



OPEN HOUSE SUMMARY

Date: June 28, 2019 Project #: 21289
To: Paige West, RVT
From: Susan Wright, PE and Molly McCormick (Kittelson & Associates, Inc.)
Subject: Open House and Virtual Open House #3 Summary

TABLE OF CONTENTS

Table of Contents	1
Introduction	1
Preferred Future Systems.....	2
Additional Comments.....	6
Wrap-Up.....	6

INTRODUCTION

The following provides an overview of the third in-person open house and virtual open house for RVT's 2040 Transit Master Plan (TMP). The in-person open house occurred on June 5th, 2019 from 3:00 to 6:00 p.m. at the Medford Public Library. Six community members signed in with several more in attendance. The virtual open house was available online from June 3rd through June 17th, 2019. No comments were received.



RVT 2040 TRANSIT MASTER PLAN VIRTUAL OPEN HOUSE #3 VIRTUAL WORKSHOP

PROJECT BACKGROUND VISION & GOALS SHORT-TERM PREFERRED SYSTEM MID-TERM PREFERRED SYSTEM LONG-TERM PREFERRED SYSTEM
NEXT STEPS

WELCOME!

Welcome to our Virtual Open House for the Draft Rogue Valley Transportation District (RVT) 2040 Transit Master Plan.

In each "room" (or tabs located on the top of this page), you will find information about the draft plan, including details on the preferred future transit system to be included in the plan! Please visit each room and provide comments on each of the exhibits. View the exhibits full size by clicking on them and then clicking on the "view full size" text at the bottom.

Want to review the full draft plan? [Review the full plan document here.](#)

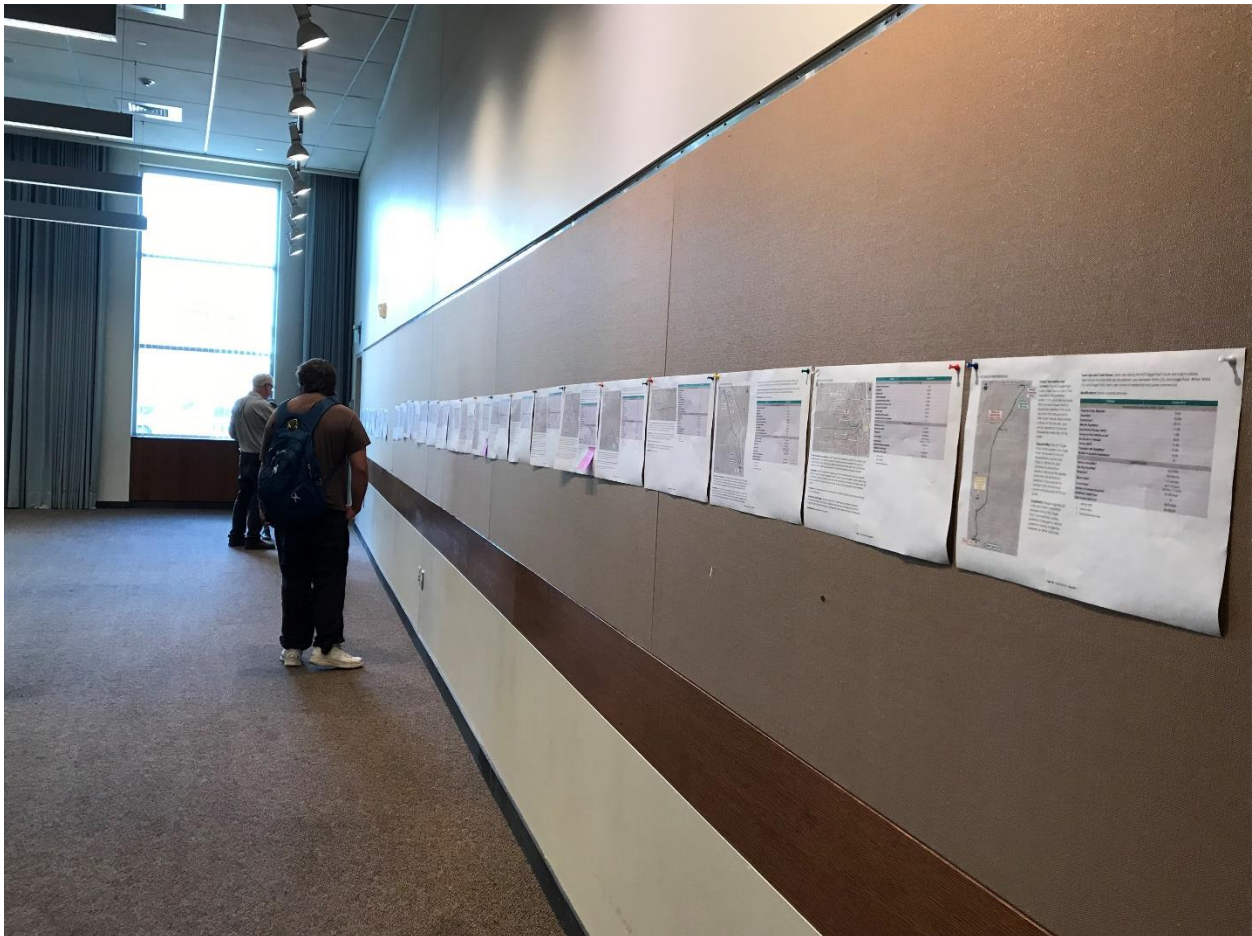
Please tell your friends and neighbors about this site so we can hear from them by the end of the day **Monday, June 17th**, when the virtual open house closes.



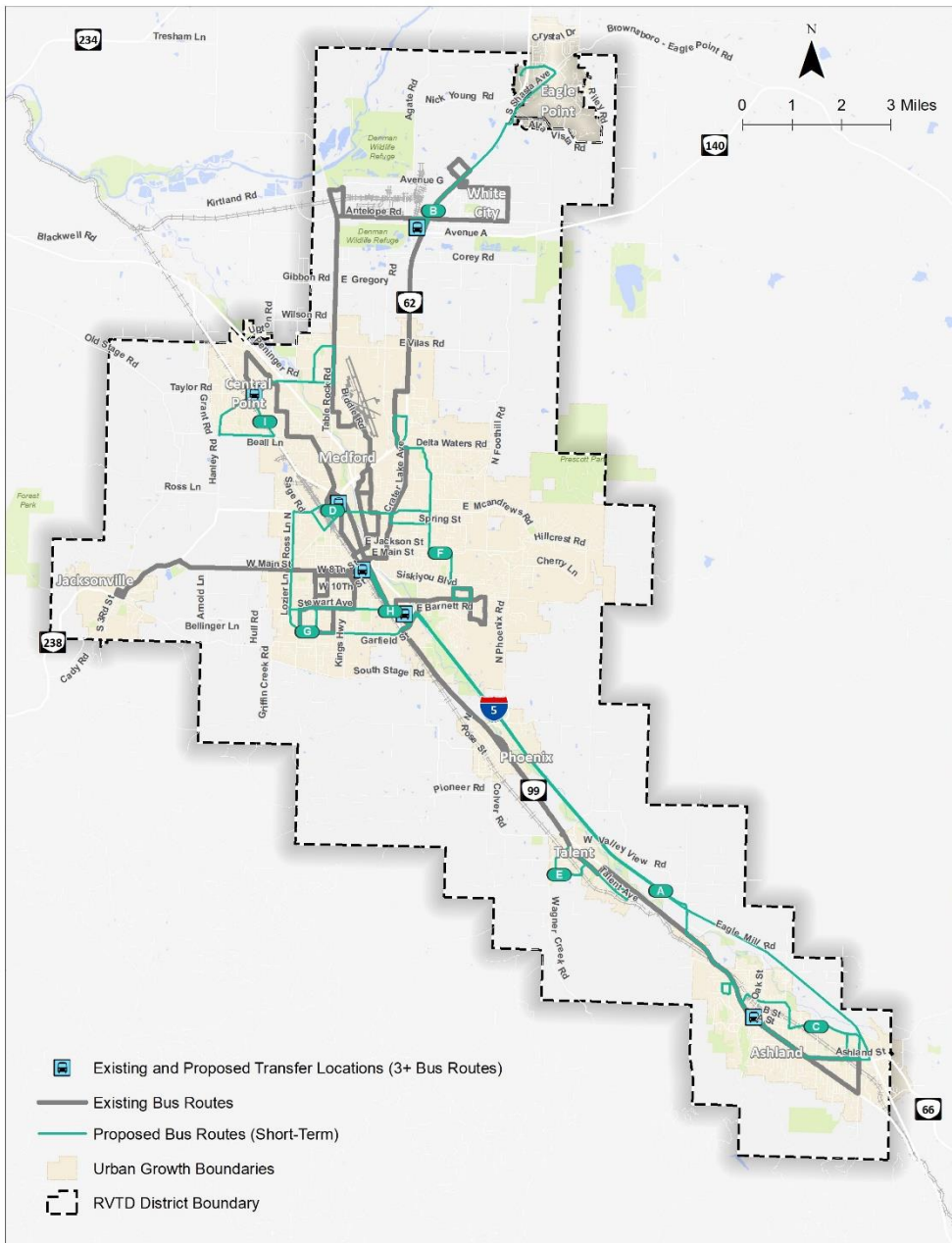
The following sections summarize the responses and findings from the open houses. The summary includes responses from in-person open house participants. *The virtual open house slides are included in Appendix A. The surveys collected at the in-person open house are included in Appendix B.*

PREFERRED FUTURE SYSTEMS

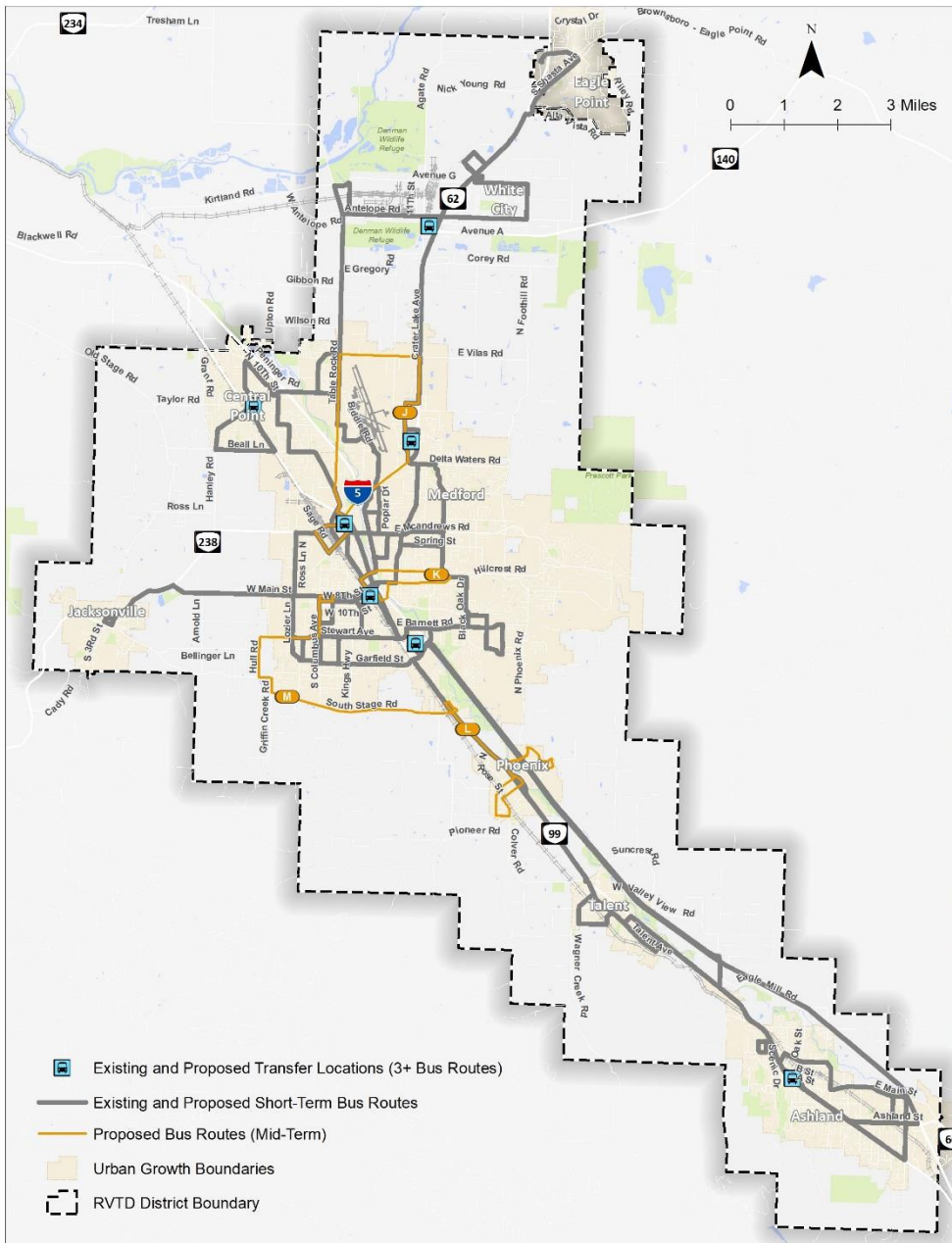
In-person and virtual open house participants were able to review a system map and list of projects for each of the three preferred future systems: short-term (2027), mid-term (2037), and long-term (2042). The system map posters shown below. In addition to the system-wide maps and project lists, each individual project was further described in the project sheets. Printed copies of the TMP and the project sheets were available for review at the in-person open house, as shown in the picture below.



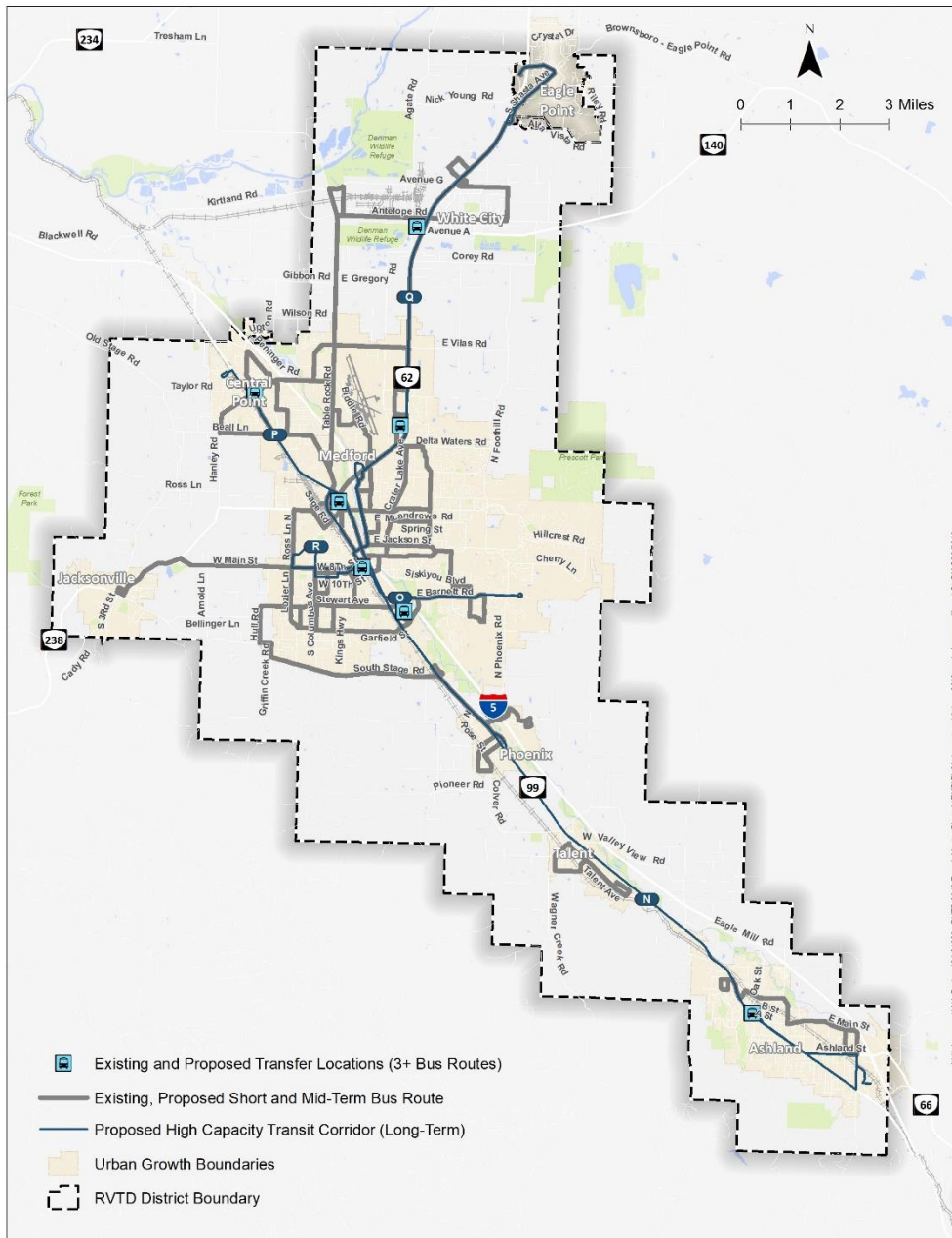
Short-term Preferred System - 2027



Mid-term Preferred System - 2037



Long-term Preferred System - 2042



Participants were asked to provide comments on the routes and priorities (short-term, mid-term, long-term) in the preferred system. The following comments about the preferred projects and routes were received at the in-person open house:

- ▶ How can RVTD work with local chambers and/or tourist bureaus to develop a successful Airport Express?
- ▶ Consider route edits for Route 1X – Ashland Express, including express to the airport and removing the loop in Ashland
- ▶ Consider route edits for Route 5 – Ashland Circulator, including extending the route north to serve Mountain Meadows

ADDITIONAL COMMENTS

Several in-person participants provided further comments not specifically related to the preferred systems and projects, including the following:

- ▶ Consider a new route to Cave Junction
- ▶ Consider a new route to the casino in Yreka or Canyonville
- ▶ Add direction arrows to route maps in the TMP
- ▶ Can buses accommodate electric bikes?
- ▶ Include electrification of buses in the TMP
- ▶ Move to full electric bus service by 2037 when useful life of CNG fueling facility life cycle ends and do not replace the CNG fueling station
- ▶ Fare should be free or fare should be free for low-income residents
- ▶ Need on-going dialogue with city councils, commissions, county commissioners, and transportation commissions

WRAP-UP

Participants were asked to provide information regarding their home and work/school locations. For the four completed in-person comment sheets, three participants lived and worked in the same zip code, while one participant is not currently working and only listed a home zip code. Table 1 shows the zip codes that were represented by the comment sheet participants and the corresponding zip code regions.

Table 1: Zip Code Descriptions

Zip Code	Region	Number of Responses
97501	East Medford	1
97504	West Medford	1
97520	Ashland	2

Appendix A Virtual Open House Slides

RVTD 2040 TRANSIT MASTER PLAN VIRTUAL OPEN HOUSE #3

VIRTUAL WORKSHOP

PROJECT BACKGROUND	VISION & GOALS	SHORT-TERM PREFERRED SYSTEM	MID-TERM PREFERRED SYSTEM	LONG-TERM PREFERRED SYSTEM
NEXT STEPS				

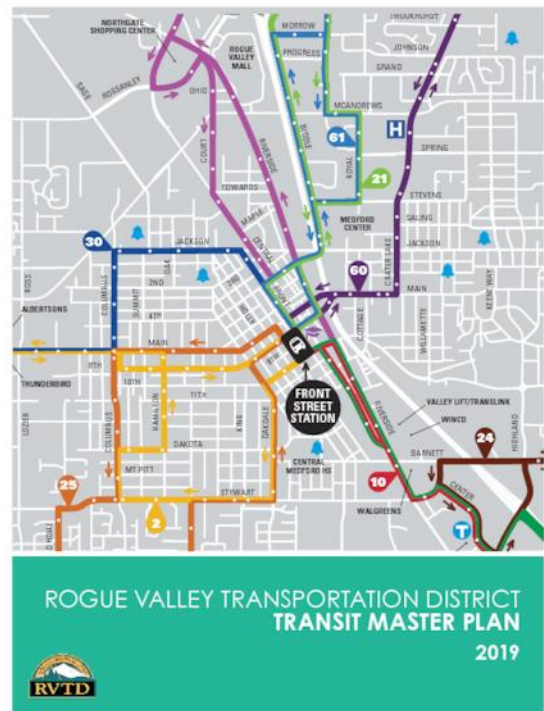
WELCOME!

Welcome to our Virtual Open House for the Draft Rogue Valley Transportation District (RVTD) 2040 Transit Master Plan.

In each "room" (or tabs located on the top of this page), you will find information about the draft plan, including details on the preferred future transit system to be included in the plan! Please visit each room and provide comments on each of the exhibits. View the exhibits full size by clicking on them and then clicking on the "view full size" text at the bottom.

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PROJECT BACKGROUND	VISION & GOALS	SHORT-TERM PREFERRED SYSTEM	MID-TERM PREFERRED SYSTEM	LONG-TERM PREFERRED SYSTEM
NEXT STEPS				

PROJECT BACKGROUND

The RVTD 2040 Transit Master Plan project began in early 2018. The plan development process included a series of technical memoranda, advisory committee and board meetings, and public outreach.

Please click the links to the right to learn more about the project.

EXHIBITS

- [About the Project](#)
- [Project Management Team](#)

DONE EXPLORING THIS ROOM?

[» VISION & GOALS ROOM](#)

PROJECT BACKGROUND

VISION & GOALS

SHORT-TERM PREFERRED SYSTEM

MID-TERM PREFERRED SYSTEM

LONG-TERM PREFERRED SYSTEM

NEXT STEPS

VISION & GOALS

Through public, advisory committee, and board member feedback, the following vision statement and goals were developed to guide the creation of the RVTD 2040 Transit Master Plan.

VISION STATEMENT

In 2040, RVTD provides quality, efficient public transportation for residents and visitors, including those who are transit-dependent, improving the quality of life and the environment in the Rogue Valley and connecting its diverse communities to jobs, opportunity, and daily needs.

GOAL I: COMMUNITY

Connect the region, focusing on increasing equitable access to transportation and improving quality of life.

GOAL II: COORDINATION

Coordinate closely with regional partners (such as the surrounding cities, Jackson County, ODOT, and other agencies), within RVTD, and with the public to ensure efficient delivery of high-quality services integrated with other modes and supportive land uses.

GOAL III: ECONOMY

Enhance RVTD's cost effectiveness and provide convenient and reliable service that supports the local economy.

GOAL IV: ENVIRONMENT

Implement a system that lessens the environmental impact of travel.

GOAL V: SERVICE QUALITY

Provide a service that is safe, comfortable and convenient for riders.

DONE EXPLORING THIS ROOM?

» [SHORT-TERM PREFERRED SYSTEM ROOM](#)

SHORT-TERM PREFERRED SYSTEM

The short-term (2027) preferred system is described via the links to the right. The service enhancements include the following:

- Reduced headways to 20 minutes on 4 routes
- 9 new routes

EXHIBITS

[Short-term Preferred System - 2027](#)[Short-term Preferred System Enhancement Projects - 2027](#)

DONE EXPLORING THIS ROOM?

[» MID-TERM PREFERRED SYSTEM ROOM](#)

SHORT-TERM PREFERRED SYSTEM » SHORT-TERM PREFERRED SYSTEM - 2027

Click on image to view larger size and an option to view full size.

PROVIDE FEEDBACK

Thoughts?

Comment*

Name

Email

Your name and email address will only be used to clarify your feedback if needed.

[SUBMIT FEEDBACK](#)

YOU ARE AT EXHIBIT 1 OF 2.

[Next Exhibit](#)

Short-term Preferred Service Enhancement Projects - 2027

Route ID	Route	Project Description	Capital Cost	Total Annual O&M Cost	Additional Annual O&M Cost	Additional Annual Service Hours	Number of Additional Buses (Total)	Potential Local Partners
2	2 - West Medford	Adjust route alignment and increase frequency	-	\$160,200	\$(81,500)	(1,358)	0 of (1)	Medford
24	24 - RRCM	Adjust route alignment, increase frequency, and hours	-	\$355,400	\$115,400	1,923	0 of (2)	Medford
25	25 - South Medford	Adjust route alignment and increase service hours	\$5,200	\$280,000	\$40,000	667	0 of (2)	Medford
30	30 - Jacksonville	Adjust route alignment	-	\$143,600	\$(44,300)	(737)	0 of (1)	Medford, Jacksonville
40	40 - Central Point	Adjust route alignment	-	\$483,300	\$0	0	0 of (3)	Medford, Central Point
60	60 - White City	Adjust route alignment and increase frequency	\$645,900	\$880,700	\$114,800	1,913	1 of (5)	Medford, White City, ODOT
A	1X - Ashland Express	New route	\$2,164,000	\$173,000	\$173,000	2,884	3 of (3)	Medford, Ashland, ODOT
B	3 - Eagle Point	New route	\$725,100	\$184,100	\$184,100	3,069	1 of (1)	Eagle Point, White City
C	5 - Ashland Circulator	New route	\$1,372,200	\$252,200	\$252,200	4,204	2 of (2)	Ashland
D	6 - Medford Crosstown	New route	\$692,000	\$206,600	\$206,600	3,443	1 of (1)	Medford
E	7 - Talent Circulator	New route	\$686,500	\$227,200	\$227,200	3,786	1 of (1)	Talent
F	26 - East Medford	New route	\$1,381,500	\$340,000	\$340,000	5,666	2 of (2)	Medford
G	27 - Northwest Medford	New route	\$710,900	\$233,800	\$233,800	3,896	1 of (1)	Medford
H	29 - Southwest Medford	New route	\$690,700	\$126,300	\$126,300	2,105	1 of (1)	Medford
I	41 - Central Point Circulator	New route	\$708,000	\$215,200	\$215,200	3,586	1 of (1)	Central Point
-	Rogue Valley Connector	Expand shared-ride service	-	Average cost per hour is \$45	Varies	Varies	-	Shady Cove, Eagle Point



MID-TERM PREFERRED SYSTEM

The mid-term (2037) preferred system is described via the links to the right. The service enhancements include the following:

- Reduced headways to 15-20 minutes throughout the system
- Saturday hours and reduced Saturday headways
- Sunday service
- 4 new routes

EXHIBITS

[Mid-term Preferred System - 2037](#)[Mid-term Preferred System Enhancement Projects - 2037](#)

DONE EXPLORING THIS ROOM?

[» LONG-TERM PREFERRED SYSTEM ROOM](#)

MID-TERM PREFERRED SYSTEM » MID-TERM PREFERRED SYSTEM - 2037

Click on image to view larger size and an option to view full size.

PROVIDE FEEDBACK

Thoughts?

Comment*

Name

Email

Your name and email address will only be used to clarify your feedback if needed.

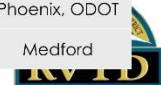
[SUBMIT FEEDBACK](#)

YOU ARE AT EXHIBIT 1 OF 2.

[Next Exhibit](#)

Mid-term Preferred Service Enhancement Projects - 2037

Route ID	Route	Project Description	Capital Cost	Total Annual O&M Cost	Additional Annual O&M Cost	Additional Annual Service Hours	Number of Additional Buses (Total)	Potential Local Partners
2	2 - West Medford	Increase route frequency and hours	\$660,00	\$243,500	\$83,300	1,388	1 of (2)	Medford
10	10 - Ashland	Increase route frequency and hours	\$1,320,000	\$2,687,200	\$1,127,800	18,796	2 of (8)	Medford, Phoenix, Talent, Ashland, ODOT
21	21 - Poplar Square	Increase route frequency and hours	\$660,00	\$525,300	\$418,200	6,970	1 of (2)	Medford
24	24 - RRMC	Increase route hours	-	\$491,700	\$136,300	2,272	0 of (2)	Medford
25	25 - South Medford	Increase route alignment, frequency, and hours	-	\$671,600	\$391,600	6,527	1 of (2)	Medford
30	30 - Jacksonville	Increase route frequency and hours	-	\$345,100	\$201,500	3,357	0 of (1)	Medford, Jacksonville
40	40 - Central Point	Increase route frequency and hours	\$660,000	\$913,100	\$429,800	7,164	1 of (4)	Medford, Central Point
60	60 - White City	Increase route frequency and hours	\$660,00	\$1,719,500	\$838,800	13,981	1 of (6)	Medford, White City, ODOT
61	61 - RCC Table Rock	Adjust route alignment, increase frequency and hours	\$1,324,400	\$898,400	\$494,700	8,246	2 of (4)	Medford, White City, RCC, Medford International Airport
B	3 - Eagle Point	Increase route frequency and hours	\$660,00	\$484,600	\$300,500	5,008	1 of (2)	Eagle Point, White City
C	5 - Ashland Circulator	Increase route frequency and hours	-	\$551,400	\$299,200	4,986	0 of (2)	Ashland
D	6 - Medford Crosstown	Increase route frequency and hours	\$660,00	\$454,400	\$247,800	4,131	1 of (2)	Medford
E	7 - Talent Circulator	Increase route hours	-	\$296,100	\$68,900	1,149	0 of (1)	Talent
F	26 - East Medford	Increase route frequency and hours	\$1,320,000	\$927,200	\$587,200	9,788	2 of (4)	Medford
G	27 - Northwest Medford	Increase route frequency and hours	\$660,00	\$532,600	\$298,800	4,981	1 of (2)	Medford
H	29 - Southwest Medford	Increase route hours	-	\$160,100	\$33,800	564	0 of (1)	Medford
I	41 - Central Point Circulator	Increase route frequency and hours	\$660,00	\$468,300	\$253,100	4,219	1 of (2)	Central Point
J	8 - Beltway	New route	\$1,382,900	\$484,700	\$484,700	5,385	2 of (2)	Medford, Central Point, Medford International Airport
K	28 - E Jackson	New route	\$684,000	\$381,200	\$381,200	4,235	1 of (1)	Medford
L	9 - Phoenix Circulator	New route	\$1,391,500	\$656,500	\$656,500	7,294	2 of (2)	Phoenix, ODOT
M	23 - South Stage	New route	\$2,065,300	\$769,600	\$769,600	8,551	3 of (3)	Medford



LONG-TERM PREFERRED SYSTEM

The long-term (2042) preferred system is described via the links to the right. The service enhancements include the following:

- Reduced headways to 10 minutes on identified high-capacity transit (HCT) routes
- 3 new HCT routes and upgrades Route 10 to HCT

EXHIBITS

[Long-term Preferred System - 2042](#)

[Long-term Preferred System Enhancement Projects - 2042](#)

DONE EXPLORING THIS ROOM?

[» NEXT STEPS ROOM](#)



LONG-TERM PREFERRED SYSTEM » LONG-TERM PREFERRED SYSTEM - 2042

Click on image to view larger size and an option to view full size.

PROVIDE FEEDBACK

Thoughts?

Comment*

Name

Email

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[SUBMIT FEEDBACK](#)

YOU ARE AT EXHIBIT 1 OF 2.

[Next Exhibit](#)

Long-term Preferred Service Enhancement Projects - 2042

Route ID	Route	Project Description	Capital Cost	Total Annual O&M Cost	Additional Annual O&M Cost	Additional Annual Service Hours	Number of Additional Buses (Total)	Potential Local Partners
10	10 - Ashland	Remove route (Replaced with 10X - HCT)	-	-	\$(2,687,200)	(44,786)	-8	Medford, Phoenix, Talent, Ashland, ODOT
A	1X - Ashland Express	Remove route	-	-	\$(266,200)	(4,437)	-3	Medford, Ashland, ODOT
N	10X - HCT Ashland	New route	\$9,428,900	\$4,870,300	\$4,870,300	45,095	10 of (10)	Medford, Phoenix, Talent, Ashland, ODOT
O	24X - HCT Barnett	New route	\$2,684,300	\$1,099,500	\$1,099,500	10,181	3 of (3)	Medford
P	40X - HCT Central Point	New route	\$3,366,200	\$1,283,100	\$1,283,100	11,881	3 of (3)	Medford, Central Point
Q	3X - HCT Eagle Point	New route	\$8,075,800	\$3,838,300	\$3,838,300	35,540	8 of (8)	Medford, White City, Eagle Point, ODOT
R	30X - HCT W Main	New route	\$1,344,500	\$619,100	\$619,100	5,732	2 of (2)	Medford



PROJECT BACKGROUND

VISION & GOALS

SHORT-TERM PREFERRED SYSTEM

MID-TERM PREFERRED SYSTEM

LONG-TERM PREFERRED SYSTEM

NEXT STEPS

NEXT STEPS

Thank you for providing feedback for the draft RVTD 2040 Transit Master Plan! To see all RVTD 2040 Transit Master Plan information or review the entire draft plan, please visit the project website at <http://www.rvtd2040transitplan.com>. The plan will be updated based on feedback collected before the RVTD board adoption meeting at the end of June 2019.

Work on this project will continue through fall 2019 as further details for implementation of the preferred system are developed, covering local jurisdictions and policy recommendations, plans for each department of RVTD, and a transportation options plan.

WHEN YOU'RE DONE EXPLORING THIS ROOM AND PROVIDING FEEDBACK, YOU'RE DONE WITH THE WORKSHOP! THANKS!

Appendix B Open House Response Logs



ROGUE VALLEY TRANSPORTATION DISTRICT
2040 TRANSIT MASTER PLAN
OPEN HOUSE 3 SIGN IN SHEET

Name: A. DARR Email: avt2001k

Name: James Stephens Email: electroquest@g.com

Name: Chris Luz Email: ChrisLuz777@yahoo.com

Name: Louise SHAWKAT Email: on file.

Name: Travis Justice Email: stcrsd77@gmail.com

Name: Rox Zimmerman Email: _____

Name: _____ Email: _____

Name: _____ Email: _____

Name: _____ Email: _____

Name: _____ Email: _____

Name: _____ Email: _____

Name: _____ Email: _____

Name: _____ Email: _____

Name: _____ Email: _____

Name: _____ Email: _____

Name: _____ Email: _____



Name: Rex Zimmerman

Home ZIP code: 97501

Email: _____

Work ZIP code: same

ROUTES AND PRIORITIES

1. Please share any comments below on the individual routes recommended in the plan:

sounds good to me I use the BUS mainly
For the VA BUT would like a BUS TO CAVE JUNCTION
OR TO THE CASSINO IN TIREKA or CANYONVILLE IS THIS
a POSSIBILITY

2. Are there any projects that you think should have a different priority than shown in the plan?

GENERAL COMMENTS

Please provide any additional comments or suggestions you have for us here:

IS THERE ANY CHANCE OF A NEW ROUTE TO CAVE JUNCTION?
I am very pleased with our current transit
system NO real concerns. I use the BUS mainly
For the VA. very pleased with that ROUTE
Drivers are very nice and pleasant



Name: Louise STAWKAT Home ZIP code: 97520
Email: on file Work ZIP code:

ROUTES AND PRIORITIES

1. Please share any comments below on the individual routes recommended in the plan:

How can RVTD work w/ Local Chambers, tourist bureaus to develop a successful Airport Express

(u all have done A lot of hard WORK thank you)

2. Are there any projects that you think should have a different priority than shown in the plan?

GENERAL COMMENTS

Please provide any additional comments or suggestions you have for us here:

have direction arrows on maps

can Buses accommodate electric bikes?

There is no documentation of on going dialogue w/ cities, commissions + county commissioners True you have taken comments + polls however I think there is an absence of continuous dialogue = 2way.

of course I would like mention of electrification of buses as that seems to be the future. The plan makes no mention of the state of Oregon's necessity

THANK YOU FOR YOUR INPUT!

Visit our website: <http://rvtd2040transitplan.com>

Canadian Chamber RVTD is going to adjust



Name: GRAHAM J. TRIM Home ZIP code: 97504
Email: GRAHAM.J.TRIM@GMAIL.COM Work ZIP code: 97504

ROUTES AND PRIORITIES

1. Please share any comments below on the individual routes recommended in the plan:

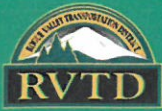
2. Are there any projects that you think should have a different priority than shown in the plan?

GENERAL COMMENTS

Please provide any additional comments or suggestions you have for us here:

FARE SHOULD BE FREE
or alternatively

FARE SHOULD BE FREE FOR LOW-INCOME
RESIDENTS



Name: James Stephens Home ZIP code: 97520
Email: electroquest@g.com Work ZIP code: 97520

ROUTES AND PRIORITIES

1. Please share any comments below on the individual routes recommended in the plan:

SEE MAP MARK-UPS FOR:
1. ROUTE 1X
2. ROUTE 5

2. Are there any projects that you think should have a different priority than shown in the plan?

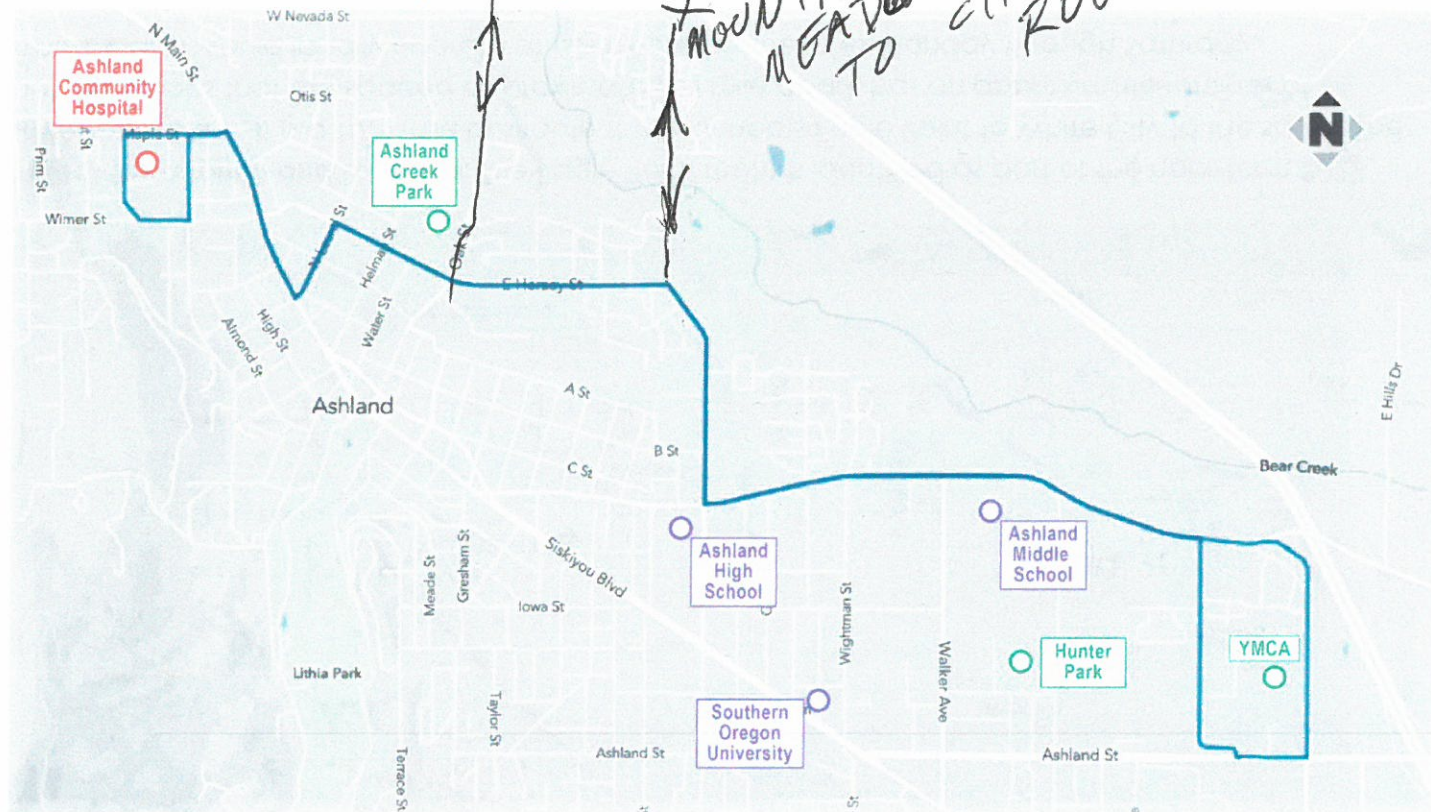
1. PLAN MOVING TO FULL ELECTRIC
BUS SERVICES BY 2037 WHEN
USEFUL LIFE OF CNG FUELING
FACILITY LIFECYCLE ENDS.
2. DO NOT REPLACE CNG FUELING STATION.

GENERAL COMMENTS

Please provide any additional comments or suggestions you have for us here:

HAVE BETTER COMMUNICATION BETWEEN
RVTD, ROGUE VALLEY COMMUNITY CITY
COUNCILS AND TRANSPORTATION COMMISSIONS.
ALL ADMINISTRATIONS SHOULD KNOW
AND BE INVOLVED WITH THE RVTD
MASTER PLAN.

C. ASHLAND CIRCULATOR (ROUTE 5)



Project Description and Location: The Ashland Circulator is identified as part of the near-term 2027 preferred system. It is an 8.7-mile bus route that runs north of Siskiyou Boulevard, spanning the majority of the City of Ashland. The route has stops that are spaced ¼ mile apart, has an approximate runtime of 35 minutes, and would initially operate at 20- to 40-minute frequencies Monday through Saturday.

Opportunities: The Ashland Circulator provides key connections to Ashland's most essential destinations. The route provides improved access to Southern Oregon University, Ashland Middle School and High School, several parks, the YMCA, and the Ashland Community Hospital. The Circulator connects with RVTD's Route 10, which provides service between the cities of Ashland and Medford.

Constraints: None at the planning level.

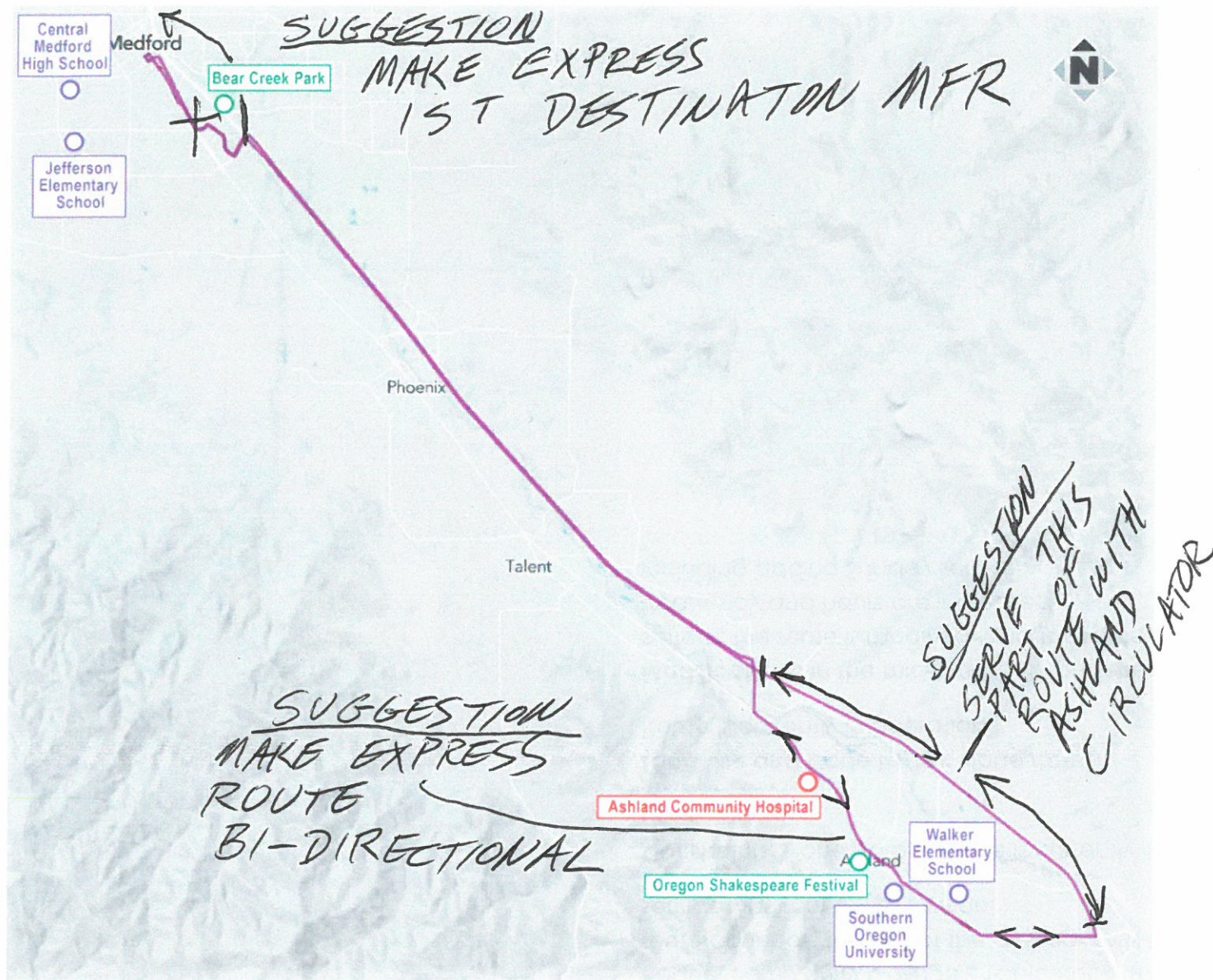
Land Use and Code Issues: : The surrounding land uses along the Ashland Circulator route include a variety of multi-family, single-family, and suburban residential housing. Commercial uses (retail, restaurants, cafes, bars), green space, and offices make up the surrounding land uses.

Modifications: In the mid-term 2037 preferred system, the route hours are increased, including adding Sunday service.

Criteria	Short-term	Mid-term	Long-term
Ridership/Demographics Within ¼ Mile			
Projected Daily Ridership ¹	297	693	625
Population ¹	7,923	8,568	8,939
Employment ¹	4,241	4,675	4,918
Minority Population ¹	10.7%	10.6%	10.4%
Low Income (Poverty 100%) ¹	6.6%	6.1%	6.1%
Access to One Vehicle or Less ¹	52.4%	52.3%	52.2%
No Access to Vehicles ²		8.8%	
Poverty 200% ²		39.9%	
Population with Disabilities ²		13.5%	
Number of Essential Destinations ³		8	
Service Details			
Distance Roundtrip ²		8.7 miles	
Trip Time Roundtrip ²		35 minutes	
Frequency ²	M-F: 20 minutes Sat: 40 minutes		M-Sat: 20 minutes Sun: 40 minutes
Service Span ²	M-F: 15 hours Sat: 12 hours		M-F: 16 hours Sat: 16 hours Sun: 12 hours
Annual Hours ¹	4,204 hours	9,190 hours	9,486 hours
Number of Vehicles Required ¹	2	2	2
Additional Capital Cost ¹	\$1,372,200	-	-
Total Annual O&M Cost ¹	\$252,200	\$551,400	\$569,200

1. Data from TBEST
2. Data from Remix
3. Data calculated using ArcMap

A. ASHLAND EXPRESS (ROUTE 1X)



Project Description and Location: The Ashland Express is identified as part of the short-term 2027 preferred system. It is a 31-mile bus route that provides service from Medford to Ashland. The route has only a few stops in Ashland and Medford, an approximate runtime of 75 minutes, and would operate at 60-minute frequencies Monday through Friday, from 6:00 a.m. to 6:00 p.m.

Opportunities: The Ashland Express utilizes I-5 to provide express service between Medford and Ashland. Because the express route links into downtown Medford, it has potential to connect with almost every current and proposed RVTB bus route.

Constraints: The route provides express service using I-5 but could be impacted if construction or road closures were to occur along the route. RVTB previously conducted preliminary testing of a similar express route and found that ridership would likely be highest in off-peak hours; the service may not be utilized by commuters unless it was very time-competitive with driving.

Land Use and Code Issues: Land use along the route is primarily residential, with a mix of single family and multi-family residential, as well as rural uses, such as farms and orchards.

Modifications: In the mid-term 2037 preferred system, the route stops, frequency, and hours are modified to reflect further express route characteristics. The number of stops is decreased, frequency is increased, and the route only operates during select morning and afternoon hours. In the long-term 2042 preferred system, the route is removed from the system due to a high capacity transit route being added between Medford and Ashland.

Criteria	Short-term	Mid-term	Long-term
Ridership/Demographics Within ¼ Mile			
Projected Daily Ridership ¹	49	118	
Population ¹	3,156	3,400	
Employment ¹	8,127	9,378	
Minority Population ¹	7.0%	7.1%	
Low Income (Poverty 100%) ¹	3.4%	3.3%	
Access to One Vehicle or Less ¹	56.8%	56.7%	
No Access to Vehicles ²	13.7%	12.3%	
Poverty 200% ²	46.0%	48.7%	
Population with Disabilities ²	15.7%	15.9%	
Number of Essential Destinations ³	25		Route removed in long-term preferred system
Service Details			
Distance Roundtrip ²	30.7 miles		
Trip Time Roundtrip ²	75 minutes		
Frequency ²	60 minutes		
Service Span ²	M-F: 12 hours		
Annual Hours ¹	2,884 hours	4,437 hours	
Number of Vehicles Required ¹	3	3	
Additional Capital Cost ¹	\$2,164,000	-	
Total Annual O&M Cost ¹	\$173,000	\$266,200	

1. Data from TBEST
2. Data from Remix
3. Data calculated using ArcMap