Discussion Group Workshop & Public Meetings

January, 2020
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?
Context reminder before we begin...

Ridership 2012 - 2017

<table>
<thead>
<tr>
<th></th>
<th>TANK</th>
<th>Peer Average</th>
<th>Chatt</th>
<th>Charlotte</th>
<th>Rich VA</th>
<th>Knox</th>
<th>Lex</th>
<th>Akron</th>
<th>Nashville</th>
<th>Canton</th>
<th>Cincin</th>
<th>Louisville</th>
<th>Toledo</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>-9%</td>
<td>-14%</td>
<td>15%</td>
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<td>-15%</td>
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<td>-16%</td>
<td>-7%</td>
<td>-1%</td>
<td>-10%</td>
<td>-18%</td>
<td>-25%</td>
<td>-19%</td>
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</tbody>
</table>

TANK: Transit Authority of Northern Kentucky
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
System Redesign Study

Reconfiguration of existing transit system network to better meet local needs and resources.

- Increase ridership and/or halt declines
- Improve operational efficiencies
- Address growth & demographic shifts
- Simplify system for ease of use
- Make more effective use of resources
- Better align service with current needs
Proposed Route Modifications

• Basis for Recommendations
  • Technical analysis
  • Field review
  • Input
    • Public
    • Stakeholders
    • Operators
    • Staff
  • Transit planning precepts
  • Professional judgment
• No Preconceived Notions
Proposed Route Modifications

• Recommended Route Modifications
  Include:
  • Realignment
  • Consolidation
  • Truncation
  • Operating characteristic changes
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 Frequent Service

- Routes include:
  - Route 1 – Dixie Hwy/Florence
  - Route 7 – Madison Ave/Latonia
  - Route 25 – US 27/NKU
  - Route 2X – Airport/Industrial Express
  - Southbank Shuttle/Route 12
Route 1 – Dixie Hwy / Florence
Recommend a park-and-ride at Latonia Plaza.
Recommend a park-and-ride at Meijer at US 27 and AA Hwy.
Route 2X – CVG / Industrial Express
Recommend a park-and-ride at 6th and Donnermeyer Drive.
Recommend a park-and-ride at 6th and Donnermeyer Drive.
TANK Neighborhood Service

• Routes include:
  • Route 3 – Ludlow/Bromley
  • Route 5 – Covington/City Heights
  • Route 16 – West Newport
  • Healthline (current Route 33)
Route 3 – Ludlow / Bromley
Route 5 – Covington / City Heights

Average Daily Ridership
- < 6
- 6 - 15
- 16 - 30
- 31 - 60
- > 60
Route 16 – West Newport
Route 33 – Thomas More Pkwy / Crestview Hills

Average Daily Ridership
- < 2
- 2 - 5
- 6 - 10
- 11 - 15
- > 15

Healthline
TANK Jobs Express

- Routes include:
  - Route 42X – Boone/Florence Express
  - Route 39X – Petersburg Rd/South Hebron Express
  - Route 40X – Worldwide Blvd/North Hebron Express
Route 42X - Boone / Florence Express
Route 39X – Petersburg Rd / South Hebron Express

Average Daily Ridership
- ≤ 3
- 3 - 5
- 6 - 15
- 16 - 25
- ≥ 25
TANK Commute Express

- Routes include:
  - Route 17X – Buttermilk Pike Express
  - Route 22X – Mt. Zion Express
  - Route 25X – Campbell/Alexandria
  - Route 30X – Kenton/Ft. Wright
  - Route 32X – Boone/Burlington
Route 22X – Mt. Zion Express
Recommend a park-and-ride at Meijer at US 27 and AA Hwy.
Route 30X – Fort Wright / Independence Express
Route 31X – Rolling Hills Dr Express

Route 30X – Fort Wright / Rolling Hills 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 8 (see Route 7)
- Route 9 (see Route 7)
- Route 11 (use Newport Shopping Center P&R)
- Route 12 (see Southbank Shuttle)
- Route 33 (see Route 1/Healthline)

Express Routes:

- **Route 35X**
- Route 18X (use Buttermilk P&R)
- Route 28X (see Boone/Florence Express)
- Route 31X (see Route 30X)
Proposed 2020 Redesign Network
Operating Characteristic Changes

- Operating Characteristic Changes
  - Span of service
  - Frequency
  - Days of service
Existing Weekday Span/Frequency

- **0 – 15 minutes**
- **16 – 20 minutes**
- **21 – 30 minutes**
- **31 – 60 minutes**
- **> 60 minutes**

TANK Routes
Proposed Weekday Span/Frequency

<table>
<thead>
<tr>
<th>AM</th>
<th>4</th>
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<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
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<th>1</th>
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<td>PM</td>
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<td>4</td>
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<td>10</td>
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</table>

TANK Routes

#: New local route - Healthline
##: New express route – 42X Boone/Florence Express
Existing Saturday Span/Frequency

- **0 – 15 minutes**
- **16 – 20 minutes**
- **21 – 30 minutes**
- **31 – 60 minutes**
- **> 60 minutes**

TANK Routes
Proposed Saturday Span/Frequency

- 0 – 15 minutes
- 16 – 20 minutes
- 21 – 30 minutes
- 31 – 60 minutes
- > 60 minutes

#: New local route - Healthline
###: New express route – 42X Boone/Florence Express

TANK Routes
Existing Sunday Span/Frequency

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<td>10</td>
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<td></td>
<td>16–20 minutes</td>
<td>21–30 minutes</td>
<td>&gt; 60 minutes</td>
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TANK Routes

- 0 – 15 minutes
- 16 – 20 minutes
- 21 – 30 minutes
- 31 – 60 minutes
- > 60 minutes

TANK Routes:
Proposed Sunday Span/Frequency

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- 31 – 60 minutes
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#: New local route - Healthline
##: New express route – 42X Boone/Florence Express

TANK Routes
### Transit Planning Concepts

#### Core Frequency

<table>
<thead>
<tr>
<th>Area</th>
<th>Coverage</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
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<tr>
<td>B</td>
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<td>F</td>
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</tbody>
</table>

#### Area Coverage

<table>
<thead>
<tr>
<th>Service Type</th>
<th>2020 Redesign Service Hours</th>
<th>Existing Service Hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total All Service</td>
<td>191,303</td>
<td>203,125</td>
</tr>
<tr>
<td>Frequent Service - Revenue Hours</td>
<td>130,978</td>
<td>57,975</td>
</tr>
<tr>
<td>% of Total</td>
<td>69%</td>
<td>29%</td>
</tr>
<tr>
<td>Coverage Service - Revenue Hours</td>
<td>57,630</td>
<td>145,150</td>
</tr>
<tr>
<td>% of Total</td>
<td>31%</td>
<td>71%</td>
</tr>
</tbody>
</table>
# 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>Existing Network</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>2020 Redesign Network</td>
<td>15/60</td>
<td>15/86</td>
<td>15/86</td>
<td>18</td>
<td>191,303</td>
<td>48</td>
</tr>
</tbody>
</table>

**Percent Change**  
-33.3%  -5.8%  -36%  

*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><strong>Existing Network</strong></td>
<td>68</td>
<td>144,518</td>
<td>183,564</td>
<td>40,403</td>
</tr>
<tr>
<td><strong>Proposed Network</strong></td>
<td>44</td>
<td>102,987</td>
<td>162,920</td>
<td>29,945</td>
</tr>
<tr>
<td><strong>Change</strong></td>
<td>-35.5%</td>
<td>-28.7%</td>
<td>-11.2%</td>
<td>-29.5%</td>
</tr>
</tbody>
</table>

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</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing Network (15-minute frequency or better)</strong></td>
<td>2</td>
<td>9,617</td>
<td>65,939</td>
<td>2,216</td>
</tr>
<tr>
<td><strong>Proposed Network (15-minute or better frequency)</strong></td>
<td>3</td>
<td>15,841</td>
<td>72,567</td>
<td>4,128</td>
</tr>
<tr>
<td><strong>Change</strong></td>
<td>50.0%</td>
<td>64.7%</td>
<td>10.1%</td>
<td>94.2%</td>
</tr>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing Network (30-minute frequency or better)</strong></td>
<td>6</td>
<td>19,908</td>
<td>66,740</td>
<td>5,744</td>
</tr>
<tr>
<td><strong>Proposed Network (30-minute or better frequency)</strong></td>
<td>19</td>
<td>50,838</td>
<td>105,816</td>
<td>14,807</td>
</tr>
<tr>
<td><strong>Change</strong></td>
<td>216.7%</td>
<td>155.4%</td>
<td>58.5%</td>
<td>157.8%</td>
</tr>
</tbody>
</table>
Recommendations

• Improvements to:
  • Shelter design & consistency
  • Bus stop spacing & accessibility
  • Technology use
  • Signage & passenger information
  • Fare simplification
  • Aggressive marketing of improved service to CVG
  • Rideshare/microtransit pilot program in TBD service area

• On-Road Reliefs
• Federal ADA Service Area
• New P&R
  • Meijer’s on US 27
  • Latonia Plaza on Winston Avenue
  • 6th & Donnermeyer Drive
Future Vision for TANK Network
# Impacts of Changes: Aspirational Network Results

<table>
<thead>
<tr>
<th>Characteristics</th>
<th>Weekday Frequency (min)</th>
<th>Saturday Frequency (min)</th>
<th>Sunday Frequency (min)</th>
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<td>18</td>
<td>191,303</td>
<td>48</td>
</tr>
<tr>
<td>Aspirational Network</td>
<td>15/40</td>
<td>15/86</td>
<td>15/86</td>
<td>20</td>
<td>270,890</td>
<td>61</td>
</tr>
</tbody>
</table>

Percent Change 11.1% 41.6% 27.1%

*VOMS: Vehicles Operated in Maximum Service
Note: Results include information from the NKU Shuttle
ADA Service Area Comparison
ADA Service Area Comparison

Service Required by ADA
Average Trip Cost: $27.94
Today’s Fare: $2.50

Service ABOVE/BEYOND ADA Requirements
Average Trip Cost: $44.61
Today’s Fare: $2.50
Recommendation:
Maintain Service for Existing RAMP Service Area
Maintain $2.50 Fare for areas within ¾ mile of fixed route
Increase Fare to $5.00 for areas outside of ¾ mile buffer

Recommendation:
$2.50 fare area

Recommendation:
$5.00 fare area
Project Schedule & Status

1. Project Management & Plan Goals & Objectives
   Start: May 2019  End: Mar 2020

2. Data Collection & Demographic Analysis
   Start: Jun 2019  End: Jul 2019

3. Transit Market Assessment
   Start: Jul 2019  End: Aug 2019

4. Public/Agency Input
   Start: Jun 2019  End: Oct 2019

5. Existing Transit Service Evaluation
   Start: Aug 2019  End: Oct 2019

   Start: Oct 2019  End: Nov 2019

7. Tiered Implementation & Financial Plans
   Start: Nov 2019  End: Dec 2019

8. Final Documentation
   Start: Dec 2019  End: Mar 2020

- 2019
- 2020

- May  Jun  Jul  Aug  Sep  Oct  Nov  Dec  Jan  Feb  Mar  Apr

We are here
Important Meetings

• **Stakeholder Meeting** Jan 7
  - Ellerman, Guenther, Thompson to represent TANK Board

• **Public Meeting** Jan 7
  - 4pm to 7pm, Covington Career Center

• **Kenton County Fiscal Court** Jan 9
  - 5:30pm, Independence Court House

• **Boone County Fiscal Court** Jan 14
  - 5:30pm, Burlington Court House

• **Campbell County Fiscal Court** Jan 15
  - 5:30pm, Newport
Next Steps

• Complete second phase of stakeholder & public engagement (Jan)
• Make adjustments to final plan (Feb)
• Present plan for adoption (Feb/Mar)
• Incorporate into FY21/FY22 budget projections (Mar)
• Create implementation plan (Apr)
• New system in operation (Fall 2020)
How Do You Stay Informed?

- **Project Website:**
  http://tankbus.org/

- **Twitter:**
  @tankbus

- **Facebook:**
  TANK (Transit Authority of Northern Kentucky)

- **Instagram:**
  tankbus
Questions?

Transit Authority of Northern Kentucky

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fbusofsky@tankbus.org