



# Citilink 2030 Transit Development Plan

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## Potential Changes to Service

Enhancing fixed route and/or Access service requires one of or a combination of, increasing funding or trading an improvement in one area for a reduction in another. Thus, if increasing funding is not feasible, reviewing alternatives to current service becomes a series of trade-offs. For example, if there is the desire to increase the area of the community with nearby transit service, a trade-off could be less frequency along routes. If the desire is to provide faster trips between origins and destinations, a trade-off may be reducing the number of designated stop locations along the route.

The current assumption is, at least for the short-term, that current funding for operations will be what is available going forward. Thus, any changes require a trade-off analysis. Figure 1 display potential trade-offs considered.

Figure 1 Examples of Service Trade-offs



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## Short-Term/No Added Cost

A revenue neutral service plan incorporating the following key elements was presented at the November 2018 public meetings:

- Maintain a service area consistent with the current footprint.
- Route 15/MedLink: Re-assign resources connecting Parkview Randallia and Parkview Medical Center from the Clinton Avenue corridor to the Coldwater Road corridor.

- Southeast Neighborhoods: Re-align routes to reduce overlapping service, while maintaining a similar walk access.
- Eliminate service at the fringe of some routes where development density is lower, and few people ride (measured by number of passengers boarding or getting off at stops).
- Focus 30-minute service in the core of the system.

## Summary of Potential Service Alternatives:

- Shorter Term/Revenue Neutral
- Longer Term/Revenue Increases

## Service Alternatives Public Meeting Input Summary

This preliminary revenue neutral concept is displayed in Figure 2 on the back of this newsletter.

## Longer-Term Potential Service Options

Service concepts for the period five to 10 years into future incorporate an assumption there is potential to increase transit operating funding; that has been stagnant/declining over the last 10 years. Potential service improvements were discussed with riders, agency staff and other interested stakeholders through a series of public meetings in November 2018.

The long range alternatives discussion included a similar theme that trade-off decisions will need to be made into the future. Trade-offs between the longer term, expansion alternatives need to be considered because there will not likely be enough increased funding to allow all of the alternatives to be implemented.

Alternatives presented for comment at the public meetings are outlined below.

### Add Sunday Service **1**

Throughout the engagement process, people have requested adding Sunday service. An alternative that could add service similar to Saturday to each Sunday, would cost approximately \$1 million annually.

### Strengthen the Core **2**

Strengthening the core could be accomplished by adding resources to shorten the time between buses from 60 minutes to 30 minutes along routes through areas of higher density development; where more frequency could result in more use. Figure 3 displays locations where adding frequency would provide the most benefit. Annual cost for creating each 30 minute route is approximately \$500,000.

### Extend Weekday and Saturday Service Later into the Evening **3**

With most service ending before 9 PM, people working many retail or service sector jobs get off work after service has ended. An option to extend service an additional one to two hours per day, including Saturdays, could provide a more viable alternative for work trips. Annual cost if add 3 hours per day is approximately \$500,000

### Extend Routes Farther Out from Core **4**

While the current route coverage provides access to most areas of the community that have the density to support transit service, there are pockets of high activity that do not have service. These include employment areas, housing, human services agencies, and government services. There are few locations in the system where extending a route a half mile or a mile is possible without adding buses to maintain a 60-minute schedule. Adding buses requires more operating and capital purchase dollars. Approximate annual cost each extension is \$500,000.

Figure 2 – Proposed Route Concept

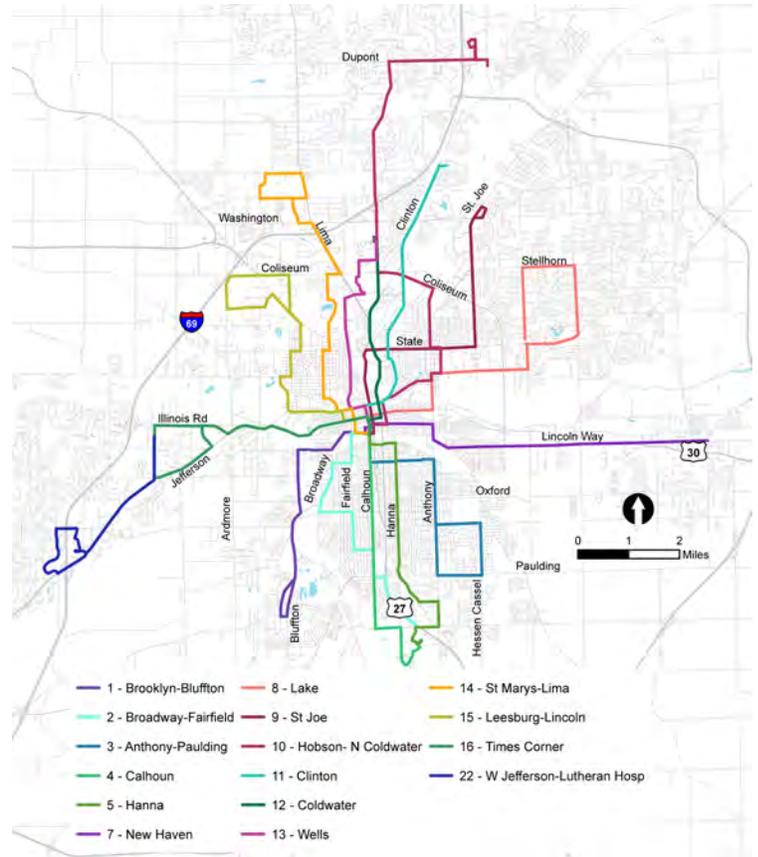


Figure 3 – 30 and 60 Minute Frequency (Proposed Route Concept)

### Feedback from Public Meetings

Input regarding the importance of adding each of the service options was gathered through public and other community meetings in November and December 2018. Participants were asked to rank the alternatives in order of how important each was to their individual travel needs. The purpose of requesting the ranking was to determine preferences, as it is unlikely funding for all would be available.

Figure 4 below highlights the distribution of public input by option. Participants believe adding more frequent service is most important. Adding hours to the service day is next highest; followed by adding Sunday service.

Figure 4: Results of Public Meeting Preference Voting

