



# SHORT-RANGE TRANSIT PLAN



Presented By:

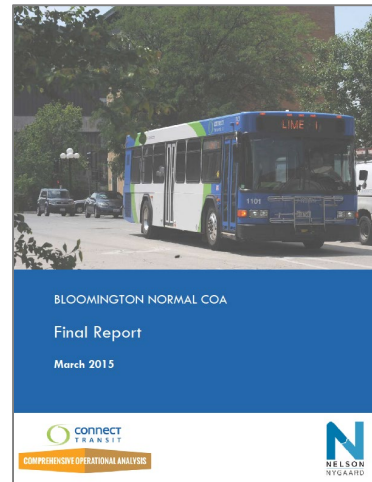
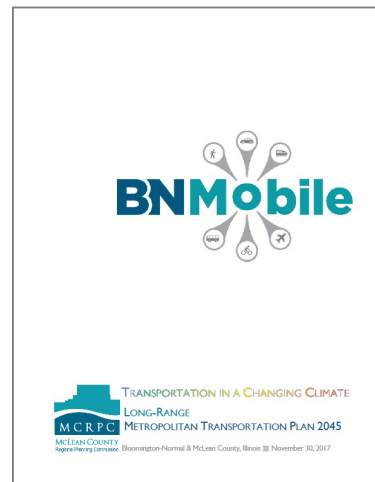
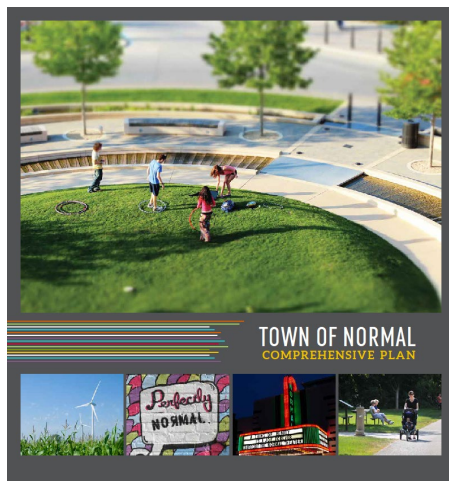
Teresa Anderson,

Asst. Planner, MCRPC



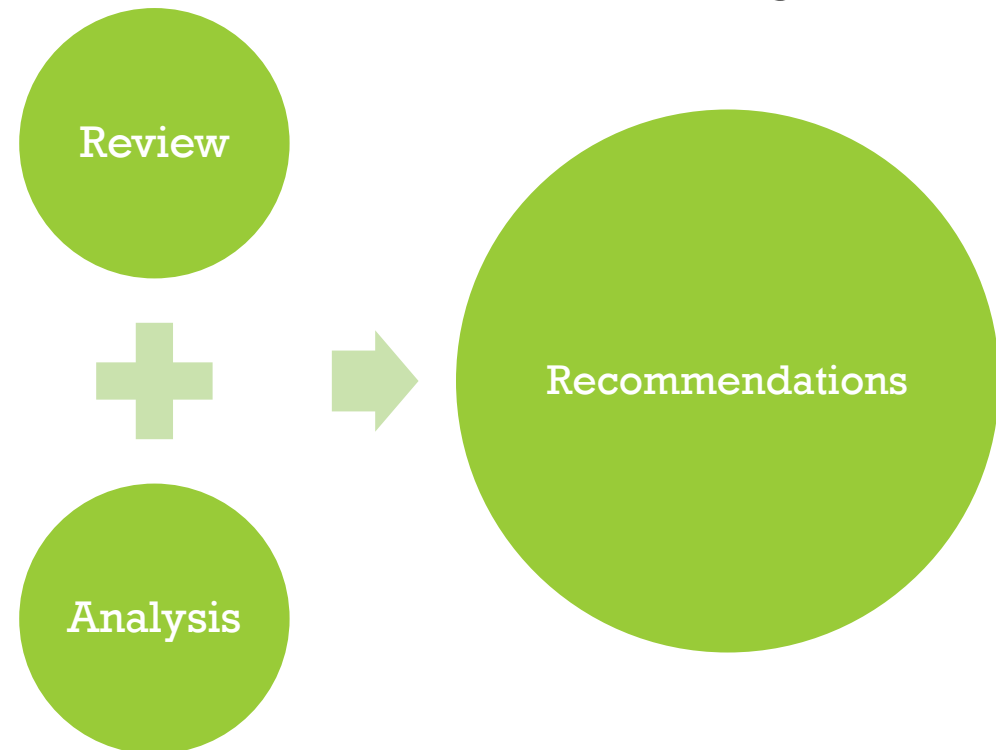
# WHAT

- Short Range – Bridge between operational and long-range plans
- Accounts for initiatives underway and financial feasibility
- Objective third party analysis
- Intended to serve as a guide to Connect Transit Staff and Board

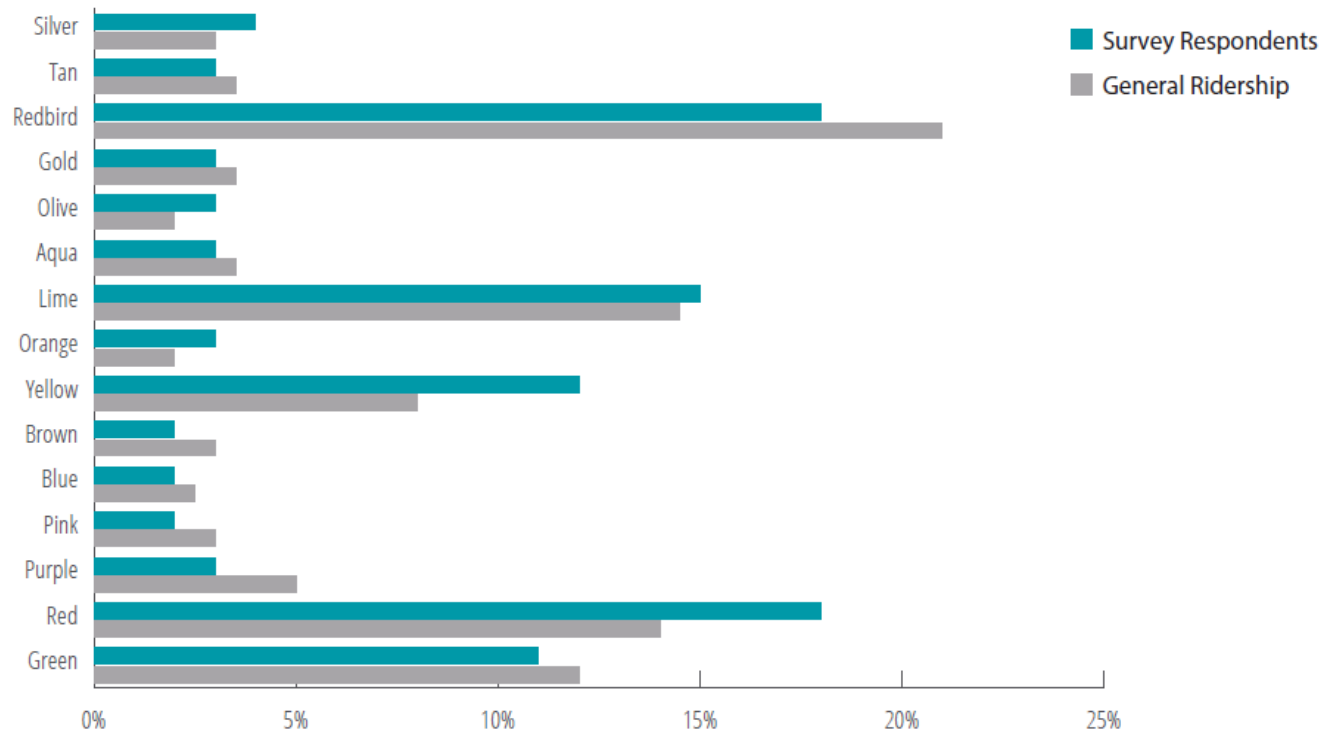
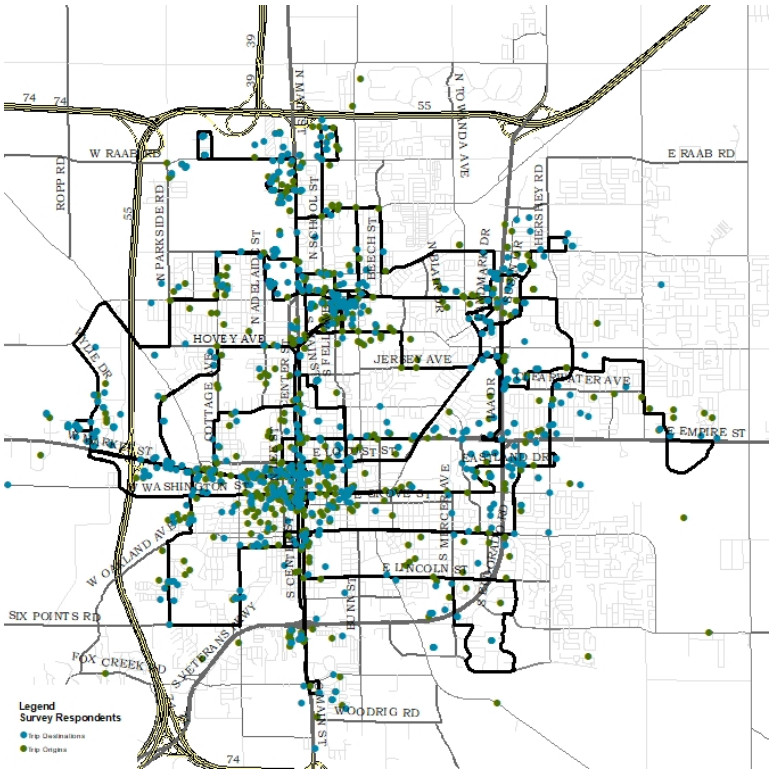


# PROCESS

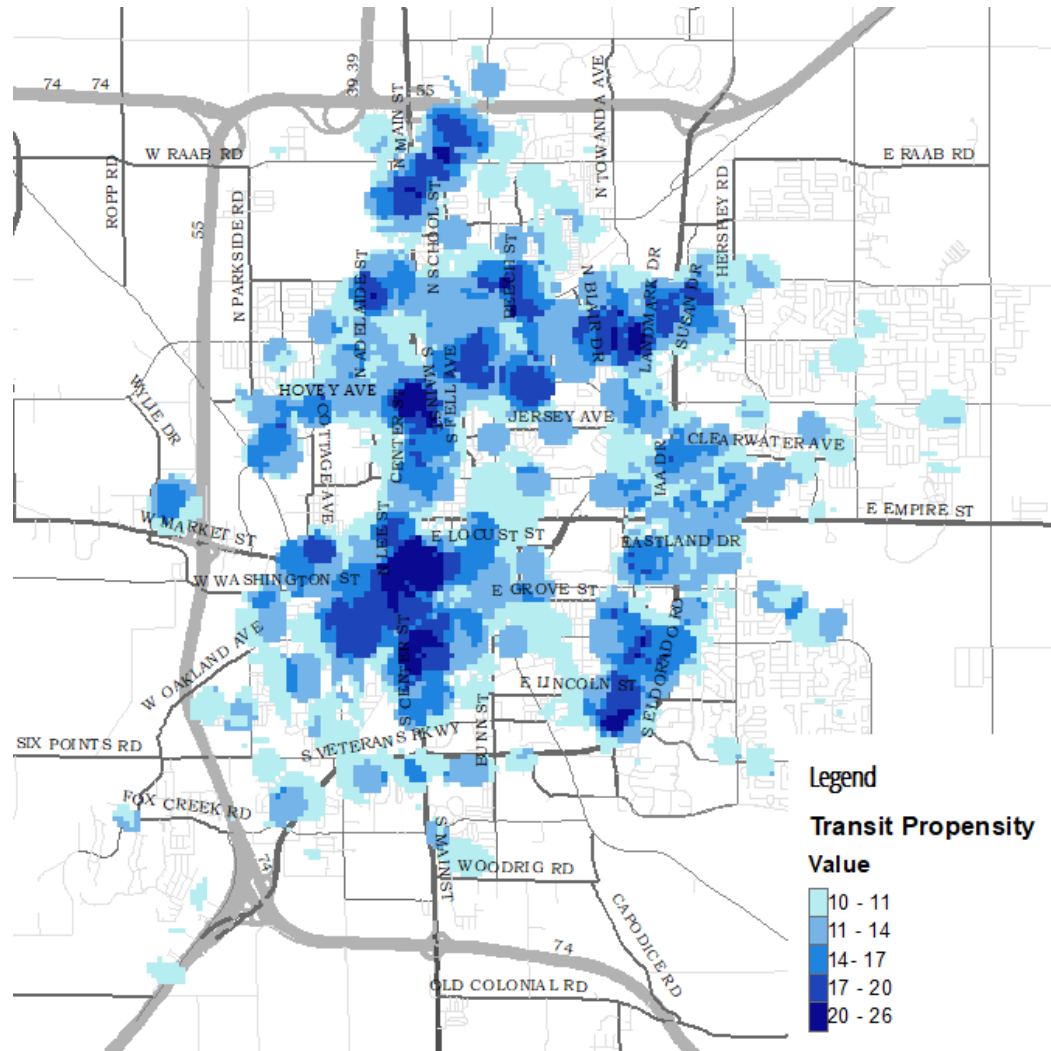
- Review of long-range plans and current initiatives
- Understanding transit riders and travel pattern using 2018 survey and ridership data
- Spatial analysis
  - Transit propensity
  - Transit corridors
  - Bus stops
- Recommendations



# PROCESS EXAMPLE: SURVEY ANALYSIS



# PROCESS EXAMPLE: TRANSIT PROPENSITY



## ATTRIBUTE

## WEIGHT

### 1. Student Apartments and Dormitories

College students and college age persons are a large user of Connect Transit Services. This population is not just using the Redbird Express and Yellow lines, but several others to move around Bloomington-Normal according to the Connect Survey results.

1-4

### 2 & 3. Subsidized Housing Units and Mobile Homes

According to Connect Transit's 2018 survey, almost 85% of respondents who gave an answer to the income question made under \$35,000 annually. For this reason, subsidized housing units and mobile homes were weighted heavily in this model.

4

### 4. Assessed Value <\$40,000

Homes with assessed values under \$40,000 were accounted for as possible transit dependent locations.

1-4

### 5. Connect Mobility Drop-offs and Pickups

It is clearly more expensive for Connect to send out mobility shuttles than to run fixed-routes. Hence the location of frequent mobility users was mapped and weighted heavily. Transit accessibility measured at 1/8 mile to the bus stop.

4

### 6. Housing Density

A simple measure to identify existing locations of population densities

1-4

### 7. Senior Tax Exemptions

Typically, seniors are unable to drive on their own and having more accessible transit would allow them to become independent of help from family.

1-4

### 8. Jobs Density

2015 Census Bureau's Longitudinal Employer-Household Dynamics program employment data at block level was used to measure job density.

1-4

### 9. Key Transit Destinations

In future analysis, we hope to have a more comprehensive list of these locations, but in this model, hospitals and grocery stores were considered key transit destinations.

1-4

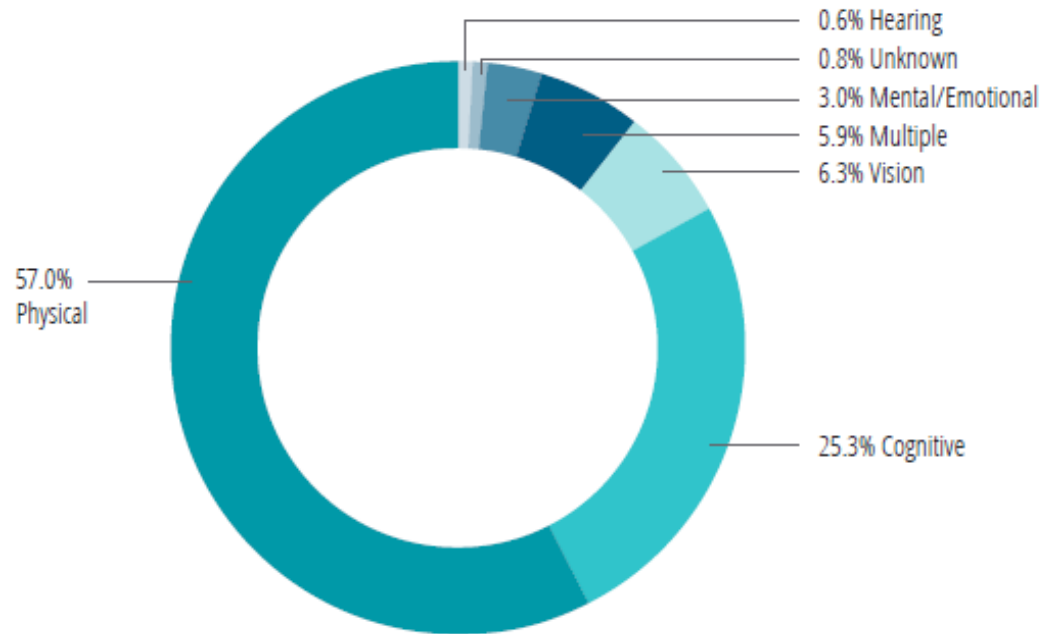
### 10. Medical Centers

Medical Centers allow people to seek treatment before health declines too far or before it declines at all, saving expensive trips to the ER. These facilities include urgent cares, outpatient centers, behavioral health centers, and more.

1-4

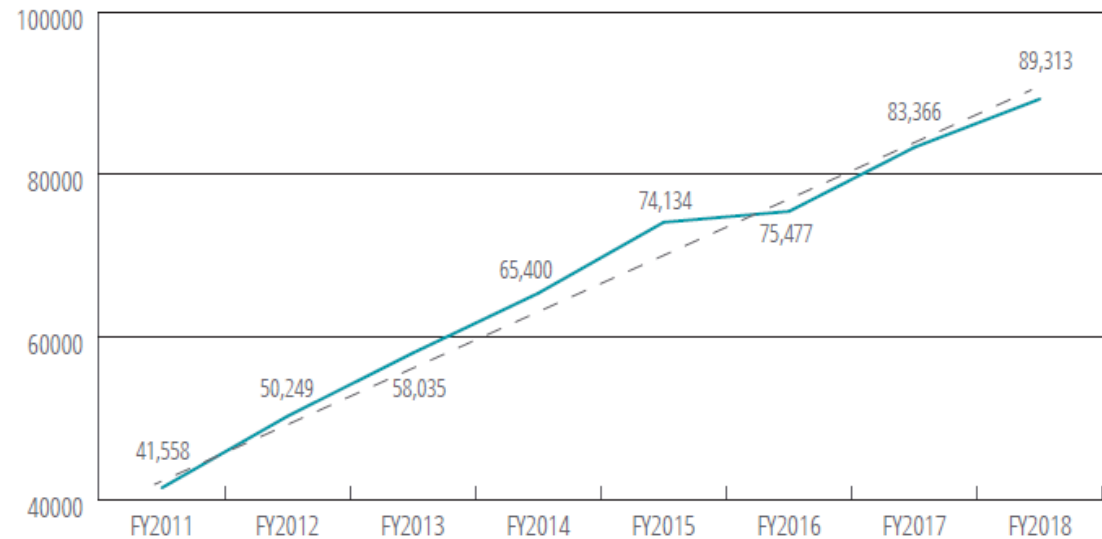


# PROCESS EXAMPLE: MOBILITY USERS



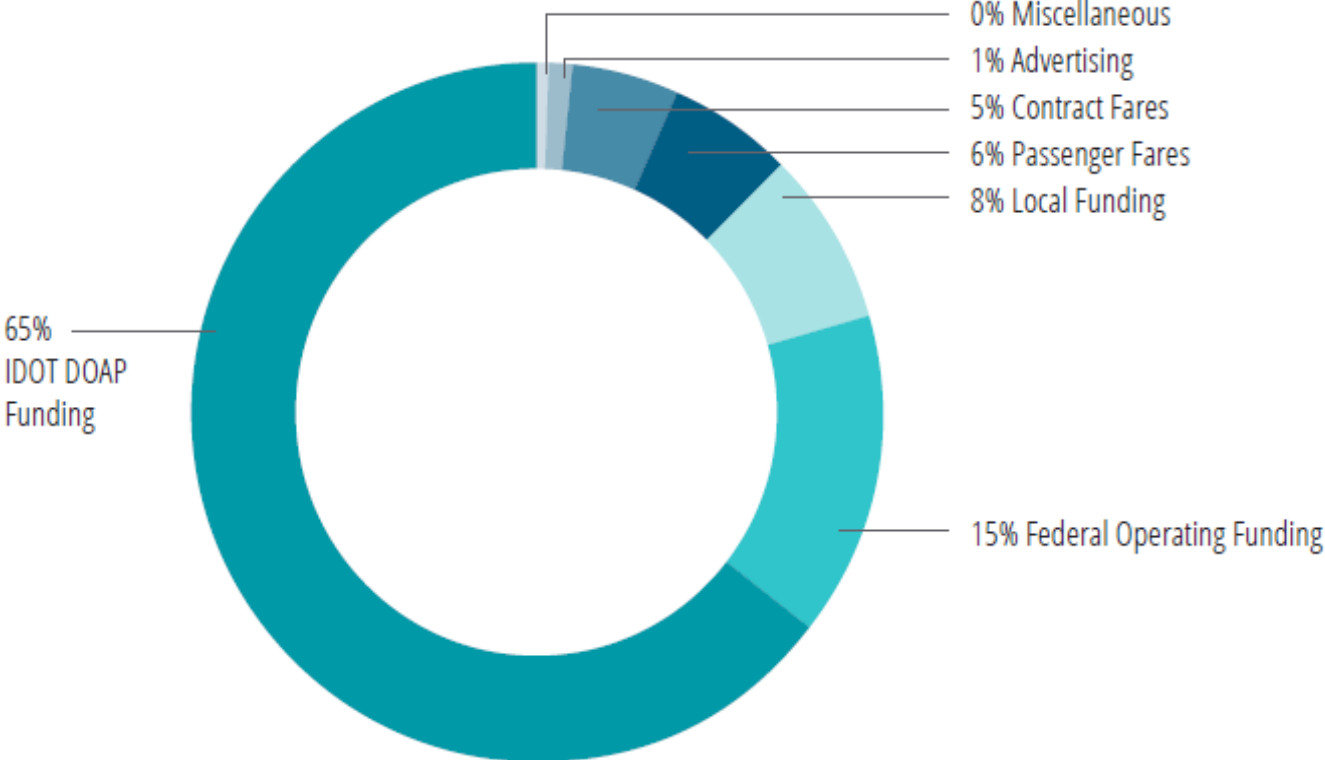
Type of Disability by Percentage of Mobility Riders

Figure 11: Mobility Projection <sup>3</sup>





# PROCESS EXAMPLE: FUNDING



Revenue Sources



# KEY FINDINGS AND RECOMMENDATIONS



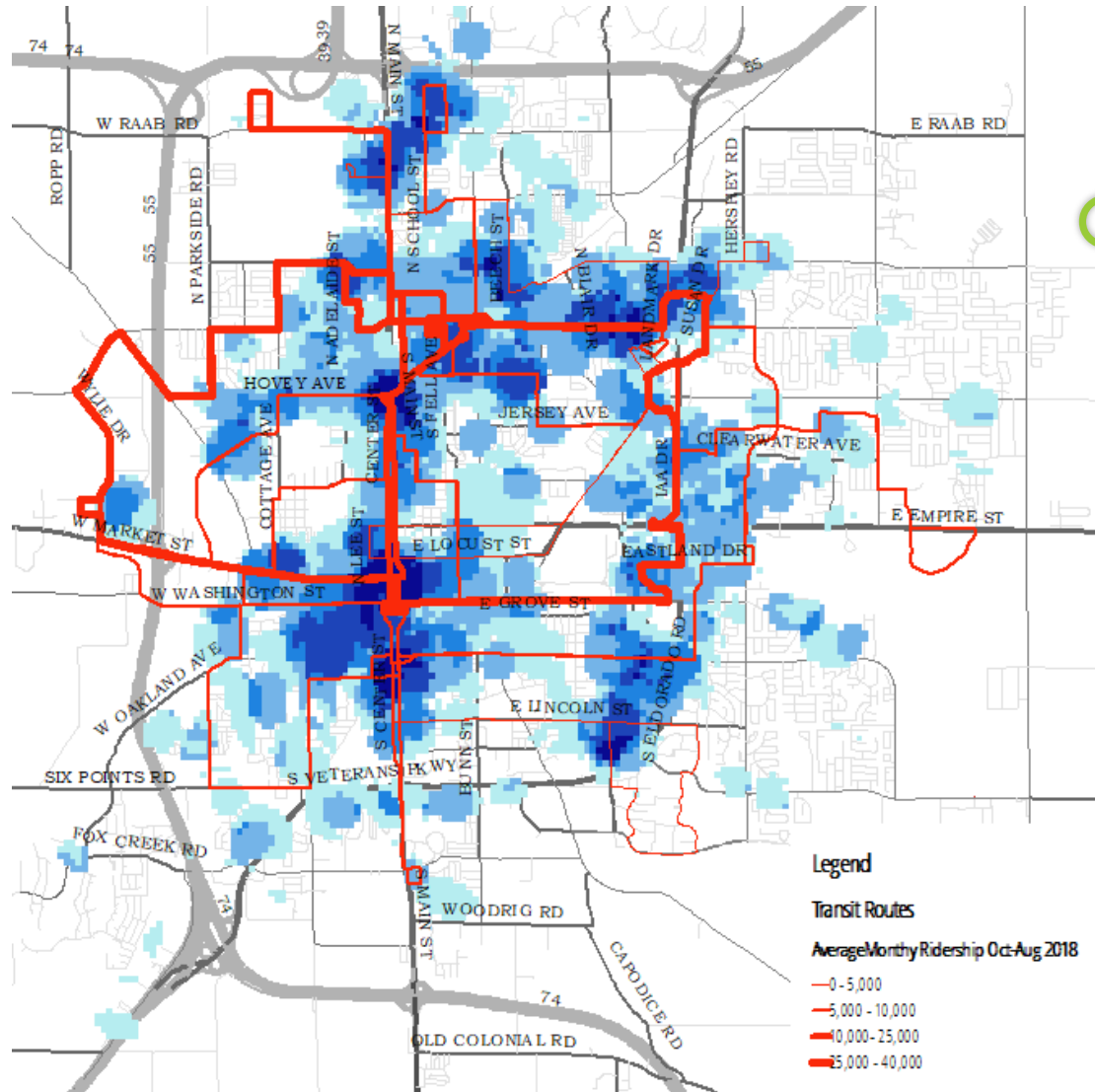
**Connect riders are transit dependent - short range recommendations focus on them**

- Ridership is growing
- Students, communities of color, lower income, over half of them don't have a license and using the bus for more than 3 years
- Very low-income riders are paying a higher price to ride the bus.
- Mobility serves the most vulnerable riders





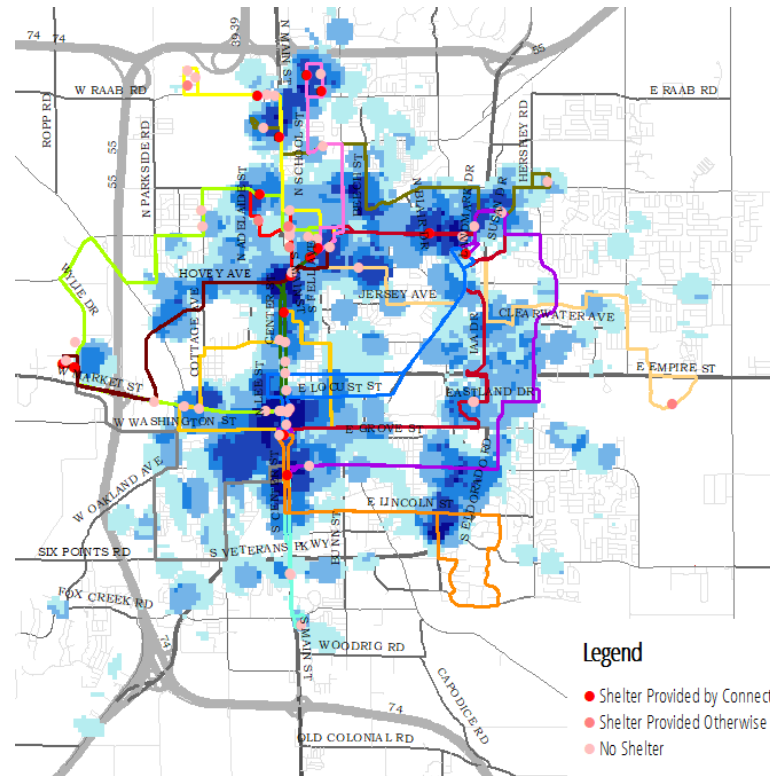
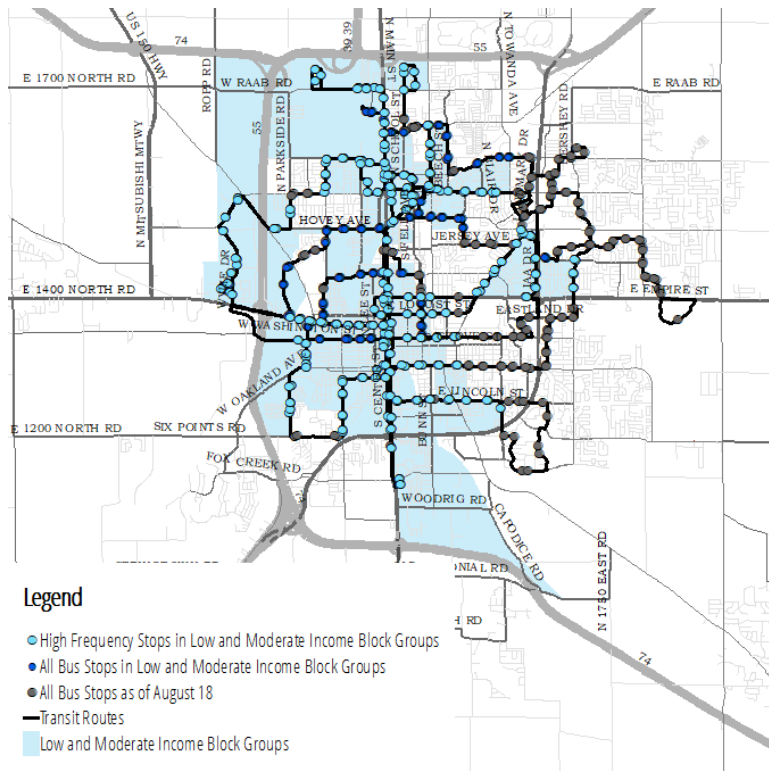
# KEY FINDINGS AND RECOMMENDATIONS



- Work with municipalities on Transit Supportive Development (TSD)
- Designation of Major and Minor Transit Corridors
- Capital Improvement Coordination
- Complete streets implementation
- Education and outreach



# KEY FINDINGS AND RECOMMENDATIONS

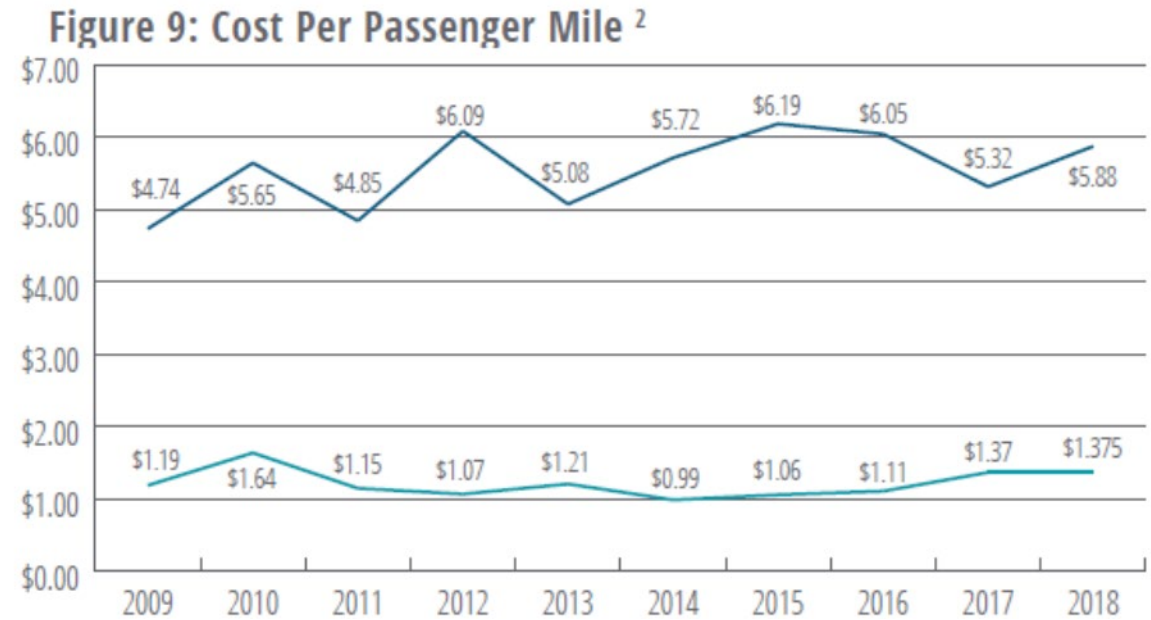
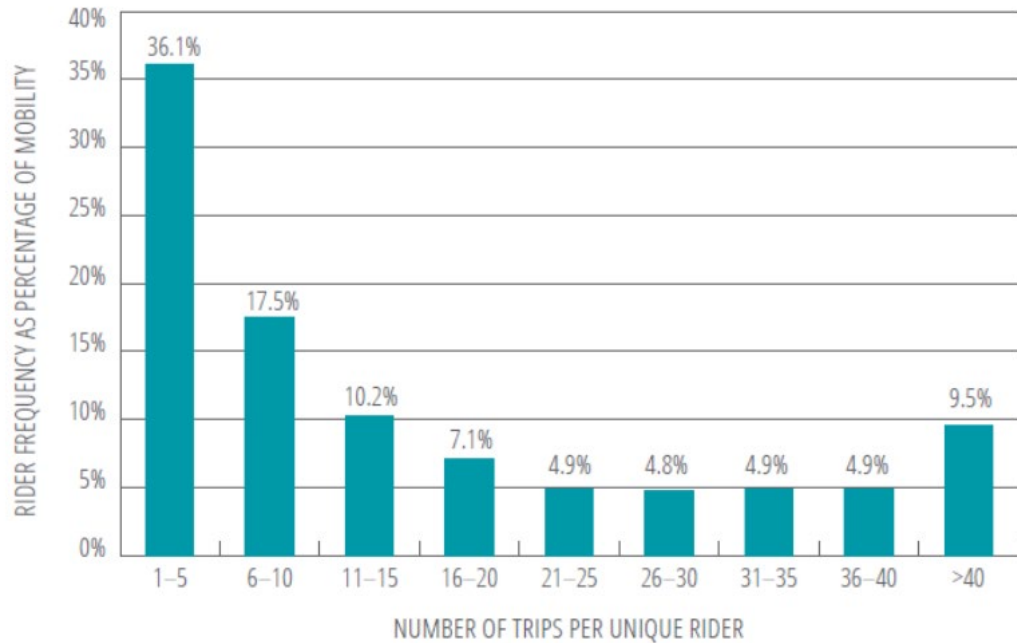


**High-frequency bus stops** – Those serviced at least every 30 minutes

**Accessible stops** - those within a quarter-mile from your destination



# KEY FINDINGS AND RECOMMENDATIONS



**Mobility issues for further investigation**



# KEY FINDINGS AND RECOMMENDATIONS



- Technology and innovation will change transit, but we are not there yet
- Room for improvement
  - data, management, and analytics
  - Fare capping solutions
- Keep an eye on FMLM solutions
  - Autonomous vehicles
  - Demand responsive transit (micro-transit)
  - Ride sharing
  - Alternate modes such as scooters



# NEXT STEPS

- **Community Engagement**
- **Key Stakeholder Engagement**
  - **Complete Streets**
  - **Better Bus Stops**
  - **FMLM solutions**

