



Transit Plan Meetings

- November 13-14, 2018

Agenda

- Overview Presentation:
 - ▷ Study Process
 - ▷ Determining Need to Changes
 - ▷ Alternatives
- Summary of Potential Changes to Service Plan
- Discussion/Questions
- Next Steps

Identifying Need For Change

Steps to Preparing the Plan



Identifying Need for Change

Route
Performance

Current Route is Under-performing:

- Service
- Economic
- Financial

Segment
Performance

Riders Per Revenue Hour

Fill Gaps

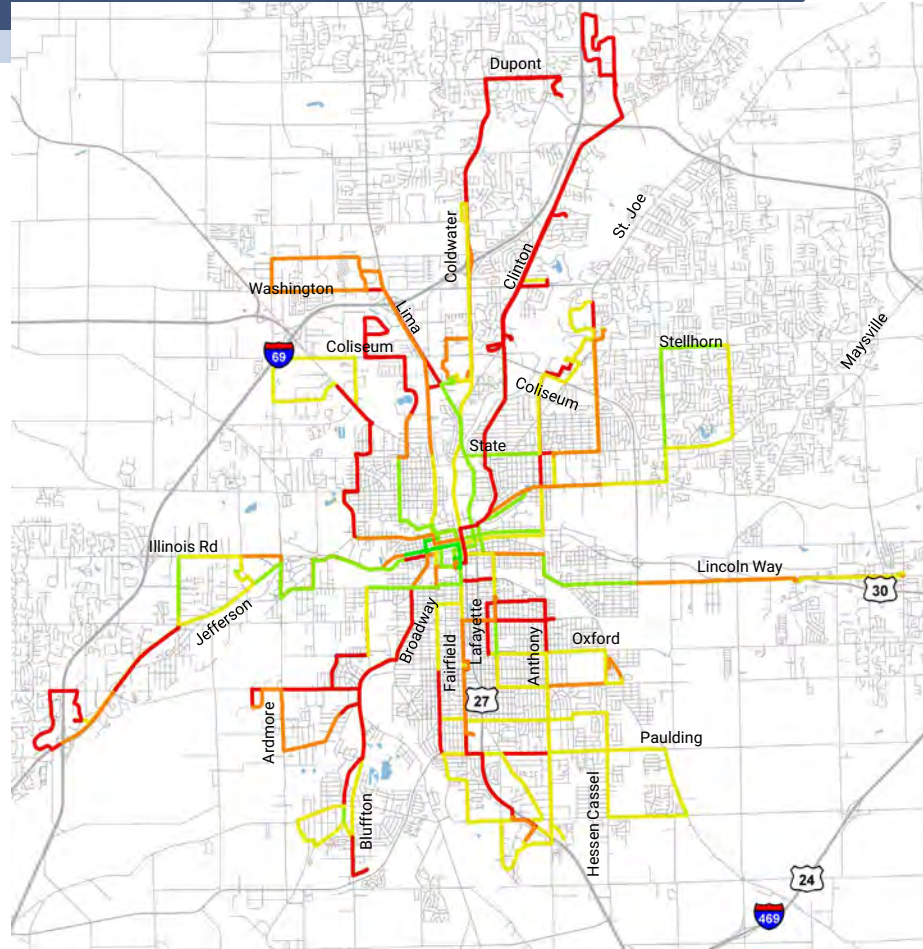
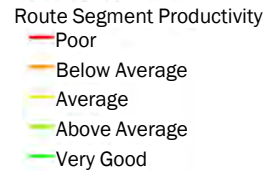
Identify Transit Supportive Areas
without Service

Redundancy

Are Competing Routes Reducing
Performance?

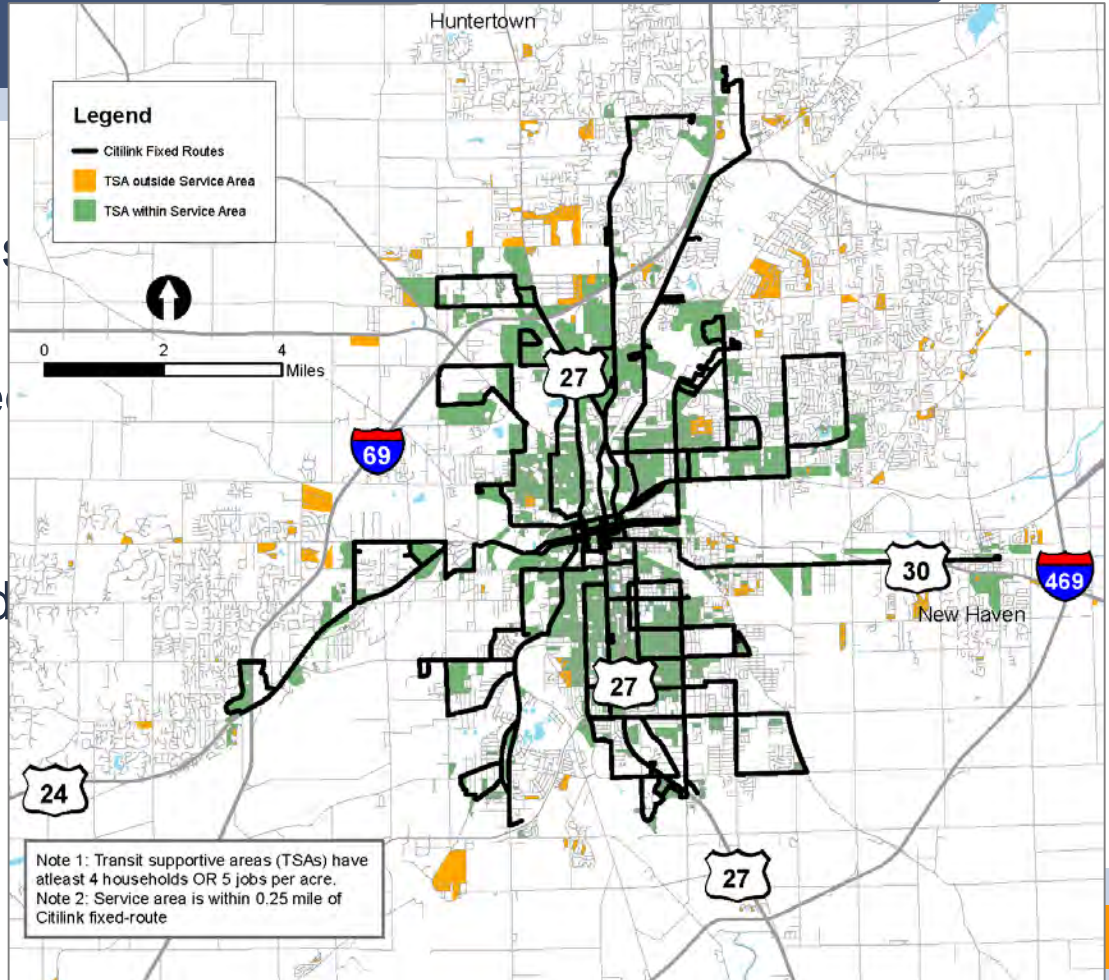
Productivity

Segment Productivity



Gaps

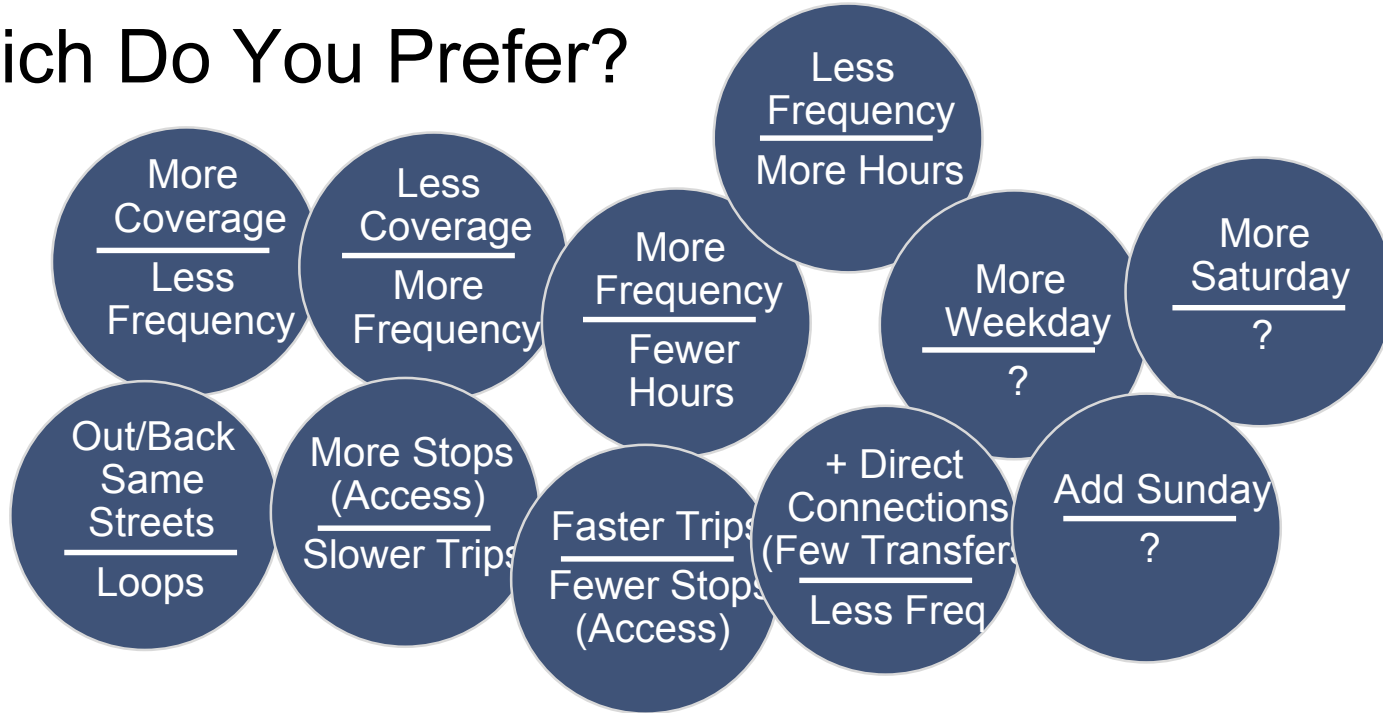
- Existing Citilink network generally goes where it is needed
- A few zones not served particularly on north side
- South side routes tend to go beyond transit supportive areas



Service Change Philosophy/Range of Concept

Trade Off Discussion

Which Do You Prefer?

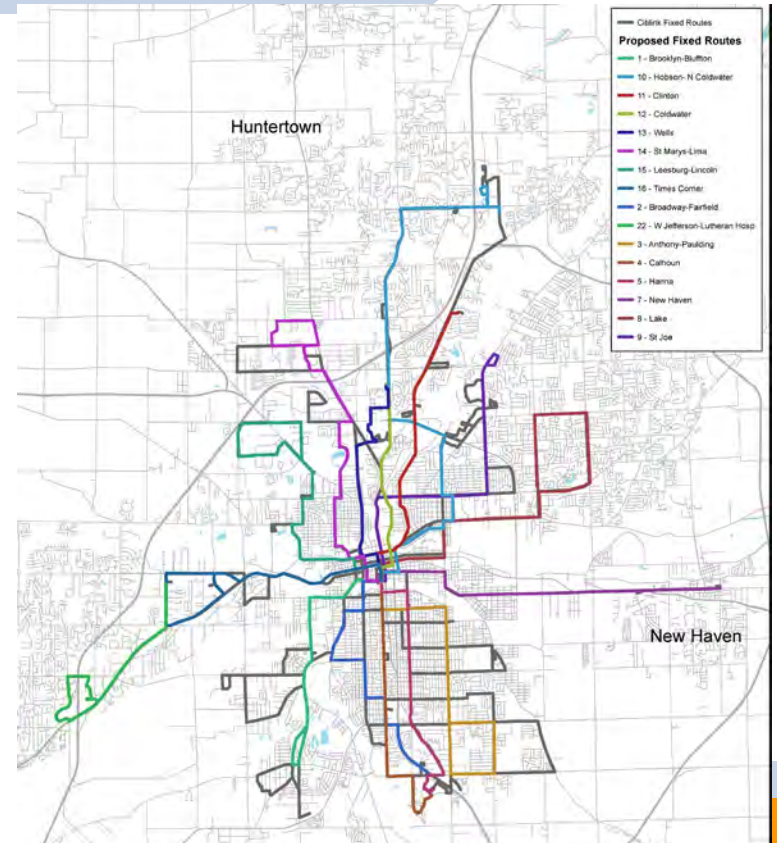
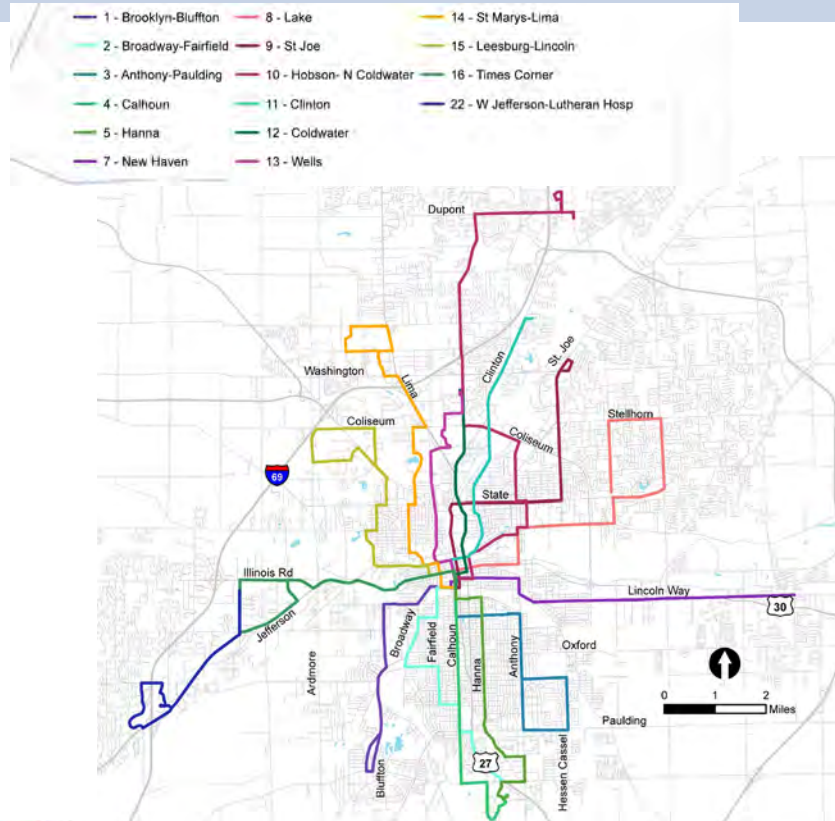


Revenue Neutral Concept- Short Term

Concept Summary- Revenue Neutral

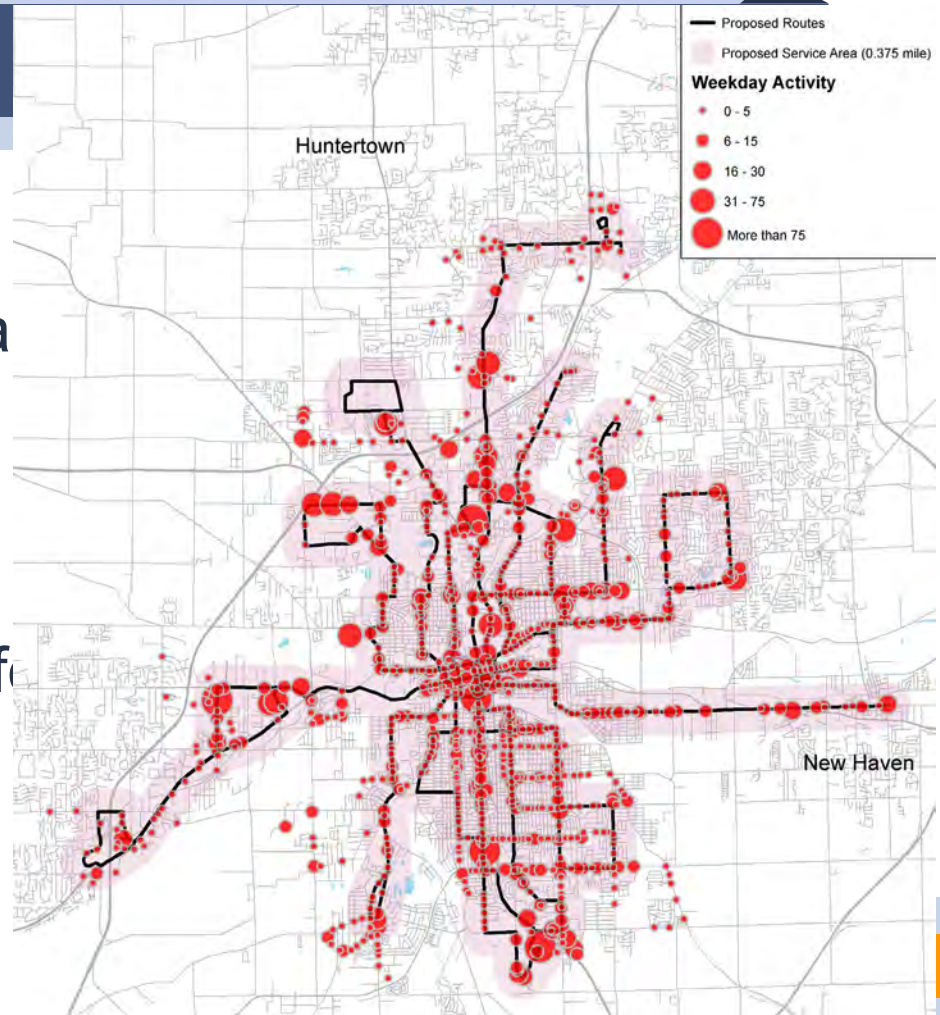
- Remove Loops If Possible
- ¼ to ½ Mile Separation between Parallel Routes
- Reroute to Avoid Unproductive Areas
- Reduce Redundancy

Cost Neutral Route Concept/Current Comparison



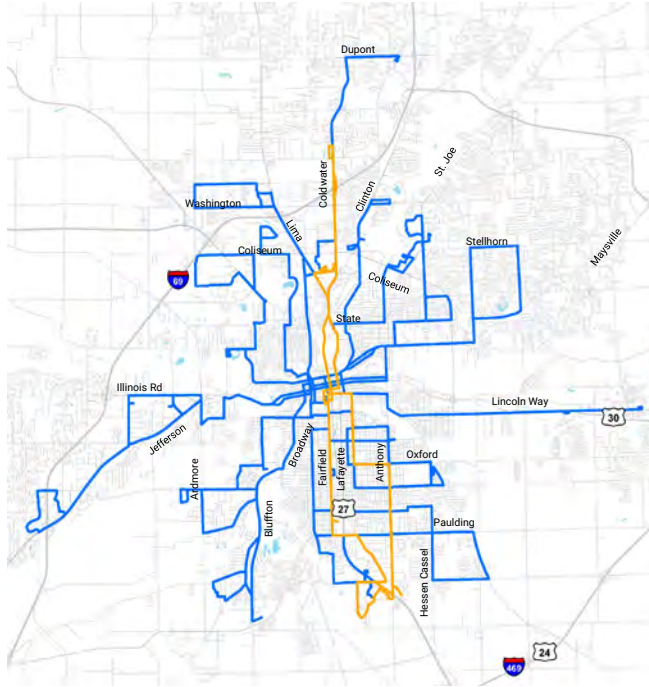
Stop Level Ridership

- The largest individual trip attractors are in outer area (~4 miles from city center)
- North clearly has the most these attractors
- Downtown core accounts for about 10% of total daily ridership

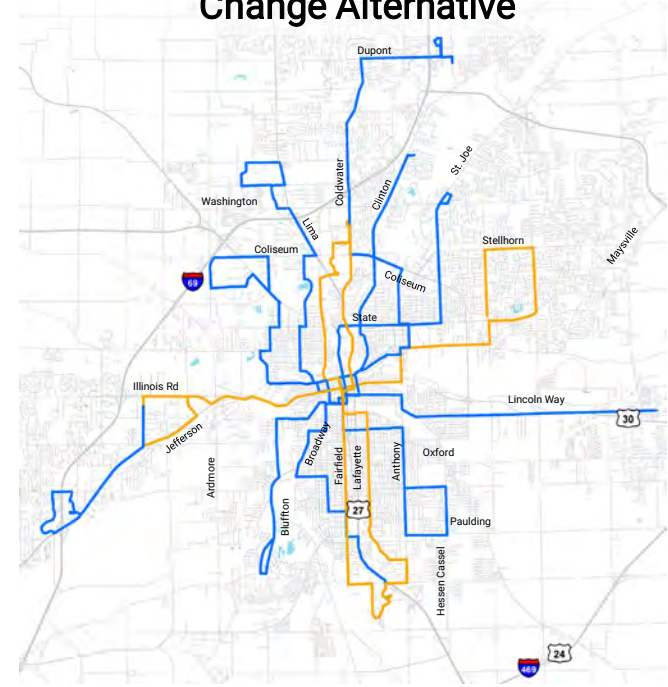


Service Frequency Comparison

Current Frequency by Route







Alternate Route Frequency – No Cost Change Alternative

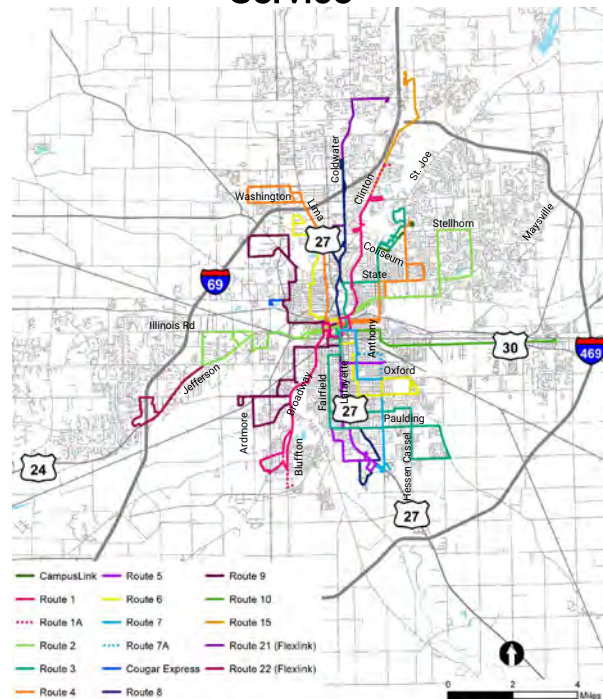


- Legend**
- █ - 30 Minute Frequency Route
 - █ - 60 Minute Frequency Route

If Have More Funding– Can Provide:

	Idea	Benefits	Challenges
Additional Coverage 	Create New Routes Outside Current Coverage Area	<p>Users can get to more areas of community</p> <p>Can encourage economic development</p>	<p>New areas likely lower density than current coverage areas, fewer people use</p> <p>Fewer people Less benefit</p>
Add Frequency 	Shorten Time Between Buses (Example: From 60 to 30 minute between buses)	<p>Makes the system more useful by improving convenience</p> <p>Can help attract people looking for a better quality of life- free living- Less travel time</p>	<p>Cost</p> <p>Benefit limited to users in specific/improved corridor</p>
Later Hours 	Operate later into evening/night time	<p>Benefits shift/retail workers</p> <p>Can help attract people looking for a better quality of life- free living- Less travel time</p>	<p>Fewer late evening travelers- less benefit than during days</p>
Add Sunday Service 	Operate Sunday service	<p>Benefits Sunday workers.</p> <p>Can help attract people looking for a better quality of life- free living- Less travel time</p>	<p>Traditionally lightest travel day of week</p>

Add Sunday Fixed Route/Paratransit Service



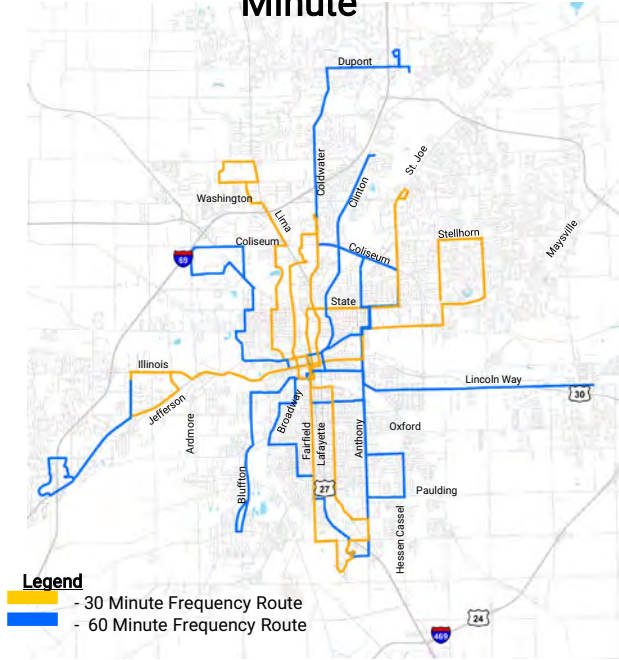
Which of the Options are Most Important to You?

- Displays highlight the fixed route expansion ideas that would require **investing more funds** into operations and/or vehicles.
 - Please provide input on your preference of where funds should be allocated:
 - Place Dots on Your Preferred
- – Highest Priority
 - – Second Highest Priority
 - – Third Highest Priority
 - – Fourth Highest Priority

Each option assumes an additional 10 to 15% in funding can be identified for operations and bus purchases.

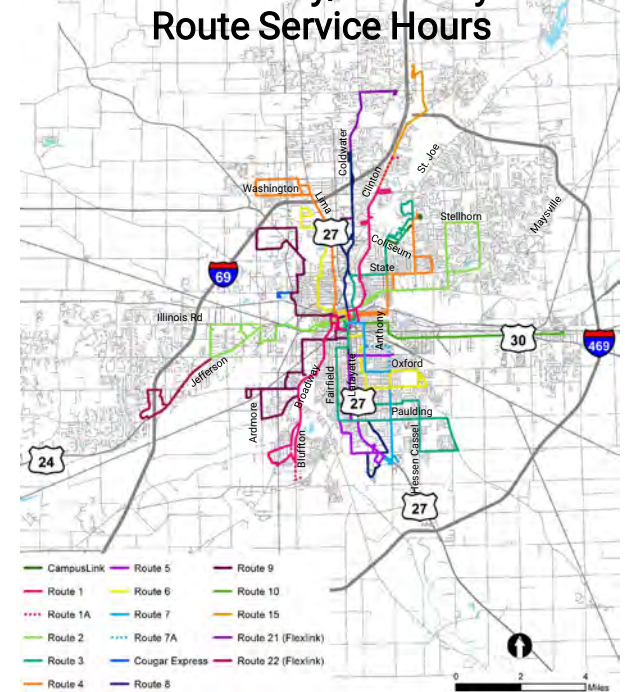
Benefits	Challenges
Supports People Working on Sundays	Cost
Support Sunday Retail/Social Trips	Likely Lower Demand Relative to Saturday – Same Cost

Add Frequency – Core Routes to 30 Minute



Benefits	Challenges
Provides more Access for People Relying on Citilink Services	Cost
Reinstates Some Service Previously Provided	

Extend Weekday/Saturday Fixed Route Service Hours

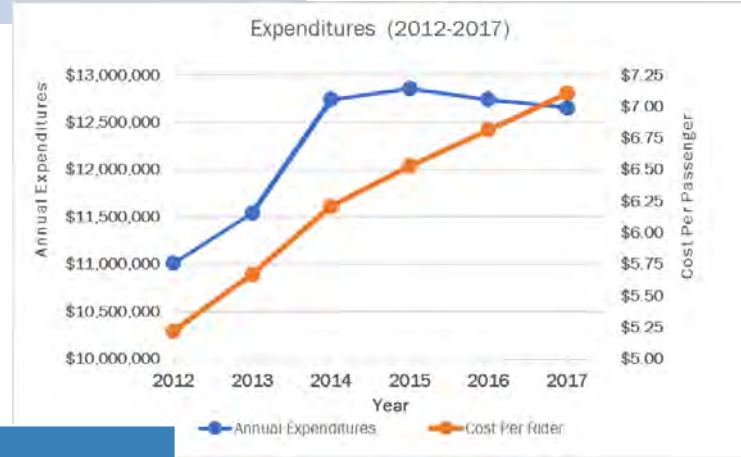


Benefits	Challenges
Supports People Working Later into Evening	Cost
Provides After Work Trip Opportunities	Likely Lower Demand Relative to Earlier Hours – Same Cost

Potential Impacts of Continued Stagnation



If funding stagnation continues or funding decreases, service cuts are possible



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

Wrap-up

- Questions/Discussion:
 - ▷ Is there Consistency in Thought Processes?
 - ▷ New/Revised Ideas?
- Public Information Meetings:

November 13, 2018

Citilink Central Station
121 West Baker Street
3:00 PM to 5:00 PM

November 13, 2018

Turnstone Athletic Center
3320 North Clinton Street
Fort Wayne
6:00 PM to 7:30 PM

November 14, 2018

Citilink Central Station
121 West Baker Street
8:00 AM to 10:00 AM