

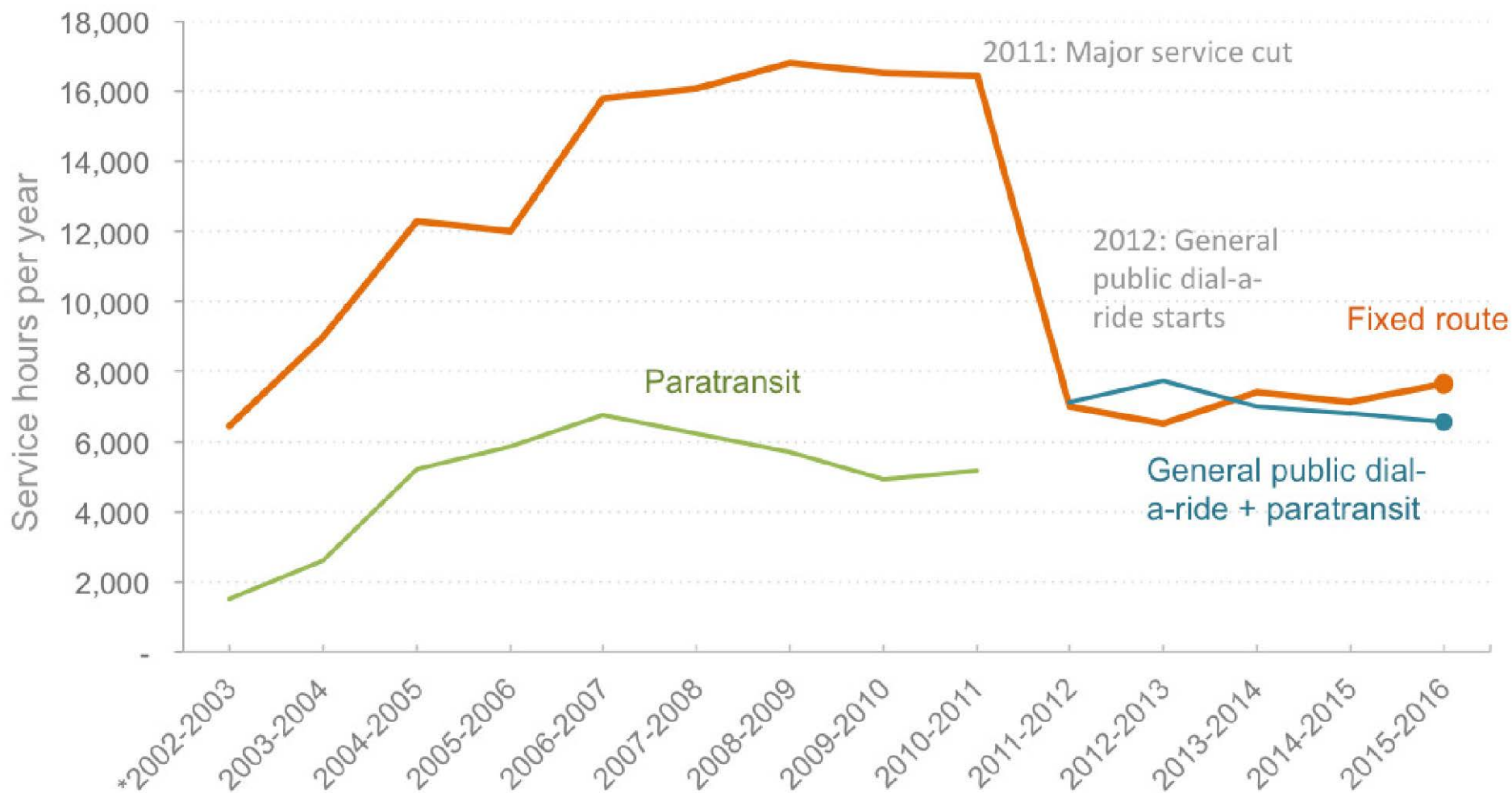
City Council update, April 5, 2017

Canby Transit Master Plan

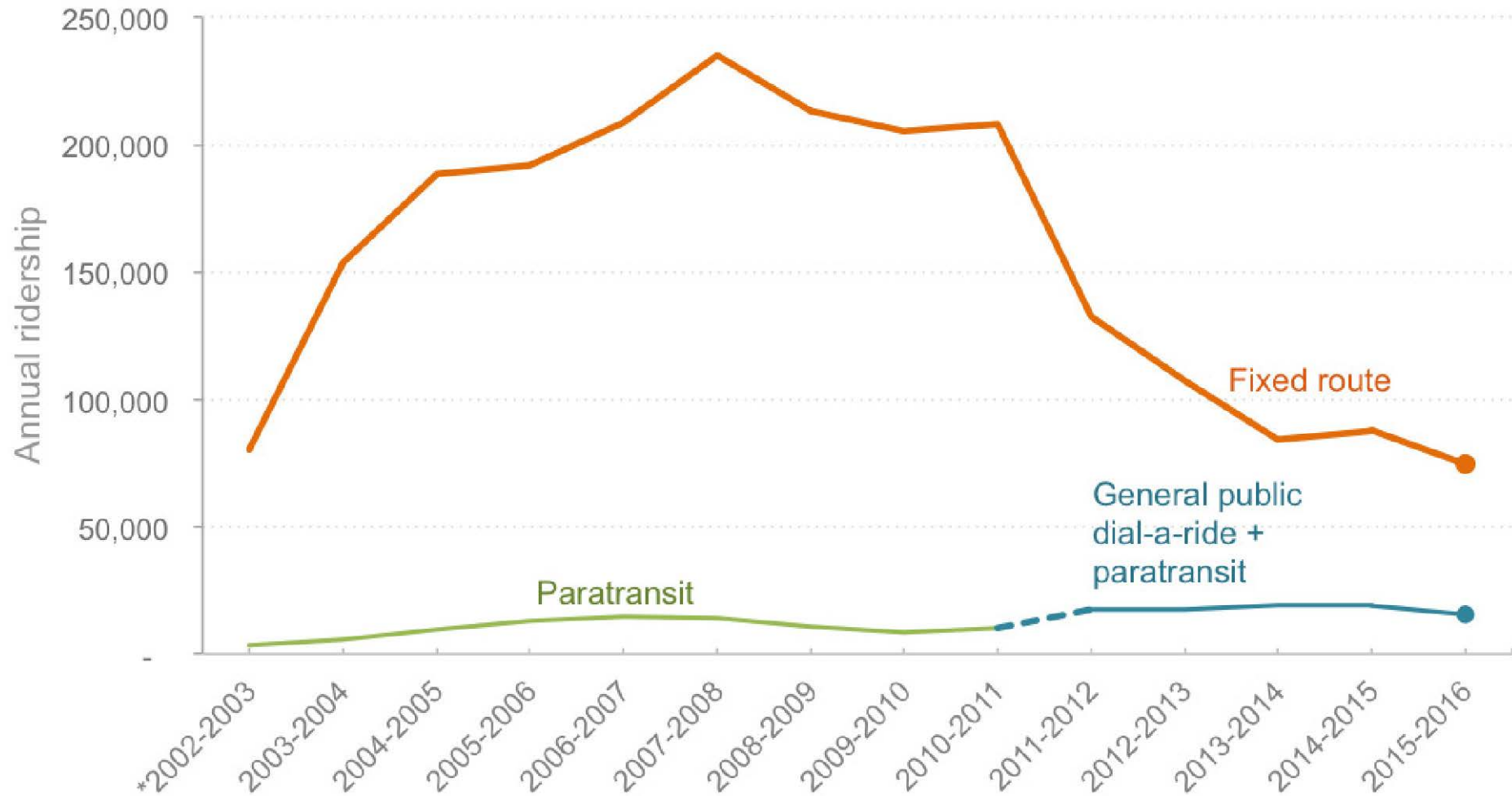
Michelle Poyourow, Senior Associate

JARRETT WALKER + ASSOCIATES

Transit service levels, 2002-2016



Ridership, 2002-2016



Ridership relative to cost

Service	Hours of Service Supplied	Boardings	Boardings per Hour	Operating Cost per Hour	Boardings per Hour	Operating Cost per Boarding
Route 99	7,647	74,685	9.8	\$58.78	9.8	\$6.02
Dial-a-ride and ADA paratransit	6,553	15,575	2.4	\$58.78	2.4	\$24.73

Ridership relative to cost (only Route 99)

Route 99 Segment	Daily Bus Round Trips	Average Daily Boardings	Boardings per Bus Round Trip
Canby–Oregon City	20	220	11.0
Canby–Woodburn	8	75	9.4

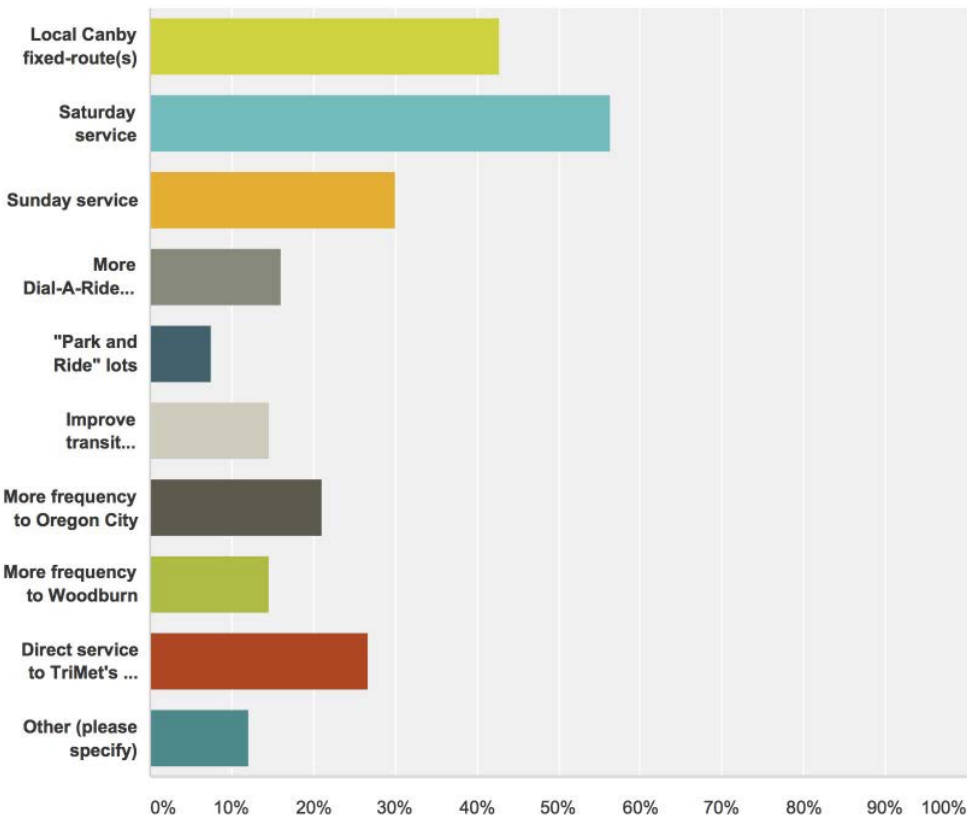
Who is using each service?

	Riders purchasing Senior or Disabled fare	Riders purchasing a Youth fare	Riders purchasing a General fare
Route 99 – Oregon City to Canby	13,472	2,024	40,710
Route 99 – Woodburn to Canby	4,952	1,429	12,098
Dial-a-ride and paratransit	12,721	351	1,503

Public input from 2013

Q5 Which of the following is most important for CAT to add to its service when new funding is available?

Answered: 199 Skipped: 12



Technical Recommendation: DAR

- We believe that CAT can serve the *same number of riders and trips* on dial-a-ride and paratransit, at a slightly lower cost
- Instead of 2.4 boardings per hour, it would achieve 3.1 boardings per hour. Same number of people! But more sharing of buses.
- This would save a little budget every day.
- So then the question is: *What should be done with the savings?*

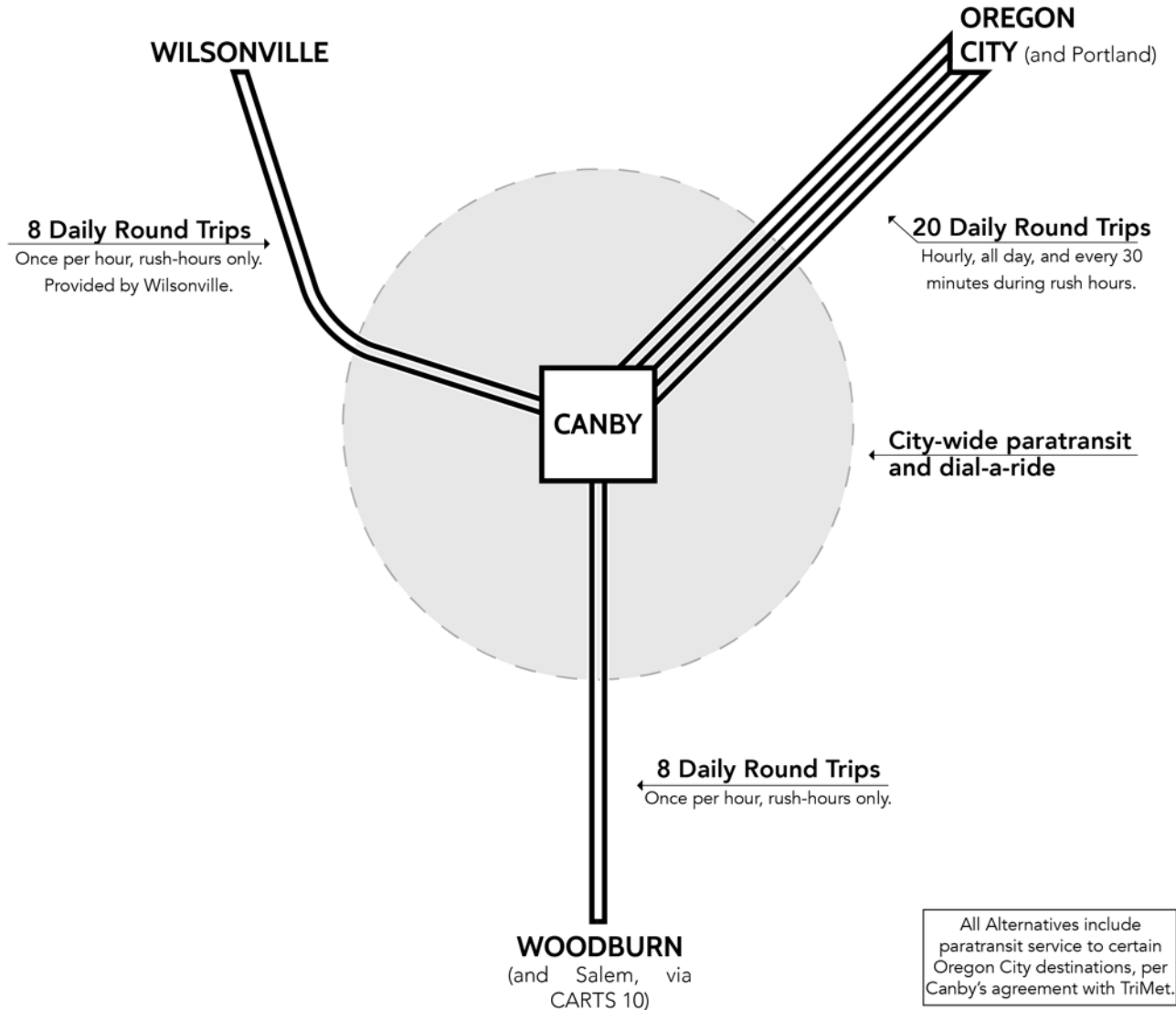
Technical Recommendation: Route 99

- We can make the schedule for Route 99 clearer, and more simple.
- The connection with buses to Salem (in Woodburn) can be made better.
- ...with very little, or no extra cost.

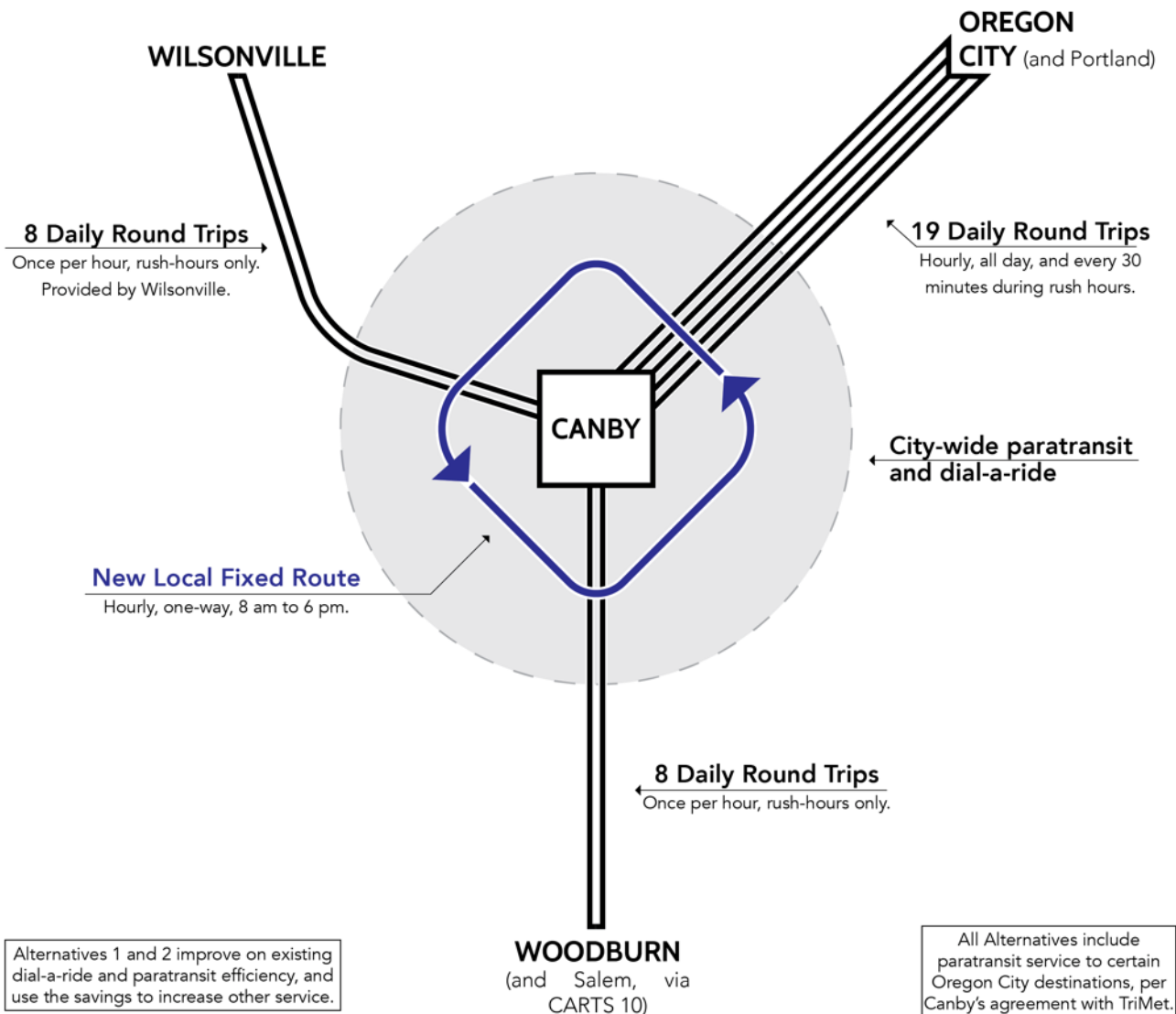
Key Choice

- Should service on intercity routes (e.g. Route 99) be increased?
- Or should a local circulator be restored?

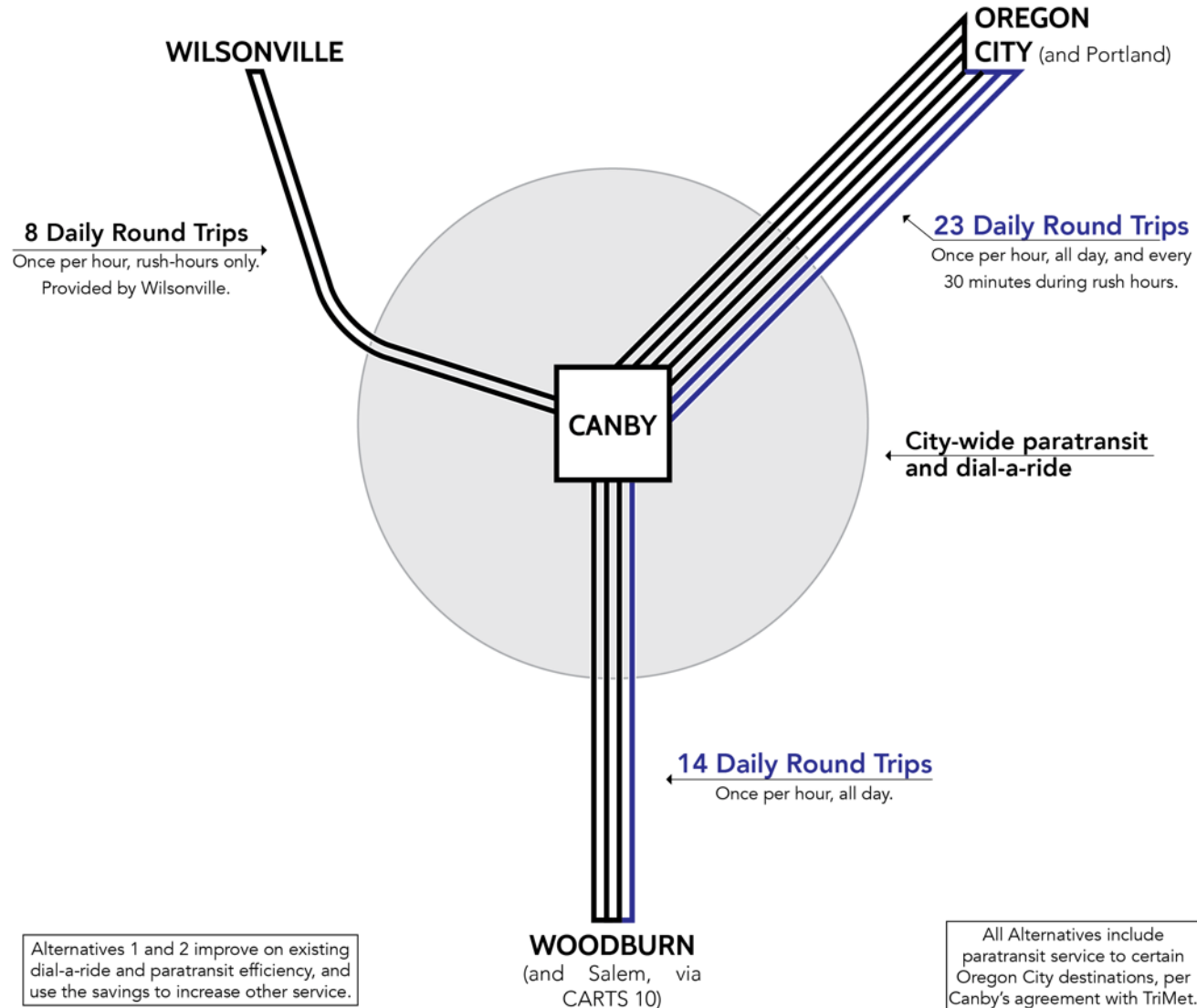
Alternative 0: Existing Services



Alternative 1: Local Fixed Route



Alternative 2: More Route 99 Service

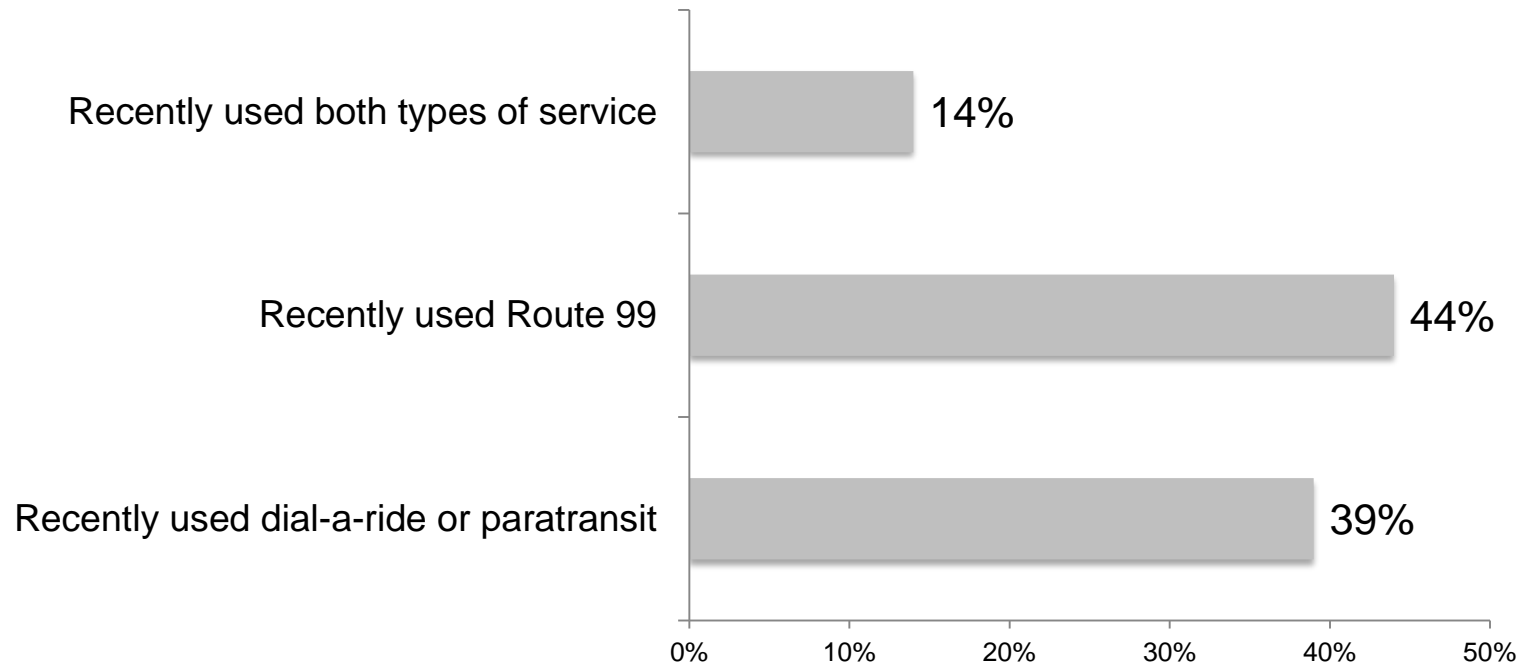


Three major sources of guidance

- Stakeholder Workshop on March 18th
 - 36 attendees
- Web and print survey, for the month of March
 - Usable responses from 175 people

Who was at the workshop?

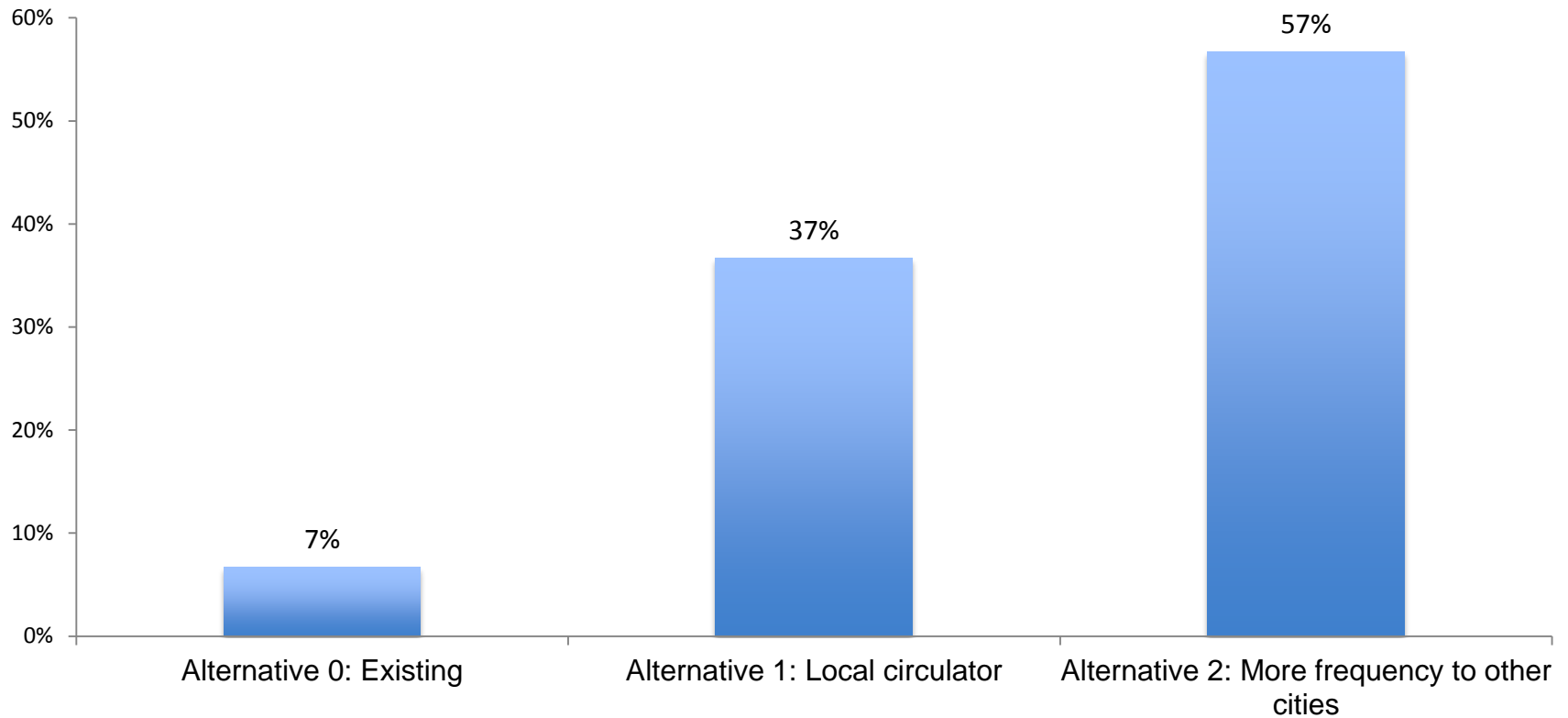
Stakeholder Workshop Attendees (36 total)



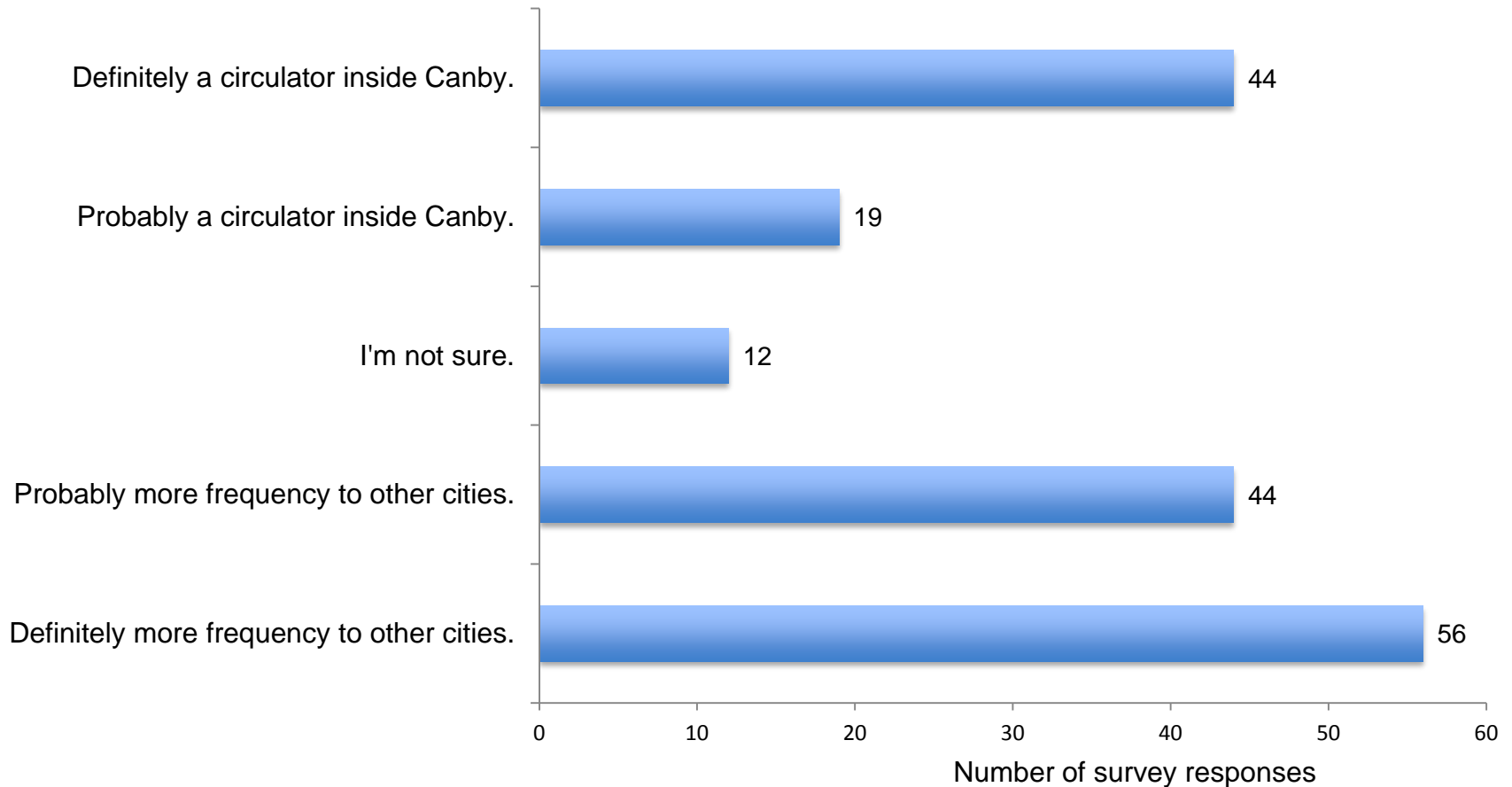
(1/3 of attendees were Hispanic)

Stakeholder workshop

Which would be more valuable for the entire city?

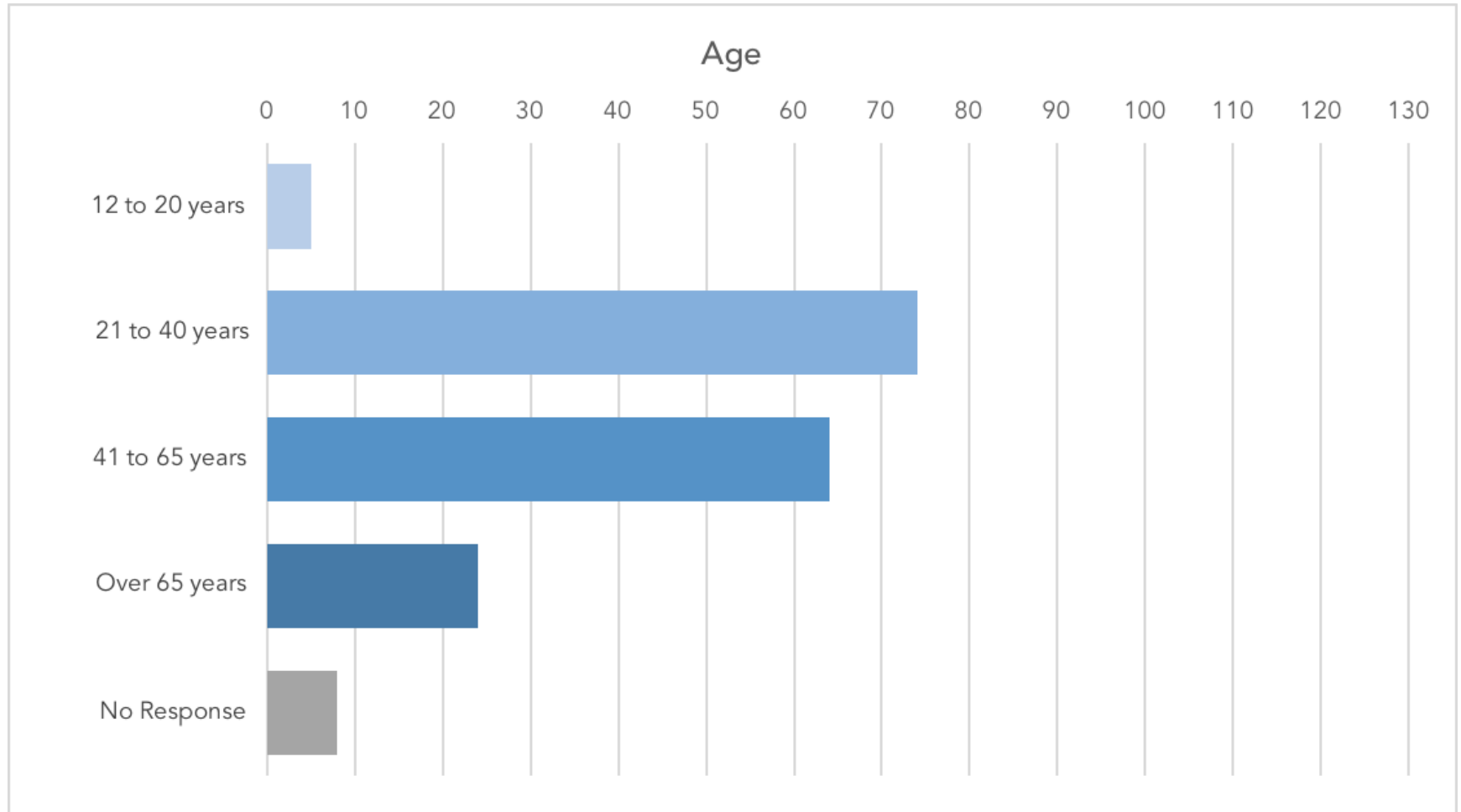


Survey results

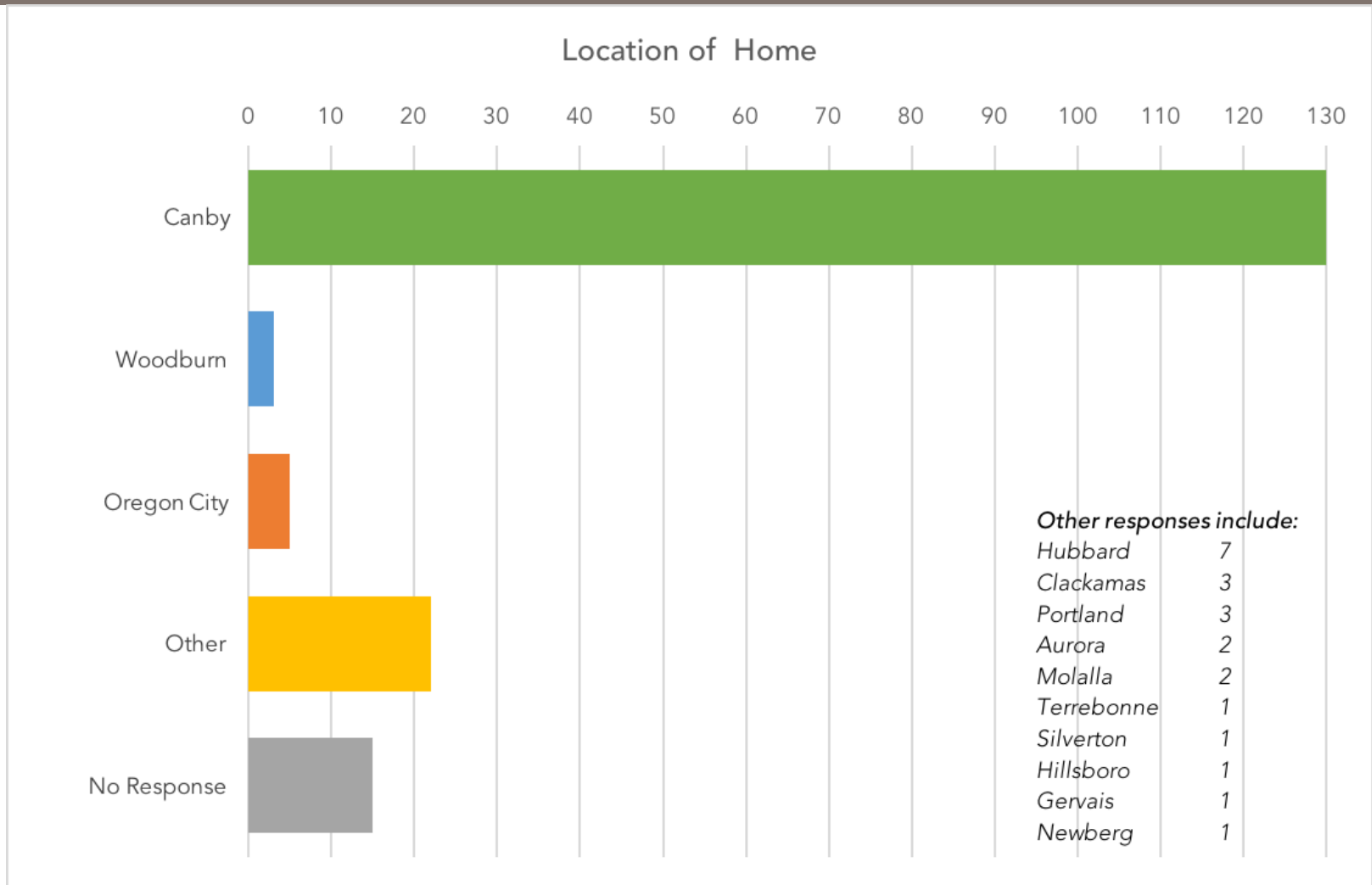


100 responses in favor of more intercity frequency, 63 in favor of a local circulator

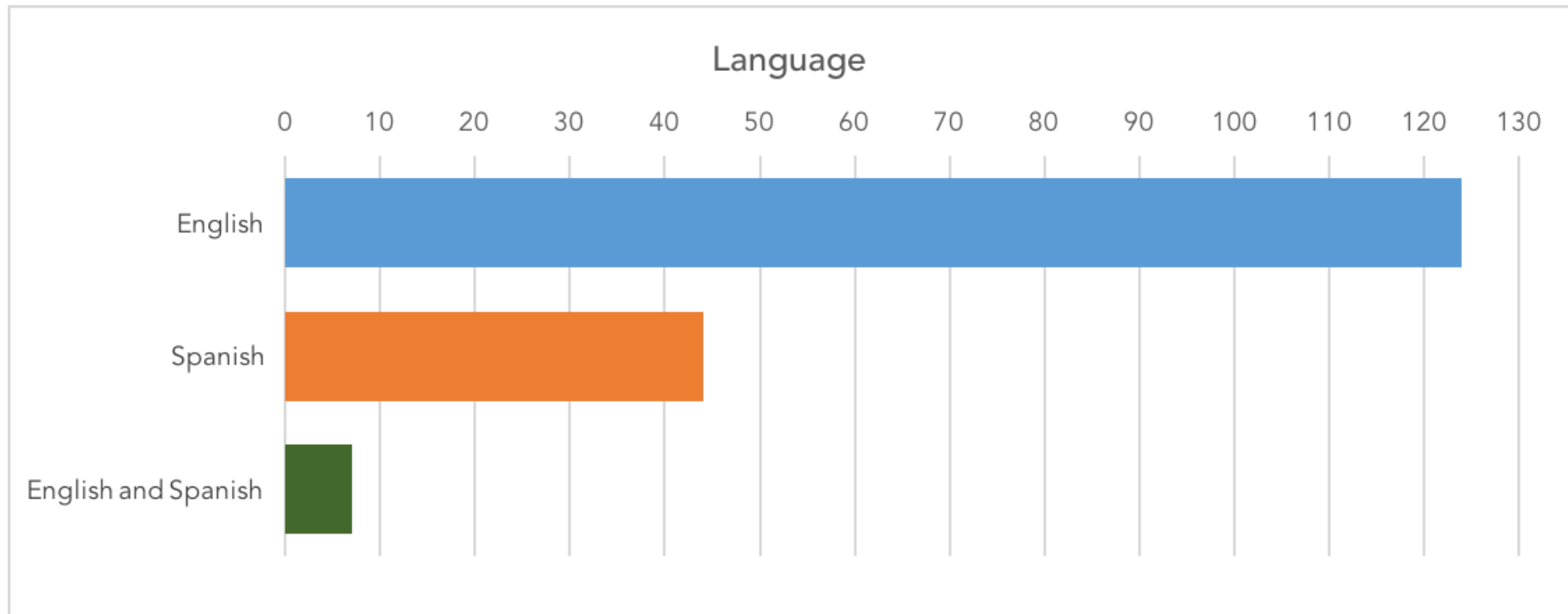
Who took the survey?



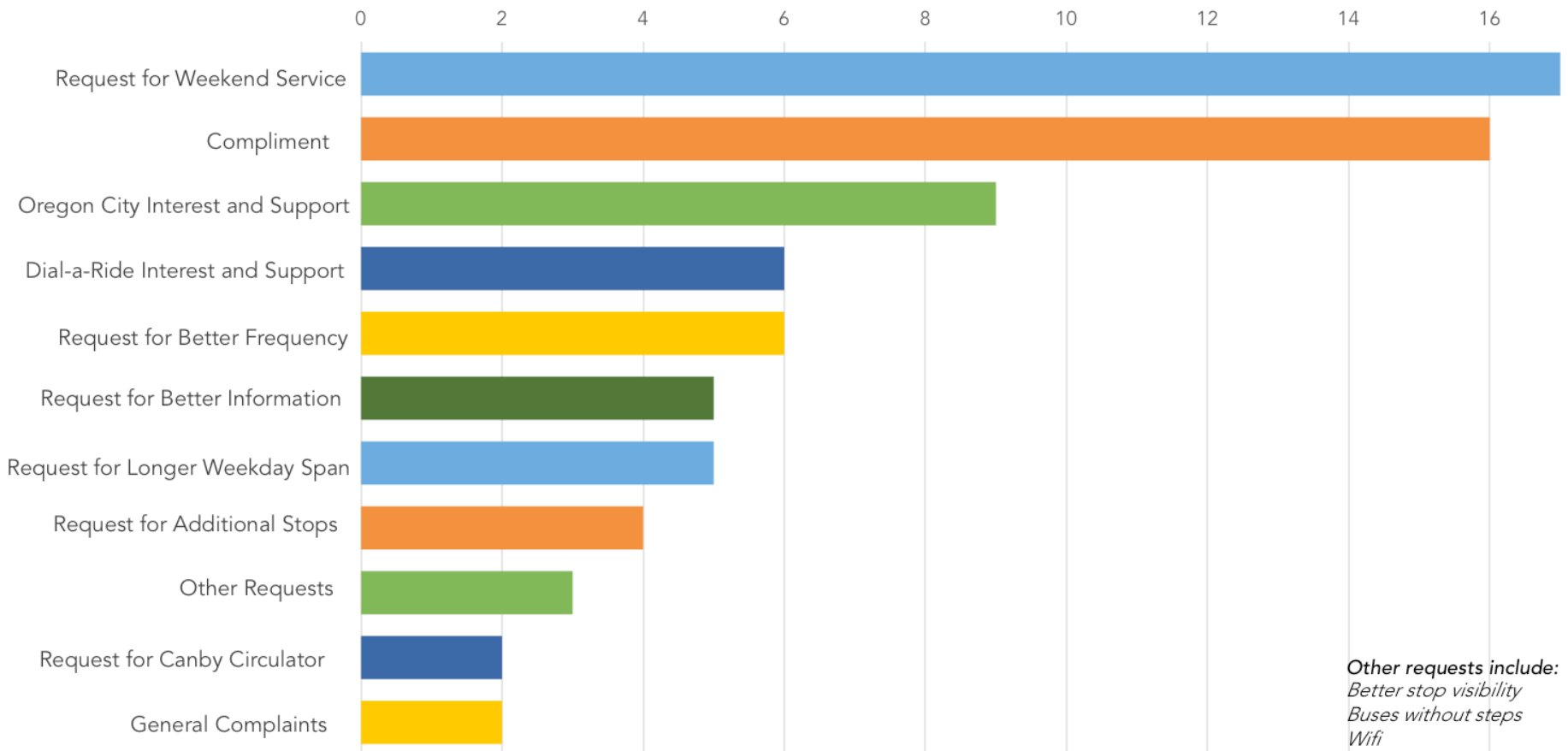
Who took the survey?



Who took the survey?



Free-form comments



In summary:

- Clear but not unanimous support for prioritizing Route 99 frequency over a local circulator
 - 57% support for Route 99 frequency (vs. 37% support for circulator) at workshop
 - 100 responses in support of Route 99 frequency (vs. 63 in support of local circulator) in survey
 - Opinions cross demographic and current-use boundaries
- Continuing clamor for weekend service

Next Steps

- We hope for your interim policy guidance
 - When? Up to you
- We will draft a plan based on that guidance
- The Draft Plan will be presented for more public comment
- The Final Plan will include new Route 99 schedules, regardless
- A Highway 99 corridor study with Cherriots in Salem will soon begin

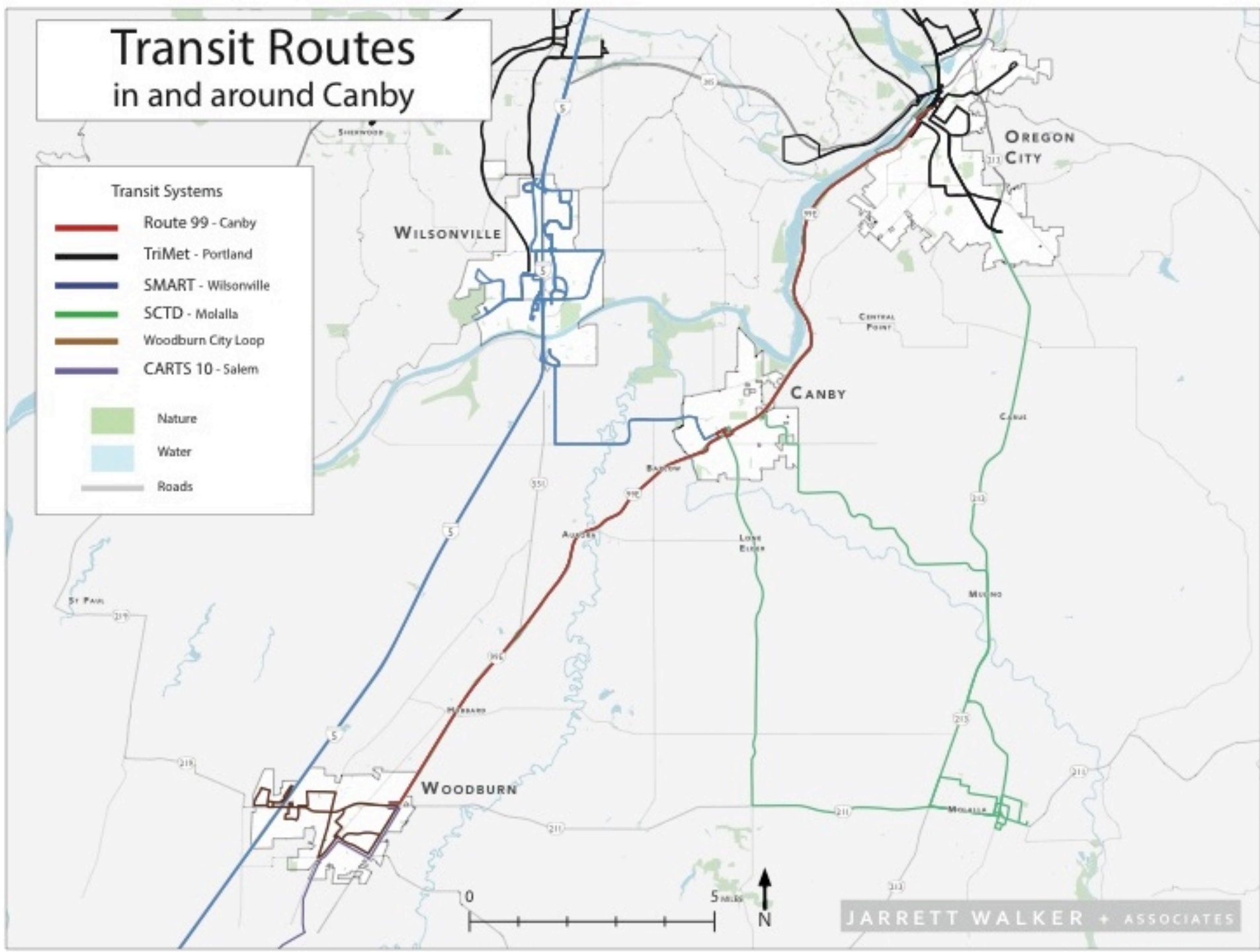
Extra slides

Transit Routes in and around Canby

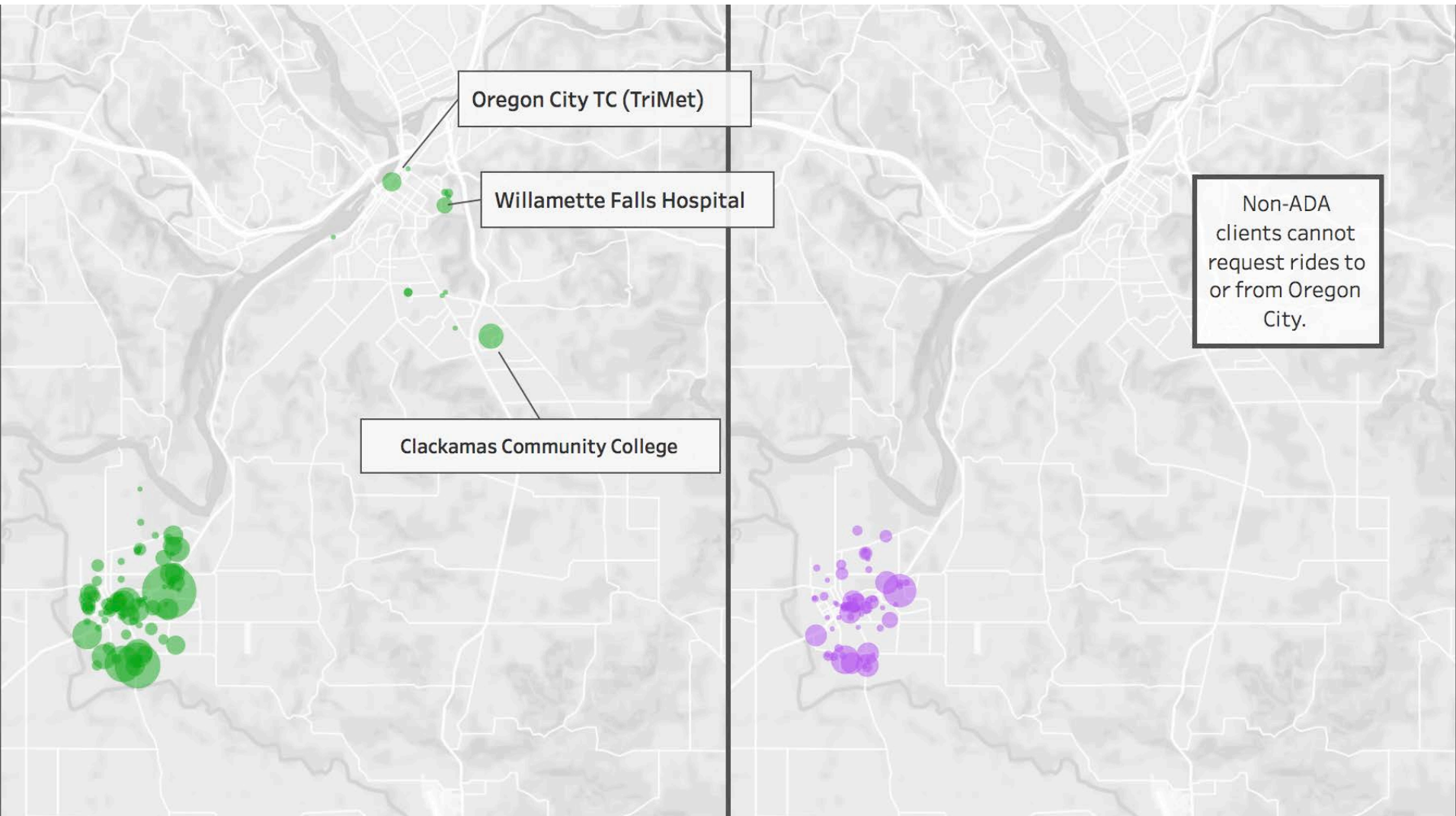
Transit Systems

- Route 99 - Canby
- TriMet - Portland
- SMART - Wilsonville
- SCTD - Molalla
- Woodburn City Loop
- CARTS 10 - Salem

- Nature
- Water
- Roads



Dial-a-ride + paratransit use



Frequency

- When density, walkability, linearity and proximity are high enough...
- ...then high-frequency services leads to higher ridership.
- Frequency is the length of time between buses throughout the day.

Frequency is hard to explain to someone who doesn't use transit. There's no good analogy.

- Elevators?
- Traffic signals?



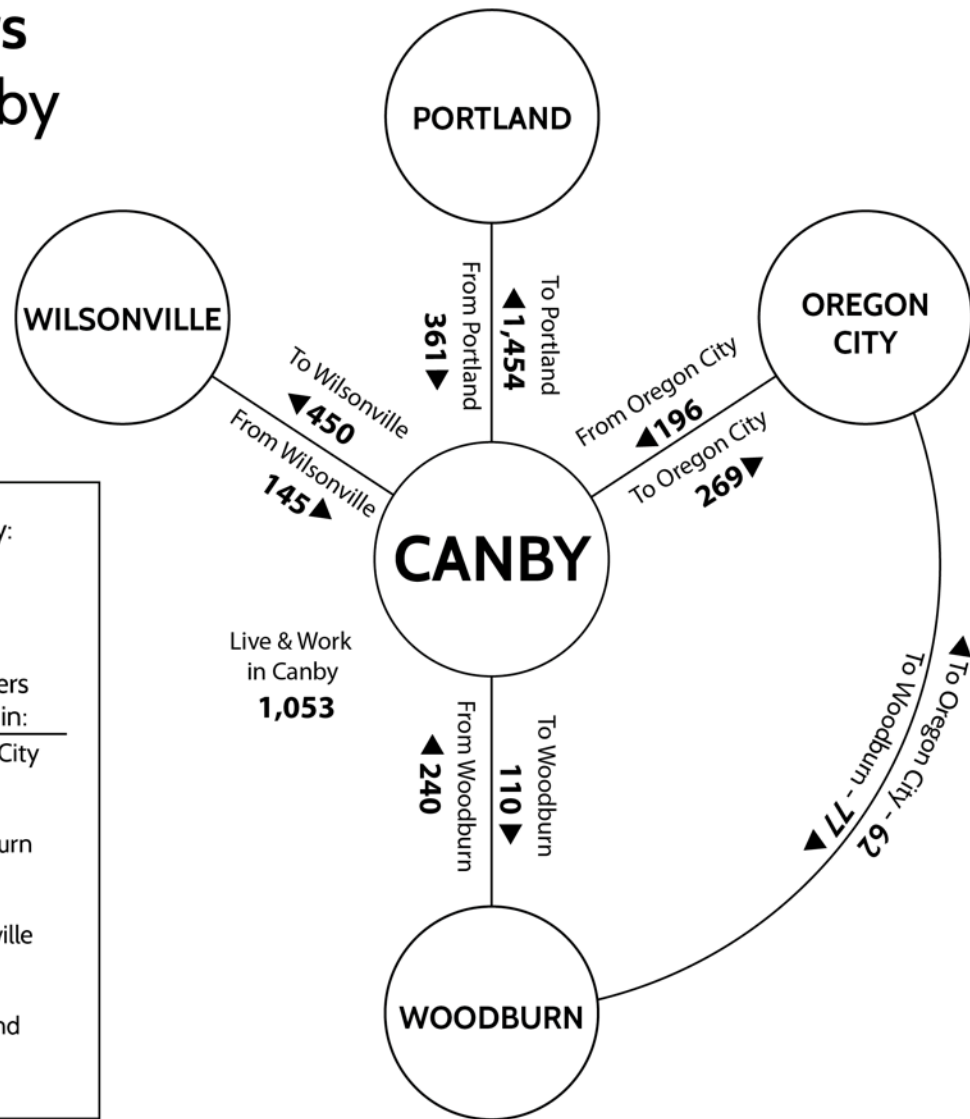
Imagine that there's a gate at the end of your driveway that opens only once an hour!

Commute Flows in and out of Canby

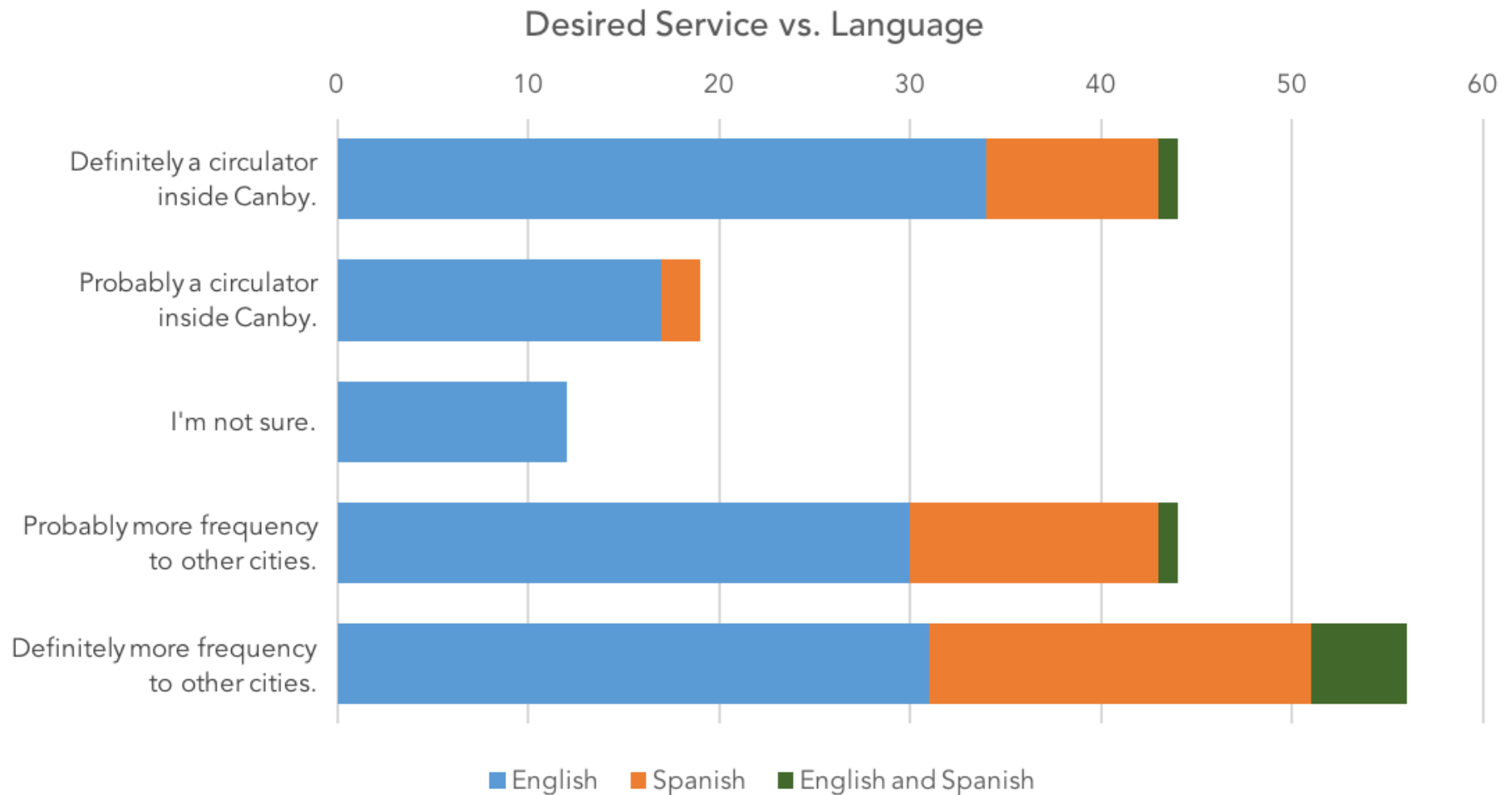
People both living and working in Canby:	
1,053	
(19.2% of all Canby workers)	
Canby residents commuting out:	Canby workers commuting in:
To Oregon City 269	From Oregon City 196
To Woodburn 110	From Woodburn 240
To Wilsonville 450	From Wilsonville 145
To Portland 1,454	From Portland 361

Source:

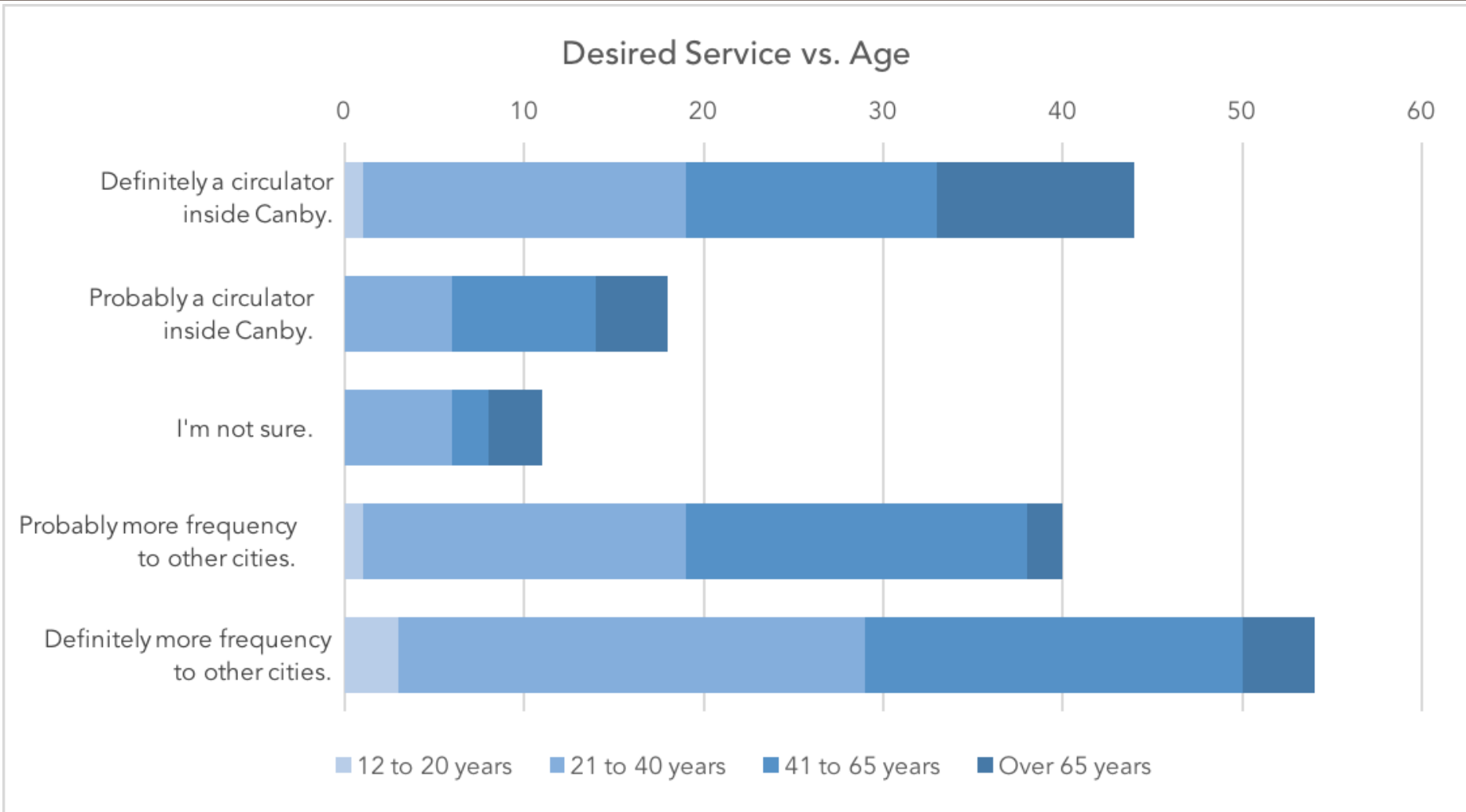
U.S. Census. Longitudinal-Employer Household Dynamics Program. 2014.



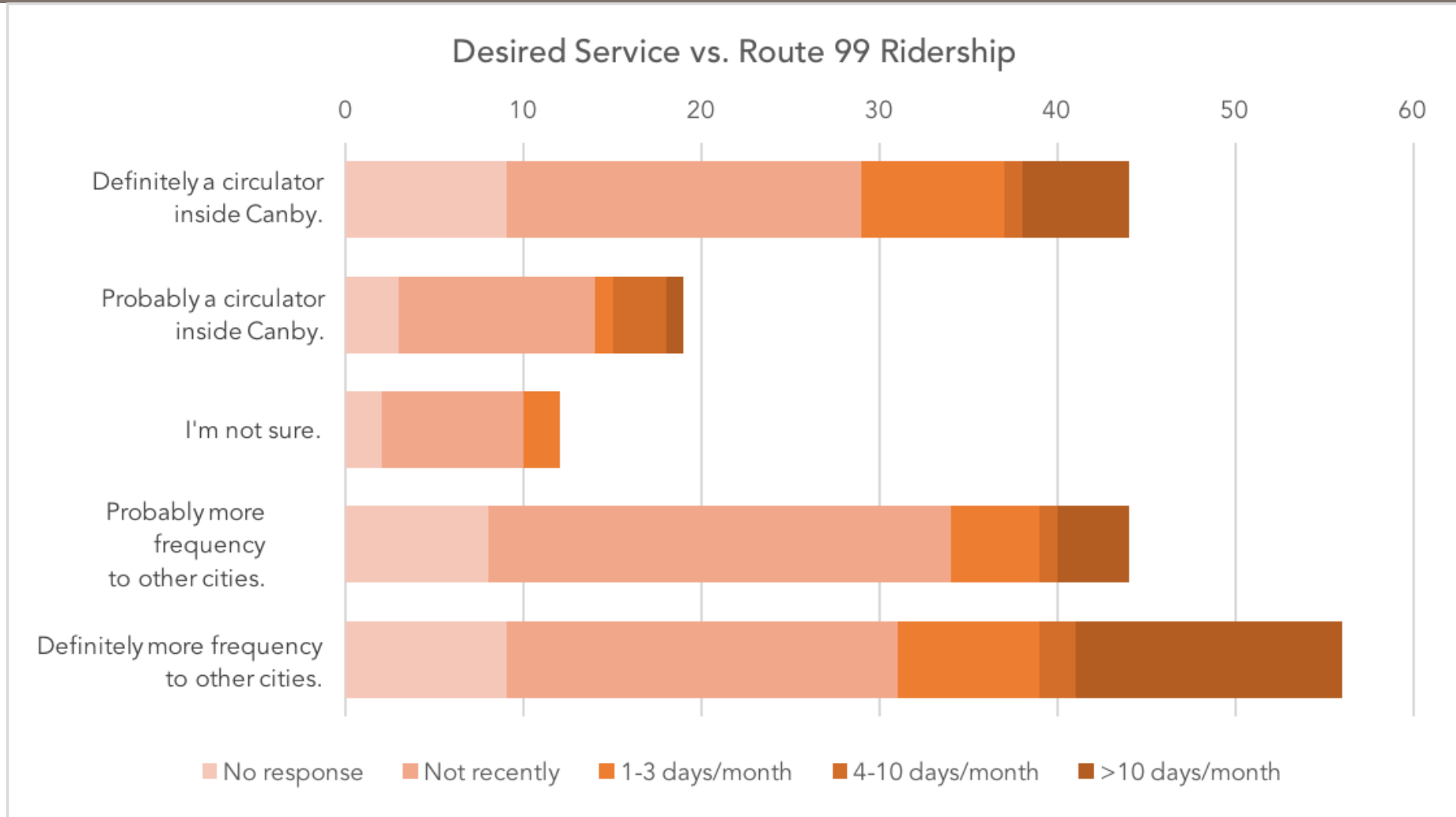
Cross-tabbing survey results



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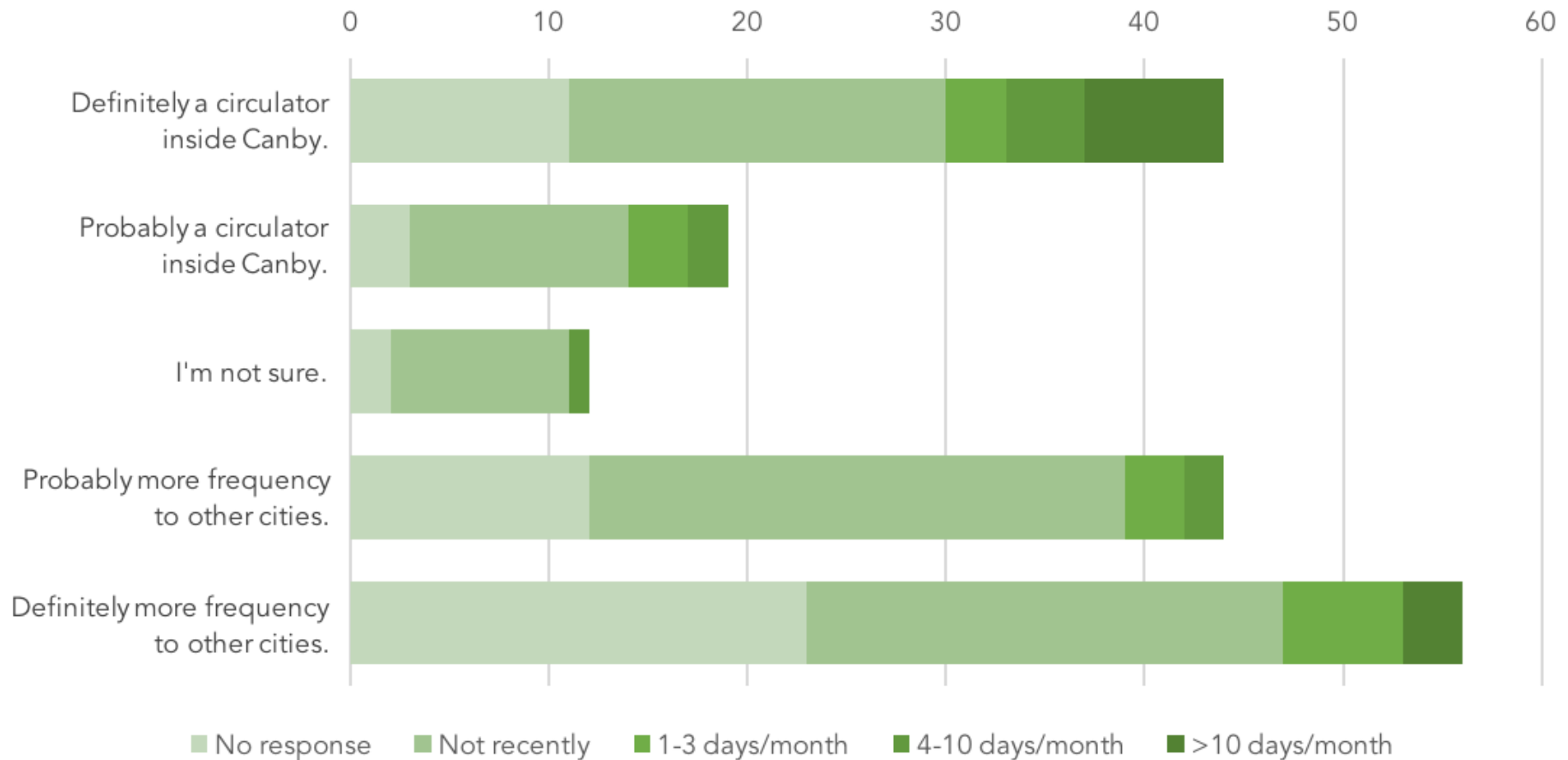


Cross-tabbing survey results



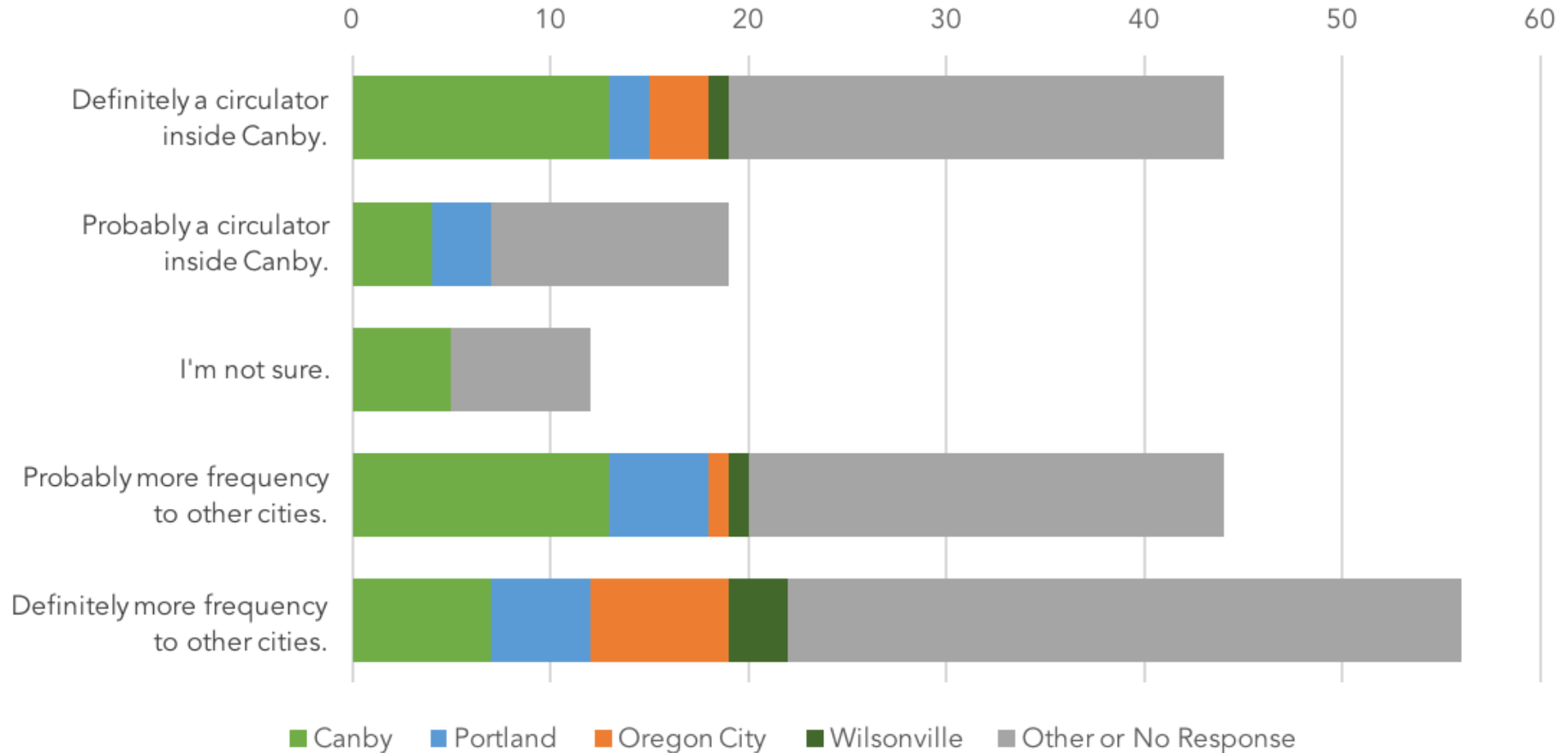
Cross-tabbing survey results

Desired Service vs. Dial-a-Ride or Paratransit (in Canby) Ridership



Cross-tabbing survey results

Desired Service vs. Location of Work or School



Definitions

Fixed route bus

- Fixed route
- Fixed stops
- CAT's Route 99
- Wilsonville's Route 3
- Old Canby circulators (cancelled in 2011)
- Woodburn circulator



Intercity Express fixed route bus

- CAT's Route 99
- Wilsonville's Route 3



Paratransit

- Anywhere to anywhere within Canby...
- And to certain Oregon City destinations.
- Only for riders with a disability.



Dial-a-ride

- Like paratransit, it is anywhere to anywhere within the service area...
- With an advanced reservation...
- But it is open to anyone.
- Unlike paratransit, it is *not* required by law.



Dial-a-ride + paratransit rides:



