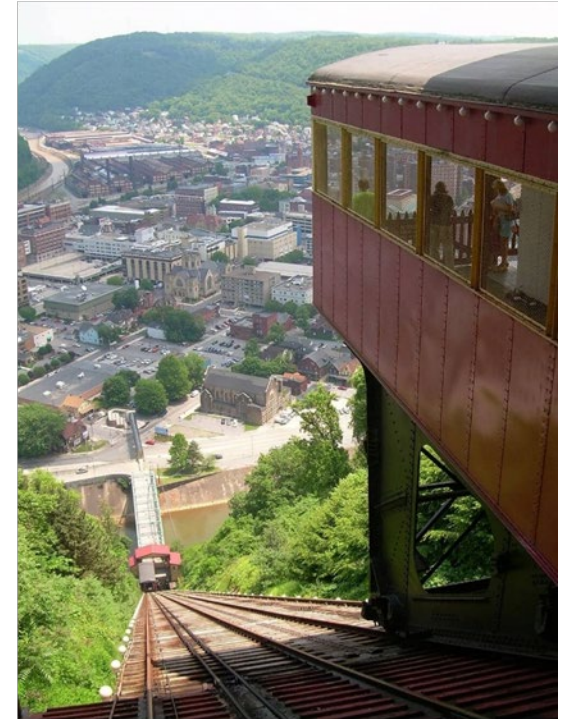




**CamTransformation**  
**Winter Public Meetings**  
December 2020

# PROJECT PURPOSE

- Comprehensive review of existing service and market for transit
- Establish a vision for future CamTran service
- Ongoing input and collaboration with the community

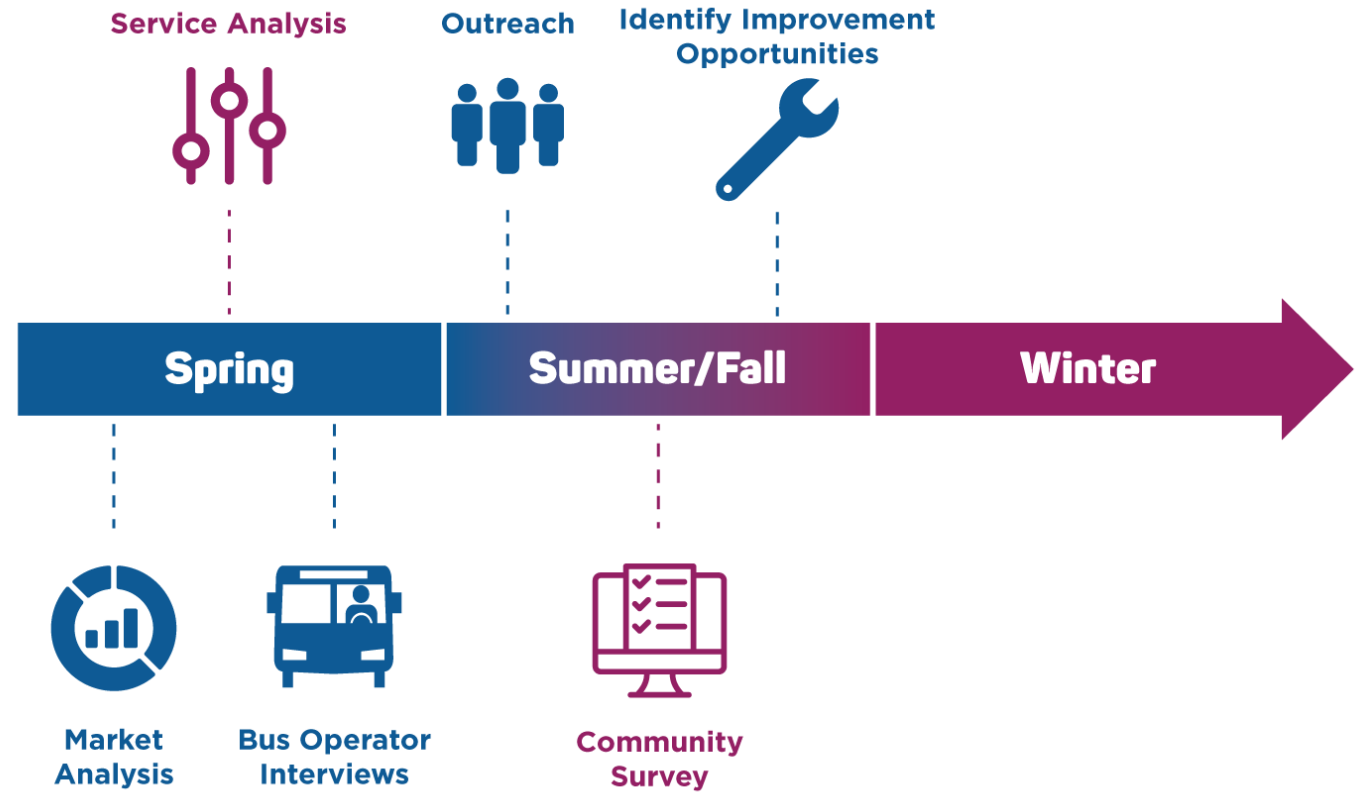


# GOALS AND OUTCOMES

- Create a more responsive and effective system
- Enhance mobility for Cambria County residents – especially those that rely on transit for most trips
- Efficiently use our financial resources – this means there will be choices

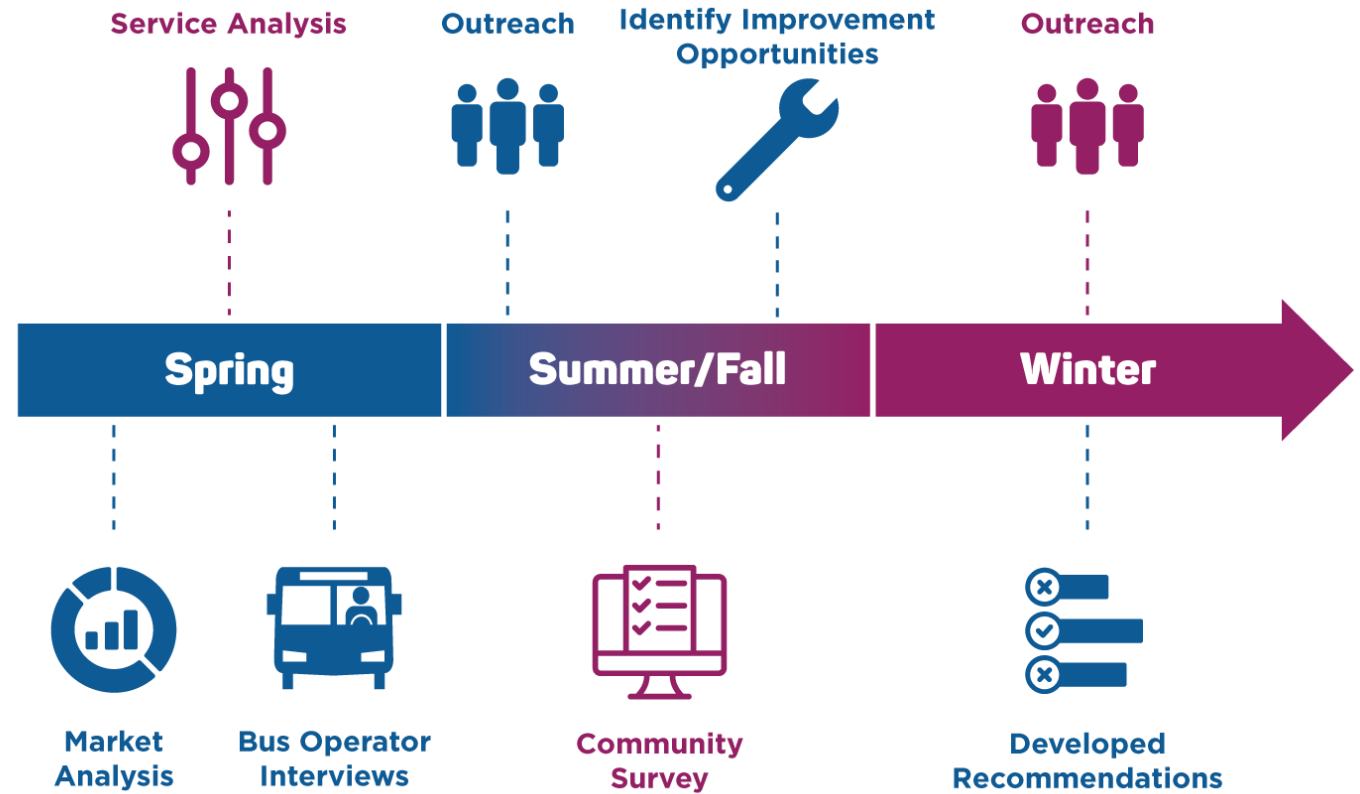
# STUDY PROGRESS

- Received nearly 200 survey responses from riders and other community members
- Interviewed over 20 stakeholders from businesses, community organizations, and government
- Worked with CamTran staff and bus operators to develop three options for improving bus service



# NEXT STEPS

- Identify the preferred service improvement approach
- Develop a final recommended network plan, including schedules
- Create an implementation approach
- Present recommendations to CamTran board



# WE WANT TO HEAR FROM YOU

- Visit the project website at [CamTransformation.com](http://CamTransformation.com)
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CamTran is conducting a comprehensive assessment of its existing transit service and establishing a vision of what service should look like in the coming years. In Johnstown and throughout Cambria County, CamTran plays a vital role in connecting residents to the region's housing, jobs, and activity centers. This plan's purpose is to update CamTran's service so that it is more efficient, effective, and better fits the needs of its customers. The CamTran System Enhancements Study includes four phases:



The **Market Analysis**, which includes an assessment of the existing and potential market for transit in Cambria County and beyond.



An **Existing Service Analysis**, which includes a comprehensive review of the existing CamTran network and an assessment of each route.



**Service Alternatives**, which present multiple approaches for evolving the CamTran network to better serve the residents and workers of Cambria County.



The **Final Recommended Network**, which establishes a short-term plan for improving the CamTran network.

During each phase of the project, CamTran staff and the project team will engage with residents, customers, and stakeholders to ensure that the Final Recommended Network reflects the community's vision for transit in Cambria County. Learn more about how you can get involved [here](#).

# WE WANT TO HEAR FROM YOU

- Which service option best meets your daily travel needs?
- Which option provides the best service to Richland and East Hills?
- Are there any changes you particularly agree or disagree with?
- Are there any ideas you would like to add?
- Which routes should have better early morning, late night, and weekend service?

Let us know what you think

First Name

Last Name

Email

How would you improve Camtran bus service?

Submit

# TODAY'S AGENDA

- Community Outreach Findings
- CamTran Urban Bus Network Options
- CamTran+ Rural Bus Network Options
- Next Steps
- Public Comment



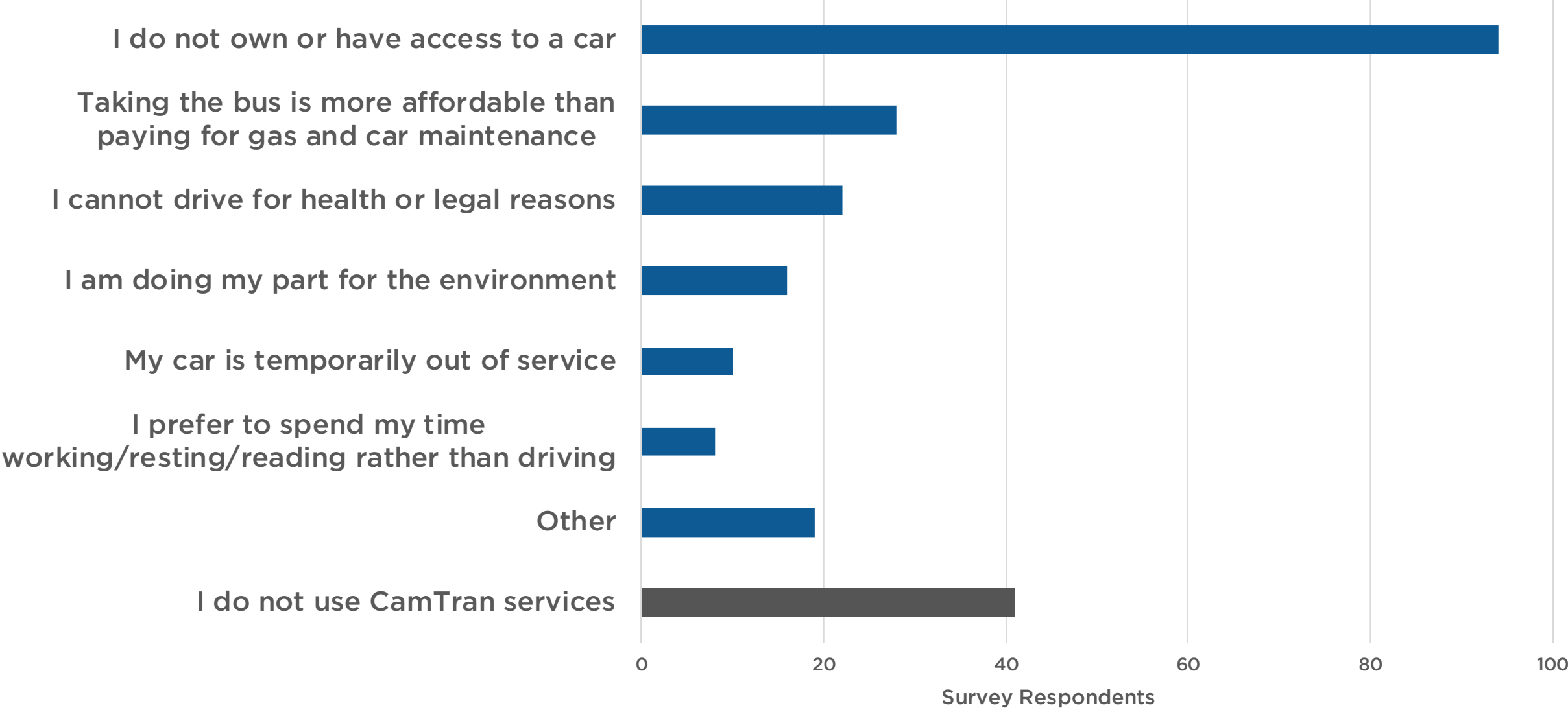
# COMMUNITY OUTREACH FINDINGS



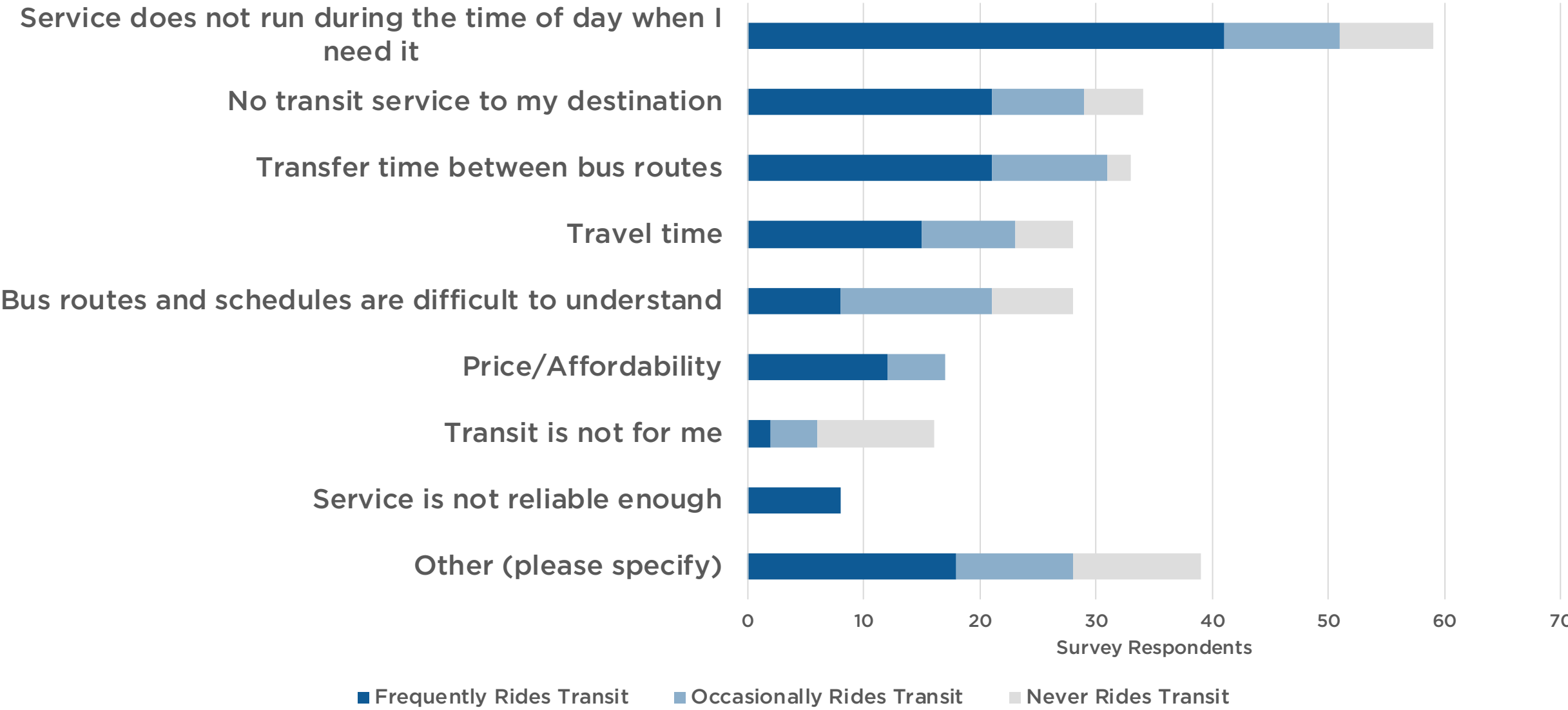
# COMMUNITY OUTREACH PROCESS

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- Interviewed over 20 bus operators and CamTran staff

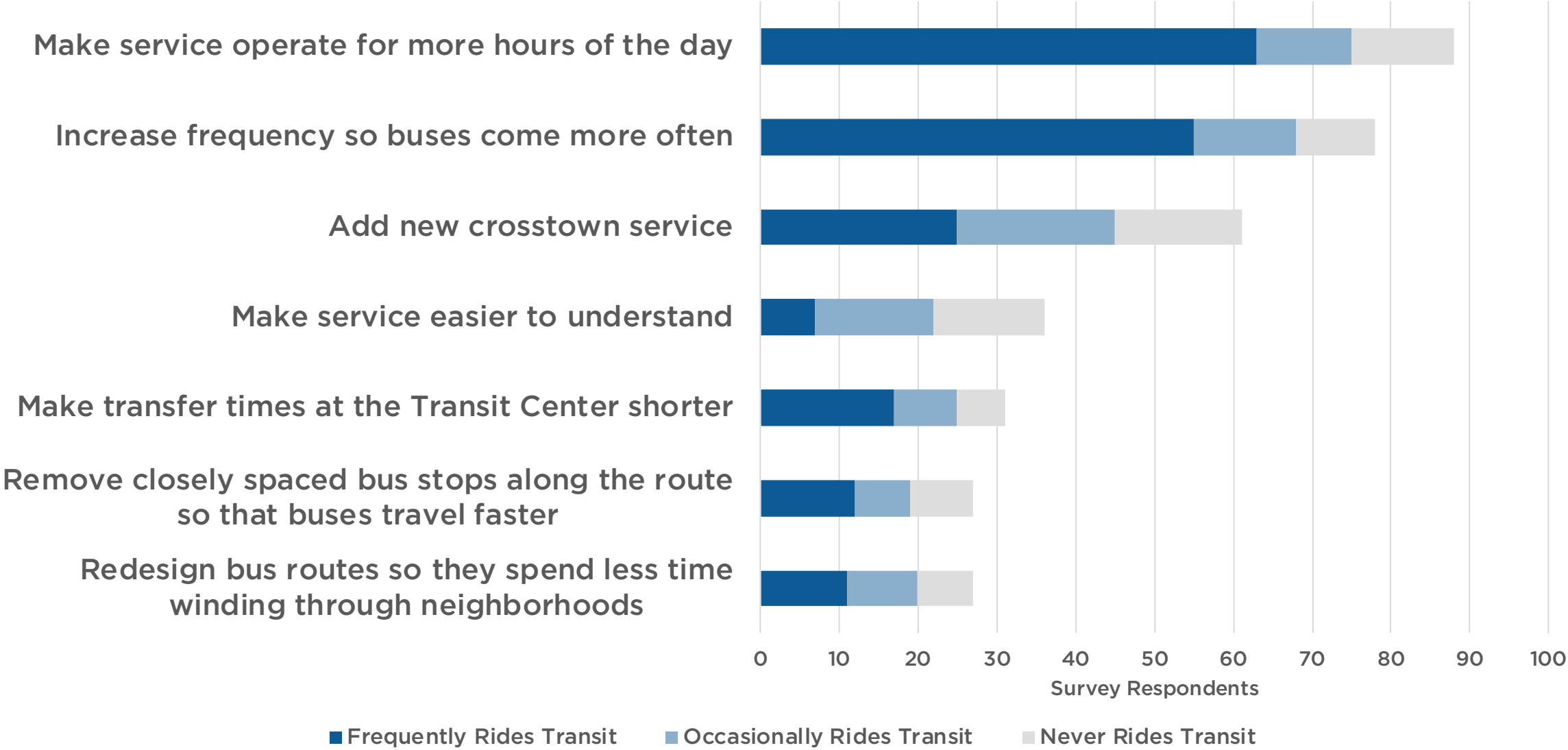
# WHY DO PEOPLE RIDE CAMTRAN?



# WHAT ISSUES PREVENT PEOPLE FROM RIDING CAMTRAN?

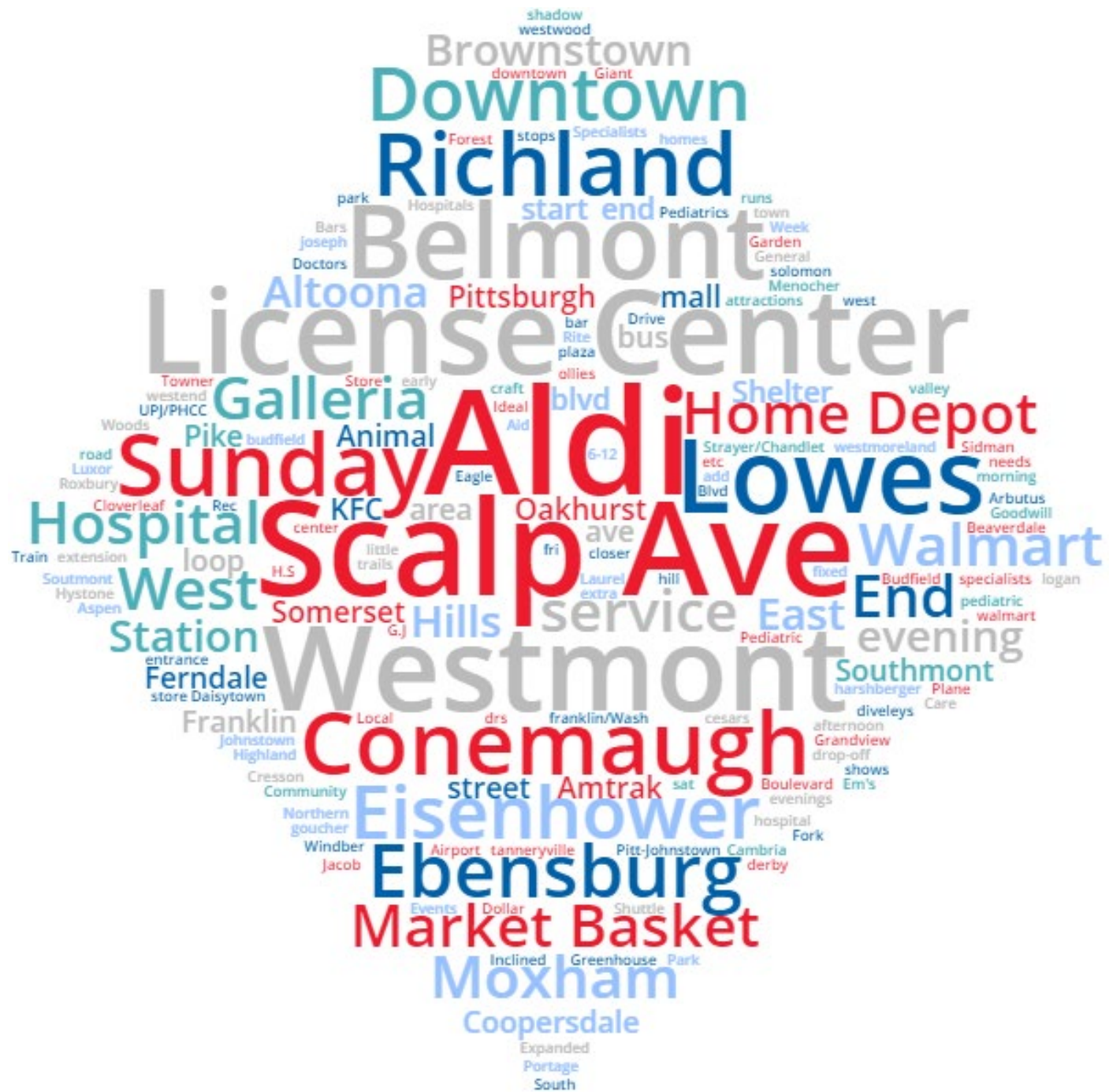


# HOW WOULD YOU IMPROVE CAMTRAN?





# WHERE SHOULD SERVICE BE ADDED OR IMPROVED?



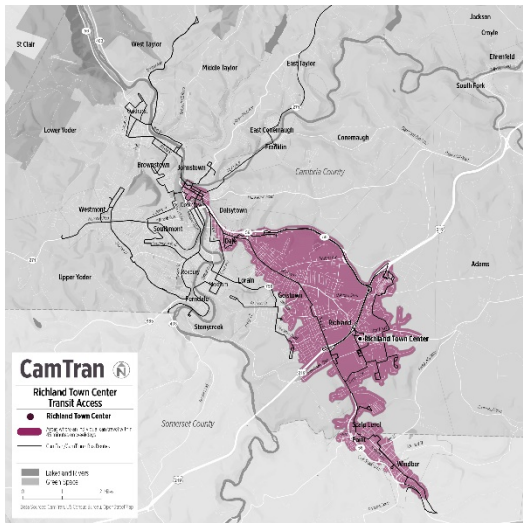


# CAMTRAN URBAN NETWORK OPTIONS

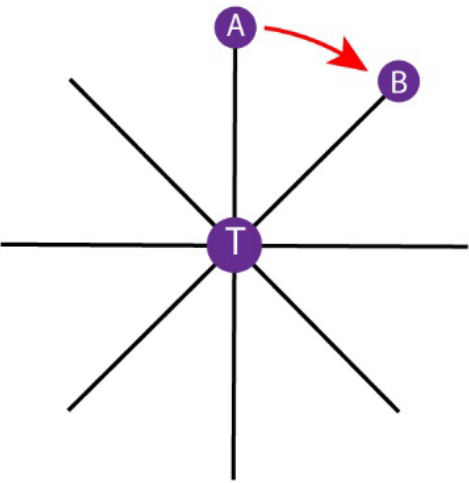


# GOALS FOR IMPROVING CAMTRAN URBAN BUS SERVICES

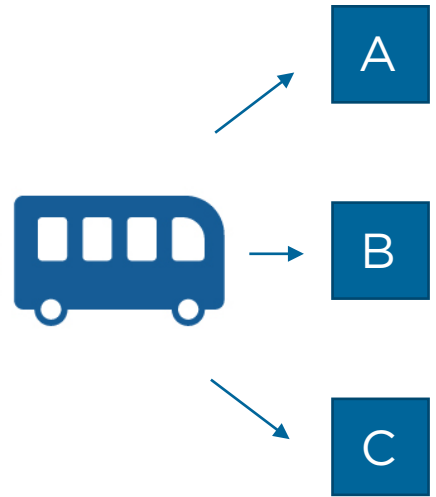
Faster Trips to Richland



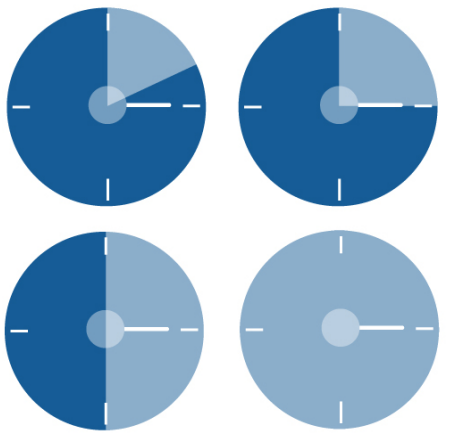
More Direct, One-Seat Rides (no transfers needed)



Expand Access to Key Unserved Destinations



Add More Late Night and Weekend Service





# WHAT ARE OUR BIGGEST CONSTRAINTS?

All Options are Cost Neutral (no increase or decrease in cost of operating CamTran)



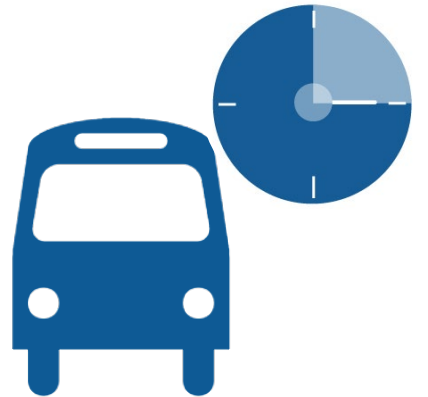
Dispersed Housing and Services



Topography, Bridge Height and Road Weight Limits, Roadway Connectivity



Desire to Maintain Similar Service Levels to Most Locations



# WHAT ARE SERVICE OPTIONS?

- Service options are contrasting choices for improving bus services

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- **Today's focus is mostly on where the bus goes (alignments), not when the bus operates or how often the bus comes (schedules)**
  - Schedules will be developed as part of final network plan – based on community priorities and operational constraints

# FOCUS OF SERVICE IMPROVEMENT OPTIONS

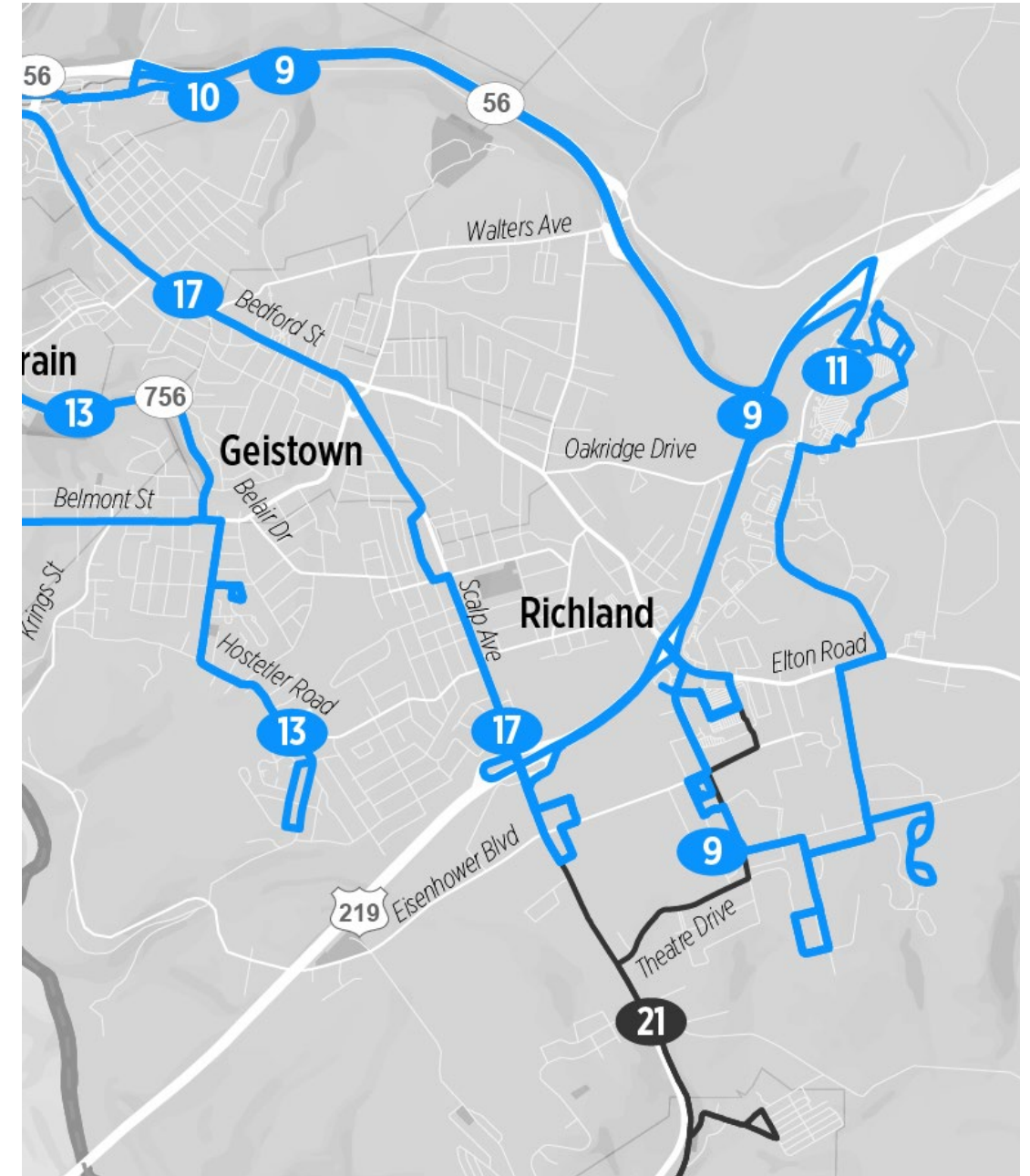
- What is the best way for CamTran to improve access to Richland and East Hills?





# RICHLAND SERVICE TODAY

- Three routes between Richland Town Center and Downtown
  - Route 9 Walmart/Galleria
  - Route 11 Galleria/Walmart
  - Route 17 Scalp Ave
- Only one route provides an express trip via 56 in each direction
  - Route 9 outbound/Route 11 inbound
- Long trip times (over 45 minutes) to Oakhurst and Moxham
- No service to lower Eisenhower Blvd, Budfield Street, Donald Lane, or ALDI



## KEY TRADEOFF

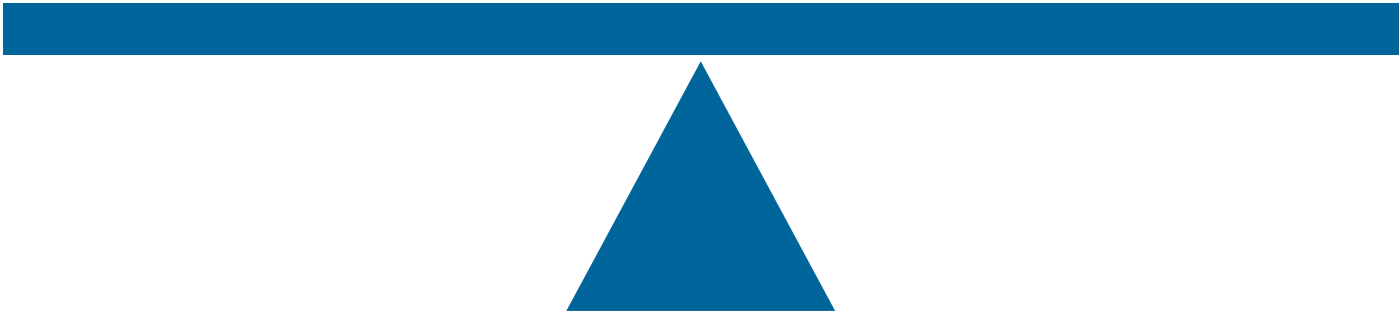
**More express trips and one-seat  
rides (no transfers necessary)  
between Downtown and Richland  
Town Center**

**VS**

**Service to more unserved  
destinations within Richland/East  
Hills**

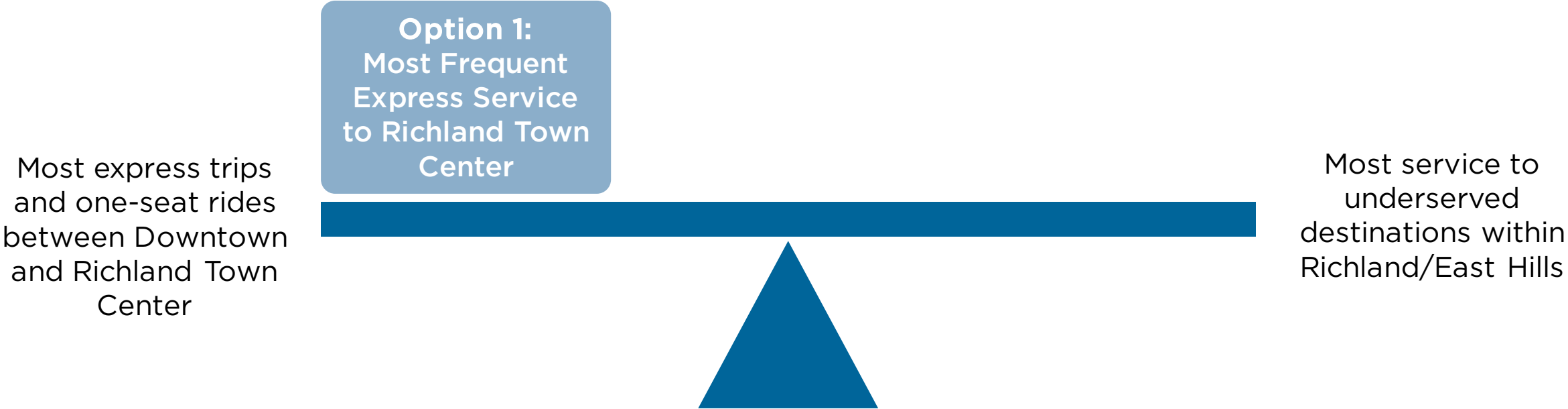
# SERVICE OPTIONS

Most express trips  
and one-seat rides  
between Downtown  
and Richland Town  
Center

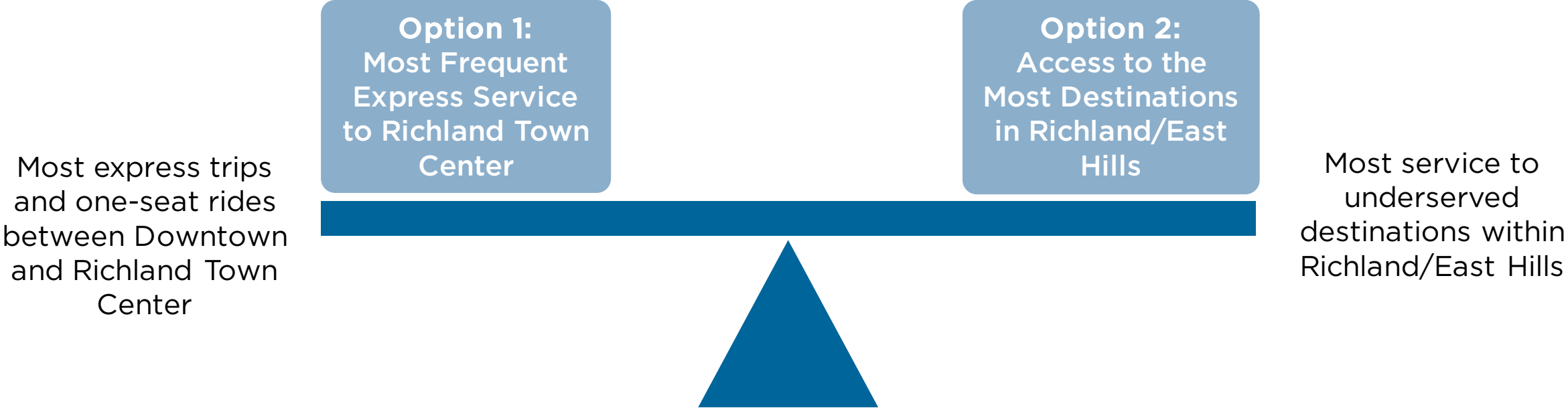


Most service to  
underserved  
destinations within  
Richland/East Hills

# SERVICE OPTIONS

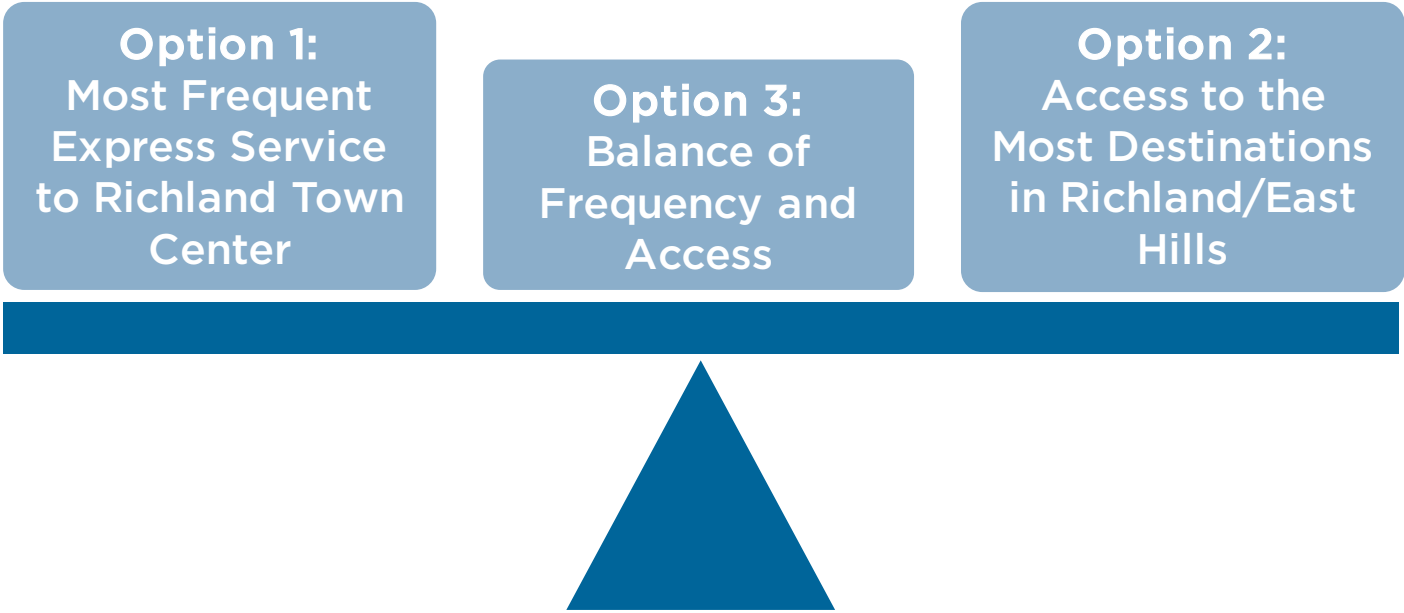


# SERVICE OPTIONS



# SERVICE OPTIONS

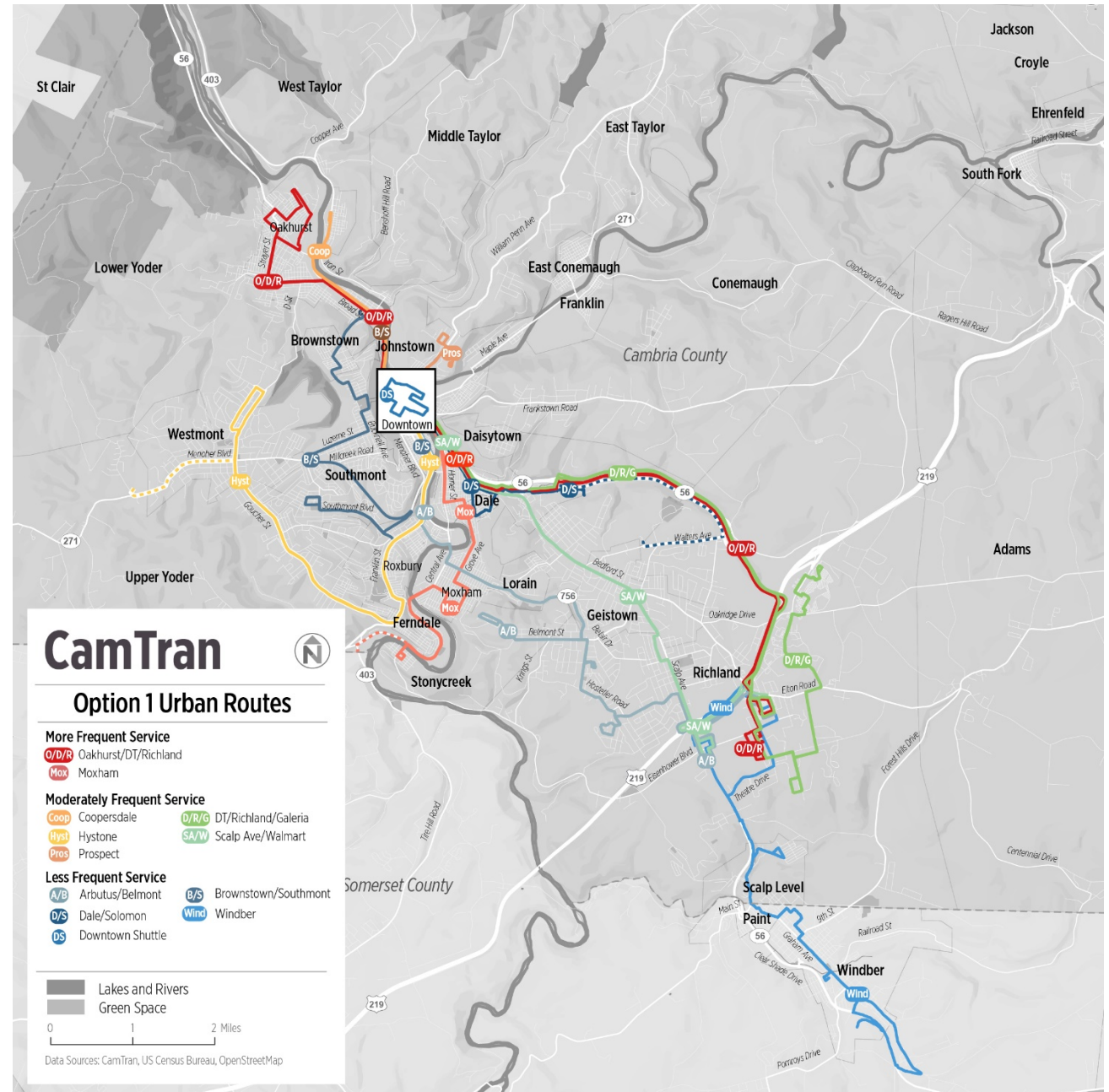
Most express trips  
and one-seat rides  
between Downtown  
and Richland Town  
Center



Most service to  
underserved  
destinations within  
Richland/East Hills

## Option I: Most Frequent Service to Richland Town Center

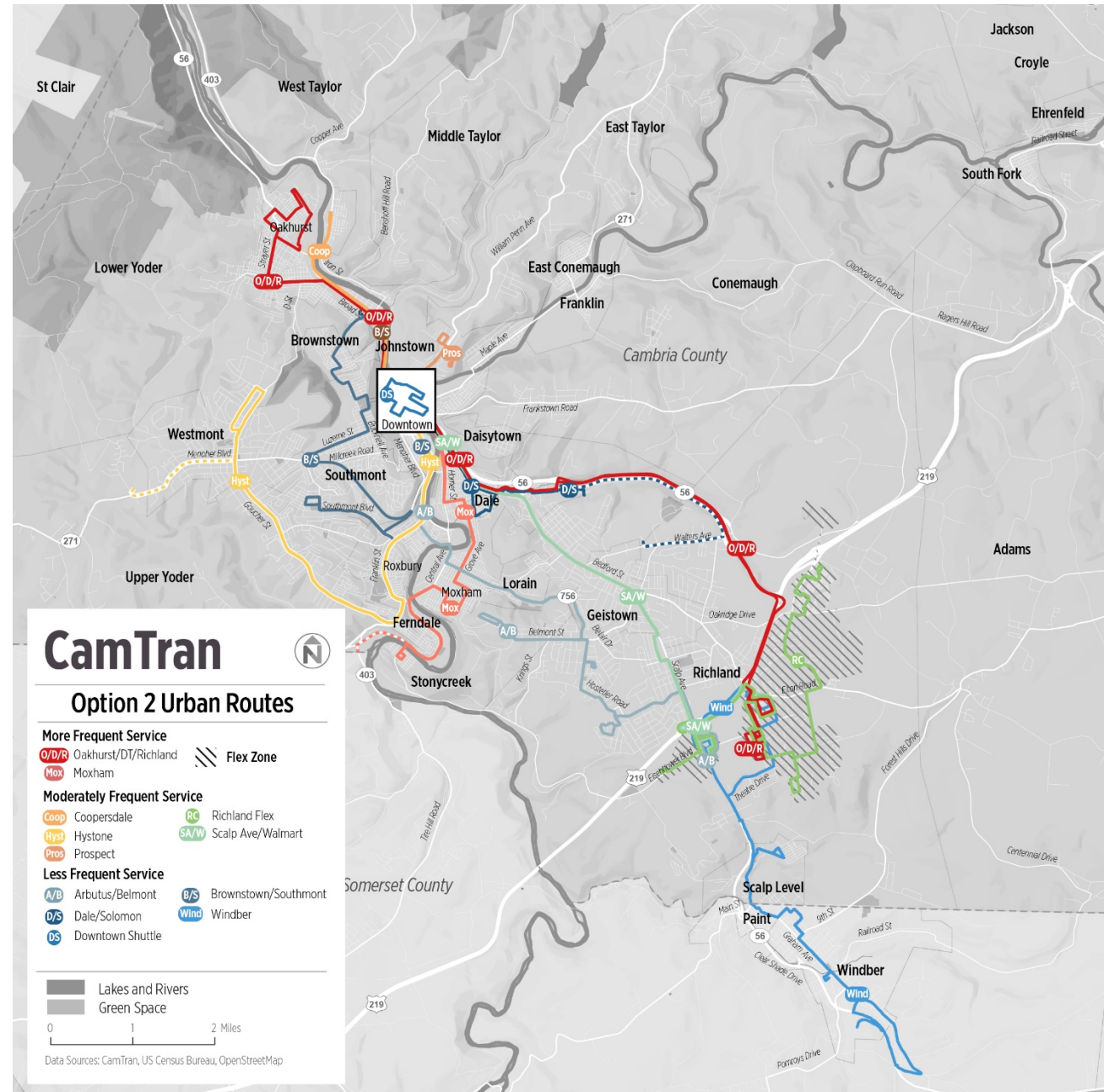
- **3x fast trips between Downtown and Richland Town Center (departing every ~20 minutes), via:**
  - One-seat ride between Oakhurst, Downtown, Richland Town Center, Bloomfield/Budfield Street
  - New Downtown-Richland Town Center-Colleges-Galleria route
- **New crosstown connection between Moxham, Scalp Avenue, and Richland Town Center via extended Arbutus/Belmont route**





## Option II: Access to the Most Destinations in Richland/East Hills

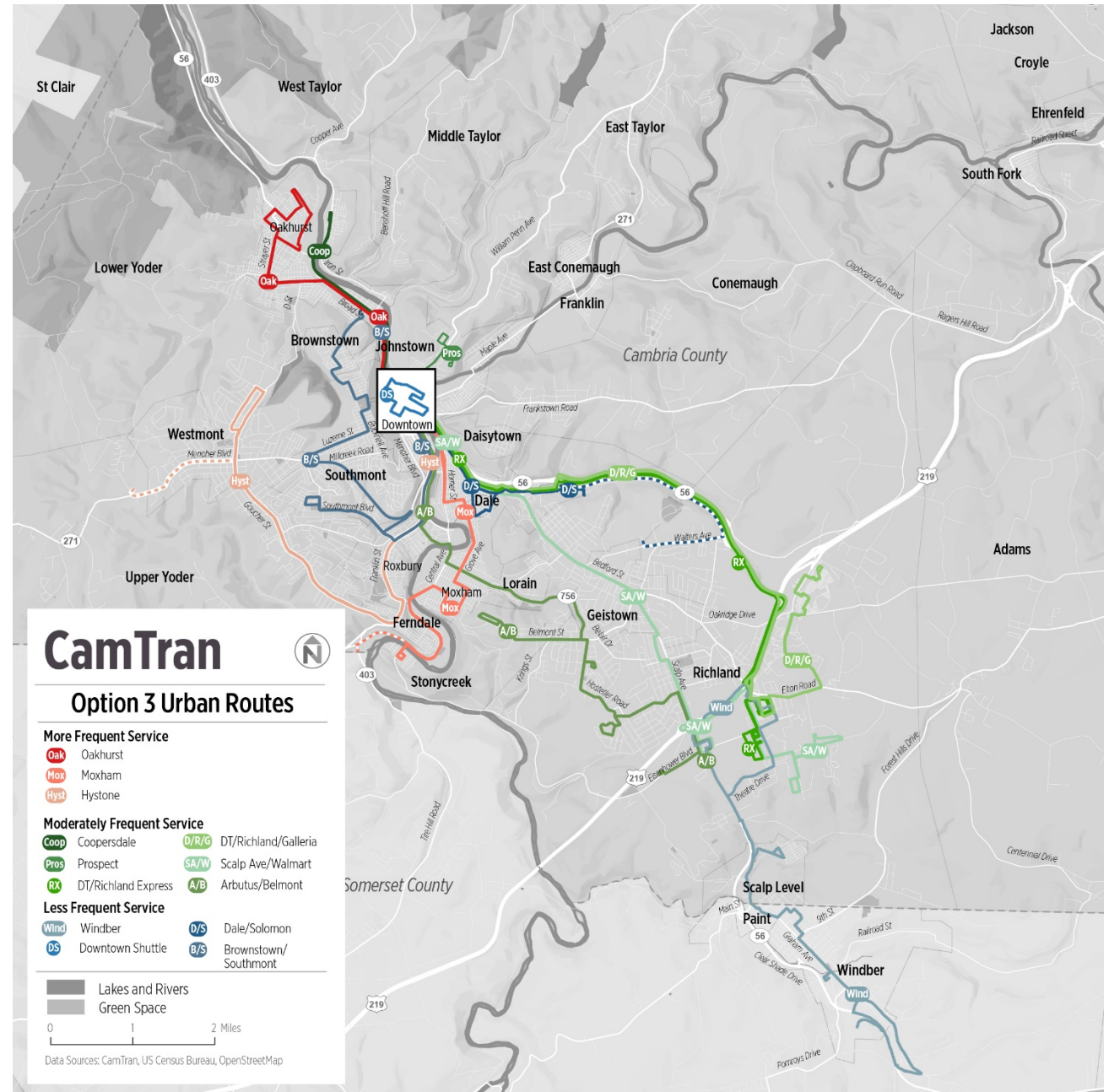
- **2x fast trips between Downtown and Richland Town Center (departing every ~30 minutes), via:**
  - One-seat ride between Oakhurst, Downtown, and Richland Town Center
- **New on-demand shuttle serving all destinations in Richland, including:**
  - Lower Eisenhower
  - Budfield Street
  - Donald Lane
  - ALDI
  - Home Depot/Lowes





## Option III: Balance of Frequency and Access

- **2x fast trips between Downtown and Richland Town Center departing every ~30 minutes), via:**
  - A new Downtown-Richland Town Center-Bloomfield/Budfield Street route
  - A new Downtown-Richland Town Center-Galleria route
- An extended Scalp Avenue route serving Bloomfield Street and the Colleges
- An extended Arbutus/Belmont route serving Scalp Avenue and lower Eisenhower Blvd



# SERVICE IMPROVEMENT OPTIONS

## Option I: Most Frequent Service to Richland Town Center

Most frequent express service between Downtown and Richland Town Center

New one-seat ride from Richland Town Center to both Moxham and Oakhurst

No service to lower Eisenhower Blvd

## Option II: Flexible Service to More Richland Destinations

Access to the most destinations in Richland, via a new flexible circulator

No one-seat ride between Downtown and the Galleria area or Penn Highlands/UPJ

Fewer express trips to Richland Town Center

## Option III: Balanced Access to Richland

Balance of service to new locations, improved access to Richland, and more one-seat rides within Richland

Service to fewer new locations than in Option II

Fewer express trips to Richland Town Center than in Option I

## OTHER ROUTE UPDATES (INCLUDED IN ALL OPTIONS)

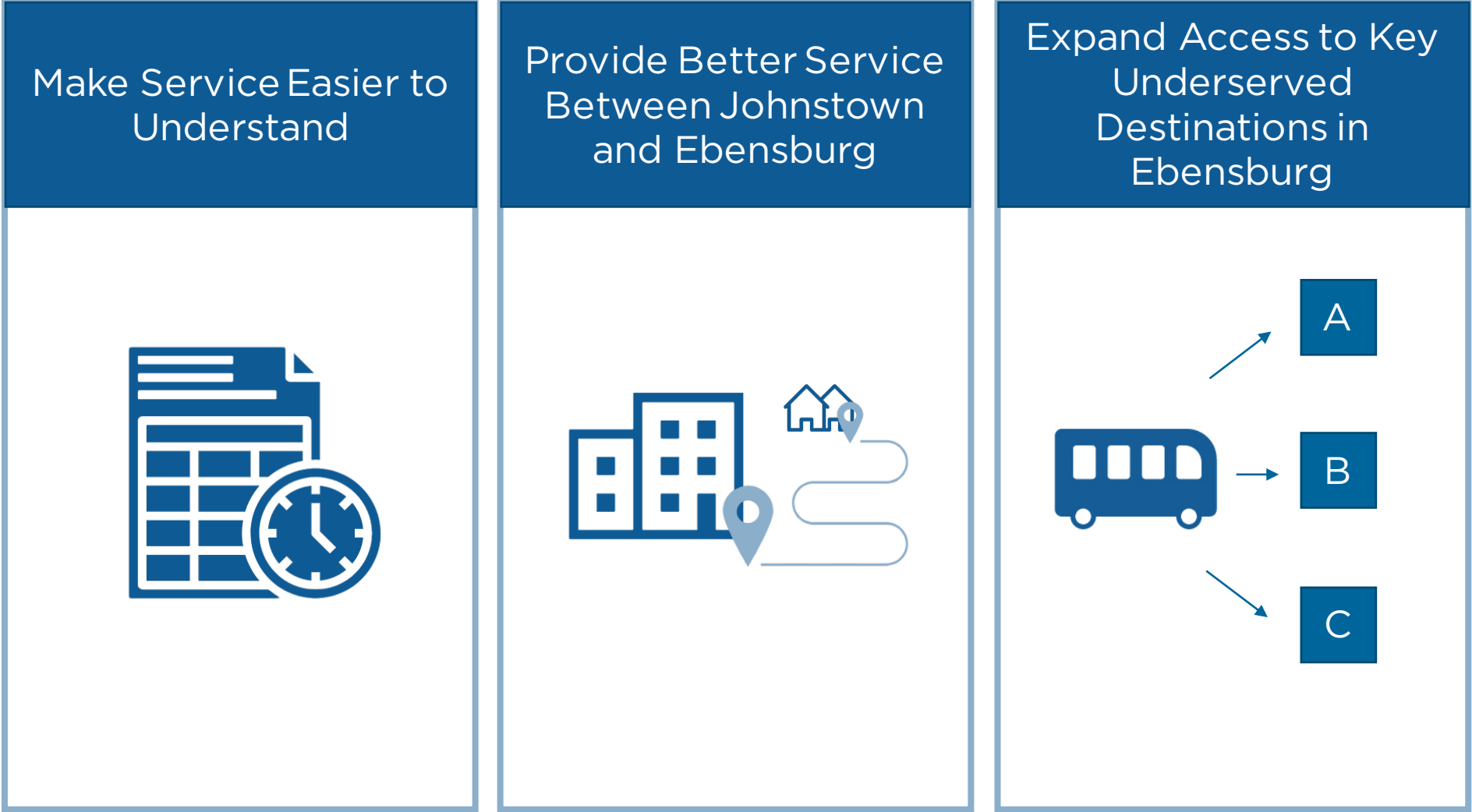
- Limited service to the Driver's License Center
- Updated Coopersdale route with direct service to Downtown via Broad Street
- Combined Brownstown/Southmont loop
- More trips to Amtrak station via slightly modified Prospect route





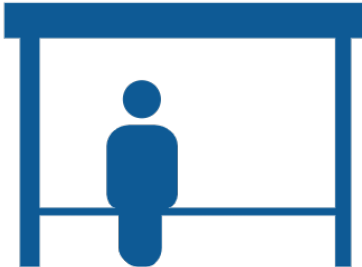
# CAMTRAN+ RURAL NETWORK OPTIONS



# GOALS FOR IMPROVING CAMTRAN+ RURAL BUS SERVICES



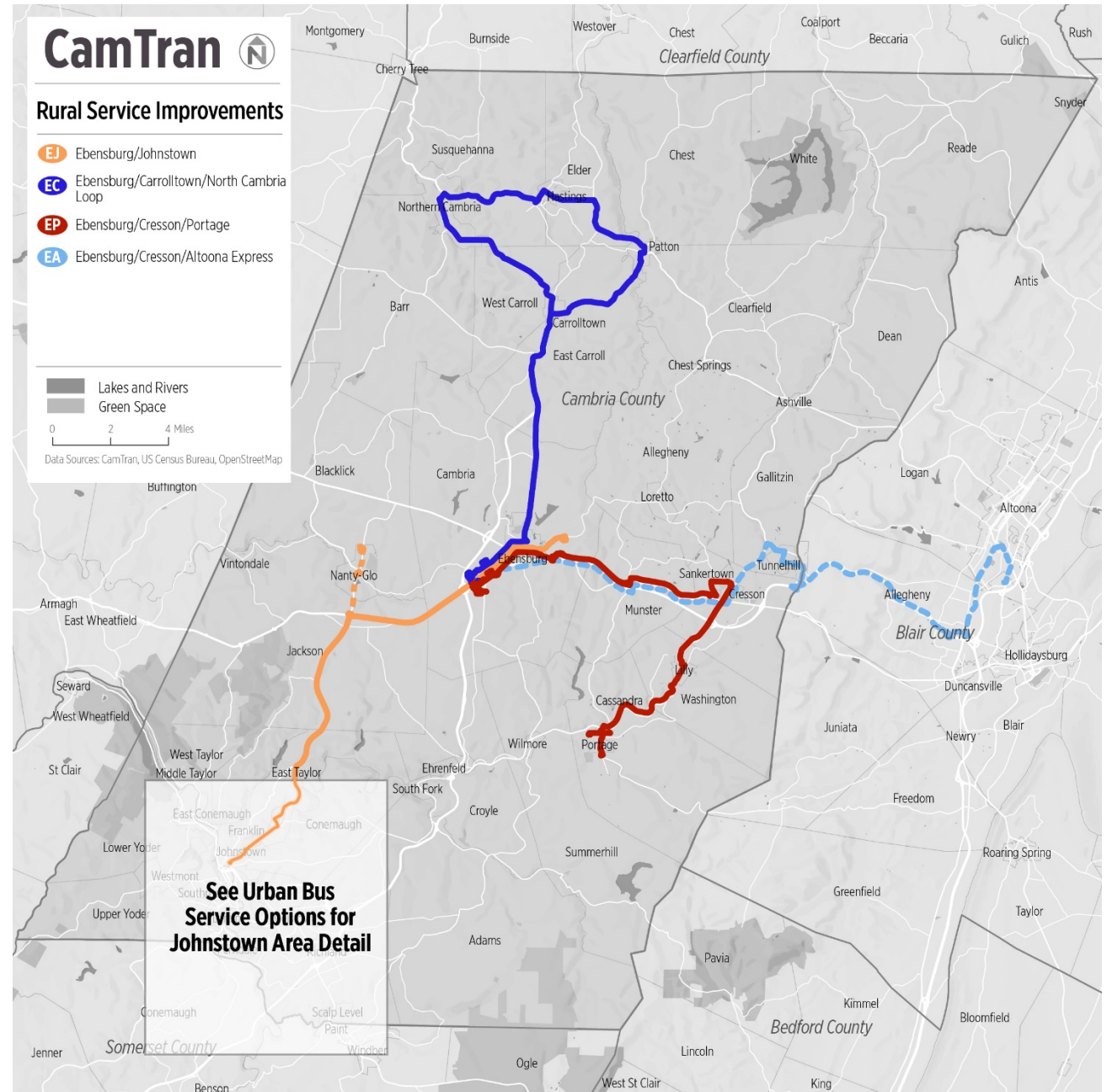
# WHAT ARE OUR BIGGEST CONSTRAINTS?

Very Large Service Area	Limited Opportunity to Streamline Existing Routes	Low Ridership Potential
		



## CamTran+ Service Improvement Options

- **Provide direct access to more locations in Ebensburg retail area, including ALDI**
- **Create bi-directional service between Ebensburg, Cresson, and Portage**
- **Simplify schedules for:**
  - Johnstown-Ebensburg route
  - Ebensburg-Carrolltown-Northern Cambria Loop
- **Provide consistent schedules, transfer points, and service request options**
- **Potential service realignment to provide service to Gallitzin, weather permitting.**



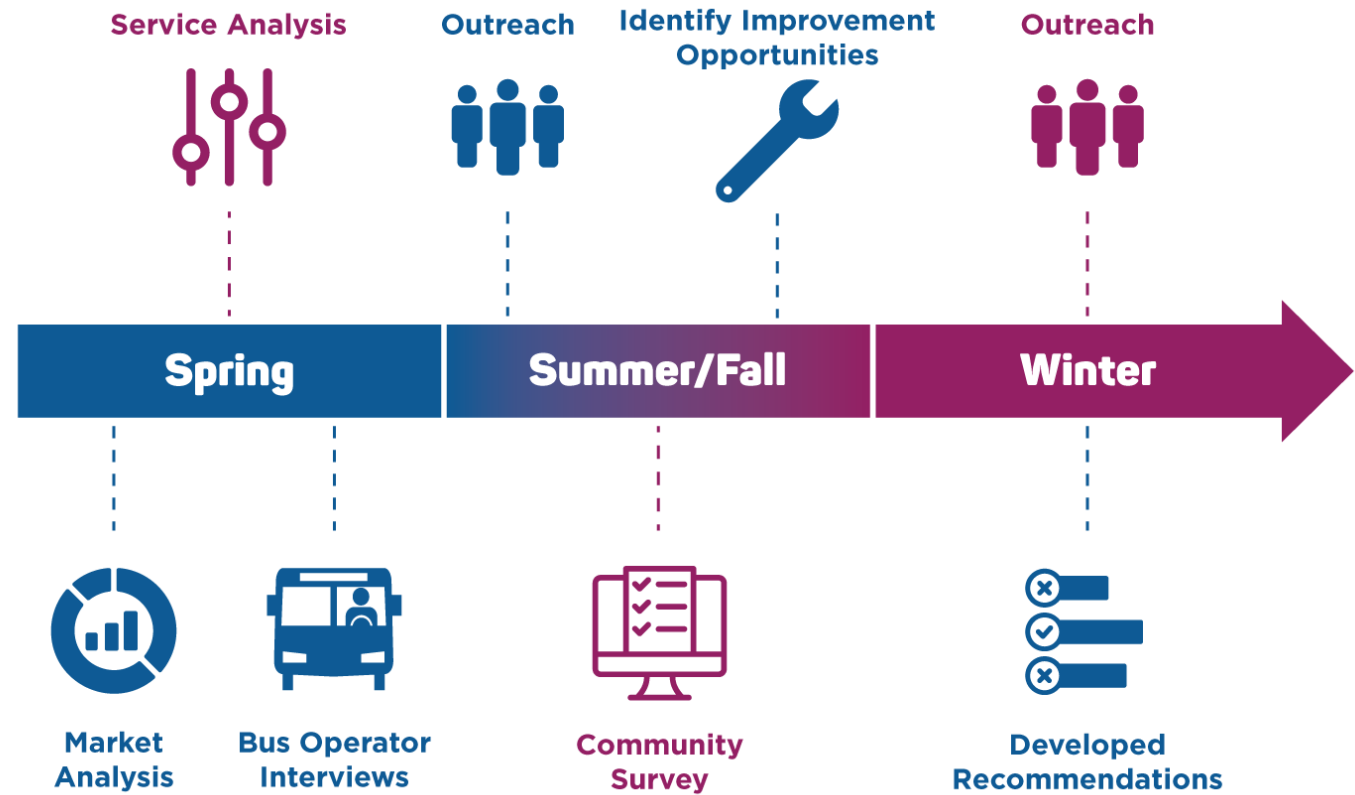


# NEXT STEPS



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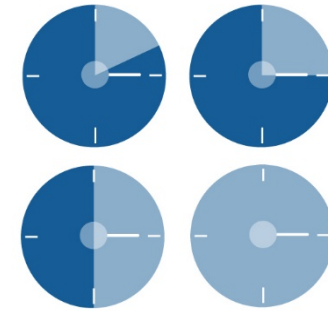
# DEVELOPING SCHEDULES FOR FINAL NETWORK PLAN



**Frequency**

How often does the bus come?

**VS**



**Span**

When does service start and stop?

# WHAT ARE COMMUNITY PREFERENCES FOR SCHEDULES?

Figure 16 Transit Design Options (All Survey Respondents)

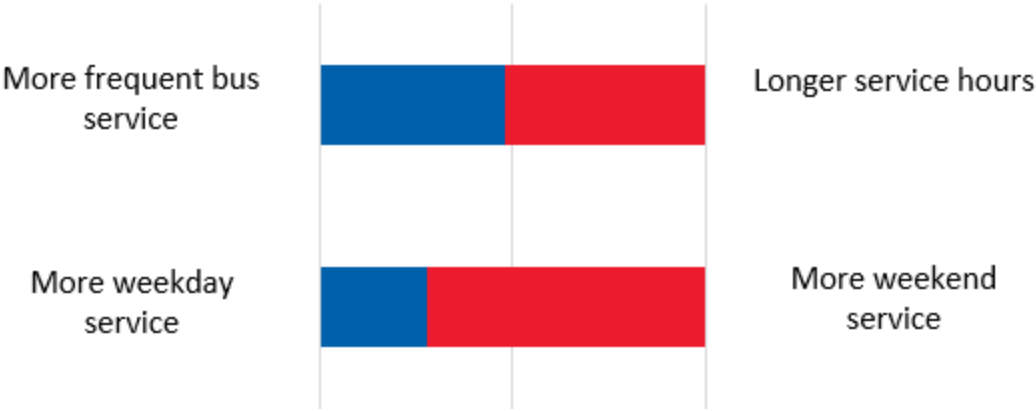
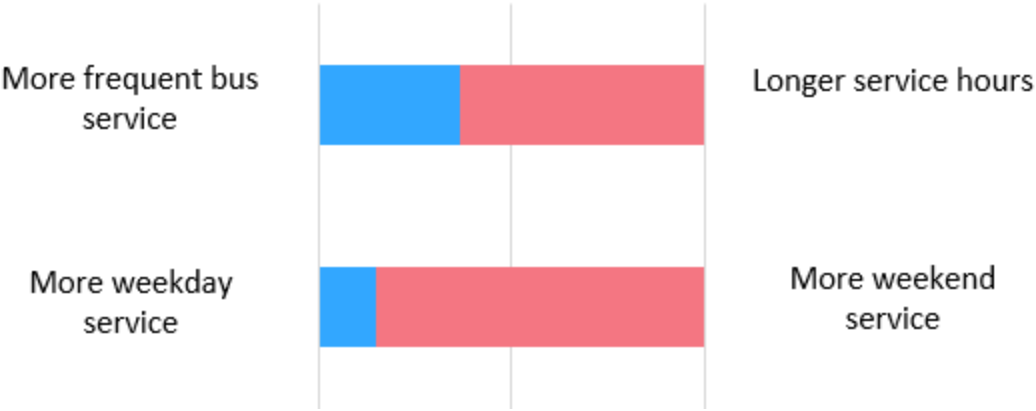


Figure 17 Transit Design Options (Frequent Transit Riders Only)





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What is the  System Enhancement Study

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First Name

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How would you improve Camtran bus service?

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# PUBLIC COMMENT

