Agenda

1. Multimodal Studies Overview
   a) Project Team
   b) Study Elements
   c) Project Schedule

2. Fixed-Route/Pedestrian Accessibility Study
   a) Issues Identification/Discussion

3. Online Interactive Mapping Tool
Project Team

• Dave Kocour
  – Principal in Charge

• Dan Meyers
  – Project Manager

• Jim Meyer
  – Deputy Project Manager / Task Leader

• Nalini Johnson
  – Project Planner
Project Team

• **Tom Huber**
  - Countywide Bicycle Plan
  - Support Fixed-Route/Pedestrian Access Study

• **Kevin Luecke**
  - Bicycle Planning

• **Bob Patten**
  - Bicycle Planning

• **Eric Mongelli**
  - Engineering
Project Team

- Triveece Harvey
  - Public Outreach

- Steve Rhoades
  - Support Bicycle Planning
Multimodal Studies

Fixed-Route and Pedestrian Accessibility Study
Steering Committee #1

Commuter Park & Ride Study
Steering Committee #2

Countywide Bicycle Plan Study
Steering Committee #3
Multimodal Studies

- Fixed-Route and Pedestrian Accessibility Study
  - Steering Committee #1
    - URS
- Commuter Park & Ride Study
  - Steering Committee #2
    - URS
- Countywide Bicycle Plan Study
  - Steering Committee #3
    - URS

Public Outreach
  - URS
  - vireo
  - Toole Design Group
Overall Project Schedule

- **Project complete by December 2013**
- **3 or 4 additional Steering Committee meetings**
- **2 public meetings**
- **Draft report – October 2013**
# Fixed-Route/Ped Access Schedule

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Fixed-Route Accessibility – 5 Parts

• Existing Conditions
• *Obstacles*
• Evaluation Criteria
• Analysis of Accessibility
• Plan Recommendations

Especially interested in hearing from committee about the obstacles and degree to which they are impacting accessible transit use.
Sidewalks Impact Accessibility

• Presence/Absence
• Gaps
• Condition
• Accessible ramps
Seasonal Maintenance Impacts Accessibility

• Vegetation
• Snow/Ice
• Sweeping
Crossings Impact Accessibility

- Signalized Intersections
- Push Button Location
- Non-Signalized Crossings
- Hybrid Beacons
Improvements – First Tier

• **Enhanced bus stops** (i.e., new shelters, paved waiting areas)
• **Real time signage** (indicating when the next bus is arriving) at bus stops
• **Improved sidewalks** (i.e., repaired or new sidewalks in neighborhoods) that connect to bus stops
Improvements – Second Tier

• Improved, or **safer street crossings**, near bus stops
• **Access to park-n-ride** facilities that would connect to the fixed-route service
• **Improved curb ramps** at intersections near bus stops
Biggest Obstacles that Prevent Fixed-Route Ridership

• Lack of convenience; length of time to get to destination, transfers
• Wrong perceptions: don't know how transit works, inconvenient, bad impression
• Frequency of service
• Level of service; 30 and 60 minute frequencies work fine in some corridors where the demand is low. However, demand is low because the level of service is not convenient
• Lack of knowledge; Many citizens are unaware of the benefits of using transit and how the system operates.
• Captive riders, not choice riders. Improving accessibility and knowledge of system would improve ridership.
• People with physical disabilities, the biggest problem is getting to the bus stop because of no sidewalks, poor sidewalks, no curbcuts, or dilapidated curbcuts, the waiting places aren't as accommodating as they could be.
Additional Comments

• More routes, frequent buses
• Teaching children to ride the bus so that they will grow into transit riders
• Training bus drivers to secure a wheelchair
  – needs to be an on-going training issue

• Other Comments?
Online Interactive Mapping

- Public outreach for issues identification
- Comments on all three study elements
- Review draft website...