

To: Board of County Commissioners
Penny Postoak Ferguson, County Manager

From: Josh Powers, Business Liaison

Date: January 30, 2020

Re: Comprehensive Operations Analysis Fixed Route Adjustments

Issue: Consider implementing adjustments to fixed route service resulting from the 2018 Comprehensive Operations Analysis. A federally required public comment period will take place before the adjustments are put into place.

Suggested Motion: I move to authorize notification of the public of potential adjustments to fixed route bus service in Johnson County, and, upon receiving the results of the public involvement effort, to implement these adjustments.

Background: Over the course of 2018, Johnson County and the KCATA conducted a comprehensive operations analysis (COA) to identify improvements to fixed route performance and efficiency. This analysis included the elimination or reduction of low-performing services as well as the expansion and reallocation of services that are experiencing substantial ridership growth.

Based on the results of the COA and on input from the Johnson County Transportation Council and the Board of County Commissioners, KCATA and Johnson County staff have developed plans for a series of changes to the fixed-route system that further these goals. The effective date is tentatively planned for May 4, 2020. A robust phase of public outreach will occur in late February to provide customers and the general public an opportunity to comment on the proposal.

- **401 Metcalf-Plaza:** The southern segment of the route will be modified. Service to Prairiefire (137th & Outlook) will be discontinued due to low ridership (approximately 7 riders per day) and cost of service. Instead, the southern terminus of the route will alternate between Johnson County Community College and Rosana Square. This allows for the addition of midday and evening service to JCCC. In addition, trips will be added to extend the “peak” periods of the route where service operates at 30-minute frequency.
- **402 Johnson-Quivira:** This route, which averages fewer than 70 riders a day, is being eliminated, with some segments of the route being combined with the 403 Antioch-Olathe. Existing 402 riders will have several options depending on location:
 - 403 Antioch-Olathe: Renner and College in Olathe, portions of Nieman and Johnson Drive in Shawnee
 - 118 18th Street: Roe Blvd in Roeland Park, and 18th Street in Kansas City, Kansas.
 - 475 Quivira-75th Street: Quivira Road south of 75th Street, Oak Park Mall, and Johnson County Community College

- MicroTransit
- **403 Antioch-Olathe:** The number of trips operating on this route is being reduced and the alignment is being modified to serve portions of the existing 402 Johnson-Quivira. In addition, the portion of the route in downtown Kansas City is being modified to serve the new East Village Transit Center at 12th & Charlotte. Direct service to Crown Center and Union Station will be discontinued, with multiple other routes providing transfers to these locations.
- **475 Quivira-75th Street:** The route will be extended to 75th & Prospect to serve the new Alphapointe Transit Center and connect to Prospect MAX, and trips will be added to the route to achieve a consistent schedule, with 30-minute frequency in peak hours and hourly frequency in the midday and evening hours. Service to KU-Edwards will be discontinued due to low ridership (fewer than 15 a day).
- **495 95th Street:** This route is being eliminated due to low ridership and redundancy with other services. The 475 Quivira-75th Street and 75 75th Street routes provide service along portions of the corridor. In addition, the highest-ridership segments of the 495 route are also within the microtransit service area.
- **595 Gardner-OP Express:** Service to Edgerton and Logistics Park Kansas City is being discontinued due to low ridership (fewer than 10 riders a day). The number of trips is being reduced to levels that existed prior to the Edgerton expansion that occurred in April 2018. Five trips will be provided from Gardner to downtown in the morning and five return trips in the evening. Two trips in the morning and afternoon will continue to provide “reverse commute” service to Oak Park Mall and the Gardner/New Century areas.

The anticipated milestone schedule to implement these changes is as follows:

- Week of January 27: Finalize draft schedules and operating plan, in coordination with First Transit staff.
- Week of February 3: Passenger bulletins distributed to inform customers of upcoming service changes and opportunities to comment. Draft schedules posted on the RideKC website.
- Weeks of February 17 & February 24: Public meetings and pop-up events at high-ridership locations along impacted routes. Dates, times, and locations TBD.
- Weeks of March 2 & March 9: Make revisions to service plans based on public comments.

- Week of March 16: Operating plans and route schedules finalized for internal posting and route picks.
- Late March/early April: Prepare materials for all changes: pocket schedules, kiosks, GTFS data, online information, etc.
- Week of April 13: Driver route picks.
- Mid-Late April: On-Street tasks, including removal of bus stops, replacing and updating signage, installing kiosks maps and corner schedules, posting of materials on RideKC website and GTFS data
- Monday, May 4, 2020: Modified service begins.

Maps provided below.

Analysis: The recommended adjustments to the fixed route system are meant to maximize efficiencies and effective service delivery by eliminating low ridership routes and reallocating service in key corridors. Additional frequency on key corridors encourages ridership growth, and in coordination with existing on-demand options, offers improved mobility options for riders.

Funding Overview: Route suspensions would reduce transit operating expenditures by approximately \$1.03M, of which \$330,000 would be reallocated to existing service. The remaining savings are being prioritized for capital, marketing and potential additional on-demand service.

Alternatives:

- 1) Authorize the route adjustments as recommended
- 2) Do not authorize the route adjustments
- 3) Postpone action for reasons identified in the Board's discussion

Recommendation: Staff recommends beginning the public comment period with the intention of implementing the route adjustments described here following the Board of County Commissioner's review of the public involvement process.

Purchasing Review: There are no purchasing impacts anticipated.

Budget Review: Budget and Financial Planning have reviewed the briefing sheet.

Legal Review: The Legal Department will prepare and/or review these adjustments as is necessary.