

## Albany Transit Presentation Script

### Slide 1:

Hello, and thank you for watching this presentation about the Albany Transit Improvement Strategy. My name is Steph Nappa, and I'm a local transportation planner working on this project. We're planning some changes to the Albany Transit system, and this presentation will describe the project, some background, and the three options we're considering. Let's get started!

### Slide 2:

This project will determine the new bus service Albany will start this summer. Oregon Cascades West Council of Governments is assisting with project management and public engagement, while transit consultants Nelson\Nygaard are providing technical support.

### Slide 3:

In 2018, Albany completed a Transit Development Plan which identified short, medium, and long term transit improvements. Oregon has recently increased transit funding, which has made it possible for Albany to start the medium term improvements. This project is refining the details of those improvements, building on the requests shared during public outreach in 2018.

We have three different improvement options, which include new bus routes and schedules. I'll be describing these options in further detail, and then we'd like your feedback about which option you like best.

### Slide 4:

To start, let's look at Albany's existing bus service. It currently runs from 6:30 am to 6:30 pm. There's a morning route, shown in blue, which runs until 9 am, and then the service switches to two routes, shown in green and red. The bus routes cover most of town, but they run in large one-way loops. This means if you take the bus from home to the store for example, you have to ride the bus around the entire loop to get back home, which isn't very convenient and makes bus trips very time consuming. Additionally, while the bus is meant to come every hour, the loops are too long and the bus is often running late.

### Slide 5:

There are also two regional routes, the Linn-Benton Loop which connects to Corvallis, and the Linn Shuttle, which connects to Lebanon and Sweet Home. Both of these routes have a few stops in town, and both connect LBCC and the Albany Amtrak Station by running along Hwy 99W. Keep these routes in mind as we go through the options for the new Albany system.

### Slide 6:

Before we dive into the three options, let's discuss the goals the project team used to develop them. The goals are 1) maintaining service area, 2) better on-time performance, 3) more frequent service, 4) service later in the evening, and 5) changing the routes to be more linear so the bus can run in both directions. None of the options were able to meet every goal, so there are some trade-offs between the options.

Slide 7:

Now let's start looking at the options. Option 1 is the simplest, we keep the existing daytime routes and just run them all day. Service will be a little later into the evening, ending around 7 pm instead of 6:30.

Slide 8:

The advantages of this option are that the routes and bus stops all remain the same, and by doubling the number of buses running and changing the schedule we'll see better on-time performance. This gives us increased bus frequency during the day, with buses coming every 45 minutes, but frequency will be reduced in the evening, which is one of the disadvantages. Routes also remain in one-way loops, which doesn't help improve the convenience of using the bus at all.

Slide 9:

For Option 2, we have a new route map with two bi-direction bus routes. Each route will run all day, with service from 6:30 am to 7:00 pm.

Slide 10:

The advantages of this option are better on-time performance, increased frequency during mid-day, and the routes are more bi-directional. However the disadvantages are that the frequency is reduced in the morning and evening, there will be changes to some bus stop locations, and it reduces service to North Albany, the section between Gibson Hill Fire Station and the North Albany Village commercial area.

Slide 11:

Our final option has three bi-directional routes, and all of them would run all day. Service will also run a bit later than it does currently, ending around 6:45 pm.

Slide 12:

The advantages of Option 3 are better on-time performance, the most linear routes out of the three options, and multiple direct routes to LBCC, which is the main destination in town. The disadvantages are reduced frequency all day, with buses coming every hour and 15 minutes. There would be changes to some bus stop locations, and it reduces service to parts of North Albany and East Albany. There would no longer be service up to Gibson Hill Road, or on Knox Butte Road and Goldfish Farm Road east of I-5.

Slide 13:

So, let's compare the different options. This table shows how each option compares to the current system. Let's first look at the trade-off between Service Area and Linear Routes. In order to make the routes more linear while also keeping the buses on time, there ended up being some cuts to service in Options 2 and 3. Option 1 keeps the service area the same but also keeps the circular routes.

Each option is able to achieve better on-time performance and slightly later service hours. Options 1 and 2 also increase bus frequency during the middle of the day.

One note on bus frequency for options 2 and 3: Because these routes are linear and the bus can run in both directions, we can think about the service frequency a little differently compared to option 1. Since there will be a bus stop on both sides of the street, each location sees a bus go by twice during each run.

So, while a bus comes less frequently going one direction (as reflected in this table) it will come back to that same location in the other direction.

Slide 14:

Now that we've looked at the different options, here are the next steps. First, please provide your feedback about these different options, you can either answer the survey online, or you can contact me directly.

Once we've heard from you we'll make a decision on which option to implement. Albany Transit staff will then select bus stops along the routes and finalize the bus schedules. Then, the new service can start this summer.

In 2023, Albany can apply for more funding to run the buses later and increase frequency further. And hopefully we'll continue to see increased State and Federal funding so that Albany can add more bus routes to expand the service area.

As I said at the beginning of the presentation, this is the medium term improvement scenario. As funding becomes available we'll continue making improvements to reach the long term scenario. If you don't see the improvements you want right now, let us know so that we can prioritize additional improvements

That's all from me, thanks again for watching, and feel free to contact me with any questions. Bye!