System Redesign

Final Plan Recommendations

May, 2020
Context reminder before we start...

• TANK at a crossroads
  • Peak-hour, peak-direction commuter service structure
  • Ridership decline since 2013 (-9.7%)
  • Growing region with evolving transportation needs
  • Critical funding decisions in 2020

• Where do we go from here?
Key Study Goals

• Reduce cost per rider / county subsidy per rider
• Financial / ridership projections more sustainable
• Improve transit travel time to jobs / access to jobs
Proposed Route Modifications

• Basis for Recommendations
  • Technical analysis
  • Field review
  • Input
    • Public
    • Stakeholders
    • Operators
    • Staff
  • Transit planning precepts
  • Professional judgment

• No Preconceived Notions
Transit Planning Concepts

Core Frequency

Area Coverage

A   B   C   D   E   F
New Service Types

• **Frequent Routes** → **TANK Frequent Service**
  • High frequency linehaul services

• **Coverage Urban** → **TANK Neighborhood Service**
  • Major lifeline routes for community circulation

• **Reverse Commute** → **TANK Jobs Express**
  • Scheduled around shift changes
  • Provides evening Park-and-Ride service

• **Park-and-Ride Service** → **TANK Commute Express**
  • Serves Park-and-Rides and inbound/outbound commuters
New Service Types

- Neighborhood Service
- Frequent Service
- Jobs Express
- Commute Express
TANK Neighborhood Service
TANK Commute Express
Routes Proposed for Elimination / Consolidation

Considerations for Elimination/ Consolidation:
• Duplication of service
• Low ridership
• Below average on-time performance
• Meandering alignment
• Does not serve transit dependent areas

Local Routes:
• Route 9
• Route 11
• Route 33 (see Route 8)

Express Routes:
• Route 35X
• Route 18X (use Buttermilk P&R)
• Route 28X (see Boone/Florence Express)
• Route 31X (see Route 30X)
## Impacts of Changes: Proposed 2020 Redesign Network Results

<table>
<thead>
<tr>
<th>Characteristics</th>
<th>Weekday Frequency (min)</th>
<th>Saturday Frequency (min)</th>
<th>Sunday Frequency (min)</th>
<th>Routes</th>
<th>Revenue Hours</th>
<th>Weekday VOMS*</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing Network</strong></td>
<td>15/100+</td>
<td>15/100+</td>
<td>15/100+</td>
<td>27</td>
<td>203,125</td>
<td>75</td>
</tr>
<tr>
<td><strong>2020 Redesign Network</strong></td>
<td>15/60</td>
<td>15/86</td>
<td>15/86</td>
<td>20</td>
<td>198,332</td>
<td>55</td>
</tr>
<tr>
<td><strong>Percent Change</strong></td>
<td>-26%</td>
<td>-2.4%</td>
<td>-27%</td>
<td></td>
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</tr>
</tbody>
</table>

*VOMS: Vehicles Operated in Maximum Service
Note: Results include information from the NKU Shuttle
## Socioeconomic Impacts within ¼-mile of Service

<table>
<thead>
<tr>
<th>Comparison</th>
<th>Area (square miles)</th>
<th>Population</th>
<th>Employment</th>
<th>Transportation Disadvantaged</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Network (30-minute frequency or better)</td>
<td>6</td>
<td>19,908</td>
<td>66,740</td>
<td>5,744</td>
</tr>
<tr>
<td>Proposed Network (30-minute or better frequency)</td>
<td>19</td>
<td>50,838</td>
<td>105,816</td>
<td>14,807</td>
</tr>
<tr>
<td>Change</td>
<td>216.7%</td>
<td>155.4%</td>
<td>58.5%</td>
<td>157.8%</td>
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</tbody>
</table>
## Transit Planning Concepts

### Core Frequency

<table>
<thead>
<tr>
<th></th>
<th>2020 Redesign Service Hours</th>
<th>Existing Service Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total All Service</td>
<td>198,332</td>
<td>203,125</td>
</tr>
<tr>
<td>Frequent Service - Revenue Hours</td>
<td>116,249 (59%)</td>
<td>57,975 (29%)</td>
</tr>
<tr>
<td>Coverage Service - Revenue Hours</td>
<td>82,093 (41%)</td>
<td>145,150 (71%)</td>
</tr>
</tbody>
</table>

### Area Coverage
Public Input

- WVXU
- WCPO, Ch. 9
- WLWT, Ch. 5
- WKRC, Ch. 12
- WXIX, Ch. 19
- River City News
- NKY Tribune
- Campbell Media

- Over 5,000 flyers distributed
- Email blast
- Text alert
- Social Media
- Engagement of 60+ groups
- 12+ speaking engagements
- 100+ people at public mtg.
- 500+ comments received
Route 1 – Dixie Hwy / Florence
Recommend a park-and-ride at Latonia Plaza.
Route 2X – CVG / Industrial Express
Route 12 – Bellevue / Dayton

- Delay implementation of this recommendation until after FY 2021.
- Need vehicle / fleet transition plan to allow for use of low-floor buses
- Recommend a park-and-ride at 6th and Donnermeyer Drive.

Combined with Southbank Shuttle
Southbank Shuttle

• Delay implementation of this recommendation until after FY 2021.
• Need vehicle / fleet transition plan to allow for use of low-floor buses
• Recommend a park-and-ride at 6th and Donnermeyer Drive.

Combined with Route 12
Route 3 – Ludlow / Bromley
Route 5 – Covington / City Heights
Route 16 – West Newport
Route 42X - Boone / Florence Express

Existing Transit Services
- Park & Ride Lot
- Route 42X

Proposed Route
- Boone / Florence Express

Average Daily Ridership
- < 1
- 1 - 4
- 5 - 12
- 13 - 25
- > 25

Transit Authority of Northern Kentucky
Route 39X – Petersburg Rd / South Hebron Express
Route 40X – Worldwide Blvd / North Hebron Express
Route 17X – Buttermilk Pike Express
Route 22X – Mt. Zion Express
Route 25X – Alexandria Express
Route 30X – Fort Wright / Independence Express
Route 31X – Rolling Hills Dr Express

Route 30X – Fort Wright / Rolling Hills Express
Route 32X – Burlington Express