

# **Flex Routing using Paratransit resources**

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# MULTIMODAL AUTHORITY

Bus/BRT  
Light Rail/Commuter Rail  
Paratransit/Flex Route  
Van Pool  
Bike Pool  
Car Pool

UTAH TRANSIT AUTHORITY

# Why Flex Routing?

# The Challenge in 2010/2011

- Reduced tax revenue
  - Impact on direct operating costs
    - \$ 30 million below projections 1<sup>st</sup> quarter
- Rail expansion operating costs
- Fix Route cut backs
  - Reduction of headways
  - Public disapproval

# ADA Paratransit

- In-person assessment began July 2000
- Currently at 35% conditional eligibility
- Impose Conditions
- Buddy Rides
- Supervisor assessment of Path of Travel
- Information sent to riders about fixed route
- Freedom Access Pass
- High rate of subscription trips

# Paratransit Ridership

## Paratransit Annual Ridership



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Paratransit	490,653	537,214	546,410	523,759	502,341	486,669	494,645	484,422	481,085	490,517

# Paratransit Service

- Paratransit is only a “safety net” and not an all inclusive service for people with disabilities
- 3 ways to control cost of paratransit
  - Double the fare
  - Limit transportation to within  $\frac{3}{4}$  mile
  - Eligibility process

# Advantages of Flex Routing

- Bridges the gap of  $\frac{3}{4}$  mi Paratransit service restrictions
- Political and Public outcry of cuts are now supporting us
- No redundant service (fixed/para)
- Grant- New Freedoms – JARC
  - Cover 50% of the cost of the service
  - Partnership with UDOT
  - Mobility Management



# Costing Assumptions

- 1 hour headways currently
  - In 2011 30 peak/60 off peak
- Connects to a main line
- Eliminates redundant service of fixed/para
- 2 drivers/one bus
- No weekends or late night service
- Cost per passenger (elimination of Para requirement) \$500,000/10.80 IPR

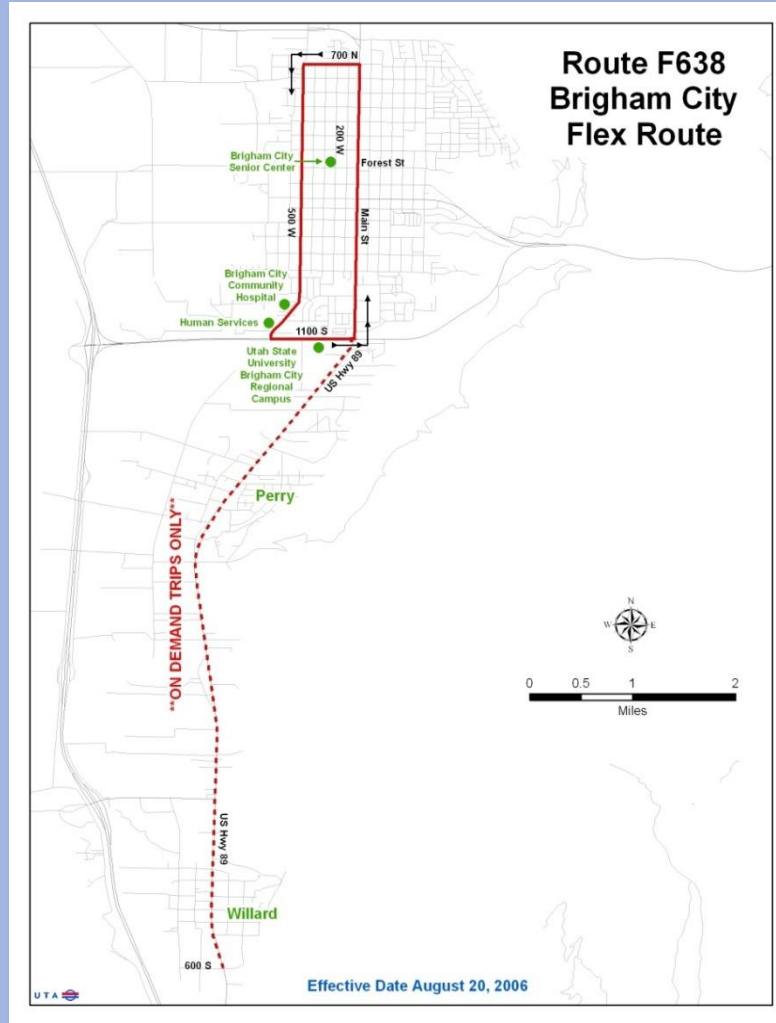
# Route Planning

- Where are the people going?
- What will the route anchor be?
- Why are they going?
- When are they going?
- Who were we serving?
  - Where was fixed route serving
  - Where was the Paratransit service

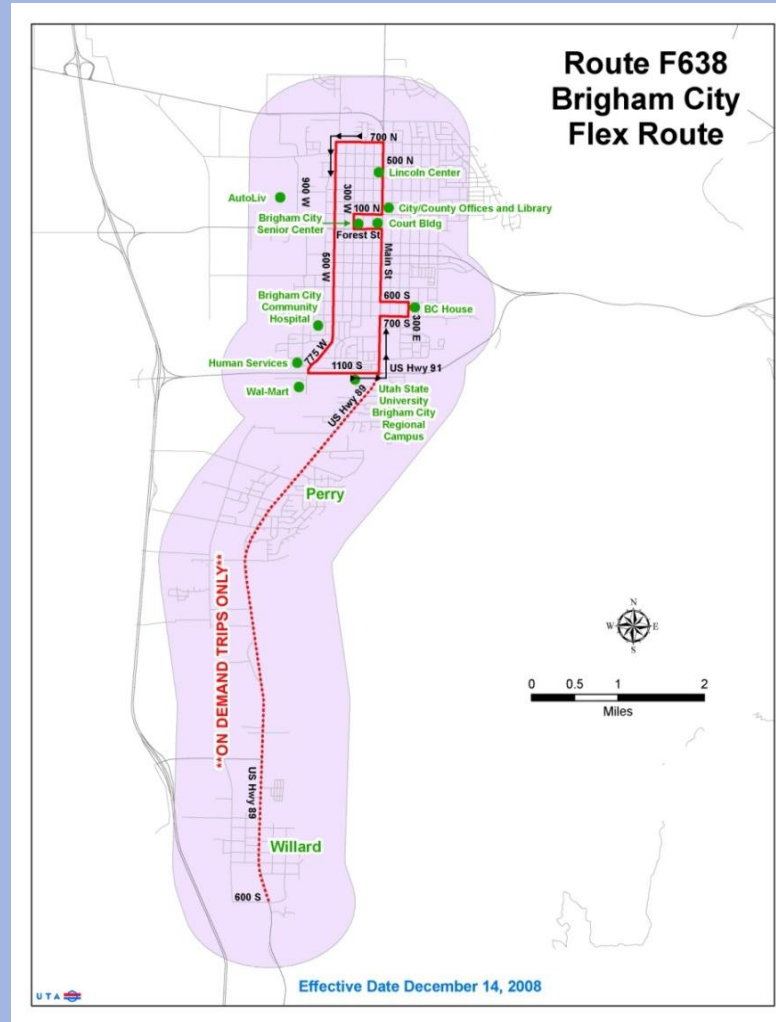
# Route Planning Con't

- Ridership analysis-elimination of scheduled deviations
- Not afraid to think outside the box
  - Will change direction of route by hour
  - Deviations upon request
  - Multi faceted in service delivery
    - Fast bus
    - Regular Route
    - Route Deviation
  - Courtesy stops

# Route Evaluation



# Route Evaluation



# Off The Beaten Path



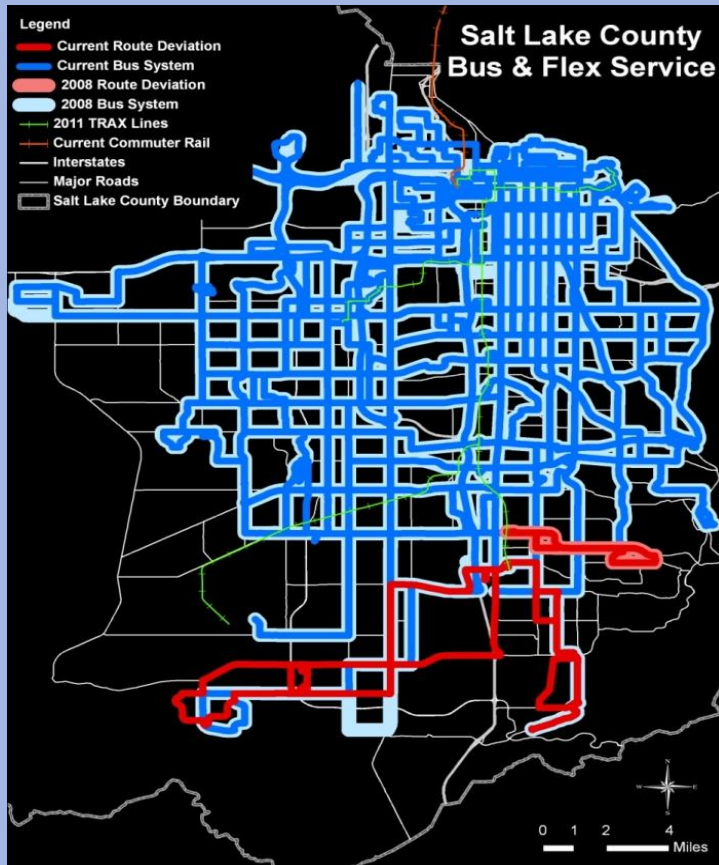
# Who operates Route Deviation

- Driven by Paratransit Drivers
- Benefits to this approach
  - Fear from Paratransit riders
  - Better connection to Paratransit vehicles
  - Higher level of sensitivity
  - Vehicle accessible to neighborhoods

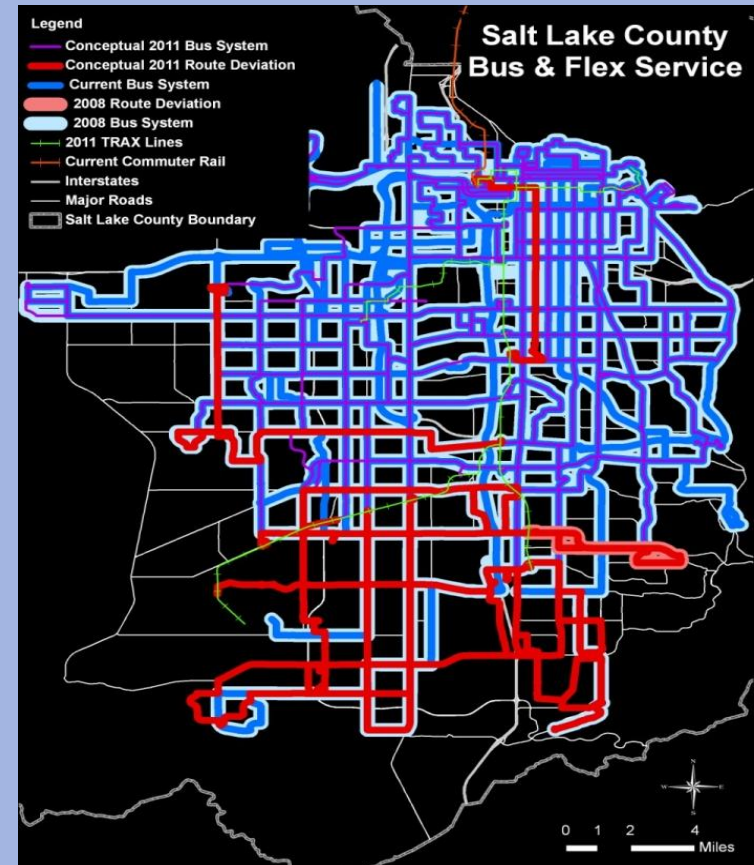


# Flex Route Map

## Current



## Proposed 2011





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# Questions?