



Short Range Transit Plan / Public Transit Human Service Plan

Policy Board Meeting

September 20, 2017



Today's Discussion



- Background on planning efforts
- Review of draft plans:
 - Short Range Transit Plan (SRTP)
 - Focus on TRPTA services
 - Public Transit-Human Service Plan (PTHSP)
 - Broader plan that meets federal coordinated transportation planning requirements for Section 5310 Program
- Next steps

Outreach Efforts

- Meetings with Policy Board and TAC, Advisory Committee, and TRPTA Board
- Stakeholder interviews (in-person and phone)
- Community Meetings (April and June)
- “Meeting on a Bus” during Earth Day Committee meeting
- Passenger survey
- Discussions with TRPTA frontline staff
- Riding routes

Review and Assessment of Existing Services and Unmet Needs

- Results from Outreach Efforts
- Demographic Assessment
 - Population Analysis
 - Autoless households
 - Senior Population (65+)
 - Youth (10-17)
 - Persons living below the poverty level
 - Persons with disabilities
- Review of Previous Plans and Studies

Key Issues and Themes

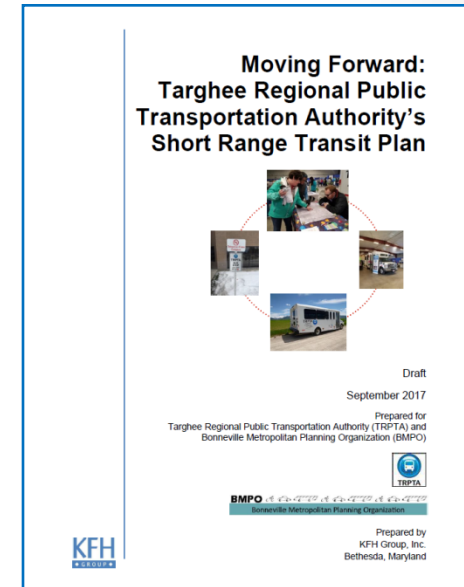
- Expanded Transportation Services
- Bus Stop Issues and Considerations
- Transportation Options beyond Transit Services
- Expanded Outreach Efforts
- Funding
- Capital Improvements and Considerations
- Operational Concerns and Considerations



Short Range Transit Plan (SRTTP)

S RTP Chapters

- TRPTA Overview
- Existing Transportation Services
- Transit Needs Analysis
- Service and Organizational Alternatives
- Operating Plan
- Capital Improvement Plan
- Financial Plan
- Monitoring and Evaluation



Focus of Service Alternatives

- Relocate transfer center to a more conducive area
 - Locate transfer point closer to downtown
 - Identify interim location; plan for future full transfer center
- Modify Idaho Falls routes to provide more streamlined and efficient public transit services
 - Maximize Use of Fixed-Route Services!
 - Eliminate meandering and serve more destinations efficiently
 - Reduce unprotected left turns
- Consider service expansions based on customer and community input

Operations Plan

- Presents proposed phasing for selected service alternatives
- Short-Term Projects (1-2 years)
 - Modify Idaho Falls routes
 - Relocate transfer location
- Mid-Term Projects (3-4 years)
 - Implement Ammon fixed route service
 - Implement Saturday service
- Long-Term Projects (5+years)
 - Implement Downtown Circulator
 - Implement airport route

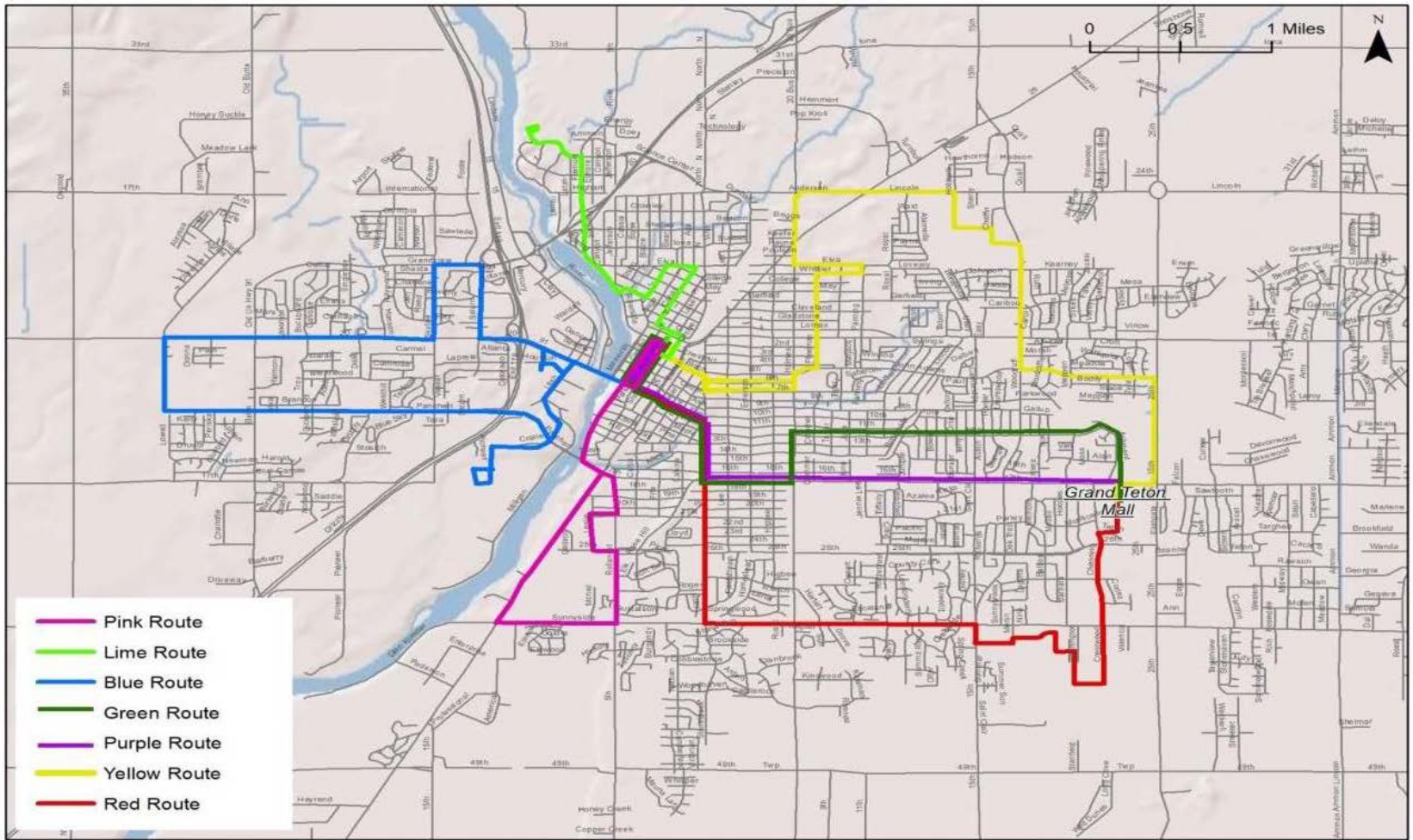
New Transfer Location

Issues

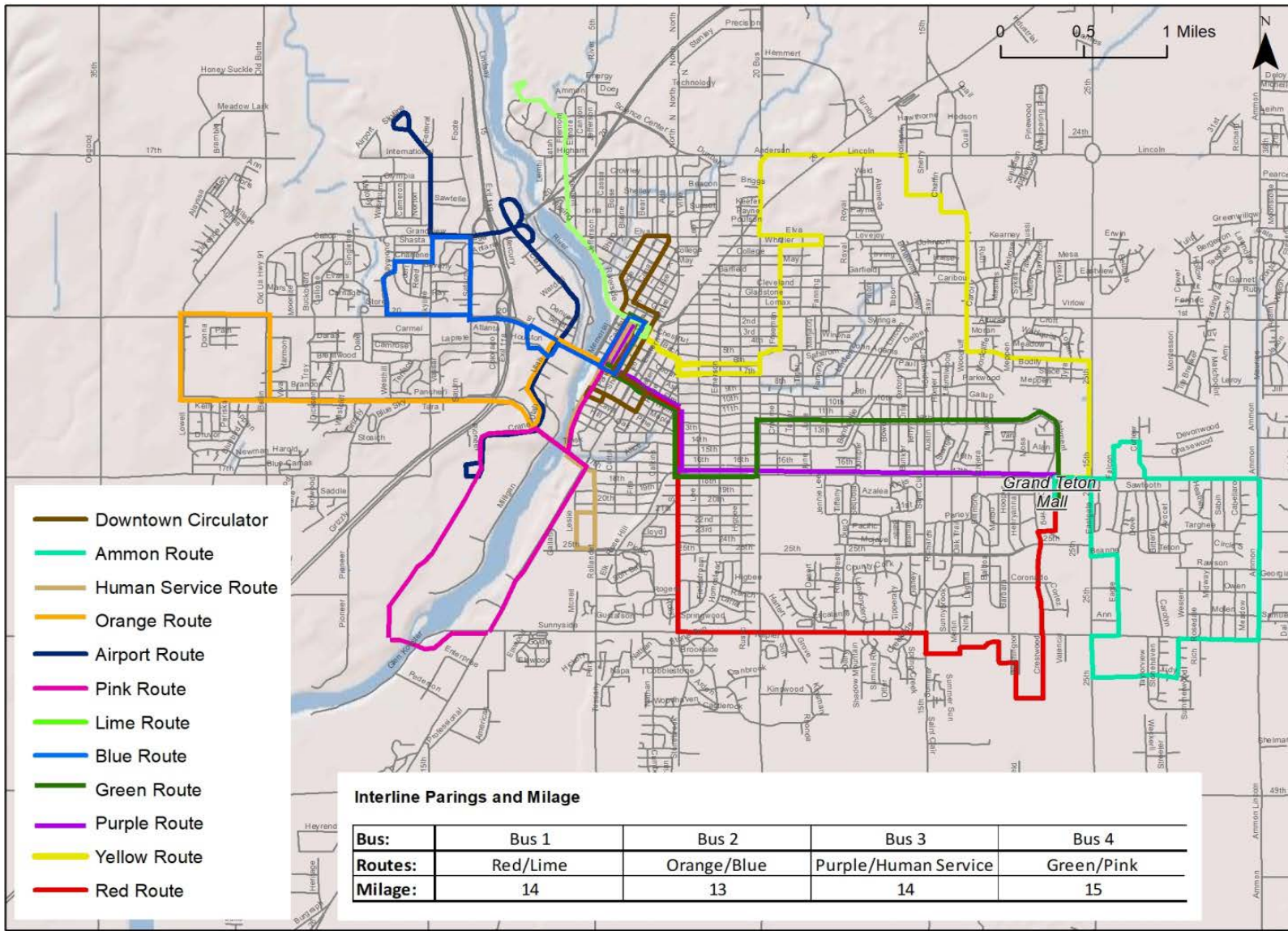
- Current transfer location provides challenges when navigating buses
- Tucked away in neighborhood, as opposed to central location

Opportunities

- Locate transfer point closer to downtown
- Identify interim location; plan for future full transfer center



- Pink Route
- Lime Route
- Blue Route
- Green Route
- Purple Route
- Yellow Route
- Red Route



Existing Service Levels and Proposed Service Implications

Years of Planned Deployment	Service Project	Annual Service Hours	Annual Service Miles
Existing	Current TRPTA Services	28,974	443,778
	Short-Term Project		
1-2	Modify Idaho Falls Routes (1)	No Change	9,100
	Mid-Term Projects		
3-4	Implement Ammon Route	2,860	31,460
3-4	Implement Saturday Service	2,288	33,488
	Long-Term Projects		
5 or more	Implement Downtown Circulator	624	7,488
5 or more	Implement Airport Route	1,040	12,480
	Total	35,786	537,794

(1) The proposed modified route system would operate within current annual service hour level; geographic coverage would expand resulting in slight increase in service miles.

Financial Plan for Capital

Capital Need ⁽¹⁾	Year 1	Year 2	Year 3	Year 4	Year 5
Vehicle Replacement					
Light-Duty Bus ⁽²⁾	\$ 702,000	\$ -	\$ 234,000	\$ 858,000	\$ 390,000
Heavy-Duty Transit Bus ⁽³⁾	\$ -	\$ 2,100,000	\$ -	\$ -	\$ -
Support Vehicle ⁽⁴⁾	\$ -	\$ -	\$ -	\$ 90,000	\$ -
Vehicle Replacement Total	\$ 702,000	\$ 2,100,000	\$ 234,000	\$ 948,000	\$ 390,000
Vehicle Expansion					
Light-Duty Bus	\$ -	\$ -	\$ 78,000	\$ -	\$ 78,000
Trolley ⁽⁵⁾	\$ -	\$ -	\$ -	\$ -	\$ 100,000
Vehicle Expansion Total	\$ -	\$ -	\$ 78,000	\$ -	\$ 178,000
Equipment					
Computers and Printers	\$ 15,000	\$ -	\$ 15,000	\$ -	\$ 15,000
Equipment Sub Total	\$ 15,000	\$ -	\$ 15,000	\$ -	\$ 15,000
Facilities					
Bus Shelters	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Facilities Total	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000
Capital Needs Total	\$ 727,000	\$ 2,110,000	\$ 337,000	\$ 958,000	\$ 593,000

Anticipated Funding Sources ⁽⁶⁾					
Federal	\$ 581,600	\$ 1,688,000	\$ 269,600	\$ 766,400	\$ 474,400
Local	\$ 145,400	\$ 422,000	\$ 67,400	\$ 191,600	\$ 118,600
Total Funding	\$ 727,000	\$ 2,110,000	\$ 337,000	\$ 958,000	\$ 593,000

Bus Stop Improvements

BUS STOPS – TRANSIT'S FRONT DOOR

- Additional bus stops and shelters was second most desired improvement identified by current riders
- **Bus stop improvement program**
 - Identify and prioritize accessibility to bus stops, especially near human service agencies
 - Signage at all bus stops
 - Coordinated with rebranding campaign
- SRTP includes guidelines for bus stop guidelines

Bus Stop Considerations

	Basic Stop	Enhanced Service Bus Stop	Transit Center
Bus Stop Sign	Yes	Yes	Yes
ADA 5' x 8' Landing Pad	Yes	Yes	Yes
Sidewalk	Yes	Yes	Yes
Lighting	Evening Service	Yes	Yes
Seating	Trip Generator Based	Yes	Yes
Expanded Boarding & Alighting Area (Rear-door Access)	No	Site Specific	Yes
Bus Bay (Pull Off)	No	Site Specific	Yes
Shelter(s)	1 (50+ boardings/day)	1	2 +
Trash Receptacle	Site Specific	Yes	Yes
Information Case	Yes	Yes	Yes
System Map	Contingent on Shelter	Yes	Yes

Vehicle Changes and Improvements

- Opportunities beyond rebranding to encourage ridership and facilitate “last mile” connections
- Larger low floor buses for IF fixed routes
- All buses need bike racks



Proposed Organizational Improvements

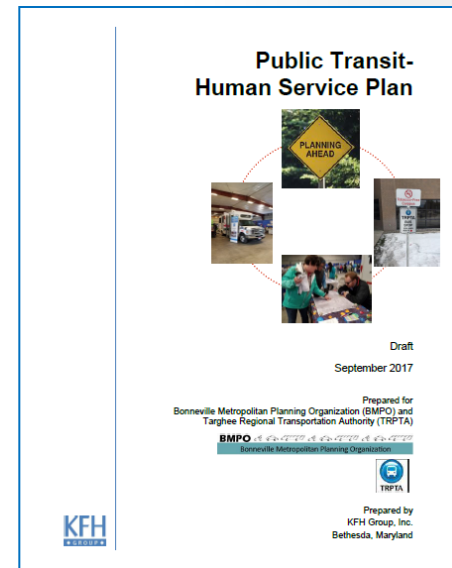
- Rebranding Campaign
- Sponsorship Program
 - SRTP includes guidelines for implementing a sponsorship program
- Mobility Management Program
- Transit Advisory Committee



Public Transit-Human Service Plan (PTHSP)

Plan Chapters

- Background
- Outreach and Planning Process
- Previous Plans and Studies
- Assessment of Transportation Needs
- Demographic Analysis
- Current Transportation Services and Resources
- Prioritized Strategies
- Ongoing Arrangements
- Adoption Process



PTHSP Strategies

- Many strategies are interrelated with SRTP alternatives
- Provide opportunities to identify opportunities expand mobility options beyond TRPTA services
- On-line survey process provided opportunity to prioritize strategies

Higher Priorities

- Continue to Support Capital Projects that are Planned, Designed, and Carried Out to Meet Identified Needs
- Implement recommendations to expand and improve TRPTA services through the SRTP
- Advocate for Additional Funding to Support Public Transit and Human Service Transportation
- Continue to Support Services that are Effectively Meeting Identified Transportation Needs in the Region

Medium Priorities

- Maintain a Forum for Ongoing Discussions on Regional Transportation Needs and Coordination Opportunities
- Support Complete Streets Policies to Enable Non-Motorized Transportation and Facilitate Connections with Current Transit Services
- Expand Use of Volunteers to Provide More Specialized and One-To-One Transportation Services

Medium Priorities

- Establish or Expand Programs That Train Customers, Human Service Agency Staff, Medical Facility Personnel, and Others in the Use and Availability of Transportation Services
- Develop Sponsorships and Partnerships and Identify New Public/Private Opportunities
- Use Current Human-Services Transportation Services to Provide Additional Trips, Especially for Older Adults and People with Disabilities

Lower Priorities

- Improve Coordination through Mobility Management Activities
- Improve Regional Connectivity
- Consider Ridesharing Program Options for Long Distance Trips
- Consider and Implement Vehicle Repair Programs

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