

AMES TRANSIT AGENCY BOARD OF TRUSTEES
CYRIDE CONFERENCE ROOM

April 13, 2017

1. CALL TO ORDER: 8:00 A.M.
2. Public Comments
3. System Redesign Study Preferred Scenario Selection
4. #9 Plum Route Service Reduction Proposal
5. Set Spring/Summer Semester Meeting Times and Place:
 - April 25, 2017, 8:00 AM
 - May 24, 2017, 8:00 AM
 - June 28, 2017, 8:00 AM
 - August 24, 2017, 8:00 AM
6. Adjourn

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees
FROM: Sheri Kyras
DATE: April 13, 2017
SUBJECT: System Redesign Study Preferred Scenario Selection

BACKGROUND: The Consultant’s Preferred System Redesign Scenario was presented to the Transit Board of Trustees at their March 28, 2017 meeting, based upon comments provided by the public and stakeholders. At this meeting, there was a general consensus that the following route changes in the Preferred Scenario would benefit the community:

- #1 Red Route
- #2 Green Route
- #3 Blue Route
- #4 Gray Route
- #7 Purple Route
- #9 Plum Route
- #10 Pink Route
- #11 Cherry Route
- #12 Lilac Route
- #21 Cardinal Route
- #23 Orange Route
- #25 Peach Route (as modified)

Three route changes were determined to require additional study/consideration by the consultant, CyRide staff and board at a special meeting scheduled for mid-April. These routes were the #5 Yellow, #6 Brown/current #22 Gold and new #26 Gold routes.

Additionally, the staff and consultant were directed to provide board members with a graphic depicting the direction and number of buses passing through the Lincoln Way and Welch intersection under the Preferred Scenario.

INFORMATION: This report will provide the requested, additional analysis, as well as alternatives for action and a staff recommendation for each of the three route changes to be considered under the Preferred Scenario. Finally, this report provides graphics/charts of the Lincoln Way and Welch intersection bus movements, indicating the number of buses and people CyRide carries through this intersection.

#5 YELLOW ROUTE

The following briefly describes the current #5 Yellow route service level, as well as the proposed service in the Preferred Scenario on this route and a second option for consideration:

Current – The # 5 Yellow route travels between City Hall and Southdale areas, via S. Duff at 30-40 minute intervals Monday through Friday between 6:46 am – 10:50 am and 3:17 to 6:52 pm and on Saturday from 8:57 am to 6:39 pm. There is no weekday, mid-day service on this route; however, the #4 Gray route operates hourly from campus to the Jewel Street area only during this time period. The highest maximum number of people using the bus at one time, regardless of the time of day, is six passengers. See attached maps for service.

Preferred Scenario - The #5 Yellow route would travel between City Hall and the Southdale areas, via S. Duff at 30 minute intervals Monday through Friday between 6:30 am and 7 pm and Saturdays from 9 am to 7 pm. Under this scenario, all but ten customers are within a ¼ mile walking distance from a bus stop. See attached map for service.

Combined Scenario - In reviewing other possible changes that would allow for greater coverage throughout the Southdale area, CyRide was unable to identify different routing and maintain the desired 30 minute service level; however, the “preferred” scenario alignment from City Hall along S. Duff could be combined with the current Southdale coverage, operating every 40 minutes (see combined alignment map). As previously discussed at the board meeting, operating from City Hall through the Southdale area in less than a 40-minute cycle is not possible due to the traffic volumes on S. Duff. Additionally, CyRide would need to purchase at least one, if not two, 30-35’ buses to operate this route to carry the existing and anticipated ridership demand when the new apartments are available along S. Duff. (See map of current, preferred and combined alignment.)

ALTERNATIVES:

1. Approve the consultant and staff recommendation to adopt the “Preferred” scenario routing for the #5 Yellow Route, which includes 30 min. service and a shortened route in the Southdale area in the System Redesign Plan. (Approval of this alternative would eliminate the #4 Gray route in the System Redesign Plan.)
2. Approve the “combined” option for the #5 Yellow Route, which includes 40 min. service and a longer route in the Southdale area in the System Redesign Plan.
3. Approve no change in the current routing using #5 Yellow and #4A Gray routes to meet the needs of the Southdale area, with less service along S. Duff in the System Redesign Plan.

RECOMMENDATION:

The consultant and CyRide staff’s recommendation is to approve Alternative #1 to select the “preferred” scenario alignment for the service along S. Duff and Southdale. (A summary of the pros and cons of the three options is attached.) In summary, the Alternative #1 alignment:

- Maximizes service along this corridor and provides more frequent service to Ames residents. Consistent, 30-minutes service on one route all day as is proposed in this

scenario is anticipated to increase ridership on this lower ridership route by at least 25%.

- Increases safety by operating the route in a 40' bus, as opposed to the current minibus. If an accident would occur on this roadway, the severity of injuries decreases due to the larger sized vehicle.
- Provides for ridership growth and improved community access to a proposed new development along S. Duff.
- The revised "preferred scenario route in Southdale minimizes the walking distance for current riders.

The other two scenarios will reduce potential ridership on the route, serving fewer Ames residents and in some cases will be more confusing for the public to use with multiple routes serving the Southdale area.

#26 NEW GOLD ROUTE

The new #26 Gold Route, as proposed in the "preferred" alternative, is to be a new, high-frequency route serving the Schilleter Village, campus and Wallace/Wilson Halls with service every 10 minutes from approximately 7 am to 10:30 pm, Monday through Friday. However, after receiving community input, the location for the bus to turn around near the Wallace/Wilson Halls was problematic, requiring buses to operate on a section of Hayward Ave. where single-family homes were located. Four different options have been developed to modify this turnaround challenge, as briefly described and illustrated on the attached maps entitled, "CyRide Redesign Towers Turn-around Alternatives" and "Gold Route Option #1, #2, #3, and #4":

Gold Route Option #1 (Bus Turnaround) - This option constructs a bus turnaround on Iowa State University land just north of the Wallace Residence Hall. A sidewalk would need to be relocated to accommodate pedestrian access around this turnaround. Also, the bus route through Schilleter Village has been realigned, at Iowa State University staff's request, to lessen the impact on roadways within this complex (see map).

Gold Route Option #2 (New Road to the East) – This option constructs additional roadway, extending Welch Ave. farther south onto Iowa State University property near Wallace Residence Hall, widening this roadway an additional four feet at that location to accommodate buses and then extending this new section of roadway east connecting with Welch Ave., south of Storm St. The bus would then turn onto Storm Street and west back to Welch Ave. Several parking spaces would need to be eliminated along Welch Ave. south of Storm St. to accommodate the bus's turning radius during this movement. The north portion of this route would also be modified through the Schilleter Village complex as it was in Option #1 (see map).

Gold Route Option #3 (New Road to the West) – This option also constructs additional roadway, extending Welch Ave. farther south onto Iowa State University property near Wallace Residence Hall and then extending this new section of roadway west connecting with the

existing loading dock area and roadway to Hayward Ave. A portion of this roadway would need to be widened to accommodate buses. The bus would travel counterclockwise from Welch to Storm, then Hayward and through the Wallace loading dock area, returning to Welch Ave. The north portion of this route would also be modified through the Schilleter Village complex as it was in Options #1 and #2 (see map).

Gold Route Option #4 (Hansen Learning Center/Gateway Hills Park Rd.) – This option turns the bus around by extending the route traveling on Hayward Ave., south across Mortenson Dr., through the Hansen Learning Center driveway around the south portion of this property, then turning onto Gateway Hills Park Dr. to Mortenson Rd. The route would then travel on Mortenson Road back to Hayward Dr. Also, the north portion of this route would be substantially shortened through the Schilleter Village complex allowing more time to travel around the Hansen Learning Center building and cross Mortenson intersections (see map).

The chart entitled, “#26 Gold Route Options Summary” lists the pro’s and con’s of each of these options.

ALTERNATIVES:

1. Approve Gold Route Option #1 to construct a bus turnaround on university property north of the Wallace Residence Hall in the System Redesign Plan.
2. Approve Gold Route Option #2 to extend Welch Road and construct additional paving, connecting with Welch Rd. to the east in the System Redesign Plan.
3. Approve Gold Route Option #3 to extend Welch Road and construct additional paving, connecting with the loading dock and Hayward Ave. to the west in the System Redesign Plan.
4. Approve Gold Route Option #4 to extend the Gold Route through the Hansen Learning Center/Gateway Hills Park Dr. to turn the bus around in the System Redesign Plan.
5. Do not approve an option for the new #26 Gold Route service.

RECOMMENDATION:

The consultant and CyRide staff’s recommendation is to approve Alternative #1 and select Gold Route Option #1 to construct a turnaround for the buses. Of the four options developed, CyRide, city and university staff unanimously recommends Option #1 as the optimum solution, based on the following conclusions:

- Best Operational alignment for CyRide – safety-turning movements
- No pedestrian conflicts
- Good bus stop location

- Significantly lessens proposed and current neighborhood impacts
- Medium capital cost
- Less conflicts with other transportation (vehicles/parking) in the area

#6 BROWN/#22 GOLD ROUTES

Based on staff and the consultant’s recommendation on the new #26 Gold Route service, the #6 Brown route could be moved to Lynn/Knapp streets, as opposed to traveling Welch Ave., avoiding the Lincoln Way and Welch intersection as was proposed in the consultant’s System Redesign Scenario. This would allow the current #22 Gold Route to be eliminated and riders to be served on the realigned Brown route. This option provides 20-30 minute frequencies on weekdays and Saturday, thereby increasing service options in the area served currently by the existing #22 Gold Route.

ALTERNATIVES:

1. Approve the #6 Brown Route realignment to Lynn Ave. and Knapp St. and eliminate the current #22 Gold route in the System Redesign Plan.
2. Approve retaining existing #6 Brown Route and #22 Gold Route alignments and service in the System Redesign Plan.

RECOMMENDATION:

The consultant and CyRide staff recommendation is to approve Alternative #1 to realign the #6 Brown route and eliminate the current #22 Gold route in the System Redesign Plan. This change will eliminate more buses at the heavily utilized Lincoln Way/Welch intersection and align rider demand with service levels.

OTHER “PREFERRED” SCENARIO CHANGES:

At the March 28, 2017 Transit Board meeting, board members indicated their concurrence with the remaining changes recommended in the “Preferred” System Redesign scenario. These include the following route changes (see attached map entitled, “Revised Preferred System Redesign Scenario” and frequency table for an illustration of the route alignments and times each is proposed to be operated):

- **#1 Red Route** – Schedule modifications to reflect more trips in schedule, drop riders on the southwest portion of campus
- **#2 Green Route** – No change
- **#3 Blue Route** – Eliminate north portion of route, extend south portion to Target/Walmart
- **#4 Gray Route** – Eliminate the route

- **#7 Purple Route** – Eliminate a portion of route, increase its frequency
- **#9 Plum Route** – Reflects the current 20 min. service level
- **#10 Pink Route** – Eliminate the route, replace it with Innovative Transit Service zone
- **#11 Cherry Route** – Modify #1A Red, rebranding the route as the #11 Cherry route, reflect more trips in the published schedule and drop riders on the southwest portion of campus
- **#12 Lilac Route** – New express route to campus dropping riders at the southwest portion of campus
- **#21 Cardinal Route** – No change
- **#23 Orange Route** – Schedule modifications to reflect more trips in schedule, eliminate service to Vet Med on this route and serve these riders on the new #25 route
- **#25 Peach Route** – New route serving Vet Med and current Blue Route service north of campus
- **Innovative Transit Service** – New service connecting City Hall and a zone on the east portion of the city (see Revised Preferred System Redesign Scenario for the location of the zone). Service would be provided hourly in a small bus allowing riders to transfer from other routes to this new zone service at City Hall. Riders would be dropped at the door of their desired location within the zone. Riders would call to have the bus pick them up and return them to City Hall or to other locations within the zone.

ALTERNATIVES:

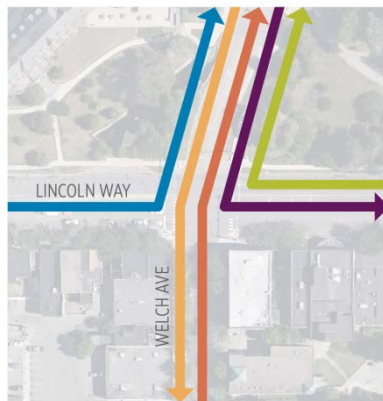
1. Approve the consultant and staff’s recommended changes contained in the “Preferred” System Redesign Scenario on Routes #1, #2, #3, #4, #7, #9, #10, #11, #12, #21, #23, and #25 in the System Redesign Plan.
2. Approve board directed changes in the System Redesign Plan.
3. Do not approve changes to CyRide’s current route/schedules.

RECOMMENDATION:

The Transit Director recommends approval of Alternative #1 to approve the consultant’s recommended changes (as described above) contained in the “Preferred” Scenario. These changes reflect a fiscally-constrained system of improvements that will allow CyRide to maximize service options within the community.

LINCOLN WAY/WELCH INTERSECTION

At the March 28, 2017 board meeting there was a discussion regarding the impact that transit services recommended in the “Preferred” Scenario would have on the intersection of Lincoln Way and Welch, citing concerns with the volume of car, bus, bicycle and pedestrian movements through this intersection. Staff was directed to study this further. As a result, the Nelson Nygaard firm has reviewed the current bus movements, as well as the proposed routing under the “Preferred” Scenario. The graphic below illustrates the five directions buses travel through this intersection.

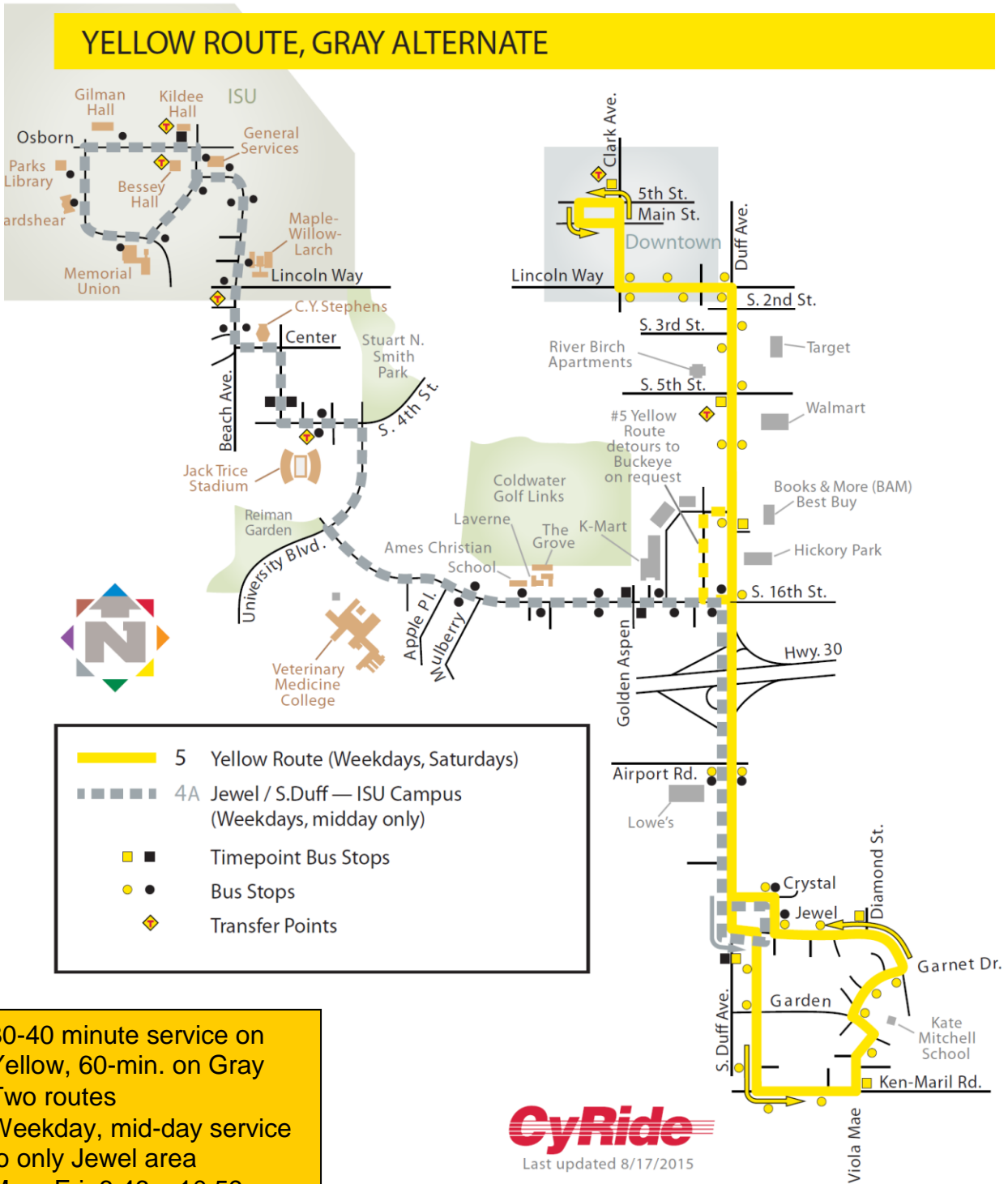


The following table indicates the number of buses, and individuals on those buses, traveling through the intersection in each of the five directions during the highest demand hour from 8 – 9 am.

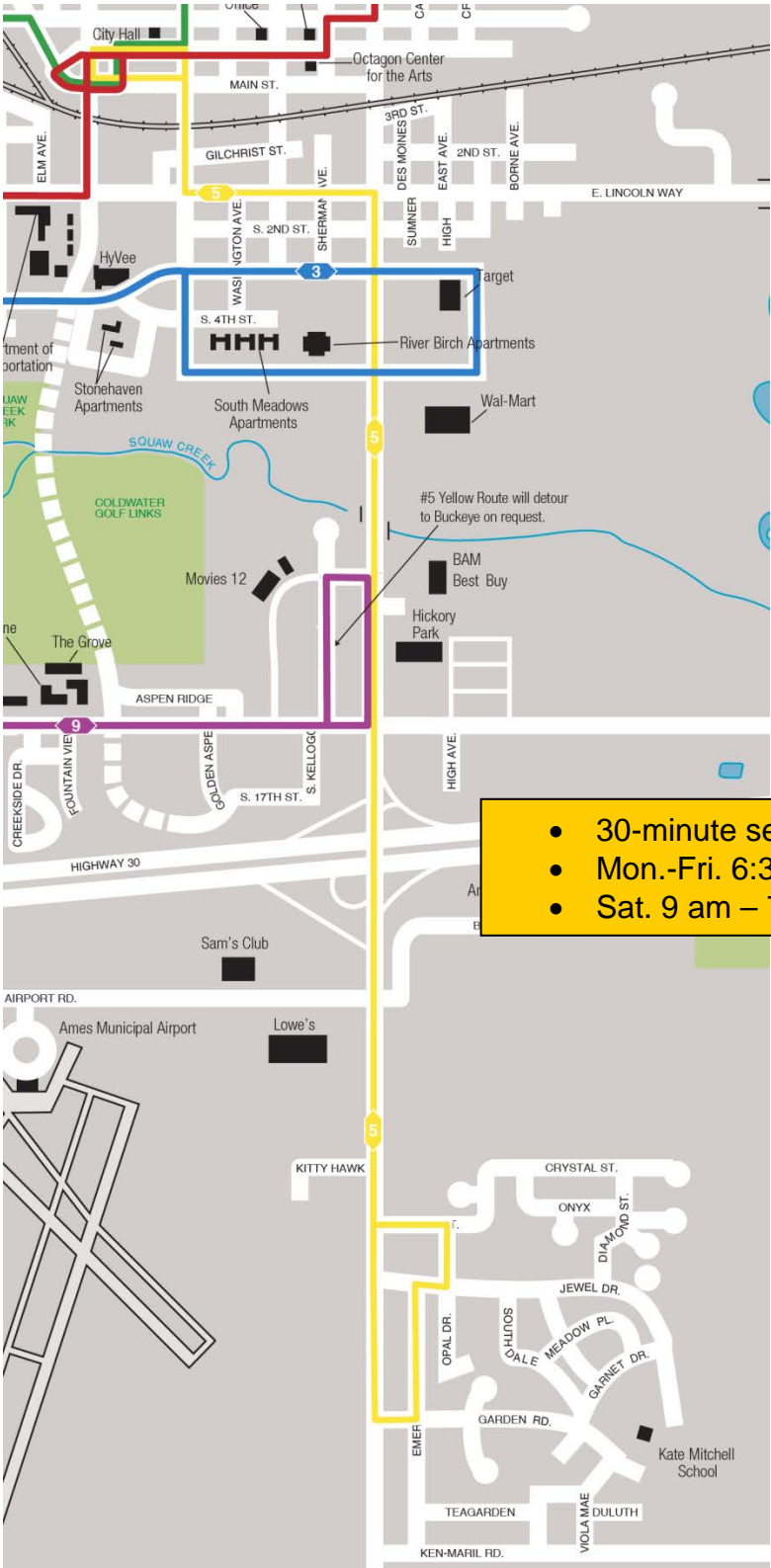
Turning Movement	Buses		People	
	Current	Preferred Scenario	Current	Preferred Scenario
Lincoln Way EB to Welch NB	2	16	70	1,170
Welch SB across Lincoln Way	6	6	190	300
Welch NB across Lincoln Way	9	6	290	300
Welch SB to Lincoln Way EB	14	10	470	320
Lincoln Way WB to Welch NB	9	10	300	320
Total	40	48	1,320	2,410

As illustrated on the previous page, there is only one direction (Lincoln Way EB to Welch NB) that has higher number of buses/people traveling through this intersection under the Preferred Scenario, with virtually the same or lower bus travel in the four other directions. The higher bus movement turning from the west and traveling north through this intersection has a protected turn lane and separate signal regulating turning vehicles through this intersection.

Current #5 Yellow/Gray Route Alignment

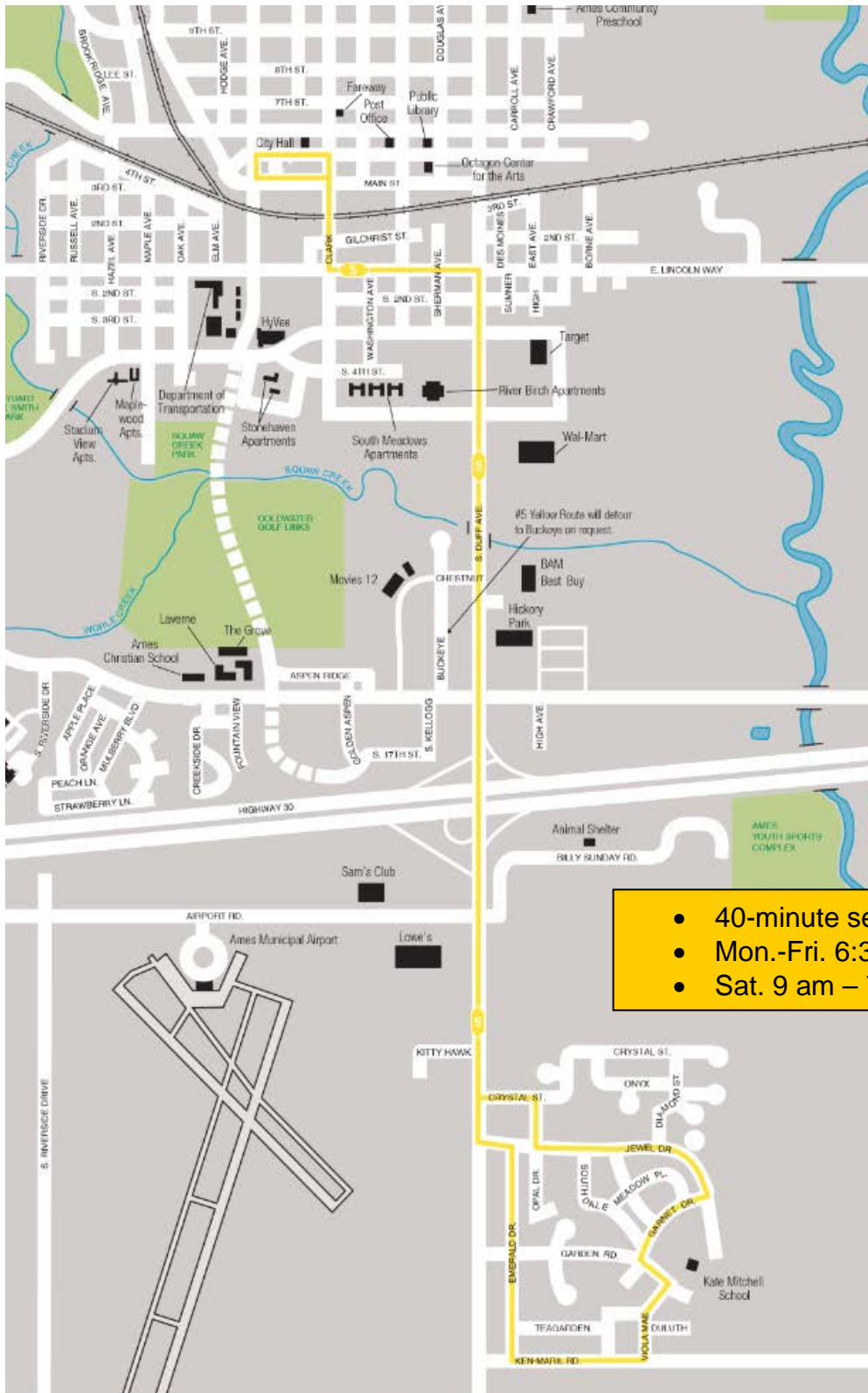


Preferred Scenario #5 Yellow Route Alignment



- 30-minute service
- Mon.-Fri. 6:30 am – 7 pm.
- Sat. 9 am – 7 pm

Combined Scenario #5 Yellow Route Alignment



- 40-minute service
- Mon.-Fri. 6:30 am – 7 pm.
- Sat. 9 am – 7 pm

Yellow Route Options Summary

Option	Pros	Cons	Cost
<p>Preferred Scenario (30-min. weekdays & Sat.)</p>	<ul style="list-style-type: none"> • Safety – Large bus operated on S. Duff • Economic Development – Encourages travel to S. Duff Business District with more frequent service • Connectivity - Allows connections throughout Ames to this Business District • Ridership - Higher ridership (25%+) with more frequent service • Supports Growth – Provides access with larger bus to new apartments along S. Duff • Reduced Street Repair – Eliminates buses from non-arterial streets • Operational Impacts – Allows buses to stay on-time with traffic on S. Duff 	<ul style="list-style-type: none"> • Convenience – Longer walk for some current riders 	<p>Operating Cost – Cost Neutral</p>
<p>Combined Scenario (40-min. weekdays and Sat.)</p>	<ul style="list-style-type: none"> • Convenience – Shorter walk for some current riders and consistency of only one route • Economic Development – Encourages travel to S. Duff Business District • Connectivity - Allows all-day connections throughout Ames to this Business District 	<ul style="list-style-type: none"> • Bus Frequency – Less frequent than Preferred Scenario or current service • Buses – Will need to purchase 30-35’ buses for capacity needed when new apartments are built • Ridership – Lower ridership due to less frequent service 	<p>Operating Cost – Cost Neutral</p> <p>Capital Cost - \$460,000 to \$920,000</p>
<p>Current Service (Yellow route peak hour at 30/40 min. frequency with Gray route at 60-min. frequency/ Sat. 40-min.)</p>	<ul style="list-style-type: none"> • Convenience – Shorter walk for some current riders • Connectivity – Direct connection to ISU midday 	<ul style="list-style-type: none"> • Convenience – Inconsistent/confusing routing • Ridership – No service along S. Duff Business Corridor during midday • Safety – Small buses on high-speed corridor are less safe • Bus Frequency – Gray route midday at 60-min. frequency 	<p>Operating Cost – Cost Neutral</p>

CyRide Redesign Towers Turn-around Alternatives



Gold Route Option #1



Gold Route Option #2



Gold Route Option #3



Gold Route Option #4



#26 Gold Route Options Summary

Option				
#	Description	Pro's	Con's	Est. Cost
1	Bus Turnaround – North side of Wallace/Wilson Residence Hall	<ul style="list-style-type: none"> • Operational Impacts - Best operational alignment for CyRide – safety/turning movements and good bus stop location • Safety - No pedestrian conflicts • Neighborhood Impact - Lessens current neighborhood impact 	<ul style="list-style-type: none"> • Existing Infrastructure Impact - Sidewalk will need to be reconfigured • Land Use - Commits ISU land to non-Univ. purpose 	ISU Impact - \$140,000 -\$170,000 City Impact – \$0 Total Cost – \$140,000 - \$170,000
2	New Road to the East – Extend Welch Ave. south and then east to connect to existing road east of Wallace/Wilson	<ul style="list-style-type: none"> • Operational Impacts - Good bus stop location • Neighborhood Impact - Lessens current neighborhood impact • Cost - Least expensive 	<ul style="list-style-type: none"> • Safety - Pedestrian conflicts and conflicts with traffic east of Wallace Hall • Existing Infrastructure Impact - Sidewalk will need to be reconfigured and will need to widen Welch (east of Towers) to street width to accommodate bus turn (costs included) • Parking - Impacts city and Univ. parking on Welch • Operational Impacts - Difficult bus turns - Storm/Welch • Land Use - Commits ISU land to non-Univ. purpose 	ISU Impact - \$110,000 - \$140,000 City Impact – \$0 Total Cost –\$110,000 - \$140,000

Option #	Description	Pro's	Con's	Est. Cost
3	<p>New/Existing Road to the West – Extend Welch Rd. south and then west, connecting to loading dock area and driveway to Hayward Ave.</p>	<ul style="list-style-type: none"> • Operational Impacts - Allows for good bus turning movements • Safety - Minimal pedestrian impacts 	<ul style="list-style-type: none"> • Existing Infrastructure Impact - Dock area paving is not in good condition, will not accommodate bus weight and would need to reconstruct “S” Curve in the road to add width • Neighborhood Impact – 10 min. service at corner of Hayward/ Storm • Land Use - Commits ISU land to non-Univ. purpose 	<p>ISU Impact - \$140,000 - \$170,000</p> <p>City Impact – \$0</p> <p>Total Cost – \$140,000 - \$170,000</p>
4	<p>Hansen Learning Center/Gateway Hills Park Dr. – Extend Gold route across Hayward and around the Hansen Learning Center, turning onto Gateway Hills Park Dr. and Mortenson Road</p>	<ul style="list-style-type: none"> • Existing Infrastructure Impact - Hansen Learning Center paving can accommodate bus weight 	<ul style="list-style-type: none"> • Existing Infrastructure Impact - Gateway Hills/Mortensen and Mortenson/Hayward intersections need to be rebuilt • Operational Impacts - Difficult bus movements – crossing intersections @ Mortenson/Hayward and Gateway Hills/Mortenson • Neighborhood Impacts – 10 min. service at the corner of Hayward and Storm and possible neighborhood issues along Gateway Hills Park Dr. • ISU Impacts - Learning Center event conflicts and unintended P&R lot as route end point • Cost – Potentially the most expensive 	<p>ISU Impact - \$0</p> <p>City Impact – \$ TBD</p> <p>Total Cost – \$ TBD</p>

Revised Preferred System Redesign Scenario



Route	Summary of changes	Frequency (minutes between buses)		Span	
		Existing (Peak)	Preferred Scenario (Peak)	Existing	Preferred Scenario
1 Red	Operates from Ames Middle School to ISU via Montensen and S. Dakota (no left turn at Stenbeck/S. Dakota). Operate more frequently during peak times.	15 - 20	15	6:21 AM - 12:32 AM 7:11 AM - 10:26 PM (Saturday) 8:31 AM - 11:40 PM (Sunday)	6:30 AM - 12:30 AM 7:00 AM - 10:30 PM (Saturday) 8:30 AM - 11:30 PM (Sunday)
2 Green	Eliminate Ames High School deviation except for school start/end times.	20	20	6:22 AM - 11:28 PM 7:50 AM - 10:32 PM (Saturday) 8:33 AM - 11:38 PM (Sunday)	6:30 AM - 11:30 PM 8:00 AM - 10:30 PM (Saturday) 8:30 AM - 11:30 PM (Sunday)
3 Blue	Truncate to operate between S. Duff and ISU campus. Extend route to serve Target and Walmart more directly. Operate more frequently during peak times.	15 - 20	10 - 15	6:22 AM - 12:34 AM 7:19 AM - 10:27 PM (Saturday) 8:30 AM - 11:39 PM (Sunday)	6:30 AM - 12:30 AM 7:30 AM - 10:30 PM (Saturday) 8:30 AM - 11:30 PM (Sunday)
4 Gray	Eliminate route (new all-day "Innovative Transit Service" zone in eastern Ames).	60 - 120	-	7:22 AM - 11:06 AM (4) 10:51 AM - 2:37 PM (4A) 2:05 PM - 9:19 PM (4)	-
5 Yellow	Provide all-day service from Southdale to Downtown via South Duff.	30-40	30	6:46 AM - 10:59 AM 3:17 PM - 6:52 PM 8:57 AM - 6:39 PM (Saturday)	6:30 AM - 7:00 PM 9:00 AM - 7:00 PM (Saturday)
6 Brown	In conjunction with high frequency service on new Gold Route, adjust Brown Route frequency to reflect demand. Operate through campus via Union-Lynn-Knapp-Welch-Storm. Operate later along entire route. Deviate weekend service to Schilleter and University Village in the southbound direction.	15 - 20	20-30	6:25 AM - 6:43 PM 5:40 PM - 10:15 PM (6A) 6:34 PM - 9:00 PM (6B) 8:34 AM - 8:15 PM (Saturday) 11:00 AM - 8:15 PM (Sunday)	6:30 AM - 9:00 PM 8:00 AM - 9:00 PM (Saturday) 8:30 AM - 8:30 PM (Sunday)
7 Purple	Improve span and add more trips. Begin route at Todd/S. Dakota; operate on campus via Welch-Union-Hayward in counterclockwise manner.	40 - 60	15 - 30	6:54 AM - 8:58 AM 3:02 PM - 5:25 PM	7:00 AM - 10:00 AM 2:30 PM - 5:30 PM
9 Plum	No changes are recommended.	20	20	7:08 AM - 10:22 PM	7:00 AM - 10:30 PM
10 Pink	Eliminate route (new all-day "Innovative Transit Service" zone in eastern Ames).	50 - 60	-	7:29 AM - 9:46 AM 2:55 PM - 5:31 PM	-
11 Cherry	Rebrand #1A Red as #11 Cherry. Operate to ISU via Montensen, S. Dakota, and Lincoln Way and on campus via Welch-Union-Hayward in counterclockwise manner.	8 - 20	7 - 15	7:20 AM - 6:59 PM	7:30 AM - 6:30 PM

Route	Summary of changes	Frequency (minutes between buses)		Existing	Span
		Existing (Peak)	Preferred Scenario (Peak)		
12 Lilac	New express service from Dickenson to ISU via Mortensen and State; operate on campus via Welch-Union-Hayward in counterclockwise manner.	-	20	-	7:00 AM - 10:00 AM 2:30 PM - 5:30 PM
21 Cardinal	No changes are recommended.	8	8	7:10 AM - 10:22 PM	7:00 AM - 10:30 PM
23 Orange	Show more trips on schedule. No longer serves Vet Med.	10 - 20	4	6:30 AM - 10:20 PM	6:30 AM - 10:30 PM
25 Peach	New route between Vet Med and North Grand Mall via Stange and 24 th Street.	-	60	-	7:00 AM - 7:00 PM
26 Gold	New high-frequency route serving Schiller Village, University Village, ISU, and Towers.	-	10	-	7:00 AM - 10:30 PM
Innovative Transit Service	Service between City Hall and pink zone area in East Arnes on an hourly basis. Passengers will call CyRide for a return trip from East Arnes back to City Hall.	-	60	-	7:00 AM - 7:00 PM

CITY OF AMES, Iowa

MEMO TO: Ames Transit Board of Trustees
FROM: Sheri Kyras
DATE: April 10, 2017
SUBJECT: #8 Plum Route Service Reduction Proposal

BACKGROUND: At the December 22, 2016 Transit Board of Trustees meeting, board members included the reduction of one bus from current service levels in the 2017-2018 operating budget. Further, board members shared their intent to reduce this bus on the #9 Plum route currently providing a 20-minute service level to a 40-minute service frequency (see attached current and proposed bus schedule). Staff was directed to notify current riders and gather information as required by the Federal Transit Administration for final consideration of this service change at the March Transit Board meeting.

A brief conversation was held at the Transit Board meeting on March 28, 2017 to discuss the results of the public input process conducted regarding this proposed change and new information on the impact of a possible change. At that meeting, it was decided to table further discussion/action by board members until a "preferred" System Redesign option could be chosen, with the belief that decision on this longer-term plan could impact the shorter-term decision on the Plum Route.

INFORMATION: Since the December Transit Board meeting, staff has worked to "get the word out" about the potential change on the #9 Plum route through the following methods:

- Information posted at the #9 Plum Route bus shelters
- Website information regarding the change, combined with an opportunity to make comments online
- E-notifications to current riders signed up for CyRide notices
- Social media outreach - Twitter, Facebook
- Press release with articles being included in the Tribune and Iowa State Daily
- Public meeting

These efforts garnered thirteen comments through the website (see attached summary), with no one attending the public meeting. Of the comments received, four supported and nine were against the change. Concerns raised included:

- Overcrowding, with less frequent service
- Need to get to campus more frequently
- Access for low-income individuals at the Laverne Apts.
- Students driving to Orange route and overloading this route

- Questioned effectiveness of a private shuttle

Grant Impacts of Service Reduction

Beyond the rider impact, there are also two grant funding impacts in reducing service on the Plum route. First, CyRide submitted an Iowa Clean Air Attainment Program (ICAAP) grant to the Iowa DOT for the #9 Plum route on December 1, 2016, just prior to notification by the Grove/Copper Beech that they would be operating a private shuttle and not financially supporting CyRide's service. This grant application was for operating funds to support the #9 Plum route at current levels of service - two buses offering 20-minute service. The DOT has notified staff that it will fully fund this application (\$230,466) if the 20-minute level service is operated and will reduce the award in half if it operates with a 40-minute level service, for a loss of approximately \$115,233. As this route was funded 100% with Student Government funds, the students will lose this amount in savings generated through this grant.

The second grant funding impact affects CyRide's capital. Last year, the Iowa DOT funded the purchase of a new bus to support the two buses operated on the Plum route. The Iowa DOT will not give CyRide permission to purchase this bus if service is reduced to a 40-minute service level, as the purpose of this bus was to provide a second bus to provide the 20-minute level service. This will result in a loss of \$364,000 in federal capital funds, as one less bus will be able to be purchased this year.

In total, CyRide will lose \$479,233 in capital and operating grant funds if this service is reduced to a 40-minute service.

Other Considerations

There are three additional considerations in deciding the Plum route's service level next year. First, the System Redesign Study evaluated ridership and need for service on the #9 Plum route and determined that a 20-minute service level is justified based on current demand along the entire corridor and, therefore, has recommended that this level of service be operated in the future. The 20-minute service level is included in Option 1, Option 2 and the "Preferred" option of the study's recommended service changes. As a result, if the board chooses to reduce service levels for the 2017-2018 budget year, there is a potential that 20-minute service could be restored one-year later (in the 2018-2019 budget) based on changes implemented as part of this study.

Second, the reduction of service next year will create confusion and frustration by individuals trying to use the Plum route service and many would most likely drive to the commuter lot and use the #23 Orange route instead, creating capacity issues on this route while still potentially providing service to the same number of individuals.

Third, the "Quarters" development, adjacent to Copper Beech, is scheduled to be completed in the near future, which will increase the number of student beds by more than 500 along the S. 16th Street corridor served by the Plum route, further increasing demand for bus service in this area.

Potential Cost/Funding Options to Maintain Current Service Levels

If the Transit Board chooses to not reduce service, there would be a \$94,000 deficit to the 2017-2018 operating budget, based on the price of fuel at next year's budgeted \$2.50 per gallon. (This cost is

lower than the last contract as the price per gallon in the previous contract was \$3.50 per gallon). There are two ways that this deficit could be addressed as follows:

- **Student Government Trust Fund** - Students could choose to fund this deficit with their current Trust Fund balance, which is over \$600,000. This balance included \$83,579 in savings from last year's ICAAP funding for the Plum route operating costs that could be used to support the 2017-2018 operating budget. Use of these funds for the Plum route would reduce the Student Government Trust Fund balance to slightly below the desired \$500,000 level; however, additional ICAAP savings for the Plum route received this year will increase this balance above \$500,000 for the beginning of the next year.
- **Closing Balance** - CyRide's closing balance at the end of the current fiscal year is anticipated to be approximately \$500,000, which should be significantly higher than the board maximum of 10%. A portion of this closing balance could be used to fund the second bus on the #9 Plum Route in next year's budget.

ALTERNATIVES:

1. Maintain existing 20-minute service levels on the #9 Plum route and fund the 2017-2018 operating budget deficit this creates with \$94,000 in funds from the Student Government Trust Fund.
2. Maintain existing 20-minute service levels on the #9 Plum route and fund the 2017-2018 operating budget deficit this creates with \$94,000 in funds from the 2016-2017 closing balance.
3. Reduce service levels on the #9 Plum route to 40-minutes in the 2017-2018 budget.

RECOMMENDATION:

The Transit Director recommends approval of either Alternative #1 or #2 depending on the Transit Board's desire on how to fund current service levels in the 2017-2018 budget. It is staff's belief that the ridership and financial considerations that have recently become clearer are significant enough to warrant reconsideration of the board's original action taken on December 22, 2016. Additionally, there is a strong possibility that this would only be a one year service reduction, which confuses customers and leads to rider dissatisfaction.

**9 ISU 9 Golden Aspen
Weekday Plum Route / East and Westbound**

Buckeye	Grove	Kildee Hall	MU	Copper Beach	Buckeye
7:08	7:12	7:20	7:27	7:34	7:37
7:28	7:32	7:40	7:47	7:54	7:57
7:48	7:52	8:00	8:07	8:14	8:17
8:08	8:12	8:20	8:27	8:34	8:37
8:28	8:32	8:40	8:47	8:54	8:57
8:48	8:52	9:00	9:07	9:14	9:17
9:08	9:12	9:20	9:27	9:34	9:37
9:28	9:32	9:40	9:47	9:54	9:57
9:48	9:52	10:00	10:07	10:14	10:17
10:08	10:12	10:20	10:27	10:34	10:37
10:28	10:32	10:40	10:47	10:54	10:57
10:48	10:52	11:00	11:07	11:14	11:17
11:08	11:12	11:20	11:27	11:34	11:37
11:28	11:32	11:40	11:47	11:54	11:57
11:48	11:52	12:00	12:07	12:14	12:17
12:08	12:12	12:20	12:27	12:34	12:37
12:33	12:37	12:45	12:52	12:59	1:02
12:53	12:57	1:05	1:12	1:19	1:22
1:13	1:17	1:25	1:32	1:39	1:42
1:33	1:37	1:45	1:52	1:59	2:02
1:53	1:57	2:05	2:12	2:19	2:22
2:13	2:17	2:25	2:32	2:39	2:42
2:33	2:37	2:45	2:52	2:59	3:02
2:53	2:57	3:05	3:12	3:19	3:22
3:13	3:17	3:25	3:32	3:39	3:42
3:33	3:37	3:45	3:52	3:59	4:02
3:53	3:57	4:05	4:12	4:19	4:22
4:13	4:17	4:25	4:32	4:39	4:42
4:33	4:37	4:45	4:52	4:59	5:02
4:53	4:57	5:05	5:12	5:19	5:22
5:13	5:17	5:25	5:32	5:39	5:42
5:33	5:37	5:45	5:52	5:59	6:02
5:53	5:57	6:05	6:12	6:19	6:22
6:33	6:37	6:45	6:52	6:59	7:02
7:13	7:17	7:25	7:32	7:39	7:42
7:53	7:57	8:05	8:12	8:19	8:22
8:33	8:37	8:45	8:52	8:59	9:02
9:13	9:17	9:25	9:32	9:39	9:42
9:53	9:57	10:05	10:12	10:19	10:22

**9 ISU 9 Golden Aspen
Weekday Plum Route / East and Westbound**

Buckeye	Grove	Kildee Hall	MU	Copper Beech	Buckeye
7:28	7:32	7:40	7:49	7:58	8:01
8:08	8:12	8:20	8:29	8:38	8:41
8:48	8:52	9:00	9:09	9:18	9:21
9:28	9:32	9:40	9:49	9:58	10:01
10:08	10:12	10:20	10:29	10:38	10:41
10:48	10:52	11:00	11:09	11:18	11:21
11:28	11:32	11:40	11:49	11:58	12:01
12:08	12:12	12:20	12:29	12:38	12:41
12:53	12:57	1:05	1:14	1:23	1:26
1:33	1:37	1:45	1:54	2:03	2:06
2:13	2:17	2:25	2:34	2:43	2:46
2:53	2:57	3:05	3:14	3:23	3:26
3:33	3:37	3:45	3:54	4:03	4:06
4:13	4:17	4:25	4:34	4:43	4:46
4:53	4:57	5:05	5:14	5:23	5:26
5:33	5:37	5:45	5:54	6:03	6:06
6:33	6:37	6:45	6:54	7:03	7:06
6:53	6:57	7:05	7:14	7:23	7:26
7:33	7:37	7:45	7:54	8:03	8:06
8:13	8:17	8:25	8:34	8:43	8:46
8:53	8:57	9:05	9:14	9:23	9:26
9:33	9:37	9:45	9:54	10:03	10:06

Possible #9 Plum Route Service Reduction

Q1 1. Provide your comments in regard to the possible #9 Plum Route Service Reduction below:

Answered: 13 Skipped: 0

#	Responses	Date
1	This makes me very upset, because I use this bus everyday and do not know how I will get to classes without it. I chose to live over here because I knew there would be a bus system that I could take. Now there will be a bus basically every hour, which is unacceptable. I really hope you reconsider making this change, because I rely on this bus to get to my classes. Please reconsider.	2/26/2017 9:16 PM
2	The Plum Route is perfect the way it is. If the Plum frequency changes, the bus will be full to capacity every time it comes around, especially during peak hours. If the bus is full, how am I suppose to get to class? I have no faith in copper beech or the grove to provide a suitable shuttle service. The plum not only helps copper beech and the grove, but the many other apartment buildings surrounding us. Together, we pay a considerable amount of tuition, and deserve the right for reliable transportation. Please do not cut services. #SaveThePlum	2/22/2017 10:45 PM
3	Reducing the bus frequency from 20 minutes to every 40 minutes sounds like a very good option. I have no concerns with this.	2/17/2017 4:59 PM
4	The Laverne Apartments will not have a shuttle. There are people with disabilities that need more regular service than every 40 minutes. There must be a solution for the people that live here. This is a low income issue that should be resolved.	2/17/2017 12:10 PM
5	If the developers/owners of these new apartment complexes aren't willing to pay for the services their tenants receive, CyRide service should be cut back. I'd hope CyRide publicizes the reasons for these service reductions so the tenants there understand this was their landlord's decision, not CyRide's.	2/15/2017 7:20 PM
6	Thank you for the opportunity to provide comments. I reside at 174 Creekside Dr. I use the Plum route to travel to the transfer hub in the ISU center parking lot. I will miss the 20 minute service however i do think you could make more reductions in service since these apts will provide their own shuttle service for those residents. I would be happy with once every 60 or 90 minutes service and fewer stops along S 16th. I am retired and have hip problems but am still willing to walk further to a bus stop. I seriously doubt that the apt residents will be as well served by some shuttle since they can still market the apts as on Cy Ride. Please do what is necessary to maintain adequate service in other areas of the city as these apt residents will have other options. For example, i would prefer you put money into extending the service from campus to the ISU Center lot later into the evening. I am not comfortable walking alone from meetings on campus that are 5:30 pm to 9pm to that lot to pick up my car.	2/15/2017 6:01 PM
7	there are some points in the day where extra buses are needed because so many people are trying to get to campus. It will also become much more difficult for me to go to class everyday if the buses came less frequently. I choose the Grove partly because it was on a bus route and a way to get to campus. There is no where to park on campus for free and cyrus's is my only option if I don't want to spend money. I feel like if the service decreases, money will be taken away from me	2/15/2017 7:31 AM
8	Many students rely on this route as their only way to get to campus. Often times, at peak hours, the quantity of students fills two whole busses. The 20 minute frequency has been very convenient so students can make it to class on time. If anything, it would be great if more busses could be added on this route so that there are busses available on the weekends. I am a resident at the Grove and have been for over 2 years. Before the Plum route, many people complained about the lack of busses and eventually decided not to renew their lease at the Grove. Thank you.	2/13/2017 1:58 PM
9	Where would the shuttle drop students? Would it be at the commuter lot? That's where the South Duff Apartments shuttle drops passengers... which just leads to increase in orange route riders. If this is what happens, then CyRide is losing funding, but still has to provide rides to those students on an already very overcrowded route.	2/10/2017 11:31 AM
10	Copper Beech/The Grove will likely do a terrible job with their own service or fail to provide it, at which point students will be stuck out there with no way to get to campus.	2/10/2017 11:12 AM
11	This change will drastically fuck over everyone that lives in the grove and copper beach. The buses already don't come frequently enough for me to not be either extremely early for class or very late. This change, if it does happen, will make everyone who lives in the grove/copper beach harder. The bus schedule should stay as it is!	2/9/2017 7:51 AM
12	Cut it if there will be no funding.	2/7/2017 11:23 AM

Possible #9 Plum Route Service Reduction

13	Having the bus come every 20 minutes helps me save time going to campus. Going to the commuter lot takes twice as long. Having the bus come every 40 minutes would have overcrowding and have the bus be less convenient.	2/6/2017 11:16 AM
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April

<i>Sun</i>	<i>Mon</i>	<i>Tue</i>	<i>Wed</i>	<i>Thu</i>	<i>Fri</i>	<i>Sat</i>
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25 8:00AM Transit Board Meeting	26	27	28	29
30	Future Board Meeting Schedule	May 24 June 28 August 24 Call to Order at 8:00am			2017	