

BCAG B-Line Routing Study Community Workshop #2 Meeting Summary

Introduction

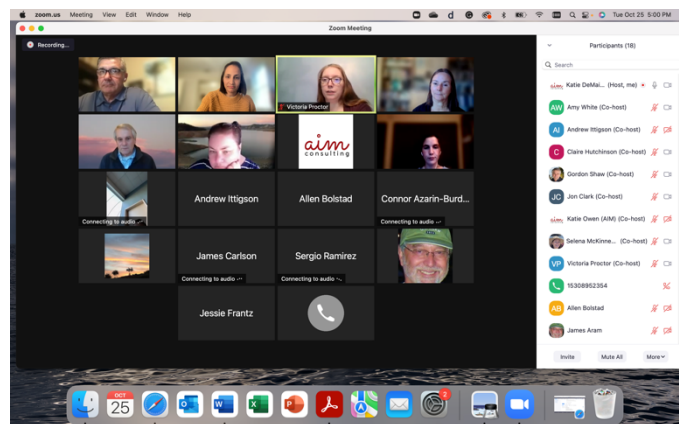
On Tuesday, October 25, 2022, from 5:00 – 6:30 p.m., Butte County Association of Governments (BCAG) held its second virtual community workshop about the B-Line Routing Study, wherein participants had a chance to learn about proposed service improvements following the feedback received at the first community meeting. A total of 16 community members attended the meeting, which was hosted virtually through Zoom to create the most flexibility and accommodation for participants.

About the Project

BCAG owns and operates the B-Line public transit system, serving Butte County and connecting communities such as Chico, Paradise, and Oroville. The B-Line, like many transit systems across the nation, is facing critical changes to ridership due to several factors. The Coronavirus pandemic had an immediate and wide-reaching impact on ridership and has likely changed the long-term demand for transit as many employees and students are working and learning remotely. The Camp Fire significantly impacted many of the region’s communities and their mobility patterns. There is also growth in the region and an increasing focus on providing transportation alternatives that need to be considered. Because of all these factors, BCAG is performing an in-depth study that evaluates ridership trends and defines the transit services, routes, and schedules that best meet the region’s future mobility needs.

Community Workshop Purpose & Format

Following various pop-up outreach efforts, the first virtual community workshop was held in July to learn more about riders’ experiences and needs. The project team then took the findings from that meeting to formulate possible service improvements. The purpose of this second community meeting was to share those proposed improvements and to gather feedback. Specifically, this workshop included a presentation of proposed service improvements; a comment portion for riders and stakeholders to discuss issues on safety, efficiency, and scheduling; and a discussion on the future of transit in Butte County.



As participants joined the meeting, they were welcomed by the project team.

Following a presentation that reviewed the existing conditions and shared potential service concepts, Katie DeMaio of AIM Consulting led the project team in facilitating a large group discussion where participants asked questions and provided input through the virtual “chat box” or by verbally asking questions. The project team concluded the community workshop by reviewing the project's next steps and plans for future outreach events.

Presentation, Part 1: Existing Conditions & Efforts

Katie DeMaio first reviewed Zoom norms, went over the meeting agenda, and introduced the project team. Katie then facilitated two polls to gauge participants’ connection to the project: the first asked if participants currently use the B-Line Service (yes, no, and encouraged to share comments in the virtual chat box), and the second asked where in Butte County participants spend most of their time (Biggs, Chico, Gridley, Oroville, Paradise, or other options to share in the chat). For the first question, out of the 14 participants, six use the B-Line compared to seven who do not, including two comments in the chat box: “I’m a rare user, but likely to use more in the future” and “I rarely use it now but feel it is a critical part of a vital community.” The second poll’s results showed a strong representation for Chico (10 out of 14), then two from Paradise and one from Oroville. Two comments in the chat added that they represent the students of Butte College and Chico State respectively, and those students come from all over.

1. Do you currently use the B-Line Service?	2. Where in Butte County do you spend most of your time? (Work/Home)
No	Chico
Yes	Chico
Yes	Other (put in chat box)
No	Chico
No	Chico
No	Chico
Comments (put in chat box)	Chico
Yes	Chico
Yes	Chico
Yes	Chico
No	Chico
No	Paradise
No	Oroville
No	Paradise
Yes	Chico

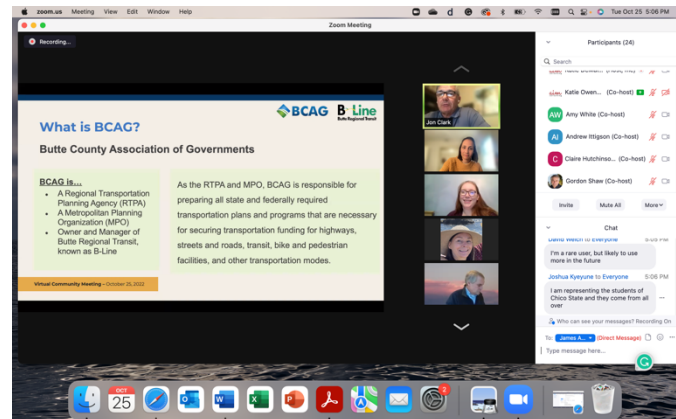
The detailed results of the first two live polls via Zoom, showing most do not use B-Line & most represent Chico.

Jon Clark from BCAG began the formal presentation, which provided an overview of the project, a summary of existing conditions, and prior engagement efforts. Below is a summary of this part of the workshop:

BCAG & Project Overview

Jon explained to participants that the Butte County Association of Governments (BCAG) functions as a regional transportation planning agency, a metropolitan planning organization, and is the owner and manager of Butte Regional Transit (B-Line). As such, they are preparing a routing study that:

- Analyzes B-Line routes and schedules.
- Reviews fare policies & fare media.
- Evaluates technologies, vehicle needs, facilities, and other assets.
- Identifies B-Line’s strengths and weaknesses.
- Evaluates service options to improve the functionality of transit in Butte County.
- With public input, identifies preferred service options and develops a plan for implementation.



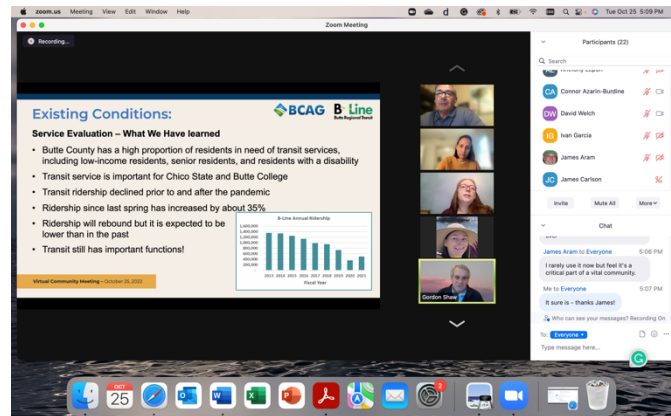
Jon Clark from BCAG provides context and background.

Jon then shared that the study’s goals are threefold: provide recommendations to effectively expand mobility, identify and thoroughly evaluate alternative routing options, and develop innovative solutions that make the best use of B-Line’s existing resources.

Existing Conditions

Gordon Shaw of LSC then took over to explain the existing conditions of the B-Line public transit system, starting on what has been learned from the service evaluation:

- Butte County has a high proportion of residents in need of transit services, including low-income, seniors, those with disabilities, etc.
- Transit service is important for Chico State and Butte College.
- Transit ridership declined prior to and after the pandemic (notice the bar graph in the screenshot).
- Ridership since last spring increased by 35% (now 47%, perhaps because of high gas prices and more in-person college classes). Ridership will rebound but is expected to be lower than in the past.



Gordon Shaw of LSC explains what has been learned so far.

Gordon then detailed ridership patterns across the B-Line, including:

- Specific to the Chico area: some areas of Chico generate low ridership, high ridership between downtown/Chico State and the Chico Mall/Butte College, some neighborhoods

are not served, like far to the northwest, and there is potential to better serve northern Chico, focusing on North Valley Plaza.

- Specific to Oroville/Paradise area: the core area of Oroville has higher ridership compared to outlying areas, on-time dependability is a problem in Oroville due to being stretched thin, smaller vehicles could serve expected passenger loads in Oroville, low productivity in Paradise/Magalia (routes 40 & 41), and substantial areas of Paradise are not currently served.

Prior Engagement

Katie DeMaio then explained prior engagement efforts of the B-Line Routing Study. In December 2021, 280 transit riders completed a survey regarding their travel patterns. As a result of these engagement efforts, the project team learned that:

- 87% of survey respondents ranked B-Line as “good” or “excellent.”
- The highest-ranked factors were “driver courtesy” and “affordability.”
- The lowest-ranked factors were “bus stops and shelters” and “B-Line information at bus stops.”
- Participants requested more frequent weekend service and more shelters at bus stops.

In addition to the survey, a virtual community meeting was held in July (with 16 participants). Materials for the survey and the meeting were distributed in English, Spanish, and Hmong. People were assured that today’s meeting will not be the last opportunity to make their voices known.

Presentation, Part 2: Potential Service Concepts

Gordon Shaw then introduced the potential service concepts, broken down by area. He emphasized that this is not a concrete plan, just a set of ideas, and they are open for discussion and comments. Throughout this part of the presentation, Katie encouraged participants to use the chat box to ask questions, and that the team would address them after each area. What follows is a summary of this part of the presentation and comments made:

Chico

The potential near-service concepts proposed for Chico included maintaining key services and the overall route structure is good, addressing on-time performance issues, adding three microtransit zones in lower ridership and less dense areas that are difficult for fixed routes to serve, creating more direct service in southeast Chico, and emphasizing North Valley Plaza as a secondary transit hub.

This part of the presentation also explained what “microtransit” is: a public transit version of Uber or Lyft where service is typically provided within 15-30 minutes of a ride request and costs about the same as fixed route service. A participant commented in the chat, “The microtransit idea is fantastic. Paratransit should have that ease of use. It is very complicated to make reservations.”

Gordon explained the benefits of these proposed changes including: providing new stops on the Springfield loop and on Baney Lane/Walmart; providing all-day service on Fair Street; streamlining Route 2; less one-way service in southeast Chico; expanding effective service areas with microtransit; improving on-time performance; and reducing overlap between routes. While these changes would increase costs (approximately \$250k annually), they would also increase ridership by two to four percent.

Next, mid-range strategies were shared, which would be implemented within five to seven years if the near-term changes are successful. These changes are as follows: add a 15-minute peak service to Routes 2 and 14, update microtransit zones based on ridership patterns, extending service on Saturdays, assess adding Sunday service, and creating Route 20 hourly service.

Following the Chico portion of the presentation, Katie DeMaio facilitated two live polls asking people “Do you like the concept of replacing fixed-route service with microtransit in the three areas?” and “Do you like the other changes to the fixed routes that are presented?” For both questions, the options were Yes, No, Chat Box – Comments/Concerns. Out of the 14 responses to the first question, all but three expressed support for microtransit. Out of the 10 answers for the second question, all but two support the proposed changes, noting they would share comments in the chat.

1. Do you like the concept of replacing fixed route service with micro transit in the three areas?				
Yes				
Yes				
No				
Yes				
Yes				
Yes				
Yes				
No				
No				
Yes				
Yes				
Yes				
Yes				
Yes				

1. Do you like the other changes to the fixed routes that are presented?				
Yes				
Yes				
Yes				
Yes				
Chat Box - Comments/Concerns				
Yes				
Chat Box - Comments/Concerns				
Yes				
Yes				
Yes				

Results of the two live poll questions asked following the Chico portion of the presentation.

During this portion of the presentation, the following comments were made in chat:

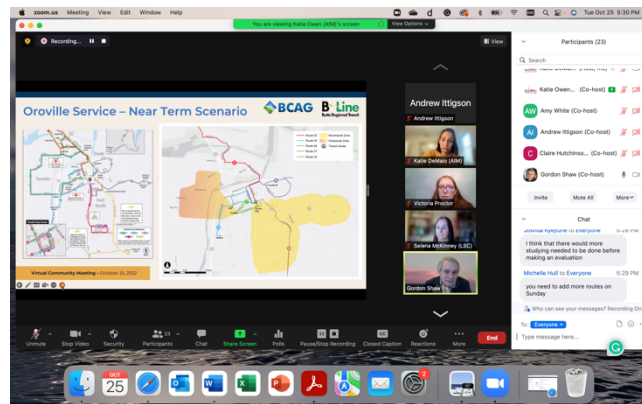
- As new development around E. 20th and Bruce Rd/Meriam Park builds out that will be an important focus for good quality service with its dense housing.
- 15-minute service makes all the difference in people choosing the service voluntarily, not just out of necessity.
- I think that the chosen areas are providing a more specialized service to more affluent residents - would be nice to study other areas.
- Would need more time to study routes to really say.
- Would like to see the concept expanded beyond these plans. A quick response is essential to growing ridership.

- Lumping all changes together is not effective. I do not agree with all and need more time to evaluate.
- I think that there would more studying needed to be done before making an evaluation.
- You need to add more routes on Sunday.

Gordon noted that it is valid to need more time to digest this information to make a more informed decision, and Katie reminded people that the video and summary of this workshop will be available online.

Oroville

Next, potential services concepts for Oroville were presented, including replacing some route segments with microtransit, focusing fixed-route service in high ridership areas such as downtown, using Route 20 for service to the north, maintaining a two-bus system (including a “Thermalito zone” where microtransit shares with paratransit), and potentially ending service at 6:30 p.m.



Gordon Shaw shares proposed service changes to Oroville.

Katie then opened up two more live poll questions, asking similar questions to the ones following Chico. Out of the 10 responses to the question, “Do you like the concept of replacing fixed-route service with microtransit?” all but two expressed yes. There was unanimous support on the second question, “Do you like the other changes to the fixed routes that are presented?” However, it is worth noting that these questions received 10 and eight responses respectively, whereas the meeting had 16 attendees.

1. Do you like the concept of replacing fixed route service with micro transit?			
Yes			
Yes			
No			
Yes			
No			
Yes			
Yes			
Yes			
Yes			
Yes			

1. Do you like the other changes to the fixed routes that are presented?			
Yes			
Yes			
Yes			
Yes			
Yes			
Yes			
Yes			
Yes			
Yes			

Results of the two live poll questions asked following the Oroville portion of the presentation.

Paradise/Magalia & Intercity

Next, potential services concepts for Paradise and Magalia were presented, including consolidating Routes 40 and 41, providing consistent hourly service between Chico and Paradise, adding microtransit to serve Magalia and north and east Paradise, and not reinstating Route 31 (which has not been operational since the Camp Fire in 2018).

The benefits of these near-term changes are that hourly service to and from Chico adds three runs per day and makes transit more convenient, microtransit expands service to a larger area, both services make use of the planned transit center for transfers, and would expand the time in which transit is available. If these changes are successful, the mid-range improvements are to expand Paradise/Chico service in the evenings and weekends, and to expand microtransit to the newly developing areas.

Intercity changes were next shared, including near-term changes to Route 20 (adding hourly service and later weekday runs) and mid-term adding of runs to Route 30.

A final set of live poll questions were then asked. The first, “Do you like the concept of replacing fixed route service in Magalia/North Paradise with microtransit in an expanded area?” Five out of six respondents said yes. The second question asked, “Do you like the idea of more consistent weekday hourly service to Chico?” All 12 responses said yes. Finally, participants were asked to select their top preference from a list of improvements to fixed-route Paradise-Chico service, including more runs during weekdays, later service on weekday evenings, more Saturday service, and Sunday service. Only two options received any votes, with “more Saturday service” selected by five participants, and “more runs during weekdays” selected by four.

1. Do you like the concept of replacing fixed route service in Magalia/North Paradise with microtransit in an expanded area?					
Yes					
Yes					
No					
Yes					
Yes					
Yes					

1. Do you like the idea of more consistent weekday hourly service to Chico?					
Yes					
Yes					
Yes					
Yes					
Yes					
Yes					
Yes					
Yes					
Yes					
Yes					
Yes					
Yes					

1. Please pick your top preference for the following improvements to fixed-route Paradise-Chico Service					
More runs during weekdays					
More runs during weekdays					
More Saturday service					
More runs during weekdays					
More Saturday service					
More Saturday service					
More Saturday service					
More Saturday service					
More Saturday service					
More runs during weekdays					

Results of the final three poll questions about Paradise/Magalia.

Question & Answer Discussion

The meeting was then opened for questions and answers. What follows is a summary of each question and the project team’s response:

Participant 1 expressed that he was not sure how the microtransit will work for Magalia students needing to connect with the 40/41.

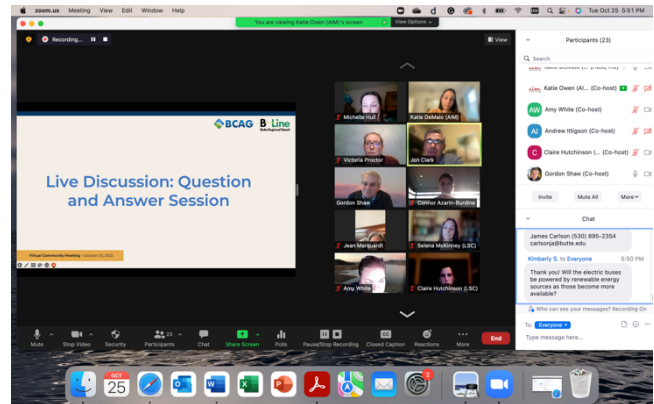
- The project team noted that if they start the microtransit service a half hour before the fixed-route bus gets up the hill, riders can get on the app and request microtransit to get them down to the transit center to then get on the bus that will take them down the hill and make a transfer.

Participant 2 noted that Butte College students need to get to campus by 8 a.m. Would they be able to make it in time using microtransit and transferring to fixed routes?

- The project team would have to look into that.

Participant 3 expressed she just moved from a place where she is used to transit service 24 hours a day, and with the current B-Line system she cannot get anywhere on Sundays.

- The project team noted that that will definitely have to be considered when making changes to the B-Line services.



Screenshot from the Q&A Discussion of the meeting.

Participant 4 asked if BCAG is considering free fares for seniors.

- The project team has not yet looked into fares, but it is an upcoming part of this study. There are more and more systems throughout the country that are creating fare programs for certain demographic groups, so there are a lot of examples out there.

Participant 5 noted that Butte College has stopped bus service to Paradise, so Paradise students rely on B-Line services to get them to Chico where they can connect to one of Butte College’s buses to get to them to the main campus. How can we collaborate to make sure our connections match up?

- The project team asked for this participant’s information so they can collaborate.

Participant 6 asked what percentage of operating costs currently come from fares?

- The project team would have to look up the specific number, but it is about 15-20%.

Participant 7 asked if there is a planned conversion for switching to cleaner fuel and energy sources? Are there also efforts that cities and towns can do to help with improving the accessibility for residents and improving the overall transit routes?

- The project team shared that BCAG just submitted its Electric Bus Rollout Plan to the California Air Resources Board, so they now have timeline requirements when they need to start purchasing electric buses. By 2040, the entire fleet has to be converted to zero-emission vehicles.

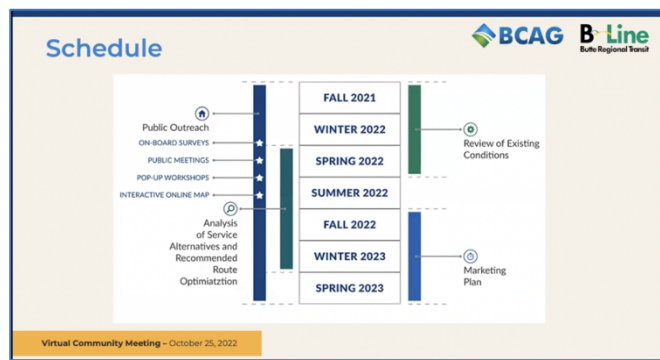
- To the second question, coming to meetings like this lets the project team and other decision-makers know where buses are needed and how the services are used, so participants were encouraged to continue staying a part of this process.

A follow-up question was then asked: Will the electric buses be powered by renewable energy sources as those become more available?

- BCAG answered possibly down the road. Their entire facility has solar power – but once all buses are electric, they will be using more energy than their solar panels can produce.

Next Steps & Conclusion

Jon Clark concluded the meeting by sharing the project schedule, noting that the results and comments made this evening will be used to continue revising the proposed changes. There will be continued public engagement through this process, so watch for that soon. There will also be another community meeting to share the complete recommendations, and changes will not be implemented until late 2023 or early 2024.



Project schedule shared at the end of the meeting.

Learn About Our Proposed Service Improvements



ROUTING STUDY PUBLIC WORKSHOP

JOIN US ONLINE VIA ZOOM

TUESDAY

OCT. 25

5:00–6:30 PM

REGISTER: bit.ly/BCAGBLINE1

Scan the
QR Code
to register!



Learn About Our Potential Service Improvements

What is a Routing Study?

The Butte County Association of Governments (BCAG), operator of the B-Line public transit system, is performing a system-wide, in-depth routing study.

This study evaluates:



How riders use the B-Line system



What routes best serve riders



How to improve rider experience

What happens at a workshop?

It will include:

- A presentation of the proposed service improvements.
- Time for riders and stakeholders to make comments about issues like safety, efficiency and scheduling
- A discussion on the future of transit in Butte County

To find out more, ask questions or make comments:

- **VISIT** www.blinetransit.com
- **EMAIL** Jon Clark at jclark@bcag.org
- **CALL** (530) 809-4616



Conozca nuestras propuestas de mejora del servicio



TALLER PÚBLICO SOBRE EL ESTUDIO DE RUTAS

TALLER PÚBLICO SOBRE EL ESTUDIO DE RUTAS

MARTES
25 DE OCT.
5:00–6:30 PM

REGISTRARSE: bit.ly/BCAGBLINE1

¡Escanee el código QR para registrarse!



Conozca nuestras posibles mejoras de servicio

¿Qué es el estudio de rutas?

La Asociación de Gobiernos del Condado de Butte (BCAG, por sus siglas en inglés), operadora del sistema de transporte público de la línea B, está llevando a cabo un estudio exhaustivo de las rutas de todo el sistema.

Este estudio evalúa:



Cómo utilizan los usuarios el sistema de la Línea B



Qué rutas sirven mejor a los usuarios



Cómo mejorar la experiencia de los usuarios

¿Qué ocurre en un taller?

Incluirá:

- Una presentación de las mejoras del servicio propuestas
- Tiempo para que los usuarios y las partes interesadas hagan comentarios sobre temas como la seguridad, la eficiencia y la programación
- Un debate sobre el futuro del transporte en el condado de Butte

Para saber más, preguntar o hacer comentarios:

- VISÍTENOS www.blinetransit.com
- ENVÍE UN CORREO ELECTRÓNICO Jon Clark at jclark@bcag.org
- LLAME (530) 809-4616



Kawm Paub Txog Peb Qhov Kev Txhim Kho Kev Pab Cuam Uas Tau Thov



LUB ROOJ COB QHIA TXOG
KEV TSHAWB FAWB TXOIJ
KEV RAU ZEJ TSOOM

KOOM NROG PEB HAUV ONLINE LOS NTAWM ZOOM

HNUB TUESDAY
Lub Kaum Hlis Ntuj Tim 25

5:00–6:30 PM

REGISTER: bit.ly/BCAGBLINE1

Luam theej
Tus Zauv QR
kom sau npe!



Kawm Txog peb Cov Kev Txhim Kho Cov Kev Pab Cuam Uas Yuav Ua Tau

**Kev Tshawb Fawb Txog Txoj Kev
Taug yog dab tsi?**

Cheeb Tsam Nroog Butte Lub Koom Haum Tsoom Fwv (Butte County Association of Governments, BCAG), tus neeg khiav dej num ntawm lub lab npauv thauj mus los rau pej xeem B-Line tab tom ua txoj kev tshawb fawb thoob plaws hauv txoj hau kev kawm.

Txoj kev tshawb no ntsuas:



Seb cov neeg caij tshab siv lub lab npauv B-Line li cas



Txoj kev twg zoo tshaj rau cov neeg caij tshab



Yuav txhim kho cov kev paub ntawm cov neeg caij tshab li cas

**Yuav muaj dab tsi tshwm sim
ntawm lub rooj cob qhia?**

Nws yuav suav nrog:

- Ib qho kev nthuav qhia txog kev txhim kho kev pab cuam.
- Lub sij hawm rau cov neeg caij tshab thiab cov neeg muaj feem cuam tshuam los tawm tswv yim txog cov teeb meem xws li kev nyab xeeb, kev ua tau zoo thiab kev teem caij
- Kev sib tham txog yav tom ntej ntawm kev thauj mus los hauv Cheeb Tsam Nroog Butte

Yog xav paub ntxiv, nug cov lus nug los sis ua cov lus xam pom:

- **MUS SAIB** www.blinetransit.com
- **TUS EMAIL** Jon Clark at jclark@bcag.org
- **HU** (530) 809-4616

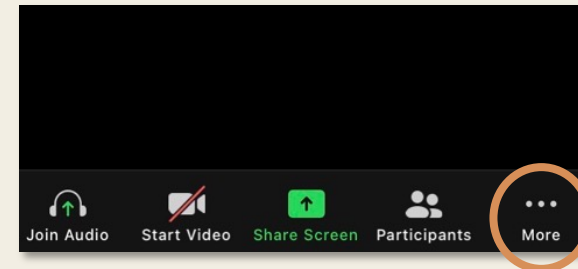




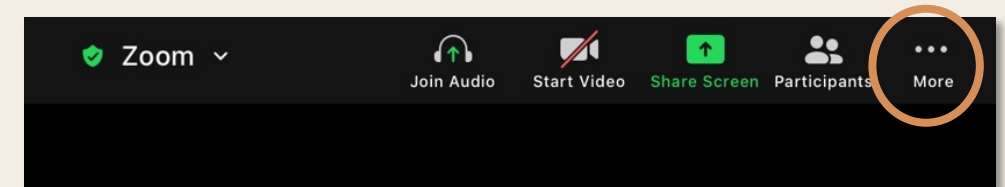
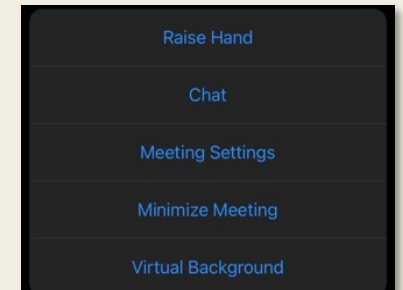
B-Line Routing Study Second Public Workshop

How to Participate

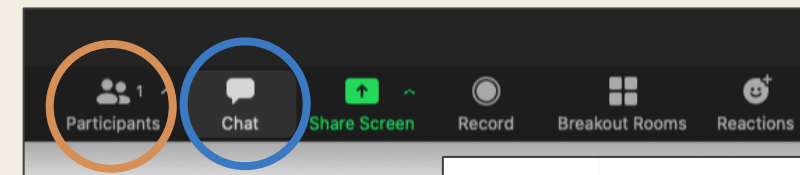
- You will remain muted during the presentation to limit any background noise.
- Add any questions or comments to the chat box. We will answer as many as possible during the question/answer session.
- A recording of this meeting and summary will be posted to the website.



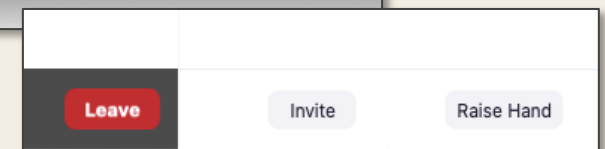
Phone



Tablet



Computer



Agenda

- Meet the Project Team
- Live Polls
- Project Review and Existing Conditions
- Potential Service Concepts
- Questions and Answers
- Stay Involved – Next Steps



Meet the Project Team



BCAG:

- Jon Clark
- Victoria Proctor
- Amy White

LSC:

- Gordon Shaw
- Selena McKinney
- Claire Hutchinson

AECOM:

- Andrew Ittigson
- Victor Xie

AIM:

- Katie DeMaio
- Katie Owen

Live Poll #1

1. Do you currently use the B-Line Service?

- Yes
- No
- Comments (put in chat box)

2. Where in Butte County do you spend most of your time? (work/home):

- Biggs
- Chico
- Gridley
- Oroville
- Paradise
- Other (put in Chat Box)

What is BCAG?

Butte County Association of Governments

BCAG is...

- A Regional Transportation Planning Agency (RTPA)
- A Metropolitan Planning Organization (MPO)
- Owner and Manager of Butte Regional Transit, known as B-Line

As the RTPA and MPO, BCAG is responsible for preparing all state and federally required transportation plans and programs that are necessary for securing transportation funding for highways, streets and roads, transit, bike and pedestrian facilities, and other transportation modes.

Project Overview



As the owner and operator of B-Line, BCAG is preparing a Routing Study which will...

- ✓ Analyze B-Line routes and schedules
- ✓ Review fare policies and fare media
- ✓ Evaluate technologies, vehicle needs, facilities and other assets
- ✓ Identify B-Line's strengths and weaknesses
- ✓ Evaluate service options to improve the functionality of transit in Butte County
- ✓ With public input, identify preferred service options and develop a plan for implementation

Study Goals



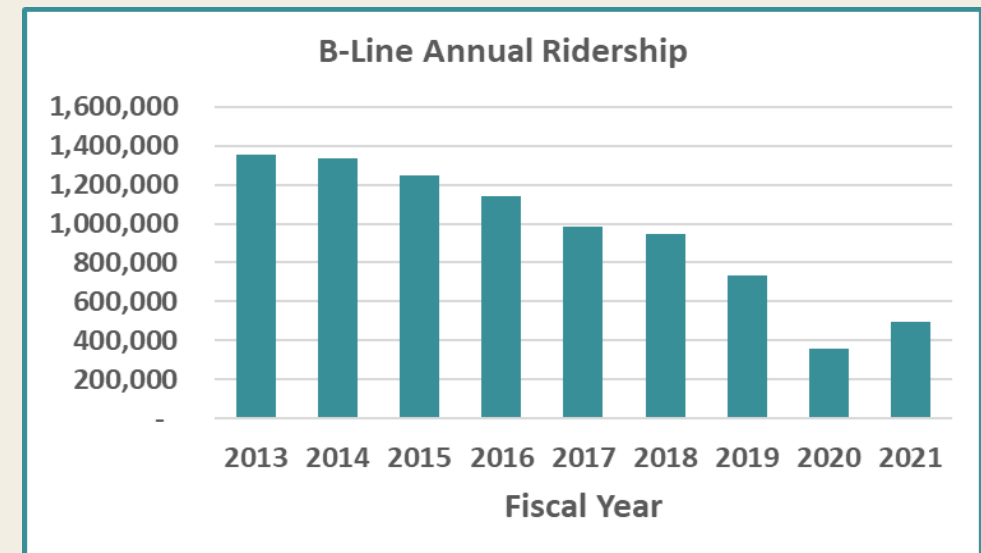
- Provide recommendations to effectively expand mobility
- Identify and thoroughly evaluate alternative routing options
- Develop innovative solutions that make the best use of B-Line's existing resources

Existing Conditions:



Service Evaluation – What We Have learned

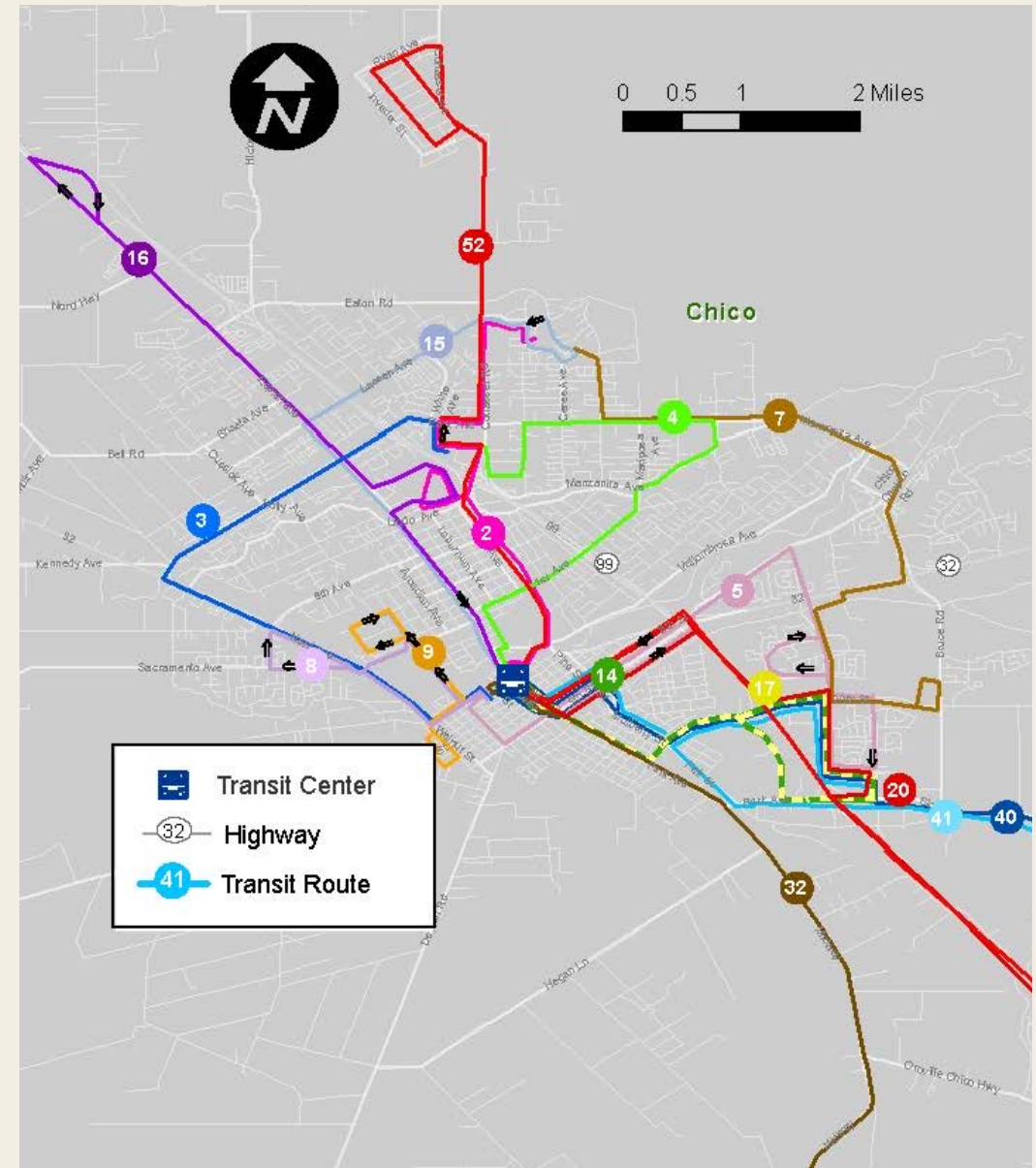
- Butte County has a high proportion of residents in need of transit services, including low-income residents, senior residents, and residents with a disability
- Transit service is important for Chico State and Butte College
- Transit ridership declined prior to and after the pandemic
- Recent ridership has increased by about 35%
- Ridership will rebound but it is expected to be lower than in the past
- Transit still has important functions!



Existing Conditions:

Service Evaluation – What have we learned

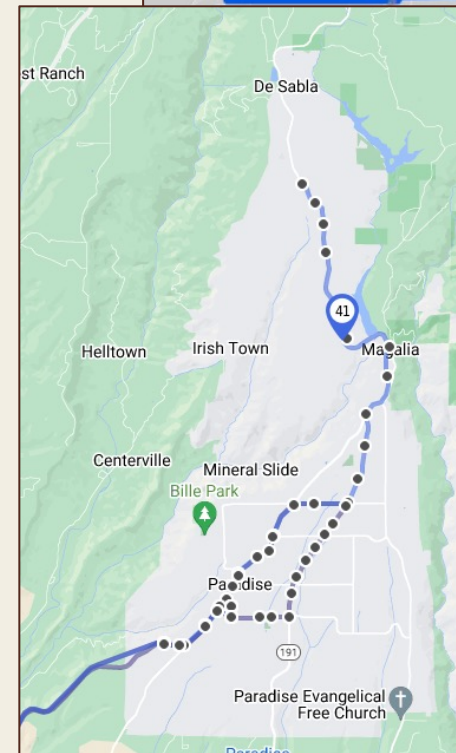
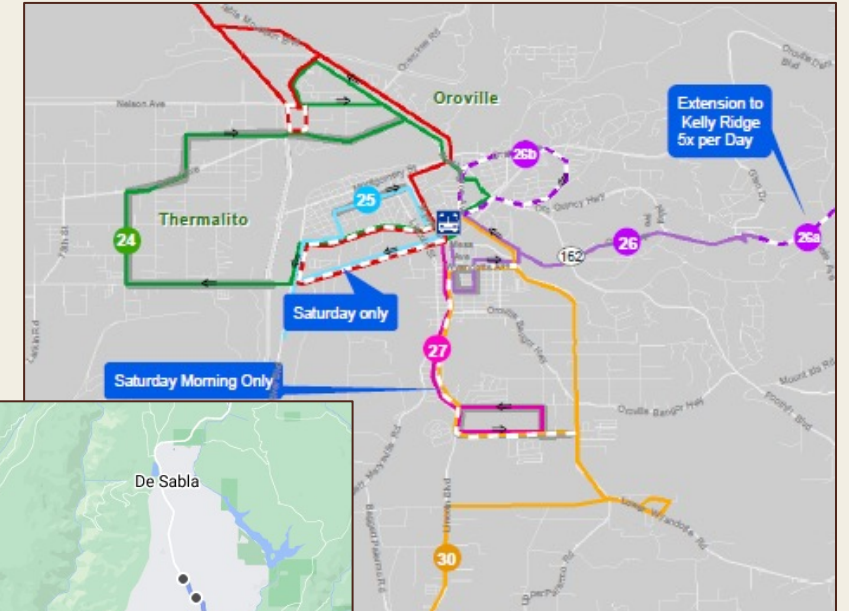
- Some areas of Chico generate low ridership
- High ridership between downtown/Chico State and the Chico Mall/Butte College
- Some neighborhoods not served
- Potential to better serve northern Chico, focusing on North Valley Plaza



Existing Conditions:

Service Evaluation – What have we learned

- Core area of Oroville has higher ridership compared to outlying areas
- On-time dependability is a problem in Oroville
- Smaller vehicles could serve expected passenger loads in Oroville
- Low productivity in Paradise/Magalia
- Substantial areas of Paradise not currently served



Prior Engagement

Survey Outreach

- The project team surveyed riders throughout December 2021 to learn more about their travel patterns and demographics. They also ranked service factors and requested improvements. 280 people participated.
- The first virtual community workshop was held on July 14th, 2021, with sixteen participants, via zoom.
- Survey flyers/awareness materials were distributed in English, Spanish and Hmong.



What we heard:

- 87% of survey respondents ranked B-Line service as **good or excellent**
- Highest ranked factors were **driver courtesy** and **affordability**
- Lowest ranked factors were **bus stops and shelters, and B-Line information at bus stops**
- Participants requested **more frequent weekend service and more shelters at bus stops**

B-Line Optimization Study Potential Service Concepts

Chico

Oroville

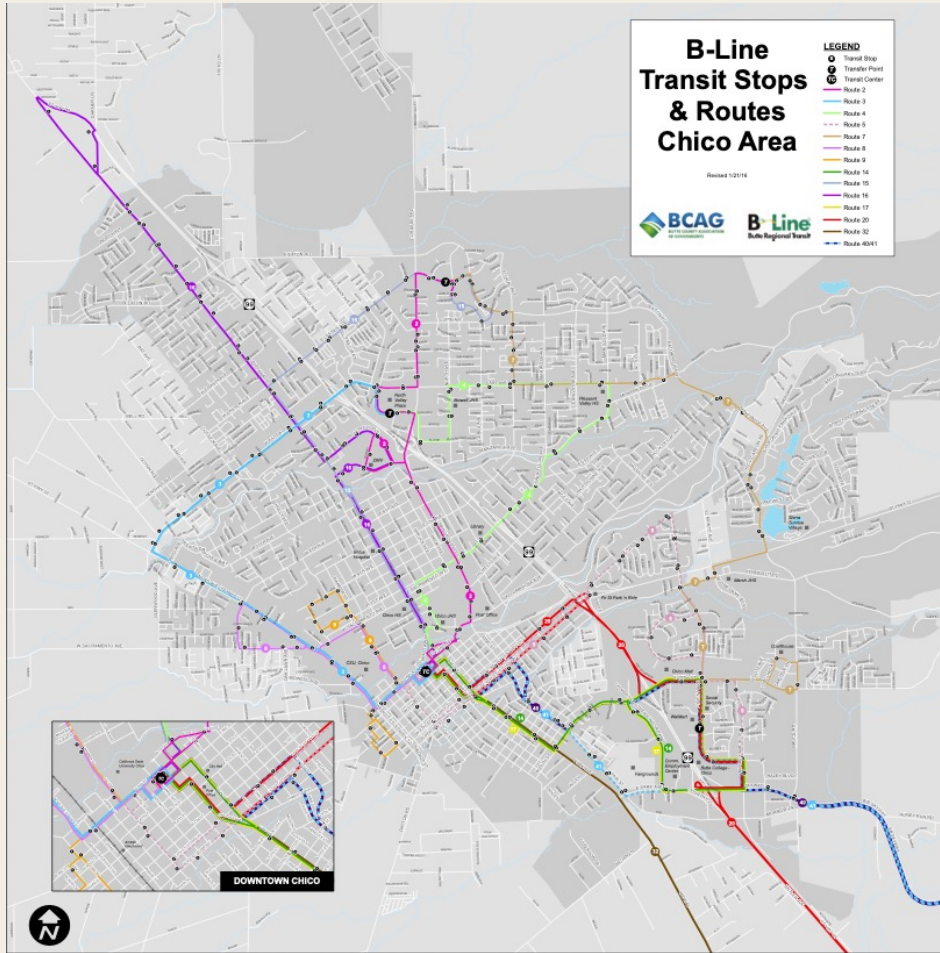
Paradise/Magalia

Intercity

Chico Concepts

- Maintain key services and the overall route structure is good
- Address on-time performance issues
- Add 3 microtransit zones in lower ridership and less dense areas that are difficult for fixed routes to serve
- More direct service in southeast Chico
- Emphasize North Valley Plaza as secondary Transit Hub

Chico Concept – Near Term



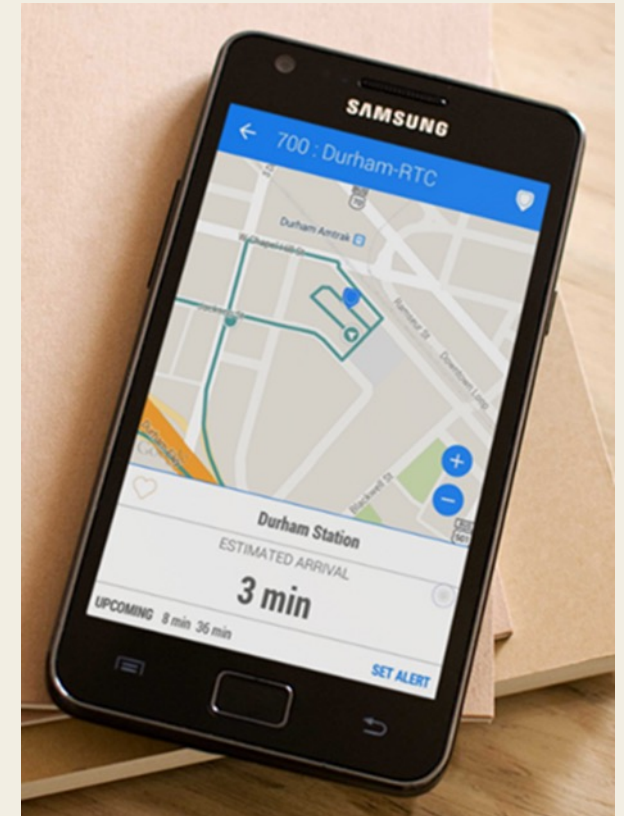
Virtual Community Meeting – October 25, 2022

Near Term Strategies

What is “Microtransit”?

Replace fixed route service in low ridership areas with microtransit service:

- Riders use an app on their phone (or cell) to request a ride, similar to Uber or Lyft
- Service is available to all within a specific zone, and to/from key transit hubs
- Service is typically provided with 15-30 minutes of a ride request
- Fare is typically the same as the fixed route fare



Chico Service - Benefits



- New stops on Springfield loop clockwise and Baney Lane/Walmart
- All-day service on Fair Street (Jesus Center)
- Streamline Route 2 by removing DMV loop
- Less one-way service in southeast Chico
- Expand effective service area by replacing Routes 7, 16 and 52 with microtransit service
- Improves on-time performance by shortening problem routes
- Reduces overlap between routes

Chico Service – Potential Near-Term Strategies

- Adds 1 vehicle for the microtransit zone in the southeast
 - 11 weekday revenue hours
 - \$250k annually – weekdays
- Potential Later Evening Service on Routes 8 and 9
- **Ridership: 2% - 4% increase over existing**

Chico Service – Mid-Range Potential Strategies

- Add 15-minute peak service to Routes 2 and 14
- Update microtransit zones based on ridership patterns
- Extend service on Saturdays
- Improved headways on Saturdays
- Assess adding Sunday service
- Route 20 hourly service

Live Poll 2 – Chico Concepts



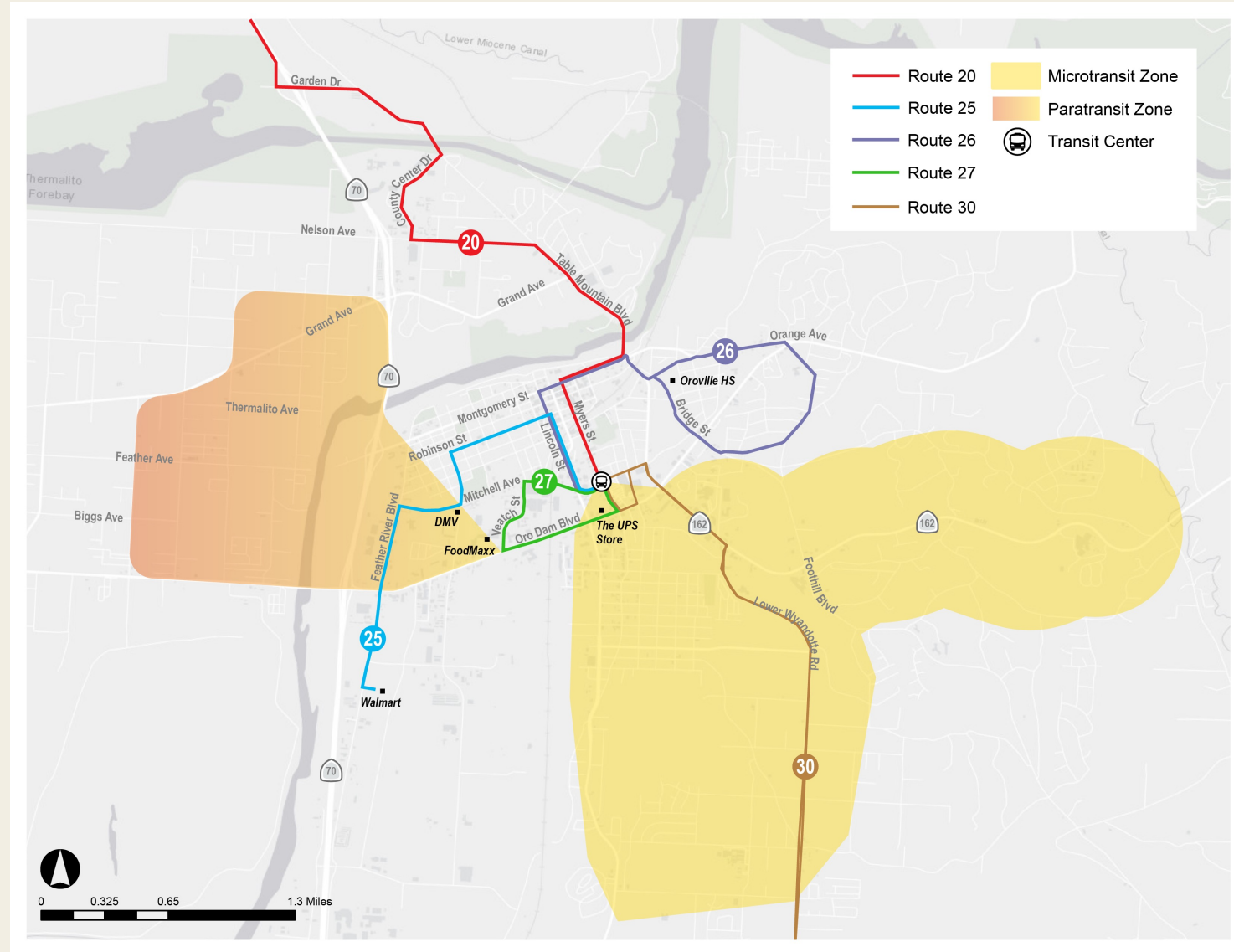
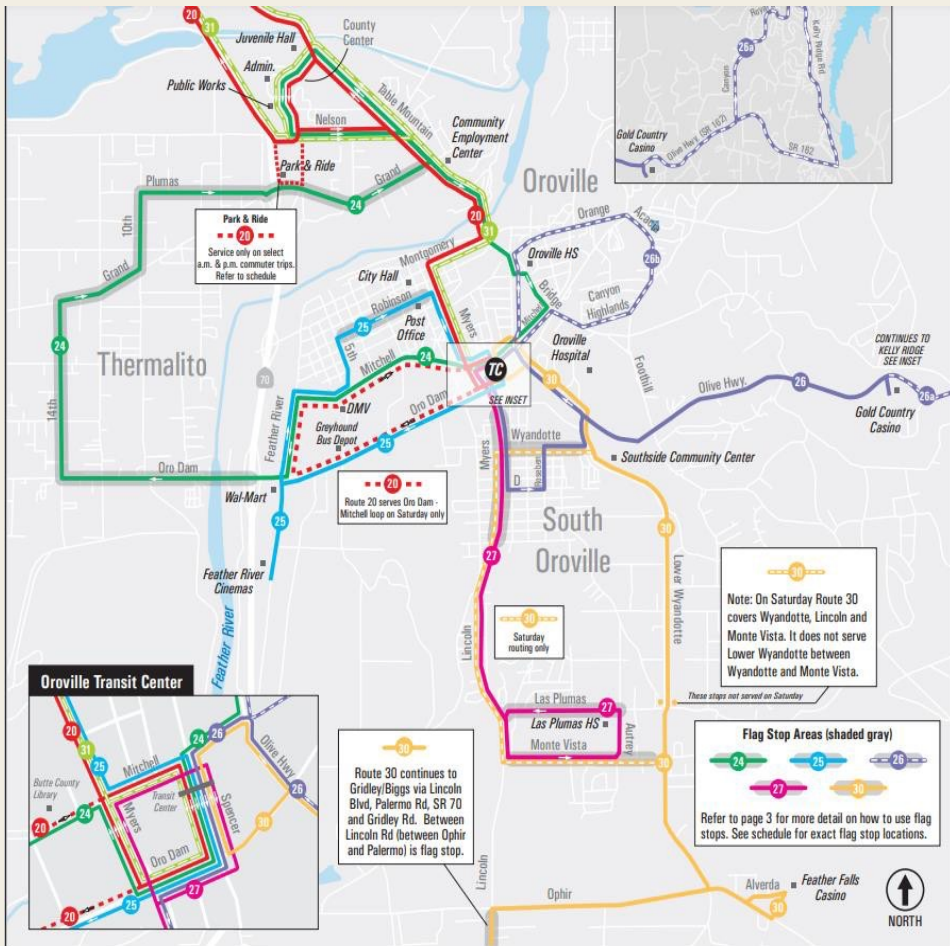
1. Do you like the concept of replacing fixed route service with microtransit in the three areas?
 - Yes
 - No
 - Chat Box – Comments/Concerns

2. Do you like the other changes to the fixed routes that are presented?
 - Yes
 - No
 - Chat Box – Comments/Concerns

Oroville - Potential Service Concepts

- Remove route segments in east and south on Routes 26 and 27 and replace with microtransit
- Focus fixed route in ridership areas at Walmart, Foodmaxx, downtown and Orange Ave loop
- Use Route 20 for service to the north and County services
- Maintain 2-bus system
 - Microtransit zone (1 vehicle)
 - Two fixed routes (1 vehicle)
 - Thermalito zone (microtransit share with paratransit)
- Potentially end service at 6:30 PM

Oroville Service – Near Term Scenario



Oroville Service - Benefits

- Concentrates fixed route service in key demand area
- Improves fixed route on-time performance
- Expands service availability area through microtransit

Live Poll 3 – Oroville Concepts



1. Do you like the concept of replacing fixed route service with microtransit?
 - Yes
 - No
 - Chat Box – Comments/Concerns

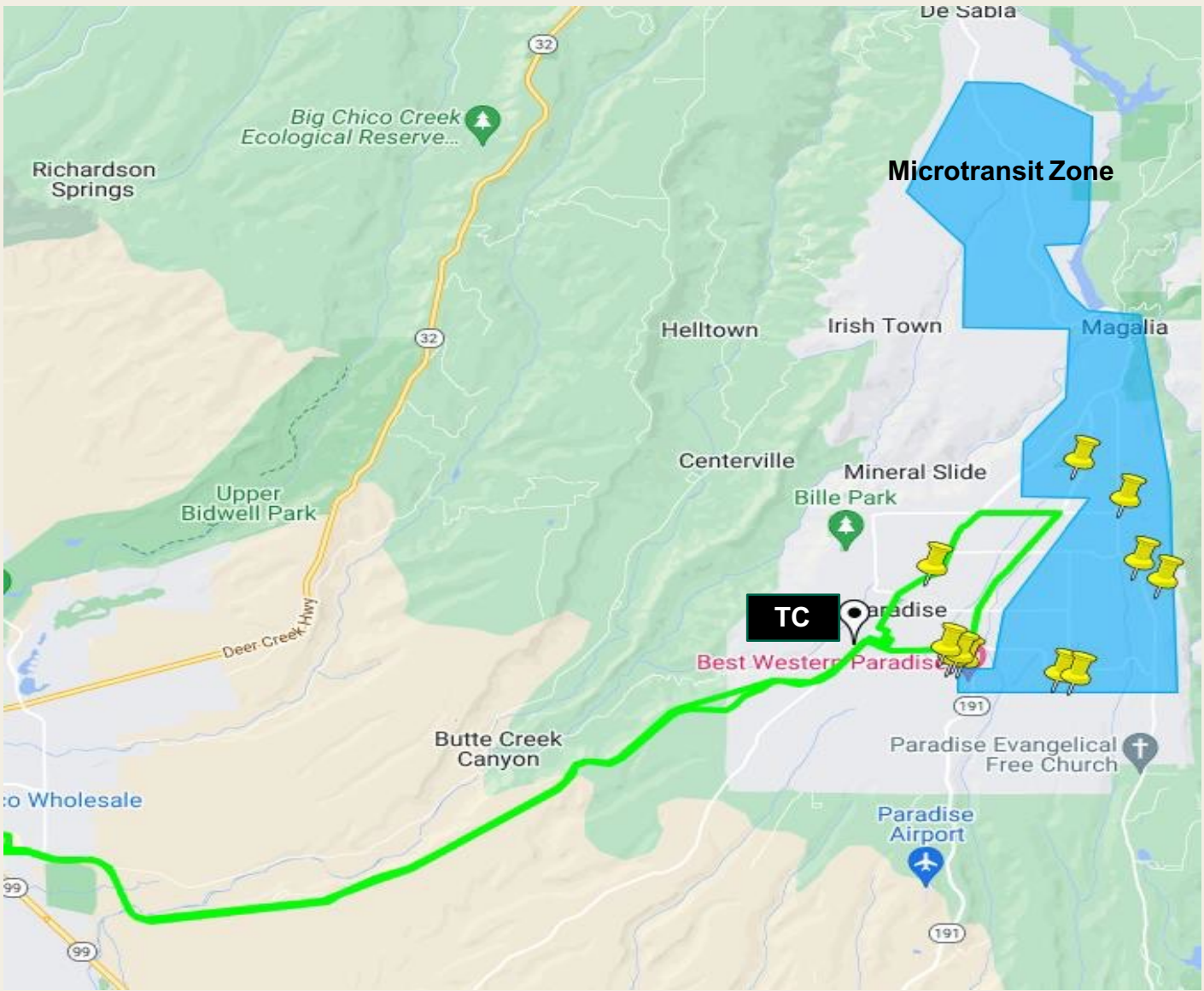
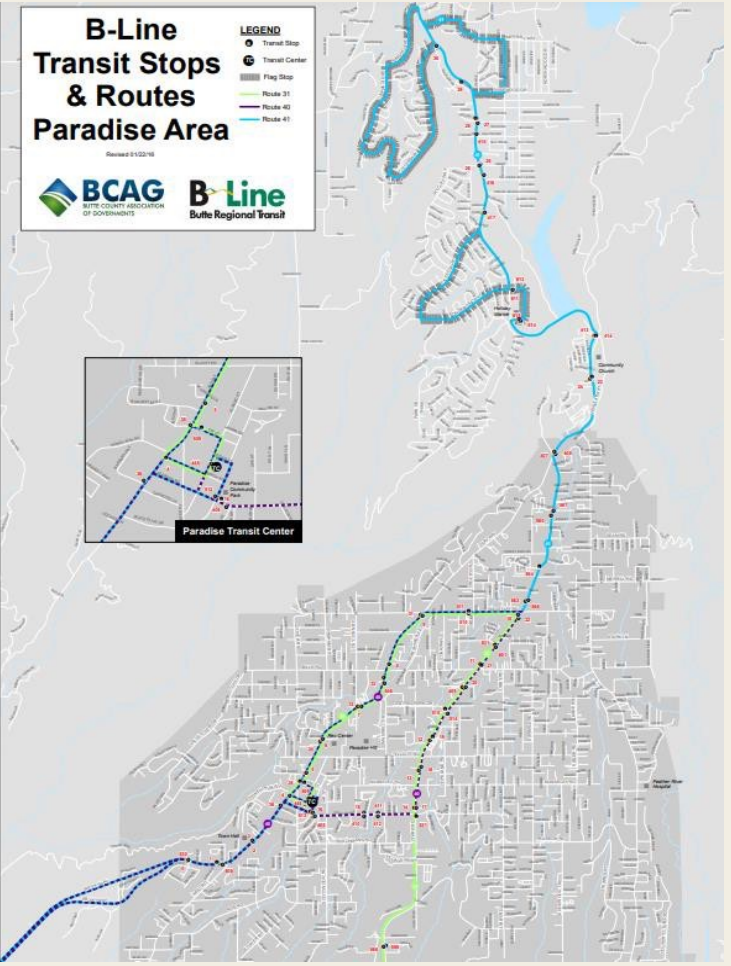
2. Do you like the other changes to the fixed routes that are presented?
 - Yes
 - No
 - Chat Box – Comments/Concerns

Paradise/Magalia - Potential Service Concepts

- Consolidate Routes 40 and 41 to right size the service for the two markets (Paradise and Magalia)
- Provide consistent hourly service between Chico and Paradise
- Add microtransit to serve Magalia and north and east Paradise
- Do not reinstate Route 31 (Paradise – Oroville), which has not been operated since the Camp Fire

Paradise/Magalia Concept

- Scenario 1



Paradise/Magalia Service - Benefits



- Hourly service to/from Chico adds 3 runs per day and makes transit more convenient
- Expands service to larger area of Paradise and Magalia – including new development areas
- Makes use of planned Transit Center for transfers between fixed route and microtransit
- Expands the time periods when transit service is available

Potential Mid-Term Improvements

- Expansion of Paradise/Chico service in evenings, and on Saturdays and Sundays
- Expansion of microtransit service area to serve newly developing areas

Intercity – Potential Service Concepts

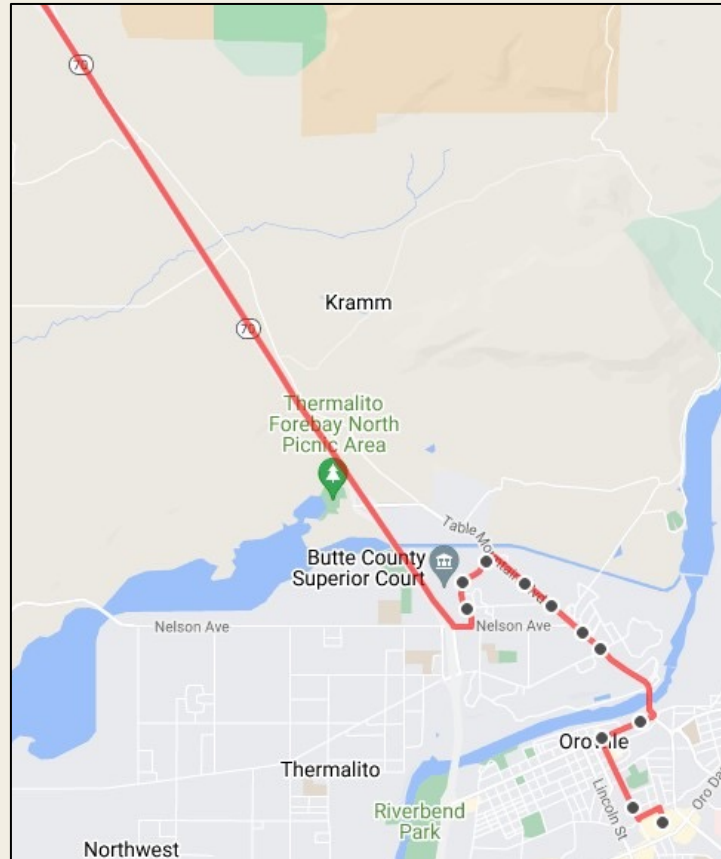
Near Term

- Route 20 hourly service
- Later Route 20 weekday runs

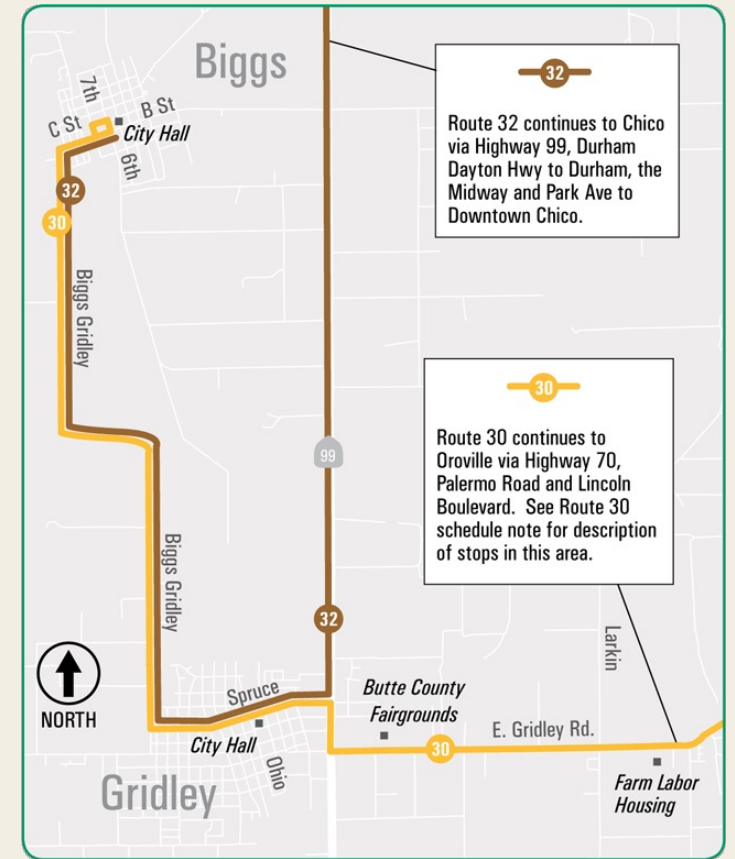
Mid-Term

- Additional Route 30 runs

Route 20



Routes 30 & 32



Live Poll 4 – Paradise/Magalia & Intercity Concepts



1. Do you like the concept of replacing fixed route service in Magalia/North Paradise with microtransit in an expanded area?
 - Yes
 - No
 - Chat Box – Comments/Concerns

2. Do you like the idea of more consistent weekday hourly service to Chico?
 - Yes
 - No
 - Chat Box – Comments/Concerns

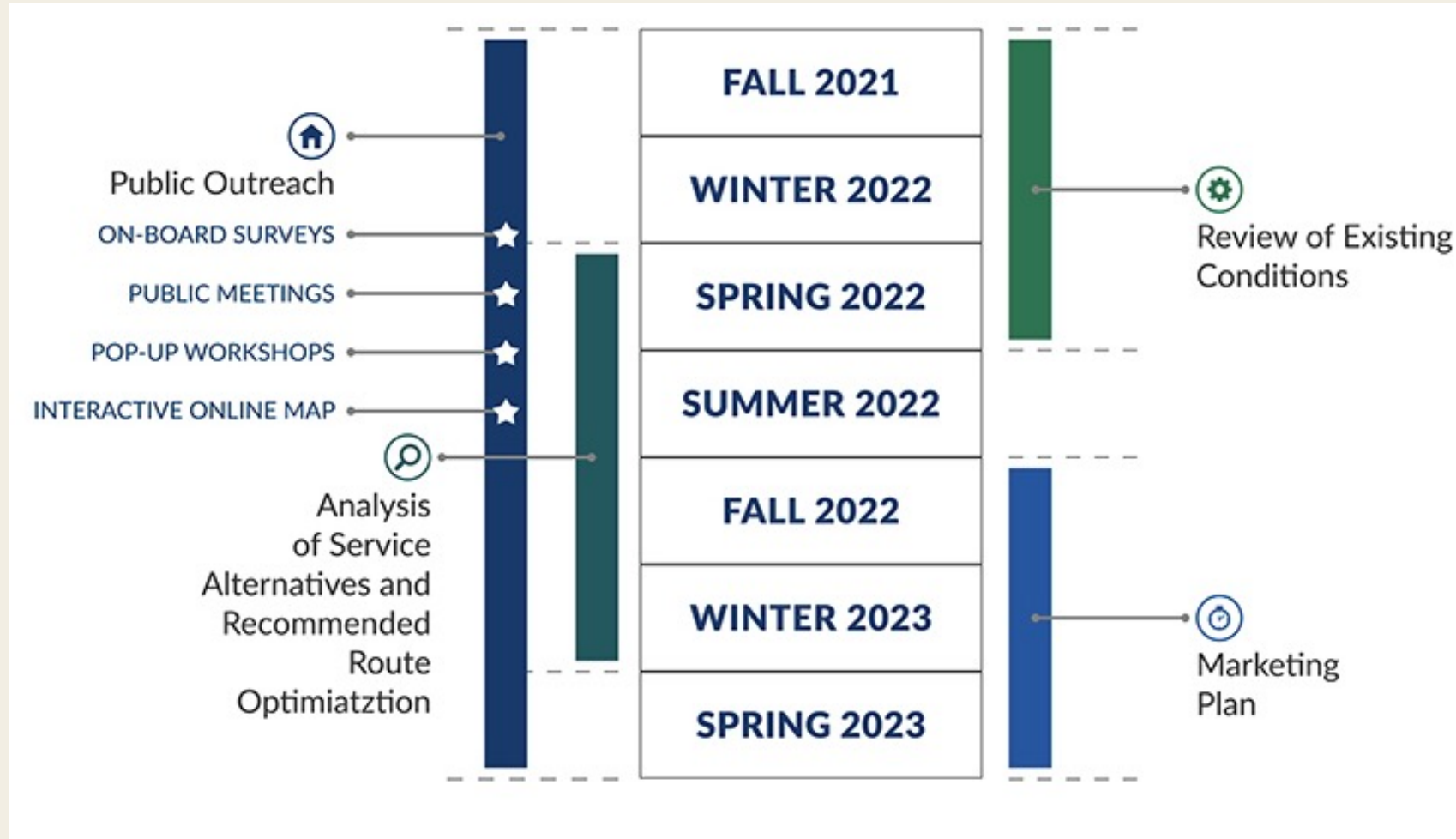
3. Please pick your top preference for the following improvements to fixed-route Paradise-Chico Service
 - More runs during weekdays
 - Later service on weekday evenings
 - More Saturday service
 - Sunday service



Live Discussion: Question and Answer Session

Virtual Community Meeting – October 25, 2022

Schedule



Next Steps

- B-Line is committed to robust public engagement to assure the Butte County Region community members have an opportunity to share their thoughts and ideas.
- Stay involved by visiting our website at:
<http://www.blinetransit.com/Resources/B-Line-Routing-Study/index.html>
- Contact Jon Clark for more information at jclark@bcag.org



THANK YOU FOR JOINING US