



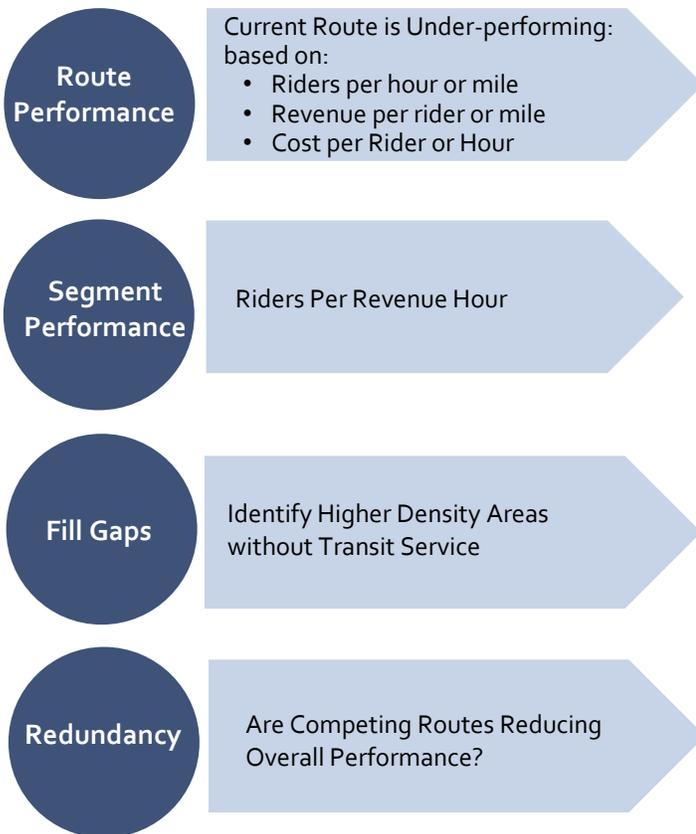
Citilink 2030 Transit Development Plan

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Identifying a Need for Change

Proposing changes to current service needs to have a sound basis that a change supports an improvement in system safety, cost-effectiveness, addresses a specific system goal, and/or better serves the community. For the 10-year Transit Development Plan (TDP) four basic service criteria were reviewed to provide direction for suggested future service enhancements.

Service Evaluation Criteria



CONTACTS

Betsy Kachmar, Asst. General Manager
Citilink
260-432-4977
bek@fwcitilink.com

Matt Vondran, Grant Administrator
NIRCC
260-449-7309
matt.vondran@co.allen.in.us

Bill Troe, Project Manager/Principal
SRF Consulting Group
402-513-2158
btroe@srfconsulting.com

Identifying and Evaluating Service Changes

Performance Evaluation and Resource Allocation

Steps to Addressing Identified Needs to Make System/Route Changes

The decision-making process determine whether route or service changes are needed is based on evaluation of the performance of the entire system, a particular route, and specific route segments. Identifying changes should follow a logical plan. Outlined below are the key steps being used in the 10-Year Transit Plan process to logically review alternatives that address gaps and route/segment performance.

Step 1 – Change or eliminate inefficient and unproductive route segments. Generally, all routes will have some segments that work well and some segments that do not carry as many riders. By looking at each segment to separate the good from the poor, sets the stage to be able to identify changes to improve service. Generally, through this step a bit of service is identified for use in a more productive way.

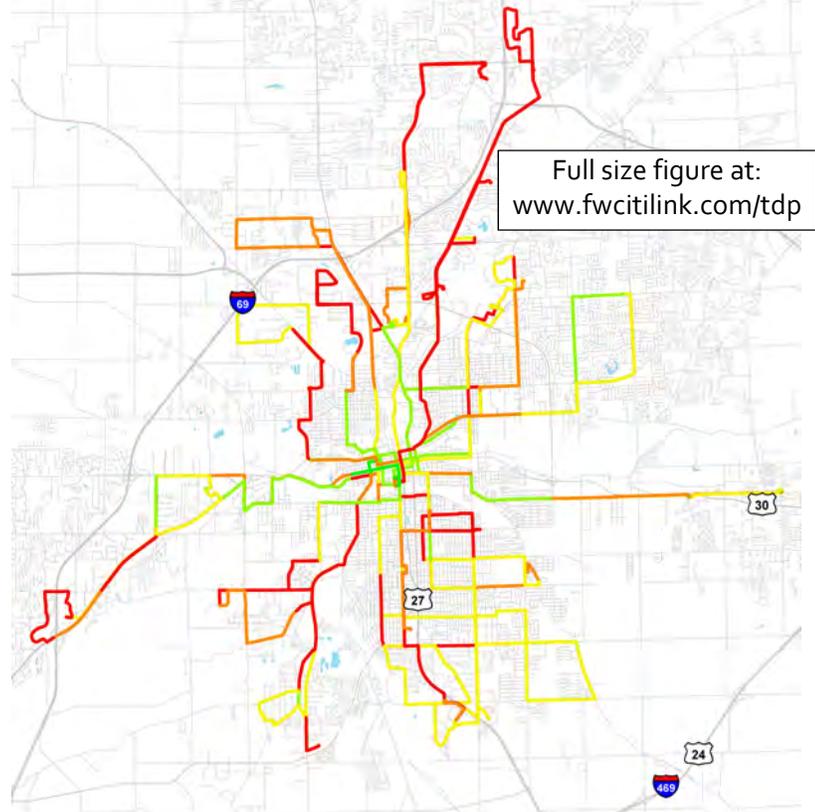
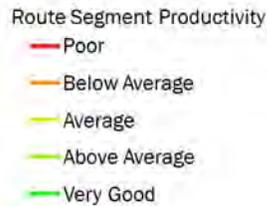
Step 2 – Reassign identified service miles. If unproductive service miles can be found in Step 1, Citilink would have a bank of service it could reassign to fill service gaps without needing to find more funding.

Step 3 – Identify services to add if there was more funding. Finding more funding has been very difficult, however, the plan should include a list projects to implement if more funding can be found.

Continued on Other Side

Step 4 – Also prepare for potential funding cuts. While working towards more service to support community needs is a goal, the plan also needs to address a possible reality of budget reductions and be ready to react.

Fixed Route Productivity by Segment



Route Segment Performance

The map to the right displays how various segments of each route performs relative to the number of people carried.

Opportunities if Funding Can be Increased

Table 1 displays examples of service improvements Citilink could implement if an additional 5%, 10%, or 15% in annual funding can be secured.

Table 1: Service Expansion Possibilities with Funding Increase

Change		Number of New Routes	Add Daily Service Hours	Upgrade Route Frequency	Other New
+\$500,000/Year	+5%	+1	+3 Hours to 6 Routes – Hour Frequency	1 Route to 30 Minute	
+\$1,000,000/Year	+10%	+2	+3 Hours to 6 Routes – 30 Min Frequency	2 Routes to 30 Minutes	Add Sunday Service
+\$1,500,000	+15%	+3	+3 Hours to All Routes – Hour Frequency	3 Routes to 30 Minutes	Add Sunday Plus ONE from +5%

Maintaining Service Requires Maintaining Funding

Citilink has experienced stagnant or declining funding over the last five years, which leads to the potential for reducing the level of service provided; as labor, fuel, vehicle, and other costs increase. As part of the 10 Year Transit Plan, implications of continued stagnant funding have been identified. Table 2 summarizes potential reductions that could occur if funding falls from current levels or if expenses increase significantly

Table 2: Potential Service Reductions if Funding Decreases

Change		Number of Routes Cut	Reduce Daily Service Hours	Reduce Route Frequency	Other Cuts
-\$500,000/Year	-5%	-1	Eliminate 1 Hour Of Daily Service	1 Route to 60 Minute	
-\$1,000,000/Year	-10%	-2	Eliminate 2 Hours Of Daily Service	2 Routes to 60 Minutes	Cut Saturday Service
-\$1,500,000	-15%	-3	Eliminate 3 Hours Of Daily Service	3 Routes to 60 Minutes	Cut Saturday Service and ONE from -5%