



Market Based Transit Study Executive Summary

6/14/2010

**Butte County Association of
Governments**



I. Introduction

With the consolidation of the B-Line system in 2005, BCAG has striven to create a dynamic and comprehensive transit system for the residents of Butte County. The B-Line is designed to accommodate the greatest number of people over the vast area of Butte County, and in that effort is succeeding to an extent that has exceeded expectation, providing almost 1.2 million trips in FY 07/08 on fixed route. In providing that many trips, BCAG has made significant progress in achieving the goal of creating a comprehensive system which accommodates a majority of the populace, but there is room for improvement in allocating limited resources to better meet the transit market needs in Butte County.

Study Goals

The Market Based Transit Study is being undertaken not only to help B-Line grow ridership but also to ensure that it is meeting economic, customer service and productivity goals. BCAG staff, key stakeholders and the public have been involved in every step of the process to ensure that BCAG is creating B-Line routes which service those areas passengers deem most necessary and vital.

At the same time, BCAG must continue to create transit service which meets the economic guidelines set forth in its funding requirements, namely that B-Line captures 20% and 10% farebox recovery rates for urban and rural bus routes, respectively. In addition, BCAG must devise routes which also meet productivity goals (i.e. number of passengers per vehicle revenue hour), for both urban and rural routes.

Finally, BCAG can use the Market Based Transit Study to help improve B-Line customer service. This is a very straightforward goal: create routes most frequently used by passengers, with the most reasonable frequency possible, which are safe, and which consistently run on-time.

Report Overview

This report is the Executive Summary of The Market Based Transit Study. A series of working papers were developed as part of the Study process. This includes:

1. Community Telephone and E-Survey Reports, June 2009
2. Existing Conditions Report, Fixed Route Profiles and Summaries, July 2009
3. B-Line Service Alternatives Working Paper, October 2009
4. B-Line Preferred Alternative Working Paper, April 2010

These working papers are all available on the BCAG website at: <http://www.bcag.org/Transit/Transit-News--Events/Market-Based-Study/index.html>

2. Market Based Transit Study Process and Key Findings

The Market Based Transit Study recommendations are based on extensive public input and thoughtful consideration by key stakeholders over a year-long process. There were nine key processes that are listed below.

1. Project Development Team Deliberations
2. Initial Public Workshops
3. Market Research
4. Evaluation of Existing Conditions
5. Design Summit
6. Development of and Consideration of four (4) Alternatives
7. Preferred Alternative Development
8. Second Round of Public Workshops
9. Development of Final Plan

The recommendations in the next chapter are based on extensive public participation and careful deliberations by the Project Development Team, as well as consultant and BCAG staff analysis. The summary of the process and the key findings of these key processes are discussed in detail below.

1. Project Development Team Deliberations

The Project Development Team is a group of key stakeholders that would be affected by the outcome of the Market Based Transit Study. Representatives included staff and elected officials from the cities, Butte County, CSUC and non-profit organizations representing users of the B-Line services. A series of six meetings was held over a 15 month period to provide key input to the plan development.

2. Initial Public Workshops

A series of workshops was held between March 30th and April 2nd 2009 to receive public input on the B-Line system and opportunities for improvement in the future. Many of the public comments were used in the development of the alternatives that were considered as part of the Market Based Transit Study.

3. Market Research

The first working paper, finalized in June 2009, reported on the results of the Community Telephone and E-Survey Reports. The market research report was based on the data collected from three surveys: a random community telephone survey of Butte County residents, a non-random e-survey of Butte County commuters (college students and employees) and a comprehensive survey of B-Line riders. The later survey of B-Line riders was completed in 2008 and was conducted under a separate contract. A few of the key findings are cited below.

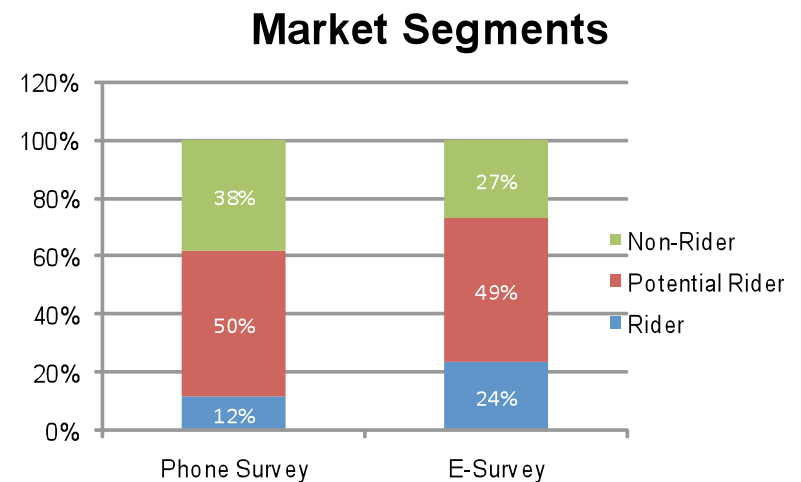
Butte County's population appears to be surprisingly open to the concept of using public transportation. Both the general population reflected in the phone survey, and the commuter population reflected in the e-survey, include large segments of potential riders.

Phone Survey

- Twelve percent of residents already use the bus, at least occasionally, and fully half of the population says they would be willing to consider riding if service were convenient.
- Among the potential riders, 63% say they believe using transit would be "convenient" and 87% say they can realistically see themselves using B-Line if service improvements were made.

E-Survey

- Of commuters who responded to the e-survey, 24% currently use B-Line at least once a month, while half (49%) are potential riders open to the idea of using B-Line regularly.



- Commuters captured in the e-survey were somewhat less optimistic about B-Line's convenience than potential riders in the general population. Thirty-nine percent (39%) of the potential riders thought B-Line would be convenient, and 66% thought they would realistically consider using B-Line if major improvements were made.

Even among residents who don't use B-Line regularly, many indicated a true willingness to give it a try.

The majority (about 80%) of both the Butte County population included in the phone survey and the respondents to the e-survey enjoys full modal choice. This means that if passengers are to be attracted to transit use it will be because of factors other than lack of a vehicle.

Despite the high level of modal choice, there is currently a significant minority of the population which uses alternative modes of transportation to commute to work or school.

】 Phone Survey

- Among the general population, only two-thirds (66%) drive alone to work or school. Twenty percent carpool, 5% bike, 4% ride the bus, and 4% walk.
- Among potential riders in the general population, 65% currently drive alone, while 25% carpool.

☐ E-Survey

- Among the e-survey respondents, 70% drive alone, while 11% bicycle, 8% carpool, 7% ride the bus and 4% walk.
- Student commuters are much more likely to ride the bus (23%), bike (19%) or walk (13%). Only 33% drive alone.
- Among the potential commute riders, 79% drive alone, while 9% bike and 9% carpool.

4. Evaluation of Existing Services

The second working paper, completed in July 2009, was the Existing Conditions Report. The purpose of this report is to provide an accurate baseline for the development of four alternatives for the Market Based Transit Study. The main feature of this report is individual route profiles of the Chico Urban Routes and Regional Routes 20, 40, and 41.

A summary of existing performance is provided below:

- **Chico:** B-Line currently provides 46,294 annual vehicle revenue hours on ten routes. In a review of recent performance data in Chico, Route 6 had the highest average monthly ridership at 17,384 monthly passengers. Route 8, one of the CSUC student routes, had the highest productivity at 39.0 passengers per hour. Route 7 had the lowest ridership with just 1,696 monthly passengers and just 5.8 passengers per hour. The cost per passenger was just \$2.02 for Route 8, and was \$12.14 for Route 7.
- **Oroville:** In Oroville, there are currently 3,532 annual vehicle revenue hours provided on 4 routes. Low density suburban land use patterns, the lack of a major trip attractor like CSUC, and significantly fewer monthly revenue hours in Oroville than in Chico, have resulted in significantly lower transit demand levels. Average monthly passengers for this weekday-only service range from 351 to 790 monthly passengers on the four routes. Productivity, as measured in passengers per vehicle revenue hour, is particularly low, ranging from 4.8 to 11.0 passengers per hour. Route 27 is higher than average because it does serve a number of students at Las Plumas High School before and after school.
- **Paradise:** Routes 40 and 41 are regional routes from Magalia and Paradise to Chico, but also provide local circulation within Magalia and Paradise. Routes 40 and 41 generate excellent ridership and service productivity. Route 46 provides local fixed route service on three trips per weekday to and from the Paradise Transit Center (at Almond and Birch) and Feather River Hospital. Route 46 has the lowest productivity of all B-Line routes at 2.7 passengers per vehicle revenue hour at a cost of \$25.76 per trip.
- **Regional Routes:** There are five regional routes that connect the towns and cities of Chico, Oroville, Paradise, Magalia, Gridley and Biggs. Service levels vary greatly. Route 20 offers hourly service on weekdays and service every two hours on weekends. Route 20 has high productivity for a longer intercity route, at 19.3 passengers per hour, with a cost per passenger of just \$3.63. At the other end of the service level continuum is Route 31, with just one trip in the morning and one trip in the afternoon between Oroville and Paradise on weekdays only. The service averages 9 passengers per hour, which is lowest among the B-Line intercity routes, but still quite respectable compared to other peer intercity services. Routes 40 and 41 between Magalia, Paradise and Chico provide over 700 monthly revenue hours of service. Route 40 is slightly more productive with 13.9 passengers and a cost per trip of \$5.04, second to Route 20.

5. Design Summit

The final input to the development of the four alternatives was a Design Summit held with BCAG staff, Veolia staff, and two elected officials representing the Project Development Team, and project consultant staff, from July 28th to July 30th, 2009. General sessions were held on three days in July 2009 on the Chico Routes, Regional Routes, and Oroville Routes and on the last preliminary proposals.

The primary purpose of the Design Summit was to utilize the results of the market research, public input, and evaluation of existing B-Line services to craft four alternatives to the B-Line route network and schedule. It was a collaborative process among the design summit team participants. The consulting team also conducted field investigations during the three-day Design Summit.

6. Development of Four Alternatives

B-Line provided 67,024 annual vehicle revenue hours as of November 2008, the baseline date used for the Market-Based Transit Study. The four alternatives include:

1. A 10% decrease in vehicle revenue hours.
2. Reallocation of existing vehicle revenue hours to better meet market needs.
3. A 10% increase in vehicle revenue hours.
4. Market Based scenario that reasonably matches market needs with B-Line service levels without a financial constraint.

The Market Based scenario provides a long-term vision for public transportation in Chico, but would require about twice the financial resources than is available today. Some of the features of this longer-term vision are:

- In Chico, Route 15 would have 15-minute all-day service, with 30-minute service from 7 pm to 11 pm, and 60-minute owl service to 3 am in the core Chico area. On Saturdays, service would be every 30 minutes until 11 pm with 60-minute owl service to 3 am. On Sundays, 30 minutes service would be provided to 6 pm and 60-minute service to 9:00 pm. Routes 2,3,4 and 5 weekday schedules would all have 30-minute frequencies to 7 pm, and 60-minute service to 11 pm. On weekends, service would also be available on Saturdays to 11 pm and Sundays to 9 pm. This would enable many evening restaurant and shopping center workers to have alternative transportation home throughout Chico seven days a week.

- If approved by CSUC, service levels on Routes 8 and 9 would be improved to every 15 minutes, from 7:30 am to 7 pm on Monday to Thursday and until 5 pm on Fridays. A new combined 8/9 owl service would offer 30-minute service to 11 pm and 60-minute service to 3:00 am on Mondays through Thursdays. When CSUC is not in session, there would also be lifeline 60-minute service on the 8/9 owl service.
- In Oroville, the span of service would be expanded to 9 pm on weekdays, and Saturday service would be implemented.
- In Paradise, a zonal dial-a-ride service would be implemented throughout Magalia and Paradise, with timed transfers to Routes 40 and 41. Local trips would be served with the zonal dial-a-ride service.
- Expansion of the Regional Routes would be demand based. Additional runs would be added only if all runs exceed the minimum standard of 12.5 passengers per hour. Ideally, if demand warrants, service from Oroville and Paradise would be every 30 minutes during peak periods. On Route 30, service would be expanded to every two hours, from 7 am to 7 pm, seven days a week. On Route 31, service would be added to better meet faculty and staff schedules at Butte College. Two midday trips in each direction would also be added that would serve Oroville, Butte College, and Paradise.
- Inter-Regional service would be provided along the Highway 99 corridor to Yuba City and Sacramento, in partnership with Yuba-Sutter Transit.

It must be stressed that the above bullet items are a long-range vision based on the results of the market research. There is currently no funding to implement this level of improvements.

A full working paper was developed that provides details on the four alternatives. The four alternatives were presented by the Project Development Team in November, 2009. At that time, Alternative 2, the reallocation of vehicle revenue hours to better meet market needs was selected as the Preferred Alternative.

7. Development of Preferred Alternative

The Project Development Team asked the consultants and BCAG staff to review and further refine several components of the preferred alternative. This included reconsideration of service on Route 7 in Chico, an evaluation of fare and service options in Oroville, and scheduling feasibility to ensure a system of seamless transfers at four key transfer points: downtown Chico Transit Center, Forest Ave. Transfer location near Wal-Mart, Oroville Transit Center, and Paradise Transit Center.

8. Second Round of Public Workshops

The recommendations presented in the next chapter were reviewed at four public workshops held on May 10-12, 2010. Several refinements of the Preferred Alternative contained in the recommendations are based on the responses from the public participation process.

3. Recommendations

B-Line currently operates 67,000 vehicle revenue hours. In FY 2010/11, it is recommended that the number of vehicle revenue hours remain the same, but that hours are reallocated to better meet the market needs in Butte County. The recommended changes are described in Chico, Oroville, Paradise and then the Regional Routes connecting the cities and towns in Butte County.

Chico

A new route, Route 15, will provide 15-minute commute period (what are the hours?) service in the core area of Chico. This new route combines existing Routes 1, 6 and 10 and will provide 15 minute service during the commute hour, 30 minute service during the midday and 60 minute service in the evenings and Saturdays connecting Chico Mall, Butte College Chico Campus, downtown Chico and the Esplanade corridor to Lassen Ave. Route 15 will have two branches, with some trips turning on E. Lassen Ave on the existing Route 1 routing to Ceres and some trips continuing on the Esplanade Corridor along the existing Route 10 routing. Service would be operated from 6:15 am to 9:45 pm weekdays and from 8:15 am to 7:15 pm on Saturdays. On CSUC Routes 8 and 9, service will be extended to 10 pm on weekdays and would continue to start operations at 7:30 am. Route 8 would be re-routed to enable two-way service on Warner St. that serves the heart of the CSUC campus. No service is currently operated on the weekend and this practice would continue.

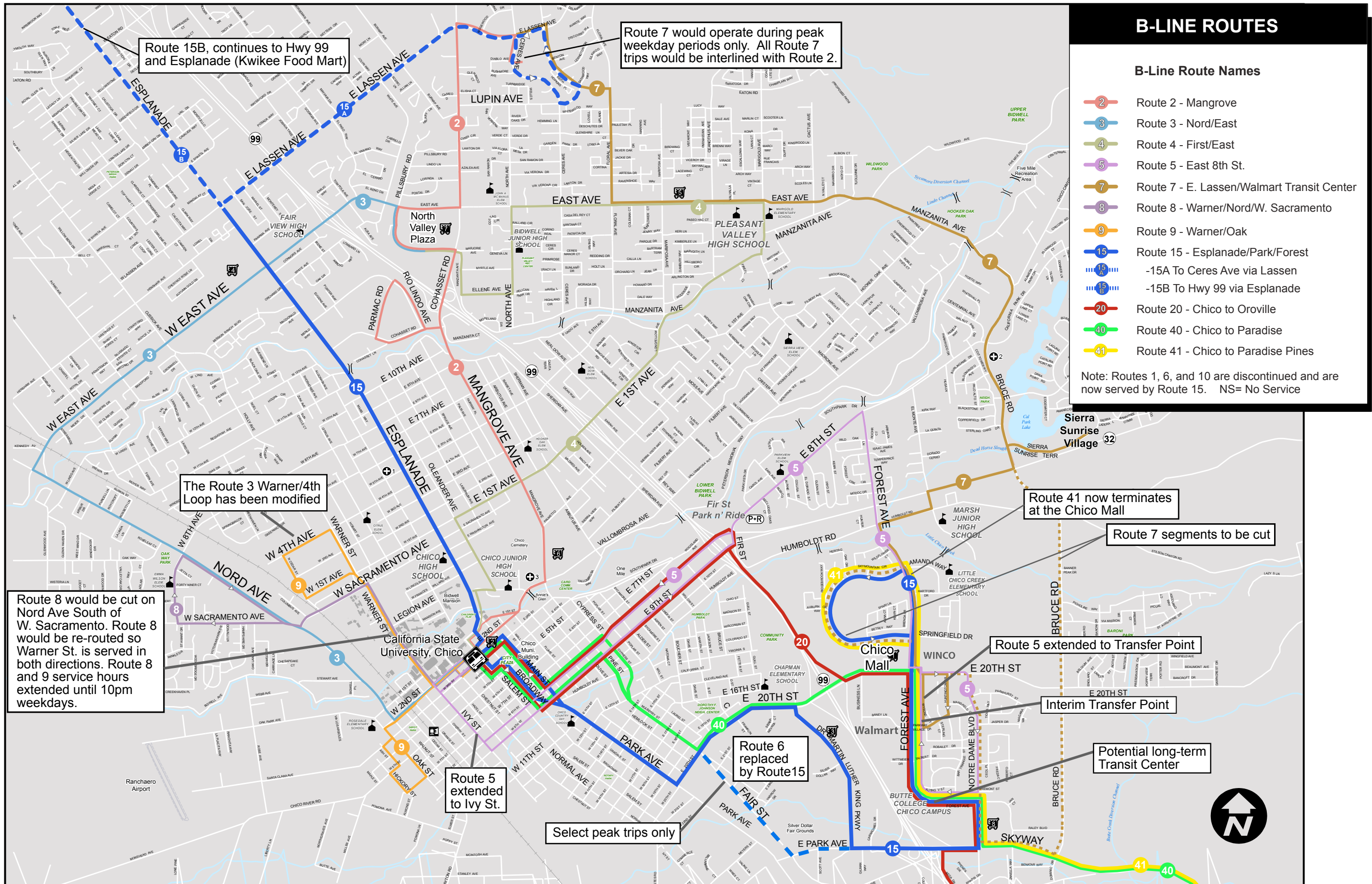
A new interim transfer location will be established on Forest Ave near Wal-Mart with Chico Routes 15, 7 and 5 and Regional Routes 20, 40 and 41 having transfer points there. This will provide opportunities to transfer to other locations in Chico without having to always go to downtown Chico. This is in direct response to existing passenger feedback during the study process.

Route 7 routing will be changed to connect to the Chico Mall area, but will continue to serve Sierra Sunrise Village and Pleasant Valley High School. Service will be provided for three hours during both the morning and afternoon peak commute periods, from 6:45 to 9:45 am and 2:45 pm to 5:45 pm. Route 7 will again connect with Route 2 buses, and; in fact, during peak commute periods, Route 7 and 2 buses will be interlined (e.g. the bus stays the same but the route changes) to decrease the need for transfers and provide opportunities for cross-town travel in Chico.

Due to low ridership levels, Route 5 service will be reduced from every 30 minutes to every 60 minutes. Route 5 will be extended to Notre Dame and Forest Ave. to provide broader coverage and enhance transfer opportunities. Route 5 will also be extended to the Ivy St. corridor in downtown Chico, replacing the route segment currently served by Route 6.

Routes 2, 3, 4, and 5 would only operate until 8:45 pm, a reduction by 30 to 90 minutes in evening service, depending on the route. Ridership on these last runs is generally quite low and the hours have been reallocated to Route 15 service.

Proposed Chico B-Line Routes



B-LINE ROUTES

B-Line Route Names

- 2 Route 2 - Mangrove
- 3 Route 3 - Nord/East
- 4 Route 4 - First/East
- 5 Route 5 - East 8th St.
- 7 Route 7 - E. Lassen/Walmart Transit Center
- 8 Route 8 - Warner/Nord/W. Sacramento
- 9 Route 9 - Warner/Oak
- 15 Route 15 - Esplanade/Park/Forest
 - 15A -15A To Ceres Ave via Lassen
 - 15B -15B To Hwy 99 via Esplanade
- 20 Route 20 - Chico to Oroville
- 40 Route 40 - Chico to Paradise
- 41 Route 41 - Chico to Paradise Pines

Note: Routes 1, 6, and 10 are discontinued and are now served by Route 15. NS= No Service

Oroville

Services in Oroville would be significantly improved, with service being provided every hour on all four Oroville Routes, improving service on three routes that currently have service every two hours. Two buses will operate the four routes from 6:30 am to 7:15 pm on weekdays only. An hour break during the midday for driver lunch breaks will allow for an hour extension into the early evening, an improvement asked for in the public participation process.

There will also be several changes to the route structure.

Route 20: The Route 20 routing in Oroville will remain the same with exception that on weekdays only, the loop along Oro Dam Blvd., right on Feather River Blvd, and right on Mitchell Ave. will be eliminated. This loop will, however, continue to operate on weekends.

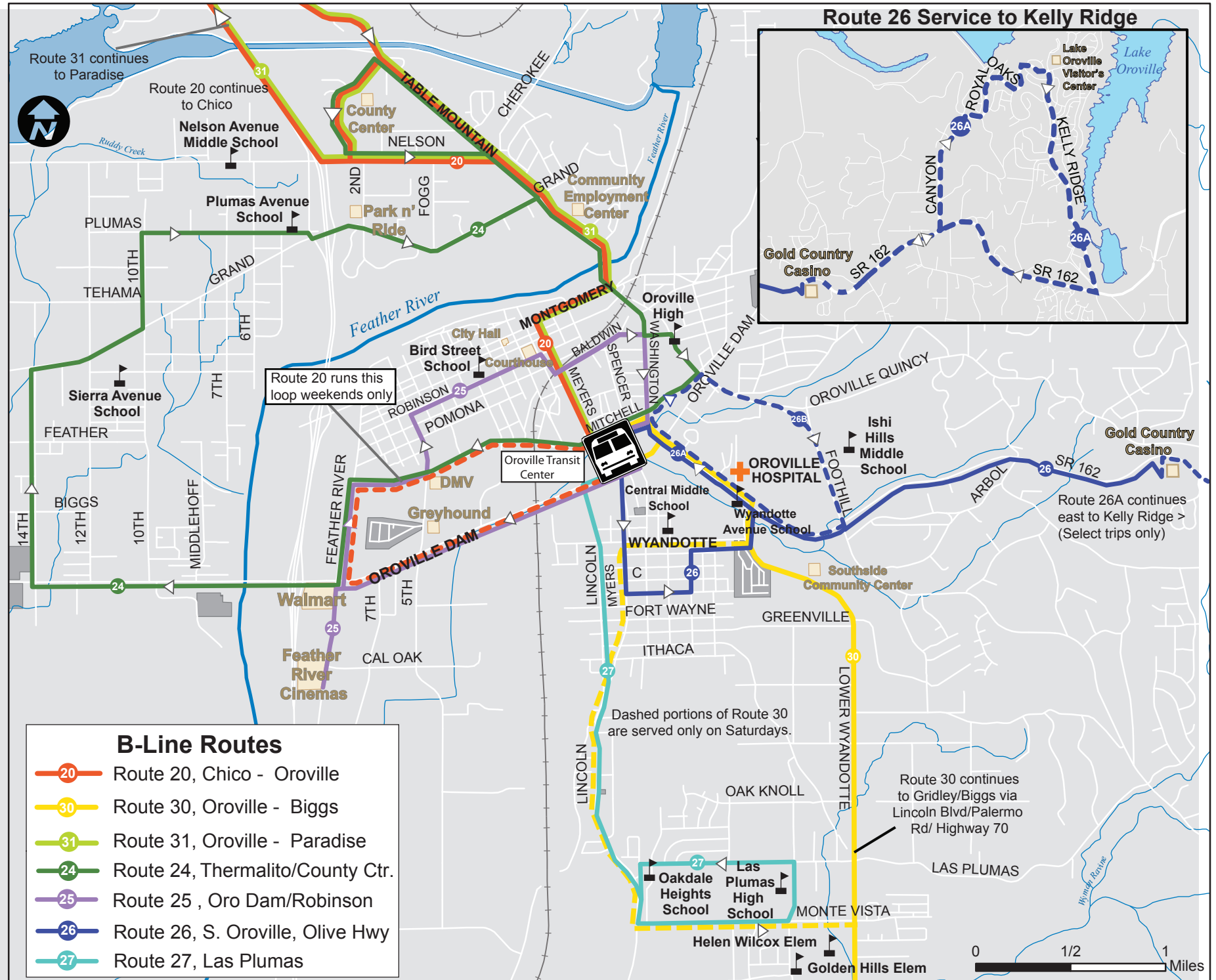
Route 24: Route 24 would operate on a one-way loop. Service would operate on Mitchell Ave. eastbound, left on Feather River Blvd., right on Oroville Dam Blvd., right on 14th St., right on Grand Ave., left on 10th St., right on Plumas Ave., right on 4th St., left on Grand Ave., left on Table Mountain Blvd., left on County Center Dr., left on Nelson Ave., right on Table Mountain Blvd., continuing on Washington Ave., left on Yard St., right on Bridge St., right on Mitchell Ave. returning to the Oroville Transit Center at Spencer Ave. and Mitchell Ave. Hourly frequencies would be provided from 6:30 am to 7:00 pm with a one-hour break in service to provide a driver break.

Route 25: Only one minor change is proposed on this route; from Robinson St. and Lincoln St., continuing on Robinson St., right on Meyers St., left on Baldwin Ave., right on Washington Ave., right on Mitchell Ave. to Oroville Transit Center at Mitchell Ave. and Spencer Ave.

Route 26: The routing on Route 26 will be the same route to Gold Country Casino, using the current Route 27 routing on Meyers St., left on D St., left on Fallbrook Ave., right on Wyandotte Ave., left on Lower Wyandotte Rd., right on Olive Highway (SR 162), to Gold Country Casino. From Gold Country Casino, Route 26A would continue on Olive Highway (SR 162, turns into Oroville-Quincy Highway), left on Canyon Dr., right on Royal Oaks Dr., right on Kelly Ridge Rd., right on Oroville-Quincy Highway (SR 162), turns back into Olive Highway, left on Mitchell Ave., returning to Oroville Transit Center. One half of trips (four) would travel along Route 26A. One half of the other trips would run the route 26B. Route 26A and 26B would operate the same to the Gold Country Casino, and would return along Olive Highway, right on Mitchell Ave., right on Bridge St. (Oroville Quincy Highway), right on Foothill Blvd., right on Olive Highway to Mitchell Ave., left on Mitchell Ave. to Spencer Ave. and the Oroville Transit Center.

Route 27: From the Oroville Transit Center, left on Oroville Dam Blvd., left on Lincoln St., left on Monte Vista Ave., left on Aubrey Ave., left on Las Plumas Ave., left on Walmer Rd. right on Lincoln St., right on Oro Dam Blvd., returning to Oroville Transit Center.

Revised Oroville B-Line Routes



While the number of vehicle revenue hours for the four local Oroville Routes is increasing, there will be a corresponding reduction in the number of vehicle revenue hours provided for Paratransit or demand response services. An evaluation of existing use found that current and projected demand could be accommodated by more effective utilization of existing Paratransit buses in the Oroville Area.

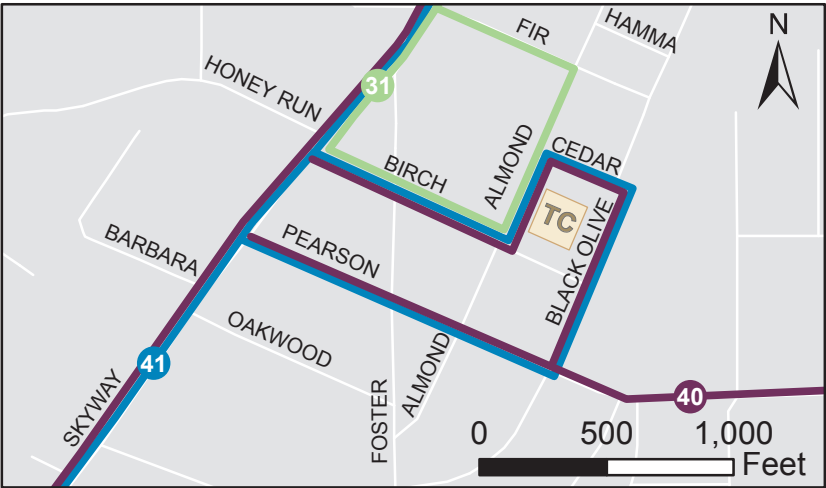
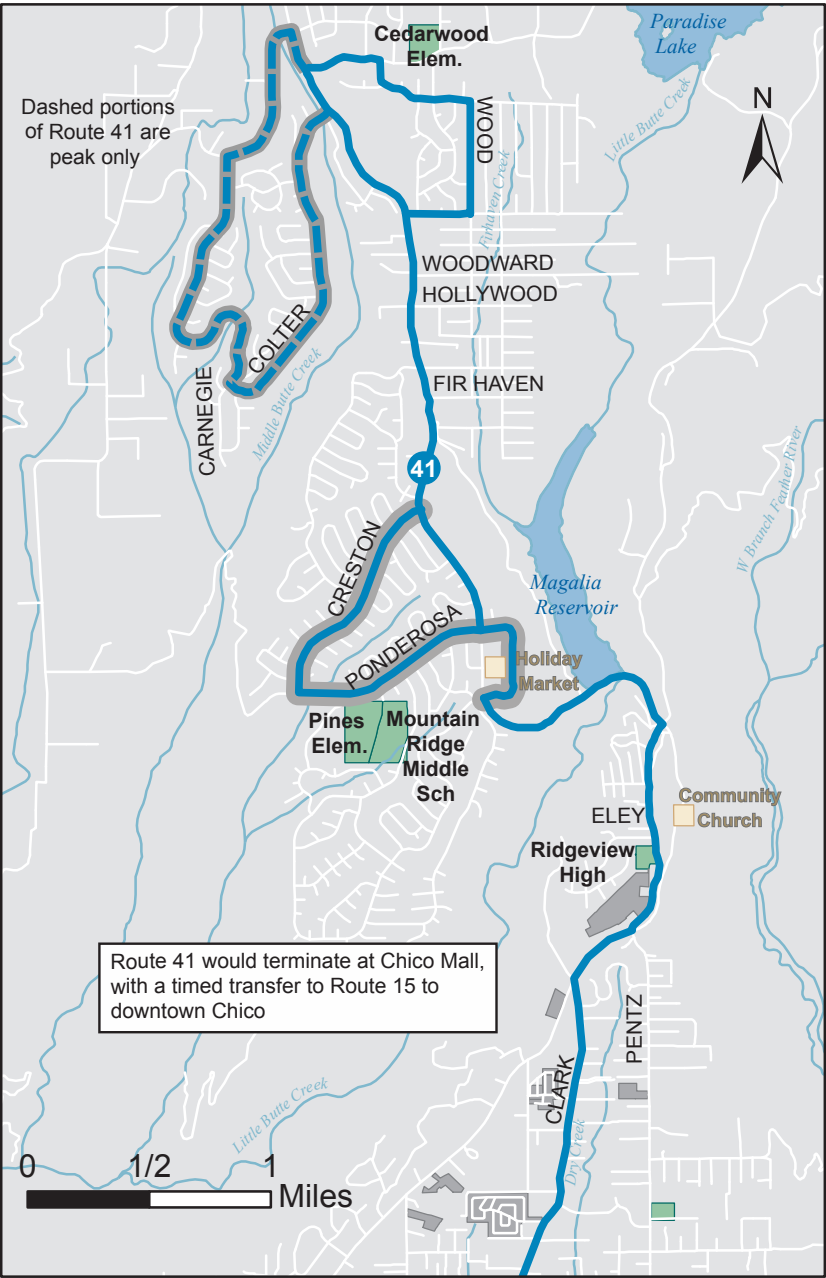
Paradise

The primary services in Paradise are Routes 40 and 41 serving both Magalia and Paradise to Chico. The two routes combined provide hourly service to Chico. Route 40 provides a long loop along Skyway, Wagstaff, Clark and Pearson, while also providing the opportunity for internal circulation within Paradise. Route 40 averaged 5,930 monthly riders with an excellent 13.9 passengers per hour. It is proposed that Route 40 serve the Chico Mall area on both weekdays and weekends. Currently Route 40 only serves the Chico Mall area on weekends.

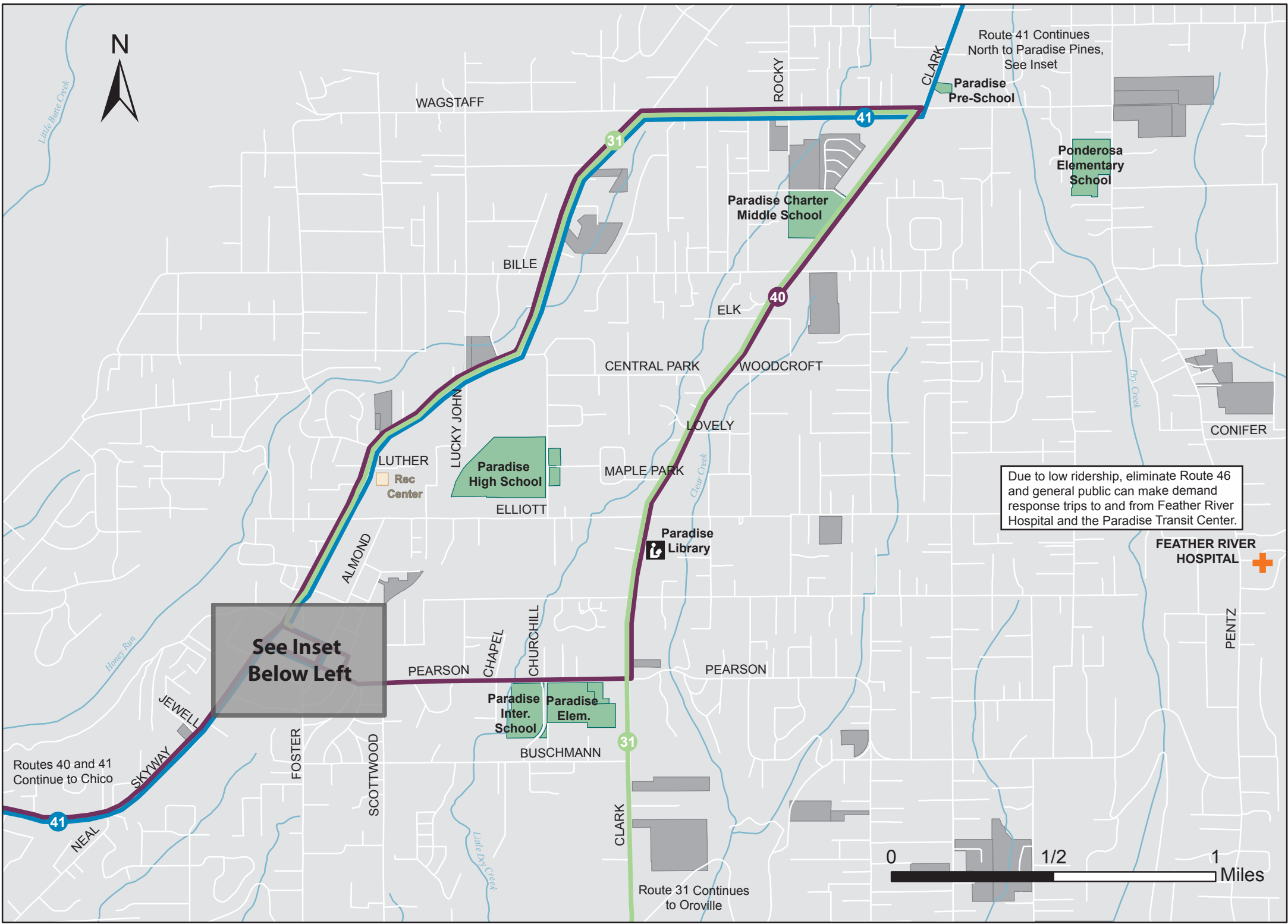
Route 41 provides service from Magalia to Paradise, continuing to Chico every two hours. Route 41 averaged 2,954 monthly passengers and 10.2 passengers per hour. One minor route change is recommended that might help increase ridership. From Magalia, the bus would operate on Skyway and be routed on Clark to Wagstaff, back to Skyway allowing for greater shopping opportunities near the corner of Clark and Wagstaff. In Chico, it is proposed that the Route 41 terminate at the Chico Mall. Timed transfers to Route 15 and other routes would be available at the Forest Ave Transfer Center.

Route 46 currently operates three times a day between the Paradise Transit Center and the Feather River Hospital. Unfortunately the fixed route has very little ridership, averaging just over 3 riders per day. It is recommended that Route 46 be eliminated and replaced with a general public Dial-a-Ride service between the Paradise Transit Center and Feather River Hospital. Any member of the public would be able to call the B-Line Paratransit number for a ride to or from the Paradise Transit Center to Feather River Hospital.

Proposed City of Paradise B-Line Routes



Transit Resource Center



B-Line Routes:	Route 31	Route 40	Route 41	Mobilehome Parks	Schools
Frequencies (in min):	1 trip AM, 1 trip PM Weekdays, with Butte College Service added	60 (AM Peak), 120/ 7 days a week	120, Weekdays	Paradise Transit Center	

Regional Routes

The five Regional Routes connect the towns and cities of Chico, Oroville, Paradise, Magalia, Gridley and Biggs. The primary changes to Regional Routes 20, 40 and 41 have been described to some extent in the Chico, Oroville, and Paradise sections of this report. No changes to Routes 30 and 31 are recommended. This section summarizes the key changes to the Regional Routes.

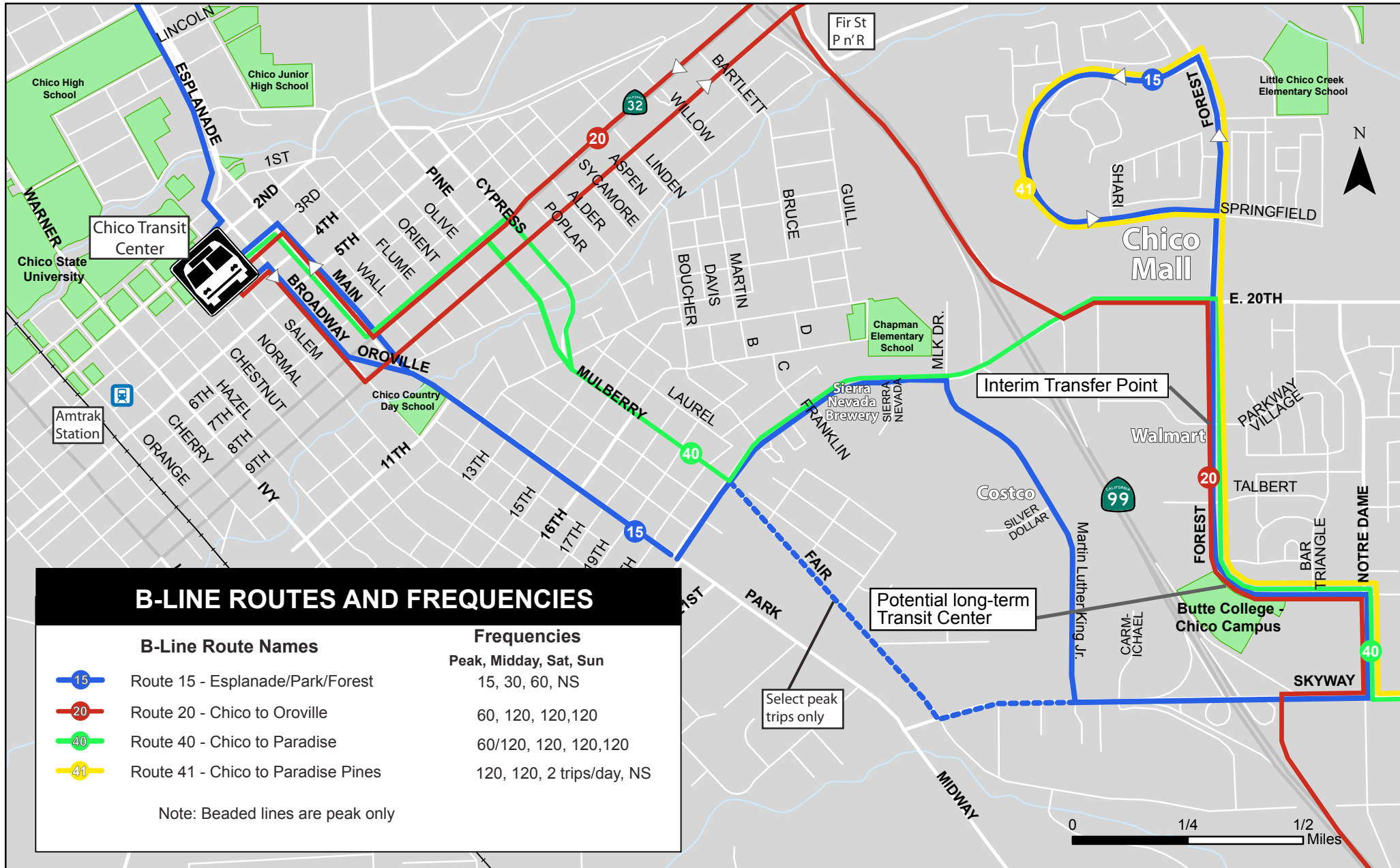
Route 20: Would operate at the same service levels with 10 trips in the southbound direction and 11 trips in the northbound direction on weekdays and five trips in each direction on weekends. In Oroville, service will be provided to the Oroville Transit Center on the current routing, but the terminus loop on Oro Dam Blvd., Feather River Blvd., and Mitchell St. would be eliminated on weekdays, but would continue to exist on weekends. The current loop on weekdays would be replaced by local service. In Chico, Route 20 will exit from Highway 99 on Park/Skyway, turn right on Skyway, left on Notre Dame, left on Forest Ave. to the Forest Ave. Transfer point adjacent to Wal-Mart. It would then continue on Forest Ave., left on E. 20th, returning to Highway 99 and continue on its existing routing to the Fir St. Park and Ride lot, and downtown Chico Transit Center.

Route 40: Would operate at the same service levels with nine eastbound trips from Chico to Paradise and 11 trips westbound from Paradise to Chico on weekdays and six eastbound trips and five westbound trips on weekends. Routing in Paradise would remain the same. Routing to and from Paradise would continue on Skyway, but from Paradise would turn right on Notre Dame, and left on Forest Ave to serve the Forest Ave. Transfer point adjacent to Wal-Mart. Buses would continue along Forest Ave. and turn left on E. 20th, and right on Fair St., continuing its existing routing to the downtown Chico Transit Center.

Route 41: Would operate at the same service levels to and from Magalia and Paradise, with six eastbound trips and seven westbound trips on weekdays and two trips from Magalia to Paradise on Saturdays, with transfer opportunities to Route 40. From Magalia, the bus would operate on Skyway and be routed on Clark to Wagstaff, back to Skyway allowing for greater shopping opportunities near the corner of Clark and Wagstaff. In Chico, it is proposed that the Route 41 terminate at the Chico Mall. Routing would be along Skyway, right on Notre Dame, left on Forest Ave. to the Forest Ave. transfer point. Timed transfers to Route 15 and other routes would be available at Forest Ave Transfer point. Buses would continue along Forest Ave. and loop around Chico Mall on Springfield Dr.

Since most of the changes are around the Chico Mall area, the map on the next page shows the recommended routing of the regional routes in Chico.

Revised B-Line Regional Routes and Route 15 Within Chico



B-Line Summary of Reallocation of Hours

The table below shows that the total number vehicle revenue hours will remain at approximately 67,000. In Chico, more vehicle revenue hours have allocated to Route 15, which combines existing routes 1, 6 and 10 to enable 15 minute frequencies during peak periods. Reductions in service levels on Route 5 and 7, and reduction of one hour of evening service on routes 2,3,4 and 5 allows the allocation of additional hours to Route 15 and extended hours to 10 pm on Routes 8 and 9. In Oroville, the number of hours has almost doubled, but there is a corresponding reduction in Paratransit hours provided. Finally, the Regional Route vehicle revenue hours would remain the same.

Preferred Alternative: Reallocation of Existing Vehicle Revenue Hours

	Daily Weekday	Daily Saturday	Daily Sunday	Annual Total
Chico Routes				
15 (1/6/10)	75.0	21.0		20,217
2	16.5	10.5		4,754
3	15.5	10.5		4,499
4	15.5	10.5		4,499
5	14.5	10.5		4,244
7	6.0			1,530
8	14.5			2,320
9	14.5			2,320
Chico Subtotal	172.0	63.0	0.0	44,381
Oroville Routes				
Route 25 and 26	11.0			2,805
Route 24 and 27	11.0			2,805
Paratransit	-8.0			
Oroville Subtotal	22.0	0.0	0.0	5,610
Regional Routes				
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
Grand Total	250.6	92.1	17.7	66,845

B-Line Summary of Service Levels

The table below shows the recommended span of service and frequencies of the B-Line routes for the preferred alternative on weekdays, Saturdays and Sunday. Minor adjustments may need to be made during the process of preparing the new B-Line schedules.

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	
Chico Routes											
15 (1/6/10)	6:30	9:40	15	30	60	8:50	7:15	60	–	–	–
2	6:15	9:05	30	60	60	8:50	7:15	60	–	–	–
3	6:15	9:05	30	60	60	8:50	7:15	60			
4	6:15	9:05	30	60	60	8:50	7:15	60	–	–	–
5	6:15	9:05	60	60	60	8:50	7:15	60	–	–	–
7	6:45	5:45	60	Peak Period only							
8	7:30	10:00	30	30	60						
9	7:30	10:00	30	30	60	–	–	–	–	–	–
Oroville Fixed Route											
24	7:08	7:12	60	60							
25	6:29	7:00	60	60							
26	6:52	6:40	60	60							
27	7:20	6:38	60	60							
	One hour schedule break during midday										
Regional Routes											
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			–	–	–

Schedules and Transfer Opportunities

Draft timetables for all routes will be available in the near future for review on the BCAG website at: <http://www.bcag.org/Transit/Transit-News--Events/Market-Based-Study/index.html> . The schedules have the following primary features:

At the Chico Mall, Routes 2, 3, 4, and 5 with hourly service will depart at: 50 after the hour until 3:10, when the route will shift to: 10 after the hour. During peak periods, there are additional peak period runs on Routes 2, 3, and 4. Routes 8 and 9 will remain at: 18 and: 48 after the hour until 6:10 when Route 8 will depart at: 10 after the hour and Route 9 at: 40 after the hour. Route 15 will depart at :50, :05, :20 and :35 during the am peak, at :20 and :50 during the midday, and :10, :25, :40, and :55 during the PM peak period. Regional Routes 20 and 40 will also depart at: 50 past the hour, with Route 20 shifting to: 10 after the hour starting at 3:10 pm and Route 40 departing at: 20 after the hour from 4:20 pm on.

At the Forest Ave Transfer Point, timed transfers will be guaranteed from Route 41 to Route 15 for service to downtown Chico.

At the Oroville Transit Center, there will be reasonable transfer opportunities from Route 25 to Route 20, with Route 20 arriving at the Oroville Transit Center at :50 after the hour and Route 20 departing at :55 after the hour. Times shift by 15 minutes in the afternoon. Good timed transfers between Route 27 and Route 20 will also be available. Transfers between Route 24 in Thermalito and Route 20 will be available at Public Works at :08 past the hour.

The overall schedule framework is included as Appendix A. The tables show when the buses depart and arrive at major transfer time points. As detailed schedules are finalized, the exact times may vary.

APPENDIX A: SCHEDULE FRAMEWORK

DOWNTOWN CHICO TRANSIT CENTER OUTBOUND

<u>Route</u>	<u>Times</u> <u>Departure</u>	<u>To</u>
2/7	:50 :20 Route 2 per existing :10 3:10 PM on :40 Route 2 per existing	Interlined to Chico Mall
3	:50 :20 peak times :10 3:10 PM on : 40 per existing trippers	Chico local
4	:50 :20 peak times :10 3:10 PM on :40 per existing tripper	Chico local
5	:50 :10 3:10 PM on	Chico Mall
8	:50, :20 :10 :40 3:10 PM on	Chico campus local
9	:50, :20 :10 :40 3:10 PM on	Chico campus local
15	:50, :05, :20, :35 AM peak :20, :50 off-peak :10, :25, :40, :55 PM peak	Chico Mall
20	:50 :10 3:10 PM on	Oroville
40	:50 till 3:50 PM :20 from 4:20 PM on	Paradise
41	Terminates at Chico Mall	Magalia/Paradise

**DOWNTOWN CHICO AND CHICO MALL AREA(Forest Ave Transfer Point)
OUTBOUND**

<u>Route</u>	<u>Chico Transit Center</u>	<u>Arrive Forest Ave Transit Point</u>	<u>To</u>
5	:50 AM :10 PM	:15 AM :35 PM	Forest Ave. Transit Point
7	Originates at Route 2 terminus at Lassen/Ceres	:45 AM AND PM	PVHS / Chico
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 :10 3:10 on	: 05 am : 25 5:10 pm on	Oroville
40	:50 AM :20 PM	:10 AM :40 PM	Paradise
41	N/A	Varies to ensure timed transfer with Route 15	Paradise/Magalia

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

<u>Route</u>	<u>From:</u>	<u>Forest Ave Transit Center</u>	<u>Chico Transit Center</u>
5	Forest Ave. Transfer Point	:20 AM :40 2:40 PM on	:45 AM ::05 3:05 on
7	Forest Ave. Transfer Point	:50 AM :10 PM	connects with Route 2 at Lassen and Cere
15	Forest Ave. Transfer Point	: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 to 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 pm	:40 till 4:40 p.m. Variable after 4:40 pm
41	Magalia/Paradise	:20 to 1:20 PM :40 3:40 PM on	Terminates at Chico Mall, timed transfer with Route 15 to downtown Chico

**Oroville Transit Center
INBOUND**

M - F

ROUTE	AM	PM
25	:50	:05
26	:27	:40
24	:18	:12
27	:44	:38
20	:40	:40 / :10
30	:17	:17

**Oroville Transit Center
OUTBOUND M - F**

ROUTE	AM	PM
25	:29	:40
26	:52	:05
24	:44	:40
27	:20	:14
20	:55	:55 till 6:06 PM
30	:42	:42