

Bath CityBus

Contact Information

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Service Summary

Service area:	City of Bath
Type of service:	Flex route

CityBus Service

The CityBus runs Monday-Friday from 8:00 a.m. to 5:30 p.m. There are two service regions in town: the north loop, serving areas north of Route 1 and the south loop, serving areas south of Route 1. There are designated stops, but passengers can board and exit the bus at any point along its route, or by calling the City to be picked up.

There are also two special services: a Bath Iron Works Employee Shuttle Service and a Mid Coast Hospital Service.

North loop. Transit service consists of a two-loop route configuration that interconnects in a figure eight pattern and uses the downtown as a hub. Bus service begins with the North Loop at 8:00 a.m. The North Loop takes about 30 minutes, returning to City Hall at 8:30 a.m. The North Loop is served nine times a day beginning at 8:00 a.m. and every hour thereafter except 3:00 p.m., and ending with the 5:00 p.m. run.

South loop. The South Loop begins at City Hall at 8:30 a.m. The South Loop takes about 23 minutes, returning to City Hall at 8:53 a.m. The South Loop is served eight times a day beginning at 8:30 a.m., and every hour thereafter except 3:30 p.m., and ending with the 4:30 p.m. run.

The North and South routes continue operating on an alternating basis until the end of the North Loop run at City Hall at 5:30 p.m. Service is provided five days a week, Monday through Friday. The South Loop is approximately 8.3 miles long; the North Loop extends for about 7.0 miles, for a total of 15.3 miles.

Bath Iron Works Employee Shuttle Service. Two shuttle buses start out from the City Waste Water Facility at about 6:15 a.m., and pick employees up at their homes. The BIW commuter buses are scheduled to arrive at BIW prior to 7:00 a.m. They return to BIW at about 3:10 p.m. to pick up employees for their return ride home. Operation of the two BIW routes currently results in a one-hour interruption of afternoon in-town bus service (3:00 p.m. to 4:00 p.m.).

Mid Coast Hospital Service. Service is provided to Mid Coast Hospital in Brunswick twice daily, when requested 24 hours in advance. Morning service is provided from City Hall, leaving at 9:30 a.m. and returning at 10:00 a.m. Afternoon service is provided from City Hall, leaving at 1:30 p.m. and returning at 2:00 p.m.

Summary of Service Changes

There have been no major service changes within the past five years. However, ridership has been increasing on a regular basis, and now ranges between 14,000 and 14,450 passengers annually.

Summary of Accomplishments

- 1. Transportation Committee.** The City Council created a new Transportation Committee and empowered it with the authority to make decisions about the operation and management of CityBus.
- 2. Partnerships.** Bath has developed strong working relationships with its partners including Mid-Coast Public Transportation and Brunswick Explorer.
- 3. Travel training.** The Bath Planning Department undertakes travel training workshops with residents of Bath Housing Authority properties every two months that includes issuing free passes for new riders.
- 4. Planning for change.** The Planning Department has been planning a transition to a third-party bus system operator that would have the capability of improving existing service, providing connections to Brunswick, and partnering with other agencies, where opportunities arise, to expand service to other communities.
- 5. Better maintenance.** The City has improved the maintenance of its vehicles, due in part to an increase of Public Works Department staff.

Future Priorities

- 1. Third party operator.** Issue an RFP and contract with a third party to operate CityBus, with provisions to better serve Bath and provide connections to Brunswick as well as existing and emerging regional services between Brunswick and other communities such as Portland and Lewiston-Auburn.
- 2. Regional transportation system.** Partner with other agencies to establish connections with other nearby communities.
- 3. Additional service hours.** Expand the service of CityBus to include evenings and weekends.

Plans and Studies

1. **2017 transit study.** The City of Bath was included in a 2017 transit study undertaken by Western Maine Transportation Services (WMTS). The WMTS transit study was funded by MaineDOT and was aimed at developing options that:

- Optimize rural-urban and interregional connections
- Foster economic development
- Increase access to employment and education
- Build on the success of current services
- Use appropriate service types/vehicles to match demand
- Are economically feasible and sustainable

Top priorities identified in the study include commuter services between Lewiston-Auburn and Farmington/Wilton, and Lewiston-Auburn and Brunswick/Bath.

2. **South end transportation study.** The City of Bath, in partnership with Bath Iron Works and the Maine Department of Transportation, has initiated a \$75,000 transportation study of the neighborhood impacts of BIW workers parking on local streets in the south end. Production at BIW has moved to the south end of the yard. There are some parking areas near BIW that require a permit, but workers who are not able to get a permit park on local streets. There are not enough on-street parking spaces to accommodate the parking need. The study, being conducted by TY Lynn, will explore solutions to the problems.
3. **Transit survey of satisfaction.** With Texas A&M University, Bath completed a city-wide, scientific survey of satisfaction and use of Bath CityBus. Approximately 80% of respondents supported spending money on transit.

Ridership

A greater number of young people and recent retirees are now riding CityBus, but there is very little commuting other than the twice-daily BIW runs. Frequently, the buses are nearly full.

Bath CityBus Flex Route Trips					
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
General Public	13,569	13,576	12,329	13,059	13,476

Fares

Fare	Bath Iron Works Employee Shuttle \$ 1 one way North and South loop \$1 one way Mid Coast Hospital Service \$2 one way
Exact Fare Required?	Yes
Electronic Fare?	No
Senior/disabled Half fare available?	No
Senior/disabled half fare pass required?	n.a.
Other discounts?	n.a.
Multi-ride prepayment?	Regular service 12 rides for \$10 Regular service free ride pass for new riders Brunswick service 10 rides for \$20
Monthly pass prepayment?	no
Passes available from:	Regular service from Bus driver or Bath Planning Department Free ride pass from Bath Planning Department

Buses/Facilities

While the fleet is in fair to good condition overall, the 2006 bus needs to be replaced (replacement should be a 16+2), and the 2013 bus is reaching the end of its useful life and may need to be replaced in about two years. Bath has had a capital reserve account since 2006 for new buses. Bath also utilizes a 2016 bus.

Buses are stored in a fenced-in area at the wastewater treatment plant. Drivers are responsible for cleaning the insides of their vehicles. A hose at the Public Works garage is used to wash the exteriors.

There are some bus stop signs at some checkpoints as well as paper signs at some building vestibules. Additional signs are needed to better inform people who are not familiar with the system.

Coordination/Outreach/Partnerships/Unmet Needs

The City of Bath operates a locally-funded, tourist-oriented trolley named Charlie that provides a number of services:

- The trolley serves cruise ships that dock at the landing at Maine Maritime Museum, May through October. Last year there were 24 smaller cruise ships that landed in Bath, each of which paid for about 50 passengers that rode the trolley.
- The trolley loops through the downtown six days per week and on Friday and Saturday nights. It serves local businesses and area hotels but not neighborhoods.
- Charter service is also offered, as well as service on special occasions including Christmas caroling excursions.

Innovations/Creative Approaches

The City's support for and operation of the trolley service during the warmer months of the year complements the year-round service provided by Bath CityBus.

Major Challenges

- Attracting bus drivers
- Lack of connections to other areas
- Pulling buses out of service for the BIW run and the weekly run to Mid Coast Hospital
- Lack of cameras on buses
- Paper tabulation of ridership, using daily run sheets

Public Participation Summary

1. With Texas A&M University, Bath completed a city-wide, scientific survey of satisfaction and use of the Bath CityBus.
2. The Planning Department held 'travel training' workshops with residents of Bath Housing Authority properties. Provided free passes for new riders.
3. The Planning Department engaged and facilitated newspaper articles on public transportation and regional cooperation.
4. The Planning Department participated in the November 14, 2016 Transportation Workshop held at Waldo CAP in Belfast.