



# **ADDENDUM**

## **Meeting of the Connect Transit Board of Trustees June 25, 2019 – 4:30 P.M.**

**Connect Transit Board Room, 351 Wylie Drive  
Normal, Illinois 61761**

- G. New Business**
  - 3. Recommendation of PINK Route Deviation**
  - 4. Recommendation of "Connect to the Future" Working Group Facilitator**



## MEMO

**DATE** June 25, 2019

**TO:** Board of Trustees

**FROM:** Isaac Thorne, General Manager

**RE:** Recommendation of "Connect to the Future" Working Group Facilitator

**RECOMMENDATION:** That the Connect Transit Board of Trustees Approve a contract with *Smart Growth America* to be the facilitator of the "Connect to the Future" working group. The contract will not exceed \$53,425.00.

**DISCUSSION:** *Smart Growth of America (SGA)* has expertise in public transit planning, policy, analysis, and engagement. SGA utilizes its experience and expertise to provide education on best practices to build a common foundation of understanding on the topic; facilitates a series of discussions to identify local challenges and opportunities; and ultimately synthesizes the outcomes of these discussions into recommendations that represent the priorities of the group.

The work group facilitation will be a combination of six (6) in-person and video conference meetings with the Work Group.

**FINANCIAL IMPACT:** The cost of the facilitation contract will be paid through the local capital account. Connect is also seeking financial contributions from the Town of Normal and City of Bloomington for the costs of the facilitation contract with SGA.



## **MEMO**

**DATE:** June 25, 2019

**TO:** Board of Trustees

**FROM:** Martin Glaze, Interim Chief Operating Officer

**Subject:** Recommendation for Pink Route Change

**RECOMMENDATION:** That the Board of Trustees approve the route adjustment on the Pink.

**DISCUSSION:** With the elimination of the Olive route, riders living in the Orlando Avenue and Northbrook Estates area would need to travel  $\frac{1}{4}$  to  $\frac{1}{2}$  mile to access the Yellow route on Main or Raab. Based on feedback from the community, many believe this distance will be too far to travel. To provide a shorter travel distance for riders, while being cost efficient, the Pink will be adjusted during its northbound trip and make a pick-up at Northbrook Estates and Bayberry Village.

The Pink route change effectively covers the major service area effected by the elimination of the Olive and ensures 93% of all rides occurring on the Olive are covered, with the remaining 7% within  $\frac{1}{4}$  to  $\frac{1}{2}$  mile of a route. This change increases the service level to the Orlando/Northbrook area from once an hour to every 30 minutes and provides direct access to Uptown Station, something many riders have asked for.

The Pink and Yellow routes are interlined so the Pink can provide dwell (recovery) time to the Yellow, which has a tight schedule. Based on historical data and driver testing, the current dwell time should allow for this route change without jeopardizing on-time performance or driver recovery time. The Pink route will be monitored over the next six (6) months to ensure that it maintains proper dwell time.

Staff looked at several options to provide service on West Orlando. The other options that were under review would have been inefficient and expensive to operate. Deviating the Yellow would add additional time that is not available in the schedule. This would cause on-time performance issues which is one of the most important improvements from the route restructure and the top priority for riders. Trying to



increase its headway instead, from 30 minutes, would increase costs, add buses and eliminate its coordination at Uptown Station for both the Yellow and the Pink, thus removing another important improvement from the route restructure.

The initial Pink recommendation of providing service every two (2) hours was untested when brought before the City and Town council. Staff had drivers test the Pink route with the addition of W. Orlando. Based on feedback from drivers who tested the route, including Union leadership, staff felt comfortable increasing the frequency to every 30 minutes.

**FINANCIAL IMPACT:** The recommendation for route adjustment is cost neutral and will not increase service hours to the operating budget.



**connect**  
TRANSIT

