



KCATA Comprehensive Service Analysis **Recommended Service Changes**

January 25, 2012

KCATA

What Have We Done/What Are We Doing?

Comprehensive evaluation to determine how to provide better transit within existing resources:

- Assess existing conditions
- Analyze the demand for transit
- Analyze the effectiveness of existing services
- Develop service guidelines (approved by Board 7/11)
- Develop and analyze alternative service scenarios
- Develop draft recommendations
- **Review with stakeholders (August-December)**
- **Finalize and adopt recommendations**
- Phased implementation in 2012

Why Are We Doing This?

1. Improve service for existing riders
2. Provide better service to attract new riders
3. Reduce operating costs

How Will We Do This?

Comprehensive package of changes to make service:

- More convenient
- Easier to use
- Easier to understand
- Faster and more direct
- Better matched to demand

How Did We Incorporate Public Input?

- Extensive public input process:
 - Draft plans online in September
 - 7 open houses
 - Over 700 comments
 - Responses via email, phone, comment cards, and mail
- Meetings with KCMO Council members and staff
- Meetings with bus operators

 *Changes to recommendations were made on 24 of 54 KCMO routes in response to stakeholder input*

What Types of Changes are Proposed?

Service Design

- Develop Key Corridor network
- Improve reliability and directness
- Expand service to new areas
- Consolidate duplicative services
- Improve express service
- Discontinue some very poorly utilized services

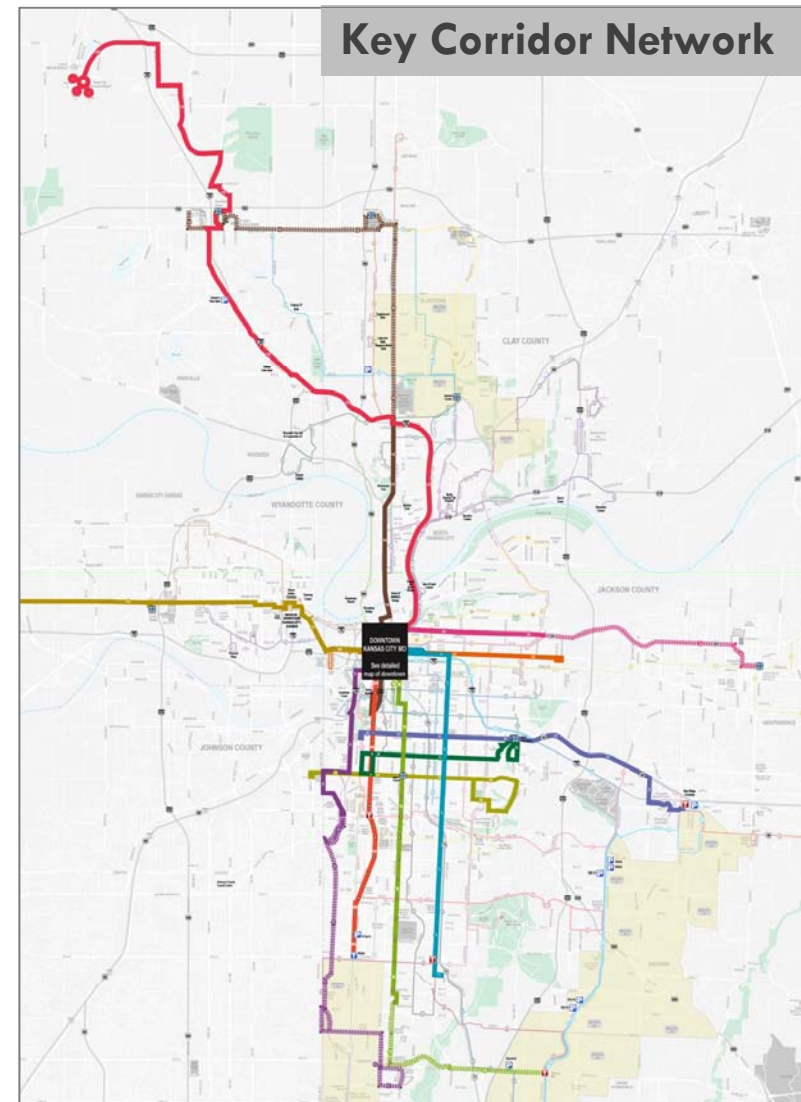
Schedule

- Revise frequencies and spans to better match demand
- Maximize use of small buses
- Make schedules more consistent
- Implement scheduled MetroFlex connections

Key Corridor Network

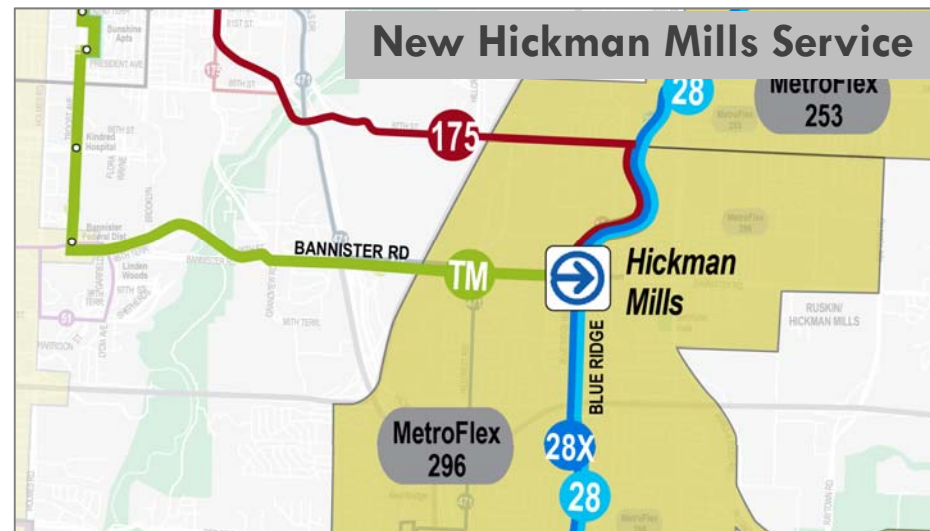
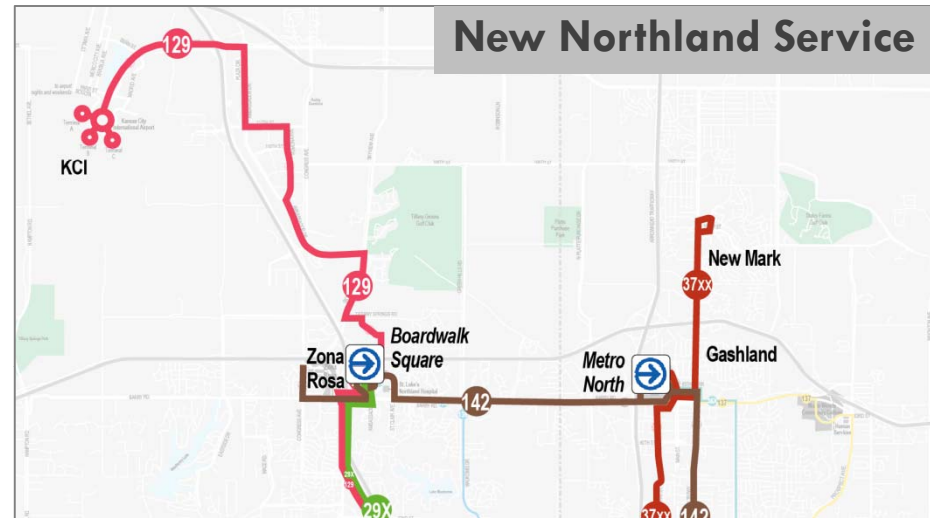
- *Major routes around which the the rest of the system would be reconfigured.*
- *Frequent service from early morning until late night.*

Main Street MAX
Troost MAX
12 Truman Road
24 Independence
31 31st Street
39 39th Street
51 Broadway
71 Prospect
101 State Avenue
129 I-29/Airport
142 North Oak



Expand Service in Underserved Areas

- *Northland*
 - Airport
 - New Mark
 - Gashland
 - Zona Rosa
 - Tiffany Springs
- *Hickman Mills/Ruskin Heights*
- *Westside*

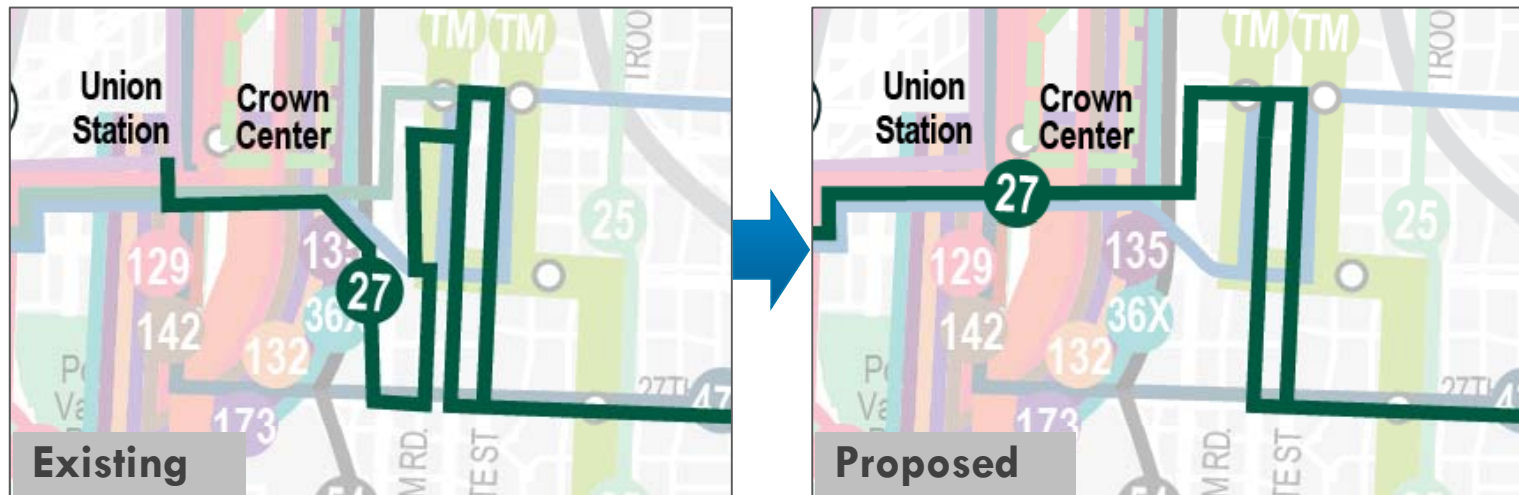


Streamline Service

- *Simpler, more direct, and faster service*

12 12th Street
27 27th Street
24 Independence
35 35th Street
71 Prospect
173 Casino Cruiser

EXAMPLE: *Straighten Route 27 through Hospital Hill and Crown Center*



Consolidate Duplicative Services

- *Consolidate to improve service and reduce costs.*

12 Truman Road
& 24X Independence

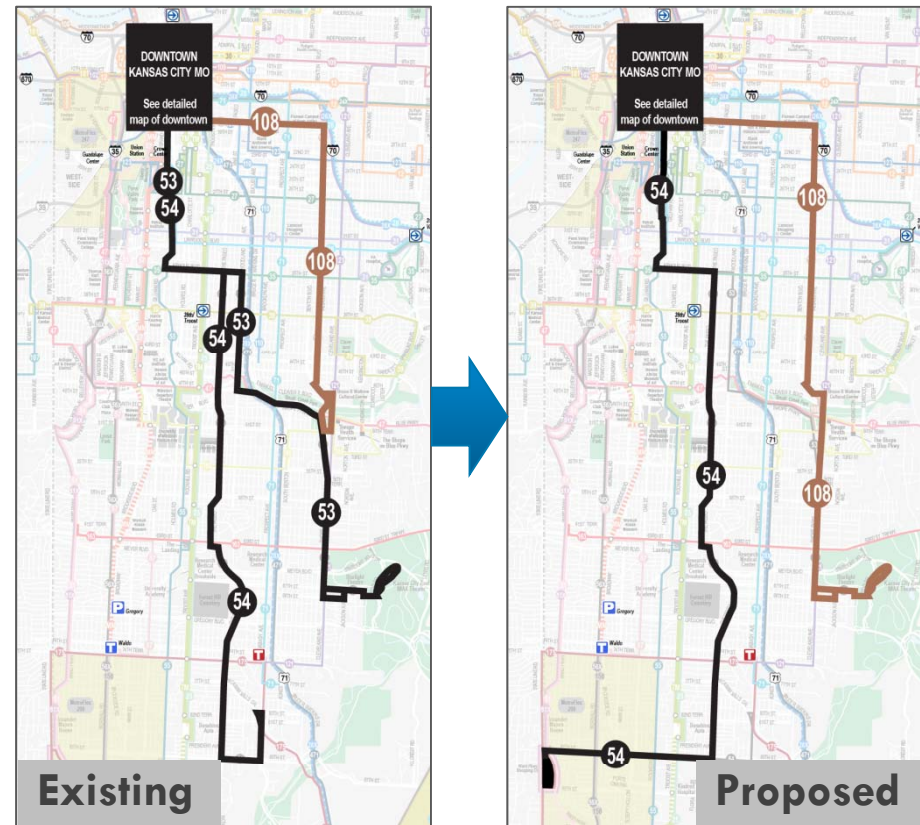
37 Gladstone,
38X Meadowbrook Express,
& 133 Vivion/Antioch Express

51X Ward Parkway Express
& 56X Red Bridge Express

53 Armour-Swope,
54 Armour Paseo,
& 108 Indiana:

Main Street MAX,
57 South Oak,
& 156 Red Bridge

EXAMPLE: Routes 53, 54, and 108



Improve Express Service

- *Faster service and/or more service:*

- Metro North
- Boardwalk Square
- Antioch Center
- Ward Parkway
- Red Bridge

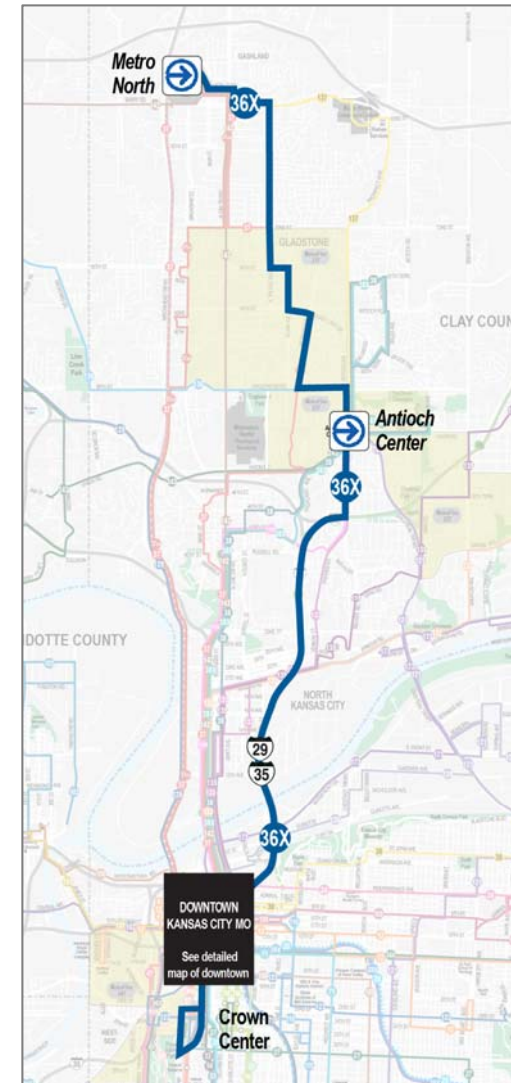
New 29X Boardwalk Square Express

New 36X Metro North – Antioch – Downtown Express

37XX North Broadway Express

51X & 56X Red Bridge/Ward Parkway Express

EXAMPLE: New Route 36X
Metro North – Antioch –
Downtown – Crown Center

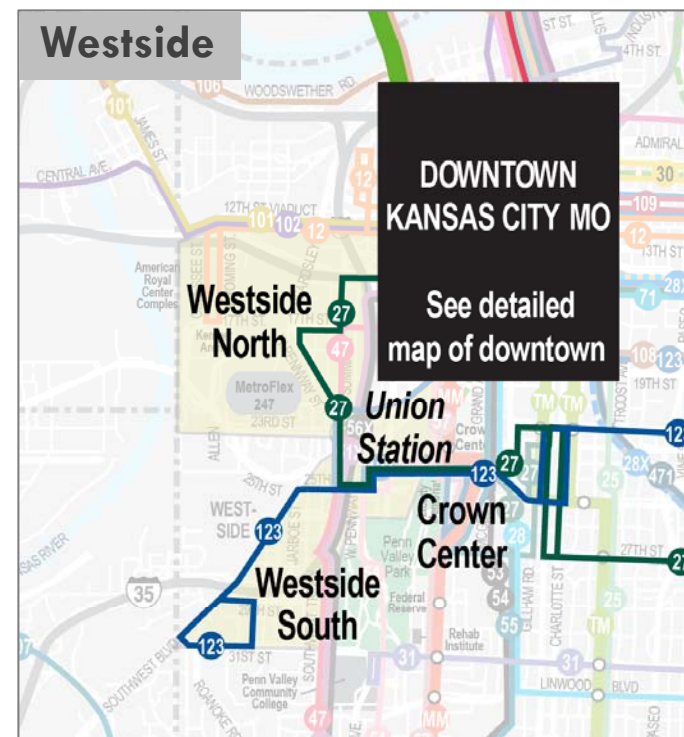


Convert MetroFlex Routes to Fixed-Route

- More consistent service, no reservations, and better integration with rest of system.*

229 Tiffany Springs MetroFlex: Replace with Route 129

247 Westside MetroFlex: Replace with Routes 27 and 123



Discontinue Very Low Ridership Service

- *On some routes, ridership is well below levels required by KCATA's Service Guidelines.*
- *No possible changes to significantly increase ridership*
- *In these cases, service would be discontinued:*

Entire Route	Saturday Service	Variant Service
55 Rockhill 126 East 5 th St	110 Woodland/Brooklyn 136 Boardwalk/Antioch 137 Metro North/Antioch 243 Antioch/Barry Rd 298 South KC MetroFlex	129 Tiffany Springs Variant 133 Iron Road Variant

Balance Service Levels with Demand

- *Frequency adjustments:*
 - More frequent service: 21 routes
 - Less frequent service: 6 routes
 - Service shifted between time periods: 6 routes
- *Span of service adjustments:*
 - Slightly longer spans: 11 routes
 - Slightly shorter spans: 20 routes

Operate Service More Consistently

- Many routes operate with inconsistent service frequencies.
- *Revise schedules to make service easier to remember and more convenient:*

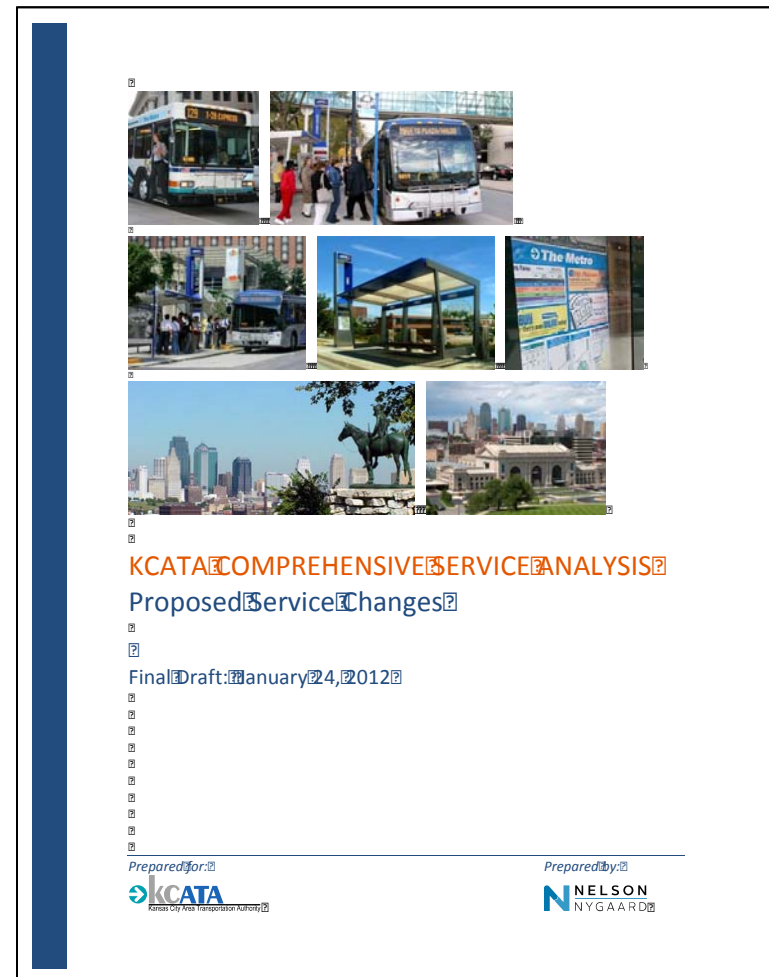
More consistent schedules: 16 routes

EXAMPLE: Route 47 Roanoke Service Frequencies (in minutes)

	<u>Existing</u>	<u>Proposed</u>
Early AM	20 – 30	30
AM Peak	17 – 45	30
Midday	40 – 45	30
PM Peak	28 – 35	30
Evening	28 – 35	60

Estimated Impacts

- *Better service at lower cost:*
 - *Same amount of trips provided*
 - *Lower operating costs*
 - *Higher ridership*
 - *More passengers per vehicle service hour*
 - *Lower cost per passenger*



Next Steps

- *Finalize implementation plan*
 - Changes by quarter (April, July, October 2012)
 - New schedules
 - On-street changes (bus stop signs, etc.)
 - Public information
 - Training
 - Last minute service details/adjustments
- *Implement changes*
- *Monitor performance (post-implementation)*
- *Develop ongoing service evaluation process*
- *Revise monthly service tracking process*
- *Develop bus stop design guidelines*
- ***Develop financially sustainable mid-term plans***