



**JOHNSON COUNTY
TRANSPORTATION
COUNCIL**

Regular Meeting

**7:30 a.m.
January 18, 2019**

**KU Edwards Campus
Best Building, Room 315**

12600 Quivira Road, Overland Park, KS



Johnson County Transportation Council
January 18, 2019
Regularly Scheduled Meeting

AGENDA

- Item 1: Call to order – Chairman Chip Corcoran
 - Item 2: Comments from the General Public
 - Item 3: Consideration of the Meeting Summary
 - Item 4: Comprehensive Operations Analysis Routes Adjustment Results Summary – Shawn Strate
 - Item 5: TransLoc Micro Transit Pilot – Josh Powers
 - Item 6: Flagging Policy – Josh Powers
 - Item 7: Johnson County Ridership Report – Shawn Strate
 - Item 8: Johnson County Business Liaison Update – Josh Powers
 - Item 9: Other Business
- Adjournment

Johnson County Transportation Council
January 18, 2019 – 7:30 a.m.

CALL TO ORDER

Council Members

Jason Meyers – <i>First District</i>	Yes	No	Excused	Yes	No
Heidi Thummel – <i>Second District</i>	Yes	No	Excused	Yes	No
Vacant – <i>Third District</i>	Yes	No	Excused	Yes	No
Brandon Kenig – <i>Fourth District</i>	Yes	No	Excused	Yes	No
Rick Biery – <i>Fifth District</i>	Yes	No	Excused	Yes	No
Maria Holiday – <i>Sixth District</i>	Yes	No	Excused	Yes	No
Vacant – <i>Seventh District</i>	Yes	No	Excused	Yes	No

Chip Corcoran – <i>At Large</i>	Yes	No	Excused	Yes	No
Joe Davis – <i>At Large</i>	Yes	No	Excused	Yes	No
Tony Privitera – <i>At Large</i>					
Open Position – <i>At Large</i>	Yes	No	Excused	Yes	No
Open Position – <i>At Large</i>	Yes	No	Excused	Yes	No
Casey Cassias – <i>At Large</i>	Yes	No	Excused	Yes	No

Ex-Officio Member

Jim Allen, KCATA Liaison	Yes	No	Excused	Yes	No
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Others Present:

Aaron Otto, interim Deputy County Manager
Josh Powers, Business Liaison, CMO

KCATA Staff

Dick Jarrold, Senior Vice-President of Regional Planning and Development
Chuck Ferguson, Vice-President of Planning
Shawn Strate, Planning Manager
Lewis Lowery, Director Service Delivery & Contracted Services Paratransit
Don Bowlin, Manager of Fixed Route Contracted Services
John Randle, First Transit General Manager

Johnson County Transportation Council
November 16, 2018
Regular Meeting

In Attendance: Commissioner Jim Allen, Brandon Kenig, Chip Corcoran, George Lafferty, Rick Biery, Maria Holiday, Josh Powers, Dick Jarrold, Chuck Ferguson, Don Bowlin, Tyler Means, John Randle, Lewis Lowery, Paul Snider.

AGENDA

Item 1: Call to order

Chip Corcoran called the meeting at 8:05am, meeting was held at KU Edwards Campus Regnier Hall Room 369.

Item 2: Comments from the General Public

There were no comments.

Item 3: Consideration of the Meeting Summary

September Meeting Summary was motioned for approval, seconded and approved unanimously by the JCTC Council Members.

Item 4: Transportation Contract Options – Josh Powers

Josh Powers, Johnson County Business Liaison, presented information on the renewal of contracts relating to transit services with Reveal Management Services, Inc., First Transit, Inc., and 10/10 Taxi for an additional two (2) year term.

Commissioner Jim Allen asked about the future of 10/10 Taxi services and its funding in Olathe. Josh Powers replied that the 5310 funding is scheduled to end in 2020 and the KCATA would shift those costs to the County over the course of two years.

Chairman Corcoran commented on the convenience or inconvenience of all three contracts coming due at the same time.

The JCTC voted to recommend that Johnson County staff present this information to the BOCC at the November 29th BOCC meeting (Rick Biery made the motion, Tony Privitera seconded, and the motion passed unanimously).

Item 5: TransLoc Micro Transit Pilot

Tyler Means, Operations Manager, spoke on exploring options to implement a seconded micro transit services pilot in the region. KCATA has partnered with TransLoc to conduct a seconded pilot that includes a lease of TransLoc software for six (6) months of services, proposed service areas and additional support. Johnson County communities are a good match for a micro transit service that does

not have a set route and utilizes smaller vehicles. This program is like another program TransLoc rolled out in Sacramento, CA last year with great success in suburban areas like Johnson County.

George Lafferty asked if this was a study done for the ATA or Johnson County; Tyler said there was a study for Johnson County and another for the ATA. Josh Powers mentioned that there may be an opportunity to partner with KDOT on the pilot. Tony Privitera asked how details about the Sacramento market. Tyler responded indicated that it had been a success and that they doubled ridership during the seconded six-month review. Maria Holiday asked if this pilot was designed to “share” ridership with the fixed route service or replace it, and inquired as to the marketing plan and team. Josh Powers explained that this pilot would assist fixed service in the areas and not replace it. Chuck Ferguson discussed some marketing thoughts in to how this would be marketed on social media and print brochures. Commissioner Jim Allen thought that this is something the BOCC would really be excited to hear about. George Lafferty asked if the possible additional funding aside from KDOT would come from county reserves. Josh Powers said that any possible funding above that of KDOT’s would be from the county reserves.

The JCTC voted to recommend that Johnson County staff present this information to the BOCC at the November 29th BOCC meeting (George Lafferty made the motion, Tony Privitera seconded, and the motion passed unanimously).

Item 6: Comprehensive Operations Analysis Public Outreach – Chuck Ferguson

Chuck Ferguson, Vice-President of Planning and Marketing, provided a short background on the Comprehensive Operations Analysis (COA) process and the reasoning for public outreach. The ATA Planning conducted five (5) outreach meetings (three formal and two “pop-ups”). Also, passenger bulletins were distributed on buses to promote the meetings and provide information on how to make comments via phone line, social media, email as well as regular mail. Because of those efforts, over fifty comments were received to date with a few more to be reviewed and added. Chuck then began to explain the next steps of the study, what they look like and the timeline of how those actionable items would take place in April of 2019.

Chairman Corcoran complemented Chuck and his staff on the efforts that were made to reach out to the public and get their options and ideas. He also wanted to know if there were any unexpected comments or questions. Chuck talked about in most studies the passengers only wanted to know how and when these proposed changes would affect them. There were more than a few passengers that acknowledged the need for the changes and how it would affect their bus. After hearing the reasons for the changes outlined in the study, they understood the reasoning and agreed with the possible outcomes.

Chairmen Corcoran stated how he has seen big improvements in transit throughout the region and with this study how it could improve even more. Josh Powers commented on the improvements since 2015. George Lafferty also commented that transit is now better than it has ever been in the County.

Item 7: Possible adjustment to 595 Route – Josh Powers

Josh Powers, Johnson County Business Liaison, relayed a request from an employer to extend the bus service to include BNSF Intermodal facility.

Joe Privitera commented on the need to for labor in the area and asked how the local businesses assist to promote the current or proposed route adjustments.

Maria followed that question with would other bus size options be effective on the route. Then commented about specific benchmarks to that route.

George and Chip commented on labor needs of Miami County.

Josh Powers commented on the need for more employer recruitment to help support the service.

Item 8: Johnson County Ridership Report – Shawn State

Due to a personal emergence, Shawn was unable to attend the meeting and present this data.

Item 9: Johnson County Business Liaison Update:

Item 10: Other Business:

The December JCTC meeting falls during the week of Christmas and should be rescheduled to another week or cancelled altogether.

The JCTC unanimously decided to cancel the December meeting but would be open if something need their attention.

Adjournment – 8:50am



Transportation Council Briefing Sheet



To: Chairman and Members of Johnson County Transportation Council
 From: Shawn Strate, KCATA Planning Manager
 Date: January 18, 2019
 Subject: Johnson County COA Revised Recommendations

Item 4: Shawn Strate

Background

This memo updates the November 16 memo (attached) with a complete set of recommended actions. These recommendations are still open to discussion and revision.

The analysis process has made it clear that the COA changes should be rolled out in at least two phases. This is due to the complexity of the analysis and recommendations, as well as some of the comments received warranting further review and modification before implementation. Additionally, at least one change, the 475 extension, cannot take place until the new 75th & Prospect transit center is completed. APC data will also be helpful, when available.

**Phase I: Effective April 1, 2019 Cost: \$410,000/year savings
 (\$170,000 savings if no change to 595)**

402 Johnson-Quivira

- Eliminate 51st & Lamar loop, due to low ridership and no public comments.
- Additional changes to be considered for Phase II per COA plan.

404 Nall-Downtown

- Maintain existing service for further evaluation and possible Phase II reduction.
- Establish a new stop and Park & Ride at Johnson County Museum (89th & Metcalf) to improve options for 405 riders.

405 Nall-Downtown

- Eliminate route, advertise 404 as alternate service.

482 Overland Park Flex

- Add 3rd day of service per week (M/W/F).
- Add time to schedule to improve OTP; First Transit to provide input.

519 Olathe Express

- Reduce service to six morning and six afternoon trips.
- Maintain one morning direct express trip to Crown Center due to high ridership and public comments.
- Adjust downtown alignment to use Pershing on south end of loop.
- Maintain reverse commute service, but eliminate stop at Mission Transit Center.
- Truncate selected trips on south end to reduce number of buses.

563 Shawnee Express

- Adjust downtown alignment to use Pershing on south end of loop.
- Minor timing adjustment to standardize spacing between trips and between other express routes.

569 South OP Express

- Adjust downtown alignment to use Pershing on south end of loop.
- Minor timing adjustment to standardize spacing between trips and between other express routes.
- Truncate selected trips on south end to reduce number of buses.

595 Gardner-OP Express

- Reduce to five trips in each direction (30-minute frequency) for downtown commuter service and three trips (60-minute frequency) for Edgerton service.
- Eliminate Saturday service (ADR is 2.5, or 0.3 per trip)
- All Edgerton trips would connect to KCMO; KCK service eliminated due to ridership observations (trip can still be made with a transfer).
- Adjust downtown alignment to use Pershing on south end of loop.
- Minor timing adjustment to standardize spacing between trips and between other express routes.

Suggested Timeline:

- Jan 7-11: Meeting to review schedules internally and with First Transit
- Jan 14-18: Schedule modifications and produce materials
- Jan 21-25: Release schedule to public, solicit feedback
- Jan 28-Feb 8: Public outreach events, as needed
- Feb 11-15: Finalize schedules for markup
- March: First Transit driver picks, signage/kiosks
- April 1: Effective date

Phase II: Effective TBD 2019/2020

**Cost Goal: \$160,000/year increase
(\$250,000 total savings between Phase I & II)**

401 Metcalf-Plaza

- Needs additional scheduling work and ridership data. Extending midday trips to JCCC is not feasible without other significant changes, due to long layovers and limited space at JCCC.
- Consider modifying to where all trips are Rosana to Troost. Prairiefire segment goes to 404 with reduced number of trips. New route to provide Rosana to K-7 via JCCC (modified "Olathe Connector").

402 Johnson-Quivira

- Needs additional scheduling work and ridership data.
- Consider eliminating JCCC-Renner segment per COA plan, to be covered by new route (modified "Olathe Connector").
- Creates schedule that is very inefficient due to runtimes just over one hour.

403 Antioch-Olathe

- Mixed public input on the COA proposal. Major increase of midday service at expense of existing peak-hour users. Needs further evaluation.
- Evaluate extension to East Village Transit Center when open, and terminate segment south of CBD.
- Consider terminating at JCCC per COA plan; new route takes over JCCC to K-7 segment (modified “Olathe Connector”). Creates schedule that is very inefficient due to runtimes just over one hour.
- Adjustment to block pattern to improve transfers at MTC, adds significant time/cost.

404 Metcalf-Plaza

- Evaluate ridership patterns after Phase I changes
- Ridership patterns indicate reducing to hourly service per COA would eliminate highest-ridership trips. Consider eliminating only one trip in each direction.
- Consider moving 401 Prairiefire segment to 404.

435 JoCo-Downtown Midday

- Mixed public input on the COA proposal to eliminate route and expand 403. Needs further evaluation.

475 Quivira-75th Street

- Route cannot be extended to Prospect until 75th & Prospect transit center is complete.
- Needs additional scheduling work. Extending route is not feasible without other significant changes, due to long layovers.

Olathe Connector (new route)

- Mixed public input on the COA proposal. Major increase of midday service at expense of existing peak-hour users. Needs further evaluation.
- Consider expanding route alignment to cover 402 Renner segment and 401 JCCC segment.

596 3-Trails-Edgerton Express

- Route needs to be eliminated when KDOT funding expires.
- Can local match be applied to other routes?

To: Chairman and Members of Johnson County Transportation Council
From: KCATA and Johnson County Staff
Date: November 16, 2018
Subject: Comprehensive Operations Analysis Public Outreach Results Summary

Item 6: Shawn Strate

Background

KCATA and Johnson County staff, with the assistance of consultants from WSP, have been working on a Comprehensive Operational Analysis for bus service in Johnson County. This process will lead to major changes to bus routes to improve operational efficiency and ridership.

Draft recommendations have been presented both to the JCTC and the Board of County Commissioners. The changes are tentatively scheduled to take place in April 2019. To receive customer and public feedback of the proposed route changes, a month-long public comment period was held in October 2018. This process included:

- Three formal “open house” public meetings at times convenient for riders and accessible by transit:
 - Wednesday, October 10, 11 a.m.-1 p.m., Open House at Kansas City Design Center, 1018 Baltimore Ave., Kansas City, MO
 - Monday, October 15, 4:30-6:30 p.m., Open House at Johnson County Art & Heritage Center, 8788 Metcalf Ave., Overland Park, KS
 - Wednesday, October 17, 4:30-6:30 p.m., Open House at Johnson County Administration Building, 111 S. Cherry St., Room LL 200 – Multipurpose Room, Olathe, KS.
- Two “pop-up” meetings at high-ridership stops in the county that will be impacted by service changes:
 - Thursday, October 11, 6-9 a.m., Pop Up meeting at Mission Transit Center, 5251 Johnson Dr., Mission, KS
 - Tuesday, October 16, 3-6 p.m., Pop Up meeting at Johnson County Community College – Carlsen Center bus stop, 12345 College Blvd., Overland Park, KS
- Rider bulletins distributed on buses to promote the meetings and provide information on making comments by phone, email, or mail.
- Website and social media information to promote the meetings and provide information on making comments by phone, email, or mail.

Public Comments

All comments received during the public comment period have been documented and reviewed. More than 50 comments were received, including those submitted at public meetings as well as those received by phone, email, and social media. Below is a list of the primary themes from the comments received. This is not a complete list of all comments, but rather a summary of the issues that were noted by multiple riders.

- 402 Johnson-Quivira: Several riders commented that the route should not be cut at JCCC, it should continue west to Lenexa and Olathe due to existing ridership.
- 403 Antioch-Olathe: multiple riders commented that all-day service would be a benefit, but are concerned that the reduced number of peak-hour trips will impact them. They are reserving judgement until schedule details are available.
- 404 Metcalf-Downtown: Riders commented against the reduced number of trips and frequency on the route. Ongoing construction in Downtown Overland Park has also been an issue.
- 405 Nall: Riders commented against the elimination of the route.
- 482 Overland Park Flex: Riders and driver commented on ongoing issues with crowded buses and late service. This is mostly due to the lack of space for wheelchairs on the bus, and the number of flex trips provided.
- 519 Olathe Express:
 - Many riders did not like the idea of moving evening service back by 30 minutes.
 - Many riders do not like that there will no longer be a direct trip to Crown Center that skips the downtown loop.
 - Two existing riders of the reverse commute trip want it to remain.
- A lot of comments unrelated to the COA. Most notably, riders upset about missed trips due to driver shortages.

The KCATA/Johnson County team is currently reviewing the comments and analyzing the impacts of possible adjustments to the recommended changes. This includes more detailed items or issues that were only noted by one rider.

Next Steps and Implementation

The following steps are anticipated to implement the changes recommended by the Comprehensive Operations Analysis in April 2019:

- November 2018: Review all comments, seek guidance from Johnson County and JCTC on modifications to the proposal.
- December 2018: Finalize route alignment and schedule details for each route, based on public comment and county review

- January 2019: Route map and schedule information posted for riders to review and comment on details. All information finalized by end of January.
- February 2019: Driver route picks, internal processes to prepare for operation, and creation of marketing materials.
- March 2019: Marketing the new service, installation/relocation of signage and kiosk/poster information, finalize and publish data for real-time information
- April 1, 2019: Service begins, with continued marketing efforts.



Transportation Council Briefing Sheet



To: Chairman and Members of Johnson County Transportation Council
 From: Shawn Strate, KCATA Planning Manager
 Date: January 18, 2019
 Subject: Johnson County Flagging Policy

Item 6: Josh Powers

Background

Johnson County Transit has long allowed passengers to “flag” buses on most routes in order to board or alight the bus at any intersection along the route where the driver deems it is safe to do so. Passengers have been encouraged to wait for the bus at bus stop signs, but it never been mandatory that they do so. However, since the county has become part of the Kansas City Area Transportation Authority (KCATA) and part of the greater RideKC Family of services, we have undertaken the effort to standardize our fares, policies and procedures, and staff recommends that the flagging of buses be eliminated.

The flagging policy adjustment process would involve doing a final selection of stops (maximizing safety, ease of ADA access, and bus operational efficiency), installing signs (approx. every ¼ mile) with the updated RideKC logo, and informing stakeholders about where boarding and alighting can take place. RideKC also recognizes that passengers want bus stop shelters to be installed at as many locations as possible. Given budget constraints, installing a shelter at every single bus stop is not feasible, but as needed we want to improve passenger amenities at high-activity locations.

Furthermore, riders would receive an on-board handout, well in advance of the conversion date, to inform them of the date of the policy change, and the location of every bus stop along the route. This handout will also be available online. That way, riders will know where they can get on or off a RideKC bus.

Stakeholders and county board members will also be informed of progress on this project. Any changes that affect their jurisdictions will be communicated to them, in advance of the date of change.

In recommending this policy change, staff believes that the safety and efficiency of all routes in Johnson County will be improved.

FOR ACTION

RideKC Johnson County Ridership 2017-2018

Total Annual Ridership by Route

Route	Total Ridership		Pct +/-
	2017	2018	
510 K-10 Connector	98,936	99,494	0.6%
401 Metcalf-Plaza	55,456	54,402	-1.9%
519 Olathe Express	51,069	49,050	-4.0%
403 Antioch-Olathe	46,168	44,926	-2.7%
569 South OP Express	41,325	41,139	-0.5%
475 Quivira-75th Street	39,018	37,907	-2.8%
595 Gardner-OP Express	27,771	29,422	5.9%
404 Metcalf-Downtown	31,271	26,097	-16.5%
402 KCK-Johnson-Quivira	19,780	17,891	-9.6%
563 Shawnee Express	10,629	11,106	4.5%
495 95th Street	8,520	10,625	24.7%
405 Nall-Downtown	7,642	6,990	-8.5%
435 JoCo-Downtown Midday	5,670	5,335	-5.9%
482 Overland Park Flex	3,585	4,466	24.6%
596 3-Trails-Edgerton Express	0	502	N/A
Total*	446,840	439,352	-1.7%

* These totals do not include Community Service and Group Trips and are therefore not grand totals for all ridership for NTD.

Projected Riders per Revenue Hour*

Route	Riders/RevHr		Pct +/-
	2017	2018	
569 South OP Express	16.30	16.33	0.2%
482 Overland Park Flex	8.53	10.61	24.4%
519 Olathe Express	10.66	10.23	-4.0%
510 K-10 Connector	9.78	9.79	0.1%
563 Shawnee Express	9.12	9.32	2.2%
404 Metcalf-Downtown	9.68	7.92	-18.2%
435 JoCo-Downtown Midday	8.27	7.50	-9.3%
405 Nall-Downtown	7.81	7.22	-7.5%
403 Antioch-Olathe	6.26	6.09	-2.7%
401 Metcalf-Plaza	5.25	4.86	-7.5%
402 KCK-Johnson-Quivira	5.27	4.71	-10.6%
595 Gardner-OP Express	6.93	4.27	-38.4%
475 Quivira-75th Street	4.80	4.21	-12.2%
495 95th Street	3.28	4.09	24.7%
596 3-Trails-Edgerton Express		0.46	N/A

* These are based on an average of monthly numbers, and do not yet include December, and therefore are not a true average

RideKC Johnson County Ridership 2017-2018

Average Daily Ridership by Month and Service Type

Route Type	2017												2018											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Key Corridor (401,475)	310	378	363	392	346	359	356	378	433	426	384	340	320	343	349	373	350	337	354	363	427	412	366	354
Local (402,403,404,405,435,482,495)	454	489	472	490	508	491	471	503	522	507	460	423	427	457	455	476	467	433	444	478	495	481	453	405
Express (519,563,569,595,596)	511	519	535	521	525	529	532	550	540	509	477	424	512	507	505	537	535	538	532	538	542	540	466	416
K-10 Connector (510)	337	566	428	519	272	159	153	304	643	557	499	260	363	543	440	513	250	186	169	335	622	579	468	230
Total	1,612	1,952	1,797	1,922	1,650	1,538	1,511	1,736	2,138	1,999	1,820	1,446	1,622	1,851	1,749	1,899	1,602	1,494	1,498	1,714	2,086	2,011	1,752	1,404

