

# Beaumont Transit Comprehensive Operations Analysis

MAY 19, 2020

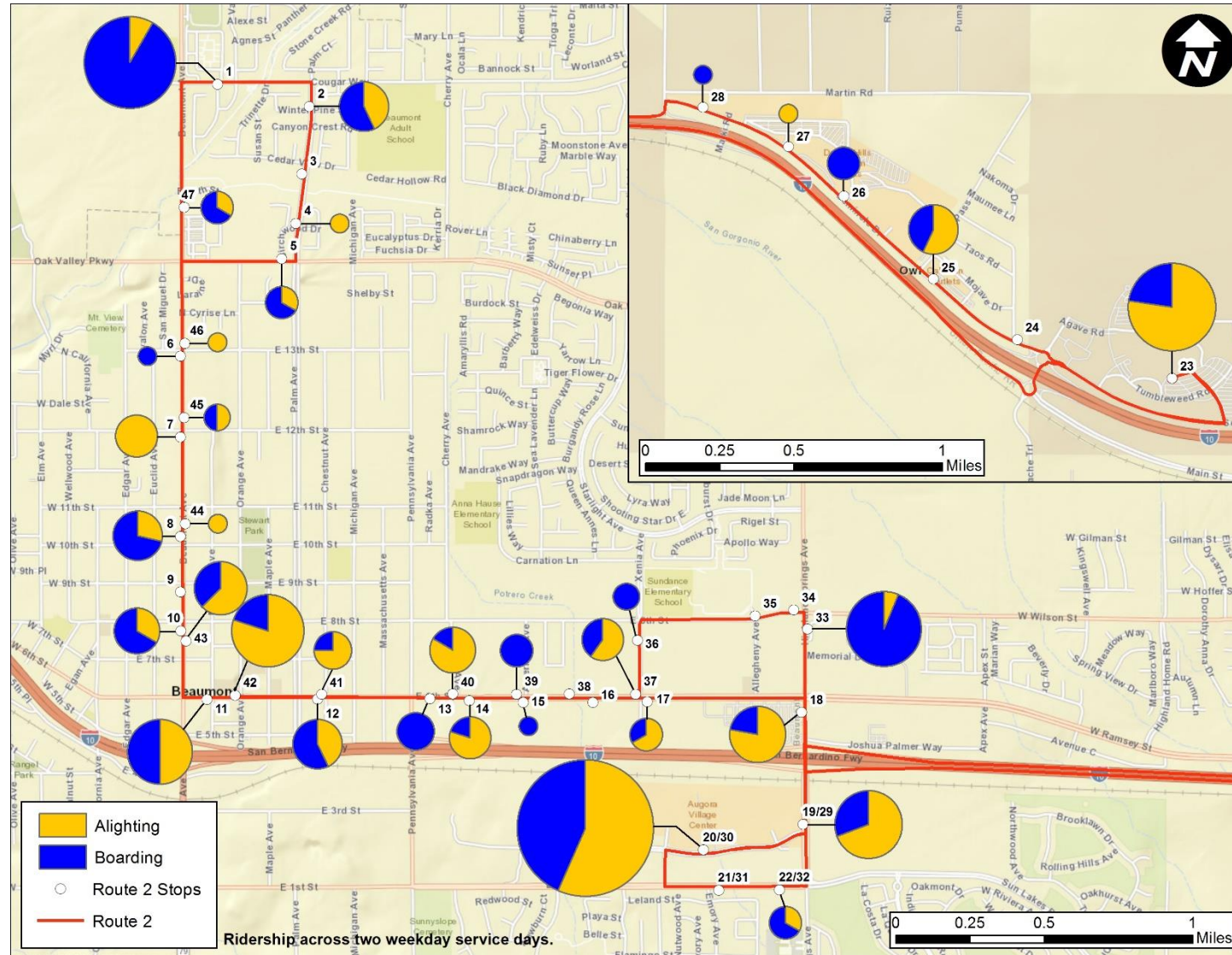


# Project Overview

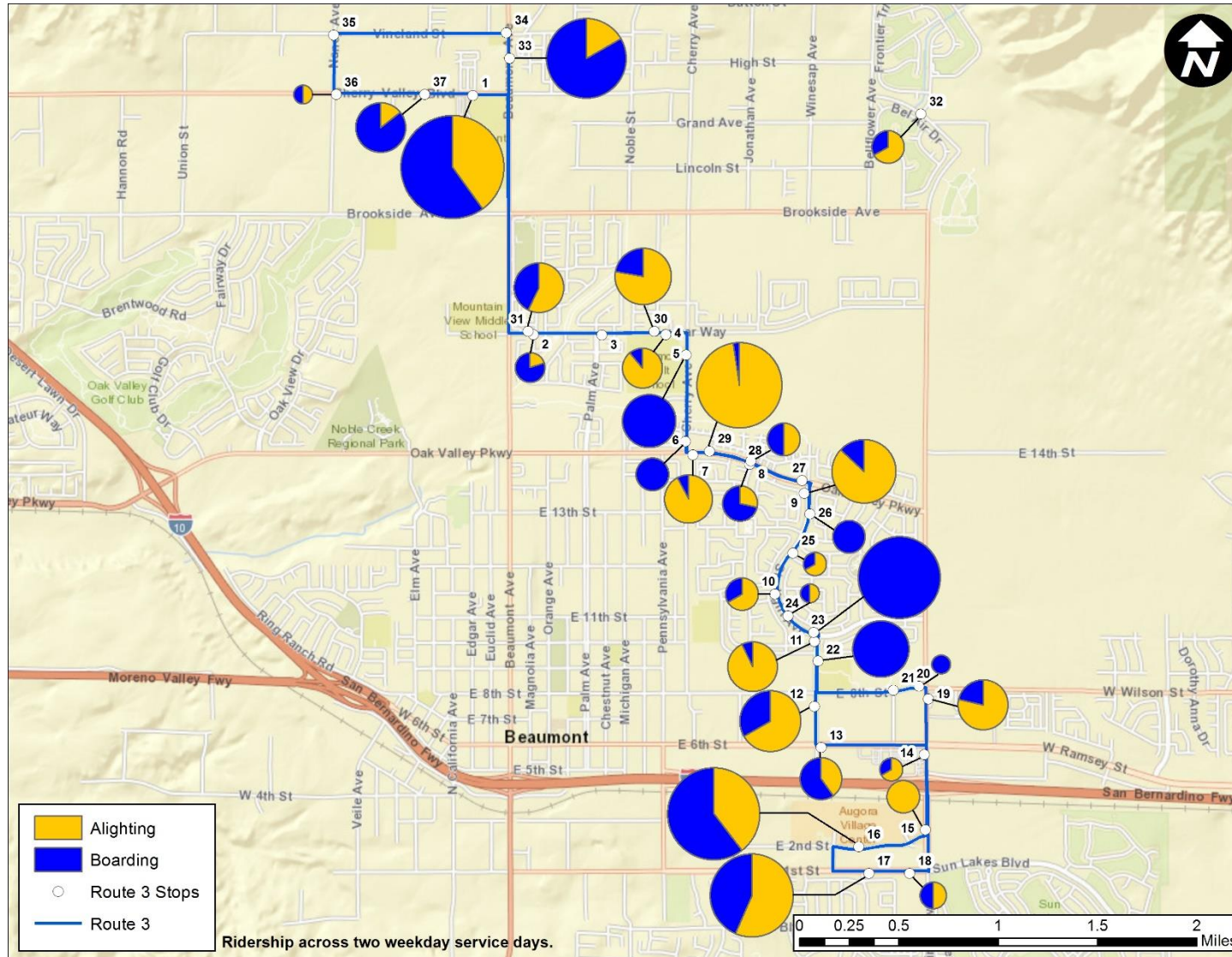
- ▶ Comprehensive and objective evaluation of Beaumont's transit program
- ▶ Identify opportunities for program/service enhancement
- ▶ Five-year planning horizon



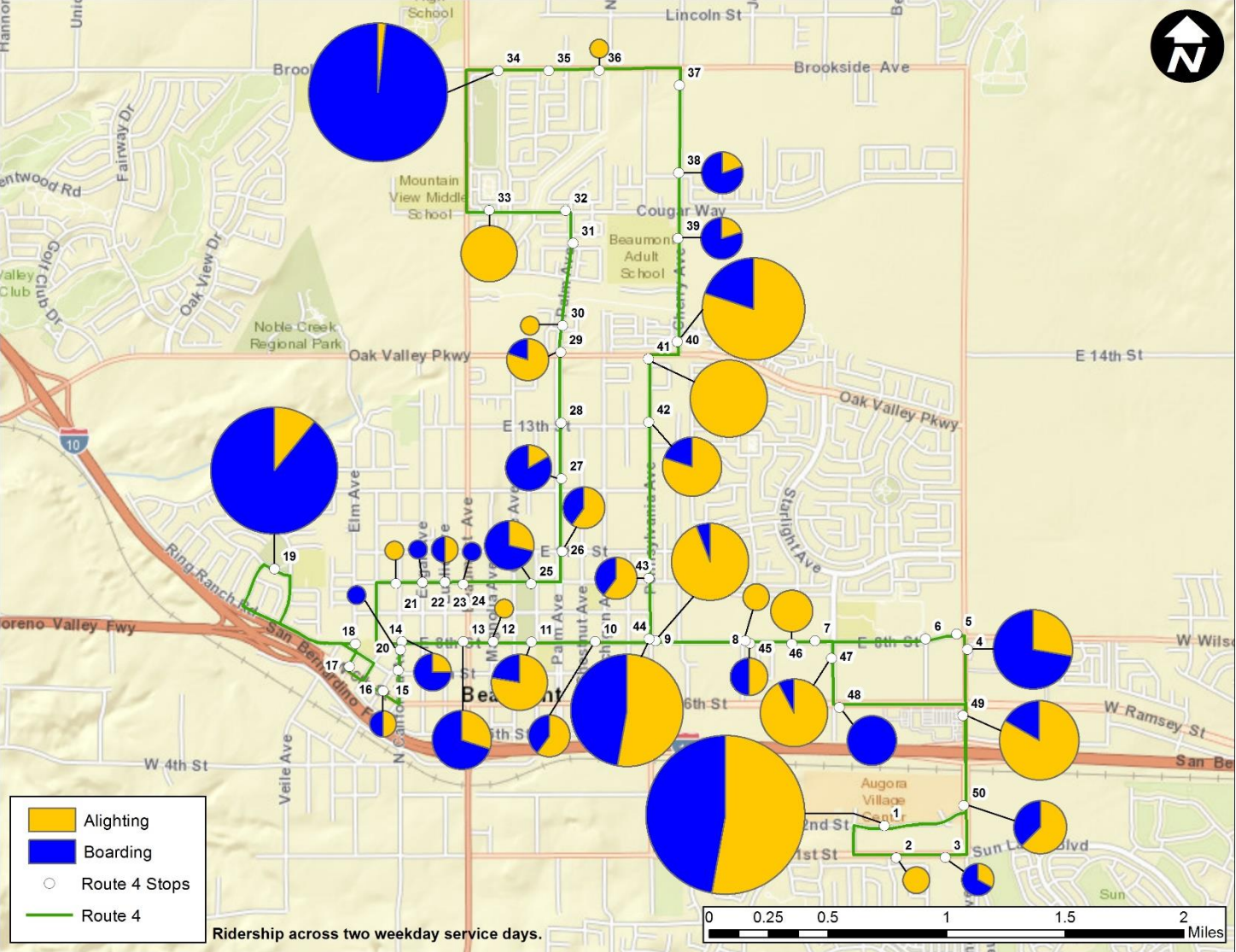
# Boarding and Alighting: Route 2 Weekday



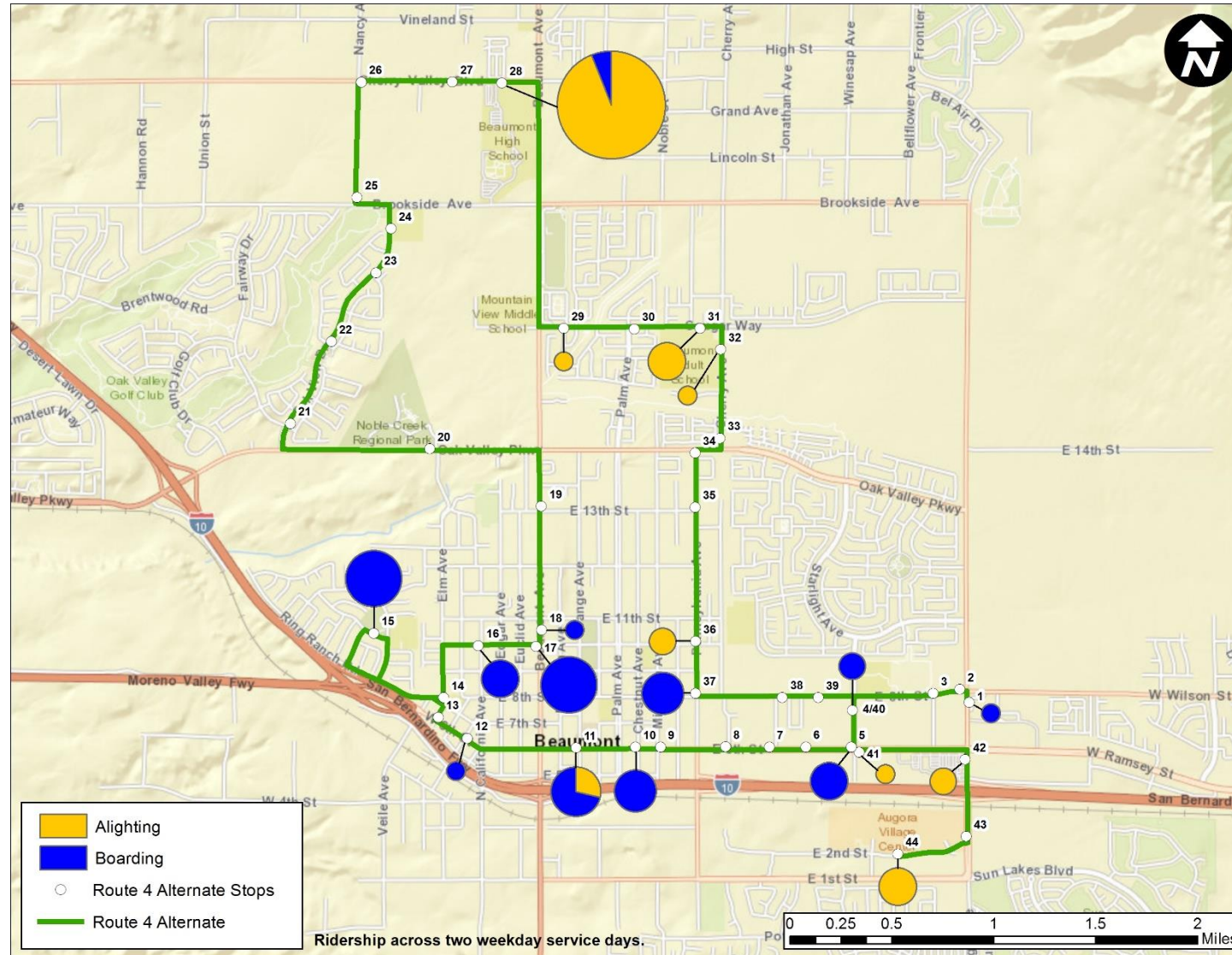
# Boarding and Alighting: Route 3 Weekday



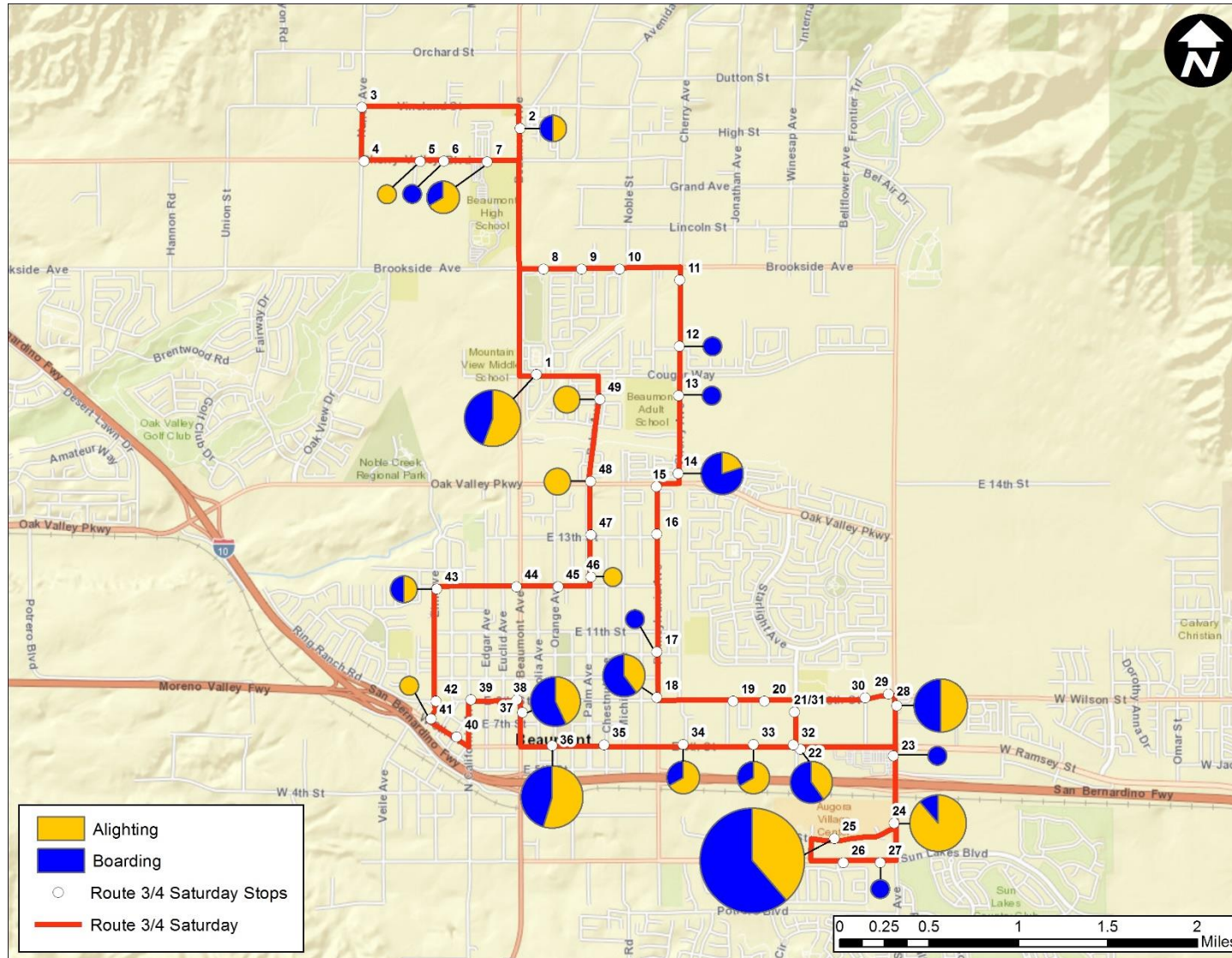
# Boarding and Alighting: Route 4 Weekday



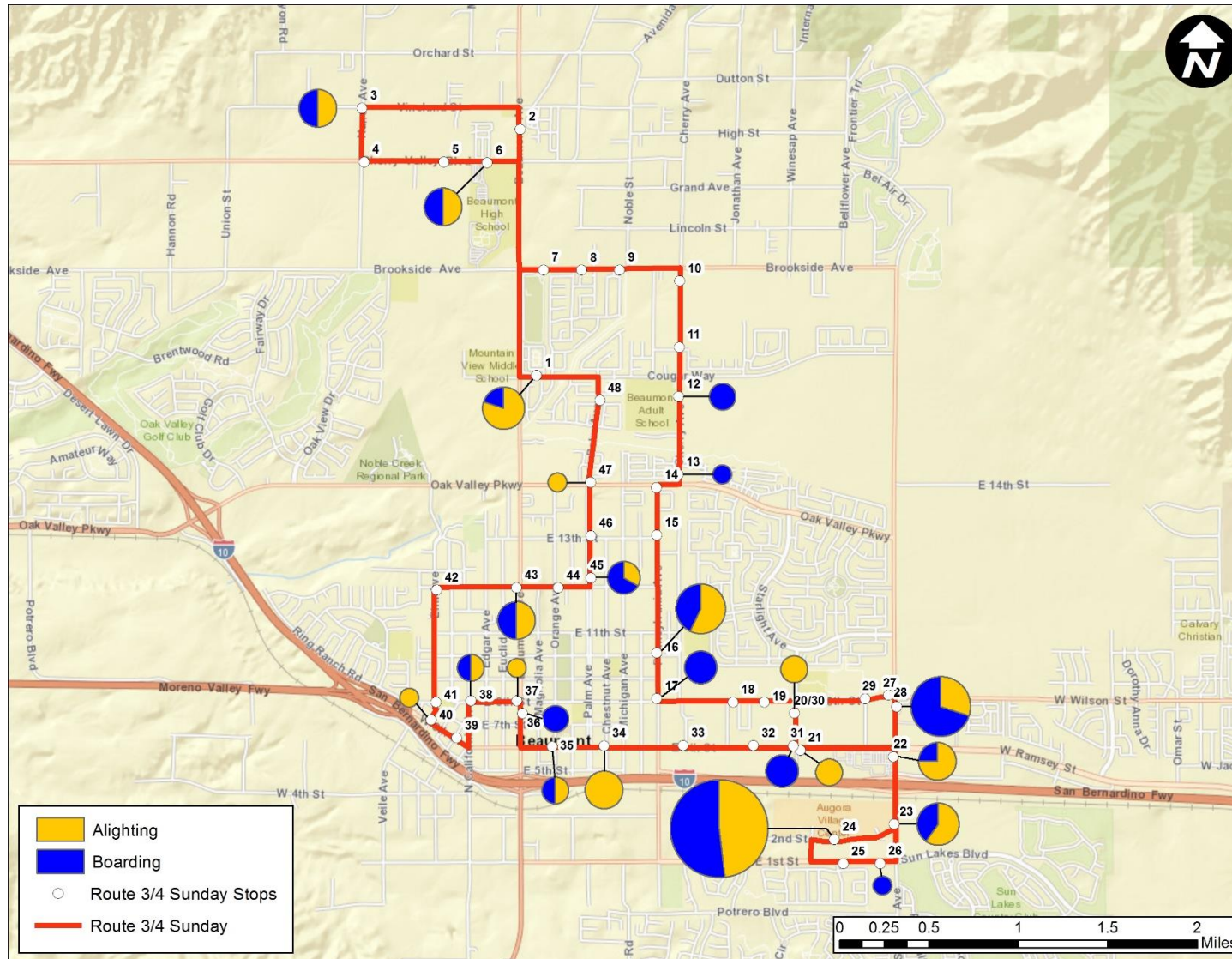
# Boarding and Alighting: Route 4 Weekday Alternate



# Boarding and Alighting: Route 3/4 – Saturday

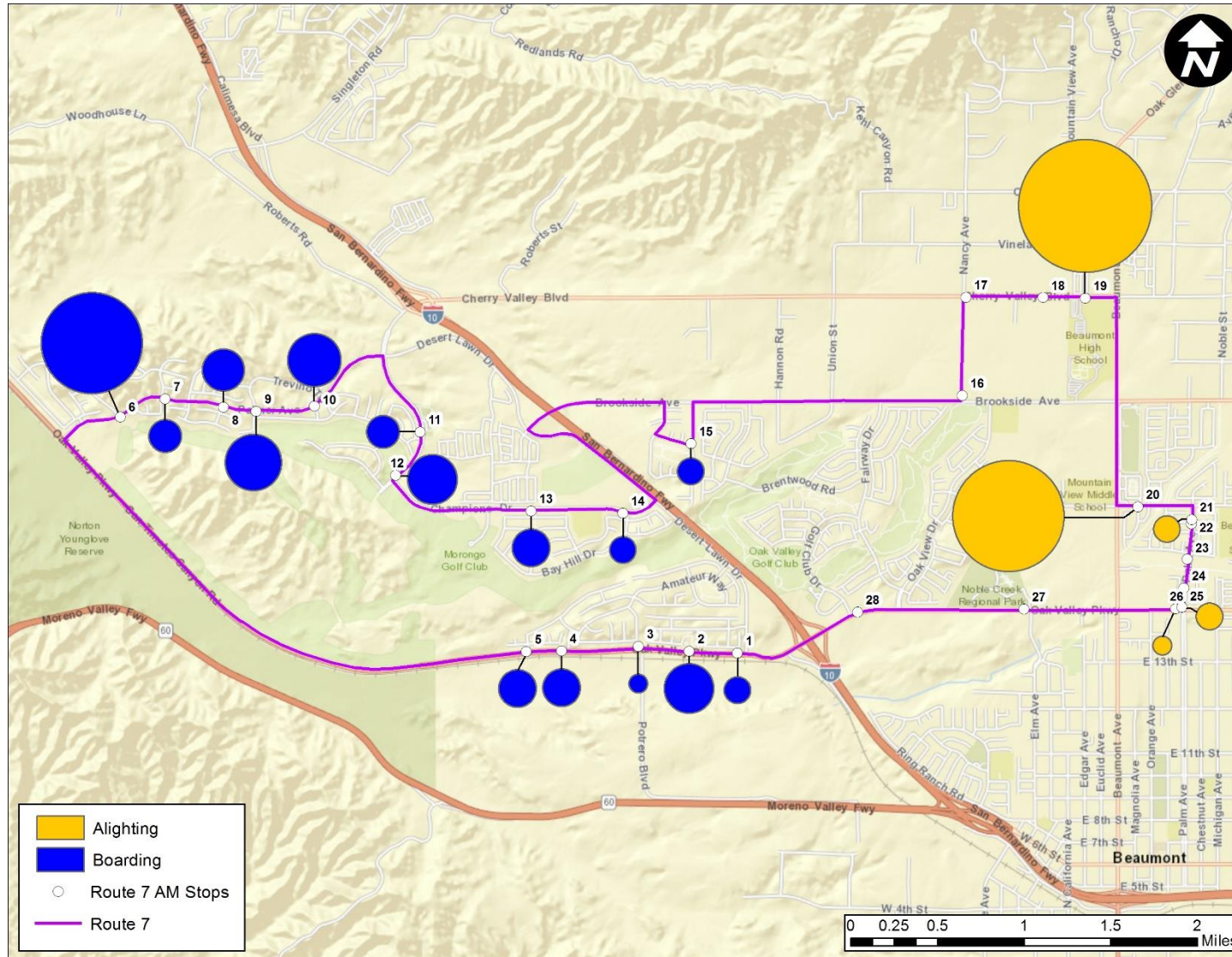


# Boarding and Alighting: Route 3/4 – Sunday

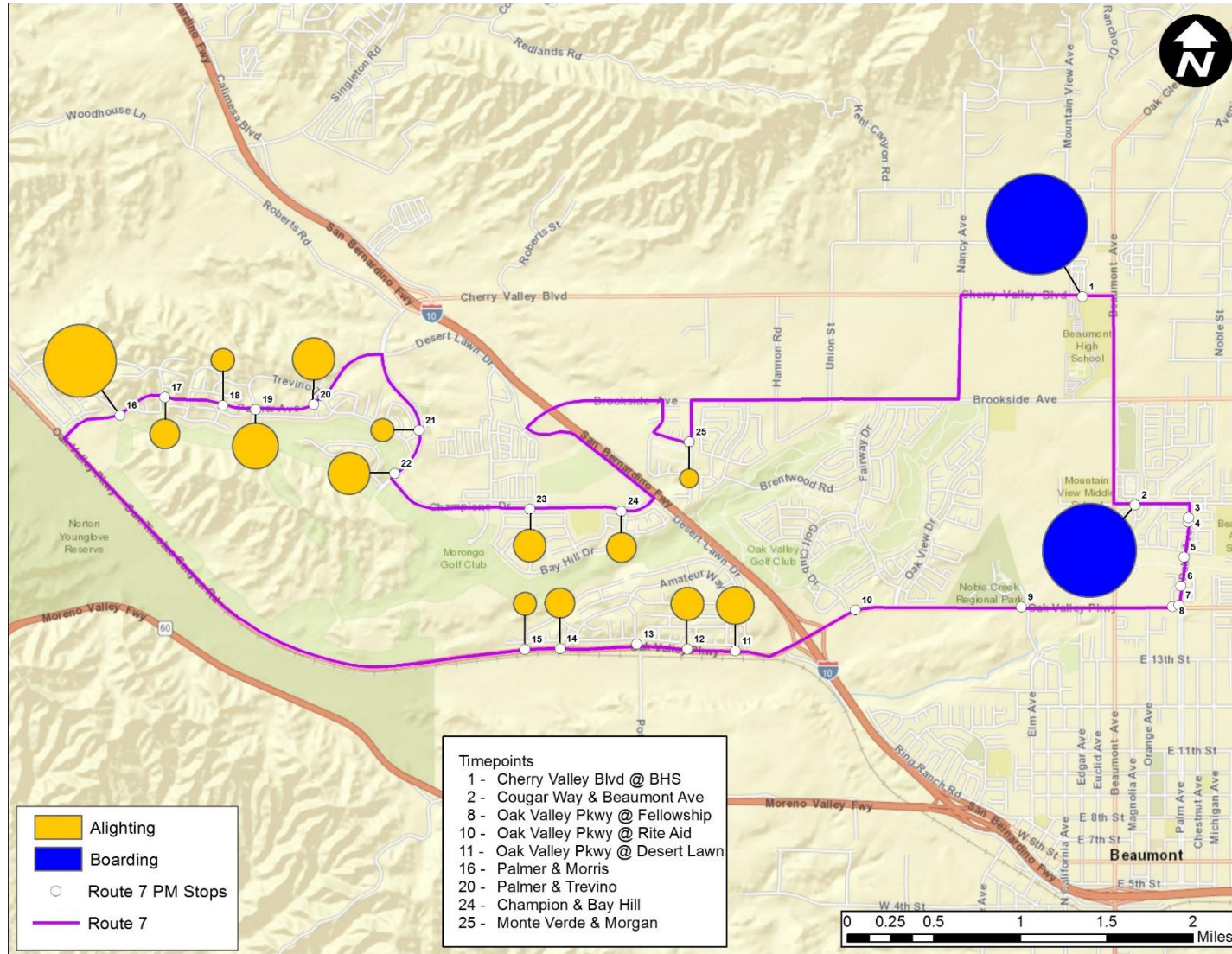




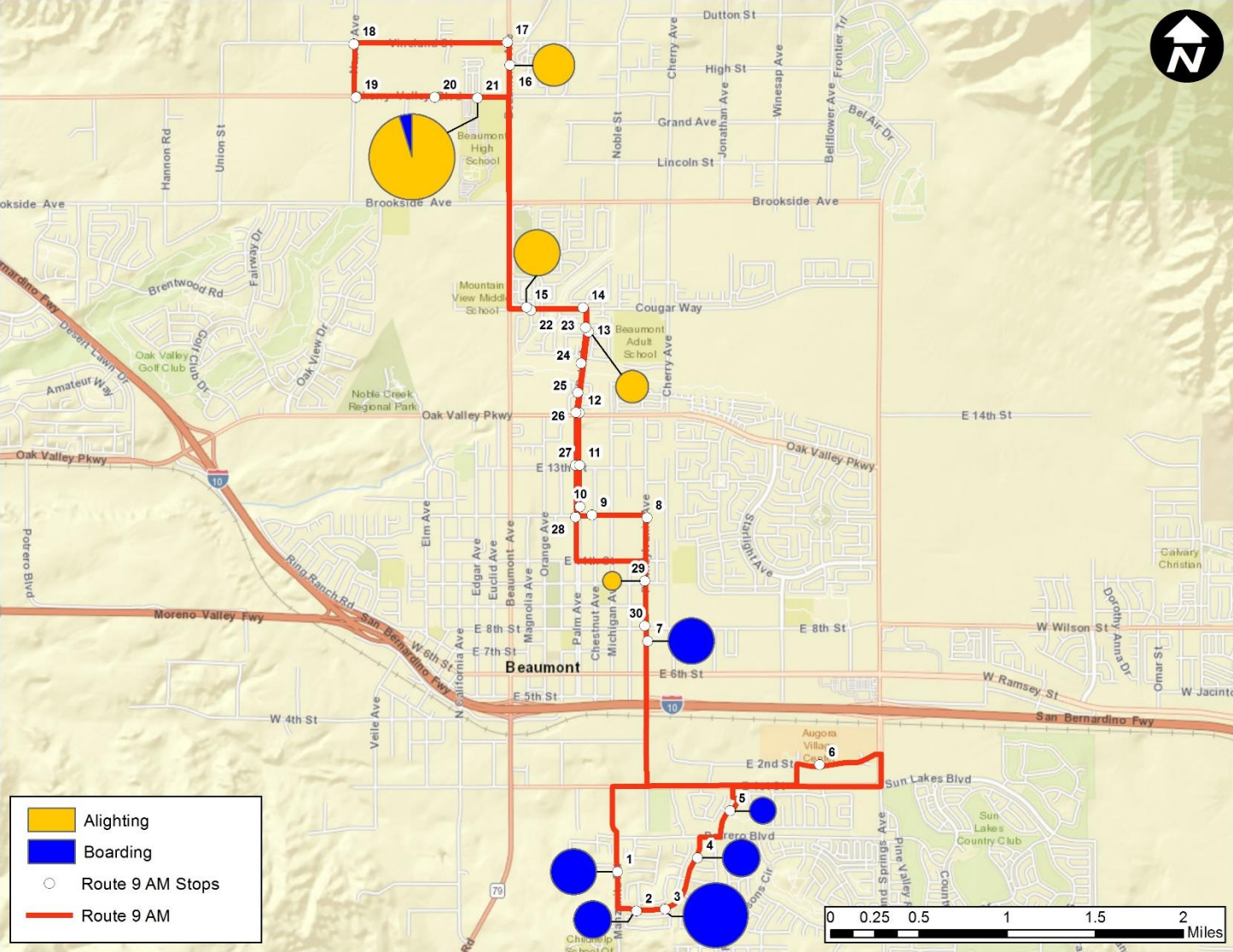
# Boarding and Alighting: Route 7 Weekday– Morning



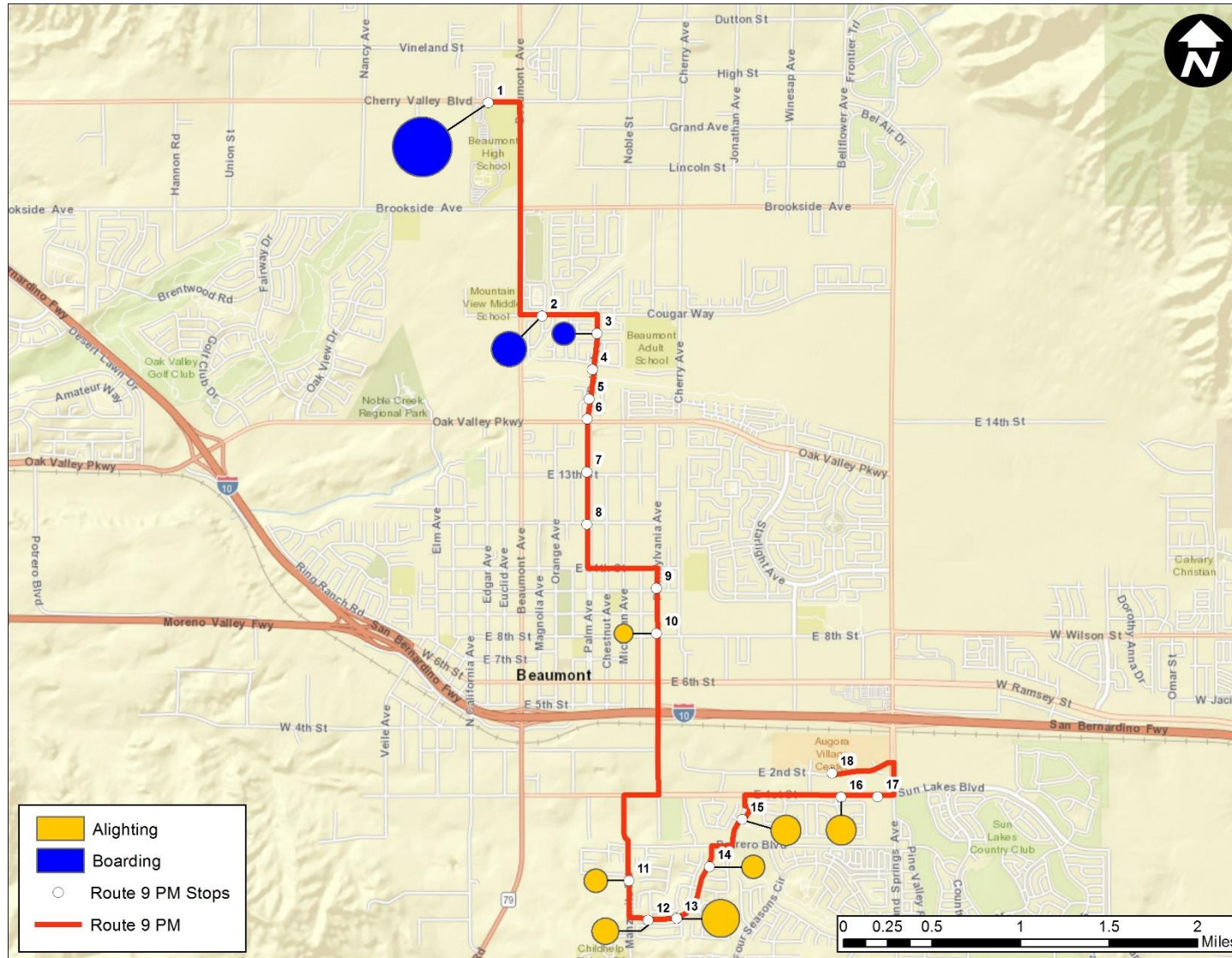
# Boarding and Alighting: Route 7 Weekday- Afternoon



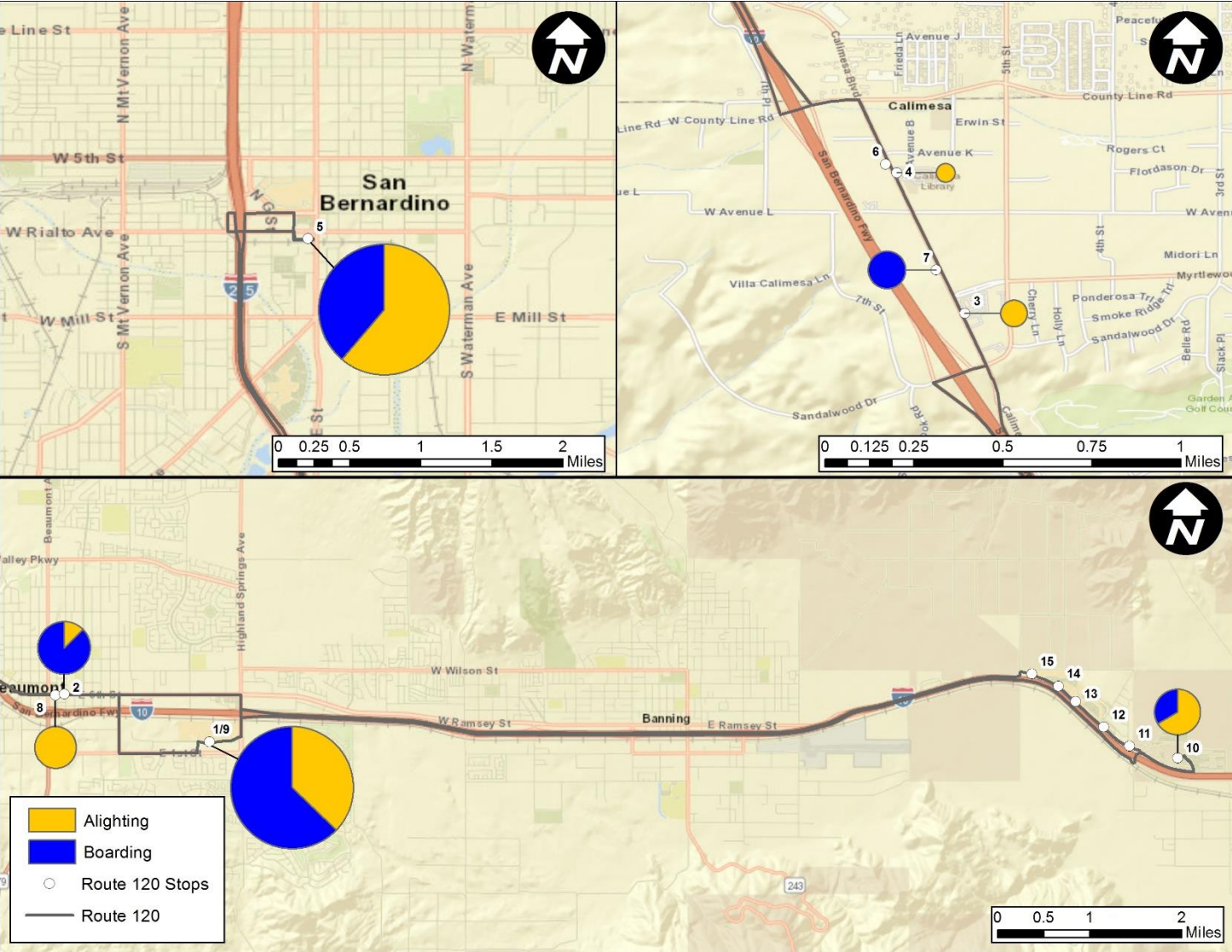
# Boarding and Alighting: Route 9 Weekday- Morning



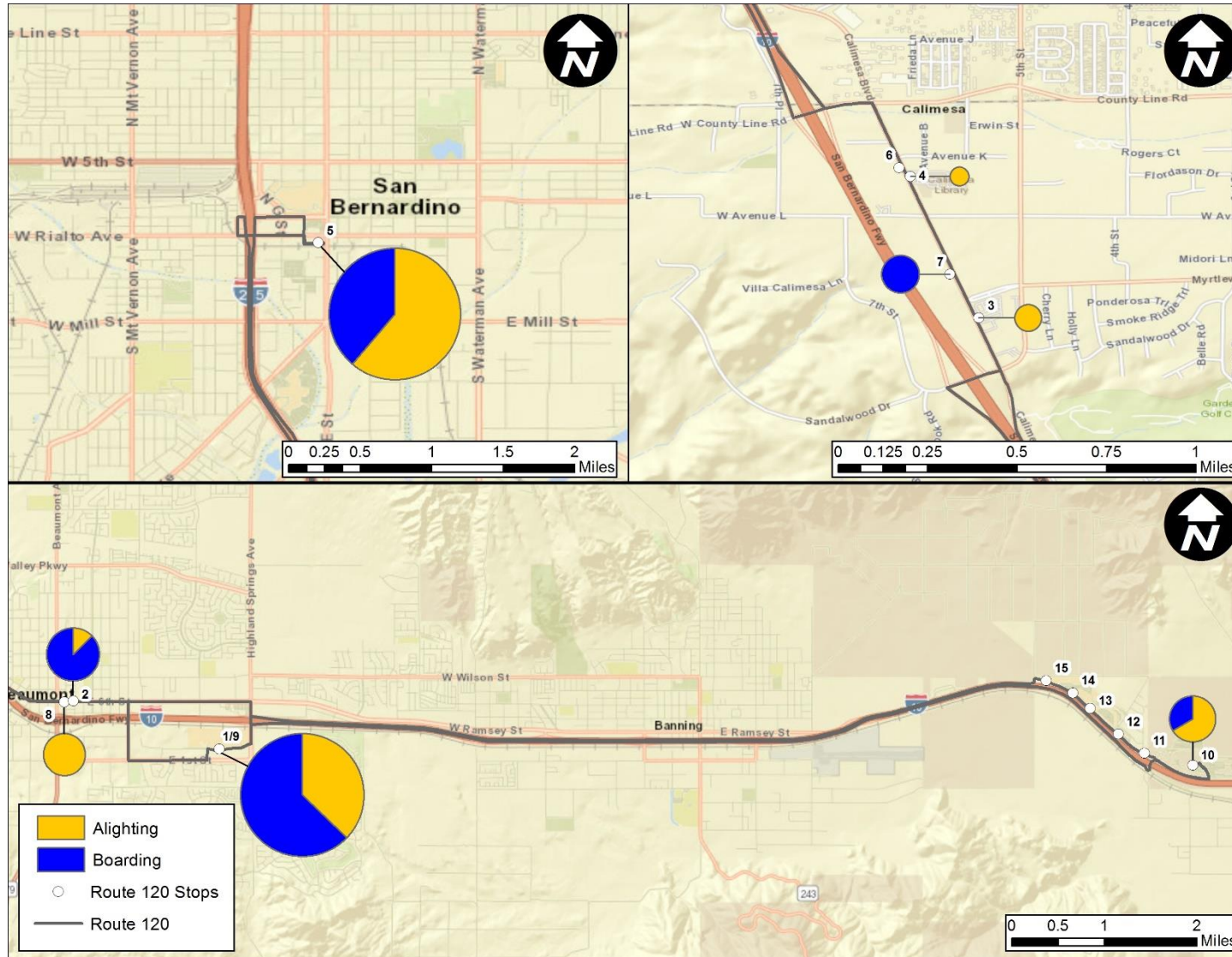
# Boarding and Alighting: Route 9 Weekday- Afternoon



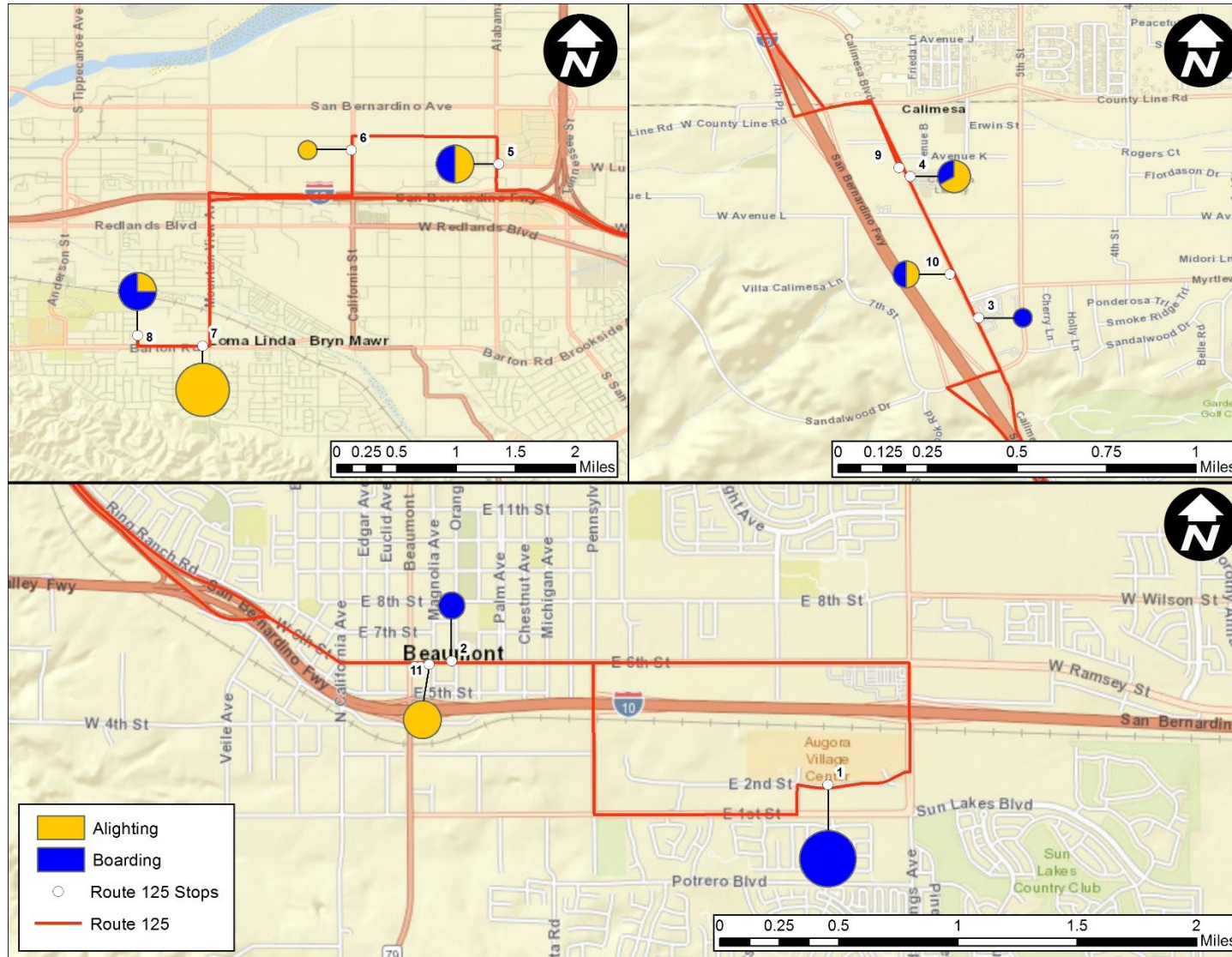
# Boarding and Alighting: Commuter 120 – Weekday



# Boarding and Alighting: Commuter 120 – Saturday



# Boarding and Alighting: Commuter 125 Weekday



# Boarding And Alighting: Summary

	Passenger Total	Early AM	AM Peak	Midday	PM Peak	Late PM
		Before 6:00 a.m.	6:00 a.m. - 8:59 a.m.	9:00 a.m. - 2:59 p.m.	3:00 p.m. - 5:59 p.m.	6:00 p.m. or later
Route 2 Weekday	311	-	73	136	102	-
Route 3 Weekday	591	-	136	283	172	-
Route 4 Weekday	505	-	82	377	46	-
Route 4 Alternate	96	-	96	-	-	-
Route 3/4 Saturday	116	-	15	78	23	-
Route 3/4 Sunday	100	-	5	84	11	-
Route 7 Weekday	396	-	180	-	216	-
Route 9 Weekday	114	-	54	-	60	-
Commuter 120 Weekday	118	8	10	49	45	6
Commuter 120 Saturday	72	-	12	16	44	-
Commuter 125 Weekday	38	-	10	22	6	-





# Onboard Survey: Transfer Analysis

Beaumont Route to Another Beaumont Route

		Transferred to this Beaumont Route						
	Route	2	3	4	3/4	120	125	Total
Original Route	Route 2			1				1
	Route 3	2		1		1		4
	Route 4					1	1	2
	Route 3/4							0
	Commuter 120	3	2					5
	Commuter 125							0
	<b>Total</b>		<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>



# Onboard Survey: Transfer Analysis

## Beaumont Route to Another Operator

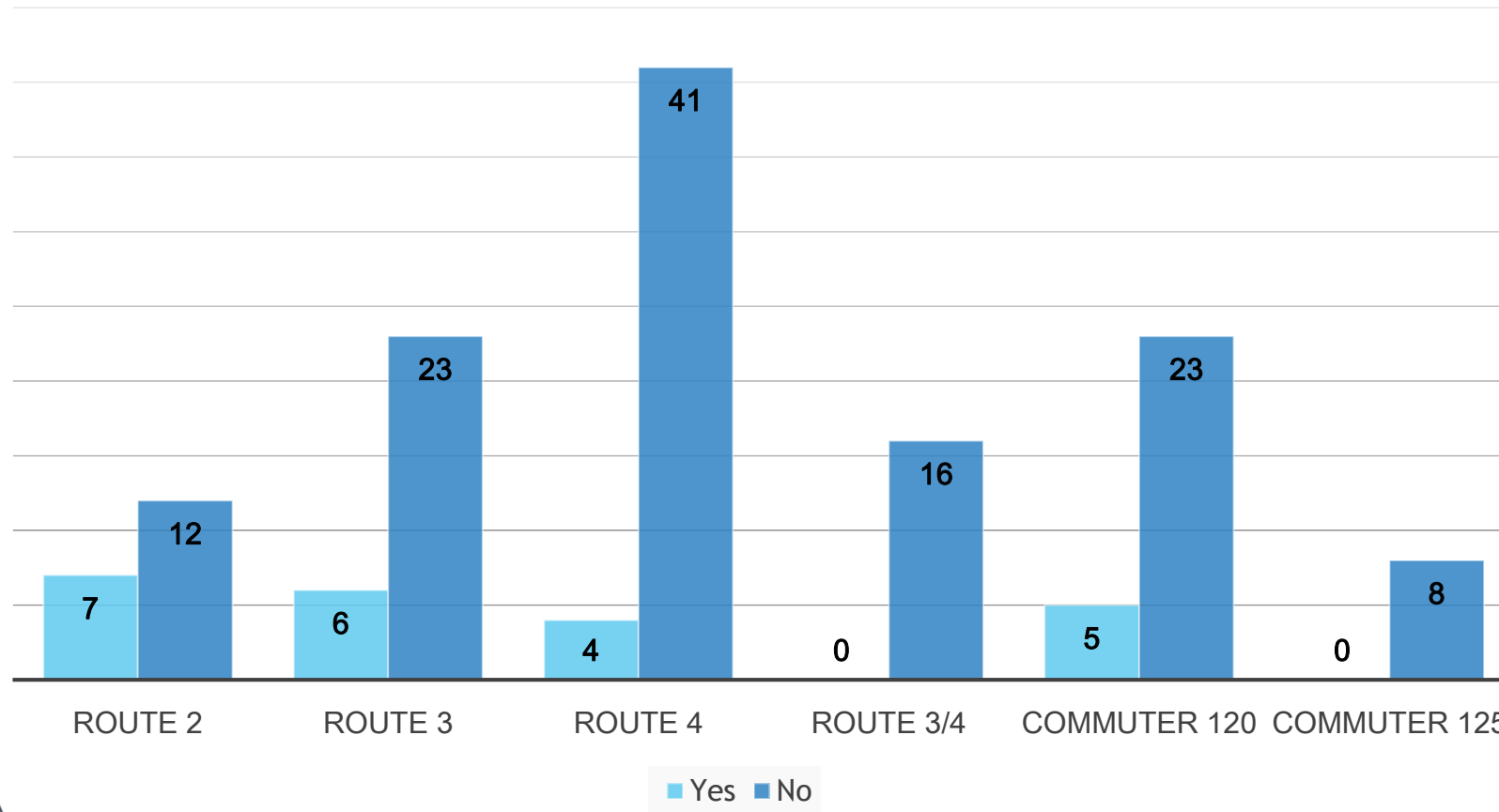
		Other Operator				
		Banning	RTA	Metrolink	Omni	Total
Current Route	Route 2	5				5
	Route 3	3	1			4
	Route 4	5		3*		8
	Route 3/4	1				1
	Commuter 120	2	1	8	5	16
	Commuter 125		1		1	2
	<b>Total</b>	<b>16</b>	<b>3</b>	<b>11</b>	<b>6</b>	<b>36</b>

\*Although three respondents indicated transferring between Route 4 and Metrolink, there is no direct connection between these two services. We can presume the respondents were transferring to another route between Route 4 and Metrolink however, in the previous question the respondents did not indicate the other route(s).



# Onboard Survey: Transfer Analysis

Current Route- Transfer to Another Beaumont Route

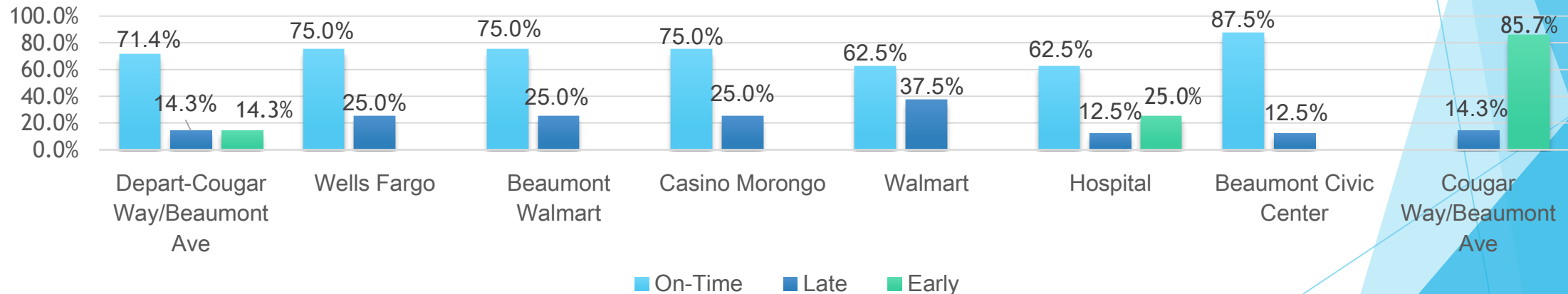


# On-Time Performance: Route 2

## Morning



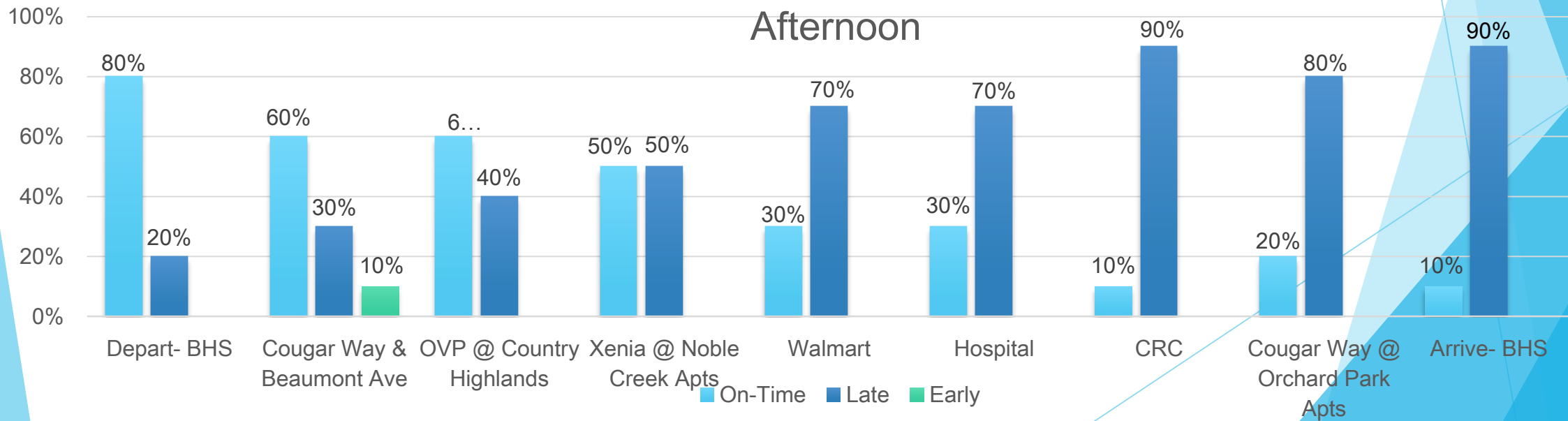
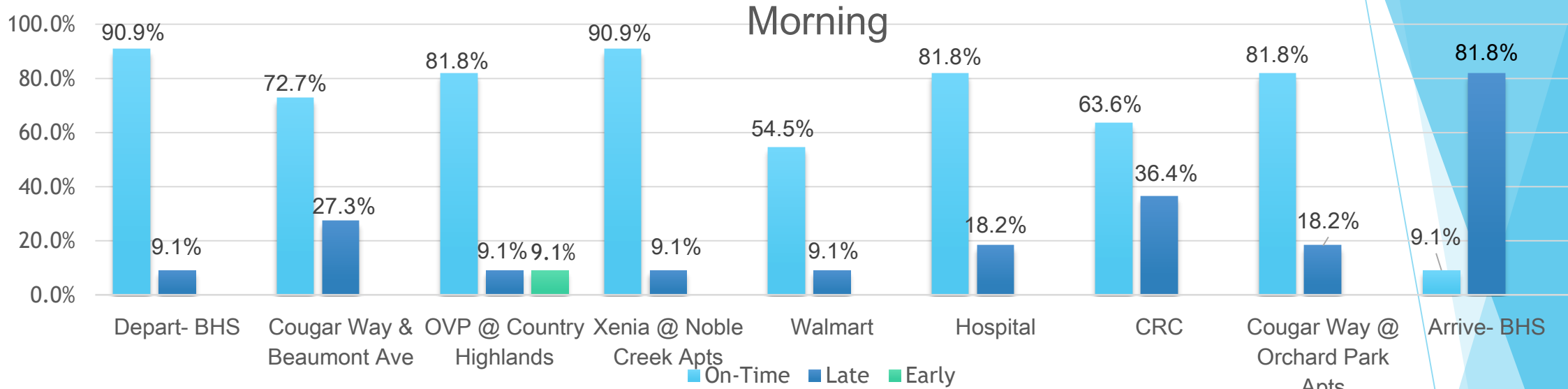
## Afternoon



■ On-Time ■ Late ■ Early

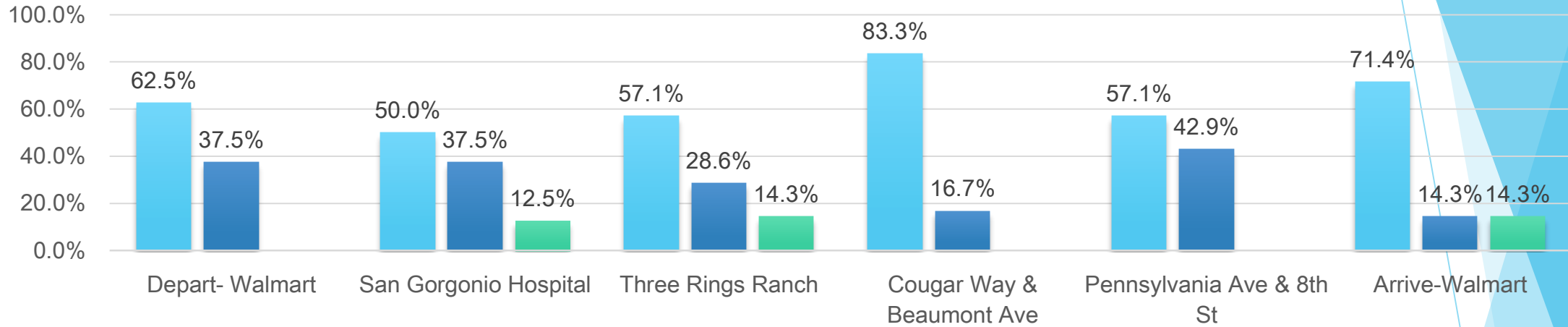
“Late” = departure more than five minutes after published schedule.  
 “Early” = departure one or more minutes prior to the published schedule.  
 The final time-point is assessed as arrival time.

# On-time Performance: Route 3

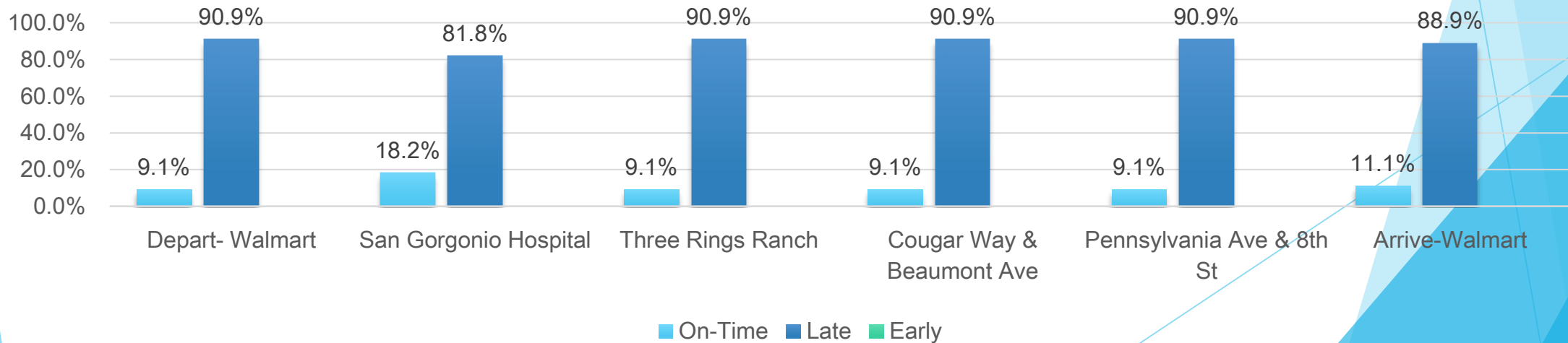


# On-time Performance: Route 4

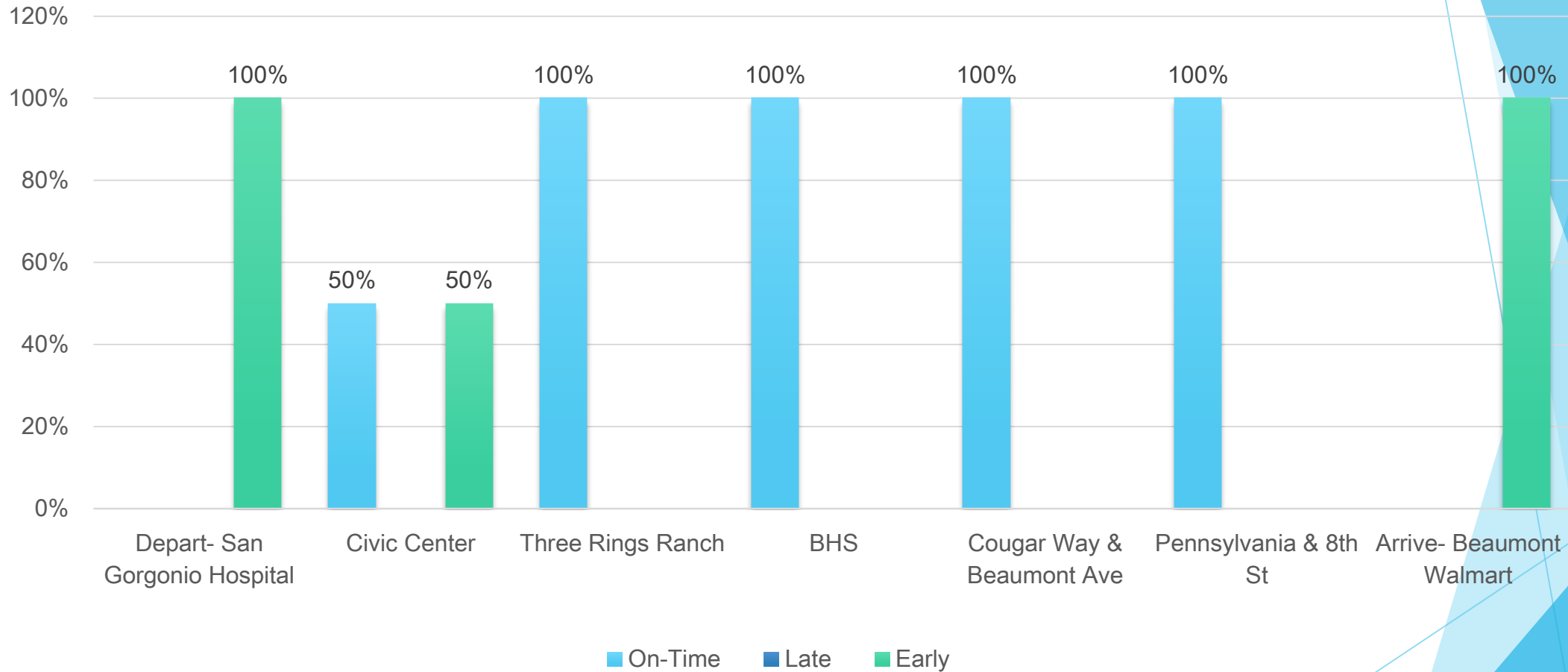
## Morning



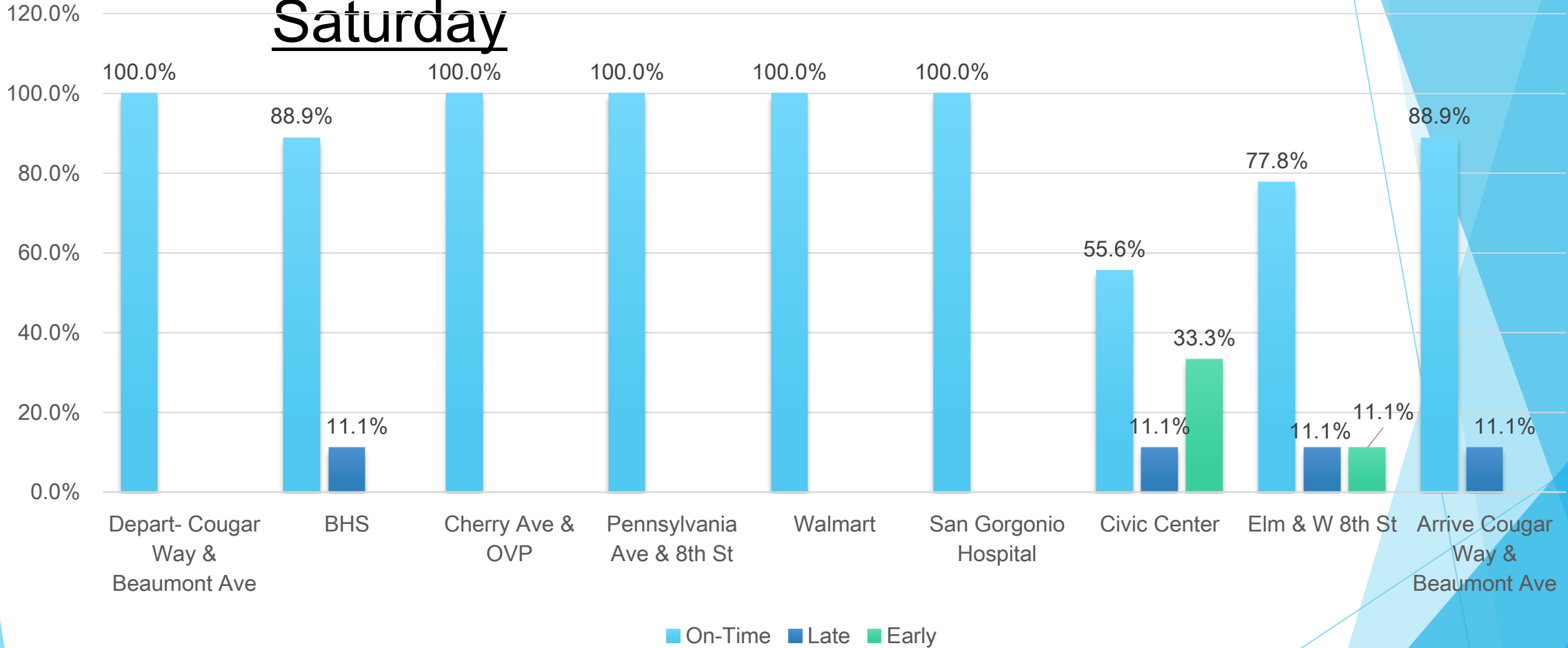
## Afternoon



# On-time Performance: Route 4 Alternate

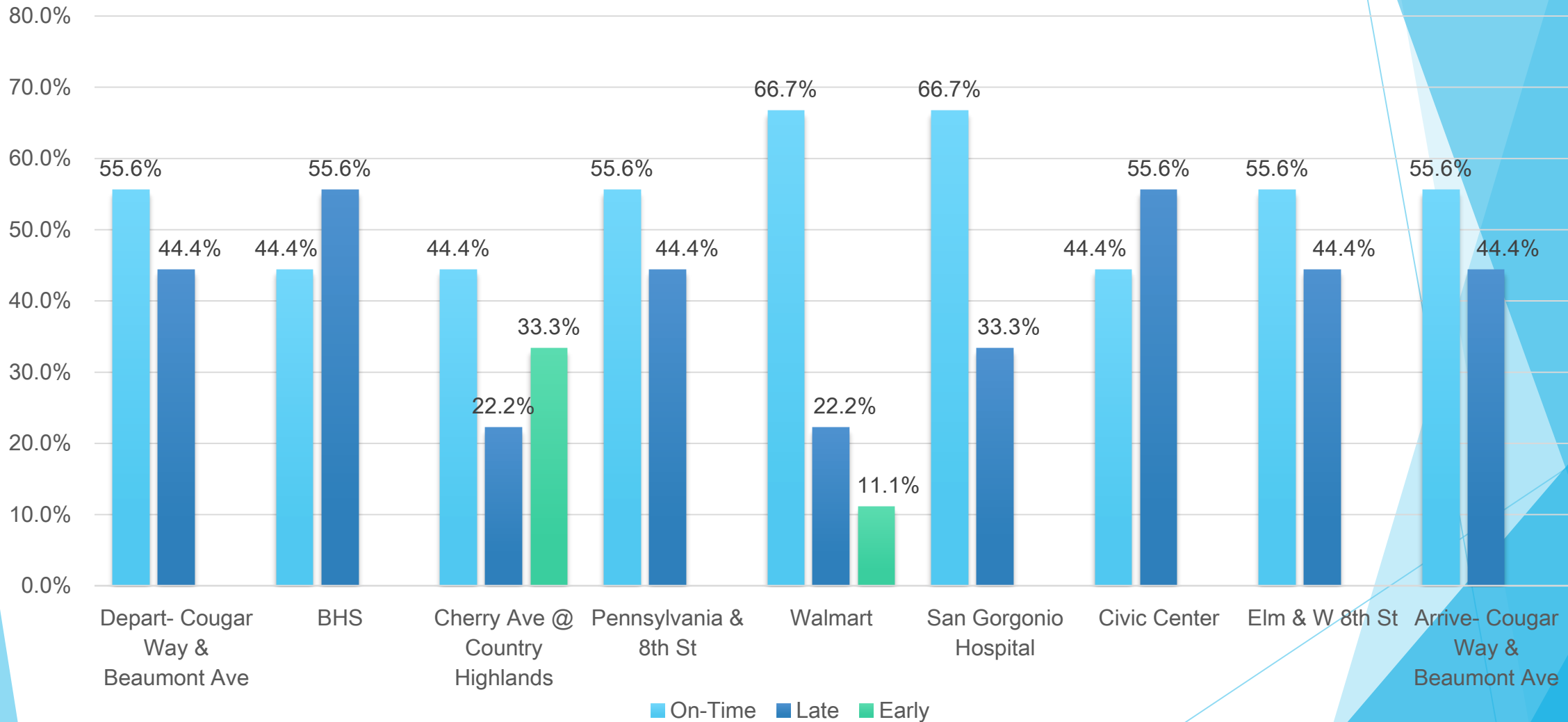


# On-time Performance: Route 3/4 – Saturday

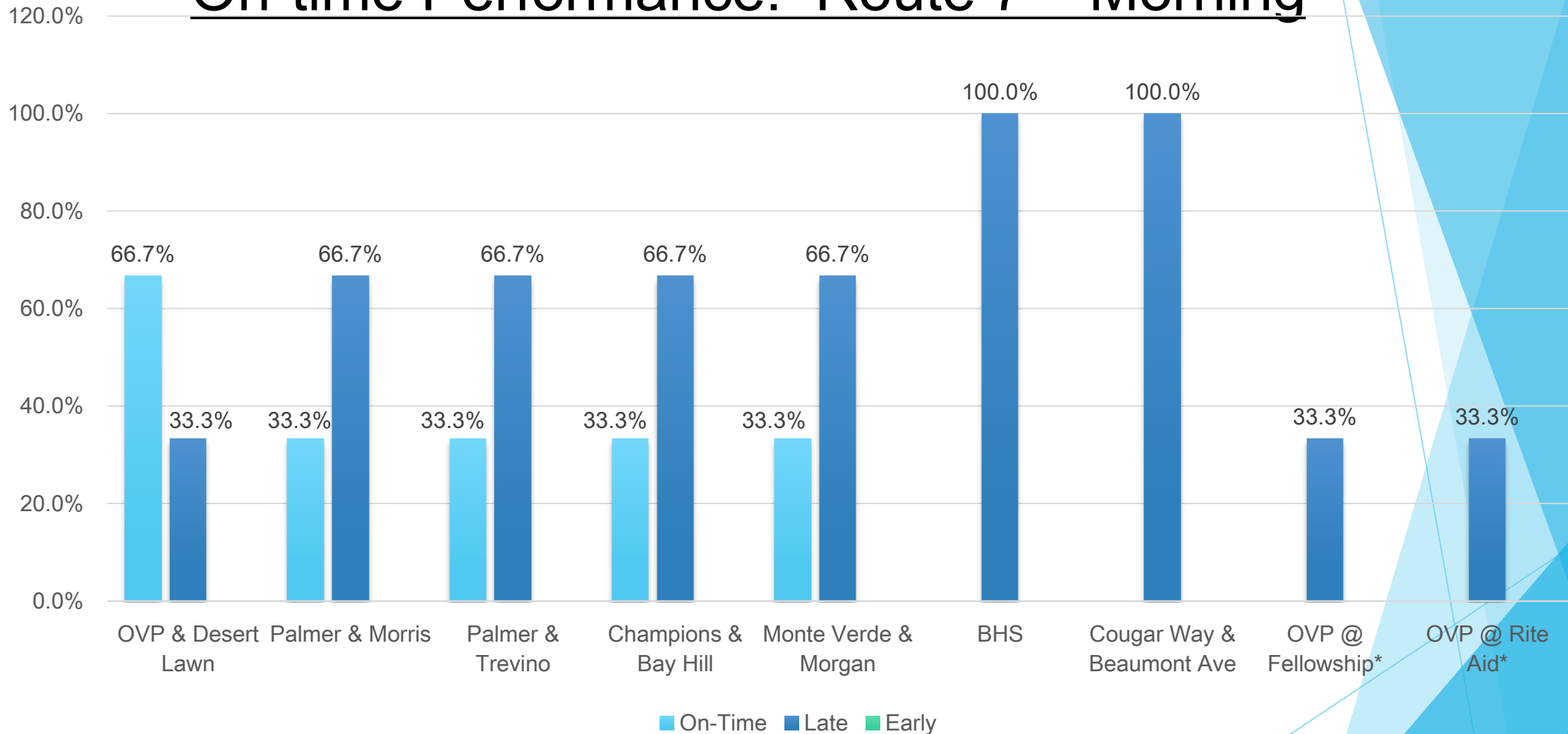




# On-time Performance: Route 3/4 – Sunday

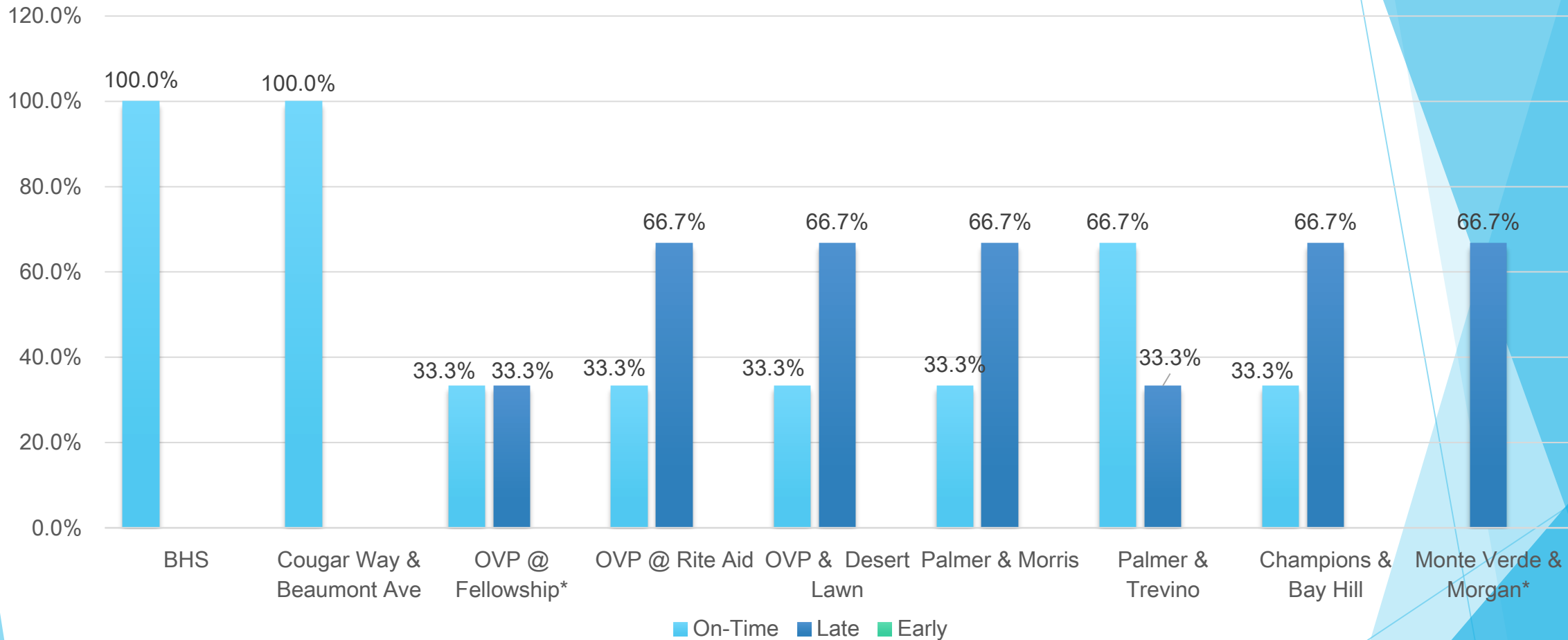


# On-time Performance: Route 7 – Morning



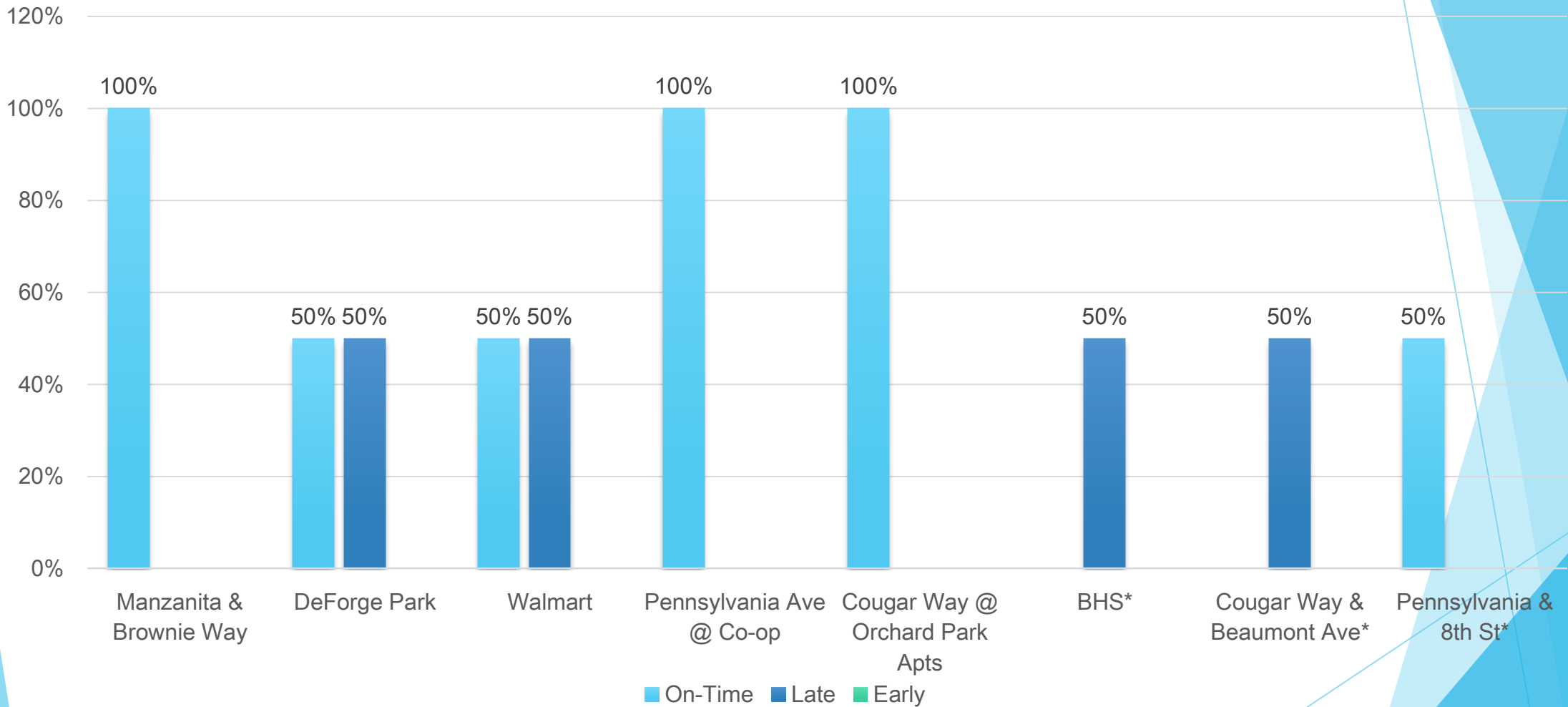
\* Some stops do not equal 100% since the stop was not served as scheduled.

# On-time Performance: Route 7 – Afternoon



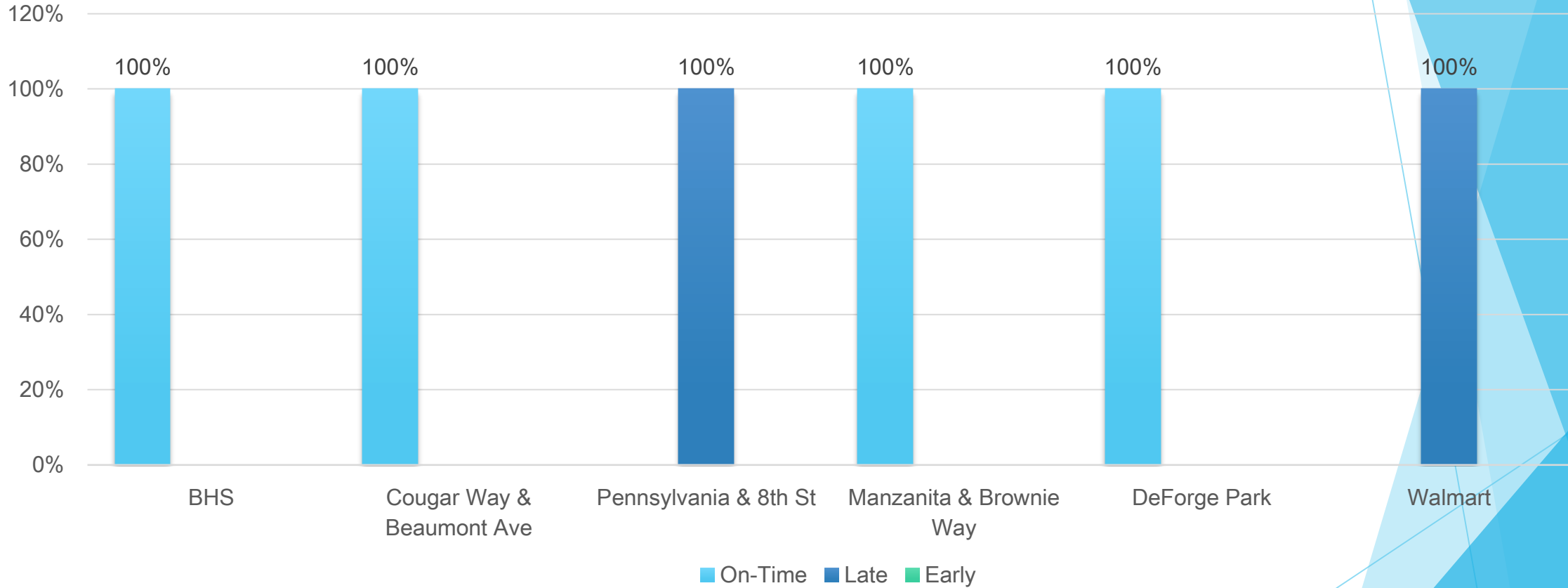
\* Some stops do not equal 100% since the stop was not served as scheduled.

# On-time Performance: Route 9 – Morning

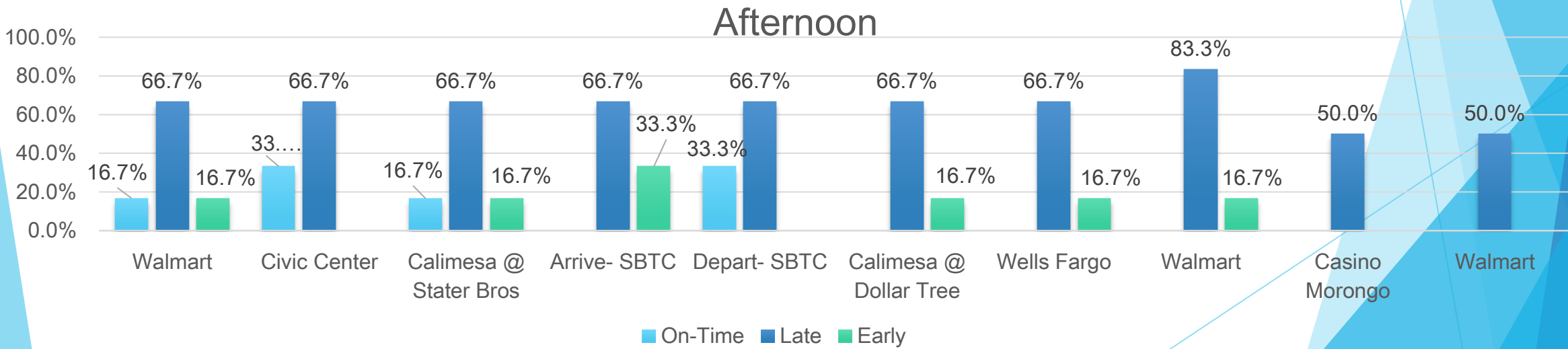
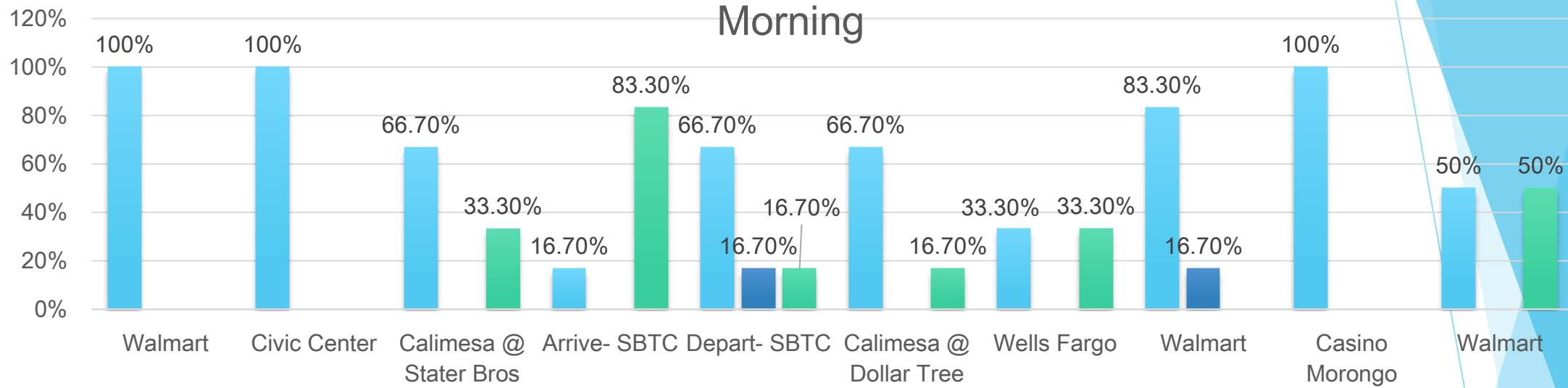


\* Some stops do not equal 100% since the stop was not served as scheduled.

# On-time Performance: Route 9 – Afternoon



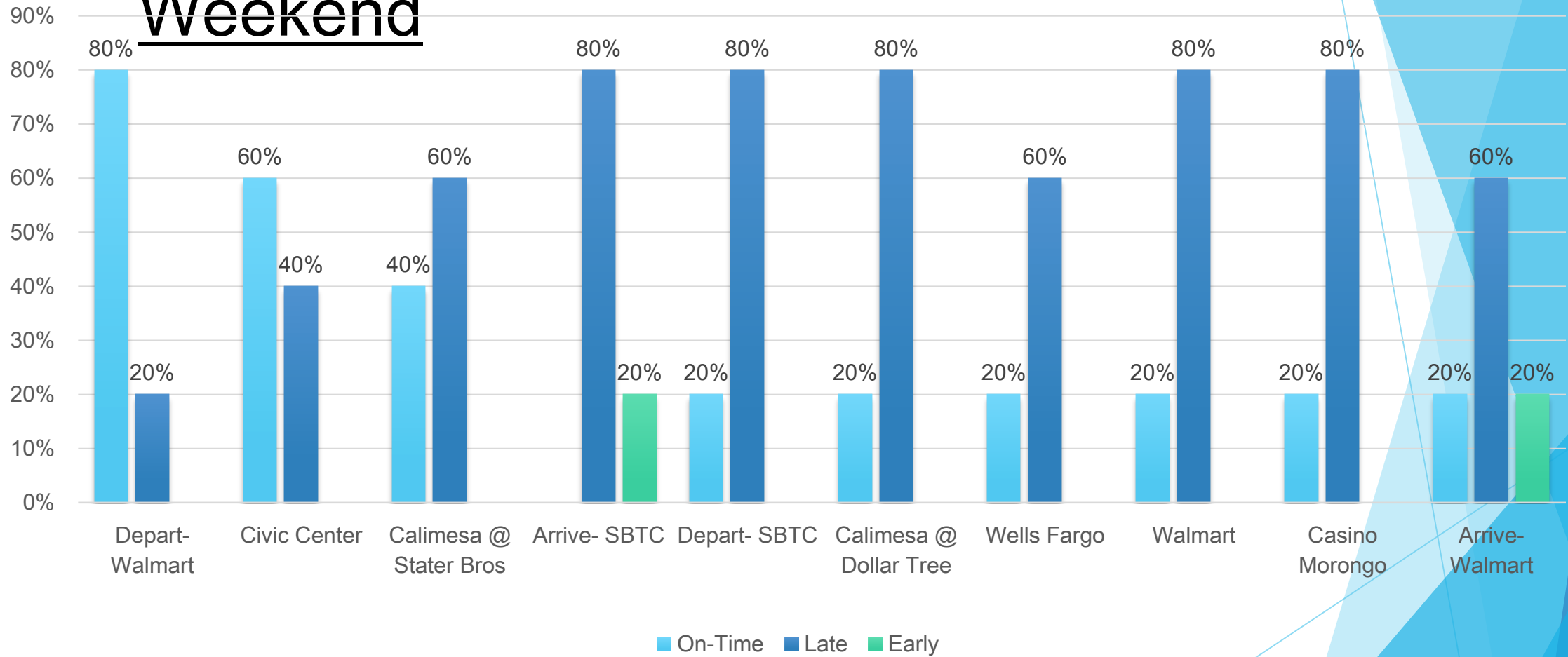
# On-time Performance: Route 120 – Weekday



■ On-Time ■ Late ■ Early

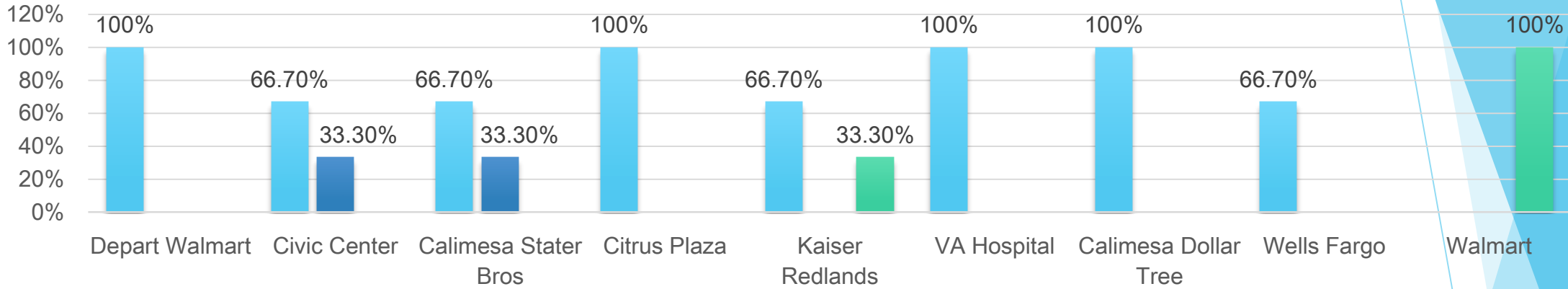
\* Some stops do not equal 100% since the stop was not served as scheduled.

# On-time Performance: Route 120 – Weekend

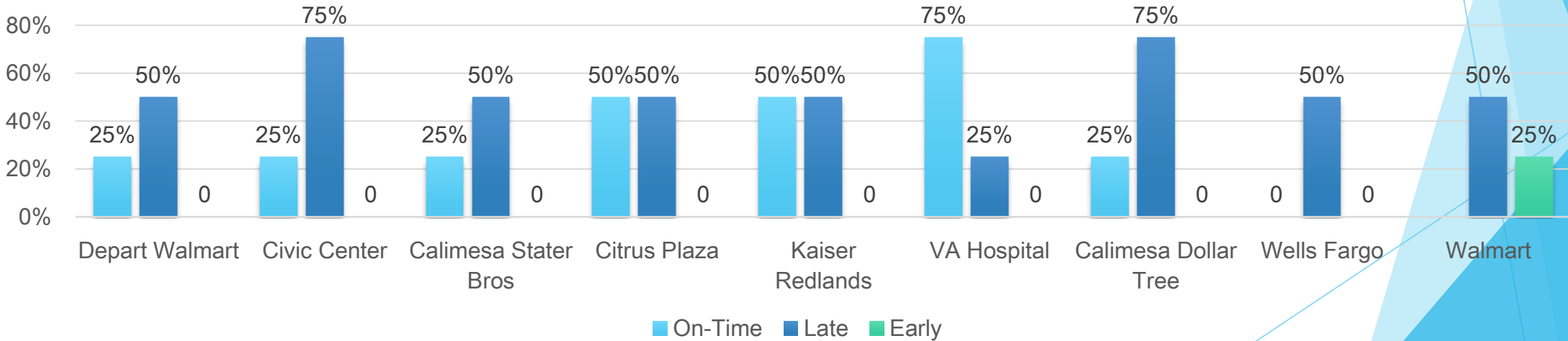


# On-time Performance: Route 125

## Morning Service



## Afternoon Service

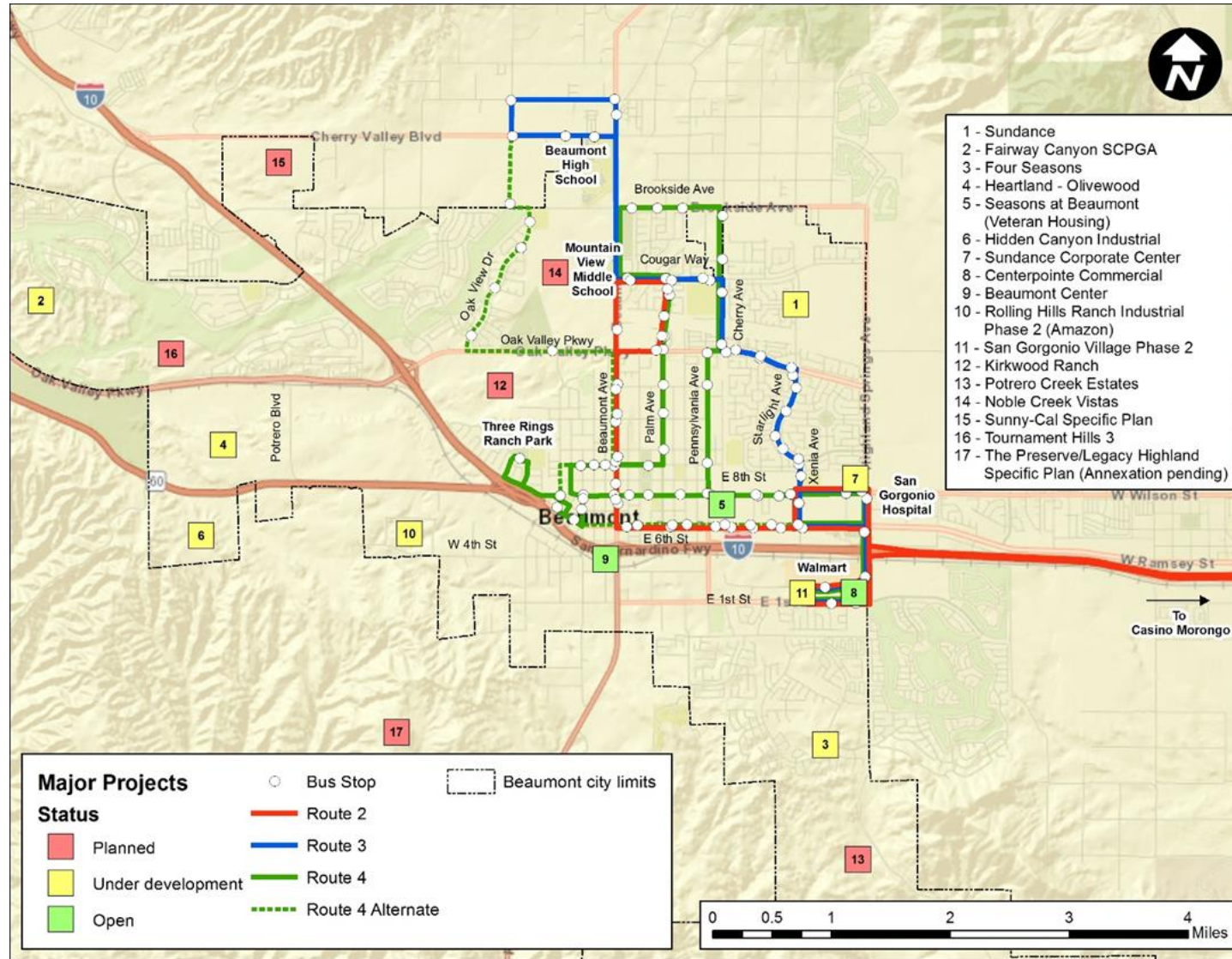


■ On-Time ■ Late ■ Early

\* Some stops do not equal 100% since the stop was not served as scheduled.



# Future Development



# Community Engagement Activities

Activity	Quantity
Surveys	427 Responses
Open House (3)	21 Attendees
Pop-Up Events	60 Attendees
Project Webpage	593 Views



# Survey Totals

Survey Source	Number of Responses
Fixed Route Passenger	193
Dial-A-Ride	40
School	170
Driver	5
Stakeholder	5
Community	14
Total	427



## 'Profile' of a Beaumont Transit Customer

- ▶ 53.4% uses the service to travel for work or school
- ▶ 50.4% rides five or more days per week
- ▶ 70.5% ride because they do not have access to a vehicle
- ▶ 70.3% are 25 or older
- ▶ 37.8% are students
- ▶ 28% employed
- ▶ 36.4% identifies as Hispanic/Latino
- ▶ 27.3% identifies as Black/African American
- ▶ 67.6% state their household annual income is less than \$30,000
- ▶ On a scale of 1-4, 4 being excellent, Beaumont is averaged at 3.34

# 'Profile' Of A Dial-a-ride (DAR) Customer

- ▶ 62.9% are 65 or older; 76% Live alone
- ▶ 53.5% state their annual household income is less than \$20,000
- ▶ 60% have used DAR for more than two years
- ▶ 64.1% rode within the month prior to taking the survey
- ▶ 82.5% makes less than three round trips per week
- ▶ 76.9% typically use DAR for medical or shopping
- ▶ 92.1% use DAR because they no longer drive
- ▶ 63.2% have a disability that impacts personal mobility
- ▶ 47.4% would ride with family or friends if DAR not available
- ▶ 34.2% would not make the trip if DAR not available
- ▶ On a scale of 1-4, 4 being excellent, DAR is averaged at 3.41; 90% rate as good or excellent

# Community Survey Responses

- ▶ 36% do not ride Beaumont Transit because it takes too long
- ▶ 36% would ride if service was more frequent
- ▶ 36% would ride if on-time performance was improved
- ▶ 67% do not have access to a personal vehicle
- ▶ 100% would consider riding if their primary means of transportation was not available
- ▶ 100% of respondents 'strongly' or 'somewhat agree' that Beaumont Transit:
  - Reduces traffic
  - Reduces pollution
  - Is cheaper than driving
  - Supports the local economy
  - Provides a valuable service to the community.

# Preliminary Findings

- ▶ The split with Banning has negatively impacted residents' mobility
- ▶ Improve on-time performance
- ▶ Service does not operate frequently enough
- ▶ Service on weekdays, needs to operate later
- ▶ Riders want improved bus stops
- ▶ Some neighborhoods are without transit service



## Next Steps

- ▶ Discuss findings with Council
- ▶ Develop list of improvement priorities
- ▶ Calculate cost estimates for “short list” of improvement priorities
- ▶ Prepare Tech Memo #2: Service Alternatives
- ▶ Prepare ‘Preferred Alternative’ scenario
- ▶ Present to Council





# Questions / Discussion