



BILLINGS, MONTANA

TRANSIT DEVELOPMENT PLAN

CITY COUNCIL BRIEFING

October 3, 2022





Draft copy of the complete plan can be found at mettransit.com by clicking on Learn About Special Projects at MET Transit under the "How Do I..." menu.

Direct link to project: https://ci.billings.mt.us/DocumentCenter/View/47800/Billings-TDP_Draft_081112022



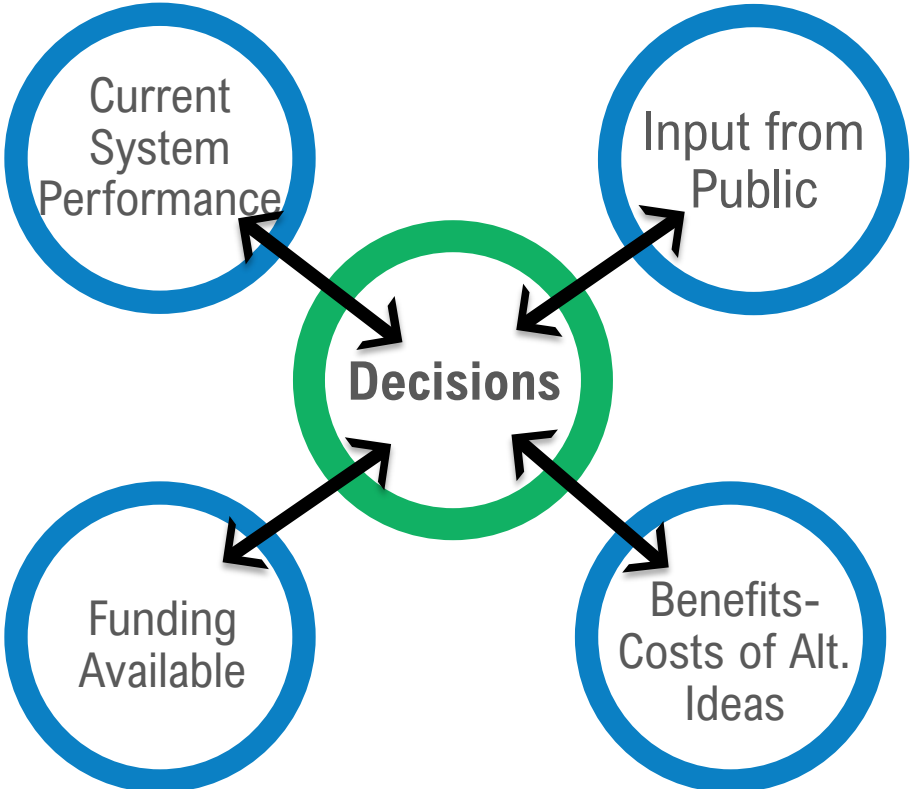
What We Will Cover in Presentation

- Inputs to Decision-making
- Service Improvement Recommendations:
 - Route Redesign Components
 - Service Expansion Components
- Benefits of Improvements
- Next Steps:
 - Adoption of the Plan
 - Implementation of Recommendations



Recommended Actions – Inputs to Decision-making

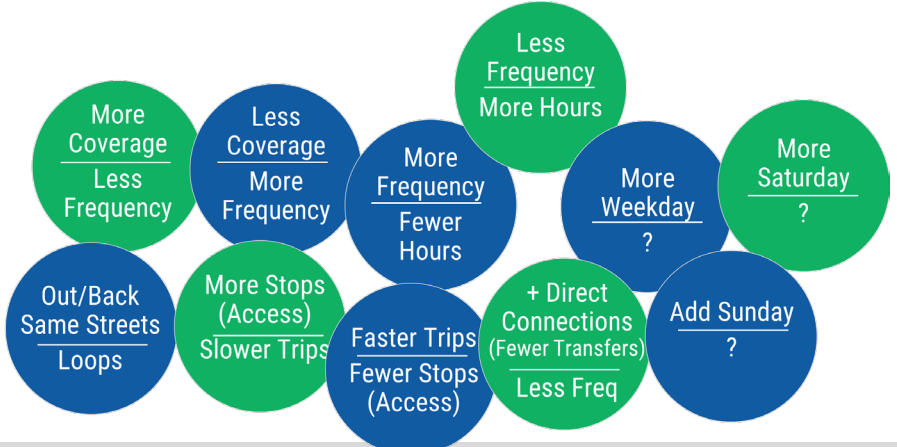
- Route Performance**
 - Current Route is Under-performing:
 - Service
 - Economic
 - Financial
- Segment Performance**
 - Lower Riders Per Revenue Hour
- Fill Gaps**
 - Identify Transit Supportive Areas without Service
- Redundancy**
 - Are Competing Routes Reducing Performance?



- Federal
- State
- Local

Engagement Summary

| Date | Description |
|-----------------|--|
| March 2022 | Community Transit Survey |
| March 16, 2022 | Informal Discussions at Jobs Jamboree, Metra Park |
| April 6, 2022 | Informal Discussions at Walkable Cities presentation, Babcock Theater |
| April 7, 2022 | Informal Discussions at Chamber Breakfast, Metra Park |
| May 4, 2022 | Informal Discussions at Billings Public Library |
| May 4-5, 2022 | MET Driver Meetings |
| May 5, 2022 | Public Information Meeting 1 – Public Library (Presentation Slides in Appendix) |
| May 31, 2022 | Informal Discussions at Commuter Challenge Kickoff, Rose Park |
| June 27, 2022 | Informal Discussions at Downtown Transit Center |
| June 28, 2022 | Public Meeting #2 – Community and Senior Center (Open House Meeting – No Presentation) |
| August 11, 2022 | Informal Discussions at Southside Gardener’s Market |
| August 17, 2022 | Informal Discussions at Downtown and Stewart Park Transfer Centers |
| August 18, 2022 | Public Meeting #3 – Public Library (Presentation Slides in Appendix) |



Community Outreach - Summary

| Date | Description |
|-----------------|--|
| March 2022 | Community Transit Survey |
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Greater Detail of Proposals



What We Heard - Engagement

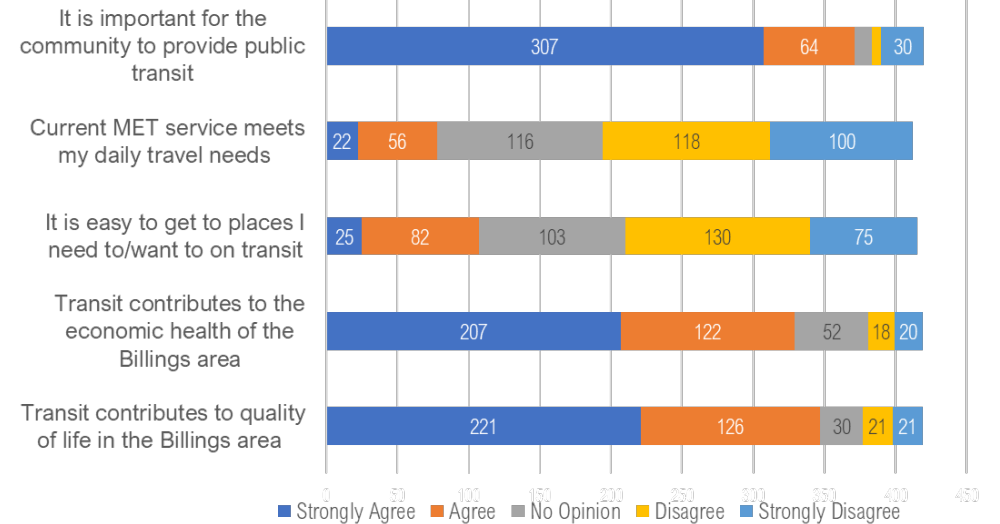
Community Engagement

- Community Survey:
 - Knowledge of Services
 - Transit Use
 - Do not use because?
 - Would You Ride If...?
 - Investment Priorities
- March 2022
- 512 Surveys!

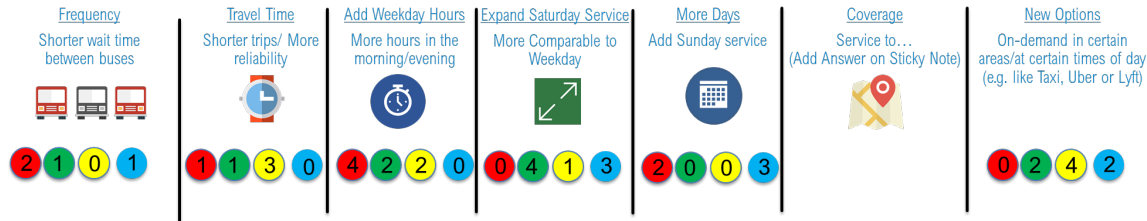


What Did We Hear from the Community?

Riders and Non-Riders



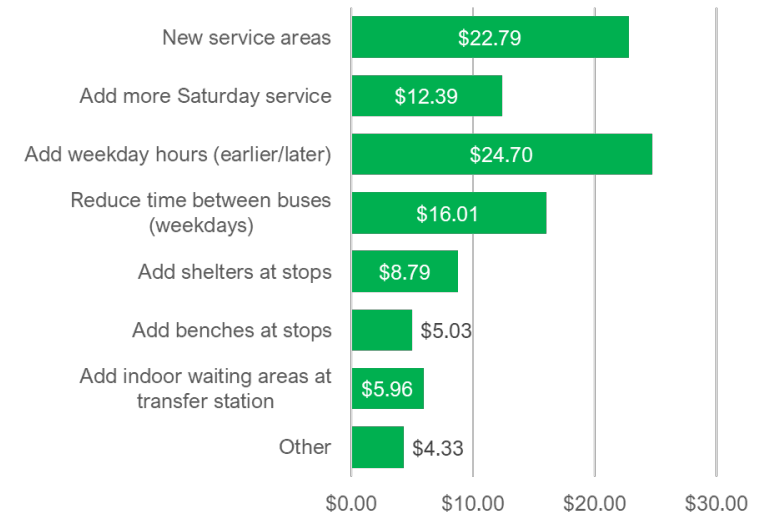
How Would You Prioritize Transit Service Improvements?



May 5, 2022 Public Meeting Input

Place DOTS ● - Highest Priority ● - 2nd ● - 3rd ● - 4th

How You Would Spend Improvement Dollars?



Anticipated Future Budget

+30%

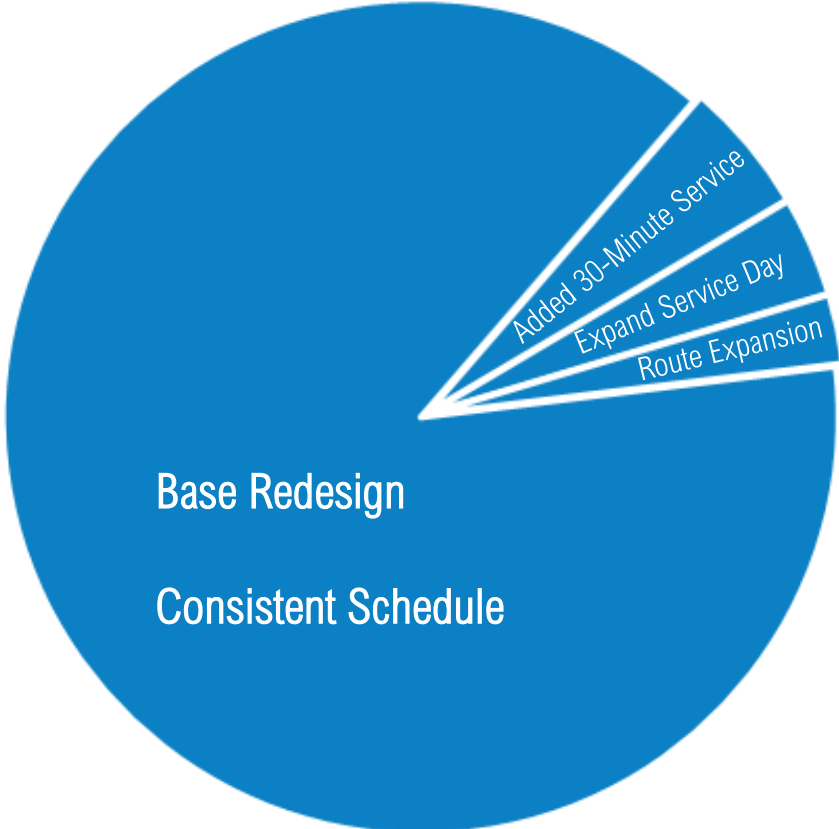
Reflects Average FEDERAL
Increment Over Next 5 Years

FY23: +\$540k

FY 24-27: +3-4% per Year

Anticipate LOCAL Funding to Match

Breakdown of Future Investment



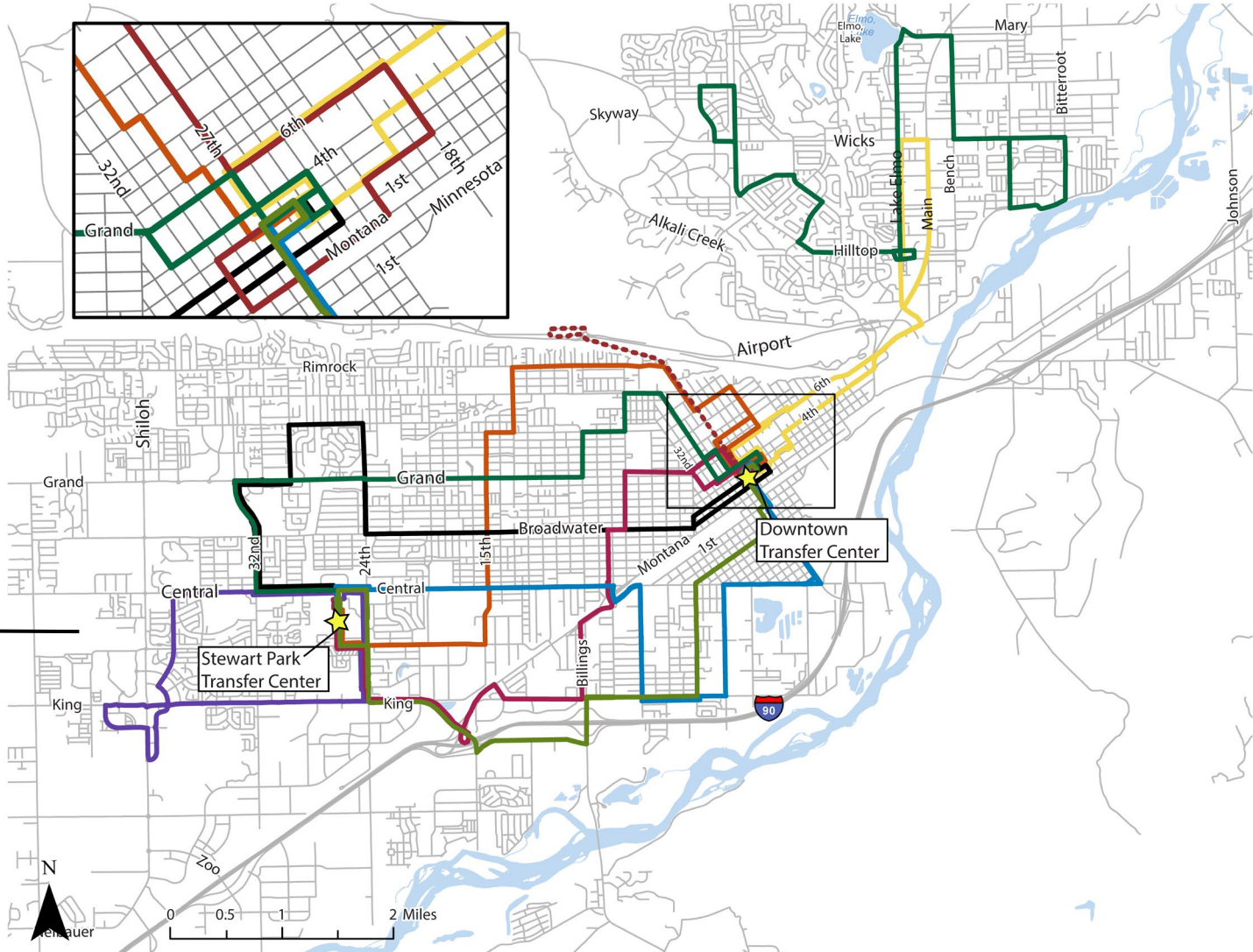
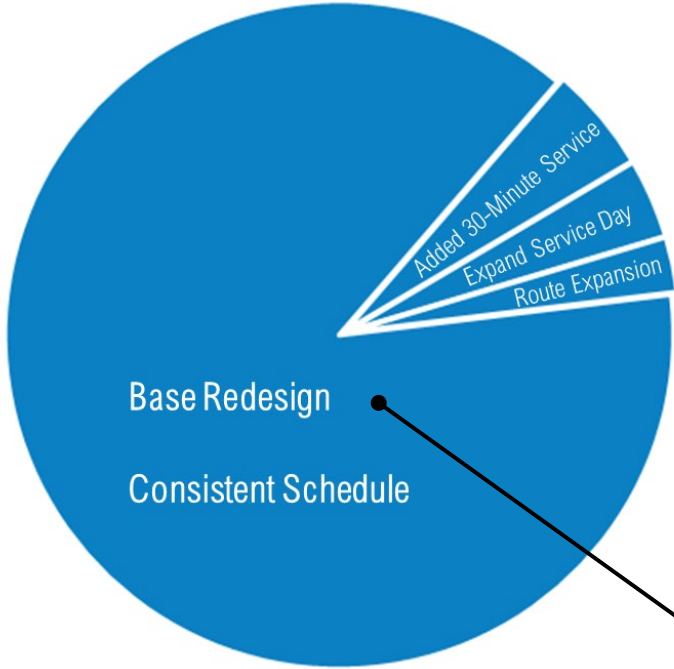
+30%

Federal Plus Local Match – 15-20% Increase in Total Operations Budget

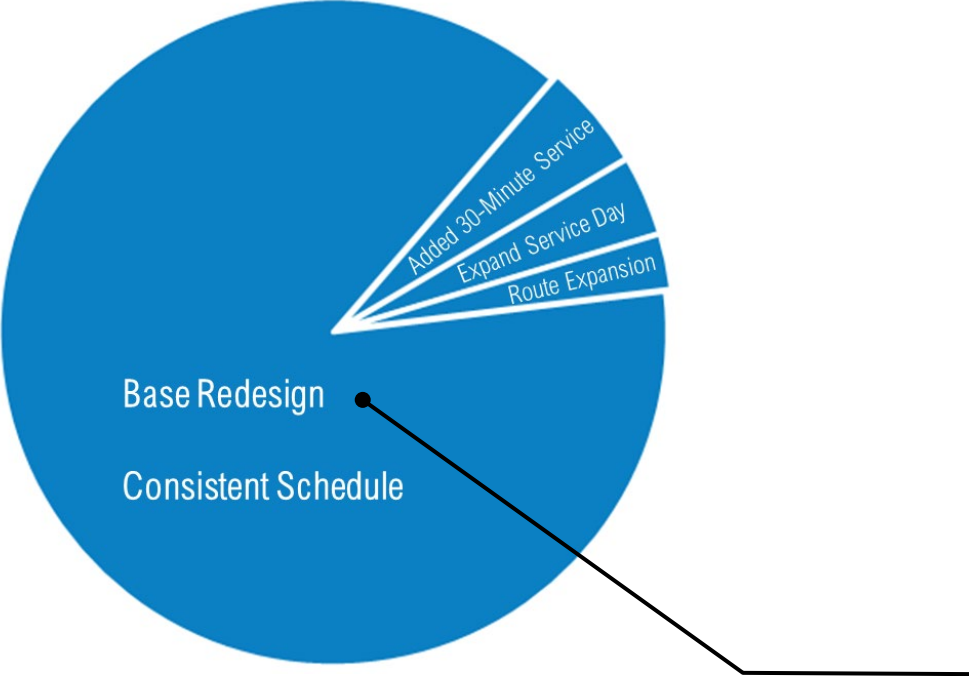


Fixed Route Network and Schedule Improvements

Breakdown of Future Investment – Baseline Redesign



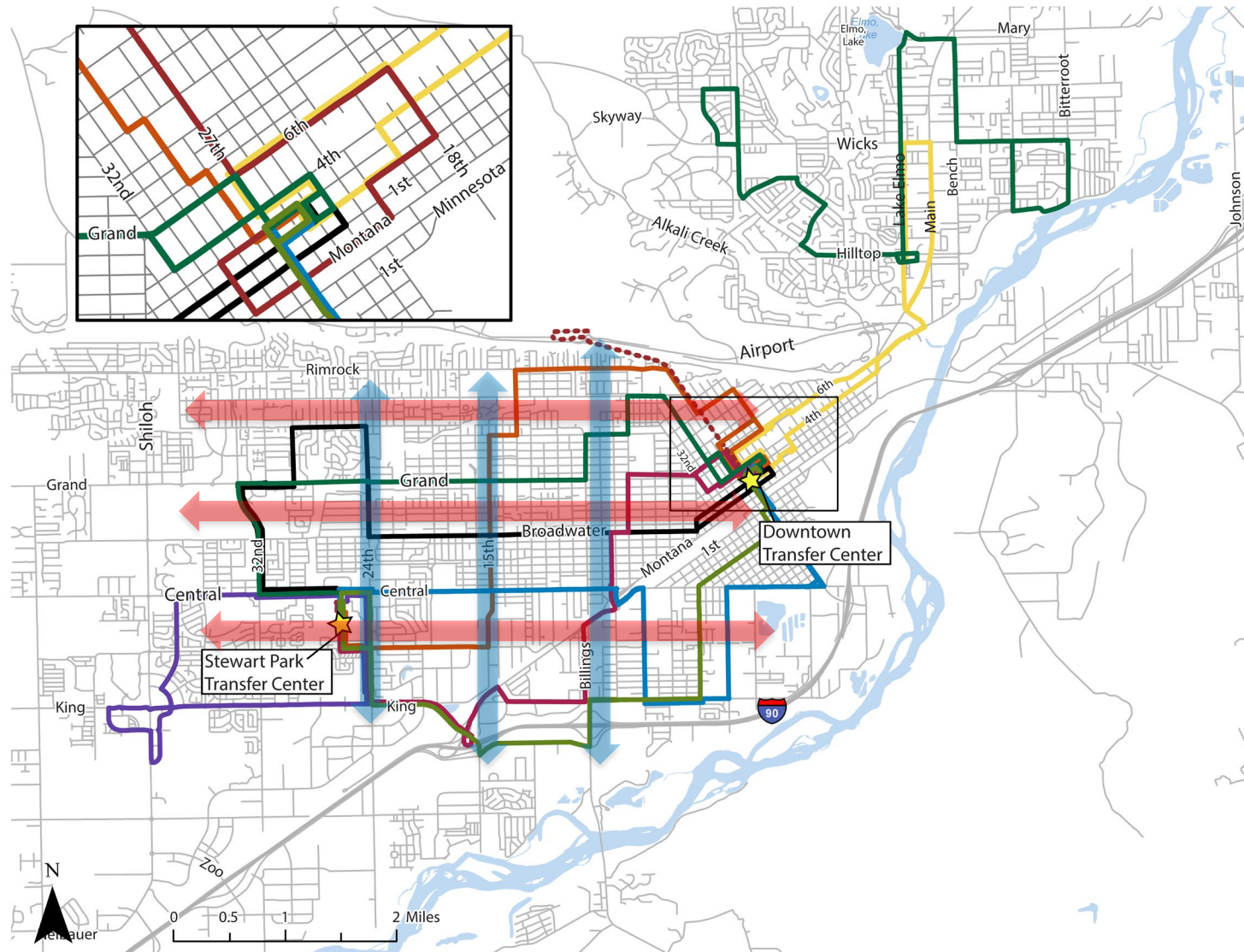
Breakdown of Future Investment – Baseline Redesign (Schedule)



Departure from Downtown

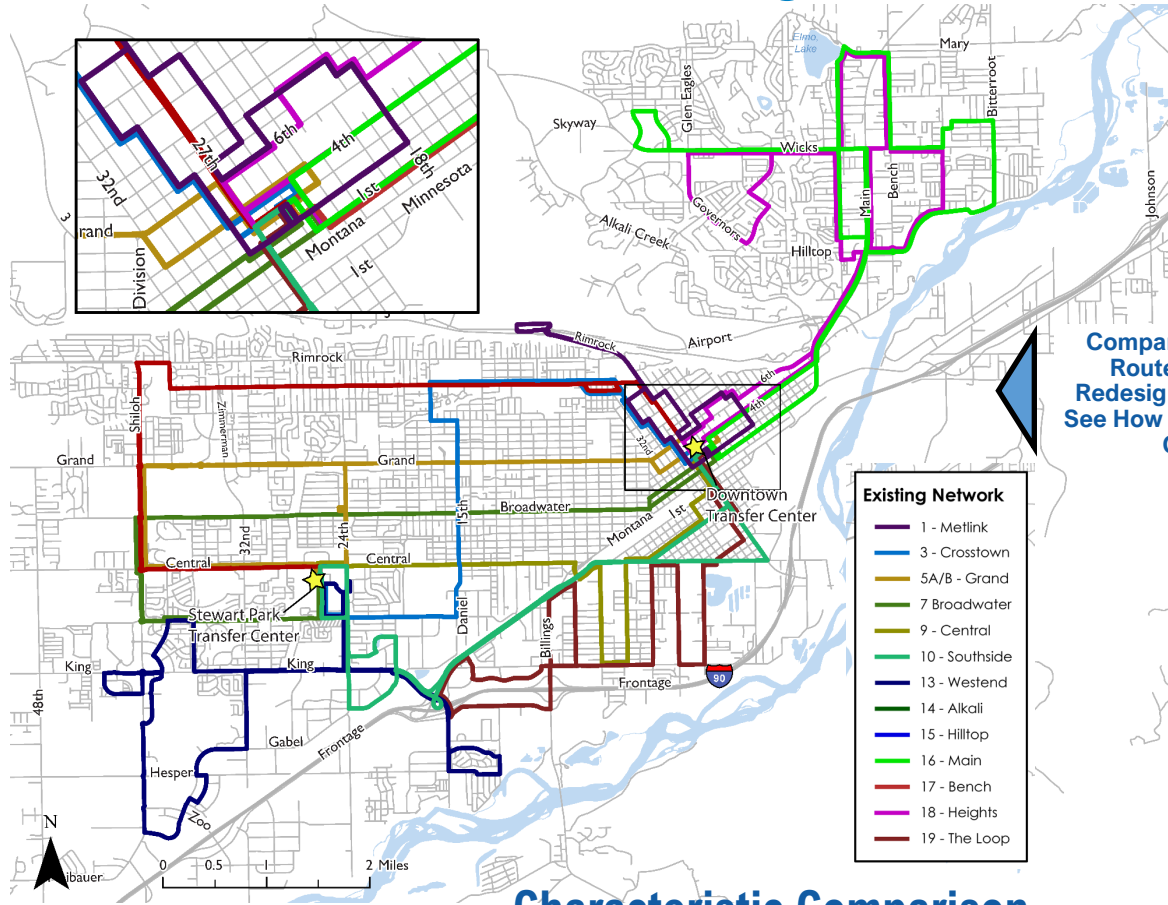
| Current | Redesign |
|----------|----------|
| 6:20 AM | 6:20 AM |
| 7:20 AM | 7:20 AM |
| 8:35 AM | 8:20 AM |
| 9:35 AM | 9:20 AM |
| 10:50 AM | 10:20 AM |
| 11:50 AM | 11:20 AM |
| 1:15 PM | 12:20 PM |
| 2:30 PM | 1:20 PM |
| 3:35 PM | 2:20 PM |
| 4:50 PM | 3:20 PM |
| 5:50 PM | 4:20 PM |
| | 5:20 PM |
| | 6:20 PM |

Redesign Transit Network – Hybrid Grid



- Retains the East-West Continuity in Core
- Adds Increment of North-South Continuity

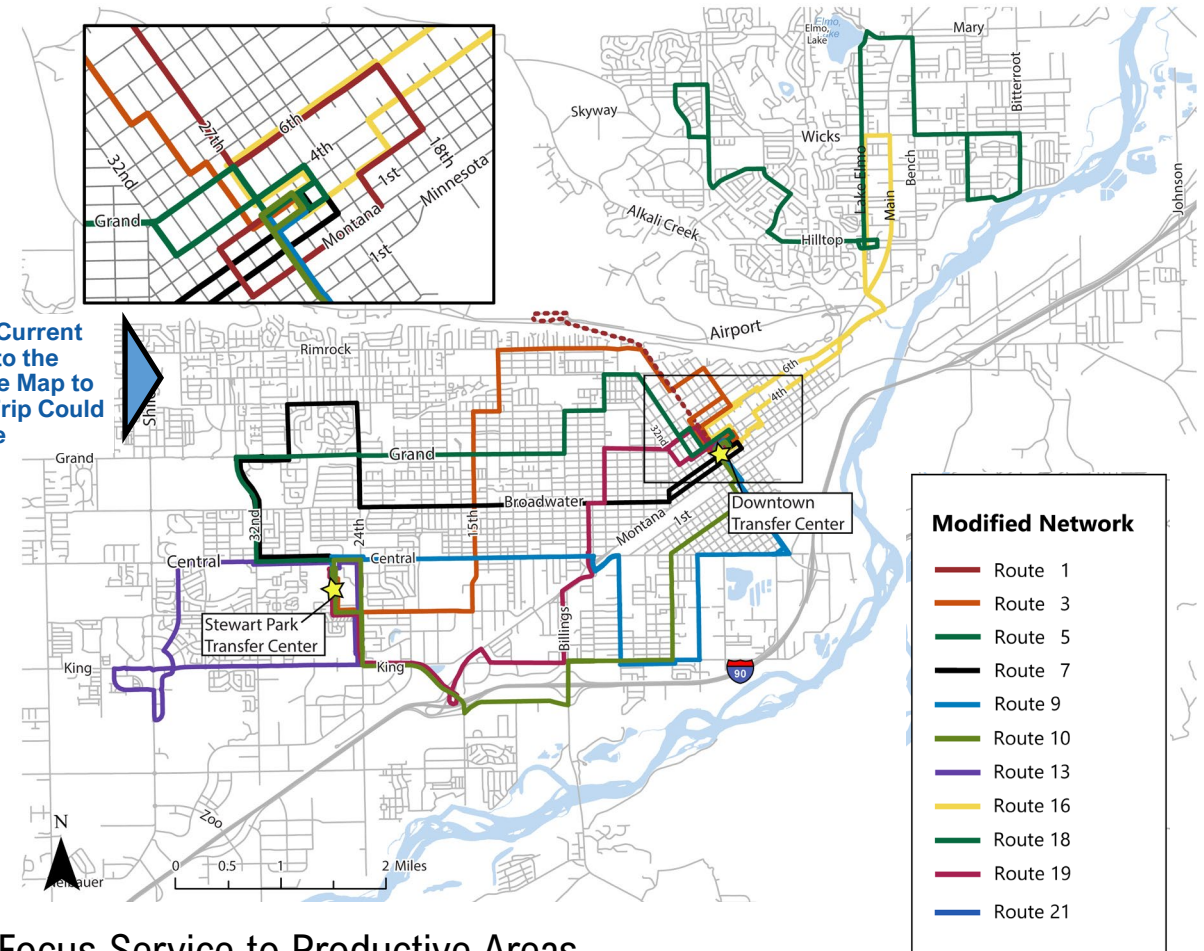
Current and Redesign Transit Networks



Characteristic Comparison

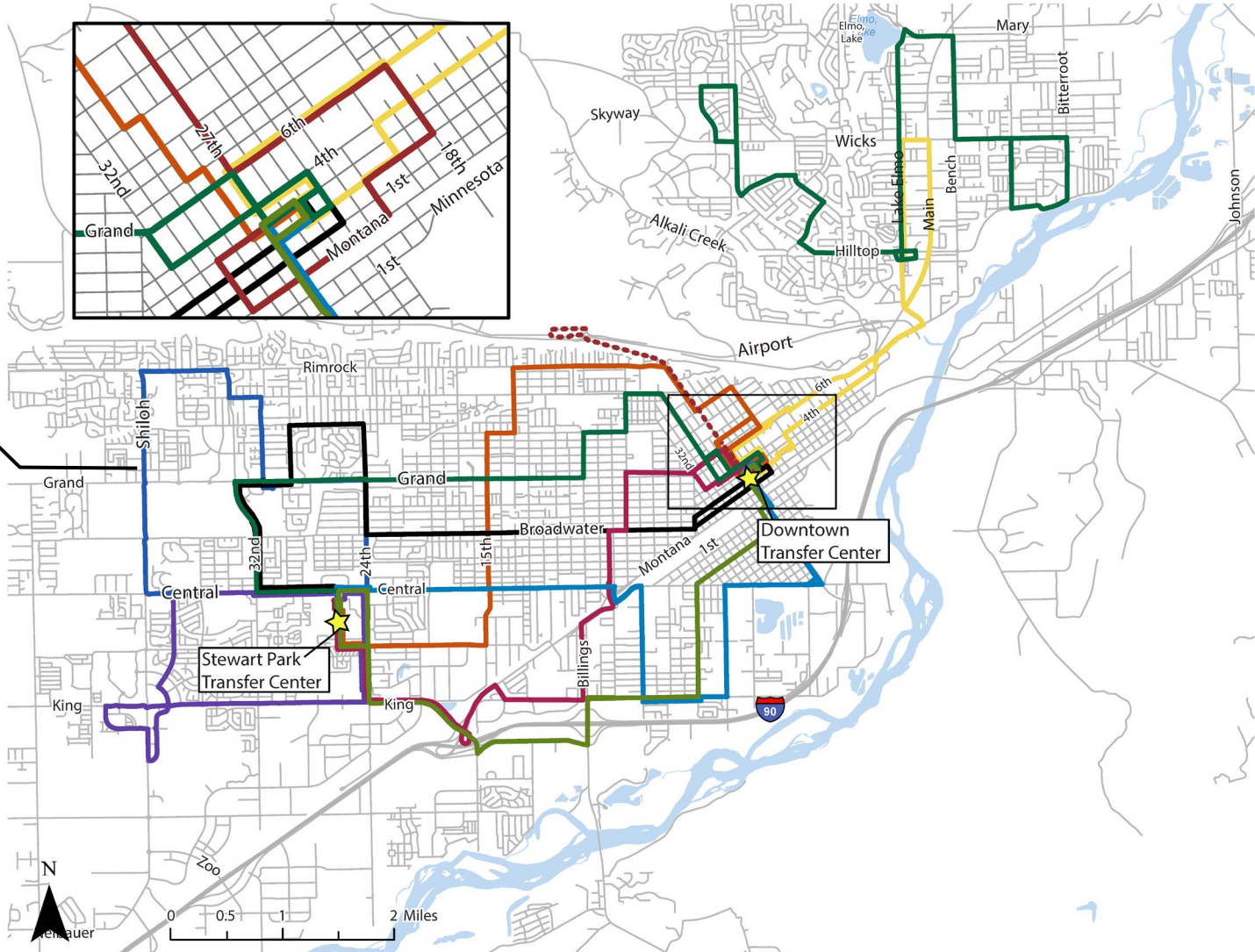
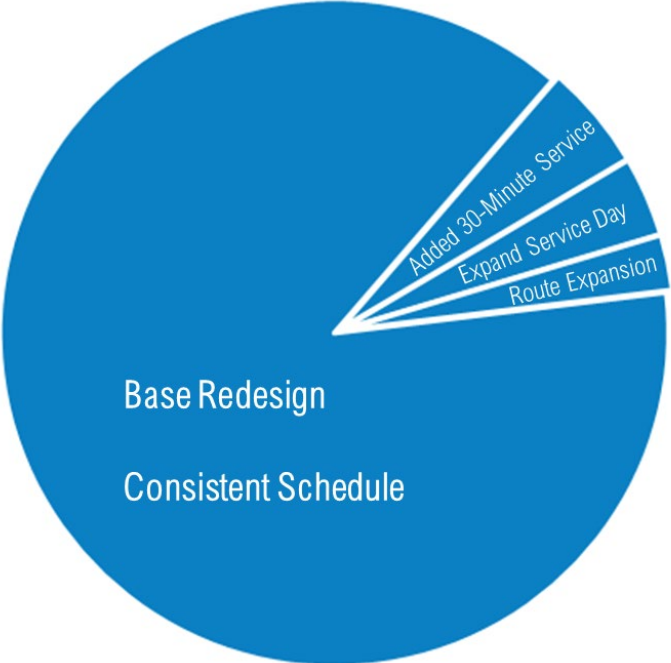
- Consistent Operating Budget
- Consistent Service Hours
- Focus Service on Transit Supportive Area

Compare the Current Route Map to the Redesign Route Map to See How Your Trip Could Change

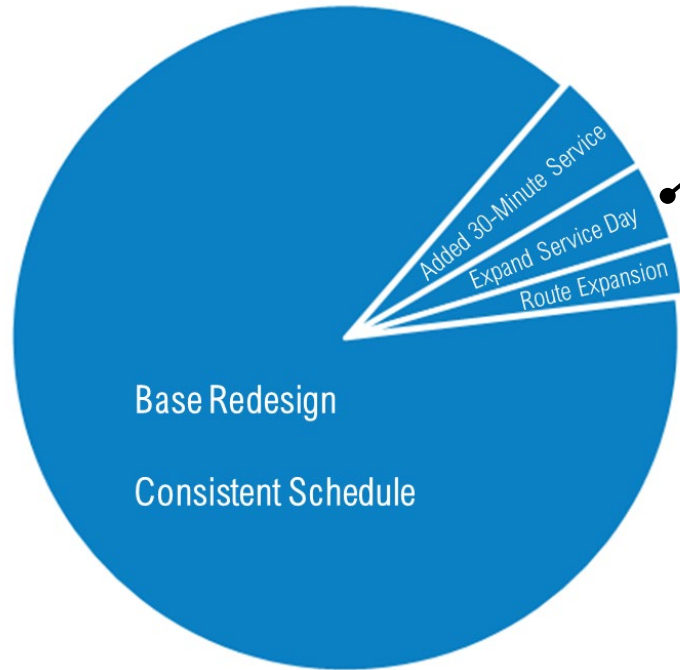


- Focus Service to Productive Areas
- Reduces Walk Distance in Core
- Increase Convenience/Opportunity in Core

Breakdown of Future Investment – Route Expansion



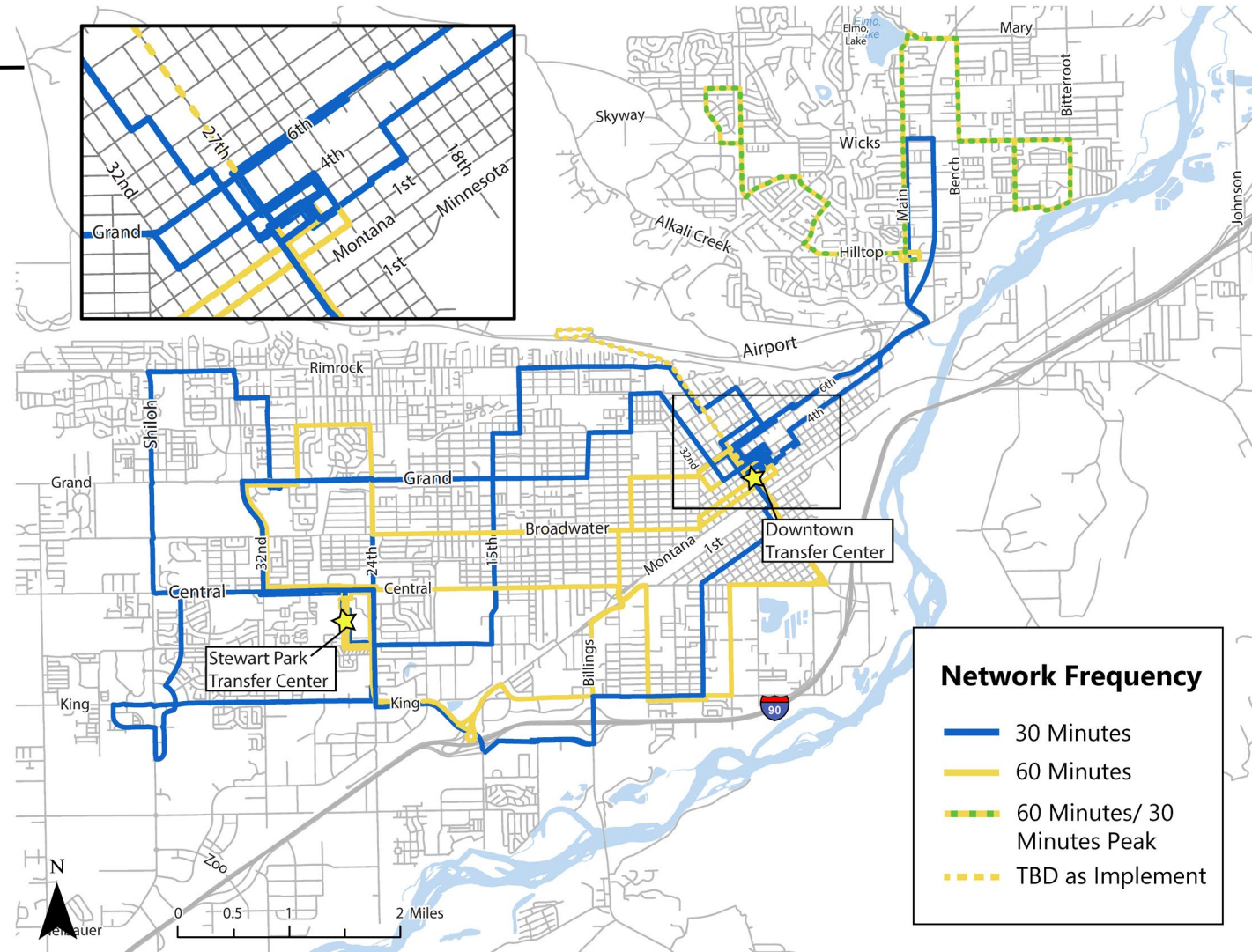
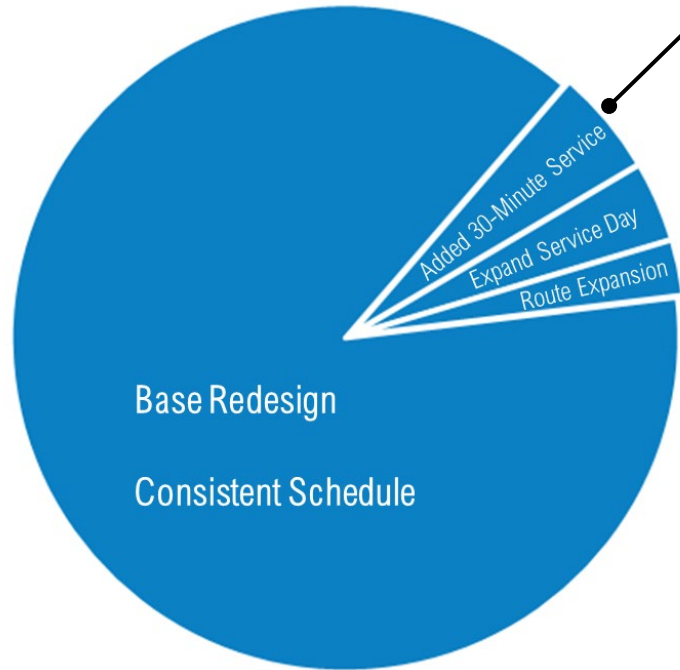
Breakdown of Future Investment – Fill Schedule Gaps



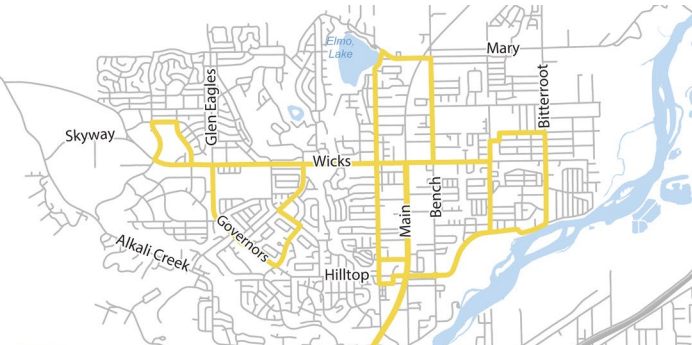
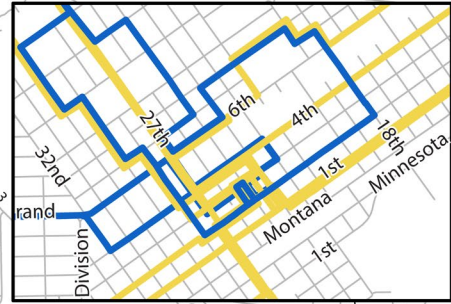
Departure from Downtown

| Current | Redesign |
|----------|----------|
| 6:20 AM | 6:00 AM |
| 7:20 AM | 7:00 AM |
| 8:35 AM | 8:00 AM |
| 9:35 AM | 9:00 AM |
| 10:50 AM | 10:00 AM |
| 11:50 AM | 11:00 AM |
| 1:15 PM | 12:00 PM |
| 2:30 PM | 1:00 PM |
| 3:35 PM | 2:00 PM |
| 4:50 PM | 3:00 PM |
| 5:50 PM | 4:00 PM |
| | 5:00 PM |
| | 6:00 PM |
| | 7:00 PM |
| | 8:00 PM |

Breakdown of Future Investment – Add Frequency to Core



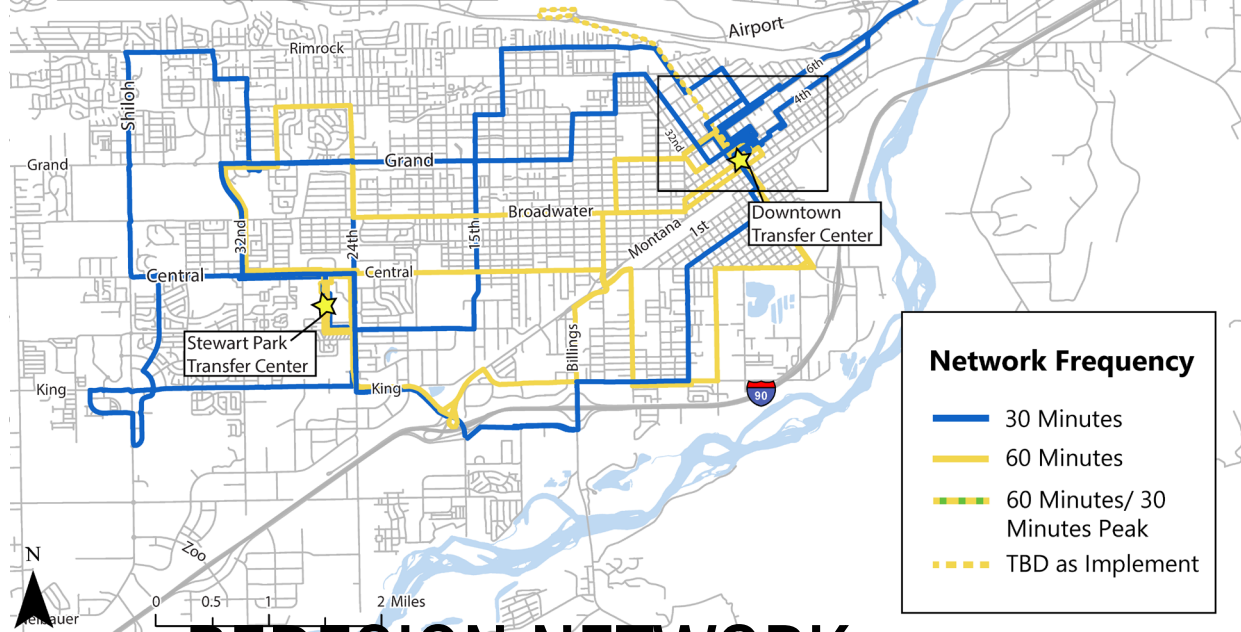
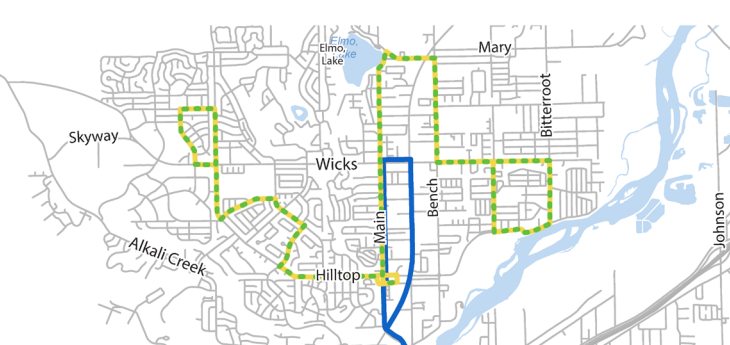
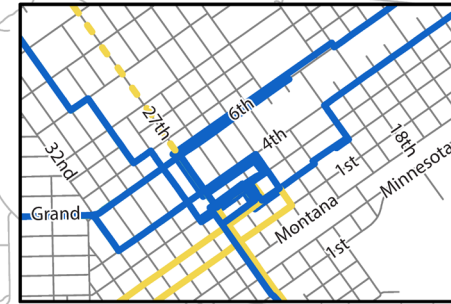
Expansion in 30-Minute Service



Network Frequency

- 30 Minutes
- 60 Minutes

CURRENT NETWORK



Network Frequency

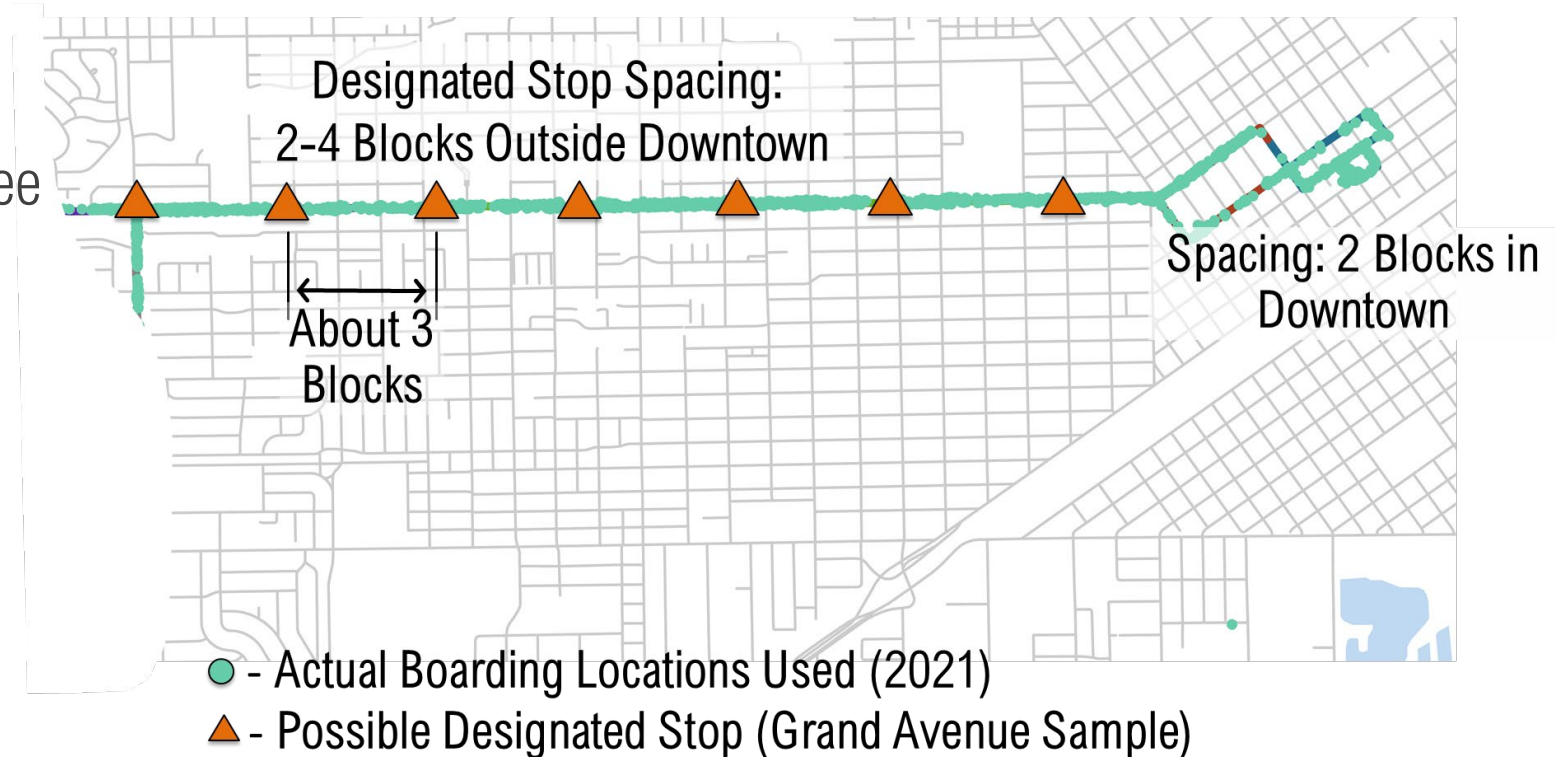
- 30 Minutes
- 60 Minutes
- 60 Minutes/30 Minutes Peak
- - - TBD as Implement

REDESIGN NETWORK

Designated Stops – Convenience/Safety Improvement

- Removes Confusion of “Safe” Stop Location
- Reduces Missed Pick-ups in Dark (Driver Cannot always See People Waiting)
- Easier for New Riders to Understand Where to Wait
- Supports Scheduling by Knowing Where all Possible Stops are Located
- Benefits Data Analysis

Flag Stop or Designated Stops?

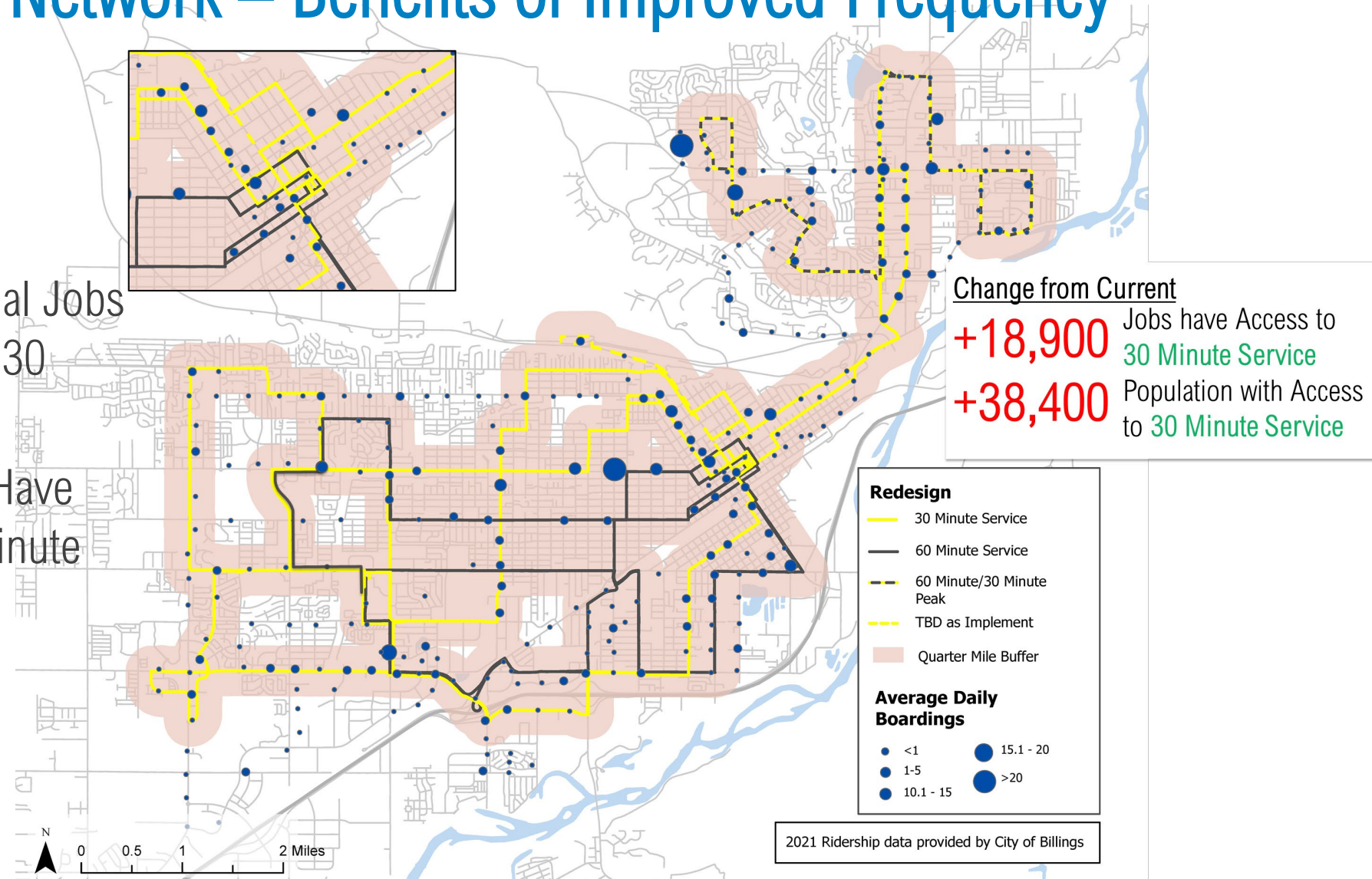




Benefits of Redesign/Frequency Investment

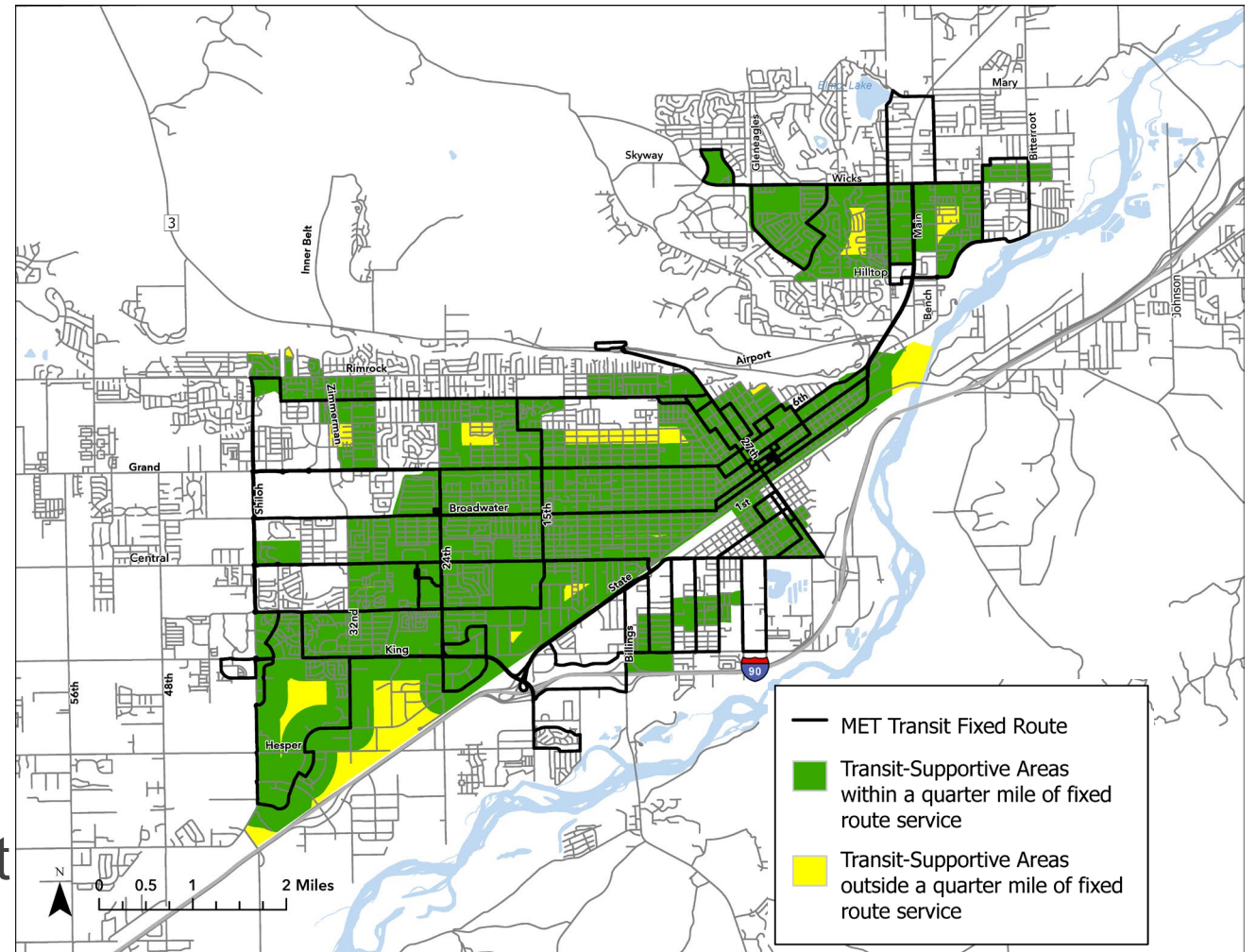
Redesign Transit Network – Benefits of Improved Frequency

- Relative to the Current:
 - 18,900 Additional Jobs Have Access to 30 Minute Service
 - 38,400 People Have Access to 30 Minute Service



Limited Consideration for Service Area Expansion

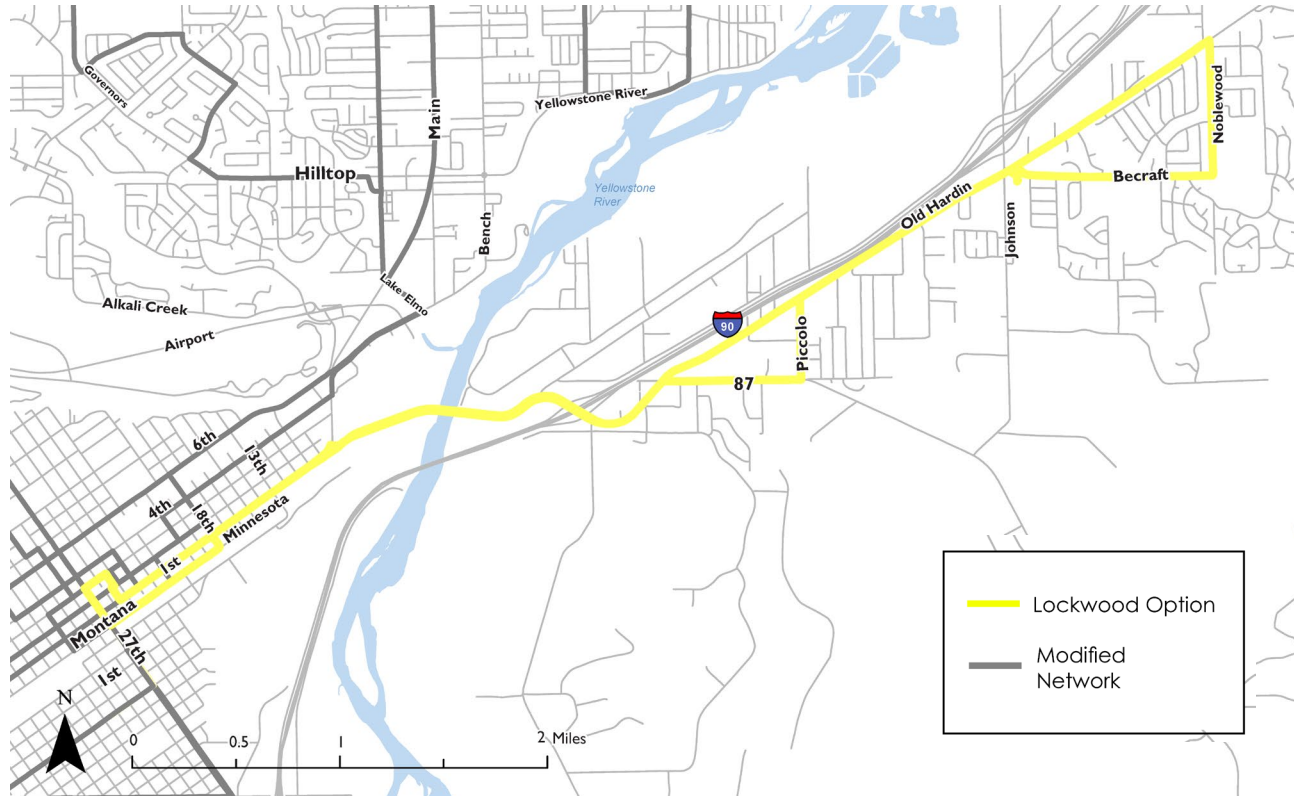
- Focus is On Transit Supportive Areas:
 - 3 Households Per Acre
 - 4 Employees Per Acre
- Current Service Area Covers Most TSA Areas
- Frequency Focus Areas – Considers Current Ridership
- Current Service Area Covers MOST of City Limits:
 - County Coordination/Funding?
- Reduced Service Areas – Current Ridership is Lower





Additional Concepts

Lockwood Transit Service Concepts



Lockwood Fixed Route Concept

- Likely “Modest” Ridership
- Hourly Service – Fixed Route

Who Benefits:

- People within Route Service Area: 3,100 (Includes Billings)
- Households: 1,900 (Includes Billings)
- 0/1-Car Households: 1,000 (Includes Billings)
- Jobs: 6,700

Fixed Route and On-Demand Alternatives

| Service Concept | Annual Hours | Cost Per Hour | Annual Ridership | | Annual Cost |
|--------------------------------|--------------|---------------|----------------------------|--------|-------------|
| 1 - Fixed Route | | | | | |
| Regular Daily | 3,700 | \$66.34 | 26,100 | | \$245,500 |
| Weekday Peak Only (4 Hrs/Wkdy) | 1,280 | \$66.34 | 9,000 | | \$84,900 |
| | | | Annual Demand Range | | |
| | | | Lower | Upper | |
| 2 - Demand Response | | | | | |
| Full Tme (Active 13 Hrs/Day) | 3,700 | \$81.46 | 10,720 | 17,380 | \$301,400 |
| 3/4 Time | 2,775 | \$81.46 | 8,040 | 13,040 | \$226,100 |
| 1/2 Time | 1,850 | \$81.46 | 5,360 | 8,690 | \$150,700 |
| 1/4 Time | 925 | \$81.46 | 2,680 | 4,347 | \$75,400 |
| 3 - Flex Route | | | | | |
| Full Tme (Active 13 Hrs/Day) | 3,700 | \$81.46 | 12,200 | 19,970 | \$301,400 |
| 3/4 Time | 2,775 | \$81.46 | 9,150 | 14,980 | \$226,100 |
| 1/2 Time | 1,850 | \$81.46 | 6,100 | 9,990 | \$150,700 |
| 1/4 Time | 925 | \$81.46 | 3,050 | 4,990 | \$75,400 |

Note: Cost per hour - Reduction from fully allocated rate of \$93.28 (FR) and \$114.55 (PT) to reflect ONLY PERSONNEL (from MET Financials spreadsheet)

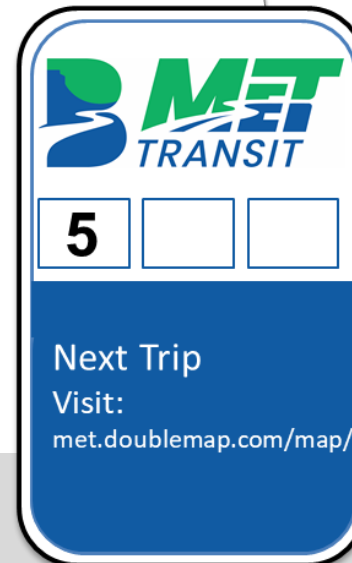
Information: Current paratransit revenue hours are 29% of fixed route hours (use to evaluate DR need) - Would DRT/Flex be similar ratio?



Next Steps

Implementing the Redesign

- Complete Plan Approval Process
- Develop Detailed Route Time Schedule
 - Stops
 - Recovery at Transit Centers
- Install/Relocate Signs/Benches/Shelters:
 - Estimated 600 Signs
- Expand Workforce/Prepare Driver Assignments:
 - Estimate – 5 New Driver Positions





DISCUSSION/QUESTIONS

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