

TASK 3 WEBSITE SUMMARY

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Project #: 23021.021

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Project: Wasco County Transit Development Plan

Subject: Task 3 Website Summary

INTRODUCTION

Task 3 developed the service opportunities identified for Wasco County's Transit Development Plan (TDP). The analyses documented in *Memo #3: Unmet Transit Needs and Transit-Supportive Development Strategies* provide the foundation for developing service opportunities to address needs and provide efficient, effective, safe, and accessible transit service to communities in Wasco County through 2040. Future service opportunities identified include routing opportunities, service enhancements, coordination, information & technology, and facilities.

FUTURE SERVICE OPPORTUNITIES

The future service opportunities address transit needs through routing opportunities, service enhancement, coordination, information & technology, and facilities. These opportunities were developed based on stakeholder input; population, employment, and land use growth; and existing and future transit demand.

These opportunities will be evaluated using the criteria identified in *Memo #4: Evaluation Framework*. Opportunities identified to advance further in the process will be prioritized based on the evaluation results, which will be documented in *Memo #7: Future Service Design and Supporting Programs*.

Routing Opportunities

Two main types of routing opportunities were identified: updates to existing routes and creation of new routes. Updates to existing routes consists of potential changes to the existing Red and Blue deviated fixed-routes. The creation of new routes provides completely new routes that could replace, or be added to, existing routes.

Updates to Existing Routes

These primary updates to existing routes were considered:

- Add stops to the Blue Line
- Add a clockwise version of the Blue Line
- Revise Blue Line for Future Transitional Housing
- Convert the Blue Line from a counterclockwise loop to a figure-8 loop

- Convert the Blue Line to an out-and-back line and add stops
- Convert the Red Line from a loop to an out-and-back line and add stops – Option A
- Convert the Red Line from a loop to an out-and-back line and add stops – Option B

Figure 1: Add Stops to Blue Line

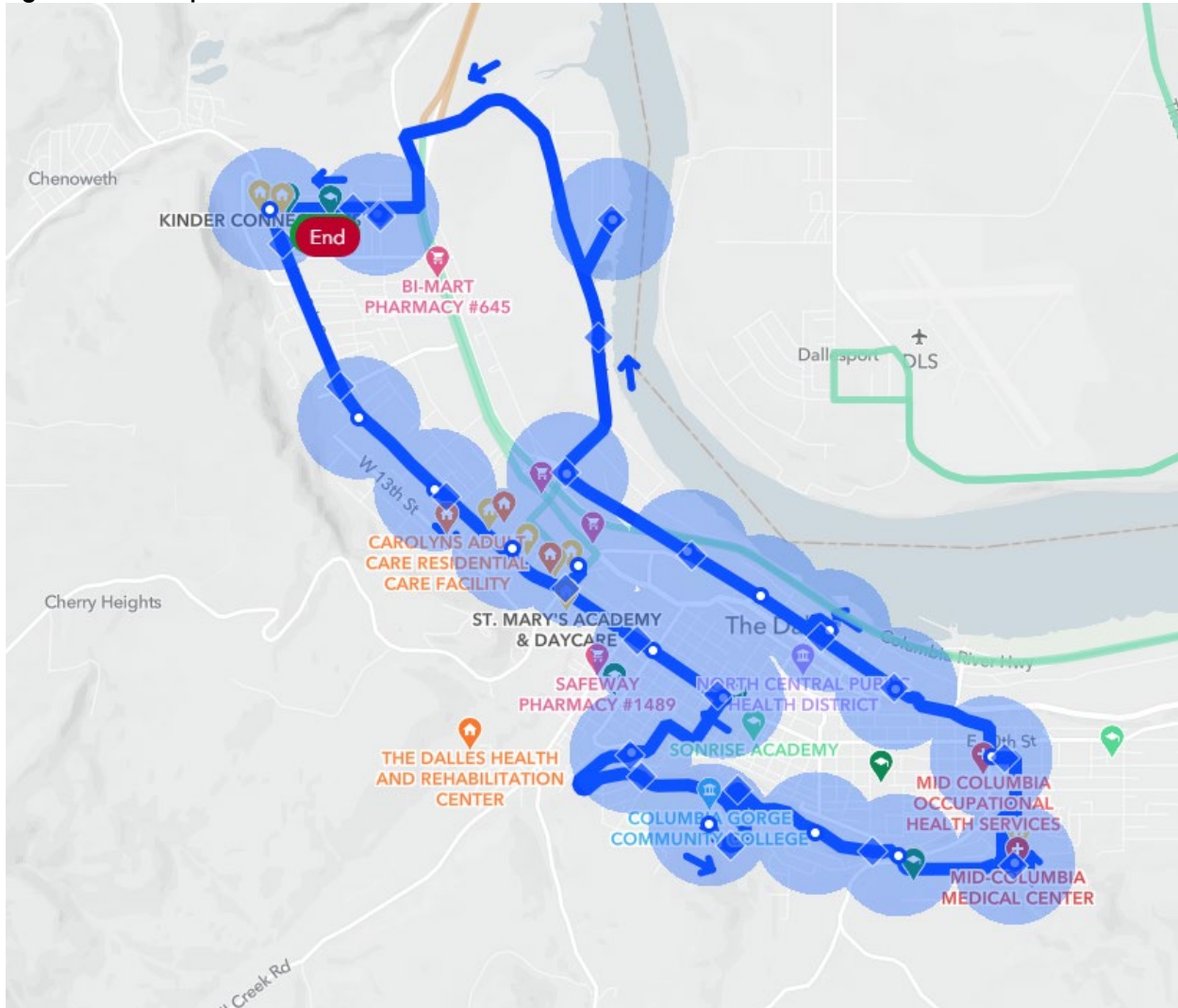


Figure 2: Add a Clockwise Version of the Blue Line

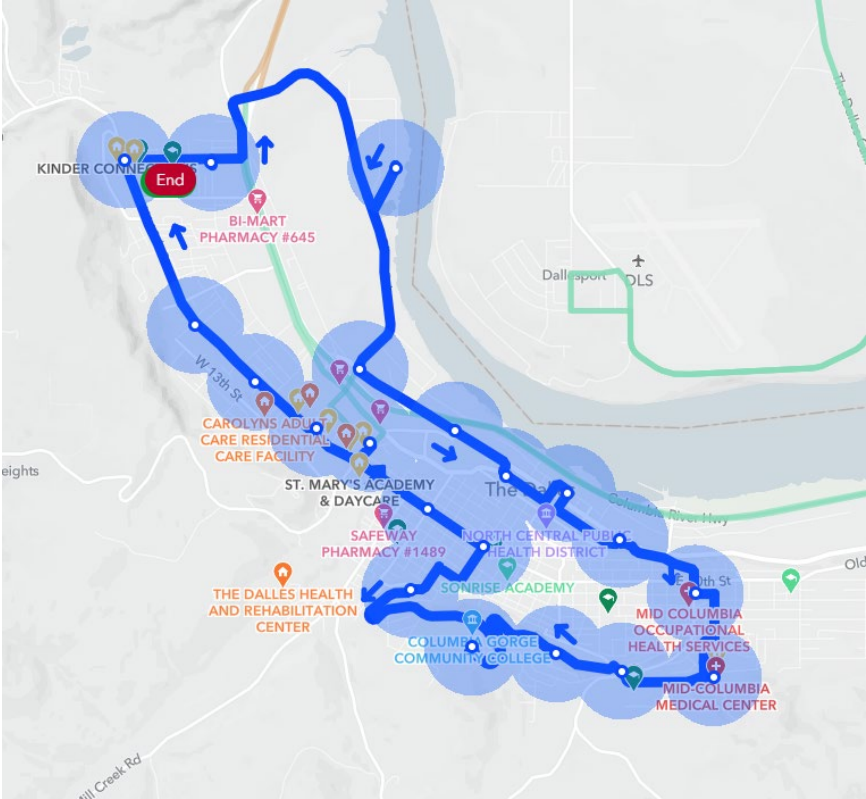


Figure 3: Convert the Blue Line from a Counterclockwise Loop to a Figure-8 Loop

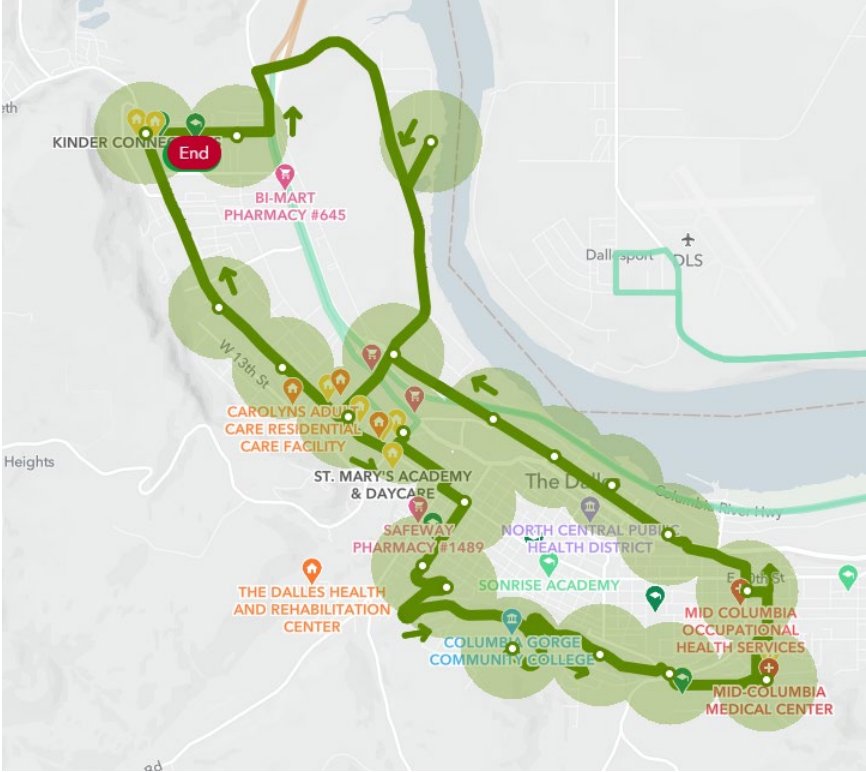


Figure 4: Revise Blue Line for Future Transitional Housing

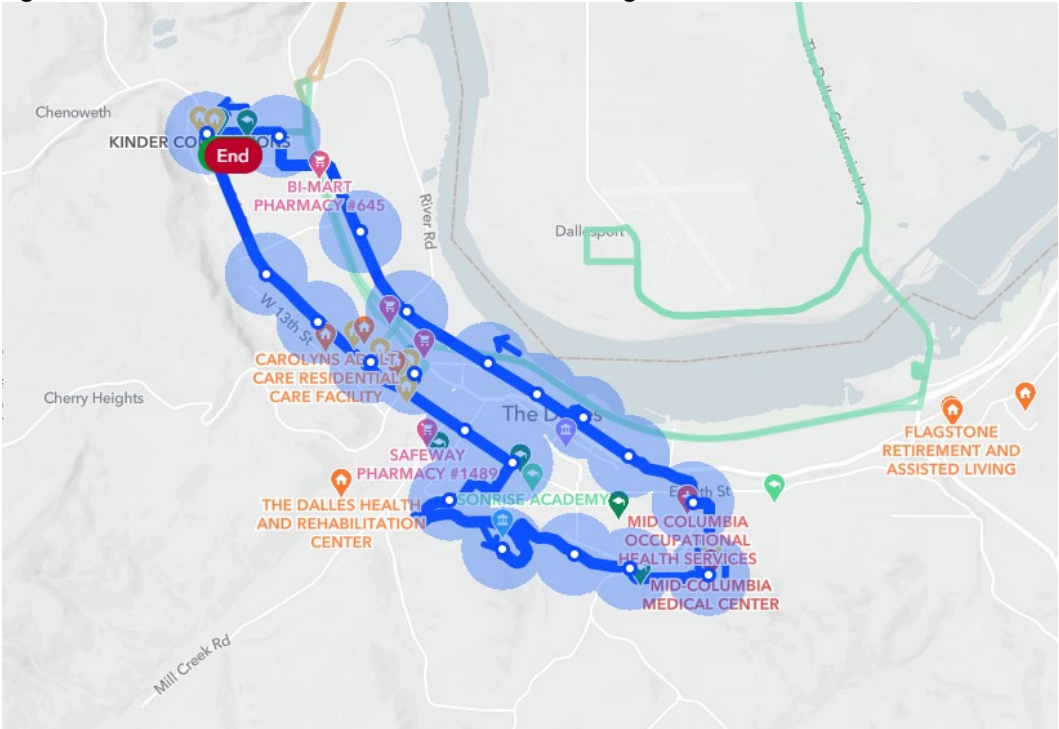


Figure 5: Convert the Blue Line to an Out-and-Back Line and Add Stops

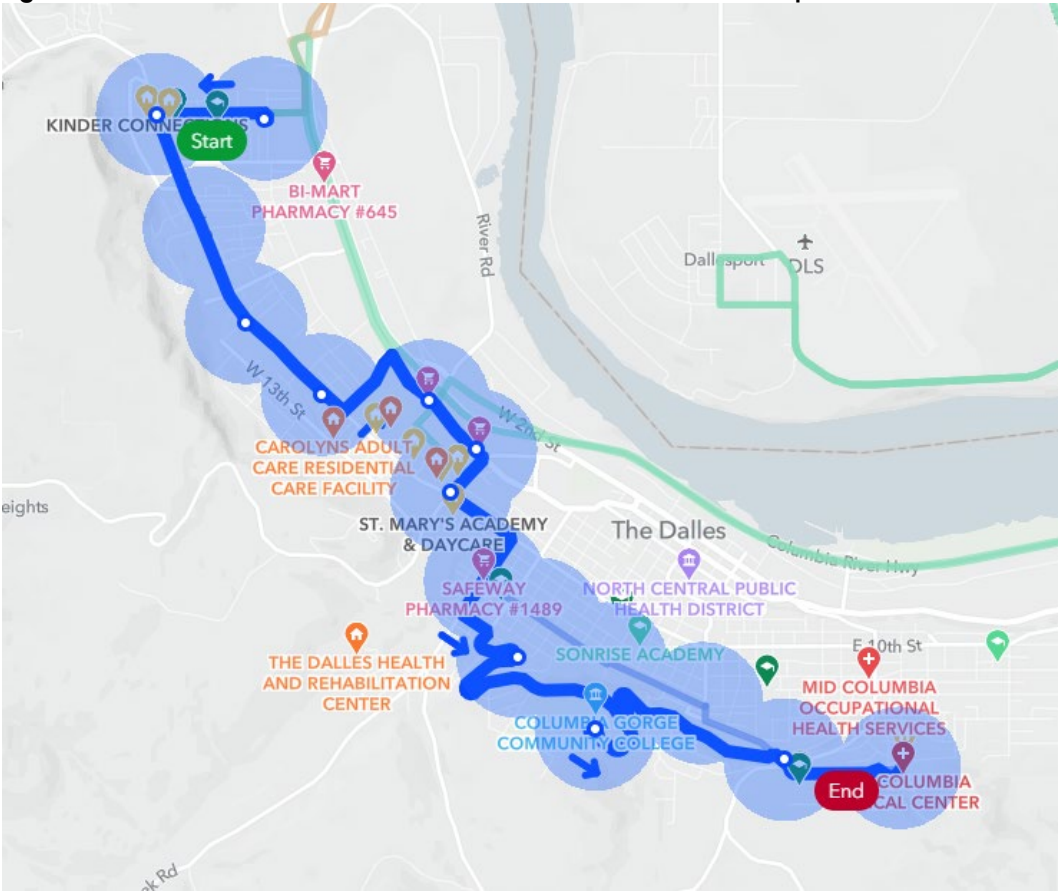


Figure 6: Convert the Red Line from a Loop to an Out-and-Back Line and Add Stops – Option A

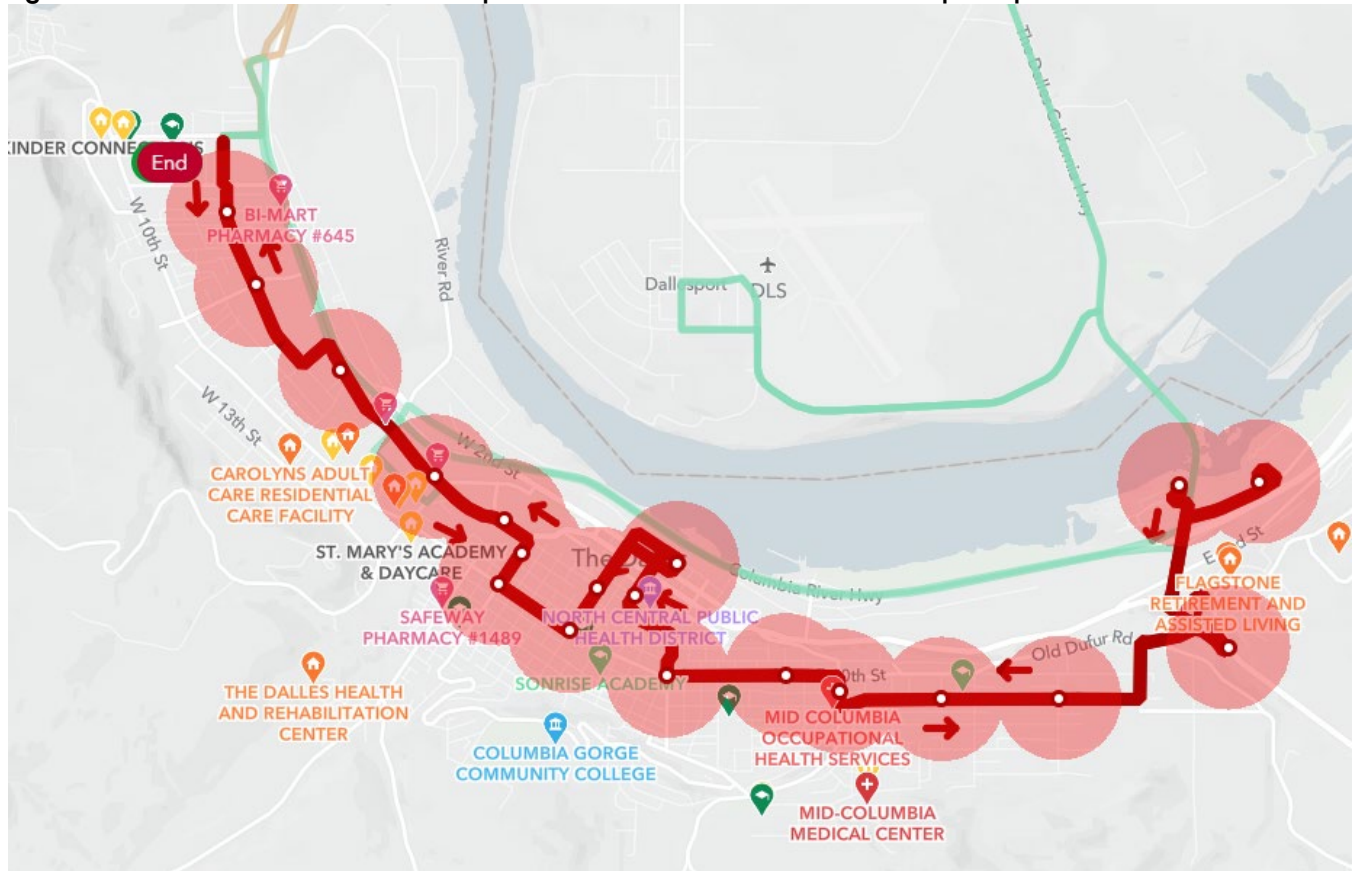
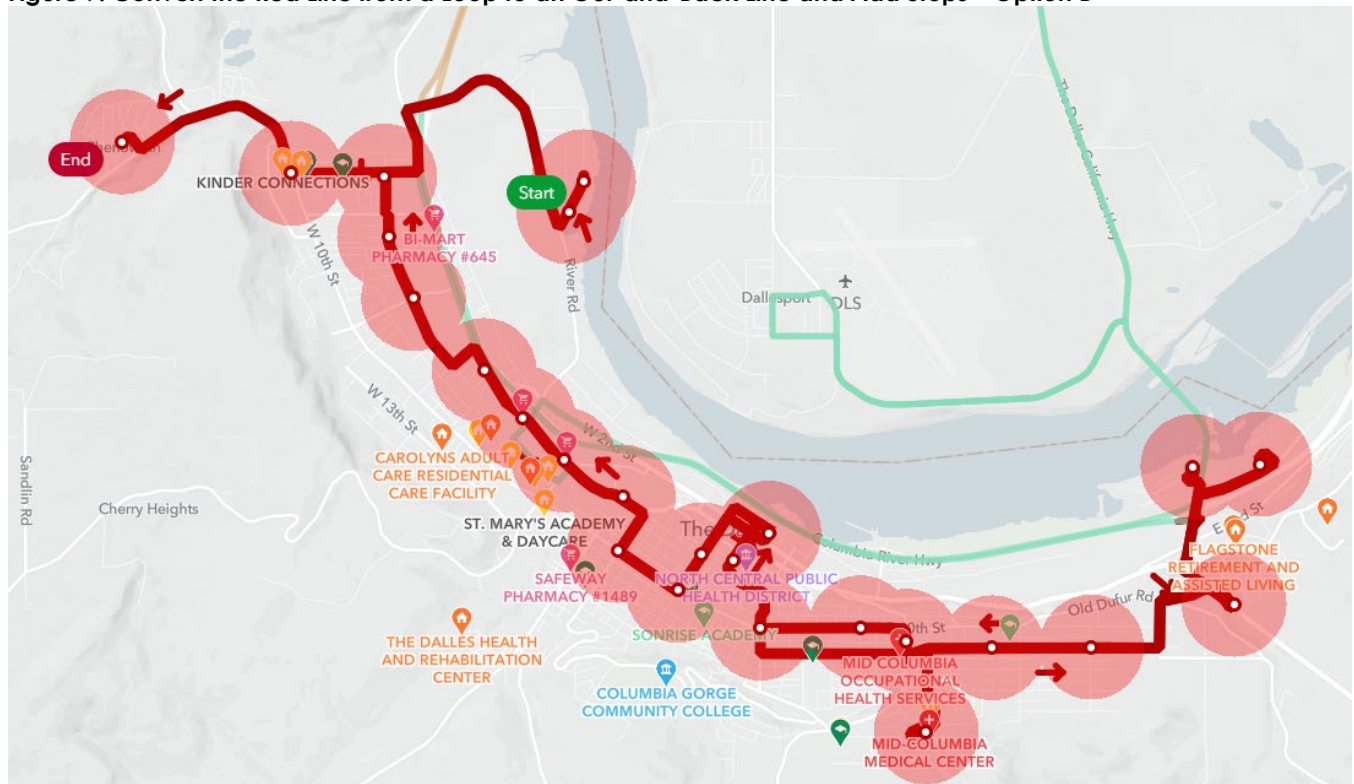


Figure 7: Convert the Red Line from a Loop to an Out-and-Back Line and Add Stops – Option B



Creation of New Routes

Four potential new routes were identified:

- New out-and-back route in The Dalles (via 10th Street)
- New out-and-back route in The Dalles (via 6th Street)
- New out-and-back route to Madras
- New out-and-back route to Maupin

Figure 8: New Out-and-Back Route in the Dalles (via 10th Street)



Figure 9: New Out-and-Back Route in The Dalles (via 6th Street)

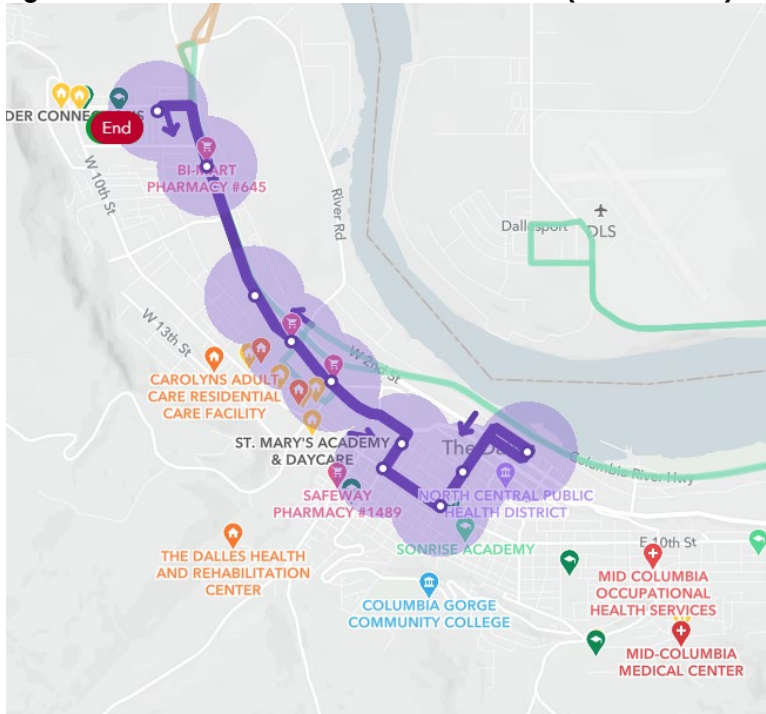


Figure 10: New Out-and-Back Route to Madras

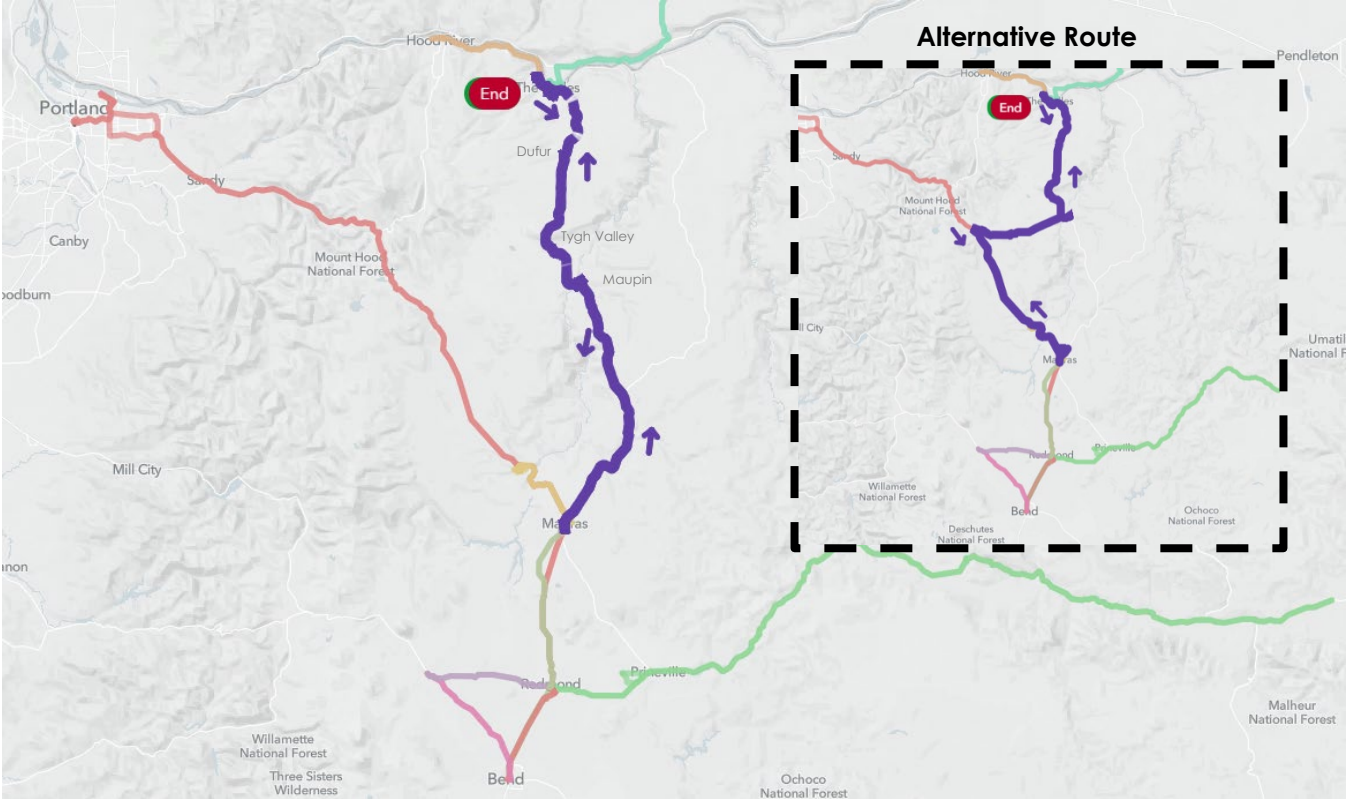
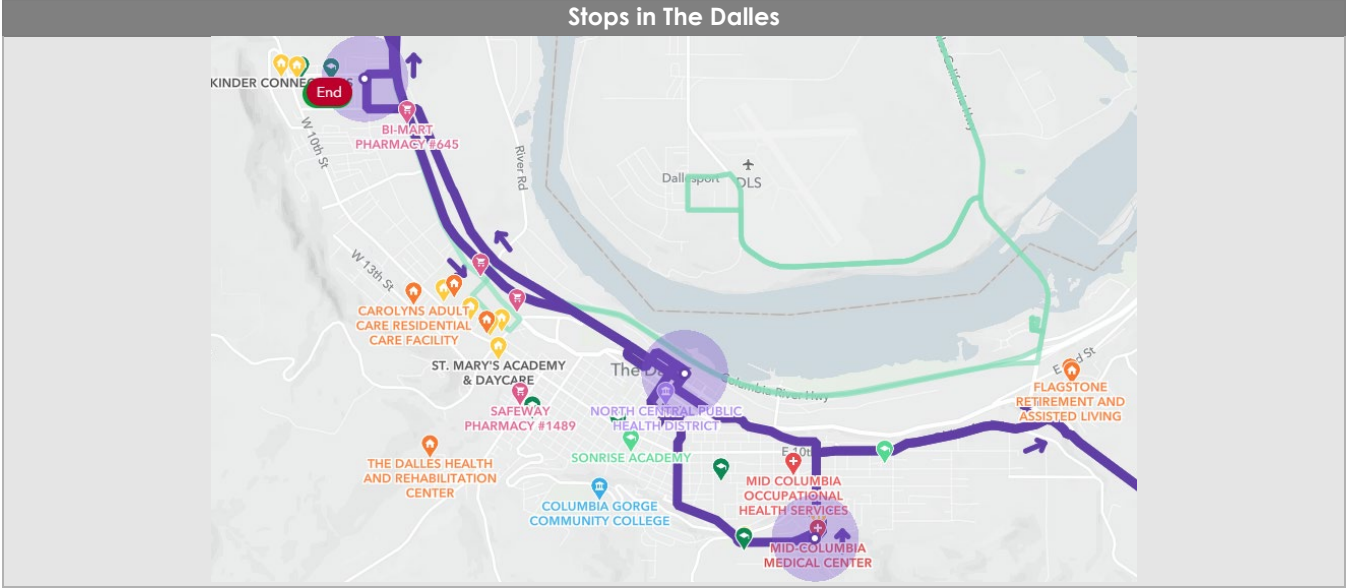
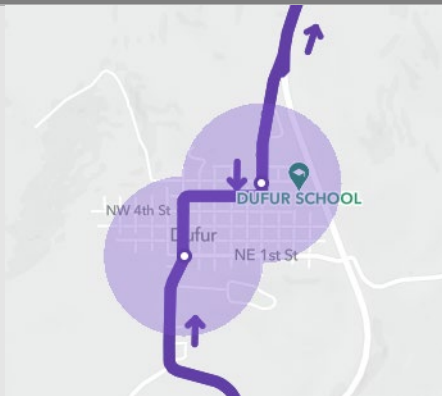


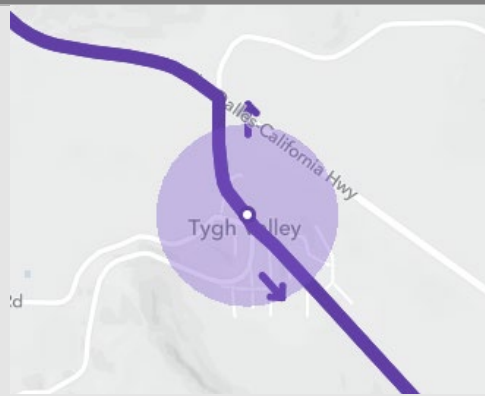
Figure 11: Local Stops along New Route to Madras



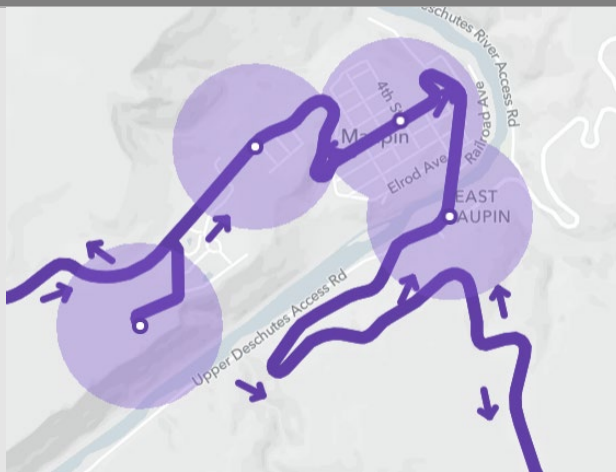
Stops in Dufur



Stop in Tygh Valley



Stops in Maupin



Stops in Madras

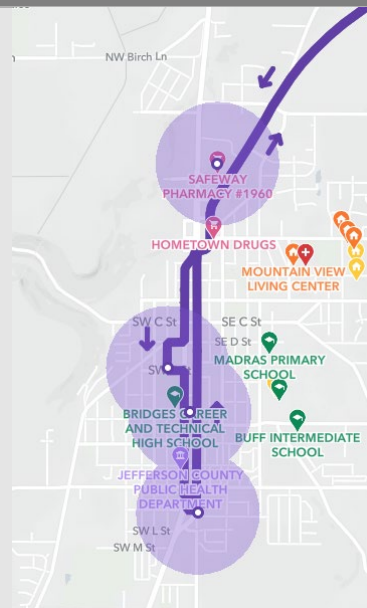


Figure 12: New Out-and-Back Route to Maupin

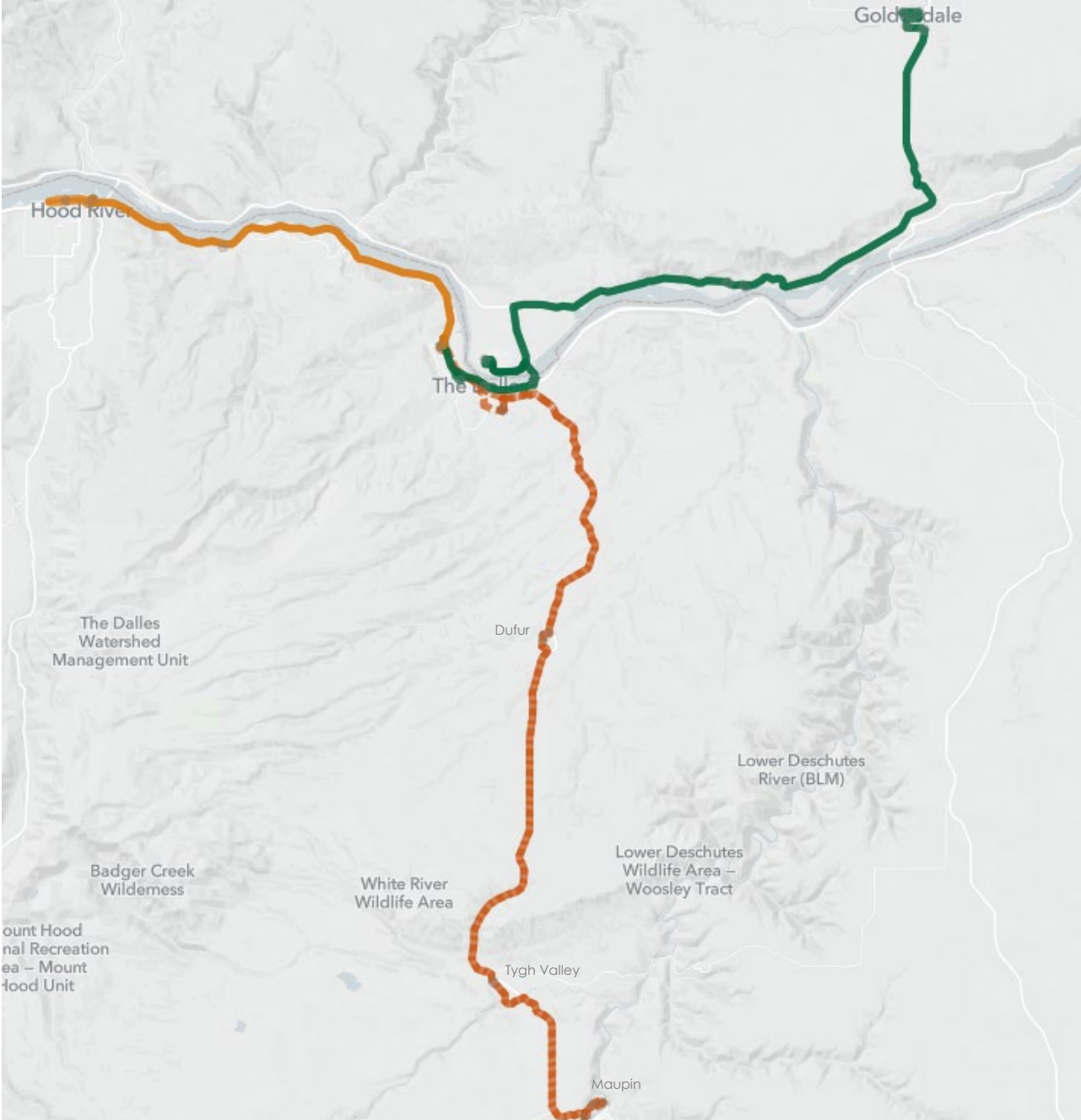
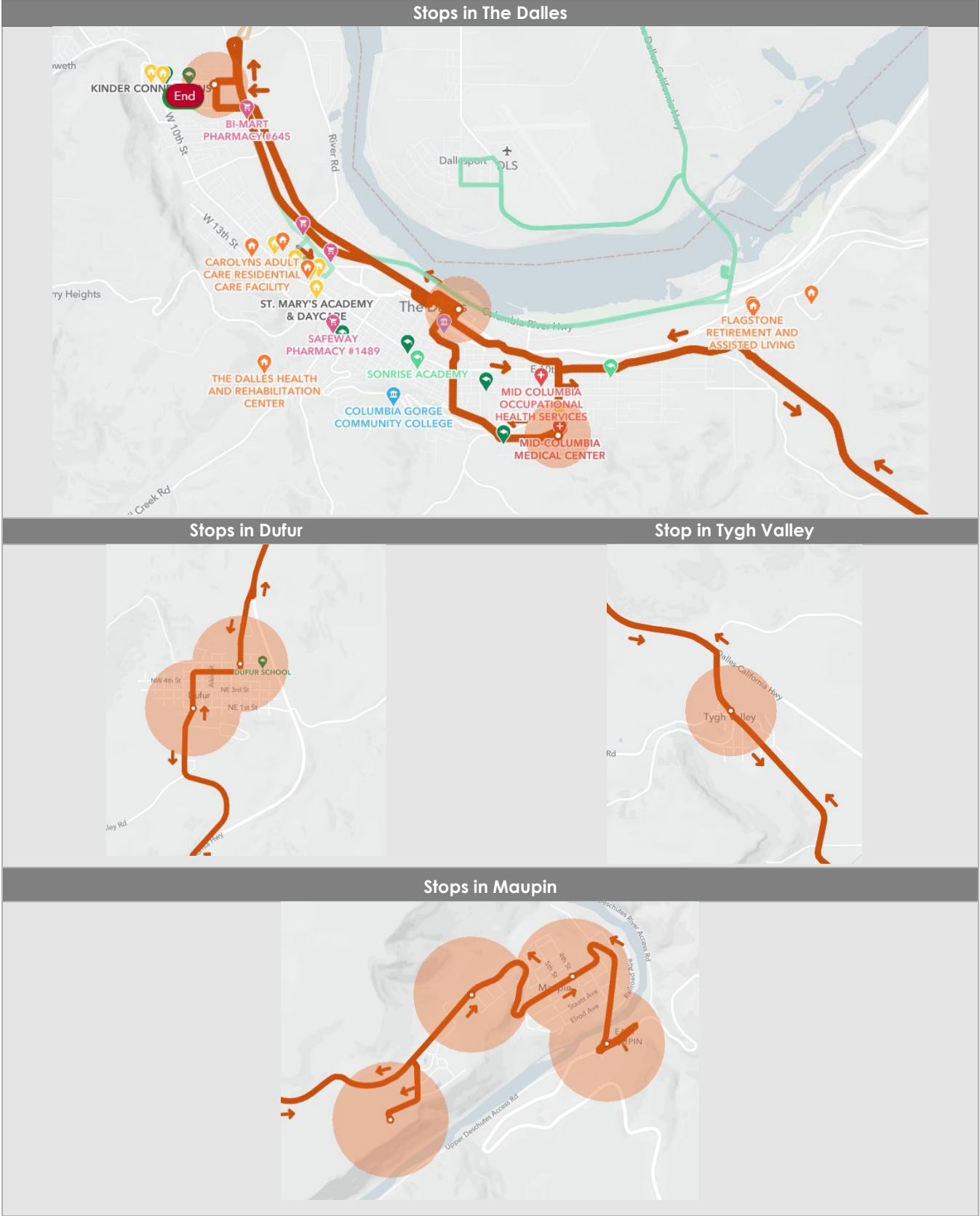


Figure 13: Local Stops along New Route to Maupin



Example Routing Combinations

Figure 14: Convert the Red and Blue Line to Out-and-Back Routes

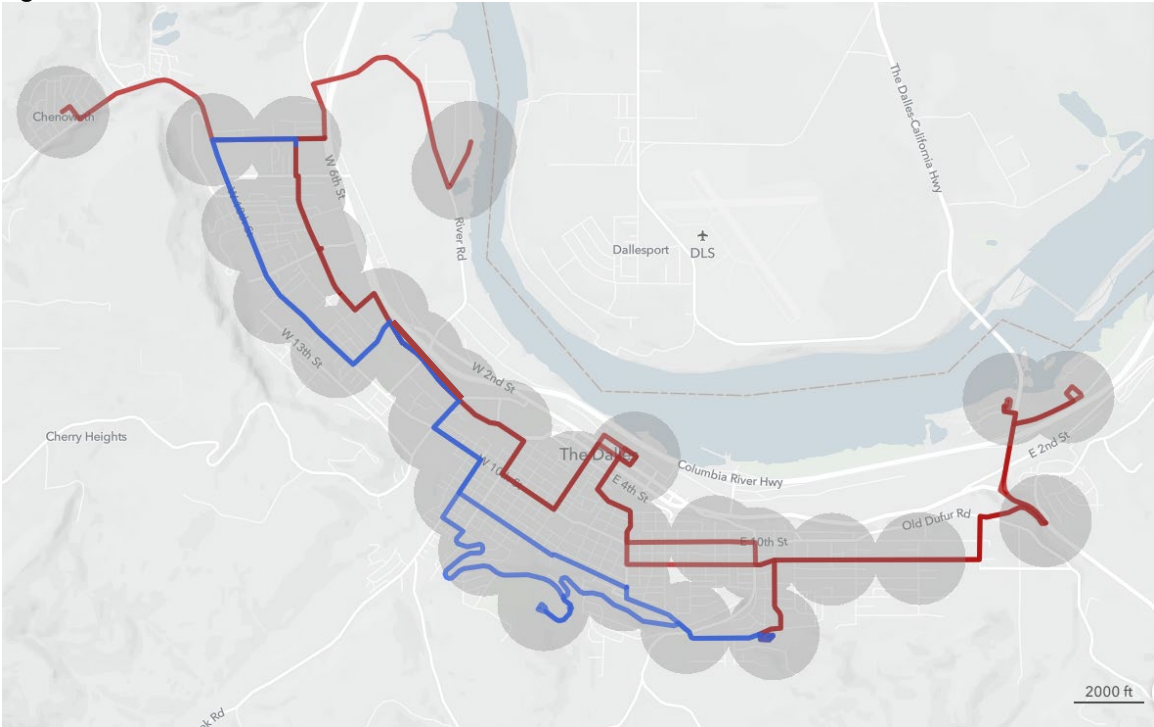


Figure 15: Convert the Blue Line to a Figure-8 Loop and Replace the Red Line with a Short Out-and-Back Route

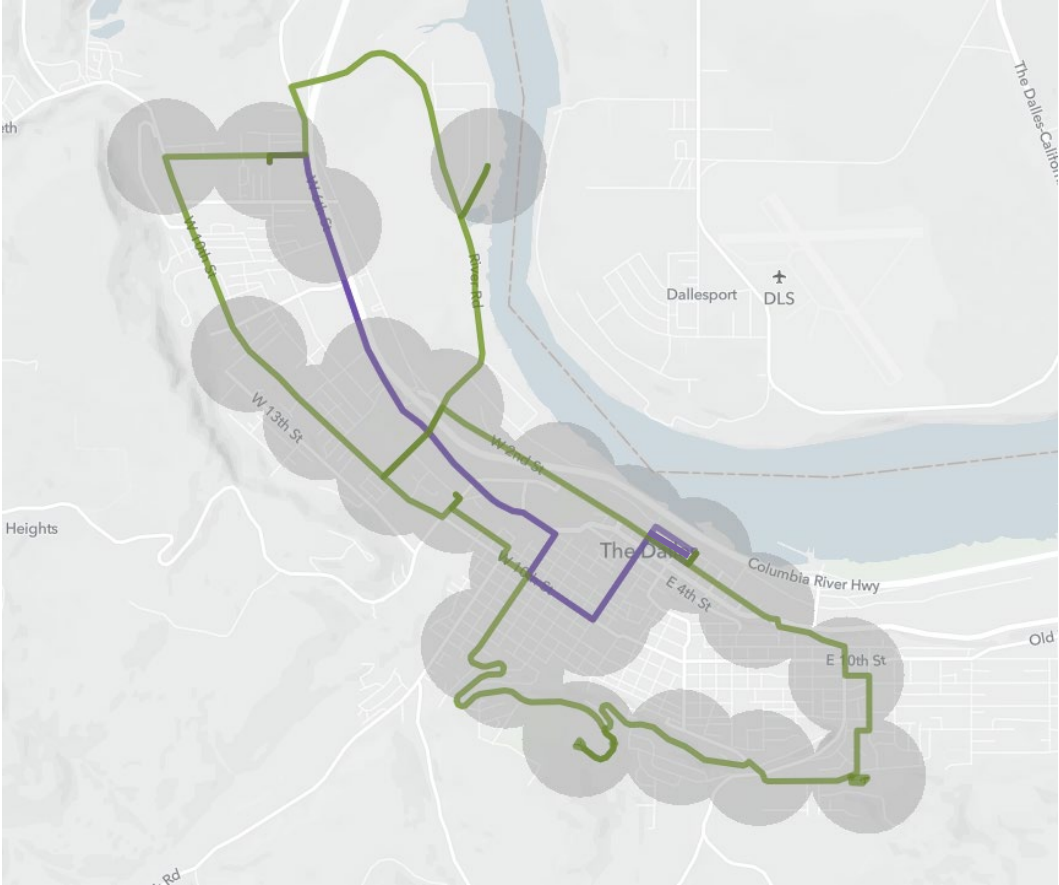
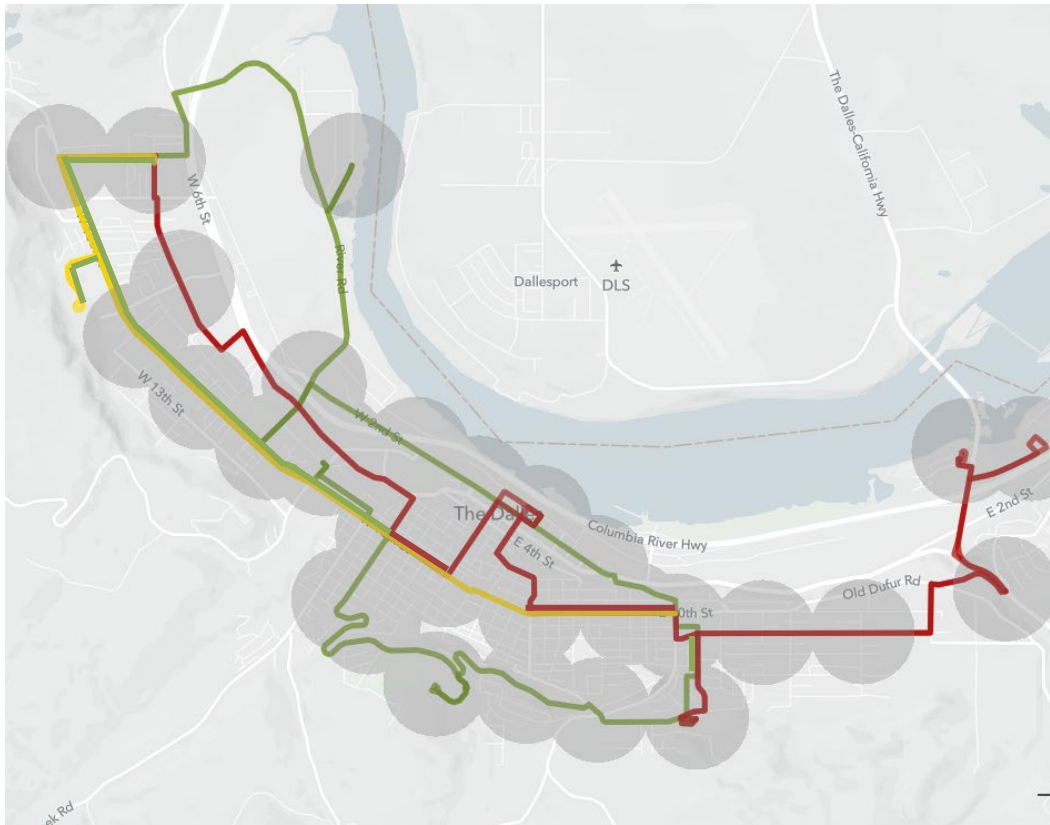


Figure 16: Convert the Blue Line to a Figure-8 Loop, Convert the Red Line to an Out-and-Back Route, and add a Short Out-and-Back Route



Other Improvements

- Service Enhancements** – The highest-priority improvements for survey respondents to Questionnaire #1 were increased frequency, extended service hours, and weekend service. This section summarized different operating hours scenarios, including earlier morning, later evening, and weekend service.
- Coordination** – Improving coordination with other providers in the region and between services in Wasco County can improve the efficiency and effectiveness of The LINK's transit services. This section explored strategies such as pulsing and interlining which provide more seamless transfer opportunities and travel time benefits for riders.
- Information and Technology** – Information and technology services can improve the existing ridership experience, attract new ridership by improving ease of transit use, and provide information to The LINK to help plan and operate transit service in the future. This section summarized the potential benefits of information and technology improvements, including real-time vehicle arrival information, fare payment options, online/mobile trip planning tools, and cameras. The impacts to transit ridership vary strongly by provider when implementing these services and thus changes in ridership are not explored for these improvements.
- Facilities** – Facilities improvements include bus stop, fleet, and bicycle and pedestrian improvements and park-and-ride lots. Similar to information and technology improvements, safe and comfortable facilities can improve the ridership experience and increase ridership by improving stop visibility, providing protection from poor weather, and improving access to transit. Security at stops can be enhanced by providing street lighting and locating stops in high-use areas. *Memo #3: Unmet Needs/Transit-Supportive Development Strategies* provides information about potential implications and high-level cost estimates for facility improvements.

- **Fleet Improvements** – This section reviewed the opportunities for the existing and future fleet, including fuel types and low-floor bus options. Clean and operational vehicles improve rider experience and properly maintained and replaced vehicles reduce the likelihood of vehicle breakdowns and/or disruptions to service.

FUNDING SCENARIOS

The funding scenarios describe existing funding sources, potential new sources, and different funding scenarios using these sources. This section also considers the COVID-19 implications for funding. Funding sources and opportunities are available to The LINK at the federal, state, and local level. Based on these funding sources, service recommendations are broken into two categories:

- **Fiscally Constrained** – Considers service opportunities that could be implemented within existing budgetary conditions. Constrained scenarios include redistribution of existing resources within The Dalles and obtaining new grants for South County services.
- **Fiscally Unconstrained** – Considers the ideal service in Wasco County where funding is not limited. These scenarios included new routes and expanded hours within The Dalles, and providing regional services without the new grant funding.

These recommendations will be expanded and refined in *Memo #7: Future Service Design and Supporting Programs*.