





















Significant analysis and discussion has taken place on the future of Route 7. As discussed in detail in the existing conditions report, Route 7 had just 5.8 passengers per hour with a cost of \$12.04 per passenger, well below the system average. The original consulting team recommendation was to eliminate Route 7. However, based on comments from the Project Development Team, alternatives were explored for providing a limited peak period service to serve local residents, commuters and students. The recommended routing shown in Exhibit 3 is to connect with Route 2 on the north with service to Pleasant Valley High School, Sierra Sunrise Village and the interim Walmart Trans-<sup>^</sup>Ú[ ã con Forest Ave. Three trips in each direction would be provided during morning and evening peak periods.

Providing 15-minute service on Route 15 during peak periods would require the reduction of frequencies on Route 5 from every 30 minutes to every 60 minutes in order to stay within the 67,000 vehicle revenue hour limit. Next to Route 7, Route 5 has the lowest productivity of the Chico Routes with 13.7 passengers per hour. Route 6 also serves the Chico Mall and has a very high productivity of 27.7 passengers per hour with all-day 30-minute frequencies. While the existing frequency of 30 minutes is desirable, it is felt that the vehicle revenue hours devoted to Route 15 will improve overall system productivity.

The preferred alternative has a few route adjustments recommended for the Chico Routes:

- Route 8 would have two-way routing on Warner St. to better connect CSUC origins and destinations.
- Route 3 deviation via 4<sup>th</sup> and Cedar would be eliminated. In the evenings Monday through Thursday when CSUC is in session, Routes 8 and 9 would have 60-minute service to 10 pm.
- Route 2 would not be interlined with Route 1 as is currently the practice. A new terminal loop is recommended using Ceres Ave. Eaton Ave and E. Lassen Ave., serving Foothill Manor, Cobblecreek, Eastwood Court, and East of Eaton apartments. A timed transfer would be established with Route 7.
- Route 15 would have select peak period trips routed on Fair St. to serve the work training center.
- Route 5 would be extended to Ivy St. along the 8<sup>th</sup> and 9<sup>th</sup> couplet, to serve the area formerly served by Route 6.

## Oroville Service

The existing Oroville routes are not working well. There are significantly fewer monthly revenue hours in Oroville than in Chico, which reflect the lower demand levels. On average, Routes 24, 26 and 27 have frequencies every 120 minutes and route 25 has a frequency of every 60 minutes. Service is operated only from Monday to Friday. Average monthly passengers for this weekday-only service range from 351 to 790 monthly passengers. Productivity, as measured in passengers per revenue hour, is particularly low, ranging from 4.8 to 11.0 passengers per hour, below the BCAG minimum standard of 12 passengers per vehicle revenue hour for rural routes. Route 27 is higher than average because it does serve a number of students at Las Plumas High School before and after school.

At the July 2009 Design Summit and during consultant team field visits, a transition away from fixed-route service to zonal general public dial-a-ride service was discussed and this option was presented at the last Project Development Team meeting. Further discussion and analysis with BCAG staff led to the following conclusions: 1) fare revenues would be significantly reduced in the zonal dial-a-ride option 2) there is a potential to reallocate service hours from ADA Paratransit to fixed route service, the potential for keeping fixed route service in Oroville with improved service levels was explored.

Exhibit 2 provides the recommendations for a four-route, two-bus operation in Oroville. Service would be provided on hourly frequencies, a major improvement over existing service levels. Route A is the old Route 25, with some service enhancements suggested by Oroville's lead driver. Route A turns into Route C. Route C routing would be through the south Oroville neighborhood, Gold Country Casino, Kelly Ridge, Oroville Hospital, returning to the Oroville Transit Center. Extension to Kelly Ridge is based on input during the Human Services-Public Transit Coordination Plan process, the Market-Based Transit Demand workshop held in Oroville, and the unmet needs hearing process.

Route B would serve the Thermalito area and the County Center area on a one-way loop, with direct service between the County Center and the Oroville Transit Center in the clockwise direction. This route covers most of the existing Route 24. The difference is that Route B will operate on hourly frequencies, will operate on the one-way loop, and will provide a direct connection between the County Center and Oroville Transit Center. Connections to Route 20 would be Public Works in the County Center Area.

One bus would operate both Routes B and D. Route D would operate between the Oroville Transit Center and Las Plumas High School providing service on the Lincoln Blvd corridor on hourly frequencies.

Convenient connections on all 4 routes would be provided to Route 20 and this is further discussed later under the "Schedule Framework" of this working paper

### **Paradise/Magalia Service**

The primary service in Paradise and Magalia is provided by Routes 40 and 41. As described further below, the service levels on Routes 40 and 41 would remain the same in the preferred alternative. Route 41 would terminate at the Walmart Transfer Point, with transfers available on Route 15 to downtown Chico. Under this preferred alternative, it is recommended that Route 46 be eliminated in Paradise. Route 46 has the lowest productivity of all routes in the B-Line system with 2.7 passengers per vehicle revenue hour and cost of \$25.18 per passenger trip. It is recommended that a lifeline service be provided to the Feather River Hospital.

### **Regional Routes**

The feedback received during the public participation process and the on-board survey is that the regional routes are generally working well; the passenger productivity statistics presented earlier support this finding. In the preferred alternative, the service levels would remain the same. However, in order to coordinate better with Route 15 and to provide better access to the Chico Mall area, the routing in Chico for Routes 20, 40 and 41 would all change.

Route 20 would exit SR99 at Skyway in Chico, turn left on Notre Dame, turn left on Forest serving the Butte College–Chico Campus and the Walmart Transfer Point, turn left onto E. 20<sup>th</sup> to serve the front side of the Chico Mall before reentering SR99 and continuing on the remainder of the original route. In Oroville, Route 20 would no longer run the one-way loop to Oro Dam Blvd., Feather River, Mitchell Ave to Spencer Ave.; it would terminate at the Oroville Transit Center (OTC). This loop had a low number of boardings, and required passengers to wait at the OTC for as much as 10 minutes before continuing to Chico.



Route 40 would also exit SR99 at Skyway in Chico, turn left on Notre Dame, turn left on Forest serving the Butte College–Chico Campus and the Walmart Transfer Point, turn left on 20<sup>th</sup> to Fair (as it currently does on weekends), then continue on its current route to the downtown Chico Transit Center. The routing is shown in Exhibit 3.

Route 41 would follow the same routing as route 40 to the Walmart Transfer Point, but would terminate at the Chico Mall on the Springfield loop. The routing is shown in Exhibit 3.

### **Schedule Framework**

The next four pages show a scheduling framework and transfer connections at the Chico Transit Center, Walmart Transfer Point, and Oroville Transit Center. Significant connectivity is provided in the recommended preferred alternative.

At the Chico Transit Center, during the morning, service would depart at :50 past the hour for Routes 2/7, 3, 4, and 5. In the afternoon at 3:10, to better serve CSUC and schools, the time would be shifted to :10 after the hour.

Route 15 would provide 15-minute service and would depart the Chico Transit Center at :05, :20, :35 and :50 during peak periods and at :20 and :50 during the midday. Service in the evenings would be at :10 with a 60-minute frequency.

The Walmart Transfer Point would also have Route 15 service at 15-minute frequencies for trips downtown. This enables frequent service without a need to have timed transfers on all routes. That would be difficult given the various running times of routes meeting at the Walmart Transfer Point. There are limited transfer opportunities between other routes. For example, Route 5 arrives at :30 after the hour at the Walmart Transfer Point with a good connection to the :40 departure of Route 40.

At the Oroville Transit Center, good transfer opportunities to Route 20 will exist for Routes A, C, and D. On Route B serving Thermalito, a good transfer opportunity to Route 20 would be available at Public Works at the County Center.

**DOWNTOWN CHICO  
CHICO TRANSIT CENTER  
OUTBOUND**

<u>Route</u>	<u>Times Departure</u>	<u>To</u>
2	:50 :10 3:10 PM on	Chico local
3	:50 :10 3:10 PM on	Chico local
4	:50 :10 3 PM on	Chico local
5	:50 :10 3:10 PM on	Chico Mall
8	:18, :48	Chico campus local
9	:18, :48	Chico campus local
15	:50, :05, :20, :35 AM peak :20, :50 off-peak :10, :25, :40, :55 PM peak	Chico campus local
20	:50	North and South
40	:50 till 3:50 PM :20 from 4:20 PM on	Oroville Paradise
41		

**DOWNTOWN CHICO AND CHICO MALL (WALMART TRANSIT CENTER)  
OUTBOUND**

<b><u>Route</u></b>	<b><u>Chico Transit Center</u></b>	<b><u>Arrive Walmart Transit Center</u></b>	<b><u>To</u></b>
5	:50 AM :10 PM	:10 AM :30 PM	Walmart Transit Center
2/7	:50 AM :10 PM	:50 AM	PVHS / Chico Mall
15	:50, :05, :20, :35 AM Peak :20, :50 off-Peak :10, :25, :40, :55 PM Peak	:15, :30, :45, :00 AM peak :15, :45, off-Peak :20, :35, :50, :05 PM peak	Chico Mall Chico Mall Chico Mall
20	:50 all day	:05 all day	Oroville
40	:50 AM :20 PM	:10 AM :40 PM	Paradise
41	Originates Walmart Transit Center	:25 AM :30 PM	Paradise

**CHICO MALL (WALMART TRANSIT CENTER) AND DOWNTOWN CHICO  
INBOUND**

<u>Route</u>	<u>From:</u>	<u>Walmart Transit Center</u>	<u>Chico Transit Center</u>
5	Chico Downtown	:20 AM :40 2:40 PM on	:45 AM ::05 3:05 on
7	Walmart	:50 AM :10 PM	connects with Route 2 at Lassen and Cere
15	Chico Mall	:15, :30, :45, :00 AM peak :20, :50 off-peak :05, :20, :35, :50 PM peak	:10, :25, :40, :55 AM peak :15, :45 off-peak :05, :20, :35, :50 peak
20	Oroville	:30 till 5:35 PM Variable after 5:45	:45 til 5:45 Variable after 5:45 pm
40	Paradise	:27 to 4:27 PM Variable after 4:27	:40 till 4:40 p.m. Variable after 4:40
41	Paradise	:20 to 1:20 PM :40 3:40 PM on	Originates from Walmart Transit Center

**Oroville Transit Center  
INBOUND  
M - F**

<b>ROUTE</b>	<b>AM</b>	<b>PM</b>
<b>A</b>	:52	:05
<b>B</b>	:18	:12
<b>C</b>	:27	:40
<b>D</b>	:44	:38
<b>20</b>	:40	:40 / :10
<b>30</b>	:17	:17

**Oroville Transit Center  
OUTBOUND  
M - F**

<b>ROUTE</b>	<b>AM</b>	<b>PM</b>
<b>A</b>	:29	:40
<b>B</b>	:44	:40
<b>C</b>	:52	:05
<b>D</b>	:20	:14
<b>20</b>	:55	:55 till 6:06 PM
<b>30</b>	:42	:42

Exhibit 5 is a summary of the hours allocation for Chico local routes, Oroville local routes and the Regional routes. The allocation of hours is quite different than the status quo, but keep within the 67,000 annual vehicle revenue hours provided. In Oroville, there is an increase in vehicle revenue hours from 3,532 to 5,610, the most dramatic change. Despite the recommended Route 15 service, there is a slight reduction in Chico vehicle revenue hours. The Regional Route remains fairly constant.

Exhibit 6 is a summary of the service levels proposed for the Chico Routes, Oroville Route and Regional Routes.

**Exhibit 5**  
**Preferred Alternative: Reallocation of Existing Vehicle Revenue Hours**

	Daily Weekday	Daily Saturday	Daily Sunday	Annual Total
<b>Chico Routes</b>				
15 ( 1/6/10)	75.0	21.0		20,217
2	14.5	10.5		4,244
3	14.5	10.5		4,244
4	14.5	10.5		4,244
5	14.5	10.5		4,244
7	6.0			1,530
8	14.5			2,320
9	14.5			2,320
Commuter Routes	8.0			1,280
Chico Subtotal	176.0	63.0	0.0	44,641
<b>Oroville Routes</b>				
Route A and C	11.0			2,805
Routes B and D	11.0			2,805
Paratransit	-8.0			
Oroville Subtotal	22.0	0.0	0.0	5,610
<b>Regional Routes</b>				
20	20.4	9.9	9.9	6,215
30	4.8	7.0	0.0	1,575
31	1.8	0.0	0.0	463
40	16.3	10.9	7.9	5,130
41	13.3	1.4	0.0	3,471
Total, regional	56.6	29.1	17.7	16,854
<b>Grand Total</b>	<b>254.6</b>	<b>92.1</b>	<b>25.6</b>	<b>67,105</b>

**Exhibit 6 Preferred Alternative Reallocation of Service Hours: Service Levels**

	Weekdays					Saturday			Sunday		
	Span of Service		Frequency (Minutes)			Span of Service		Freq.	Span of Service		Freq.
	Start am	End pm	Peak	Midday	Evening	Start am	End pm	Minutes	Start	End	
<b>Chico Routes</b>											
15 (1/6/10)	6:15	9:45	15	30	60	8:50	7:15	60	-	-	-
2	6:15	7:45	60	60	60	8:50	7:15	60	-	-	-
3	6:15	7:45	60	60	60	8:50	7:15	60			
4	6:15	7:45	60	60	60	8:50	7:15	60	-	-	-
5	6:15	7:45	60	60	60	8:50	7:15	60	-	-	-
7	6:15	6:15	60	Peak Period only							
8	7:30	10:00	30	30	60						
9	7:30	10:00	30	30	60	-	-	-	-	-	-
<b>Commuter Routes</b>			Timed to school bell times								
<b>Oroville Zonal DAR</b>											
Route A and C	6:30	6:30	60	60							
Route B and D	6:30	6:30	60	60							
	One hour schedule break during midday										
<b>Regional Routes</b>											
20	5:50	7:20	60	120	30	7:50	5:42	120	7:50	5:42	120
30	7:42	5:17	240	240	240	8:42	4:47	120	-	-	-
31	6:37	6:00	2 trips/day			-	-	-	-	-	-
40	6:50	7:31	60	120	~90	7:50	6:41	120	9:50	5:42	120
41	6:03	6:51	60	120	100	2 trips/day			-	-	-