

Seward Public Transit Human Services Community Coordination Plan

Final Report

Prepared for:

Central Area Rural Transit System, Inc.
P.O. Box 993
43530 Kalifornsky Beach Road, #5
Soldotna, AK 99669
(907) 262-6774

Prepared by:

LSC Transportation Consultants, Inc.
516 North Tejon Street
Colorado Springs, CO 80903
(719) 633-2868

In association with:

Brooks & Associates
301 West Northern Lights Boulevard, Suite 440
Anchorage, AK 99503
(907) 272-1877

LSC #094830

December 1, 2010

TABLE OF CONTENTS

Chapter	Title	Page
	EXECUTIVE SUMMARY	ES-1
	Proposed Plan	ES-1
	Proposed Transit Service	ES-1
	Existing Conditions	ES-4
	Community	ES-4
	Community Conditions	ES-4
	Detailed Demographics by Group Type	ES-5
	Existing Transportation Resources	ES-5
	Identified Gaps in Service	ES-5
	Geographic Service Gaps	ES-5
	Service Duplications	ES-6
	Peer Comparison	ES-6
	Transit Needs Assessment	ES-6
	Client Screening Form	ES-6
	Coordination Options	ES-8
	Strategies to Address the Identified Needs and Gaps in Service	ES-8
	Coordination Working Group	ES-9
	Institutional Alternatives	ES-9
	Priority List	ES-10
I	INTRODUCTION	I-1
	Purpose of the Study	I-1
	Background Information	I-2
	Alaska Background for Coordination Studies	I-3
	Report Contents	I-3
II	COMMUNITY INVOLVEMENT	II-1
	Study Approach	II-1
	Project Initiation	II-1
	Initial Issues Identification	II-2
	Opportunities for Public Involvement	II-3
	Public Meeting #1	II-3
	Public Meeting #2	II-4
	Public Meeting #3	II-4
	Working Group Meetings	II-4
III	COMMUNITY CONDITIONS	III-1
	Community Description	III-1
	Study Area Location	III-1
	Study Area Demographics	III-4
	2010 Population	III-4
	Population Projections 2020	III-6
	Transit-Dependent Population Characteristics	III-6
	Elderly Population	III-9
	Mobility-Limited Population	III-9
	Low-Income Population	III-12
	Zero-Vehicle Households	III-12

	Community Development Characteristics	III-15
	Historic Unemployment Rates	III-15
	Employment Sectors	III-16
	Major Employers	III-17
	Activity Centers	III-18
	Travel Patterns	III-20
	Work Transportation Mode	III-20
	Commute Patterns	III-21
IV	EXISTING SERVICE PROVIDERS AND PEER COMPARISON	IV-1
	Introduction	IV-1
	Human Service Agencies	IV-1
	Alaska Vocational Technical Center (AVTEC)	
	Independent Living Center (ILC)	
	Qutekcak Native Tribe	
	Seaview Community Services	
	Seward Public Health Center	
	Seward Senior Citizens, Inc.	
	School District	IV-9
	Kenai Peninsula Borough School District-Seward	IV-9
	Private Transportation Providers	IV-9
	Seward Trolley Company	IV-9
	Glacier Taxi	IV-9
	Mike’s Taxi	IV-9
	Phoenix Taxi	IV-10
	PJS Taxi and Tours	IV-10
	Seward Cab	IV-10
	Alaska Transportation Group	IV-10
	Exit Glacier Guides	IV-11
	Seward Bus Line	IV-11
	Summary	IV-12
	Coordination Interest	IV-15
	Vehicle Utilization	IV-17
	Customer Survey Results	IV-19
	Questionnaire Responses	IV-19
	Ridership Frequency	IV-20
	Purpose	IV-20
	Demographic Characteristics	IV-20
	Additional Comments	IV-21
	Peer Community Analysis	IV-21
	Peer Statistics	IV-22
	Peer Community Transit Services	IV-30
	Summary	IV-30
V	ASSESSMENT OF TRANSIT NEEDS, GAPS, AND DUPLICATIONS	V-1
	Mobility Gap Methodology	V-1
	Rural Transit Demand	V-5
	Program Trips	V-5
	Non-Program Trips	V-6
	Greatest Transit Need	V-9
	Methodology	V-9

	Results	V-9
	Demographic-Based Needs Identification	V-13
	Identified Service Gaps	V-13
	Geographic Service Gaps	V-13
	Service Delivery Gaps	V-13
VI	COORDINATION OPPORTUNITIES	VI-1
	History of Coordination	VI-1
	Levels of Coordination	VI-2
	Joint Public Relations and Marketing	VI-9
	Inclusive Brochures	VI-9
	Benefits	VI-9
	Implementation Steps	VI-9
	Common Brochures	VI-9
	Benefits	VI-10
	Implementation Steps	VI-11
	Website	VI-11
	Benefits	VI-11
	Implementation Steps	VI-11
	Joint Technical Assistance, Training, and Planning	VI-12
	Driver Recruiting, Screening, and Training	VI-12
	Benefits	VI-12
	Implementation Steps	VI-12
	Joint Planning and Decision Making	VI-12
	Benefits	VI-13
	Implementation Steps	VI-13
	Coordinating Council	VI-13
	Benefits	VI-13
	Implementation Steps	VI-13
	Vehicle and Vehicle-Related Coordination	VI-14
	Joint Procurement of Vehicles, Maintenance, and/or Parts	VI-14
	Benefits	VI-14
	Implementation Steps	VI-14
	Provide Vehicles	VI-14
	Benefits	VI-14
	Implementation Steps	VI-15
	Vehicle Sharing	VI-15
	Benefits	VI-15
	Implementation Steps	VI-15
VII	POTENTIAL SERVICE OPTIONS	VII-1
	Introduction	VII-1
	Option I: Fixed-Route Service	VII-1
	Paratransit Service Area	VII-4
	Option II: Route-Deviation Service	VII-5
	Option III: Demand-Response Service	VII-8
	Option IV: Service to Anchorage	VII-10
	Existing Services	VII-10
	Proposed Services	VII-10
	Conclusion	VII-11

VIII	INSTITUTIONAL ALTERNATIVES	VIII-1
	Criteria	VIII-1
	Coordinated Service	VIII-2
	Intergovernmental Agreements (IGA)	VIII-2
	Intergovernmental Transit Agency	VIII-3
	Rural Transportation Authority	VIII-5
	Summary	VIII-6
IX	PROPOSED TRANSIT SERVICE	IX-1
	Overview	IX-1
	Proposed Transit Service Plan	IX-1
	Preliminary Schedule	IX-4
	Capital Costs and Needs	IX-4
	Transit Vehicles	IX-4
	Bus Stops, Shelters, and Facilities	IX-4
	Fare Structure	IX-7
	Organizational Plan	IX-9
	Financial Commitments	IX-9
	Funding Plan	IX-10
	Implementation Plan	IX-12
	Implementation Steps	IX-12
	Operations Position	IX-13
	Communications	IX-13
	Administrative/Organization Recommendations	IX-14
	Operations Position	IX-14
	Dispatcher (Reports to Operations Position)	IX-15
	Implementation Tasks	IX-15
	Policies and Procedures	IX-15
	Timing	IX-16
	Responsibility	IX-16
	Hire and Train Staff	IX-16
	Recommended Training Programs	IX-16
	Timing	IX-16
	Responsibility	IX-17
	Monitor Service	IX-17
	Timing	IX-17
	Responsibility	IX-17
	Implementation Strategies	IX-18
	Goal #1: Improve Communication, Training, and Organizational Support	IX-18
	Objective 1.1: Dedicated Mobility Manager/Operations Position . .	IX-18
	Objective 1.2: Create a Coordinating Council (CC)	IX-19
	Objective 1.3: Collaborate on Training	IX-22
	Goal #2: Coordinate and Consolidate Transportation Services and Resources	IX-24
	Objective 2.1: Facilitate Contracting with Agency Operators	IX-24
	Objective 2.2: Share Use of Operational and Capital Resources . .	IX-25
	Goal #3: Enhance Transportation Mobility	IX-26
	Objective 3.1: Implement General Public Transit Service	IX-26
	Objective 3.2: Purchase of Service Agreements	IX-30
	Goal #4: Technology Strategies	IX-32

Objective 4.1: Evaluate Farebox and Passenger Counting Technologies	IX-32
---	-------

APPENDIX A: Participants

APPENDIX B: Customer Survey

LIST OF TABULATIONS

Table	Title	Page
ES-1	Summary of Service Options	ES-9
III-1	Seward Population Projections	III-6
III-2	2010 Estimated General Population Characteristics, Seward Area	III-8
III-3	Historic Unemployment Data	III-16
III-4	Employment by Sector	III-17
III-5	Kenai Peninsula Borough Largest Employers	III-18
III-6	Journey to Work	III-20
III-7	Commute Times	III-21
III-8	Worker Flow Patterns in Kenai Peninsula Borough	III-21
IV-1	Transportation Services in the Seward Area	IV-13
IV-2	Coordination Interest	IV-16
IV-3	Vehicle Utilization	IV-18
IV-4	Quality of Service	IV-19
IV-5	Peer Community Analysis, Performance Measures	IV-23
V-1	Seward Mobility Gap 2010	V-3
V-2	Seward Mobility Gap 2020	V-4
V-3	Seward Area Estimated Program-Related Transit Need	V-5
V-4	2010 Estimated Non-Program Transit Need using the TCRP Method	V-7
V-5	2020 Estimated Public Transit Need using the TCRP Method	V-8
V-6	2010 Greatest Transit Need Scores by Census Block Group	V-11
VI-1	Possible Coordination Activities	VI-5
VI-2	Comparison of Strategies	VI-8
VIII-1	Institutional Alternatives Comparison Matrix	VIII-7
IX-1	Preliminary Schedule	IX-5
IX-2	Proposed One-Way Fares	IX-7
IX-3	Proposed Agency Contracts in Lieu of Fares	IX-8
IX-4	Conceptual Six-Year Transit Plan Schedule	IX-11
IX-5	Southern Peninsula Implementation Strategies Summary	IX-35

LIST OF ILLUSTRATIONS

Form	Title	Page
------	-------	------

ES-1	Community Transportation Rider Screening Form	ES-7
------	---	------

Figure	Title	Page
--------	-------	------

ES-1	Proposed Service Option	ES-3
------	-----------------------------------	------

III-1	Study Area	III-2
-------	----------------------	-------

III-2	Seward Area Transit Analysis Zones (TAZs)	III-3
-------	---	-------

III-3	2010 Estimated Population Density	III-5
-------	---	-------

III-4	2010 Estimated Density of Elderly Persons	III-10
-------	---	--------

III-5	2010 Estimated Density of Mobility-Limited Persons	III-11
-------	--	--------

III-6	2010 Estimated Density of Low-Income Persons	III-13
-------	--	--------

III-7	2010 Estimated Density of Zero-Vehicle Households	III-14
-------	---	--------

III-8	Activity Centers	III-19
-------	----------------------------	--------

IV-1	Annual Passenger-Trips	IV-26
------	----------------------------------	-------

IV-2	Passengers Per Hour	IV-27
------	-------------------------------	-------

IV-3	Cost Per Passenger	IV-29
------	------------------------------	-------

V-1	Greatest Transit Needs	V-10
-----	----------------------------------	------

VII-1	Fixed-Route Service	VII-3
-------	-------------------------------	-------

VII-2	Route-Deviation Service	VII-7
-------	-----------------------------------	-------

VII-3	Demand-Response Service	VII-9
-------	-----------------------------------	-------

IX-9	Proposed Service Option	IX-3
------	-----------------------------------	------