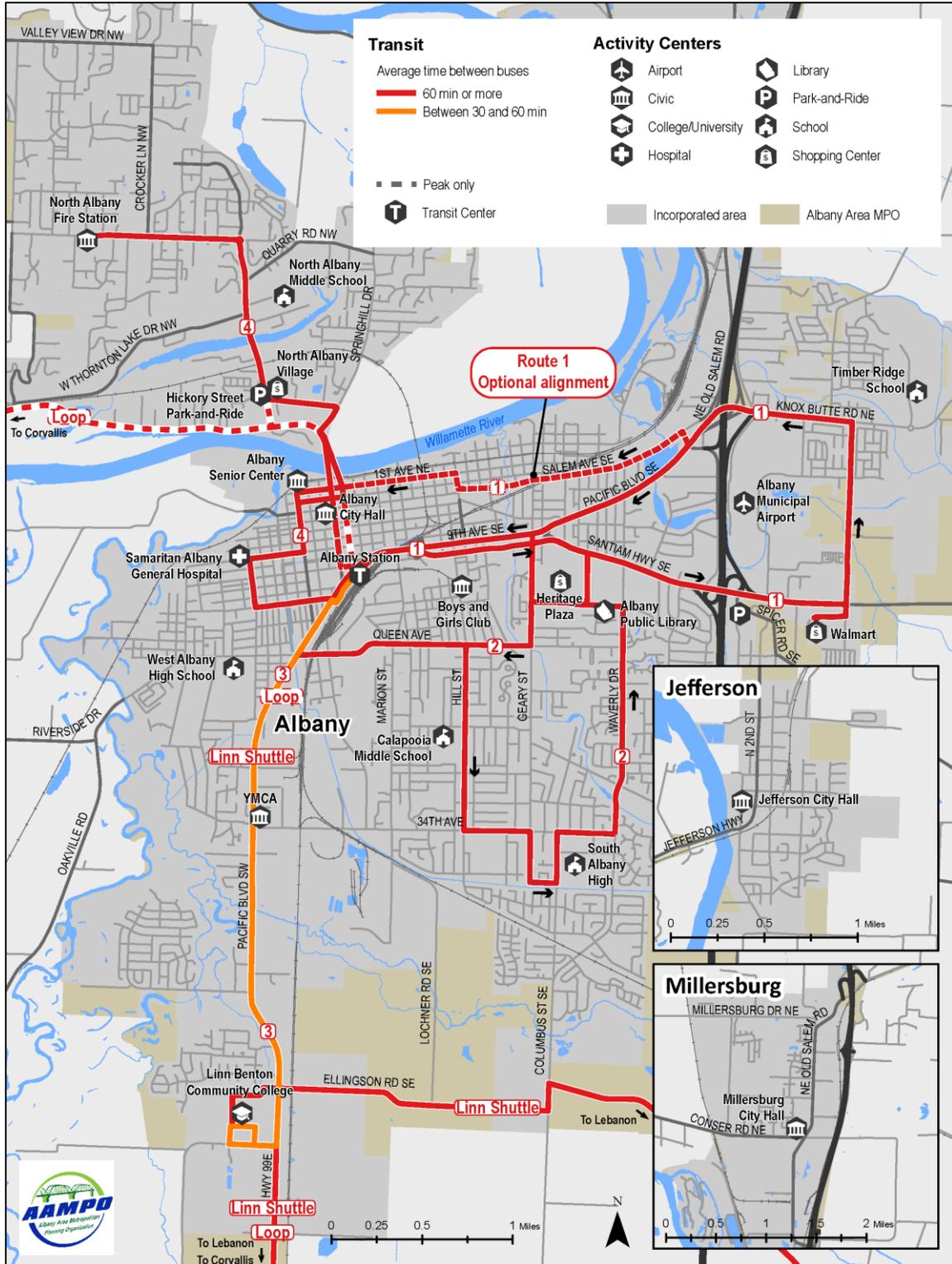
Figure 7 Scenario A Route Layout



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Figure 8 Scenario A Level of Service



Scenario B (Short Term)

- Scenario B is designed to have higher productivity and ridership, with the tradeoff of reduced coverage. Routes are more direct and have less loops and deviations.
- Attempts were made to keep service in areas with higher transit potential (see Corridor Analysis section) and where destinations are located.
- North Albany and northeast Albany are not served due to their lower densities and lower demand for transit services. Those areas would be served with Demand Response or could be connected to the Albany Station and/or LBCC via a peak-only commuter route for an additional two service hours each weekday.
- 4 routes, all cycle in 30 minutes, but run hourly
- 10% additional service hours from today to provide 11 hours of service a day (7 AM to 6 PM) on both vehicles.
- Coordinates with the Linn Shuttle to provide increased level of service on Pacific Highway north of LBCC.
- Routes 2 and 3 coordinate on Pacific/SE 9th Avenue to provide 30-minute service between Albany Station and Heritage Mall
- Route 4 is a bi-directional loop. Each direction operates hourly, yet service cycles in 15 minutes on each individual loop (allowing a single bus to complete both loops in 30 minutes).

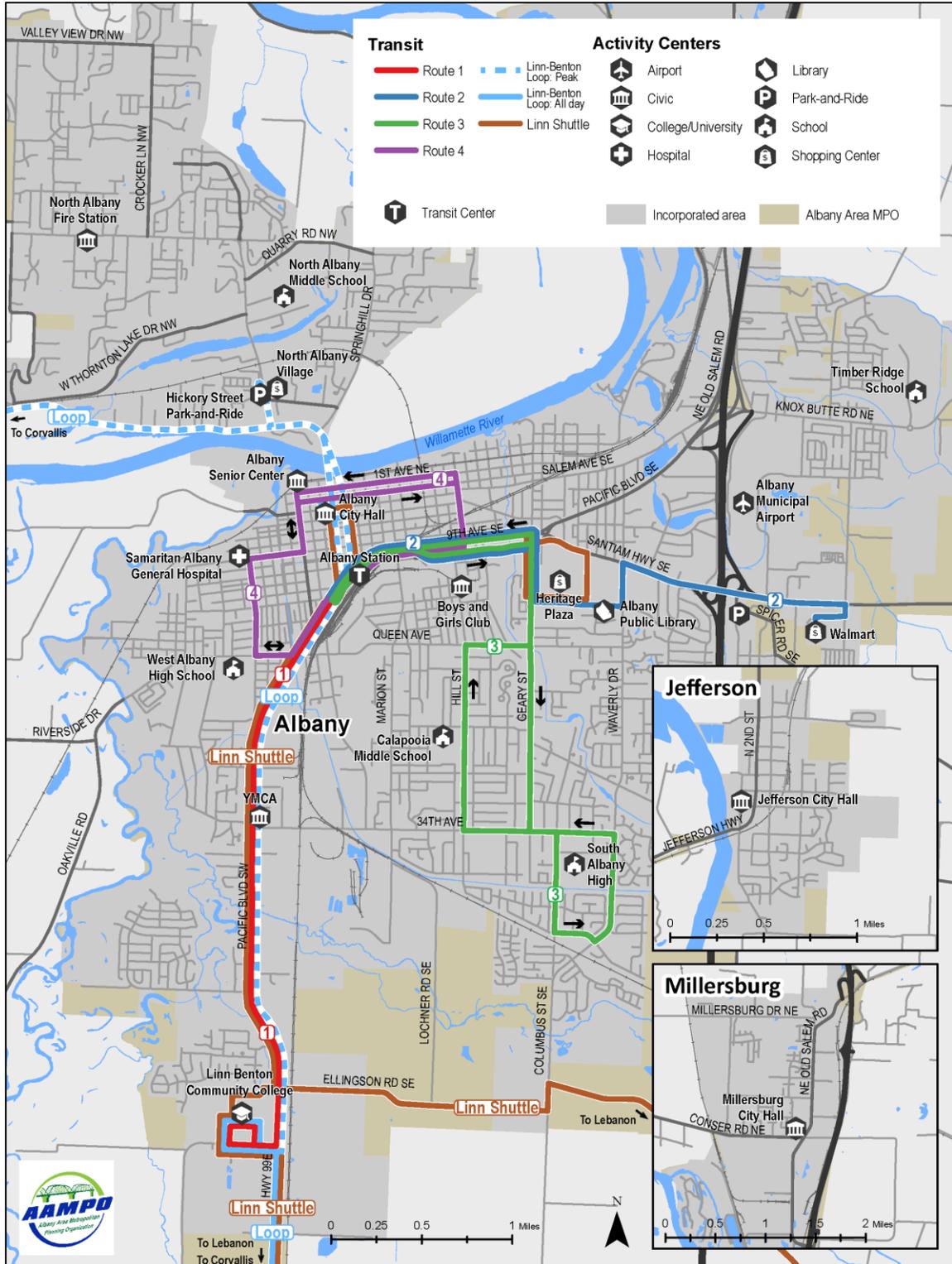
Figure 9 Summary of Scenario B Routes

Route	Frequency (minutes)	Run Time (minutes)	Vehicle Requirements	Interlined with Route...	Daily Service Hours
1	60	23.2	0.5	2	5.5
2	60	25.5	0.5	1	5.5
3	60	28.3	0.5	4	5.5
4	60	27.1	0.5	3	5.5
TOTAL	60	-	2.0	-	22.0

ALBANY TRANSIT ANALYSIS AND SERVICE OPTIONS

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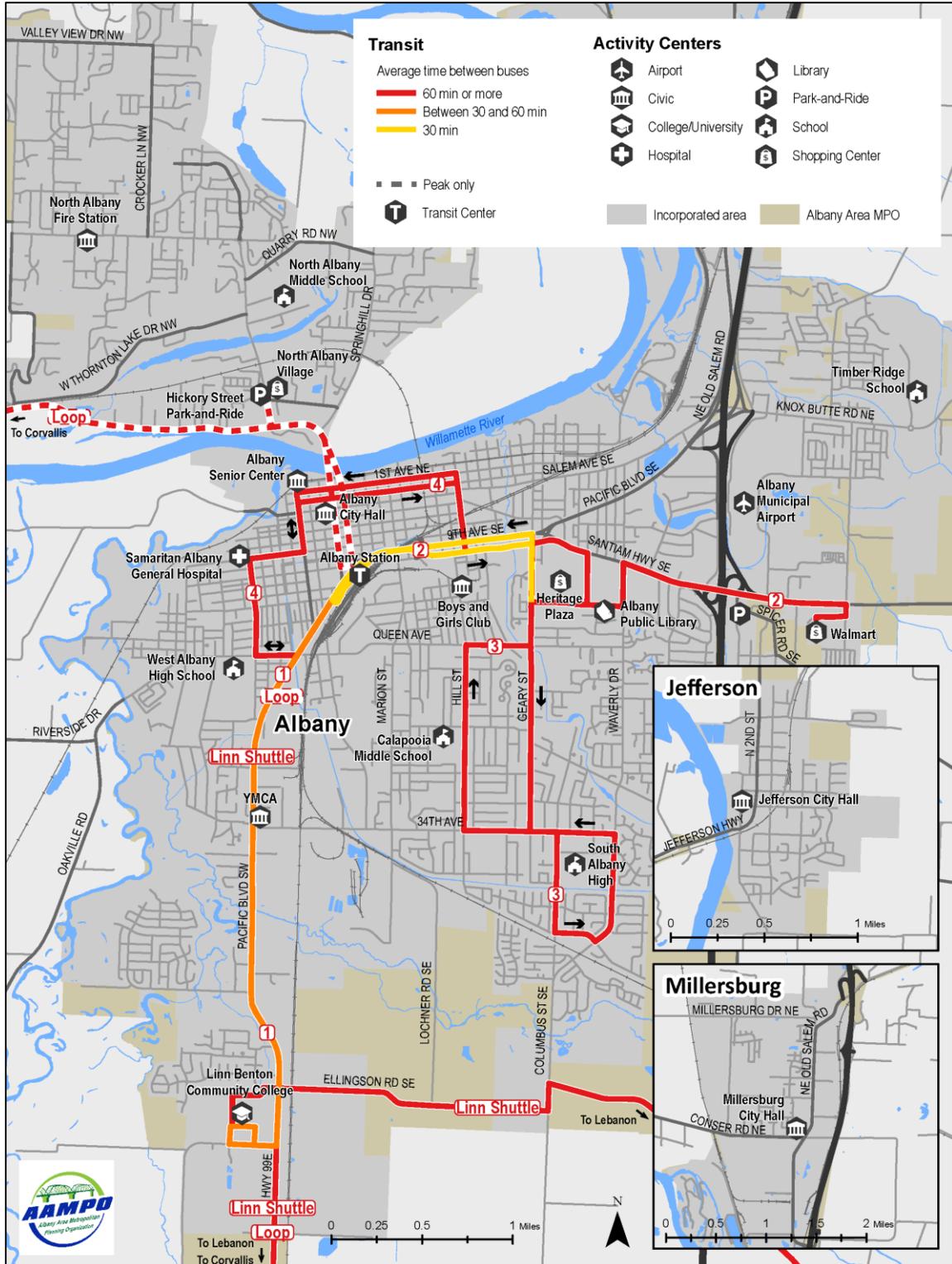
Figure 10 Scenario B Route Layout



ALBANY TRANSIT ANALYSIS AND SERVICE OPTIONS

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Figure 11 Scenario B Level of Service



Scenario C (Mid Term)

- Scenario C is designed to provide coverage throughout most of Albany, but also using productivity-focused route designs (more direct service).
- Increases vehicle requirements from A and B by one additional bus.
- 6 routes, all cycle in 30 minutes, run hourly
- Coordinates with the Linn Shuttle to provide increased level of service on Pacific Highway north of LBCC
- Service is provided east on Knox Butte Rd. NE in response to expected growth.
- Intercity service to Jefferson via Millersburg (3 trips per day, 3 days per week)
- 65% additional service hours from today (50% from A and B)

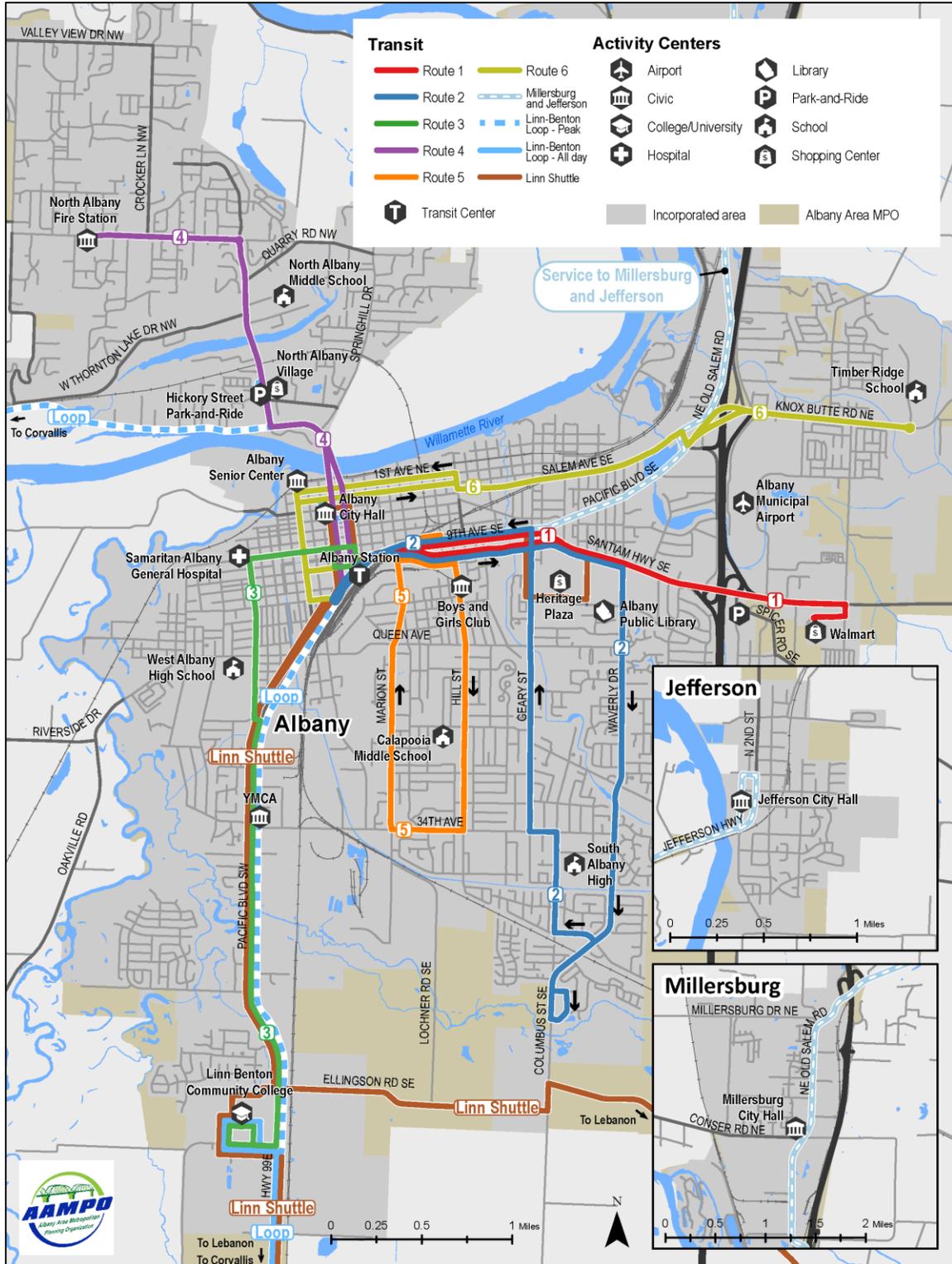
Figure 12 Summary of Scenario C Routes

Route	Frequency (minutes)	Run Time (minutes)	Vehicle Requirements	Interlined with Route...	Daily Service Hours
1	60	21.8	0.5	3	5.5
2	60	29.7	0.5	4	5.5
3	60	26.7	0.5	1	5.5
4	60	21.5	0.5	2	5.5
5	60	17.8	0.5	6	5.5
6	60	29.9	0.5	5	5.5
Sub-total	60	-	3.0	-	33.0
Jefferson	3 trips	38.0	1.0	-	3.0
TOTAL		-	4.0	-	36.0

ALBANY TRANSIT ANALYSIS AND SERVICE OPTIONS

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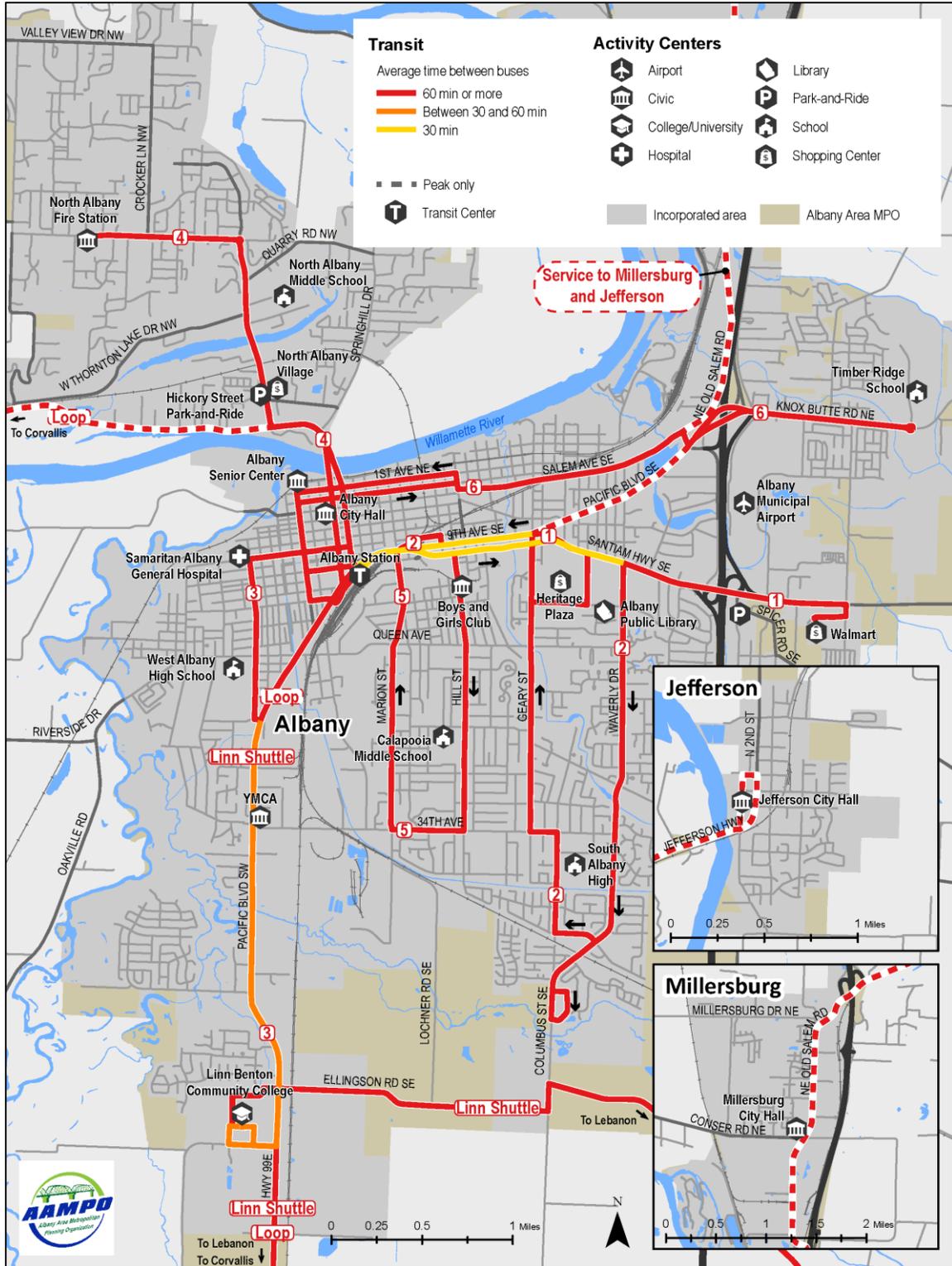
Figure 13 Scenario C Route Layout



ALBANY TRANSIT ANALYSIS AND SERVICE OPTIONS

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Figure 14 Scenario C Level of Service



Scenario D (Long Term)

- Scenario D is designed to provide coverage throughout most of Albany, but also using productivity-focused route designs (more direct service) as well as more cross-town routes that could serve multiple trip purposes.
- Service focuses on downtown (served by three routes), and Heritage Plaza (served by four routes).
- Increases vehicle requirements from C, adding three additional buses.
- 6 routes; two cycle in an hour, four in 30 minutes. Three routes would operate every 30 minutes.
- Coordinates with the Linn Shuttle to provide increased level of service on Pacific Highway north of LBCC
- Service is provided to area around Timber Ridge School in response to expected growth.
- Commuter service to Jefferson via Millersburg (5 trips per day)
- Commuter service to Salem (4 trips per day, but could be coordinated with new Salem-Keizer Transit service for additional service).
- 230% additional service hours from today (doubling of service hours from Scenario C).

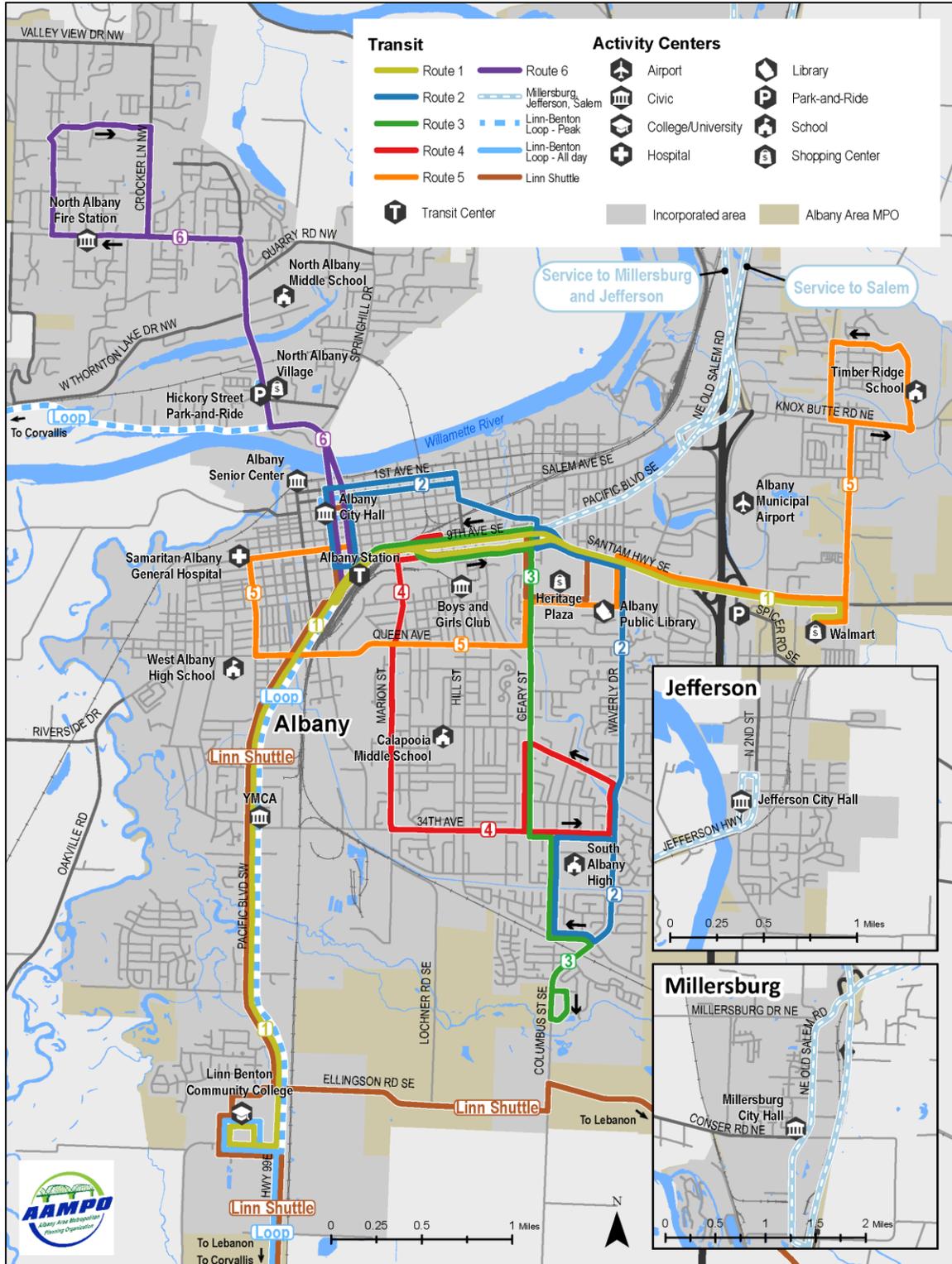
Figure 15 Summary of Scenario C Routes

Route	Frequency (minutes)	Cycle Time (minutes)	Vehicle Requirements	Interlined with Route...	Daily Service Hours
1	30	47.0	2.0	-	22.0
2	30	30.0	1.0	-	11.0
3	30	29.4	1.0	-	11.0
4	60	27.1	0.5	6	5.5
5	60	50.8	1.0	-	11.0
6	60	26.6	0.5	4	5.5
Sub-total	30-60	-	6.0	-	54.0
Jefferson	5 trips	38.0	1.0	-	5.0
Salem	4 trips	90.0	1.0	-	6.0

ALBANY TRANSIT ANALYSIS AND SERVICE OPTIONS

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Figure 16 Scenario D Route Layout



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Figure 17 Scenario D Level of Service

