 *St. Clair County Transit District*

TRANSIT VISION

2020



AGENDA

- Why conduct SCCTD Transit Vision 2020?
- Key Project Objectives
- Project Timeline
- What have we learned so far?
- Community Engagement
- Discussion
- Next Steps



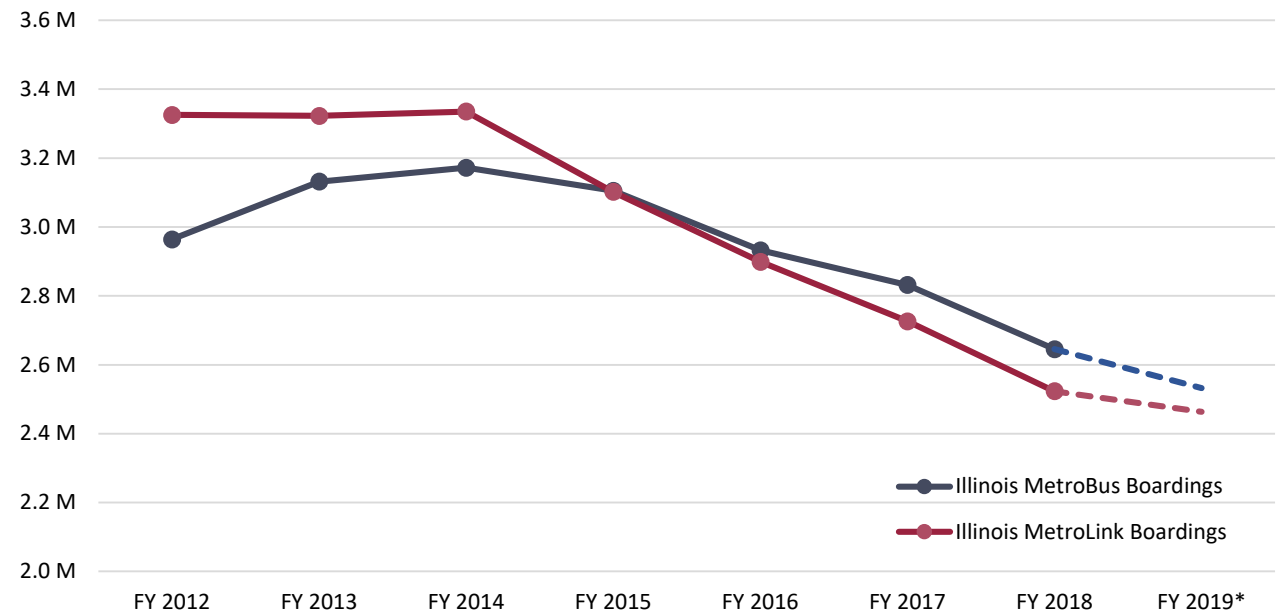
WHY CONDUCT SCCTD TRANSIT VISION 2020?

- Industry best practice calls for evaluating past trends for future success
- Detailed look at current market conditions, service performance, and operations
- Ensure existing service is aligned with agency vision, goals, objectives, and resources, and adjust to reflect changed market conditions and service opportunities
- Comprehensive opportunity to identify strategies to improve service effectiveness and address recent ridership decline

WHY CONDUCT SCCTD TRANSIT VISION 2020?

- Annual MetroBus and MetroLink boardings in Illinois have declined 16.6% and 24.3%, respectively, since FY2014
- Combined Fixed Route and Special Events MetroBus boardings now exceed MetroLink boardings in Illinois

Annual Illinois MetroBus & MetroLink Boardings (FY2012-FY2019)



MetroBus Boardings Include Fixed Route and Special Events. FY19 forecast based on 10 months of actuals.

KEY PROJECT OBJECTIVES

1

Analyze SCCTD's existing network, market conditions, and current and future customer mobility needs

2

Understand transit's role within St. Clair County using a comprehensive, data-driven approach, including stakeholder and public input

3

Utilize best practice strategies and innovative mobility options to cost-effectively attract more riders

4

Address both short-term and longer-term public mobility while ensuring SCCTD's financial sustainability

PROJECT TIMELINE

EXISTING SYSTEM EVALUATION



May - August 2019

NETWORK AND SERVICE CONCEPTS



August 2019 – October 2019

DRAFT AND FINAL SERVICE PLAN



October 2019 – February 2020

WE ARE HERE



ON-GOING STAKEHOLDER & PUBLIC OUTREACH

1. Project Overview
& Existing Conditions
(May 2019 – August 2019)

2. Draft
Service Plan
(November 2019)

3. Final Plan
(February 2020)

WHAT WE HAVE LEARNED SO FAR



EXISTING SYSTEM EVALUATION

MARKET DEMAND/MOBILITY NEEDS



Where People Live



Where People Work



Where People Travel



Changes in Demographics

SERVICE NETWORK DESIGN



How Riders Use SCCTD



Network Connectivity



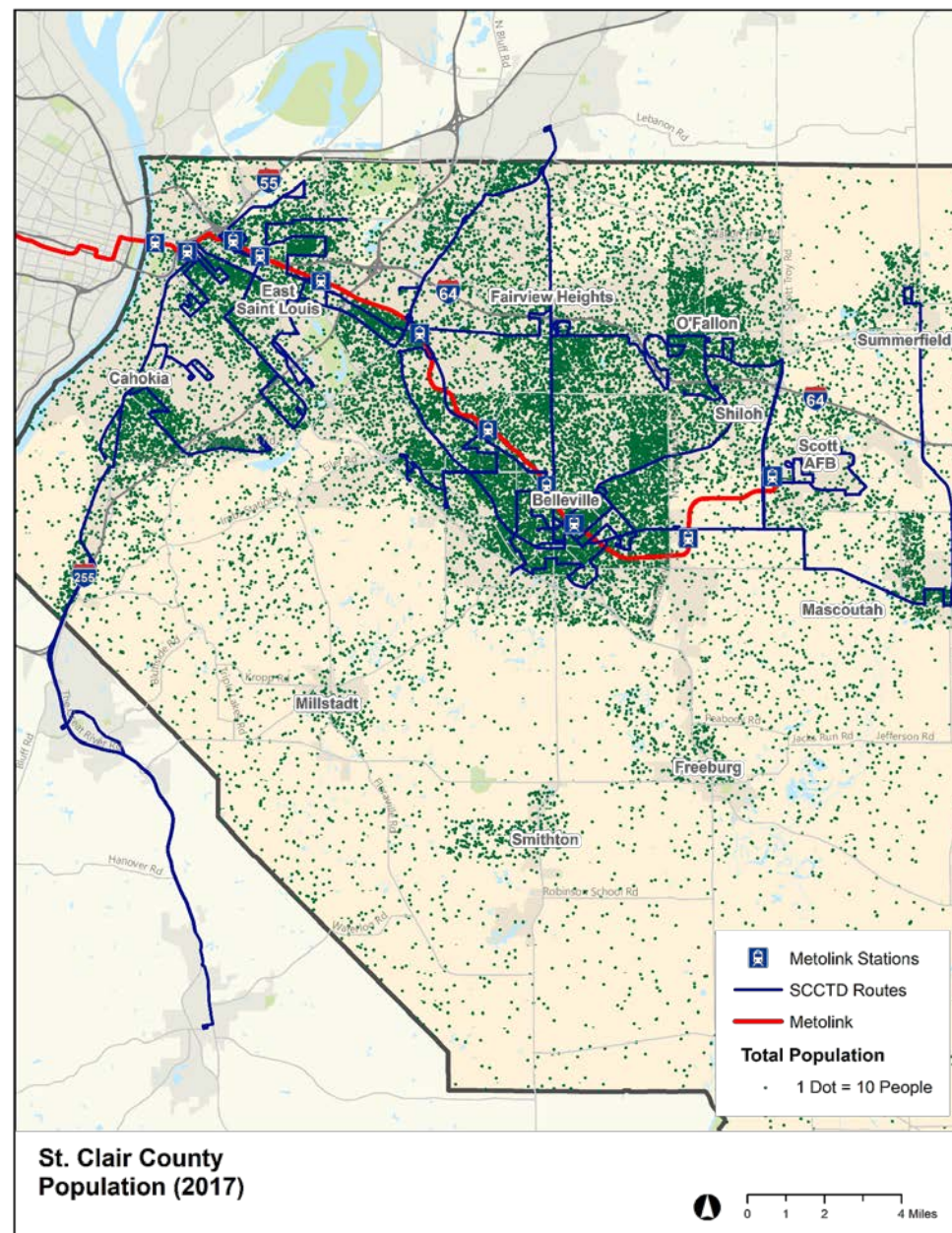
How Service Operates



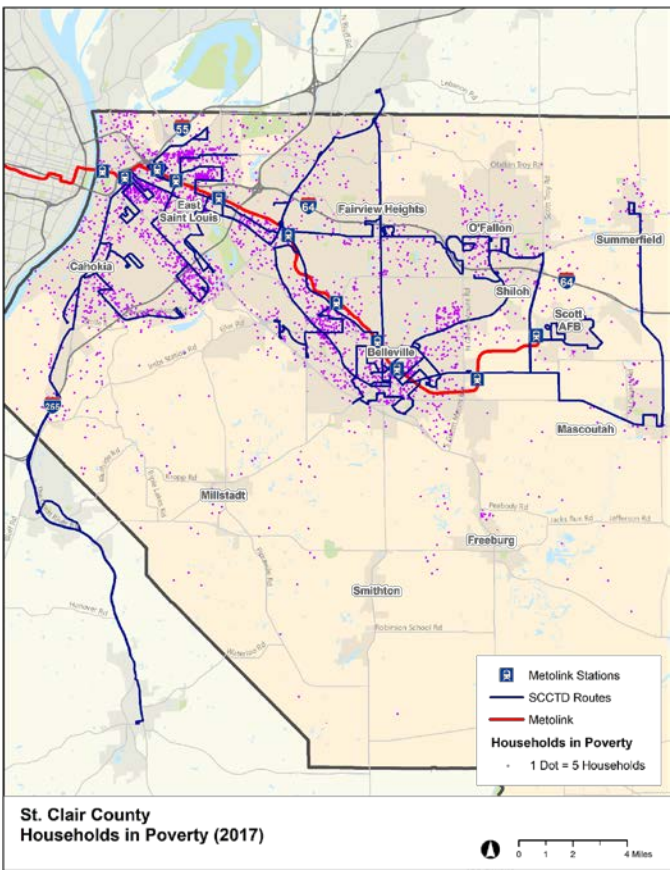
How Service Performs

WHERE PEOPLE LIVE

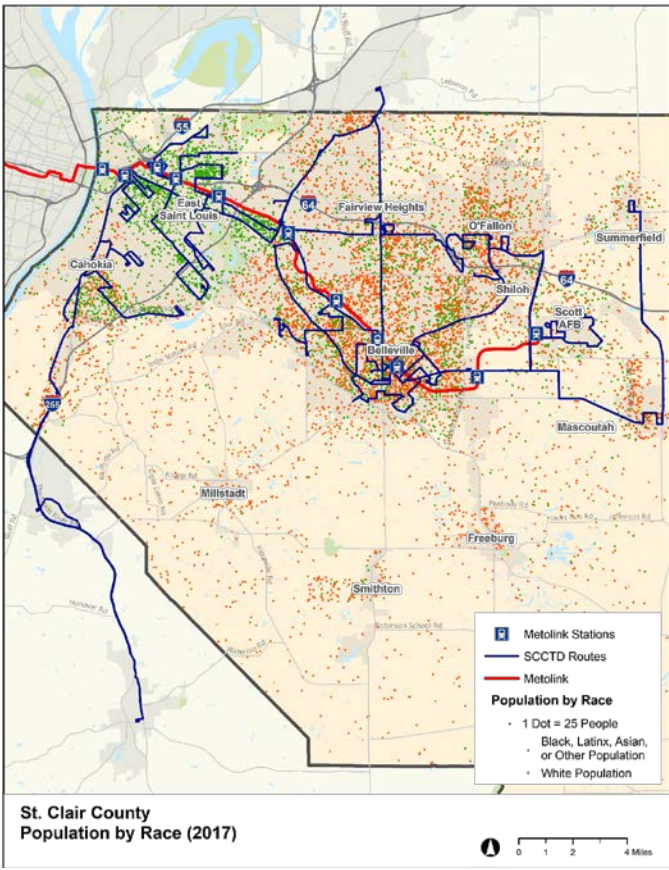
- Population is concentrated in East St. Louis, Centreville, Belleville, and O'Fallon
- Population is declining around East St. Louis, but growing around the rest of the County



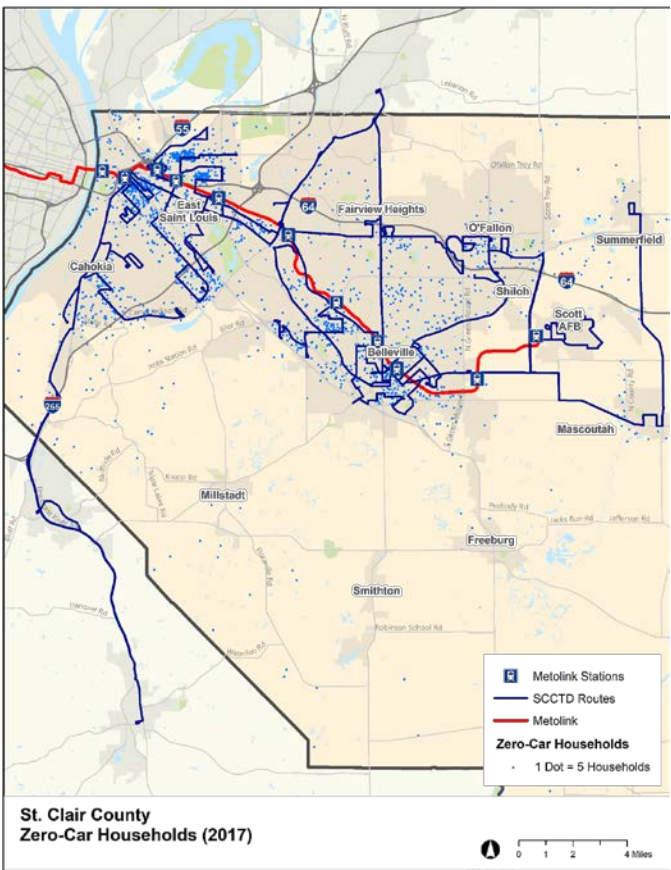
WHERE PEOPLE LIVE - DEMOGRAPHICS



HOUSEHOLDS IN POVERTY



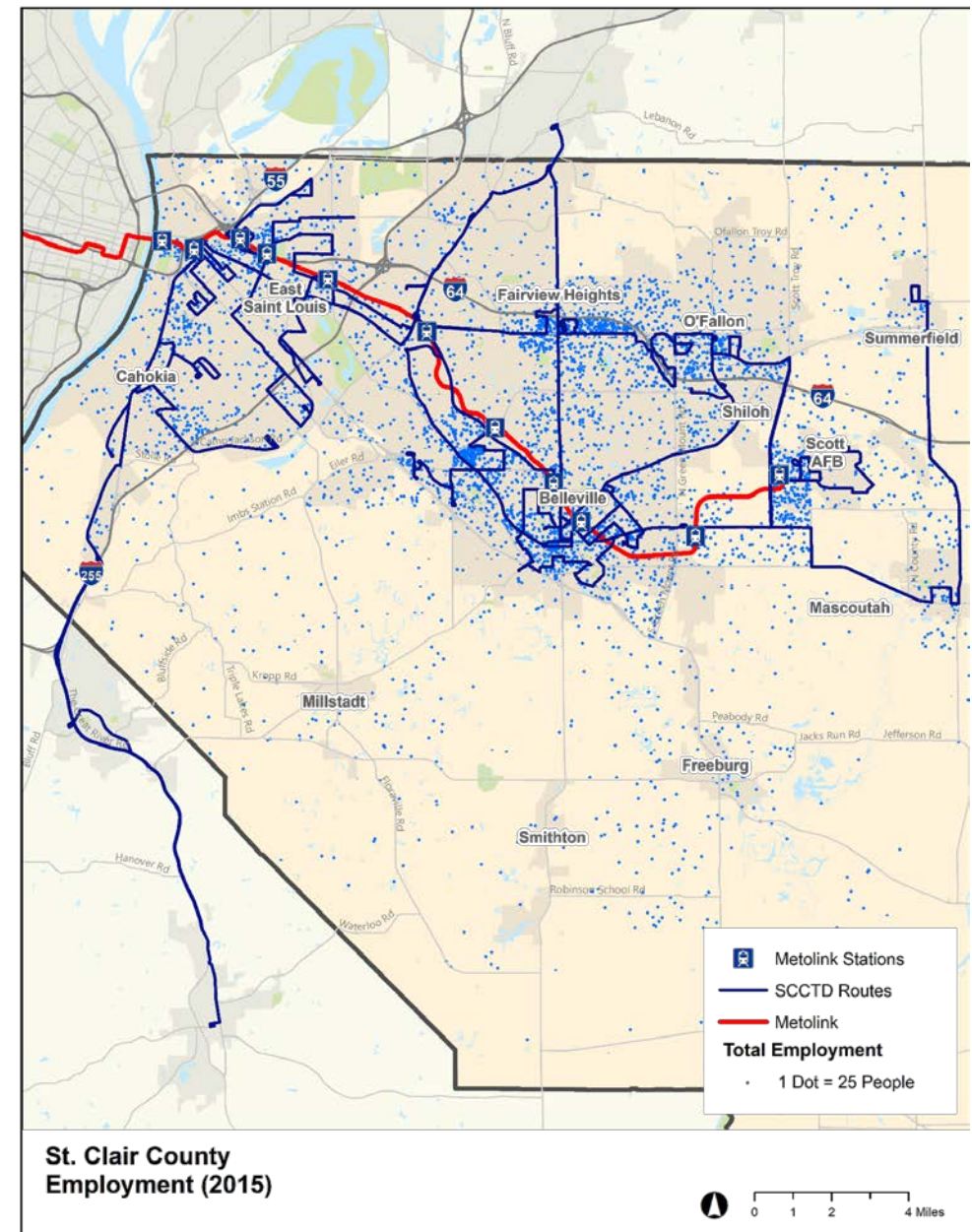
MINORITY HOUSEHOLDS



ZERO-VEHICLE HOUSEHOLDS

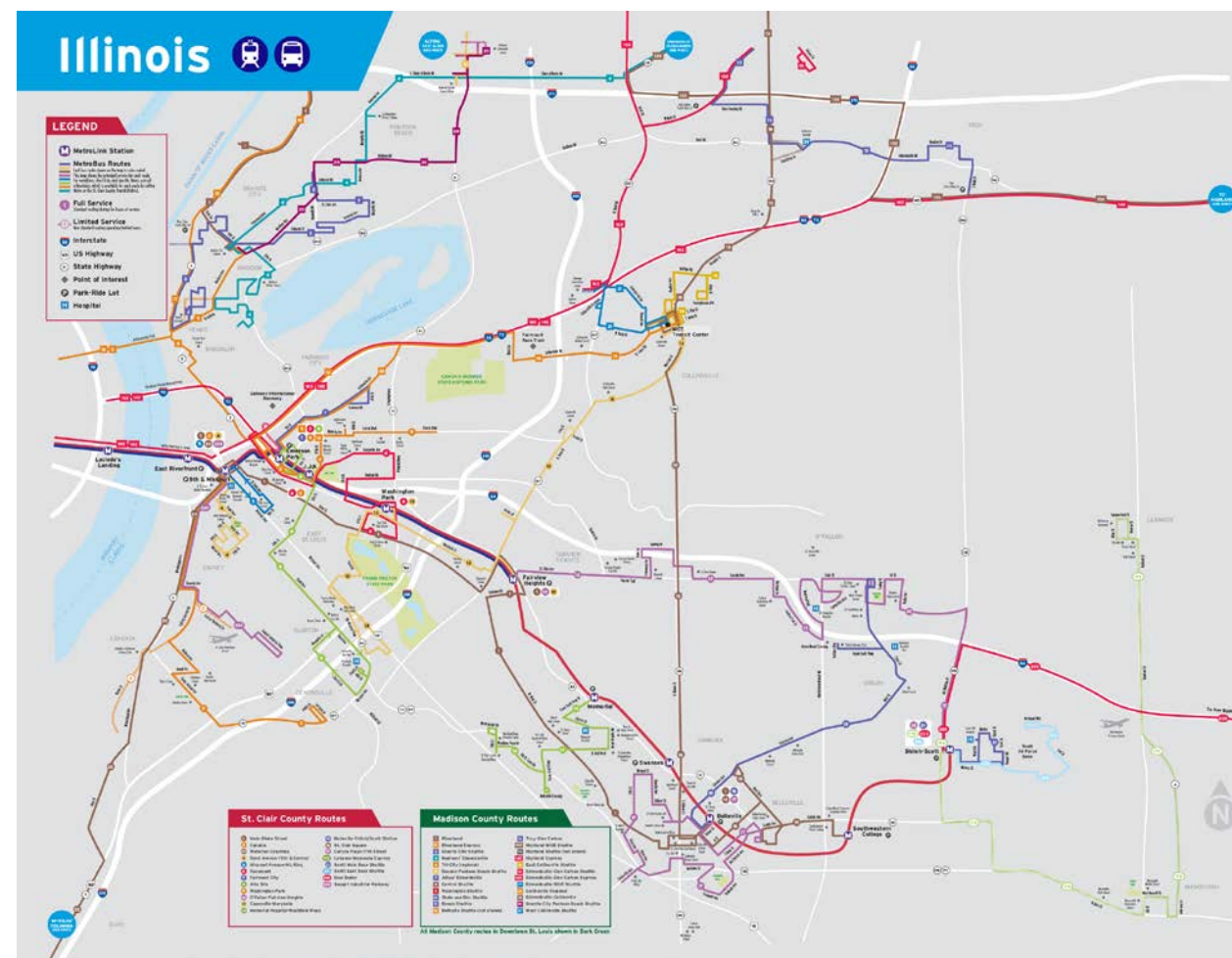
WHERE PEOPLE WORK

- Jobs are concentrated in population centers, which are currently served by transit
- Future job growth is expected to occur outside of population centers, which are not currently as well-served by transit

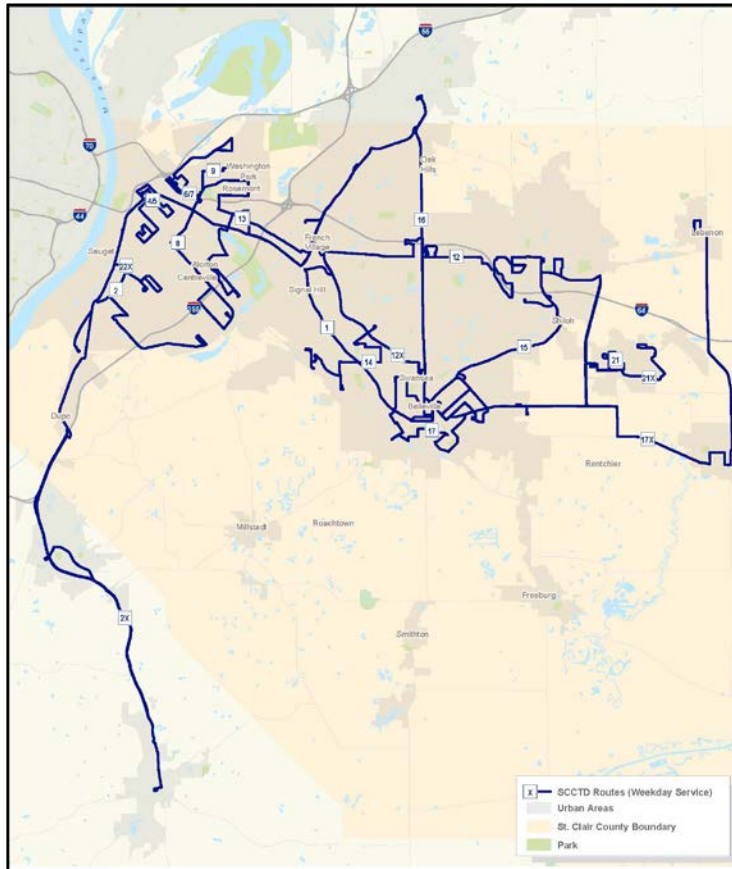


NETWORK OVERVIEW

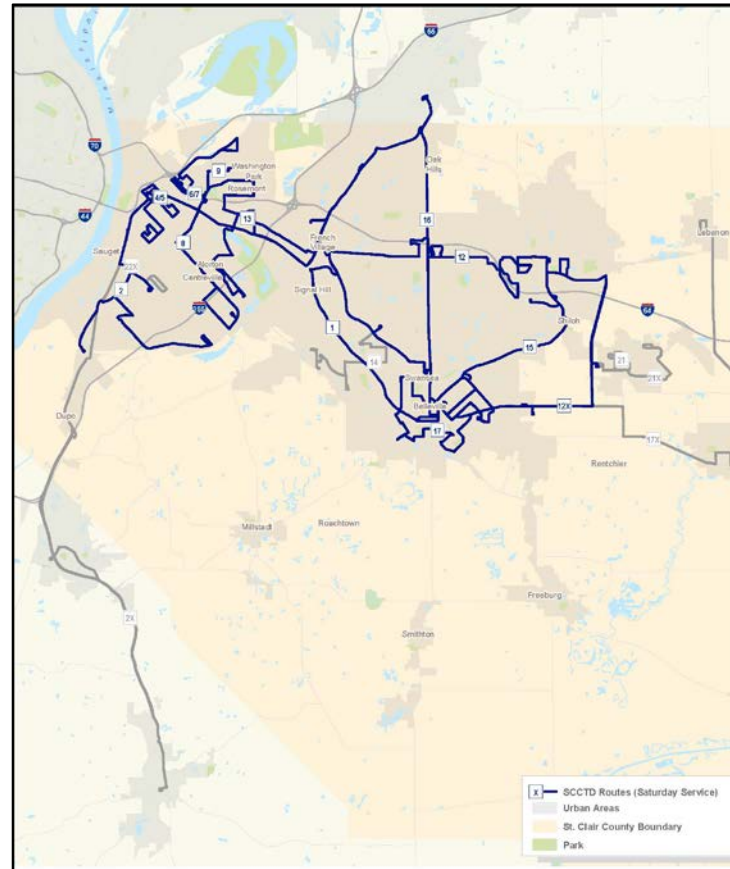
- **SCCTD network vital for regional connectivity and local mobility**
- **System Design**
 - Hub-and-spoke, with routes connecting with MetroLink and Madison County Routes
 - Limited street grid pattern impedes route directness
- **Number and Type of Routes**
 - 14 Local
 - 3 Shuttle
 - 3 Express
 - Two MetroLink lines with 11 stops within IL
- **Other Services Operated**
 - Paratransit/ATS
 - Airport Shuttle
 - Special Event Services (e.g. Redbird Express, Muni Express, and Shuttle to World Wide Technology Raceway at Gateway)



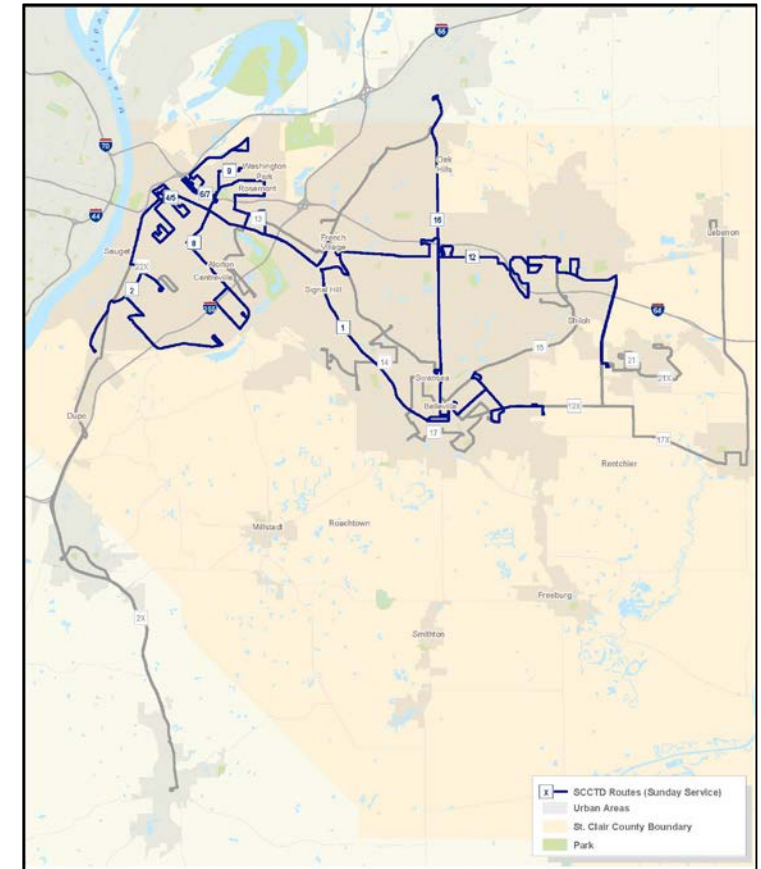
WHERE SERVICE OPERATES



WEEKDAY



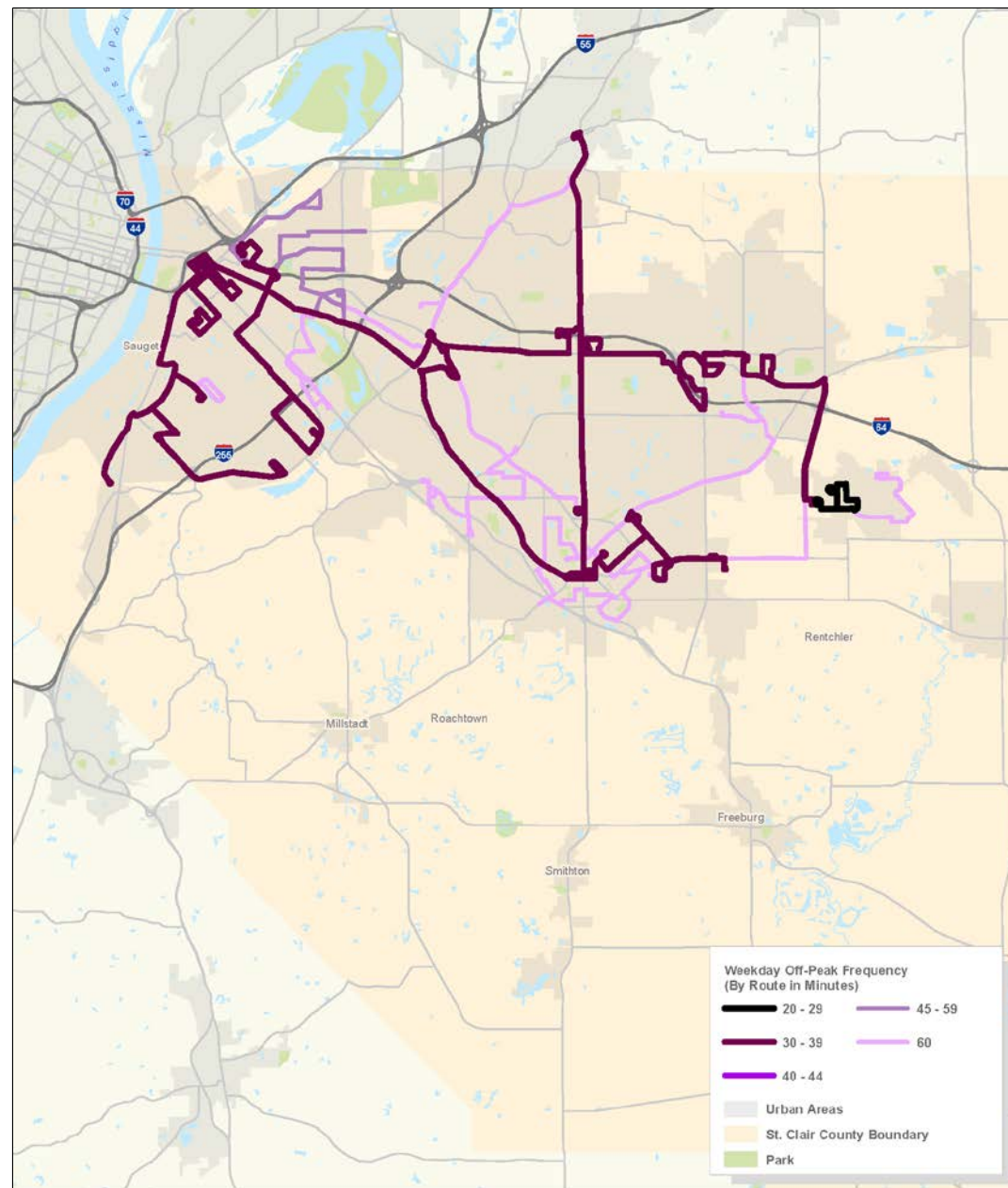
SATURDAY



SUNDAY

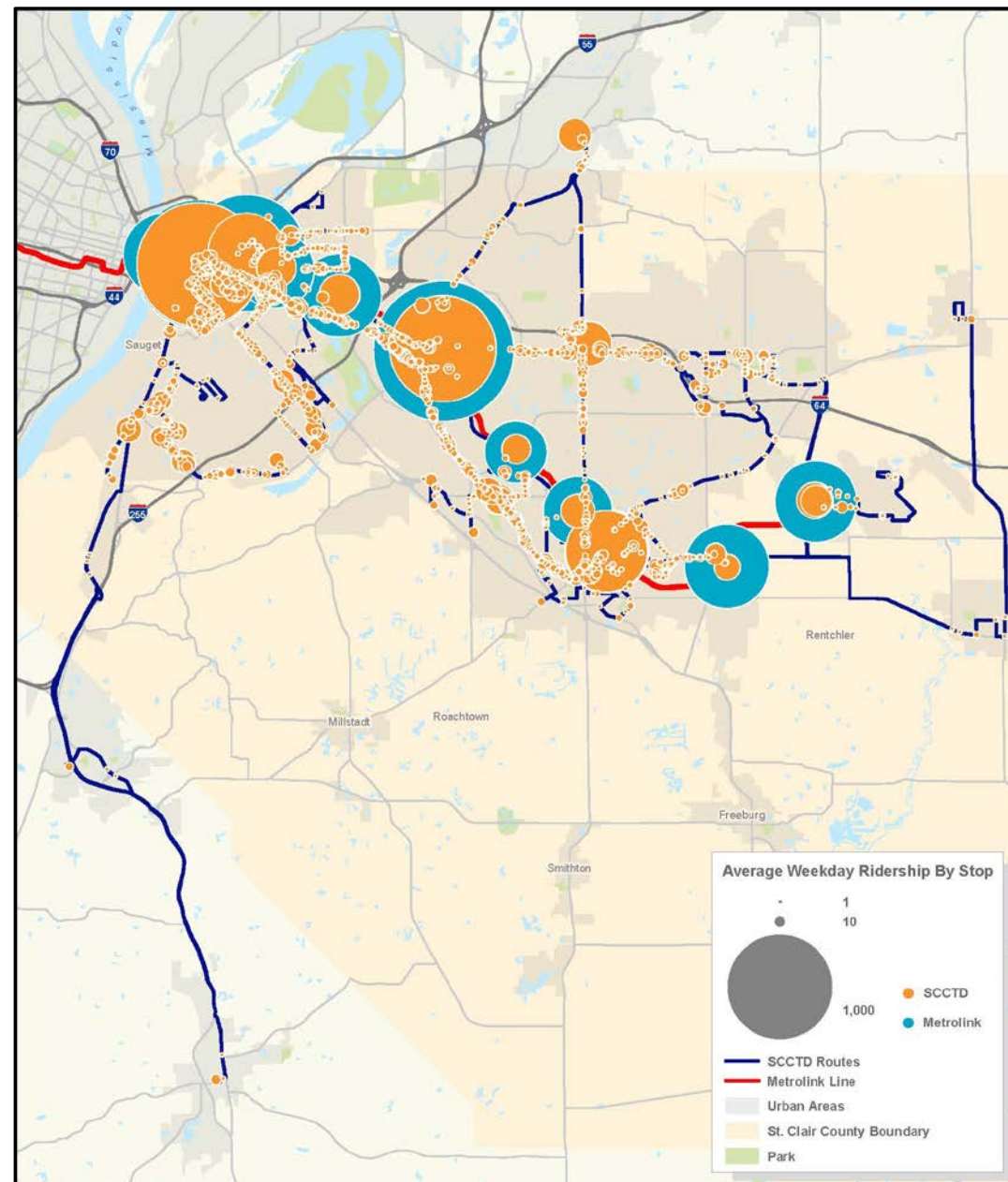
WHEN SERVICE OPERATES

- Frequency is the number one attractor for potential riders
- Lack of frequent routes
- Only two routes operate with a 20-minute peak frequency
- Relatively large number of deviations



HOW RIDERS USE THE SYSTEM

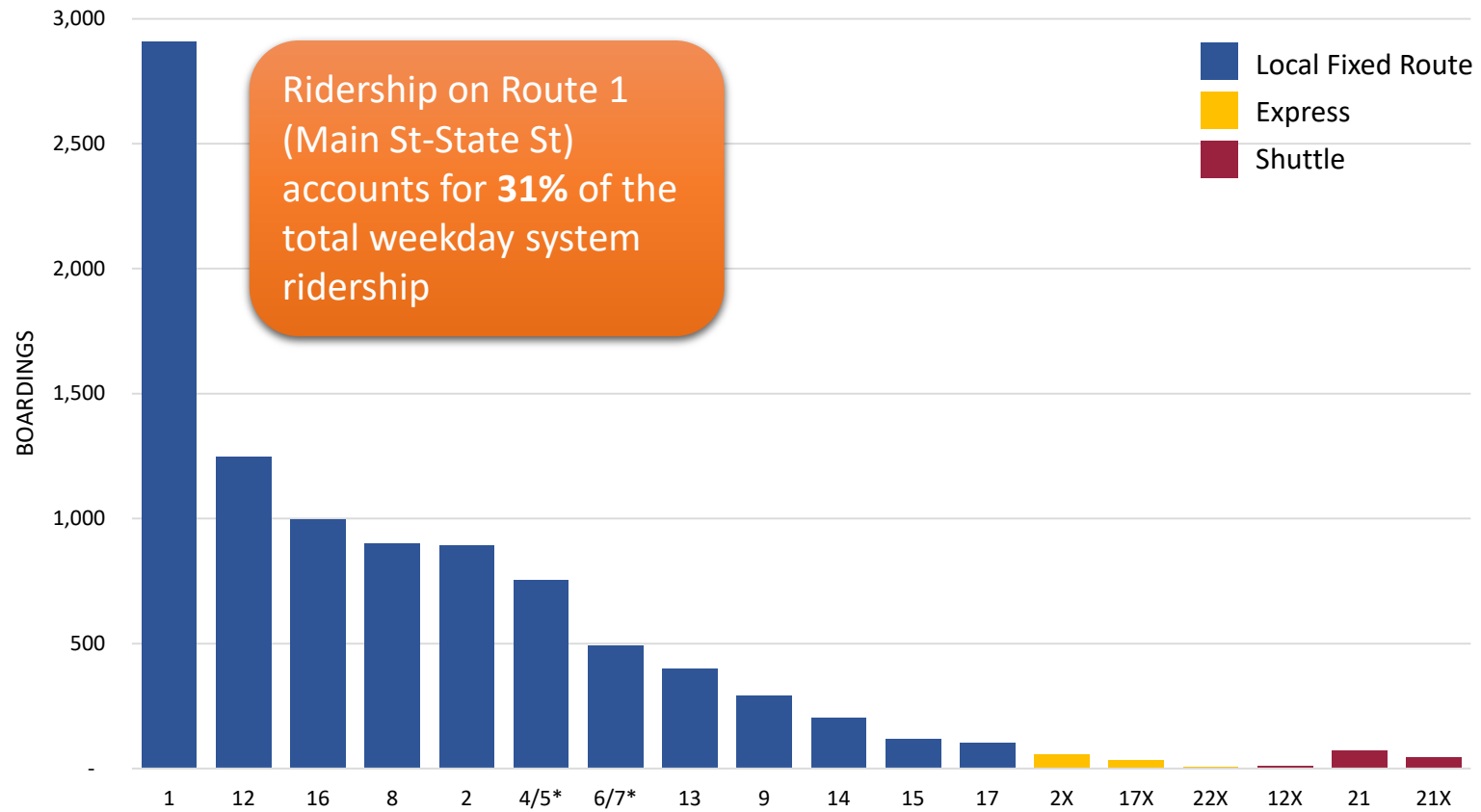
- **Annual Illinois Ridership (2018)**
 - MetroLink: 2.5 million riders
 - MetroBus: 2.4 million riders
 - Special Events: 237,000 riders
- **Average Weekday Bus Ridership: 9,500**
- **Average Saturday Bus Ridership: 6,500**
- **Average Sunday Bus Ridership: 3,900**



HOW SERVICE PERFORMS

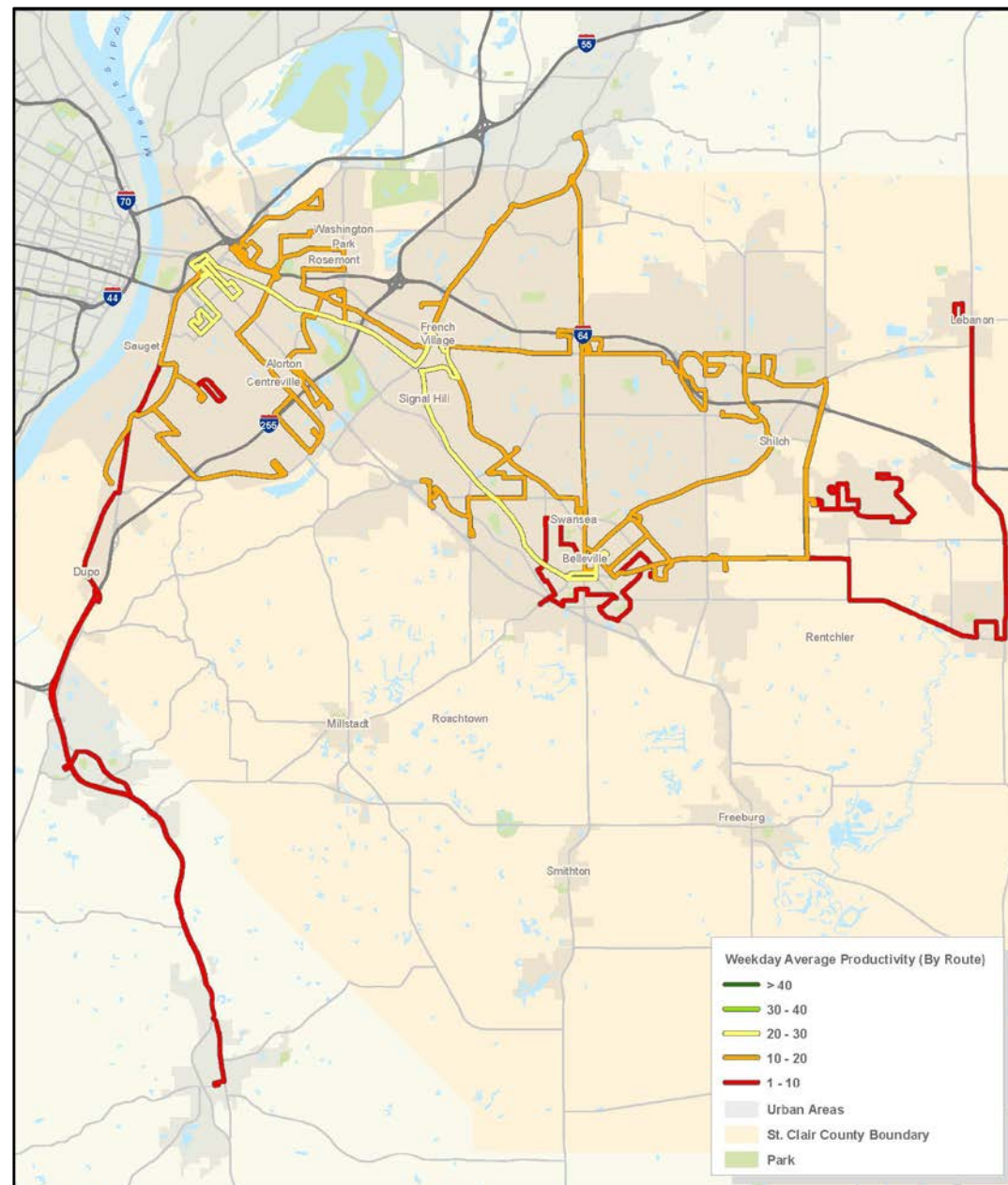
AVERAGE WEEKDAY RIDERSHIP BY ROUTE

Route	Name	Tier
1	Main St-State St	Local
2	Cahokia	Local
2X	Waterloo-Columbia Express	Express
4	19th & Central	Local
5	Missouri Ave-ML King	Local
6	Rosemont	Local
7	Fairmont City	Local
8	Alta Sita	Local
9	Washington Park	Local
12	O'Fallon-Fairview Heights	Local
12X	MetroLink Station Shuttle	Shuttle
13	Caseyville-Marybelle	Local
14	Memorial Hosp-Westfield Plaza	Local
15	Belleville-Shiloh-O'Fallon	Local
16	St Clair Square	Local
17	Carlyle Plaza-17th St	Local
17X	Lebanon-Mascoutah Express	Express
21	Scott AFB-Main Base Shuttle	Shuttle
21X	Scott AFB-East Base Shuttle	Shuttle
22X	Sauget Industrial Parkway Express	Express



HOW SERVICE PERFORMS

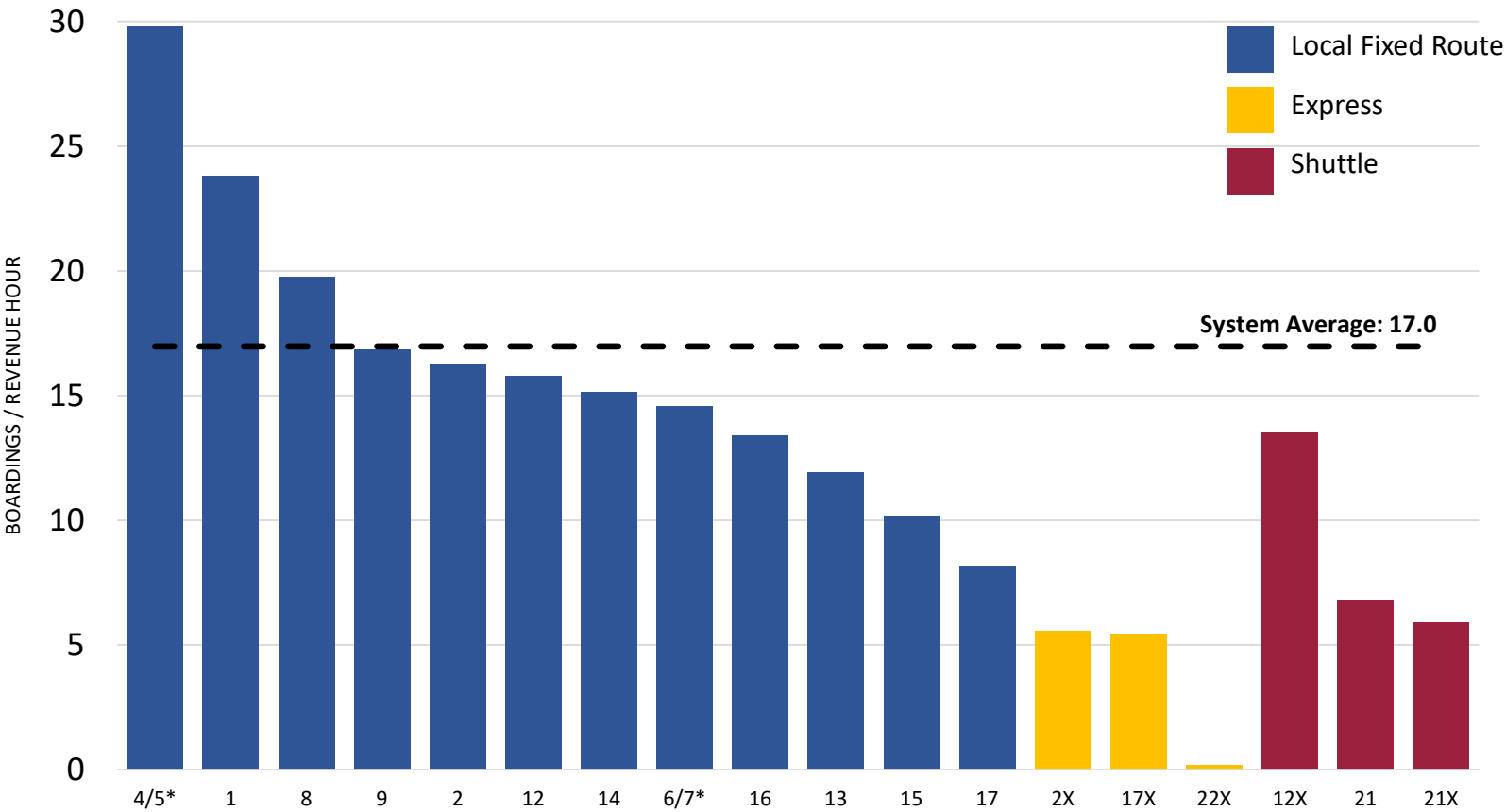
- Two routes carry more than 20 passengers an hour
- Routes carrying between 10 and 20 per hour are candidates for revision
- Routes carrying fewer than 10 passengers an hour are good candidates for alternative mobility solutions



HOW SERVICE PERFORMS

PRODUCTIVITY BY ROUTE

Route	Name	Tier
1	Main St-State St	Local
2	Cahokia	Local
2X	Waterloo-Columbia Express	Express
4	19th & Central	Local
5	Missouri Ave-ML King	Local
6	Rosemont	Local
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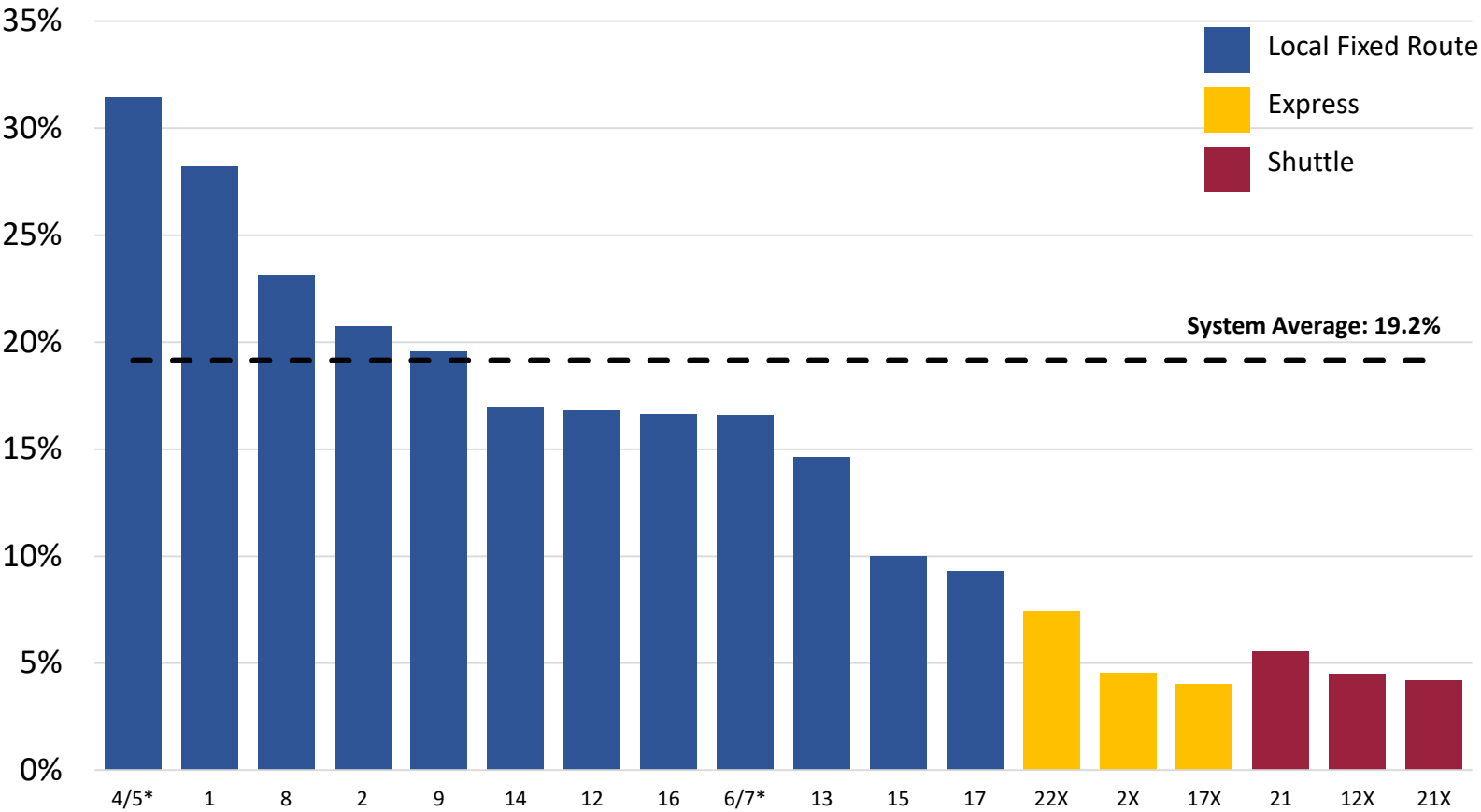


Note: data used for analysis does not reflect route changes (primarily 4/5 & 6/7) that occurred after Fall 2018

HOW SERVICE PERFORMS

WEEKDAY FAREBOX RECOVERY BY ROUTE

Route	Name	Tier
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2X	Waterloo-Columbia Express	Express
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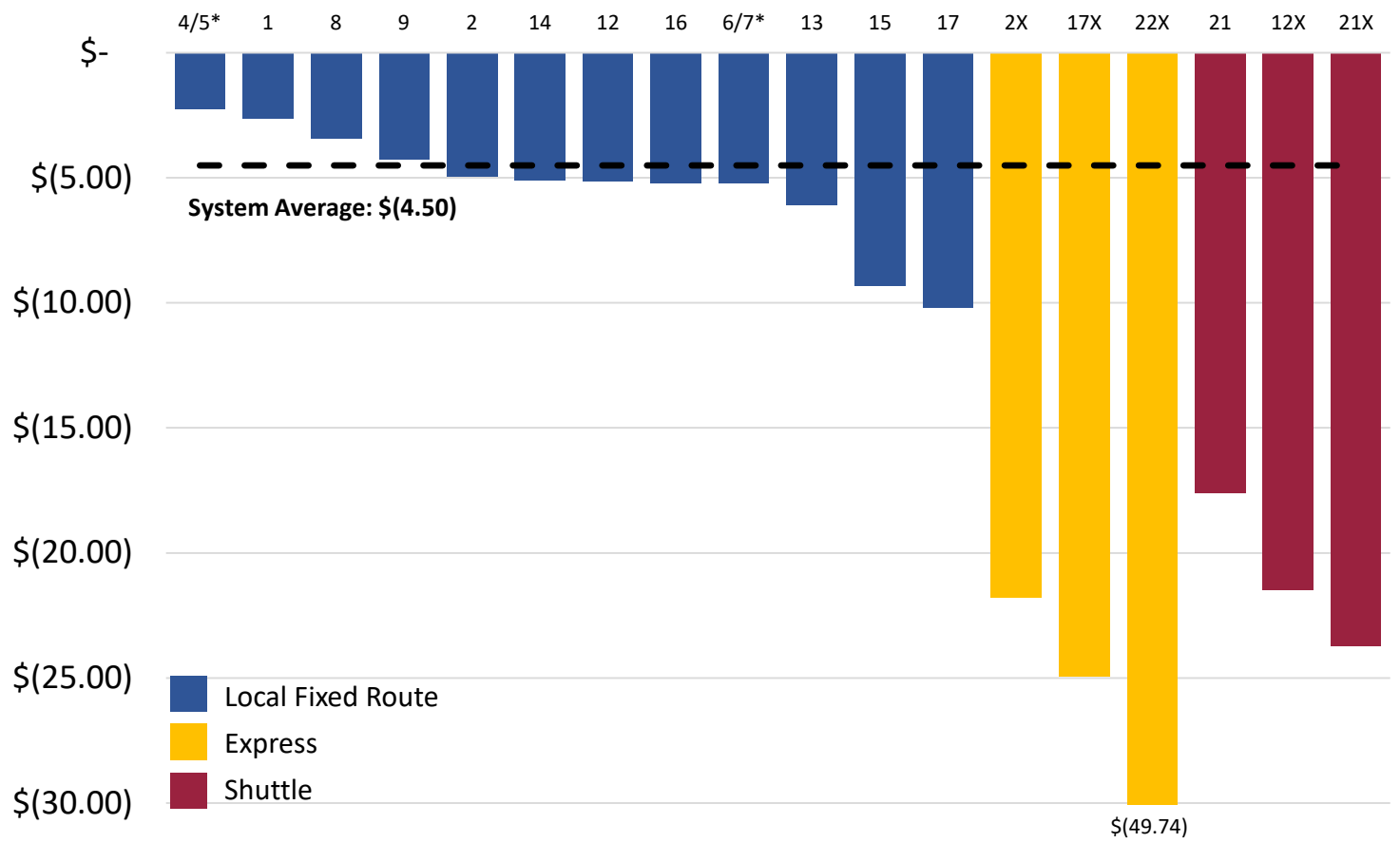


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HOW SERVICE PERFORMS

SUBSIDY PER PASSENGER PER ROUTE

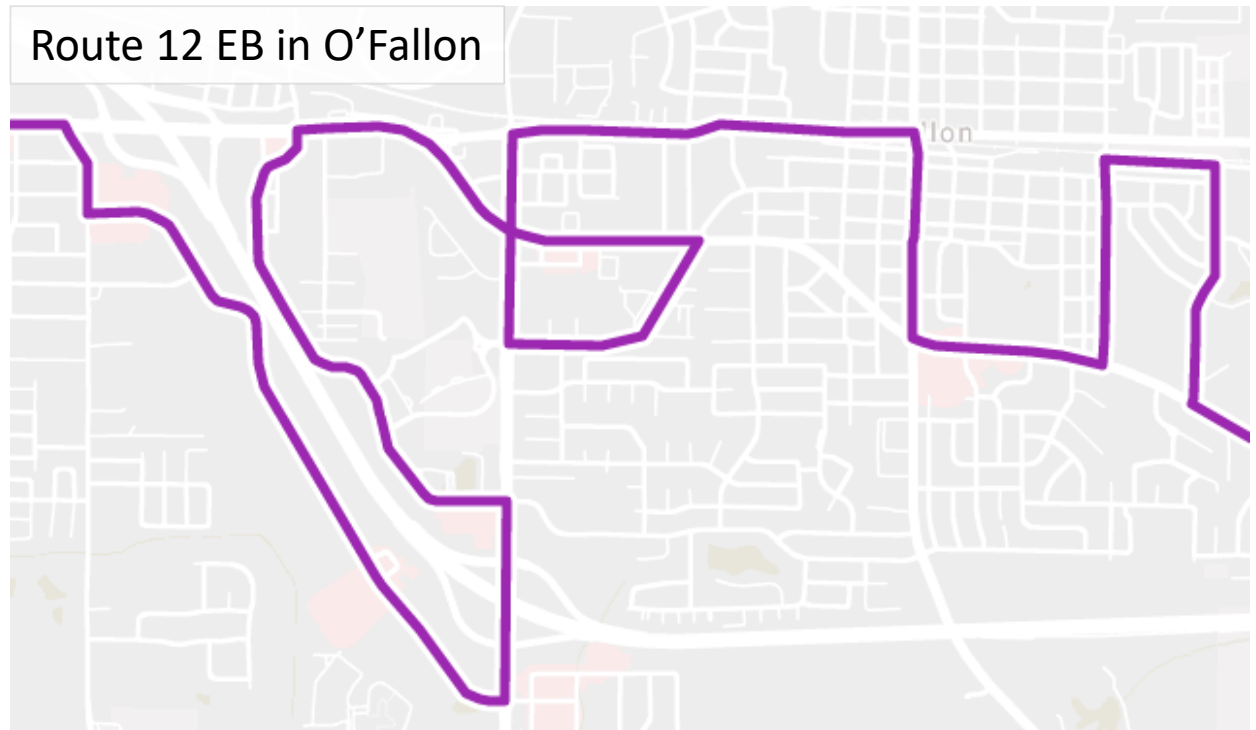
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OUT OF DIRECTION MOVEMENTS

- Caused by both street network and routing through suburban neighborhoods that aims to provide “front door” service
- Adversely contributes to low productivity and overall service attraction for the majority of riders
- Makes service slower and less attractive for the majority of passengers



SUMMARY OF WHAT WE'VE LEARNED

MARKET DEMAND/MOBILITY NEEDS

- Population is expected to decline in the most western part of the County and grow elsewhere
- Lower-income, minority, and zero-vehicle households are served by transit today
- Future job growth is anticipated outside of current population centers, in areas not as well-served by transit

SERVICE NETWORK DESIGN

- MetroLink connections are vital
- The Express and Shuttle routes are the lowest performing and warrant close examination
- Most routes are carrying 20 or fewer passengers per hour
- Route deviations and out of direction movements should be reviewed for effectiveness

LOOKING AHEAD

- Late Spring 2019, Illinois legislature passed comprehensive capital bill that includes \$96 million for MetroLink extension from Shiloh-Scott Station to MidAmerica Airport



COMMUNITY ENGAGEMENT



COMMUNITY ENGAGEMENT

Opportunities for public involvement
will occur throughout the project

- Pop-up meetings at transit stations
- Meetings with community organizations
- Open houses
- Online through MetroQuest
 - Visit scctd.org to access MetroQuest
 - Survey available until September 6, 2019



YOUR ROLE

- Provide input to develop a group vision for transit
- Define transit's role and priorities
- Spread the word and encourage others to get involved
- Attend three stakeholder meetings



DISCUSSION

- What role does SCCTD play in St. Clair County, and how should this role evolve to meet current and near future market conditions as the community changes?
- What challenges and opportunities do you see facing St. Clair County and SCCTD?
 - New mobility options
 - Resource constraints
- What does a successful plan look like to you?

NEXT STEPS

- Two remaining meetings to be held between October 2019 and February 2020
- Help us spread the word! Please distribute information on SCCTD Transit Vision 2020 to your organizations and partners

Take the MetroQuest Survey! *Visit SCCTD.org to access the survey*

Feedback can also be submitted via:

Email: info@scctd.org

Phone: (618) 628-8090

At SCCTD: 27 North Illinois St., Belleville, IL 62220

Facebook: www.facebook.com/SCCTransit

