

REGULAR BOARD MEETING - BLOOMINGTON PUBLIC TRANSPORTATION CORPORATION (BPTC) FEBRUARY 18, 2020, 5:30 P.M. MINUTES

In the Edward J. Kuntz Board Room of the Bloomington Transit Operating Facility, 130 W. Grimes Lane, Chair Obermeyer convened the regular meeting of the Board of Directors of the Bloomington Public Transportation Corporation.

ROLL CALL

Board Members and staff present: Chair Nancy Obermeyer, Vice Chairman Kent McDaniel, Treasurer Alex Cartwright, Marilyn Hartman and Secretary James McLary via telephone. Also present were Lewis May, General Manager, Christa Browning, Controller, Brenda Underwood, Director of Human Resources and Marketing, Zac Huneck, Planning and Special Projects Manager. James Coker, AFSCME President and Patrick Galm, AFSCME Vice President.

Members of the public present: James Coker, AFSCME President and Patrick Galm, AFSCME Vice President. Dave Askins - B Square Beacon, and Mitch Legan – WTIU/WFIU.

PETITIONS AND COMMUNICATIONS ON NON-ACTION ITEMS

There were no petitions and communications on non-action items.

MESSAGES FROM BOARD MEMBERS

There was no messages from board members.

MESSAGES FROM THE MANAGER

Mr. May began the meeting with updated Staff Recommendations of Service Changes. It was noted that staff is not looking for any final action from the board in regards to these adjustments tonight. Staff will come back in March with final updates and proposed service changes. A copy of the presentation is provided in the board packet. Mr. May went through the adjustment route and route as follows:

Route 1

Service on N. Walnut north of bypass likely infeasible due to safety concerns from almost 8,000 buses annually making a left turn out of the housing development onto southbound N. Walnut in a 40 mile per hour speed environment.

Preserve IU campus connection using shorter deviation

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	6:30 am – 11:35 pm	Weekday	6:30 am – 9:35 pm

Saturday	7:35 am – 6:35 pm		Saturday	7:35 am – 6:35 pm
Day	Frequency		Day	Frequency
Weekday	60		Weekday	60
Saturday	60		Saturday	60

Notes and Discussion: After much discussion with drivers and union our proposed adjustment to service the housing development on N. Walnut is not feasible given the bus would have to make a left turn out of the parking lot onto a busy N. Walnut Street in a 40 mile per hour speed environment with much of the traffic travelling at higher speeds. Further, we looked at using the Cascades Inn on the west side of N. Walnut Street, and there are issues navigating through the parking lot as well as sight line issues pulling onto N. Walnut Street. Thus we don't currently recommend serving this area north of the bypass on N. Walnut Street unless a safe way can be found to turn the bus around. Staff will continue exploring other options. Short of having any other options to serve the N. Walnut area, staff would recommend that we deviate this route to the IMU area before it returns to the downtown transit center.

- Route 2 –
- Disconnect interline with Route 3
- Reroute Illinois > 12th St.
- Increase frequency to 30 mins. all day

Current			Recommendation	
Day	Service Span		Day	Service Span
Weekday	6:19 am – 11:28 pm		Weekday	6:19 am – 9:28 pm
Saturday	8:10 am – 6:36 pm		Saturday	7:35 am – 6:35 pm
Day	Frequency		Day	Frequency
Weekday	30 6:19a – 6:36p 60 6:36a – 11:28p		Weekday	30
Saturday	60		Saturday	30

Notes and Discussion: Drivers and Union have noted the difficulty in turning south off of N. Summit Street onto 12th Street given there are often cars parked along the south curb of 12th Street for the Boys and Girls Club. Thus, we recommend adjusting the route one block south to run along 12th Street between Illinois and N. Summit so the bus doesn't make that difficult turn. Also, we recommend a further adjustment to weeknight frequency making it every 30 minutes instead of every 60 minutes and on the Saturday frequency making it every 30 minutes instead of every 60 minutes.

Route 3

Extension to Ivy Tech/Cook to be discussed by City/County officials
 Preserve service through Whitehall Plaza
 If no Ivy Tech/Cook service, preserve through Whitehall Crossing
 Continue point deviation through Sam's Club

Alternative 1: Preserve current route

Alternative 2: Service to Ivy Tech/ Cook with Elimination of Whitehall Crossing Shopping Center

Add Sunday service at 90 min frequency

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	6:02 am – 11:32 pm	Weekday	6:02 am – 9:32 pm
Saturday	7:32 am – 7:01 pm	Saturday	7:32 am – 7:01 pm
		Sunday	9:30 am – 6:50 pm
Day	Frequency	Day	Frequency
Weekday	30 6:02a – 8:01p 60 8:01p – 11:32p	Weekday	30 minutes 6:02a – 7:01p 60 minutes 7:01p – 9:32p
Saturday	60	Saturday	60
		Sunday	90

Notes and Discussion – Staff remains neutral on providing service to Ivy Tech and Cook. Given it would require City Council approval, this is a policy decision that the Board would have to make as to whether or not to seek City Council approval. If service is not extended to Ivy Tech and Cook, staff recommends continuation of service to Whitehall Crossing Shopping Center.

Secretary McLary verbalized his feelings that we need to service the Ivy Tech/Cook area and obtain approval from City Council to do so. It was also recommended by Secretary McLary that the proposed Sunday service time be adjusted back an hour to accommodate for churchgoers riding the bus, suggested time would be 8:30 am – 5:50 pm.

Board Member Hartman shared feelings that she is not in agreement with providing service to Ivy Tech/Cook and eliminating service to Whitehall Crossing Shopping Center. She noted that Rural Transit already provides service to Ivy Tech/Cook and that there are still riders in the Whitehall Crossing Shopping Center that need transportation. She is also concerned with making those riders cross a busy intersection to obtain transportation.

Route 4 –

Implementation of Route 4 dependent on external funding of Route 14; without external funding, Route 4 would operate on the current path as Route 4 West.

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	6:35 am – 11:50 pm	Weekday	6:35 am – 9:50 pm
Saturday	8:10 am – 6:50 pm	Saturday	8:10 am – 6:50 pm
Day	Frequency	Day	Frequency
Weekday	60	Weekday	60
Saturday	60	Saturday	60

Notes and Discussion: No further adjustments proposed from what was proposed at the last Board meeting. If Route 14 cannot be funded by Outside sources than staff would recommend that this route continue as it is now. It would continue to serve Basswood Drive and Oakdale Square Apartments. If Route 4 continues as it is currently then running late due to length of this route and the deviations would continue to be a problem.

Route 14 –

Must be funded by outside source(s)

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	6:35 am – 11:50 pm	Weekday	Determined by outside sources
Saturday	8:10 am – 6:50 pm	Saturday	
Day	Frequency	Day	Frequency
Weekday	60	Weekday	Determined by outside sources
Saturday	60	Saturday	

Notes and Discussion – There are four (4) apartment complexes on or near this route that currently have their own private shuttle service. Staff has had initial discussions with three (3) apartment complexes about the possibility of replacing their private shuttles with a new Route 14 to be funded by the apartment complexes in lieu of operating private shuttle service. Staff is preparing service proposals and cost estimates to discuss further with the apartment complexes. Staff recommends this route not be created if not funded by outside sources. Cost of service would be driven by the number of days, span of hours, and frequency provided.

Treasurer McLary suggested that we consider teaming up with the apartment complexes to make this more beneficial for them and ultimately helping us achieve the route that would be most beneficial. This could be achieved by Transit providing the capital investment (the buses) and

asking them to pay for the operating cost only. Mr. May explained that this is feasible due to us already having the buses available.

Route 40

Preserve current route alignment through YMCA South, Sherwood Oaks

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	6:35 am – 11:35 pm	Weekday	6:35 am – 9:35 pm
Saturday	8:10 am – 6:35 pm	Saturday	8:10 am – 6:35 pm
Day	Frequency	Day	Frequency
Weekday	60	Weekday	60
Saturday	60	Saturday	60

Notes and Discussion – Staff has no further adjustments proposed from what was proposed at the last Board meeting. It was noted that we would keep the service in the Sherwood Oaks neighborhood and continue to service the YMCA.

Route 5 –

Preserve service on Kirkwood Ave.

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	7:03 am – 11:00 pm	Weekday	7:03 am – 9:00 pm
Saturday	8:03 am – 7:03 pm	Saturday	8:03 am – 7:03 pm
Day	Frequency	Day	Frequency
Weekday	60	Weekday	60
Saturday	60	Saturday	60

Notes and Discussion – Staff has no further adjustments proposed from what was proposed at the last Board meeting.

Route 7

Preserve current route alignment of 1 South, south of Winslow

Preserve service on Miller/Huntington Dr.

Increase frequency to 15 mins. Mon – Thu during IU sessions

Current		Recommendation	
Day	Service Span (1S)	Day	Service Span
Weekday	6:20 am – 11:32 pm	Weekday	6:25 am – 9:25 pm
Saturday	7:20 am – 6:32 pm	Break Weekday	6:25 am – 9:25 pm
		Saturday	7:25 am – 6:30 pm
Day	Frequency (1S)	Day	Frequency
Weekday	30/60	Mon-Thurs	15 minutes 6:25a – 7:25p 60 minutes 7:25p – 9:25p
Saturday	60	Friday	20 minutes 6:25a – 7:25p 60 minutes 7:25p – 9:25p
		Break Weekday	30 minutes 6:25a – 7:25p 60 minutes 7:25p – 9:25p
Day	Service Span (7)	Saturday	60
Weekday	7:00 am – 9:40 pm		
Friday	7:00 am – 5:50 pm		
Day	Frequency (7)		
Weekday	15-20		
Friday	15-20		

Notes and Discussion – Consolidation of Route 1 South and 7. Staff continues to recommend the revised routing to serve Miller Drive and Huntington to Hillside. Residents of Regency Apartments could access Route 7 inbound at the bus stop located on Hillside and Henderson. We would propose to place a shelter at this bus stop. The outbound bus stop for Regency Apartment residents would be located at Hillside and Henderson in front of the Hillside Crossing building subject to approval of this new stop location by the City. We also propose to improve the frequency on this route to every 15 minutes (we previously recommended every 20 minutes) on Monday thru Thursday during the IU school year.

Route 12 –

Eliminate W. Tapp extension

Interline with Route 3: 40' bus requires reroute: Rogers > 2nd Street

Current		Recommendation	
Day	Service Span	Day	Service Span
Weekday	6:21 am – 11:04 pm	Weekday	6:21 am – 9:50 pm
Saturday	7:51 am – 6:51 pm	Saturday	7:51 am – 6:51 pm
Day	Frequency	Day	Frequency
Weekday	30 min 6:21a-6:34p 60 min 6:34 – 11:04p	Weekday	30 min 6:21a-6:51p 60 min 6:51p-9:40p
Saturday	60	Saturday	60 min

Notes and Discussion – Currently 2 South. Originally the study and staff recommended Route 12 to run south on Rockport to west on Tapp Road to north on Leonard Springs to Walmart. After discussion with Driver and Union this is no longer recommended. Instead, we recommend that the route terminate as it currently does using the loop of Rockport to Countryview Apartments to Graham to S. Rogers. This route would be interlined with Route 3.

Route 16 & 60:6

Preserve current routes 6 & 6L

Continued extended alignment on 6L

Add bus during break weekdays for 40min frequency

Current		Recommendation	
Day	Service Span (6)	Day	Service Span
Weekday	6:50 am – 11:40 pm	Weekday	6:50 am – 11:30 pm
Saturday	7:30 am – 11:30 pm	Saturday	7:30 am – 11:30 pm
Sunday	9:30 am – 7:30 pm	Sunday	9:30 am – 7:30 pm
Break Weekday	7:30 am – 11:30 pm	Break Weekday	7:10 am – 9:40 pm
Break Saturday	7:30 am – 7:30 pm		
Break Sunday	9:30 am – 7:30 pm		
Day	Frequency (6+6L)	Day	Frequency
Weekday	20+20	Weekday	20 minutes 7:10a – 6:50p 30 minutes 7:10 p – 9:40p
Saturday	80	Saturday	80 minutes
Sunday	80	Sunday	80 minutes

Break Weekday	80	Break Weekday	40 minutes
Break Saturday	80		
Break Sunday	80		

Route 16 & 60: 6L

Add 6L bus Mon-Thurs. for 20min frequency

Current		Recommendation	
Day	Service Span (6L)	Day	Service Span
Weekday	6:50 am – 11:40 pm	Mon-Thurs.	7:10 am – 10:00 pm
Saturday	7:30 am – 11:30 pm	Friday	7:30 am – 2:00 pm
Sunday	9:30 am – 7:30 pm		
Break Weekday	7:30 am – 11:30 pm	Break Weekday	7:20 am – 6:03 pm
Break Saturday	7:30 am – 7:30 pm		
Break Sunday	9:30 am – 7:30 pm		
Day	Frequency (6+6L)	Day	Frequency
Weekday	20+20	Mon.-Thurs.	20 minutes 7:10a – 7:10p 30 minutes 7:10 p – 9:40p
Saturday	80	Friday	30 minutes
Sunday	80		
Break Weekday	80	Break Weekday	30 minutes 7:10a-7:10p 60 minutes 7:10p-9:40p
Break Saturday	80		
Break Sunday	80		

Notes and Discussion – Staff recommends a major adjustment to what we previously proposed. We now recommend keeping the current Route 6 and 6 Limited in its present form with a few notable changes. First, we recommend keeping the existing service on the 6 Limited to N. Rogers and W. 11th Street so as to better service the apartment complexes along W. 11th St. Second, we recommend keeping the existing service on the 6 Limited to Reserve on 3rd Apartments. We propose an adjustment on the frequency of the 6 Limited to every 20 minutes (currently it is every 15 minutes). We also propose extending weeknight service to 11:30 p.m. The combined 6 and 6 Limited is the most productive route in the BT network and thus we recommend keeping the existing route alignment. Sunday service offered on this route.

Treasurer Cartwright brought up the concern of having two very similar routes named almost the same thing. He suggested we name them two different numbers as to not confuse anyone. Mr. May explained that these routes use the same trunk route. Route 6 is a longer route and 6 Limited uses the same trunk route but is a shorter route. Renumbering was primarily recommended by Foursquare for the downtown transit center routes that had the same number but went in different directions.

Route 90

Reroute counterclockwise trip off Kirkwood

Current		Recommendation	
Day	Service Span (9+9L)	Day	Service Span
Weekday	7:24 am – 10:45 pm	Mon-Thur	6:30 am – 11:40 pm
Saturday	8:30 am – 10:30 pm	Friday	6:30 am – 11:40 pm
Sunday	10:30 am – 10:30 pm	Saturday	8:30 am – 9:30 pm
Break Weekday	7:10 am – 10:30 pm	Sunday	9:30 am – 6:30 pm
Break Saturday	8:30 am – 7:30 pm	Break Weekday	6:31 am – 9:40 pm
Break Sunday	10:30 am – 7:30 pm		
Day	Frequency (9+9L)	Day	Frequency
Weekday	15+30	Mon-Thurs	15 minutes 6:30a – 7:01p 30 minutes 7:10 p – 11:40p
Saturday	20-25	Friday	20 minutes 6:30a – 7:10p 30 minutes 7:10p – 11:40p
Sunday	45	Saturday	30 minutes
Break Weekday	30	Sunday	60 minutes
Break Saturday	45	Break Weekday	30 minutes
Break Sunday	45		
Day	Service Span (3)		
Weekday	6:30 am – 11:30pm		
Saturday	7:30 am – 7:00 pm		
Day	Frequency		
Weekday	30 6:30a – 6:00p 60 9:00p – 11:30p		
Saturday	60		

Notes and Discussion – Staff recommends a major adjustment to what we previously proposed so as to increase the running time to a more realistic schedule and add capacity to the route so as to run a 15 minute frequency on Monday thru Thursday during the IU spring and fall semesters. This is a consolidation of 4 routes – 3E, 9, 9L and route 8. This is a bi-directional route meaning it would run out of our downtown transit center running both clockwise and counterclockwise. This is one of the heaviest traveled routes, it is popular with students, and is the route that will get riders to the new hospital and to the College Mall. No changes are proposed to the route alignment as compared to our discussion last month.

Micro Transit Service –

Possible Uses:

Serve Previously Served Areas

9:30pm – 12:30 am

Serve ¼ mile corridor of fixed routes, within City boundaries

Grant Announcement in March

Other Funding Options:

New FTA Innovation Grant

BT Cash Reserves

Possible LIT Funding

Secretary McLary is still curious about the details of using Uber and Lyft.

Mr. May stated that there is a Summary of Updated Staff Recommendations for Service Adjustments included in your packet. One notable piece of information was that the Total Impact on Revenue Hours is +1.5%.

Mr. May thanked everyone and stated that staff would like to take one more month for further review. The plan would be to present final recommendations at the next board meeting.

Next, Mr. Huneck presented the January operational statistics. He stated that January fixed route ridership decreased 2.19 percent compared to January 2019. The primary reason for the decrease is that we had four (4) fewer IU class days in January 2020 compared to January 2019. Had we had the same number of IU class days in January 2020 compared to January 2019, we would have experienced increased ridership of about 18 percent.

BT Access ridership was down 1.40 percent in January compared to January 2019.

Included in your packet are monthly statistics and performance for fixed route and BT Access service.

MESSAGES FROM THE CONTROLLER

Controller Browning gave an overview of the December Financial Report as included in the Board Packet.

PUBLIC COMMENT – ACTION ITEMS

Union President James Coker thanked Mr. May and Mr. Huneck for including the union and drivers in the Route Optimization process. He believes that these changes will eliminate many safety concerns. Mr. Coker stated that while they don't agree with everything the drivers are in favor of the great majority of these new recommendations. He also noted that he would like to see more funding given to Route 14. He feels like this route could be similar to the 6 Route passenger wise.

NEW BUSINESS – ACTION ITEMS

There was no new business.

OLD BUSINESS

MINUTES

The minutes for the January 21, 2020 meeting were presented for approval by Treasurer Cartwright and seconded by Vice Chair McDaniel. The minutes were approved unanimously.

CLAIMS

The claims for February 18, 2020 were presented for approval by Treasurer Cartwright and seconded by Vice Chair McDaniel. The claims were approved unanimously.

ADJOURNMENT


APPROVE:



Nancy Obermeyer, Chair
Board of Directors BPTC

03-17-20

ATTEST:



James J. McLary, Secretary
Board of Directors BPTC

03-17-20