



ATRANS Service Planning & Asset Study

August 2021



ATRANS Service Planning & Asset Study

Prepared for:

Alexandria City Transit (ATRANS)

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Alexandria-Pineville

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Acronyms & Abbreviations

ADA	Americans with Disabilities Act
APTA	American Public Transit Association
ATRANS	Alexandria Transit
CY	Calendar Year
FG	Fixed Guideway
FTA	The Federal Transit Administration
FY	Fiscal Year
MB	Motorbus
MPH	Miles per Hour
NTD	The National Transit Database
NTST	National Transit Summaries and Trends
PMT	Passenger Miles Traveled
ROW	Right-of-Way
ULB	Useful Life Benchmark
UPT	Unlinked Passenger Trips
UZA	Urbanized Area
VRH	Vehicle Revenue Hours
VRM	Vehicle Revenue Miles

INTRODUCTION

ATRANS Service Planning & Asset Study

The Alexandria-Pineville Metropolitan Planning Organization is conducting an in-depth evaluation of service and assets provided by Alexandria Transit (ATRANS) to maximize ridership and efficiency to get the most out of local and federal tax dollars invested in the urban transit service. ATRANS must match its services to market demands by providing more services where demand is greater and less where demand is lower. From this study, the team will recommend routing, asset, and service adjustments to better serve existing and potential riders; taking into account possible small-scale regional expansion for increased workforce and healthcare access.

ATRANS bus service has not been comprehensively updated in over three decades, and while minor to moderate improvements and changes have been made, the bus network still looks very much like it did in the 1990s. The Alexandria-Pineville metro area has changed significantly in recent decades, with large amounts of growth in many areas, and changes in the places people travel. Across the country expectations of public transit riders has changed. Although some improvements have been made to ATRANS service during this time, improvements have not kept pace with changes in transit demand. Anything short of fast, frequent, and convenient service encourages riders to seek alternative options that better meets their needs, which leads to declining ridership and revenues.

This study consists of three parts: Part I - Existing Conditions, Part II - Market Analysis, and Part III - Route Profiles. The Existing Conditions is one of the first steps in understanding the state of the system in the ATRANS service area. The Market Analysis evaluates where demand for transit is located and where people are traveling today. The Route Profiles provides a detailed evaluation for each individual route and the services provided. When considered together, all three parts will help inform a series of recommended transit system improvements.

Exhibit 1 | Study Components



PART I: EXISTING CONDITIONS

The Existing Conditions report is one of the first steps in understanding the state of system in the ATRANS service area. The findings of this section and related efforts will be combined to provide a complete picture of existing conditions for bus service, and will ultimately help identify improvements that should be made. The public engagement process will help identify service issues and needed system improvements to improve service.

The existing conditions report provides:

- A review of ATRANS's existing bus transit service and operating characteristics
- An assessment of ATRANS bus ridership at the service type, route, and stop level
- An assessment of the ATRANS's bus service compared to similar sized transit agencies
- An assessment of issues with the ATRANS bus system.

This section will be followed by a market analysis to evaluate where demand for transit is located and where people are traveling today. The final part in the study will conduct a detailed evaluation for each individual route and the services provided.

Alexandria Transit System (ATRANS)

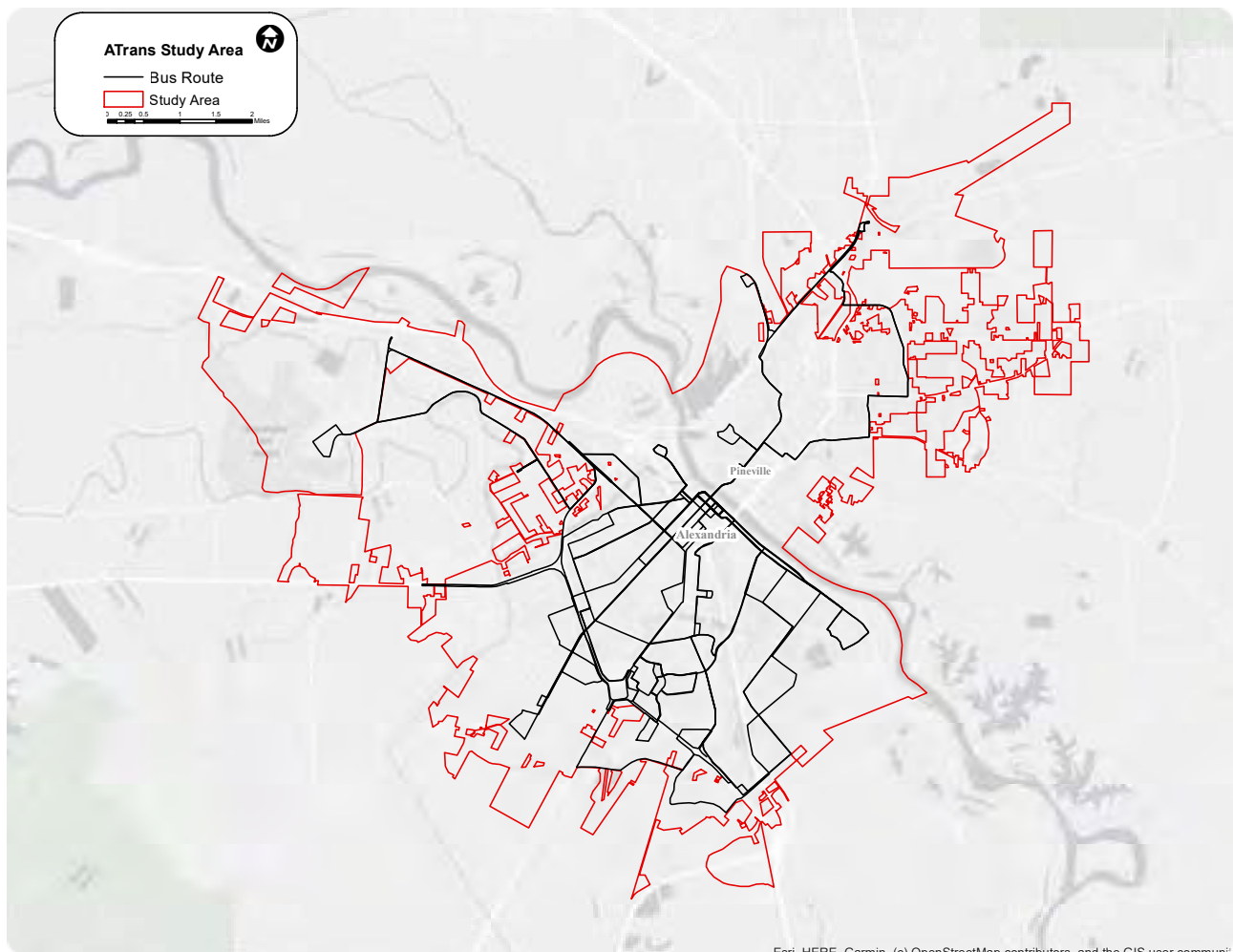
Alexandria Transit (ATRANS) is a small-urban transit system providing local fixed-route and demand-response (ADA paratransit) transit service to the cities of Alexandria and Pineville. Transit service varies by mode, how its provided, and consumed in its service area. Factors such as operating expenses depend on the service operating cost, local travel demands, and capacity affect the cost-effectiveness of transit service. Small urbanized areas (UZAs), such as Alexandria-Pineville UZA, provide less varied services, mostly made up of bus and demand response service.

Service Area Stats¹:

ATRANS Service Area:
NTD: 28 Square Miles (Actual: 46 sq/mi)
Population Base:
NTD: 62,924 (Actual: 60,302)

Mean Travel Time to Work: 27.9 minutes
Population Below Poverty: 23%
Households without a car: 13%
Households with one car: 39%

Exhibit 2 | ATRANS Routes & Service Area



¹ 2019 ACS 5-Year Estimates, Alexandria Metro Area; FTA National Transit Database 2013-2019 Annual Agency Profiles

ATRANS SERVICE TODAY

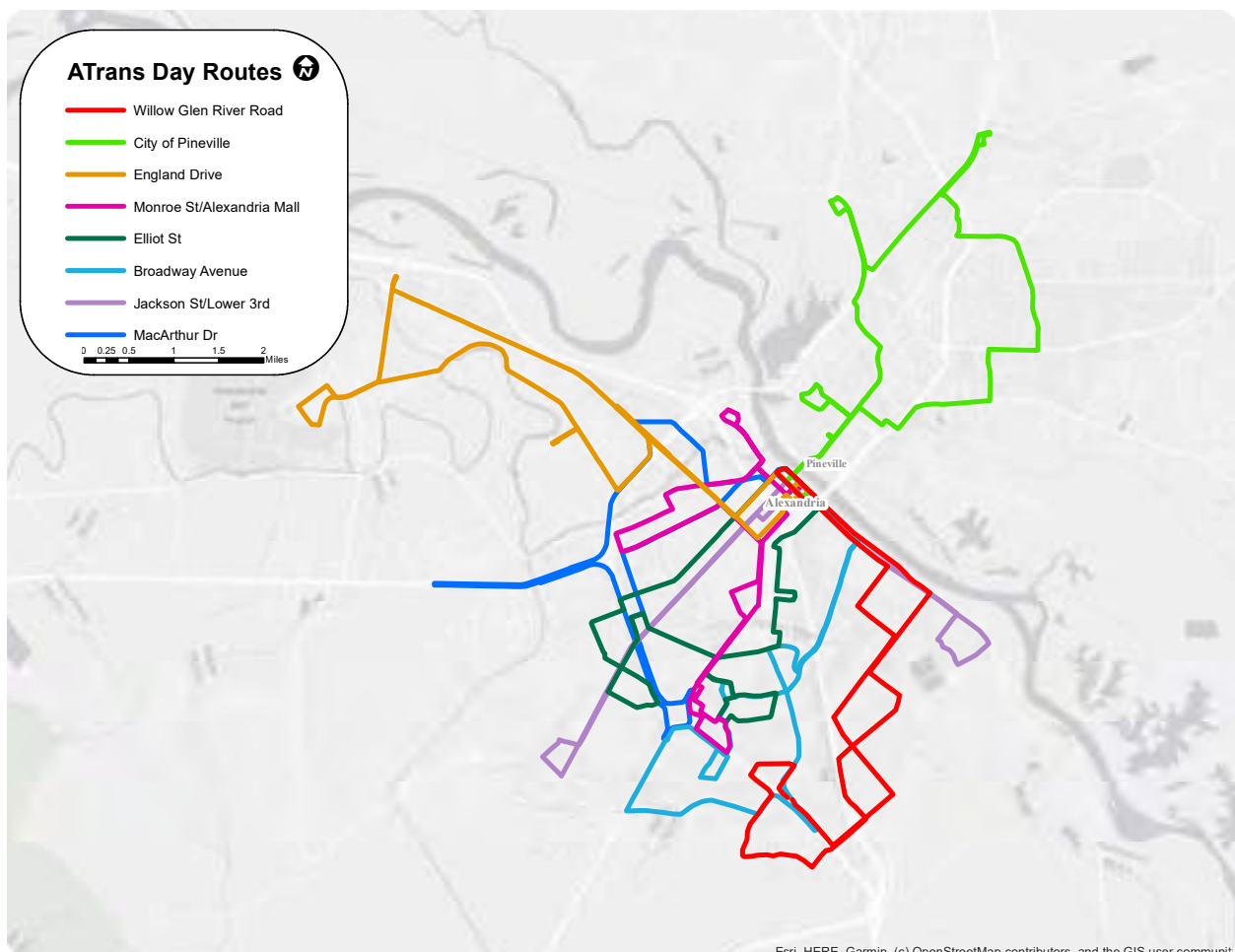
FIXED-ROUTE SERVICE

The ATRANS system offers twelve scheduled fixed routes serving the Alexandria-Pineville urbanized area (UZA). These routes are categorized by ATRANS into two service types: 8 daytime routes and 4 night time routes. All routes provide transit coverage to the general metro area community Monday through Saturday with no Sunday service. ATRANS 2019 service data indicated fixed-route buses operated at an average speed of 13.7 miles, 16% higher than the national average. The average distance traveled by a single passenger on ATRANS bus service was 1.2 miles compared to the national average of 3.7 in 2019.

Daytime Routes

Local Day route service provides basic access throughout the area making frequent stops, short passengers trips, and relatively low bus speeds along radial routes. Eight routes are classified by ATRANS as daytime routes. These routes provide full weekday and Saturday service along major arterials and local streets from 6:10 AM to 6:00 PM.

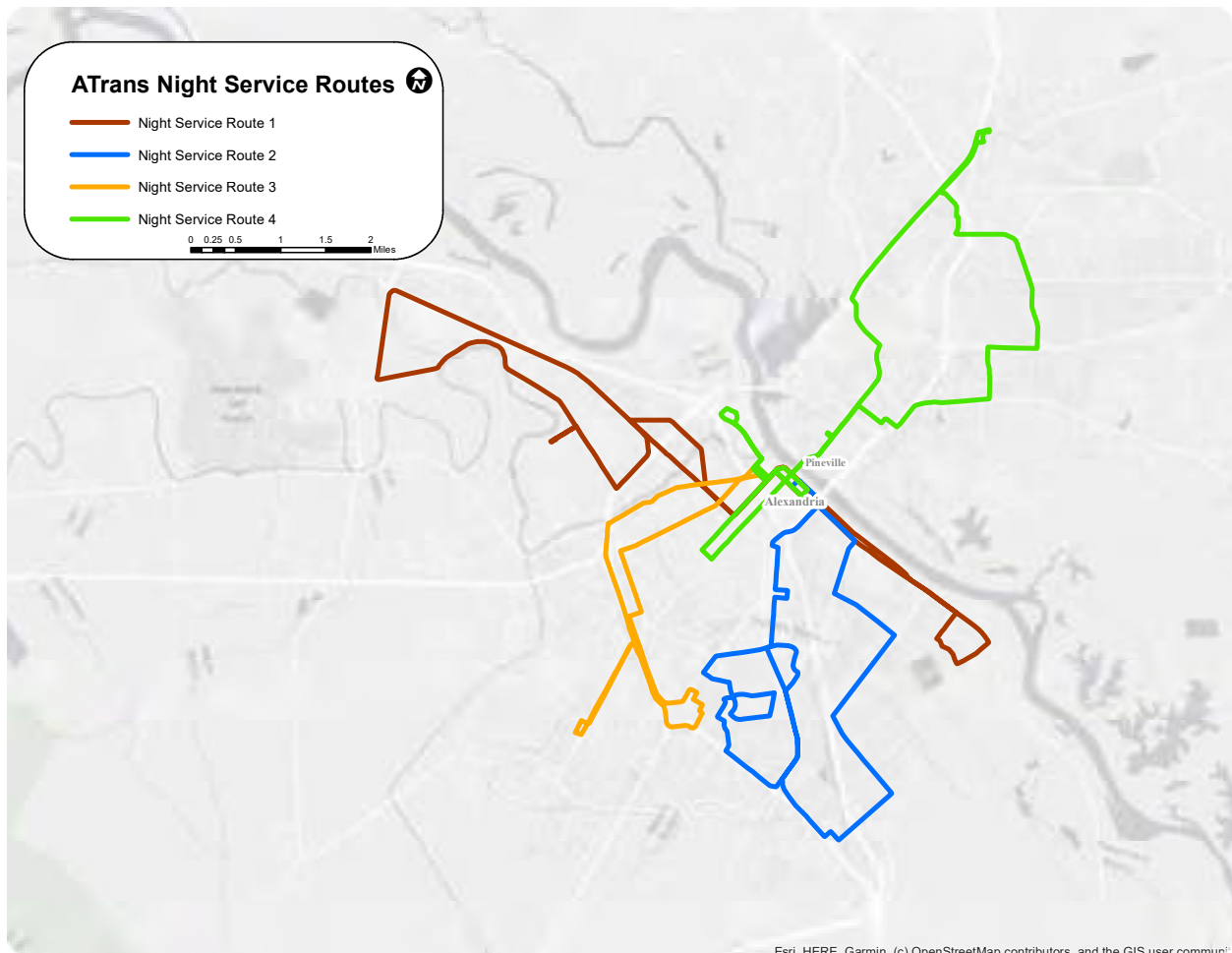
Exhibit 3 | ATRANS Daytime Bus Routes



Nighttime Routes

ATRANS offers night service extending beyond normal transit operating hours providing bus service along modified routes from 6:00 PM to 10:00 PM. Four routes are classified by ATRANS as night time routes. These routes provide limited weekday and Saturday service between 6:00 PM and 10:00 PM.

Exhibit 4 | ATRANS Night time Routes



DEMAND-RESPONSE SERVICE

ATRANS also operates a demand-response service providing curb-to-curb service in the metro area to riders who cannot use fixed-route service because of a disability. Service operates Monday through Saturday from 6:10 AM to 10:00 PM; trips are scheduled in advance and passengers are assigned a designated pick-up window.

ATRANS demand response service operated at an average revenue speed of 10.7 miles, 24% slower than the national average while in revenue service. Passengers on ATRANS demand response service had an average trip length of 2.6 miles compared to the national average of 9.4 miles. ATRANS demand response reported 3.3 passengers per hour in 2019, 83 percent higher than the 1.8 national average. The number of passengers per hour riding demand response increased by 48% from 2.25 in 2013 to 3.32 in 2019.

SERVICE FREQUENCY

Frequent service is one of the most important factors in making transit a convenient choice for riders. Increased frequencies improve the flexibility and predictability of transit and increase the overall convenience of service, making transit a viable option for more people. Frequent service allows transit to better compete with the convenience of the personal vehicle, making it more attractive to people who have other options.

An area is considered “well-served” if a stop is no more than 1/4 mile from passenger’s origin point and a minimum of 30 minutes of service frequency is provided. An area is considered “served” if a stop is no more than 1/2 mile from passenger’s origin point and a minimum of 60 minutes of service frequency is provided.² All ATRANS routes provide less-than-frequent service with headways averaging 60 minutes. Funding must first be available to accommodate the greater number of operating hours in order to operate every fixed-route at a frequency of 30-minutes or better.

Exhibit 5 | ATRANS Public Transit Service Characteristics

Day of the Week	Span of Service (Day)	Span of Service (Night)	Service Frequency
Monday	6:00 AM - 6:00 PM	6:00 PM - 10:00 PM	60 minutes
Tuesday	6:00 AM - 6:00 PM	6:00 PM - 10:00 PM	60 minutes
Wednesday	6:00 AM - 6:00 PM	6:00 PM - 10:00 PM	60 minutes
Thursday	6:00 AM - 6:00 PM	6:00 PM - 10:00 PM	60 minutes
Friday	6:00 AM - 6:00 PM	6:00 PM - 10:00 PM	60 minutes
Saturday	6:00 AM - 6:00 PM	6:00 PM - 10:00 PM	60 minutes
Sunday	No Service	No Service	No Service

Service that runs for longer hours during the day is more convenient, allowing people to travel when they want. During weekdays and Saturday, 8 routes run from 6:10 AM and until 6:00 PM. Four night routes provide service from 6:00 PM to 10:00 PM. Additional analysis and public input is needed to determine if demand for early and late night service is feasible.

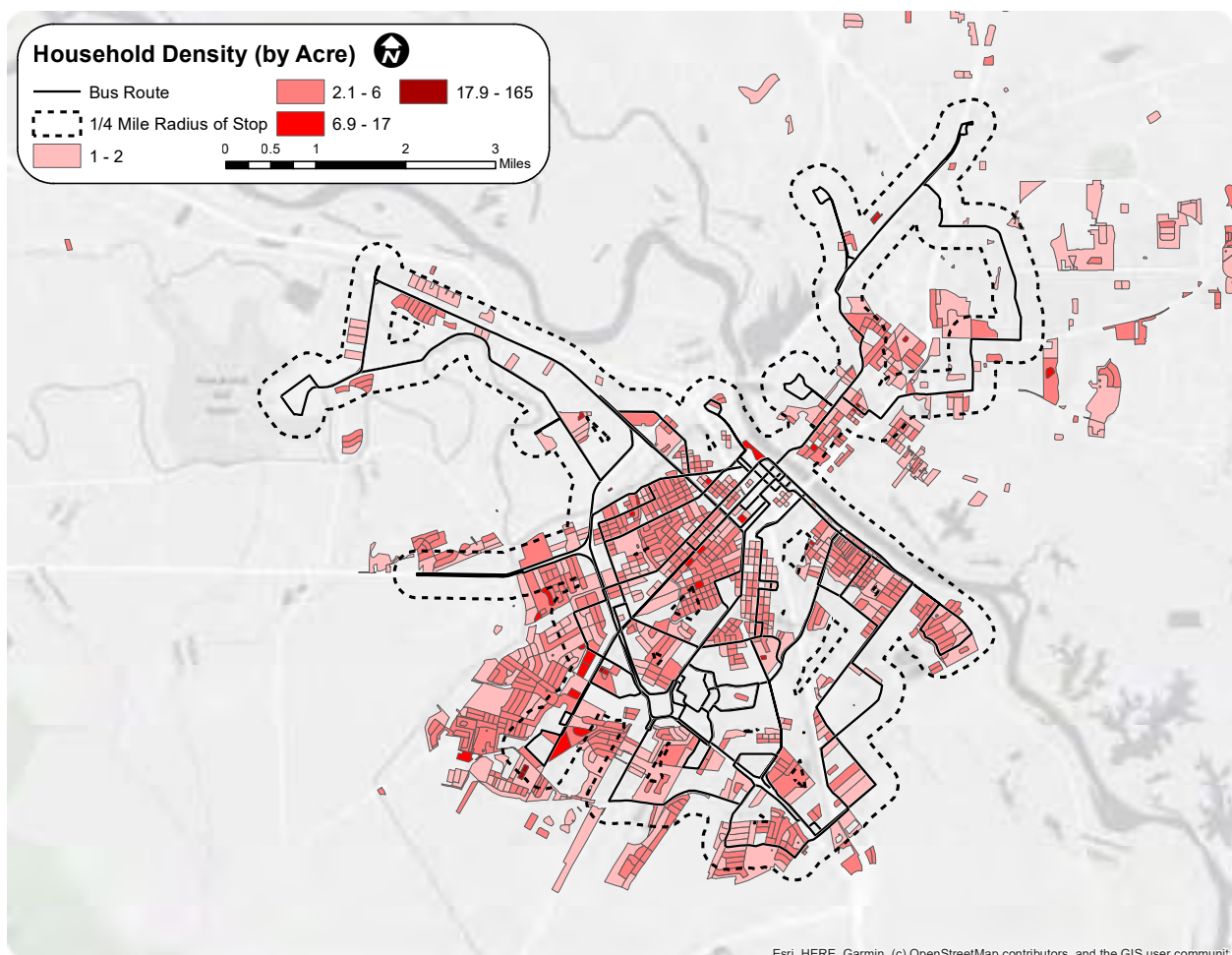
² Suburban Transit Division Service Standards and Process – SEPTA 2004 revised

Population Density

Service for public transit depends on population density to function efficiently. Population density is one of the two strongest indicators for both where transit demand is the highest and where it will work best. Higher population densities drive demand for higher levels of service the number of people living near transit who could potentially travel on transit.

Nationally, small UZA's had an average population density of 1,961 persons per square mile, 3.1 persons per acre, with a ridership density 8.7 trips per capita in 2019. According to the NTD, the Alexandria-Pineville UZA had a population density of 1,254 persons, per square mile with a ridership density of 9.35 trips per capita in 2019. The ATRANS service area inside the UZA includes the cities of Alexandria and Pineville and had a total population density of 1,308 persons per square mile, 2 persons per acre, with a ridership density of 9.8 per capita in 2019.

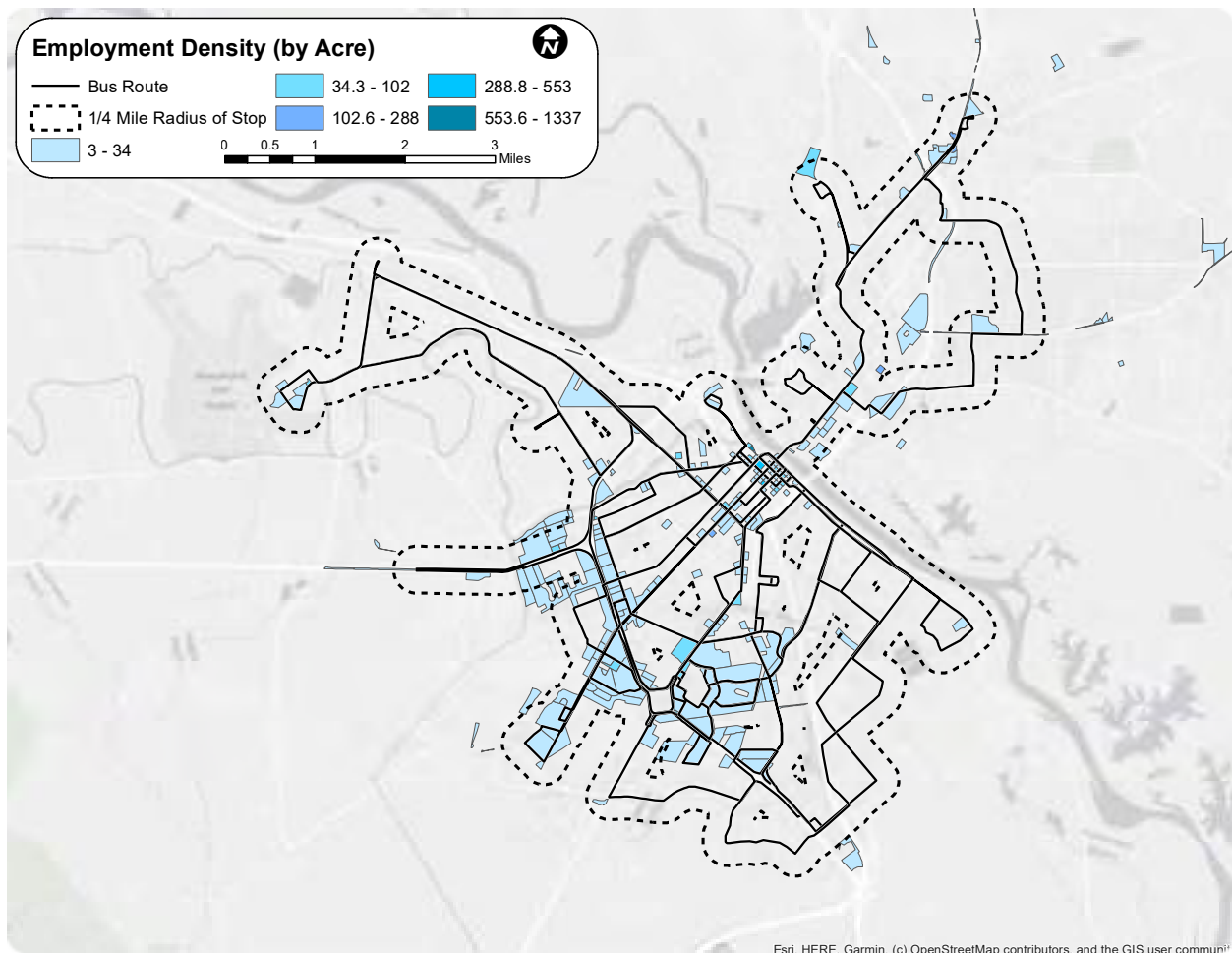
Exhibit 6 | Existing Household Density vs. Available Transit Service



Employment Density

Employment densities are the second of the two strongest indicators of underlying transit demand. Work trips typically account for half of a transit system's ridership. Dense population areas alone cannot support transit if the network does not connect residents to major destinations. Job density, unlike population density, is more focused along key corridors and concentrated areas of the metro area. Currently, ATRANS does not have transit service standards or guidelines.

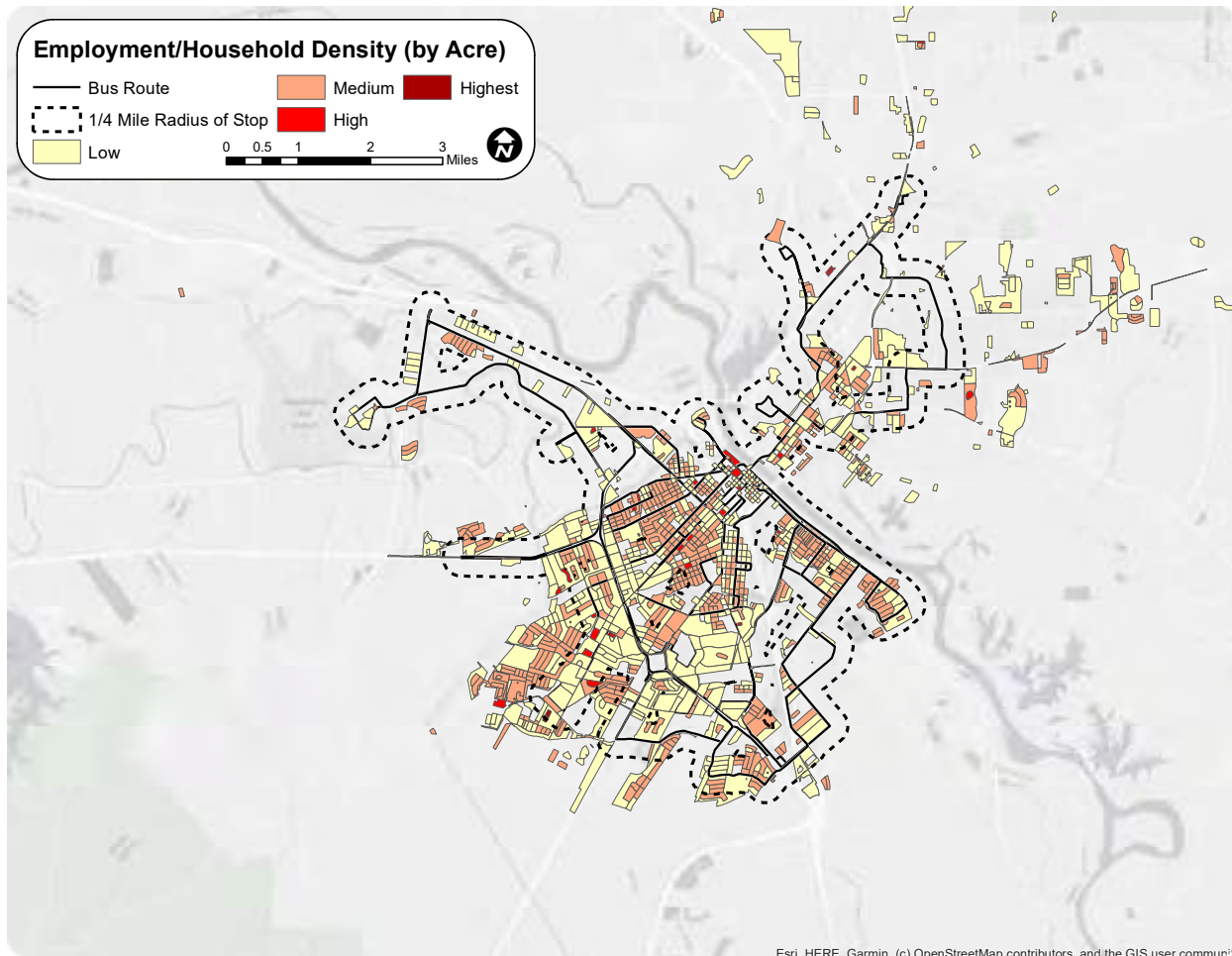
Exhibit 7 | Existing Employment Density (Jobs per Acre) vs. Available Transit Service



Combined Population and Employment Demand vs. Available Transit Service

Population and employment-based demand identifies an underlying demand for transit for nearly all of the existing service area, areas not serviced by transit, and the level of transit service that may be supported when considered together. The Market Analysis will describe additional factors, such as transit need, used to identify gaps between service and demand.

Exhibit 8 | Combined Population & Employment Density vs. Available Transit Service



Passenger Facilities

ATRANS has one primary hub located in the former Missouri-Pacific Railroad Passenger Station relocated to 2nd (Main) Street in downtown Alexandria. The ATRANS system features 1,002 designated stops throughout the area. Shelters and benches, and other amenities are available at some stops. Stops with passenger amenities does not always indicate a high-ridership stop. In most cases, locations for passenger facilities were chosen as part of the last service improvement in the 1990s.

Standard stop spacing varies based on land use type, population density, or service type. Currently, ATRANS does not have stop spacing standards or guidelines. Typical spacing for urban areas is 750 feet and 1000 feet for suburban areas. Stop spacing by density varies. For areas with a population density of 2,000 to 4,000 persons/square mile, there should be 5 to 8 stops per mile or 700 to 1000 feet between stops. For densities less than 2,000 persons/square mile, 3 to 5 stops per mile or 1000 to 1500 feet between stops is sufficient.

ATRANS stop spacing varies by route with stop spacing between 792 to 1379 feet for day routes with 5.2 stops per mile. Night service ranges between 950 to 1,212 feet with 4.8 stops per mile. Data indicates the total number and spacing of stops needs to be adjusted based market demand. Adjusting route stop spacing could potentially reduce underutilized stops by 30 percent for day routes and 38 percent for night routes.

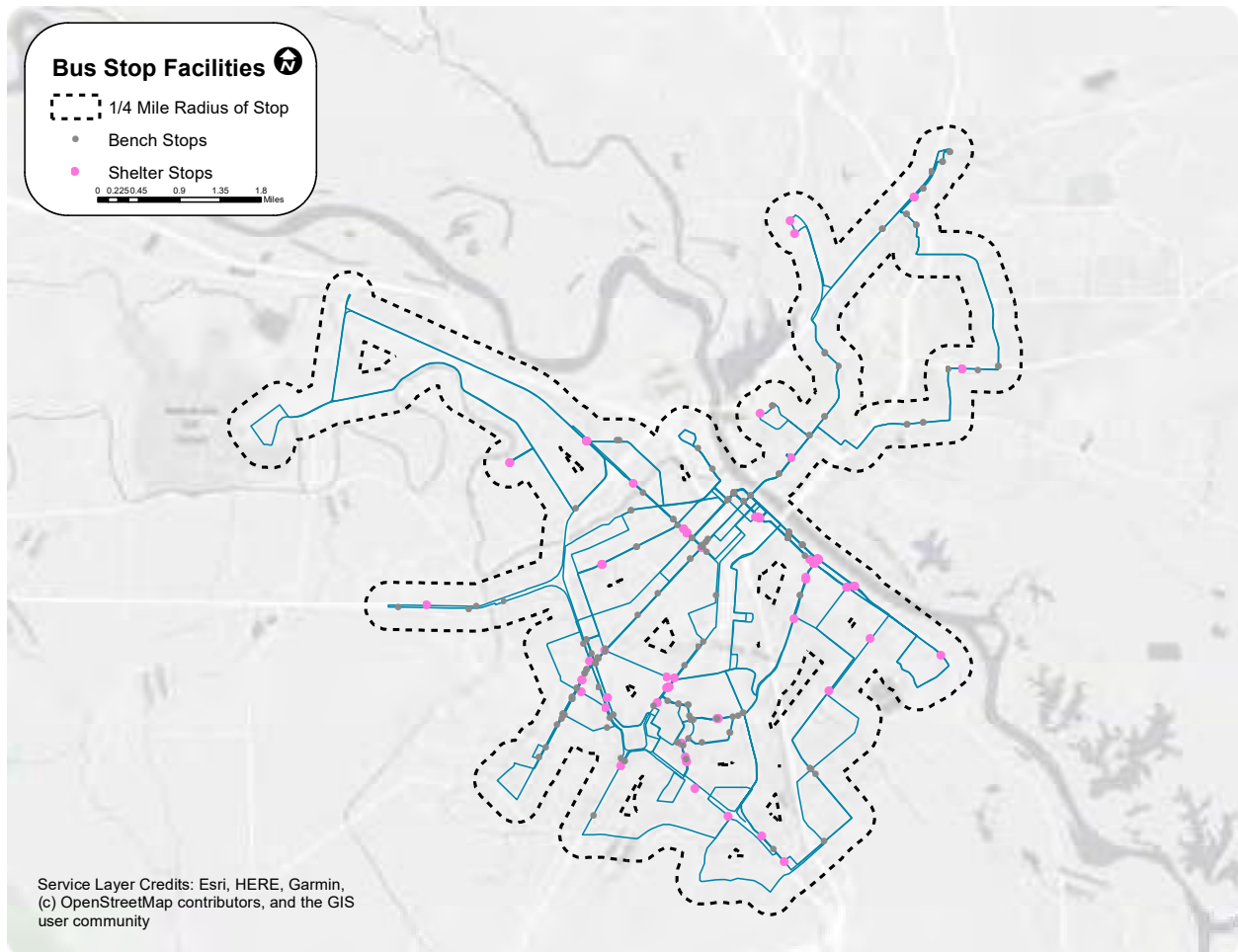
Exhibit 9 | ATRANS Bus Stops by Route

Route	Route Length (miles)	Number of Stops	Number stops/pr mile	Current Spacing (feet)
DAY ROUTES				
Jackson St/Lower 3rd	15.2	101	6.64	792
Willow Glen River Road	15.7	100	6.37	792
Monroe St	13.5	81	6	845
England /Airport	18	70	3.89	1379
Broadway	15.5	78	5.03	1003
Elliot	13.4	78	5.82	898
MacArthur Drive	16	66	4.125	1267
Pineville	16.8	63	3.75	1373
AVERAGE	15.51	79.86	5.23	1049.43
NIGHT ROUTES				
Night Route 1	21.3	114	5.35	950
Night Route 2	17.4	91	5.23	1003
Night Route 3	17.9	78	4.36	1162
Night Route 4	19.2	82	4.27	1212
AVERAGE	18.95	91.25	4.80	1081.75

Bus Stops with Shelters

Shelters protect transit riders from the elements and help to identify stop locations. Aside from buses, they are one of the most visible elements of a transit system. All ATRANS bus routes and stops were mapped and evaluated to determine location, type and condition as part of the Existing Conditions analysis. The ATRANS system has over 1,002 bus stops. Of these, less than 8 percent or 82 stops, have shelters. Many high ridership stops, namely throughout Pineville, MacArthur Drive, and England/Airport Routes, lack shelters. Only 45 percent of shelter stops were ADA accessible.

Exhibit 10 | ATRANS Bus Stops with Shelters



Stop Condition

The condition of bench and shelter stops were analyzed using three categories:

1. **Good Condition:** no pieces are broken or missing, the structure itself is intact.
2. **Fair Condition:** most damage is cosmetic only, structure may be damaged, but is still usable.
3. **Poor Condition:** structure is damaged or broken to the point it is unusable, unsafe, or extremely uncomfortable.

Roughly 17 percent of all bus stops have benches. Forty-eight percent of bench stops were in good condition, with 33 percent in fair and 19 percent in poor condition. Only 37 percent of benches were ADA accessible. Routes with the highest number of bench stops in poor condition are England Drive/Airport (40%), Pineville (35%), and Night Route 2 (30%). Out of 82 total stops with shelters, 45 percent were in good, 20 percent fair, and 35 percent were in poor condition. Routes with the highest number of shelter stops in poor condition were England Drive / Airport (67%), Pineville (60%), Night Route 3 (67%), Broadway (44%), and MacArthur Drive (43%). Exhibit 10 displays the percentages of each bench and shelter stop as Good, Fair, or Poor by route.

Exhibit 11 | ATRANS Bus Stop Condition

Asset	Good	Fair	Poor	Total
Benches	82	56	33	171
Percent	48%	33%	19%	
Shelters	37	16	29	82
Percent	45%	20%	35%	

Fleet

The ATRANS fixed-route bus fleet in 2019 consisted of 16 vehicles featuring a mix of conventionally powered 35-foot, 40 foot, cutaway (shuttle) buses. At maximum service, 16 buses of those 16 were required, which equates to a spare ratio of 0 percent. Vehicles operated for bus service by ATRANS in 2019 had an average capacity of 36.4 passengers. All vehicles are ADA accessible and equipped to provide priority seating for individuals who use wheelchairs.

The average fleet age reflects the design and useful life of the vehicles used in each mode. Nationwide, buses currently have an average fleet age of 7.43 years with a typical useful life ranging from 10 to 12 years. The average bus age in 2019 was 6.8 years. Half of the ATRANS fixed route service fleet is past 75 percent of their projected ULB with 13 percent over ULB. Only 37 percent of the fleet is at or below 50 percent of their ULB.

Exhibit 12 | ATRANS Bus Fleet Assets & ULB

Asset Class	Number	Year	Make	Model	Age (years)	FTA ULB	# at/over ULB	% at/over ULB
Bus	2	2006	Gillig	Low Floor	14	12	2	117%
Bus	1	2017	Gillig	Low Floor	3	12	0	25%
Bus	4	2012	Gillig	Low Floor	9	12	0	75%
Bus	4	2012	ELDORADO	Passport	9	10	0	90%
Bus	1	2015	Gillig	Low Floor	6	12	0	50%
Minibus/ Cutaway	2	2015	GM	ARBOC Spirit of Freedom	6	10	0	60%
Bus	1	2018	Gillig	Low Floor	4	12	0	33%
Minibus/ Cutaway	1	2015	GM	ARBOC Spirit of Freedom	4	10	0	40%
TOTAL Assets:	16				AVERAGE AGE	6.8		

The demand response service fleet consisted of 2 minivans with an average capacity of 5 passengers. Demand response service fleets are typically comprised of minivans with a typical useful life of 8 years. The ATRANS average fleet age for demand response service in 2019 was 4 years, compared to the national average of 2.65 years. Both vehicles are at 50 percent ULB in 2019. All vehicles are ADA accessible and equipped to provide priority seating for individuals who use wheelchairs.

Exhibit 13 | ATRANS Demand-Response Fleet Assets & ULB

Asset Class	Number	Year	Make	Model	Age (years)	FTA ULB	# at/over ULB	% at/over ULB
Minivans	2	2015	Crysler	Freedom	4	8	0	50%
TOTAL Assets:	2			AVERAGE AGE	4			

Fare Structure

The regular cash fare on the ATRANS fixed route system is \$0.75 per unlinked passenger trip. There are no one-day passes, ride cards, tokens, or monthly passes offered. A 50 percent discount is given to certain individuals for fares. Individuals who pay a reduced fare must show proof of eligibility when boarding the bus or scheduling paratransit. Individuals who are eligible to receive the 50 percent discount include:

- Students in grades K-12;
- People aged 62 and over, who show either a Medicare card or state issued ID;
- Persons with disabilities, must have a Medicare card or other ID which indicates their eligibility and complete an application process for the ADA paratransit service with ATRANS.

ATRANS paratransit service costs \$0.35 per trip. In order to be eligible for ADA paratransit service, a medical provider must certify the person is unable to use the fixed-route system, and must be able to independently operate a wheelchair. There are no agreements with other transit regional transit providers in Rapides Parish to honor transfers between providers.

The full fare of \$0.75 is also lower than Alexandria Transit (ATRANS) peers. Nationally, the 2019 median bus fare for a single-trip is \$1.70 and \$55.00 for monthly pass.³ The City should develop future funding options, including a rational fare structure, that can sustain the service currently offered and increase fixed-route and paratransit service as warranted by growth in demand. With long-term support, economic returns from public transit are \$5 dollars for every \$1 dollar invested.⁴

³ 2019 APTA Fare Database Report

⁴ 2020 APTA Factbook

FINANCIAL SUMMARY

Small UZAs are more dependent on operating subsidies than larger UZAs, with directly generated revenues accounting for 20.2 percent on average in 2019. Passenger fares, advertising revenues, donations, and non-FTA grant are classified as directly generated funding sources.

Operating Funding Sources

Nationally, directly generated revenues on average fund about one-third of public transit operating expenses in urban areas. For each dollar spent in operating costs per trip across all modes and all transit systems, 33 cents are recovered through fares.

Operational funding for ATRANS is provided by passenger fares, FTA 5307 formula funds, local funds, and state assistance. Almost 80 percent of ATRANS 2019 operating funds came from Federal and Local sources, at 24.5 and 54.7 percent respectively. The amount of local funding for operating expenses increased over 16 percent between 2013 and 2019, with an average annual increase of 4 percent. On average, state funding accounts for almost 7 percent of operating expenses year to year ranging from a low of 5 percent in 2013 to a high of 10.3 percent in 2016. State funding comprised 5.7 percent of operational funding in 2019. Federal funding used for operating expenses averages 27 percent each year, but also varies year to year ranging from a low of 18.6 percent in 2015 to a high of 34.3 percent in 2014. Federal funding comprised 24.5 percent of operational funding in 2019.

Exhibit 14 compared the ATRANS operating funding sources by percentage to the national average for small UZA's. Figure X illustrates the ATRANS operating funding sources by percentage compared to the national average for small UZA's.

Exhibit 14 | Sources of Operating Funds by UZA Size Small (%)

2019	Generated	Local	State	Federal
ATRANS BUS	15.1	54.7	5.7	24.5
NATIONAL AVG Small UZA	20.2	30.2	23.4	26.3

In 2019, ATRANS supplied 588,190 of vehicle revenue miles of service, equating to 40,355 revenue service hours. Fixed route operating costs increased 20 percent over eight years on a 2 percent decline in revenue hours. ADA Paratransit costs increased by 7 percent and also saw a 36 percent decline in annual vehicle revenue miles over the same period. The number of unlinked passenger trips also decreased by 24 percent during the same period. Although the average number of trips per hour decreased from 19.1 to 14.6, the average hourly operating cost increased by \$18 dollars, an average increase of \$3 dollars year over year.

On average, directly generated revenues, including passenger fares, fund about one-third (35.7 percent) of public transit operating expenses for urban agencies in the United States. Local and State sources fund 34.2 percent and 23.0 percent, respectively; Federal Government sources fund less than 10 percent the remaining (7.1 percent) of total operating expenses.⁵ Directly generated local funding accounted for only 15.1 percent of ATRANS operating funds in 2019. The majority of funding for Alexandria Transit comes from local and federal sources. In 2019, local funds accounted for 54.7 percent of operational funding for ATRANS service, 14 percent from fare revenues, 24.5 percent federal, and 5.7 percent from the state.

⁵ FTA, NTD 2019 National Transit Summaries and Trends

Capital Funding Sources

Capital expenses include construction, acquisition, and improvements to systems and equipment used to operate transit. Federal, state, and local government, and directly generated sources comprised capital funds transit agencies apply to purchase equipment or other assets. Nationally, directly generated funds from transit agencies, including fares, account for 10 percent of all capital expenditures⁶. Federal funding accounted for 49.9 percent of total capital expenditures for small urban transit agencies operating in 2019. ATRANS capital funding sources in 2019 solely consisted of Local and Federal sources, 76.4 and 23.6 percent respectively. Exhibit 15 compares ATRANS 2019 Capital Funds to the national average for small UZAs.

Exhibit 15 | ATRANS Capital Funds Sources by UZA Size Small (%)

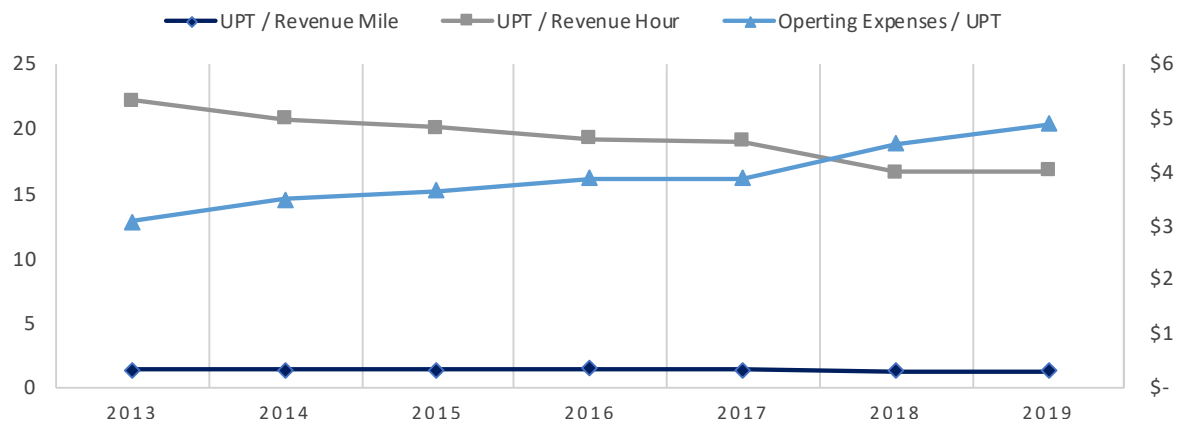
2019	Generated	Local	State	Federal
ATRANS BUS	0	76.4	0	23.6
NATIONAL AVG Small UZA	3	22.6	24.5	49.9

Service Efficiency & Effectiveness

ATRANS fixed-route service in 2019 reported an average 16.72 passengers per hour, 62 percent lower compared to the national average (27.2). The number of passengers per hour for ATRANS bus service declined by 26 percent between 2013 and 2019, at 22.6 and 16.72 respectively.

ATRANS bus service cost \$81.55 per hour in 2019, 43 percent less than \$142.42 national average. ATRANS bus service in 2019 also had a lower cost per UPT in 2019 of \$4.88, compared to the \$5.24 national average. It also had a relatively low average trip length (1.2 miles) compared to the 3.7 miles national average, resulting in a higher operating cost per passenger mile traveled at \$4.06, compared to the national average of \$1.40 in 2019.

Exhibit 16 | ATRANS Bus Service Efficiency & Effectiveness

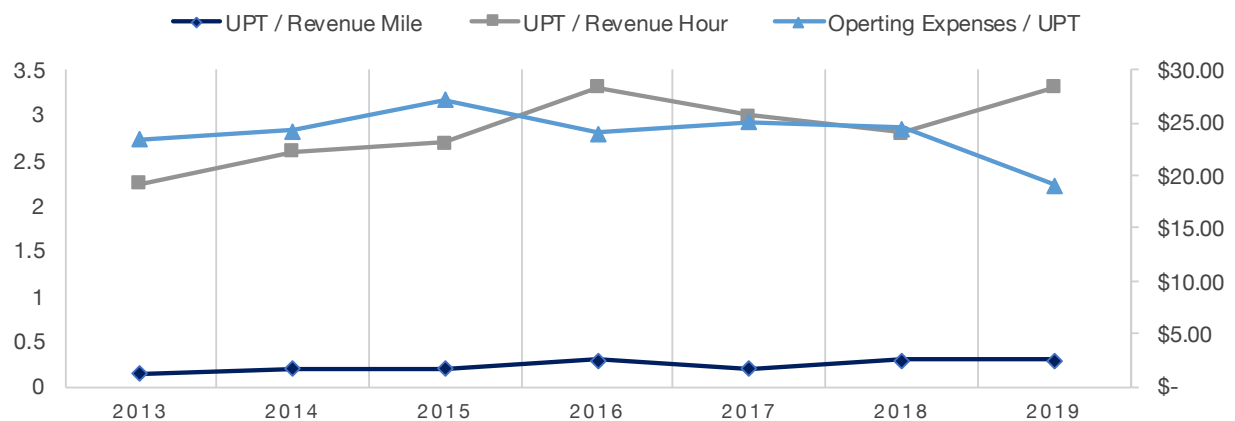


⁶ NTD Urban Transit Funding Report, 2019

Demand response service produces very low service with a national average of 1.2 to 1.3 passengers onboard a demand-based vehicle. The cost per passenger is much higher than fixed-route ranging from \$28 to \$40 dollars per UPT nationwide. ATRANS demand response service in 2019 reported an average 3.2 passengers per hour, 44 percent higher compared to the national average (1.8). The number of passengers per hour ATRANS demand response increased by 32 percent between 2013 and 2019, from 2.25 to 3.32 respectively.

Operating expenses for ATRANS demand response service cost \$63.40 per hour, 19 percent less than \$78.19 national average in 2019. ATRANS demand response service in 2019 also had a lower operating cost per UPT in 2019 of \$19.08, 55 percent less than the \$42.85 national average. It also had a relatively low average trip length (3.2 miles) compared to the 9.4 miles national average, resulting in a lower operating cost per passenger mile traveled at \$5.96, compared to the national average of \$8.30 in 2019.

Exhibit 17 | ATRANS Demand Response Efficiency & Effectiveness



Farebox Recovery

Transit agencies do not base passenger fares on the cost of each trip. The farebox recovery ratio is the percentage of a trip's operating costs recovered through passenger fares. Farebox recovery for ATRANS bus service declined 3.5 percent between 2013 (18.9) and 2019 (15.4) with an average 0.5 percent decline year over year. ATRANS bus service farebox recovery was 15.4 percent in 2019, 26 percent lower than the 20.9 percent national average. Demand response services have lower recovery ratios due to a lower average per hour compared to other modes.

Demand response 2019 farebox recovery was 4.3 percent, 38 percent lower than the national average. Unlike bus service, ATRANS demand response farebox recovery increased 40 percent from 2.6 to 4.3 percent between 2013 and 2019 respectively. Data indicates current ATRANS routing needs to be adjusted to service higher-density markets and base fare increased to boost farebox recovery.

Revenue by Route

An analysis of 2019 and 2020 monthly fare revenues was used to rank service routes by revenue. ATRANS 2019 service data indicated fixed-route buses operated at an average speed of 13.7 miles, 16% higher than the national average. ATRANS demand response service operated at an average revenue speed of 10.7 miles, 24% slower than the national average while in revenue service. Exhibit 18 below ranks daytime routes by average monthly revenue:

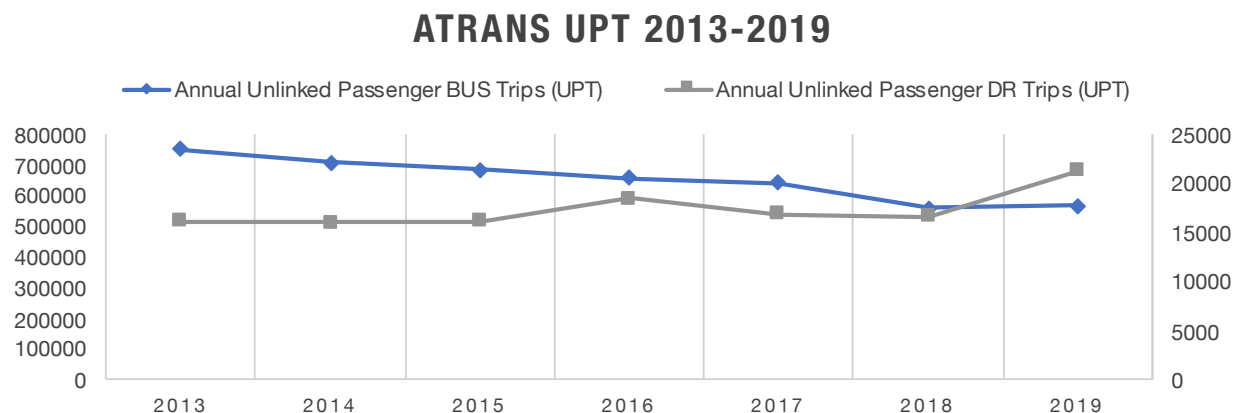
Exhibit 18 | ATRANS Daytime Routes Ranked by Monthly Revenue

Route Name	Avg Mo. Revenue	Rank
City of Pineville (601)	\$5,135.23	1
Jackson St/Lower 3rd (101)	\$4,166.23	2
MacArthur Drive (102)	\$4,150.84	3
Monroe St/Alexndria Mall (501)	\$3,762.09	4
Broadway Avenue (201)	\$3,563.38	5
Willow Glen Road (310)	\$3,000.05	6
Elliot Street/Cabrini (401)	\$2,934.51	7
England Drive / Airport (701)	\$2,910.35	8

Ridership

Unlinked passenger trips (UPTs) are an industry measure of ridership, with a trip being defined as any time a person boards a transit vehicle, including transfers. Available ATRANS bus-stop level ridership surveys and NTD data were used to evaluate ridership for fixed-route and demand-response service. The section of this report summarizes available data. Transit ridership across the United States has declined for six straight years. Bus ridership, which has declined more than other transit services, is now at the lowest point since at least 1973⁷. Nationally, bus ridership in urban areas declined 12.9 percent, while demand response ridership increased by 20.6 between 2010 and 2019. ATRANS provided 588,846 total unlinked passenger trips in 2019, 26 percent less than 2010 with an average 4.13 percent decline each year.

Exhibit 19 | ATRANS Bus & Demand Response Change by UPT 2013-2019

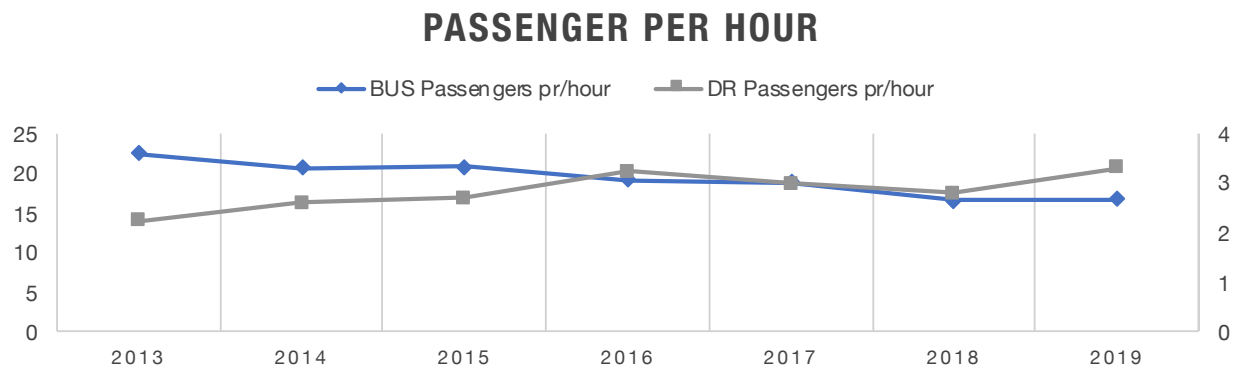


⁷ NTD National Transit Summaries & Trends Report, 2019

ATRANS fixed-route service in 2019 reported an average 16.72 passengers per hour, 62 percent lower compared to the national average (27.2). The number of passengers per hour for ATRANS fixed-route service declined by 26 percent between 2013 and 2019, at 22.6 and 16.72 respectively. According to NTD data, the Alexandria-Pineville UZA ATRANS bus ridership over the same period decreased by 20.6 percent, 67 percent higher than 12.9 percent national average decrease. Based on the literature and industry knowledge, the major factors traditionally influencing transit ridership are changes in service levels, population, and transit-dependent population.⁸

Ridership for ATRANS paratransit services has steadily increased since 2013. ATRANS demand response ridership increased by 64 percent since between 2010 and 2019, indicating a dramatic increase in demand for ADA paratransit service across this ten-year period. In 2019, paratransit ridership totaled 21,317 trips, up from 16,712 trips in 2018 (a 28 percent increase). Between 2013 and 2019, paratransit ridership increased 31 percent, an annual average of 5.42 percent.

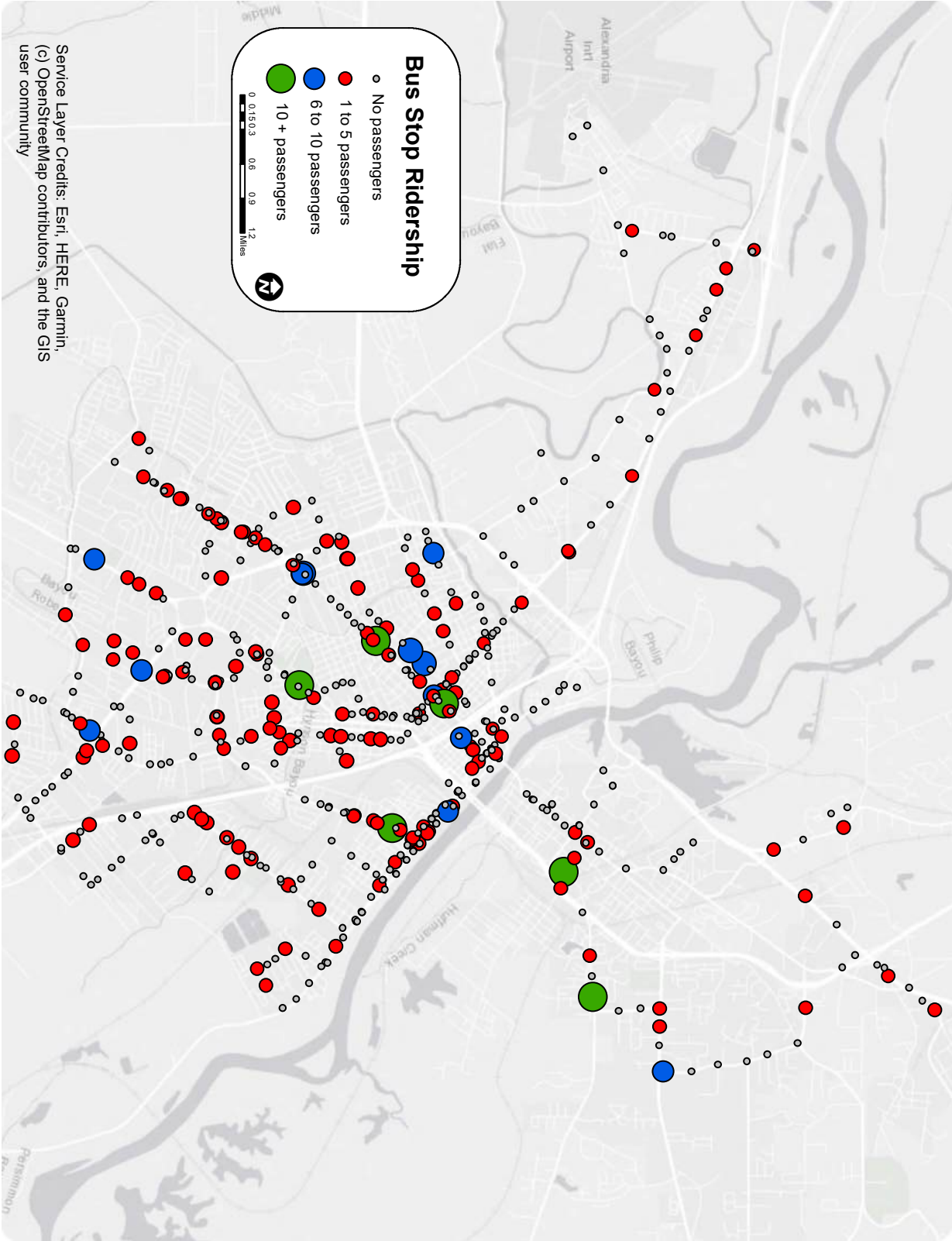
Exhibit 20 | ATRANS Passengers Per Hour 2013-2019



Data suggests mismatches between the amount of service provided on individual routes and ridership levels. Data suggests some routes provide more service than is needed to meet demand. This indicates there are opportunities to shift service from underutilized routes to overcrowded routes. Exhibit 20 illustrates average daily ridership at the stop level in 2019.

⁸ TCRP Research Report 209, Analysis of Recent Public Transit Ridership Trends 2020

Exhibit 21 | ATRANS Stop Level Ridership



Average Weekday Ridership

The American Public Transportation Association (APTA) estimates the number of people riding transit on an average weekday is 45% of the number of unlinked transit passenger trips.⁹ ATRANS bus services an average weekday carried over 1,554 passengers on day routes and 175 on night routes in 2019. Ridership on local routes ranges from very high to relatively low. Several of the local routes have higher average daily ridership, while others served as few as 872 passengers a month. In 2019, Friday's had the highest ridership on most routes, followed by Mondays and Wednesdays. Peak ridership occurred in August and October for both fixed-route and demand response service.

Exhibit 22 | ATRANS 2019 Average Weekday Ridership by Route

Average Weekday Ridership / Route	2019
Jackson St	193
MacArthur	202
Broadway	182
Willow Glen	203
Elliot	152
Monroe St	210
Pineville	271
England	141
AVERAGE WEEKDAY TOTAL	1,554
Night Route 1	41
Night Route 2	48
Night Route 3	43
Night Route 4	43
AVERAGE WEEKDAY TOTAL	175

Exhibit 23 | ATRANS 2019 Busiest Months & Days

Busiest Ridership Months			
Fixed Route	Total Ridership	Demand Response	Total Ridership
August	50,327	August	560
October	49,826	October	542
March	48,318	May	528
Busiest Ridership Days			
Fixed Route	Total Ridership	Demand Response	Total Ridership
8/20/2019 - FRIDAY	2,376	8/21/2019 - WEDNESDAY	33
10/1/2019 - TUESDAY	2,382	10/15/2019 - TUESDAY	29
3/01/2019 - FRIDAY	2,380	5/28/2019 - WEDNESDAY	28

⁹ American Public Transit Association

Average Saturday Ridership

Saturday ridership is about 27.2 percent of weekday ridership, which is typical of most systems. ATRANS Saturday ridership was 21.4 percent of weekday ridership in 2019.

Exhibit 24 | ATRANS Average Saturday Ridership

ROUTE	2019 MONTH	2019 DAILY
Bus Saturday Day Routes	868	174
Bus Saturday Night Routes	276	55

Ridership by Route

Monthly ridership varied by route from 8,511 (Pineville) to 1,297 (Night Route 1). The month of August in 2019 and 2020, had the highest ridership days. Route 601 (Pineville) continued to have the highest monthly ridership despite a 54 percent decline in 2020 ridership due to COVID-19. Additional high ridership routes included Monroe Street / Alexandria Mall (501) and MacArthur Drive (102) routes. Exhibit 24 ranks all daytime and night time routes by monthly ridership in 2019 and 2020.

Exhibit 25 | ATRANS Routes Ranked by 2019 & 2020 Total Monthly Ridership

Route	2019	2020	Rank
City of Pineville (601)	8511	4701	1
Monroe St/Alexndria Mall (501)	6688	4002	2
MacArthur Drive (102)	6307	3981	3
Willow Glen Road (310)	6027	2875	4
Broadway Avenue (201)	5847	3613	5
Jackson St/Lower 3rd (101)	5834	4029	6
Elliot Street/Cabrini (401)	4635	2384	7
England Drive / Airport (701)	4415	2194	8
Night Service Route 2 (RT2)	1609	1018	1
Night Service Route 3 (RT3)	1453	898	2
Night Service Route 1 (RT1)	1297	828	3
Night Service Route 4 (RT4)	1345	632	4

COVID-19 Ridership Impact

According to data from the National Transit Database, national monthly transit ridership hit a low of 156.6 million rides in April 2020 — that's 81.3% lower than the 835.2 million rides taken in April 2019.¹⁰ Like all public transportation services across the country, ATRANS suffered a significant drop in revenue and ridership resulting from the COVID-19 pandemic and resulting safety measures (social distancing, etc). Due to the pandemic, many of the buses had to operate under a fraction of their regular capacity, which meant less fares and less riders, and more expenditures in the form of regular cleanings and the cost of PPE for passengers and drivers. Many of the buses had to operate under a fraction of their regular capacity, which meant less fare revenue.

¹⁰ FTA National Transit Database, 2020

August in 2019 (pre-pandemic) and August 2020 ridership indicated total ridership declined by 52 percent. Comparing August 2019 to 2020 ATRANS ridership data, average Saturday ridership decreased nearly 72% going from a 2019 average of 1,144 total riders (on all routes) each Saturday, to averaging 326 riders in 2020. Average weekday day ridership for route routes declined 46 percent from 194 passengers in 2019 to 104 in 2020. Average weekday ridership for night routes, monthly and daily, declined by 50 percent. Exhibit 25 compares changes in 2019 and 2020 weekday ridership by year, month, day, and route.

Exhibit 26 | ATRANS Weekday Ridership Impact (August)

Year	Ridership	Year	Ridership	% Change
2019	46,073	2020	22,157	-52%

ROUTE	2019 MONTH	2020 MONTH	% CHANGE	2019 DAILY	2020 DAILY	% CHANGE
Jackson St/Lower 3rd	839	504	-40%	193	118	-39%
MacArthur Dr	876	516	-41%	202	121	-40%
Broadway Ave	796	480	-40%	182	113	-38%
Willow Glen Rd	882	456	-48%	203	105	-48%
Elliot / Cabrini	662	286	-57%	152	67	-56%
Monroe St	908	502	-45%	210	118	-44%
City of Pineville	1187	546	-54%	271	126	-54%
England Airpark	614	279	-55%	141	65	-54%
BUS WEEKDAY ROUTE PASSENGER DAY AVERAGES	846	446	-47%	194	104	-46%
NS 1	179	96	-46%	41	22	-46%
NS 2	208	105	-50%	48	25	-47%
NS 3	187	105	-44%	43	25	-42%
NS 4	188	73	-61%	43	17	-60%
BUS WEEKDAY ROUTE PASSENGER NIGHT AVERAGE	191	95	-50%	44	22	-50%

Weekday ridership declined on all routes, with the largest drops in ridership occurring on the Elliot /Cabrini Route, which had a 57 percent monthly and 56 percent daily ridership decrease from 2019 to 2020. Night Service Route 4 also had a significant decrease in monthly and daily ridership, at 61 percent 60 percent respectively.

Exhibit 26 compared August 2019 and 2020 Saturday ridership data. Saturday service saw a much sharper decline than weekday service as a result of the COVID-19 pandemic dropping to 50 percent of weekday ridership in 2020. Saturday bus service saw the highest ridership decline between 2019 and 2020. Average Saturday day route monthly and daily ridership decreased by 71 percent. Day routes with the highest Saturday ridership decline were Pineville (81%) and Willow Glenn (77%). Average night route ridership decreased 74 percent monthly and 75 percent daily. Night Route 2 had the highest decline in ridership between 2019 and 2020, at 82 percent. Exhibit 26 compares changes in 2019 and 2020 Saturday ridership by year, month, day, and route.

Exhibit 27 | ATRANS Saturday Ridership Impact (August)

ROUTE	2019 MONTH	2020 MONTH	% CHANGE	2019 DAILY	2020 DAILY	% CHANGE
Jackson St	829	332	-60%	166	66	-60%
MacArthur	934	292	-69%	187	58	-69%
Broadway	847	286	-66%	169	57	-66%
Willow Glen	791	179	-77%	158	36	-77%
Elliot	759	179	-76%	152	36	-76%
Monroe St	1003	367	-63%	201	73	-64%
Pineville	1152	221	-81%	230	44	-81%
England	628	178	-72%	126	36	-71%
BUS SATURDAY ROUTE PASSENGER DAY AVERAGES	868	254	-71%	174	51	-71%
NS1	254	89	-65%	51	18	-65%
NS2	329	61	-81%	66	12	-82%
NS3	303	80	-74%	61	16	-74%
NS4	219	57	-74%	44	11	-75%
BUS SATURDAY ROUTE PASSENGER NIGHT AVERAGES	276	72	-74%	55	14	-75%

Comparable Transit Systems

Ridership is influenced by the size of the transit system. Lower levels of service cause a significant drop in ridership because there are fewer trip origins and destinations available for service. For example, a transit system can see significantly lower ridership if undersized. Sizing can be estimated by examining comparable transit systems. Although there is no model to predict urban transit usage, there is available information to help us estimate the need, potential ridership and service size. No two cities are alike, but we can learn from their experiences. The study team looked at four cities with fixed route service - two in Louisiana (Monroe and Lake Charles) and two in Arkansas (Fort Smith and Hot Springs). For this review we examine: service area, poverty rates, number of fixed route peak vehicles, population, and fares. Comparable systems were analyzed using four measures: productivity - unlinked passenger trips/hour; effectiveness - unlinked passenger trips/capita; coverage - peak vehicles/capita; and Annual Unlinked Passenger Trips (UPT). Transit agency operating statistics summary data was reported to the National Transit Database¹¹.

Monroe, LA - The service area and population for the City of Monroe's transit system is smaller than ATRANS. Monroe system operates ten fixed-route buses. Demographically, also Monroe has a higher poverty rate than the ATRANS service area and therefore should see higher ridership rates. In 2019, the system was averaging 20.9 one-way trips per revenue vehicle hour and 565,620 one-way trips. Per capita ridership, a measure of effectiveness was the highest at 11.4 trips per capita.

Fort Smith, AR - The City of Fort Smith's transit system, with a 65 square mile service area and population over 86,000, is larger than the ATRANS service area. Fort Smith operates six fixed route buses (one bus for every 14,368 people), about half the level of service Fort Smith should be seeing. This low level of service suppresses ridership. The poverty rate is the lowest of comparable transit systems at 21%. Fort Smith reports productivity effectively to be 12.3 trips per hour with a per capita ridership of 3.02, indicative of low service levels. Ridership is 260,306 one-way trips annually.

¹¹ National Transit Database, Time Series 1991 -2019

Lake Charles, LA - The City of Lake Charles transit system operates five fixed-route buses with a similar service area to ATRANS at 43 square miles and population of 73,474. It also has a slightly lower poverty rate than ATRANS at 22.8%. The service level is well below service for a city of its size. Although, Lake Charles reports productivity effectively to be 21.1 trips per hour (very high for an urban area of its size), low service levels (3.8 per capita ridership) and ridership (278,101 one-way trips annually) indicates a system operating about half the service that it should (one bus per 14,695 persons).

Hot Springs, AR - The City of Hot Springs transit system operates three fixed-route buses in a service area of 36,780 over 35 square mile. Hot Spring's poverty rate is similar to ATRANS at 24.3% and about the median and mean point among the comparable. Ridership is 155,848 one-way trips annually, about a third less than ATRANS's ridership. Productivity is about 15.1 trips per hour and per capita ridership is 4.2.

Exhibit 28 | Comparable Transit Systems

City	Service Area Population	Annual UPT	Peak Vehicles	UPT / Capita	UPT / Hour	Population / Vehicle	UPT / Mile	Service Area (square miles)	Regular Adult Fare / UTP (one-way)	Operating Expenses / UPT	Poverty Rate (%)
Alexandria, LA	62924	567529	8	9.0	16.7	7866	1.2	46	\$ 0.75	\$ 4.88	24.4
Monroe, LA	49601	565620	10	11.4	20.9	4960	1.3	31	\$ 1.25	\$ 8.58	36.8
Fort Smith, AR	86209	260306	6	3.0	12.3	14368	0.9	65	\$ 1.25	\$ 5.50	21
Lake Charles, LA	73474	278101	5	3.8	21.1	14695	1.5	43	\$ 1.00	\$ 8.62	22.8
Hot Springs, AR	36780	155848	3	4.2	15.1	12260	1	35	\$ 1.25	\$ 7.03	24.3
AVERAGE	61516	314969	6	5.6	17.4	11571	1.2	43.5	\$ 1.19	\$ 7.43	26.2

Four similar service areas were compared to ATRANS for analysis, including Monroe, Lake Charles, Fort Smith and Hot Springs. The City of Monroe's transit system meets the above average while Fort Smith is considered to be undersized for its community highlighted by low ridership and productivity. Ridership per capita is an indicator of the level of service. Fort Smith has lowest level of service also has the lowest ridership per capita by far. Residents per vehicle depicts the level of service. Fort Smith, with the lowest level of service also has the lowest ridership per capita. The level of service is depicted by the Residents per Vehicle. Fort Smith has the lowest productivity and Lake Charles the highest number of residents per vehicle.

The comparative analysis in Exhibit 16 reveals the ATRANS service area population is in the middle of the comparable. The ATRANS service area has the second highest poverty rate after Monroe and has the highest number of one-way trips than any comparable. All have similar population densities. Overall, ATRANS features a similar service area in terms of square miles and population, yet provides the highest number of one-way trips. It also has the lowest fares and operating cost per passenger trip, but provided the second highest level of service than any comparable.

Public Participation

The MPO is committed to engaging the public in the development of all transportation plans and programs. It's the overall goal of the MPO that the transportation planning process is open, accessible, transparent, inclusive, and pro-active. The MPO's Public Participation Plan (P3) supports Title VI compliance by enabling and encouraging all members of the public to actively participate in the transportation planning process. The public engagement process helped identify service issues and needed system improvements to improve service.

The PPP was adopted by the MPO in 2014. Some key relevant requirements include:

- Adequate public notice of activities and time for public review and comment.
- Timely notice and access to information.
- Employment of visualization techniques to describe plans and programs.
- Make information available electronically and on the internet.
- Hold meetings at convenient times and easily accessible venues.
- Consider and respond to public input in a timely fashion.
- Seek out and consider the needs of the traditionally under-served in the community, such as low-income and minority populations.
- Provide additional opportunity for public comment on all plans, and changes to plans, following initial agency and public reviews during development, especially the MTP and TIP.
- Coordination with statewide public involvement and consultation processes.
- Periodically review procedures and effectiveness of plan strategies.

Due to the COVID-19 pandemic, the original schedule of public engagement meetings and outreach activities were severely limited due to official safety guidance. As a result, the planning process followed additional procedures:

- Meeting notices, planning activities, campaigns were published at social media for outreach to a wider array of demographic groups.
- New Virtual Public Input Tools were developed to communicate project progress and capture responses. These included the Public Input Survey, Bus Driver Input Survey, Transit Gaps Mapping Tool, Project Webpage
- Public Input Kiosks were placed in various Rapides Parish Public Libraries, Alexandria and Pineville City Hall, Utility Pay Centers, and the Transit Terminal public locations and community centers to ensure access to internet for public input
- Presentation to civic and neighborhood groups were made available upon request.
- Meetings were held at locations with ADA compliance, accessible to the disabled and near bus routes.
- Establishing and maintaining email lists of SC and various interested individuals and organizations to provide notifications about upcoming meetings, events, opportunities related to transit.

The project Steering Committee (SC) was formed in February 2019, MPO staff began assembling a list of stakeholders and recruiting SC members from the following organizations and interested groups:

1. Elected Officials

2. City Employees

- Administration
- Planning and engineering
- Public Works
- ATRANS (Alexandria Transit)

3. DOTD

4. City of Pineville

5. Strong Neighborhoods Project

6. Central Louisiana Regional Chamber of Commerce

7. Central Louisiana Coordinated Transportation Coalition

In February 5, 2019, SC members met at RAPC and reviewed the planning and visioning process with MPO staff. Committee members attended committee meetings and or individual meetings included the following:

- | | |
|--|---|
| <ul style="list-style-type: none"> - Susan Broussard - City of Alexandria - Merriell Lawson - City of Alexandria - Jim Smile - City of Alexandria - Melinda Gremillion - City of Alexandria - Ann Howard - ATRANS (Alexandria Transit) - Kenna Lavalais - ATRANS (Alexandria Transit) - Casey Lewis - DOTD Public Transportation Section - Dale Craig - DOTD-08 - Rich Dupree - City of Pineville - Courtney Paige - City of Pineville | <ul style="list-style-type: none"> - Karen Collins - LA Governors Office of Disability Affairs - Cherelle King - Strong Neighborhoods Project - Deborah Randolph - Central Louisiana Regional Chamber of Commerce <p>MPO Staff:</p> <ul style="list-style-type: none"> - Matt Johns - APMPO - Jonathan Bolen - APMPO - Nicolas Blackstone - APMPO, Coordinated Transportation Coalition - Jamie Wallace - APMPO |
|--|---|

Committee Recruiting, Meeting, Stakeholder Consultation and Presentation Timeline:

- | | |
|---|---|
| <ul style="list-style-type: none"> - ATTRANS Study Planning Meeting August 28, 2019 - Steering Committee Meeting No. 1 February 5, 2020 - Presentation to City Administration February 10, 2020 - Field Work, GIS Bus Stop Inventory August 2020 - Preliminary System Findings September 2020 - Steering Committee Meeting No. 2 September 29, 2020 - Draft Existing Conditions Report April 26, 2021 - Steering Committee Meeting No. 3 April 29, 2021 - Stakeholder Presentations May 5 May 28, 2021 - Public Input Survey Period May 14 thru June 11, 2021 | <ul style="list-style-type: none"> - Bus Driver Input Survey Period May 21 - June 11 - Draft Market Analysis June 18, 2021 - Steering Committee Meeting No. 4 June 17, 2021 - Draft Route Profiles & Recommendations Completed June 25, 2021 - Draft Study Completed June 30, 2021 - Draft Study Public Comment Period July 12 - August 2, 2021 - Community Meeting July 26, 2021 - Steering Committee Meeting No. 5 August 10, 2021 - Final Study Public Comment Period August 11 - 25, 2021 - * Transportation Policy Committee, Study Adoption August 25, 2021 |
|---|---|

Public Engagement

Federal regulation requires MPOs “to provide meaningful citizen input for the transportation planning and programming process through effective citizen involvement activities, open and accessible information, and opportunities for participation.” The APMPO intends to help stakeholders and the public learn about the planning process and participate in developing the study throughout the transit planning process.

The public engagement phase of the study commenced May 2021 with a public and a driver input survey. Survey results from the first half of the public engagement phase were used to complete the draft study components: Existing Conditions Report, Market Analysis, and Route Profiles and recommended system improvements. The public comment period for draft study components ran July 12 thru August 2. A copy of the public engagement and adoption schedule can be found in [Appendix X](#).

A Public Open House event was held July 26, 2021, to provide additional opportunities for public input on the Draft Study and Recommendations in-person and online. Comments were accepted in-person at the meeting, by email, mail, and phone. Input and comments received were to be incorporated into the final study document. Consisting of five stations, the open house was designed to provide project information as well as opportunities for public input. The open house event was an opportunity for the public to learn first-hand about the study, results from draft study components, and share their ideas and experiences about improving the local public transit system. A summary of the event, including public feedback and results are included in [Appendix X](#).

Publicity

The COVID-19 pandemic had a direct impact on the level and type of public engagement activities throughout the project. Staff worked with the study’s Steering Committee, digital and traditional media, in addition to established RAPC and APMPO notification channels to promote the study and encourage public participation throughout the transit planning process. APMPO staff will promote the engagement process through:

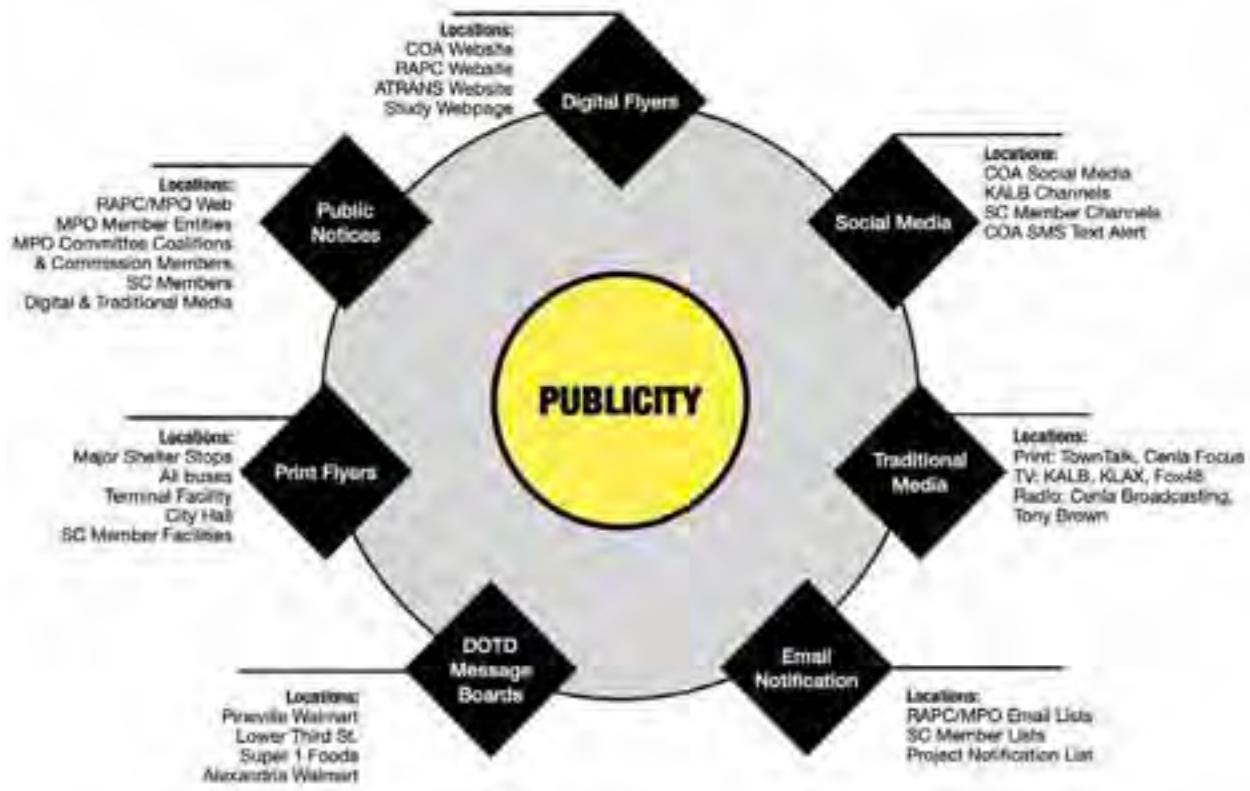
Webpage: APMPO established a dedicated webpage for the development of the study to serve as the project information hub, where information and updates on the plan and engagement opportunities can be found. Exhibit X illustrates methods used to promote the project webpage.

Media Coverage: Press releases, meeting notices, and ads. The APMPO has an existing list of media contacts for various publications. All notices were designed to reflect the look and feel of the ATRANS and used to inform the public about upcoming participation events.

Email Notices: The APMPO used its email subscriber database and also have an option for the public to sign-up for project email notifications.

Social media Platforms: Facebook was also used to promote meetings, surveys, and public comment periods. APMPO member entities and members of the steering committee were also encouraged to share posts on their social media platforms.

Exhibit 29 below denotes methods used to promote the study and project webpage.



Transit System Values

The public engagement process focused on assessing what the community feels are the current needs for transportation and their vision for future local transit. This initial round of community feedback took place in two formats: community surveys and public open houses. When asked to consider the future the ATRANS transit system, the following were identified as the top five values by priority:

1. Affordable
2. Accessible
3. Efficient
4. Walkable
5. Regionally Integrated

Service Issues

Approximately 265 unique comments were provided by participants during the public engagement process both in-person by August 2, 2021. Approximately 126 were classified as transit gaps and 139 as solutions. Each comment was aggregated by transit gap or solution, then assigned a theme. Thirty-seven (37) unique theme's emerged from the public engagement phase.

There are a number of issues with ATRANS existing service. The current Alexandria Transit bus network has an outdated service design that focuses on one-seat rides and features poor reliability. Few passengers are satisfied with the services they receive. Dissatisfaction with existing bus services – in large part – is justified and has many causes and varies between riders and non-riders.

Common transit gaps experienced by passengers and non-riders focused on routing, accessibility, mobility, bus stops and frequency. Passengers also noted many bus stops as inaccessible (no-sidewalks, crosswalks, ADA) or in poor condition, while non-riders also identified safety as an issue. Exhibit 30 features the top ten themes identified by feedback.

Exhibit 30 | Feedback Themes by Count

THEME	GAP	SOLUTION	TOTAL
Routing	11	22	33
Transit Access	12	21	33
Accessibility	13	14	27
Mobility	5	21	26
Bus Stop	10	9	19
Frequency	12		12
Job Access		11	11
Drivers	6	4	10
Awareness	6	3	9
On-time Performance	8		8
Fleet Capacity	5	3	8

Transit gaps often experienced by passengers included:

- 1) Service is too Infrequent
- 2) Transit doesn't serve places I want to go
- 3) Have to ride multiple vehicles (transfers)
- 4) Transit takes too long to get to where I want to go
- 5) Service is inaccessible
- 6) Service is confusing to navigate

When asked why they do not use public transit, non-riders identified the following as major reasons:

- 1) Transit takes too long to get where I want to go
- 2) I prefer the experience of other transportation types
- 3) I would have to ride multiple vehicles (transfer)
- 4) I don't know how to get where I need to go using transit
- 5) Transit doesn't serve the place(s) I want to go
- 6) Transit doesn't feel safe
- 7) Transit is too infrequent

Poor Reliability

Poor service reliability is due to a number of factors. Some are external factors ATRANS cannot control, such as traffic. Internally, poor reliability factors under ATRANS control include:

No Service Guidelines. Many transit agencies develop Service Guidelines to set overall on-time performance minimums and targets and track actual running times. Actual running times are longer than scheduled running times, often up to 10 minutes. Bus drivers cannot stay on-time and delays on one trip lead to delays on subsequent trips and bus bunching. This is the biggest cause of poor reliability and can be addressed by rescheduling service based on service guidelines and current actual running times to ensure consistent headways. ATRANS should develop Service Guidelines and develop a program to track on-time performance.

Dropped trips. ATRANS currently does not have enough drivers to meet its daily schedule due to unscheduled absences and vacant positions. As a result, dispatchers must identify trips not to run, and usually pull trips from the routes with low ridership. ATRANS should consider corrective measures, such as hiring additional operators and driver retention to address dropped trips.

Transfers

With routes running every hour, transfers between routes often require very long waits and increased travel times making trips very inconvenient. Passengers also noted discomfort waiting in rain and summer heat at bus stops with no shelter and poor condition. Passengers are more receptive to transfers when transfer times are short. The provision of better on-time performance by removing unused stops and efficient routing presents an opportunity to provide better service with existing resources.

Infrequent Service

Transit service frequency is determined by the number of people and jobs close to the network. Both population and employment densities indicate the underlying transit potential in terms of appropriate service type and frequency. For example, the density needed to support hourly fixed-route transit service currently available is generally considered between 6-15 people per acre, more than 3 jobs per acre, or a combination. Using this definition, only 30% of the ATRANS service area has the potential to support transit service frequency greater than one hour.

Slow Service

Many stops are spaced too closely. Bus stop spacing, location and design all affect the operation of the transit system and, in turn, transit passenger satisfaction. Slow service is attributed to the excessive number of bus stops throughout the transit network. Closely spaced stops, especially in areas with lower ridership, as well as population and job densities per acre, mean that bus stopping patterns become more irregular as buses stop at some stops and skip others when no one is waiting. This makes running times more variable and contributes to off-schedule service. The consolidation of stops throughout the system would improve on-time performance and attract more riders.

ATRANS should consider developing bus stop location standards to guide the design and placement of bus stops to complement their immediate surroundings, meet the transit passenger comfort and safety needs, and support an efficient transit network.

Routing

Comments regarding service routing fall into two categories: poor route design and expanded access.

Route design can impact service accessibility. Several routes are operating closer than ½ mile to each other and competing for the same passengers. ATRANS should consider developing route layout and design standards to ensure service is placed where it will have the most transit market potential, service frequency and directness so that routes operate as directly as possible to maximize average speed and minimize travel time.

Several places not currently served by the ATRANS system. Areas in need of transit access identified included Tioga, Ball, Boyce, Lecompte, and Pollock were identified as key destinations outside the existing service area. Sunday transit service was also requested. A transit potential and transit needs analysis for Boyce, Ball, and Lecompte are included in Appendix X. Both identified the potential and need for transit service at a very low frequency.

Awareness

Most of the public in the service area are unaware of the ATRANS system or have experienced difficulty using it. Raising awareness of public transportation services and developing user-friendly tools to assist with system navigation can help attract new riders.

Marketing: An overall lack of service awareness and promotion was identified during the planning process. ATRANS should develop a comprehensive branding, marketing and communications plan to promote service awareness to the general public.

Difficulty Navigating System: Many comments focused on difficulty navigating the system with users unaware or unable to understand the bus schedule or which bus to take. Bus service schedules or route maps were not found on any bus stop throughout the ATRANS service area, including the terminal. The current route map is also confusing and missing route schedule and contact information.

ATRANS should consider developing and maintaining a General Transit Feed Specification (GTFS), new schematic route map, and real-time data for the ATRANS transit system to help passengers navigate bus service. Route maps and schedules should also be placed on all ATRANS service vehicles as well as, the transit terminal and all shelter bus stops. Expanding the usefulness and capabilities of the ATRANS website would also increase rider awareness and provide trip planning on both desktop and mobile devices would also improve user-friendliness.

PART II: MARKET ANALYSIS

Public transit systems typically serve areas with dense population and employment centers. They also strive to provide mobility for those who have no other means of transportation. Understanding where existing and potential transit customers live and work helps ATRANS align transit services and programs to meet the market. The Market Analysis is one of the first steps in understanding the existing conditions in the ATRANS service area.

The Market Analysis specifically examines the underlying demand for transit services. It specifically examines the underlying demand for transit services based on population and employment density, socioeconomic characteristics, major activity centers, and the extent current ATRANS services meet those demands. It broadly defines areas, activity centers, and corridors that may support transit service. Data sources for this analysis include the 2010 U.S. Census, the 2015-2019 5-year American Community Survey, Alexandria Transit (ATRANS), economic data from Louisiana Central, the Rapides Area Planning Commission, and CUBE Access data from Bentley Systems.

The analysis is not intended to provide service recommendations alone. Input from the public, local knowledge and guidance, in addition to field work will provide context and detail that data and maps cannot. Considered together, all information, recommendations, and final decisions will reflect a holistic view of the local transit landscape in the metro area. The Market Analysis, Existing Conditions, and the Route Profiles describing each route in detail, will together inform a series of recommended improvements that should be made.

TRANSIT POTENTIAL

Transit market demand is strongest in areas with high concentrations of people and jobs. Employment and residential density were used to develop a transit potential index showing where conditions are most suitable for transit service based on the total number of people and jobs per acre. Since transit relies on having more people closer to service, population density makes it feasible to provide higher levels of service.

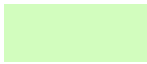
Population Density

Population distribution and density are a key factors determining underlying demand for transit. Having more people in close proximity to service makes it feasible to provide higher levels of service. Consider:

- Transit reach is generally limited to within one-quarter mile of the bus stop or station.
- Transit service frequencies are closely related to market size. For example, bigger markets support more frequent service, while smaller markets support less frequent service.
- Transit service must be relatively frequent to attract riders who have other options - such as a vehicle.

Ridership is also directly affected by how safe and comfortable riders feel when walking between transit services and destinations. Most transit riders are also pedestrians at some point. Many are willing to walk up to 10 minutes or between 1/4 mile and 1/2 mile to access transit service. For local routes, service should be available within 1/4 mile for 85 percent of residents. Both population and job densities provide an indication of the underlying transit potential for transit in terms of appropriate service type and frequency. For example the density needed to support hourly fixed-route transit service is generally about 6-15 people per acre or more than 3 jobs per acre, or a combination.

Exhibit 31 | Transit Service Frequency & Supported Density¹²

	Service Frequency	Supported Density
	< 10 min.	> 60 people + jobs / acre
	10 - 20 min.	31 - 60 people + jobs / acre
	30 min.	16 - 30 people + jobs / acre
	60 min.	6 - 15 people + jobs / acre
	Demand Response / Community Circulator	1-5 people + jobs / acre

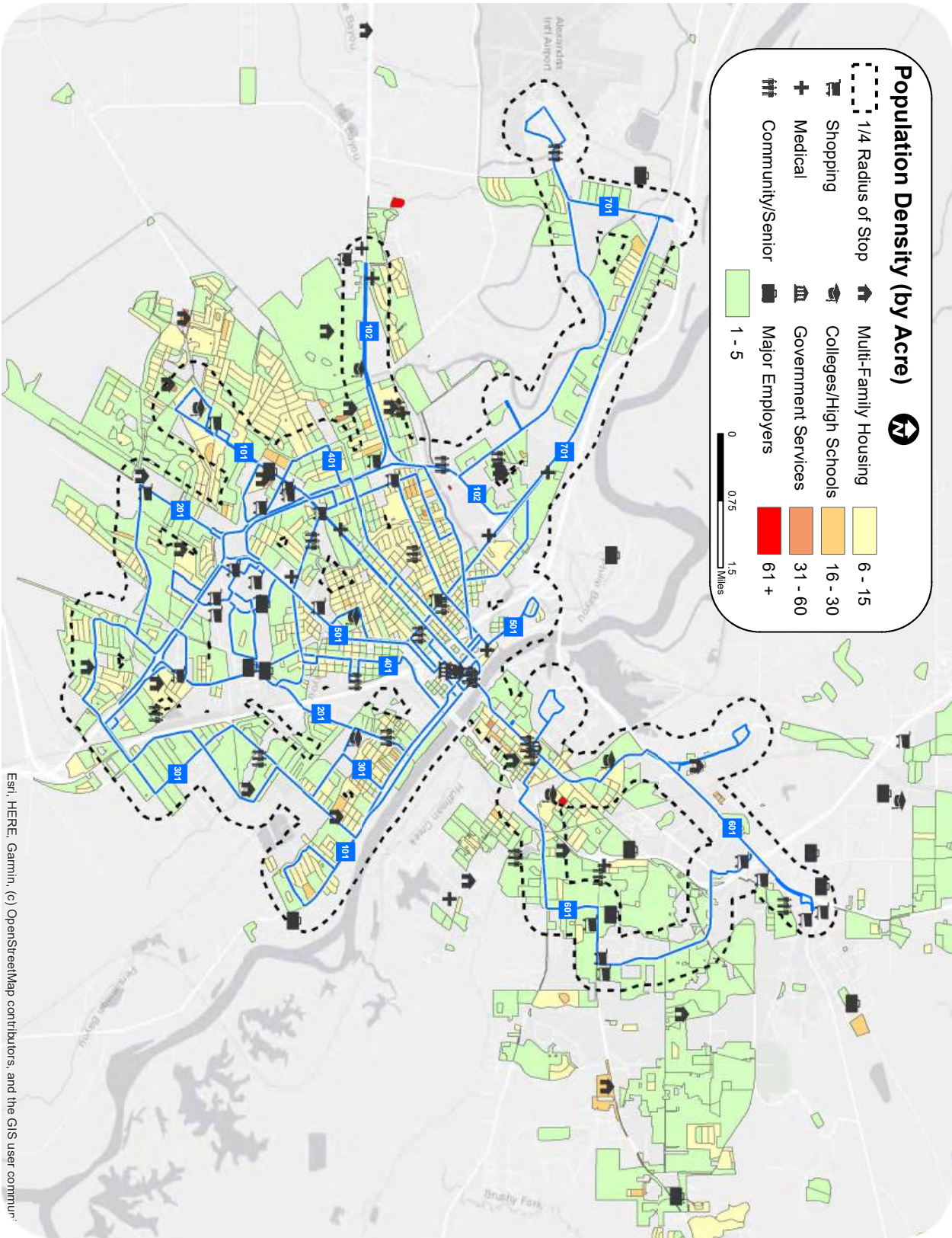
¹² Composite data compiled by Nelson/Nygaard from various sources

The combined density along a road corridor or in an area are also strong indicators of demand. While small isolated dense areas would not produce sufficient demand alone, density concentrated areas along a corridor may support higher service frequencies. In some cases, areas able to support 60-minute service along a corridor, the entire corridor may actually be able to produce enough demand for 30-minute service.

Exhibit 32 illustrates population density within the ATRANS service area. Key findings from the population density analysis include:

- About 73% (54,030) of the population inside the service area lives within 1/4 mile of existing transit routes. Census block data was used to conduct the analysis by acre.
- The service area contains large areas of moderate population density (6-15 people per acre) intermixed with both lower and higher density neighborhoods
- Highest density areas include the Garden District, Bel-air Homewood, Claremont/Good Earth, lower third, Cherokee Village, Deerfield areas in Alexandria, as well as Downtown and the College / Holly Hill areas in Pineville. These areas generally contain a mix of single family housing and larger developments.
- Lowest density areas are primarily located around the Lakes District, Pecan Bayou, Penny Acres, Willow Glenn, Samtown Woodside, Walnut Grove, Enterprise Addition in Alexandria and northeast of Downtown Pineville. These areas generally contain single family homes, many of which have been constructed in the past few decades.
- Areas with a medium population density located outside a quarter mile of the existing service area. These are areas recently developed since the 1990's in southwest Alexandria and northeast Pineville.

Exhibit 32 | Population Density Map



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Employment Density

The density and location of jobs is another strong indicator of transit demand. In most markets, commuting to work is the single largest segment of transit trips. As with population density, areas with six or more employment positions per acre can usually support hourly fixed-route transit service. Areas with higher employment densities may support greater service frequency.

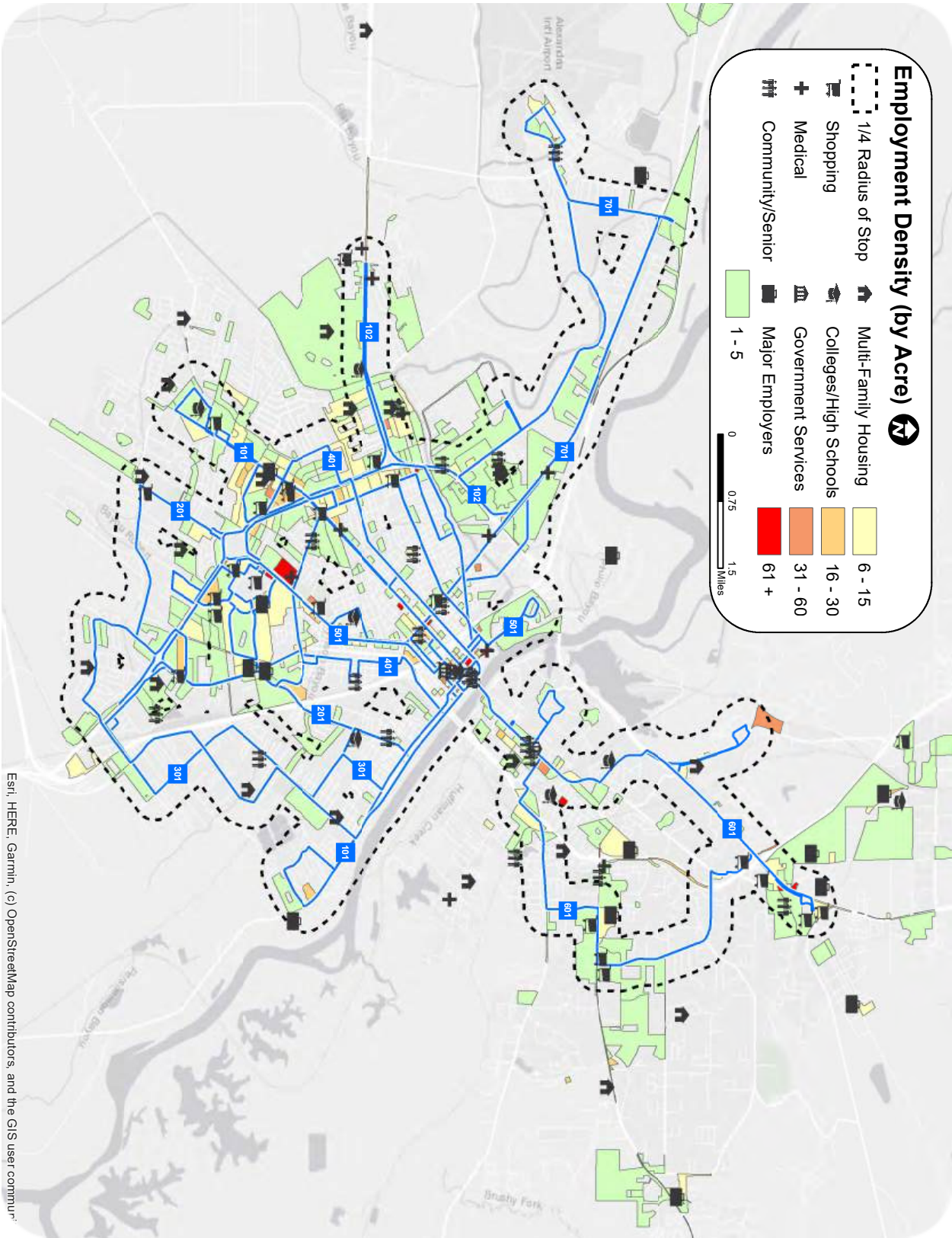
Locations of jobs is more highly concentrated than population, with larger and denser employment areas focused on a few key areas.

Exhibit 33 shows employment densities within the ATRANS service area. Key findings from the employment density analysis include:

- About 94% (44,671) of jobs are accessible within 1/4 mile of existing transit routes. Census block data was used to conduct the analysis by acre.
- Several institutional complexes are major employment centers, including the Rapides Regional and Cabrini Medical Centers, and VA Hospital.
- Areas with notable employment concentrations inside the ATRANS service area are located along MacArthur Drive, Masonic Drive, Jackson Street extension, and along Highway LA 28 West between Georgetown and Kent Addition. Additional areas with notable employment density are located around the Alexandria Mall, downtown Alexandria and Pineville, Donahue / Breezy Heights, Camp Beauregard, and Kingsville.
- A review of the AP-MPO's forecasts for employment and population is projected to grow by 17.7% and population by 6.5% by 2040¹³. Most of this growth is located along the LA 28 E and W outside on the outer edges of Alexandria and Pineville and may require micro-transit solutions.

¹³ AP-MPO Metropolitan Transportation Plan 2040, 2016

Exhibit 33 | Employment Density Map



Major Employers

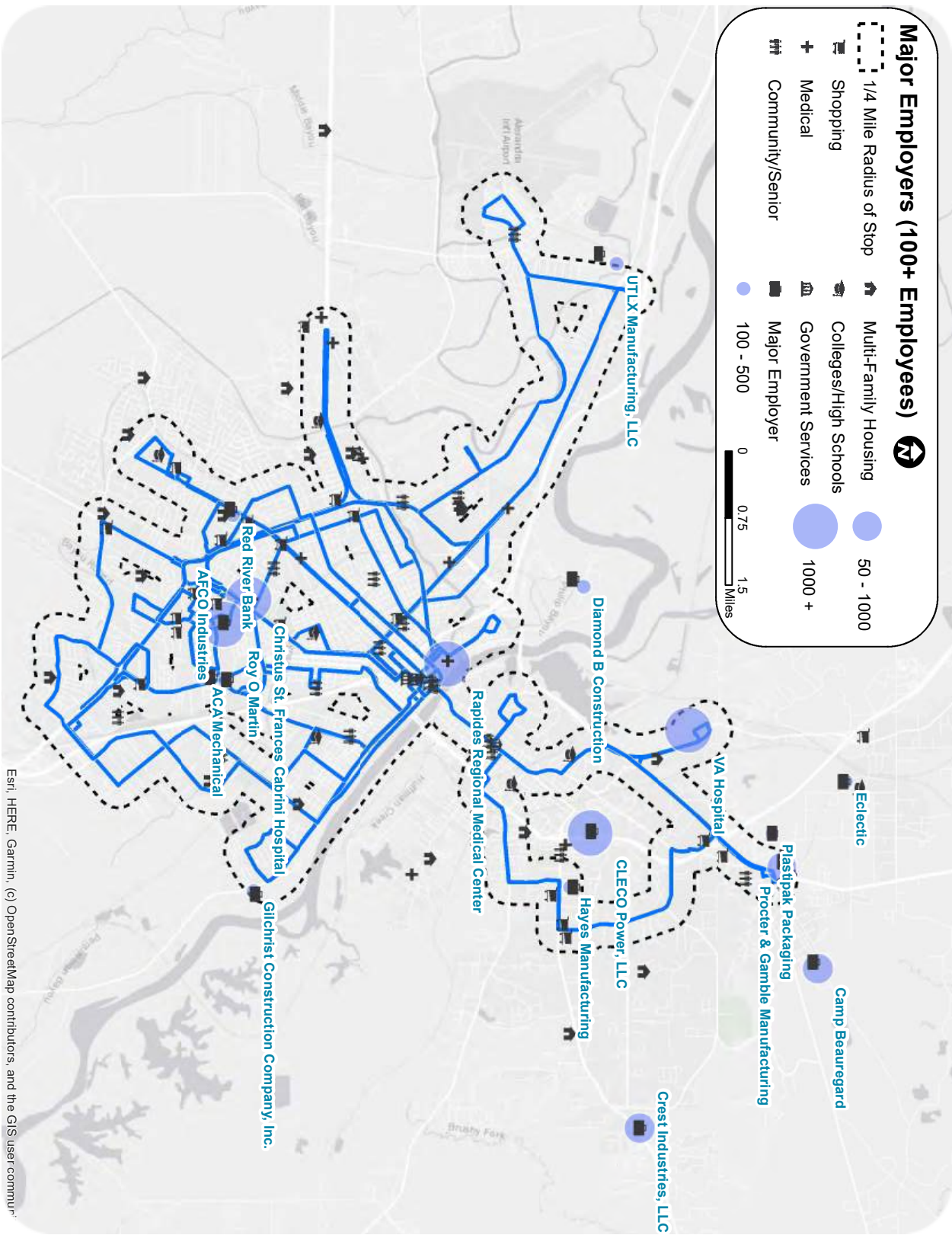
Individual major employers can be significant drivers of demand and essential to understanding travel flows, origins and destinations within the service area. Work trips often make up a significant percentage of all transit trips. Detailed information on major employers in the ATRANS service area is essential for understanding travel flows and origins and destinations within the area. Individual major employers can be significant drivers of transit demand.

The largest employers in the ATRANS service area are primarily Roy O. Martin, AFCO Industries, ACA Mechanical, Gilchrist Construction, Red River Bank, Hayes Manufacturing, Proctor & Gamble Manufacturing, as well as several major industrial corporations. The Rapides Regional Medical Center, which employs over 1,400 staff is the largest employer in the area. These are primarily clustered in central Alexandria and north Pineville and many are accessible within a quarter mile using ATRANS transit service.

Major employers not accessible within a quarter mile using ATRANS transit service include CLECO Power, Camp Beauregard, Plastipak Packaging, Eclectic, Crest Industries LLC, Diamond B. Construction, and UTLX Manufacturing LLC.

In addition to large individual employers, the area has several major retail clusters with significant concentrations of small employers. These include areas along the MacArthur Drive corridor, such as the Alexandria Mall and Camellia Place, along US 165 corridor around Kingsville and LA 28 corridor around Donahue / Breezy Heights and Pinegrove / Sioux Hills.

Exhibit 34 | Major Employers Map

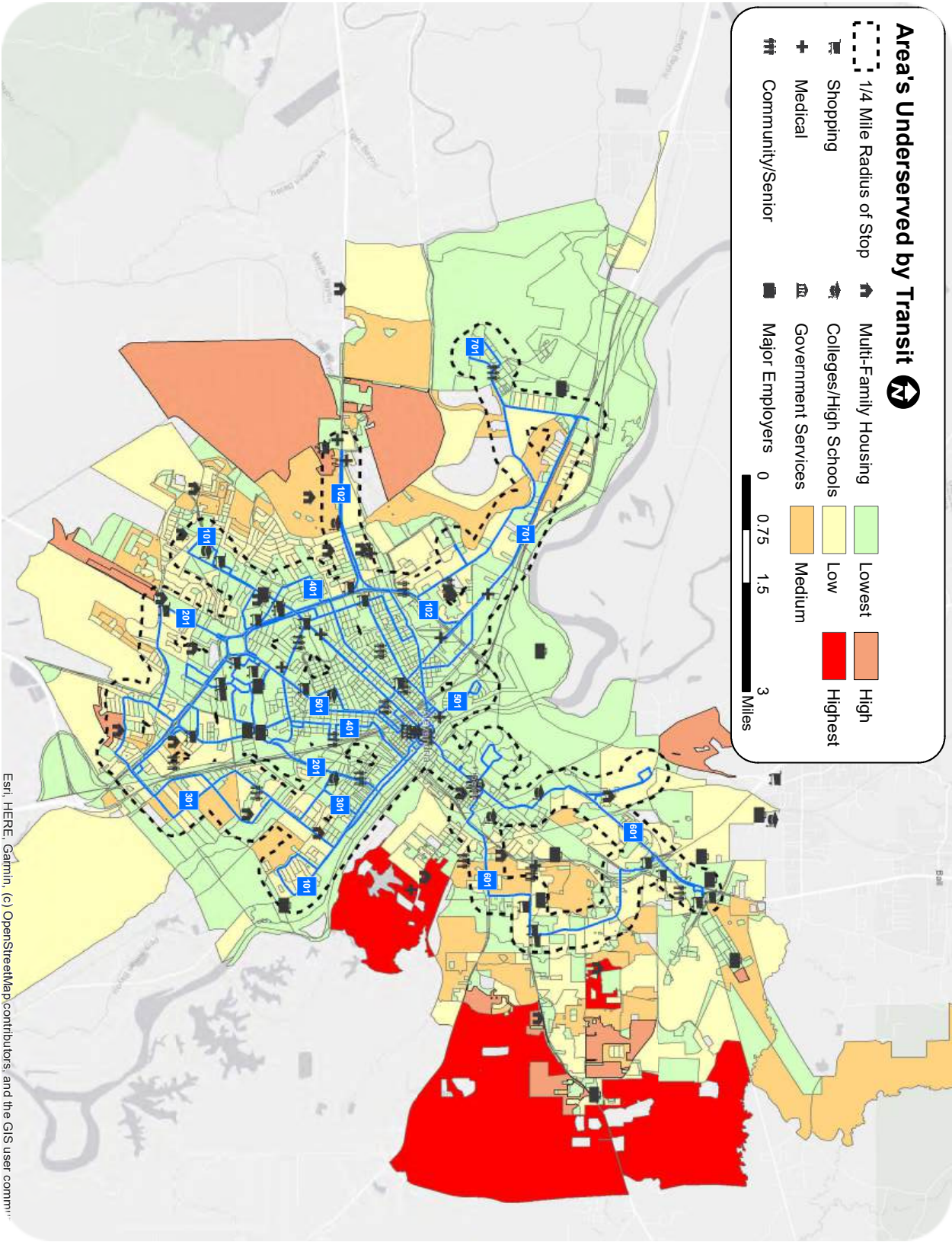


Area's Underserved by Transit

Peoples ability to access jobs using transit is essential to improving quality of life. People in some parts of the ATRANS service area can access far more jobs within a given amount of time than others. Exhibit 6 relates the underlying demand for transit with the number of jobs that residents of those areas can access within 30 minutes. Areas shown in dark red are areas where demand for transit is very high, but jobs access is very low. These areas include: Wardville / Smithville, Hills Gait, Legacy Pointe, Choctaw Hills, and Green Gables. Areas with the second highest need are around Wood Creek, Cloverdale, Pecan Bayou, Penny Acres, Martin Park / Airview Terrace.

Some areas with low job access are served by slow, infrequent bus routes or not at all. Upgrading the bus services serving these areas is key to improving job access. Improving transit to provide better service to jobs would increase economic opportunities in areas where the need is greatest.

Exhibit 35 | Areas Underserved by Transit



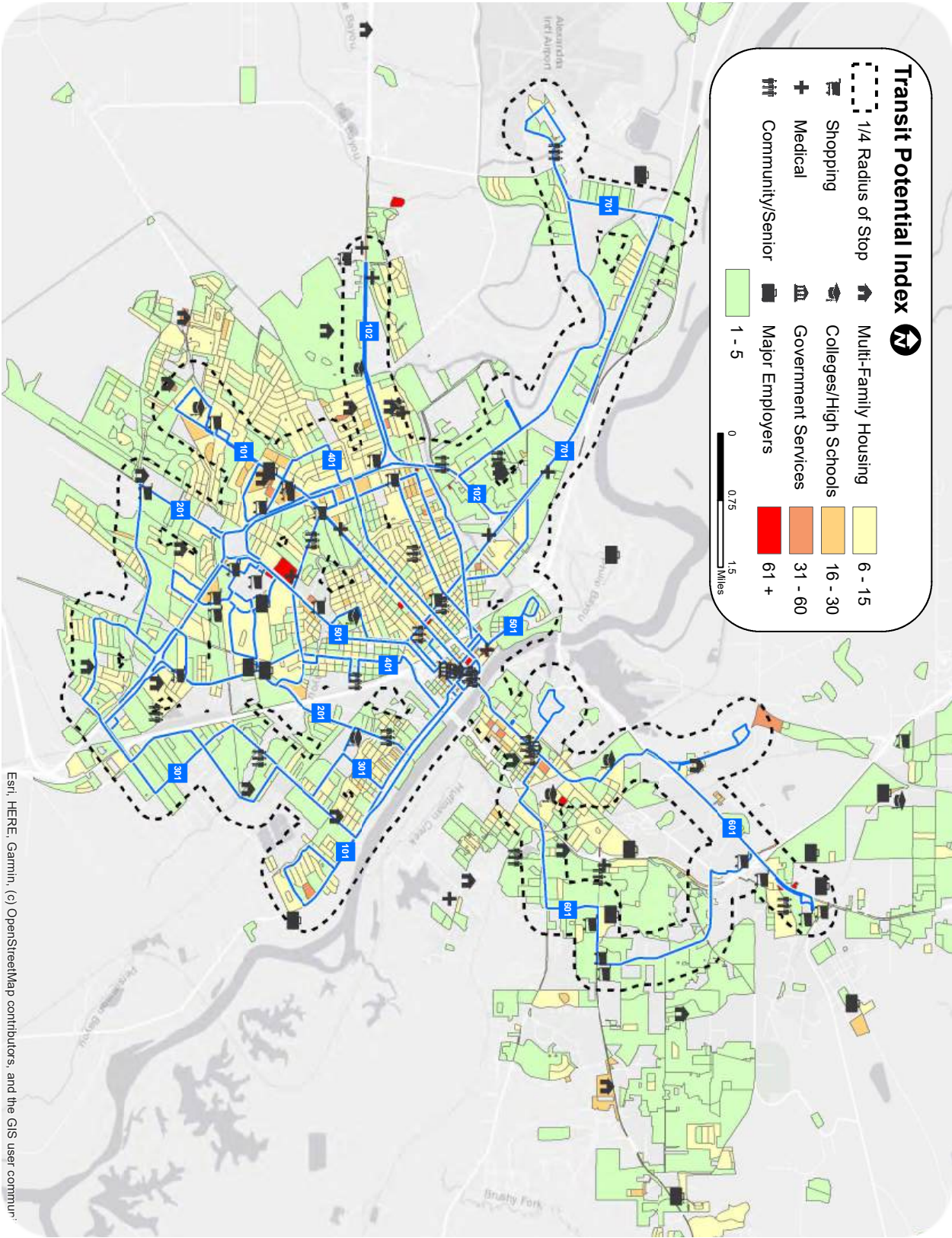
Transit Potential Index

The composite of population and employment density that helps identify potential transit supportive neighborhoods and corridors is known as the Transit Potential Index. Areas with higher transit potential are more likely to support fixed-route transit services. Notably however, high-scoring areas must also have transit supportive land-uses and infrastructure to reach their potential. Transit potential index also identified new markets outside the existing ATRANS service area

Exhibit 36 shows the Transit Potential Index scores for areas in the ATRANS service area. Key findings from the Transit Potential Index analysis include:

- Transit potential in the service area is particularly high within the Kent Addition, Camellia Place, Lower Third, Acadian Village, Bel-air / Homewood, Garden District, Kellyland Charles Park, Southfield Terrace, Cherokee Village, Plantation Acres, Tennyson Oaks, Willow Glenn. Pineville areas included downtown, College / Holly Hill, Kingsville areas.
- Other high transit potential areas include apartment and office complexes along Jackson Street, as well as some apartments and retail areas MacArthur Drive.
- Although inside the ATRANS service area, CLECO Power LLC and the area around Donahue / Breezy Heights are not accessible within a quarter-mile.
- Many neighborhoods inside the service area have low transit potential for fixed route service.
- Underdeveloped areas on the outer reaches of Alexandria and Pineville, the Town of Ball and unincorporated parts of Rapides Parish show some potential to supply transit service. These are low-density areas that primarily consist of single family housing on poorly connected roadways, which are typically difficult to serve with fixed-route transit.

Exhibit 36 | Transit Potential Index



TRANSIT NEED

Public transit is a mobility tool. Socioeconomic characteristics are also related to underlying transit demand. National research indicates that many population groups have a higher propensity to use transit, such as age, income, disability, race and ethnicity, language spoken at home, as well as vehicle ownership and access. Households with private access to multiple vehicles are much less likely to use transit than those with one or none.

Identifying areas with high concentrations of these socioeconomic characteristics help determine which neighborhoods and corridors have the greatest need for transit service. Some locations have high transit need, but low population and employment density. This indicates that these areas might benefit from demand response service but cannot support fixed-route service. Ultimately, each community must set their own priorities for balancing transit service on need and support.

Exhibit 37 | Proportion of Population in Transit Market Demographic Groups

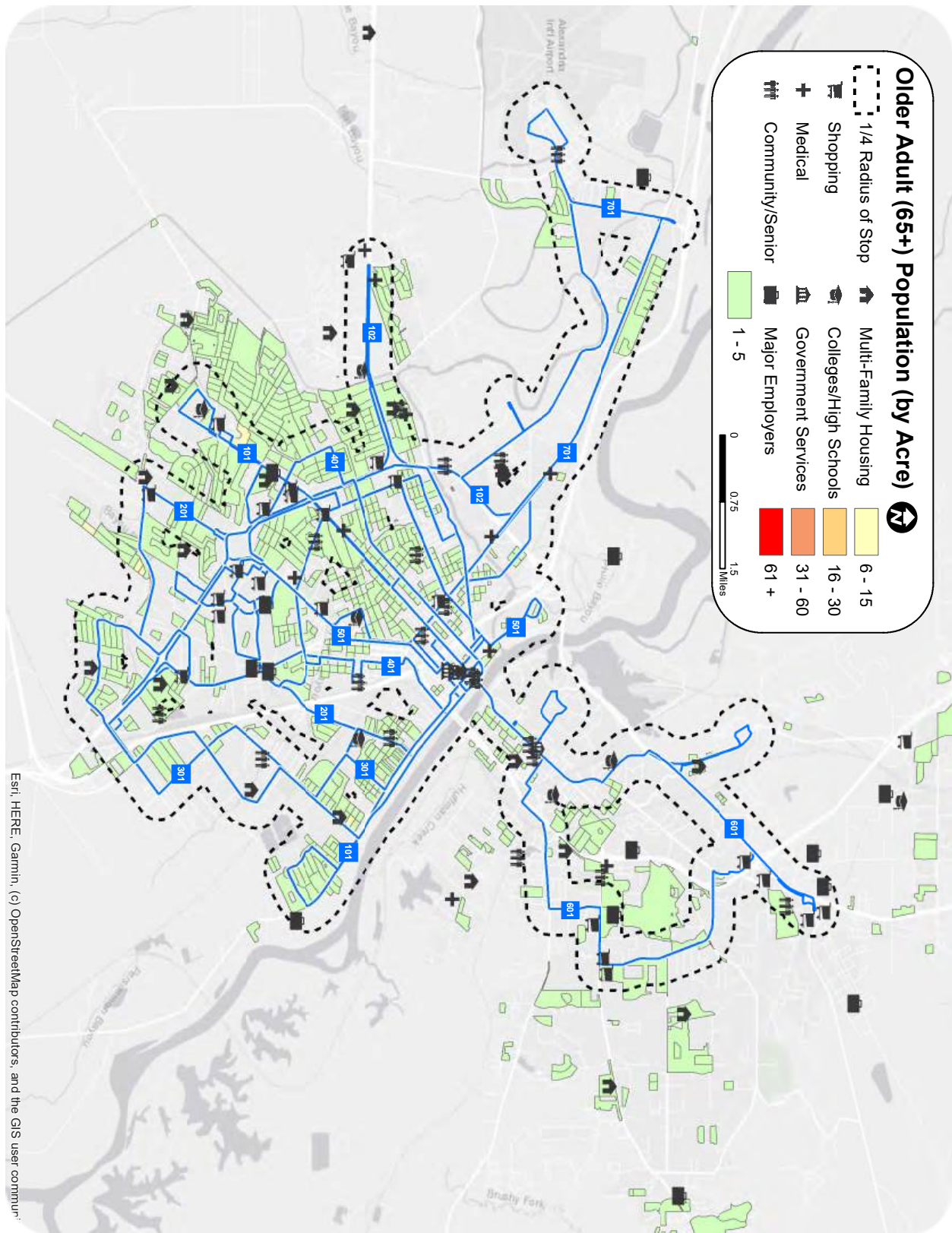
	ATRANS Service Area	Rapides Parish
Population Over 65	15%	15%
Population Below Poverty	11%	9%
Young Adults (18-24)	9%	8%
Minority Population	53%	39%
Zero Vehicle Households	5%	3%
Population with a Disability	14%	14%
Households with No English Speakers	0.3%	0.4%

Older Adults

Older Adults (age 65 and over) may no longer be comfortable driving or are no longer able to drive, and may begin or continue to use transit to maintain their independence as they age. Transit provides an important means for older adults to remain as active and independent as possible, and to age in place. Older Adults (age 65 and older) are likely to use transit than the general population, but also tend to use transit less frequently than a regular transit rider under 65. Many make fewer daily trips due to retirement, some must or choose to stop driving due to health issues, and others simply prefer a car-free lifestyle.

Exhibit 9 shows older adult population density in the ATRANS service area. There is a low density of older adults (65+) throughout the service area. The majority of older adult population in the ATRANS service area ranges between 1-6 older adults per acre. In Alexandria, concentrations of older adults are located to the west and southwest of the city center, and in the Garden District, Shirley Park, Greenway, Deerfield, Good Earth / Claremont, Kent Addition, Georgetown, Walnut Grove, England Airpark, Cloverdale areas. The older adult population in Pineville is concentrated north of downtown in areas around College / Holly Hill, Donahue / Breezy Heights, and Legacy Pointe. Only four areas have higher concentrations between 7-20 older adults per acre concentrations, all of which contain large senior living facilities directly served by ATRANS bus routes.

Exhibit 38 | Older Adult Population Density



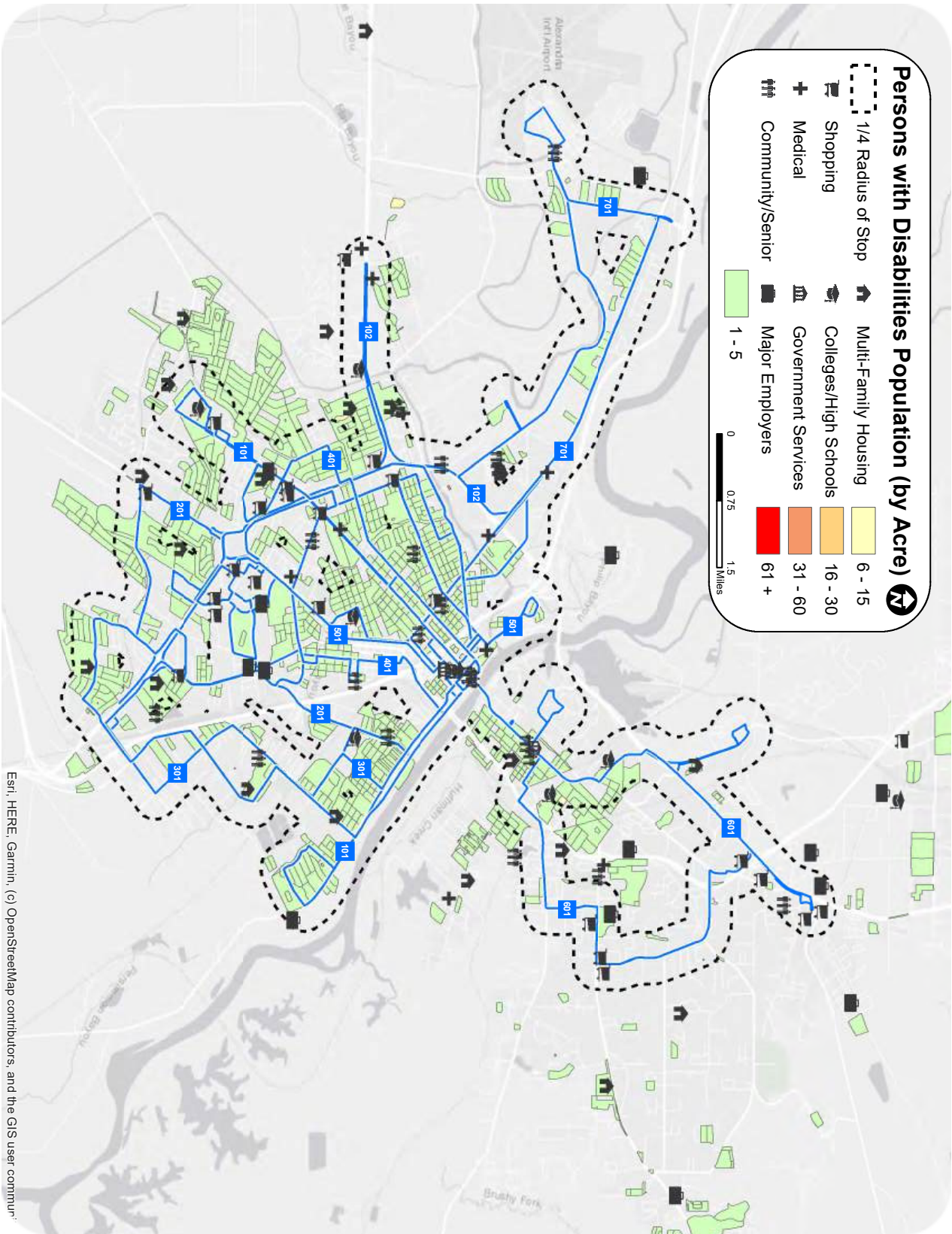
Persons with Disabilities

People with disabilities live throughout the metro area and primarily rely on public transit and other transportation resources for mobility. Many may be unable to drive or have difficulty driving, and may have a higher propensity to rely on transit and paratransit services to meet their transportation needs and maintain an independent lifestyle. Many qualify for ATRANS paratransit service.

Recently, transit agencies have worked to reduce the reliance on paratransit services by improving the accessibility of fixed-route services. Shifting more trips from paratransit to fixed-route services could reduce costs and increase service productivity for transit operators. However, doing so requires inter-agency coordination to ensure fixed-route services are accessible to the disabled population.

Density of persons with disabilities in the service area are shown in Exhibit 10. Areas within the service area with greater than one person with disabilities per acre are around Good Earth / Claremont, Kent Addition, Charles Park, Deerfield, Highland, Martin Park / Airview Terrace, Willow Glen, Southfield Terrace, Bel-air / Homewood, Garden District, Lower Third, Acadian Village, Downtown Pineville, Wardville / Smithville, College / Holly Hill, Donahue / Breezy Heights, and Choctaw Hills.

Exhibit 39 | Persons with Disabilities Population Density



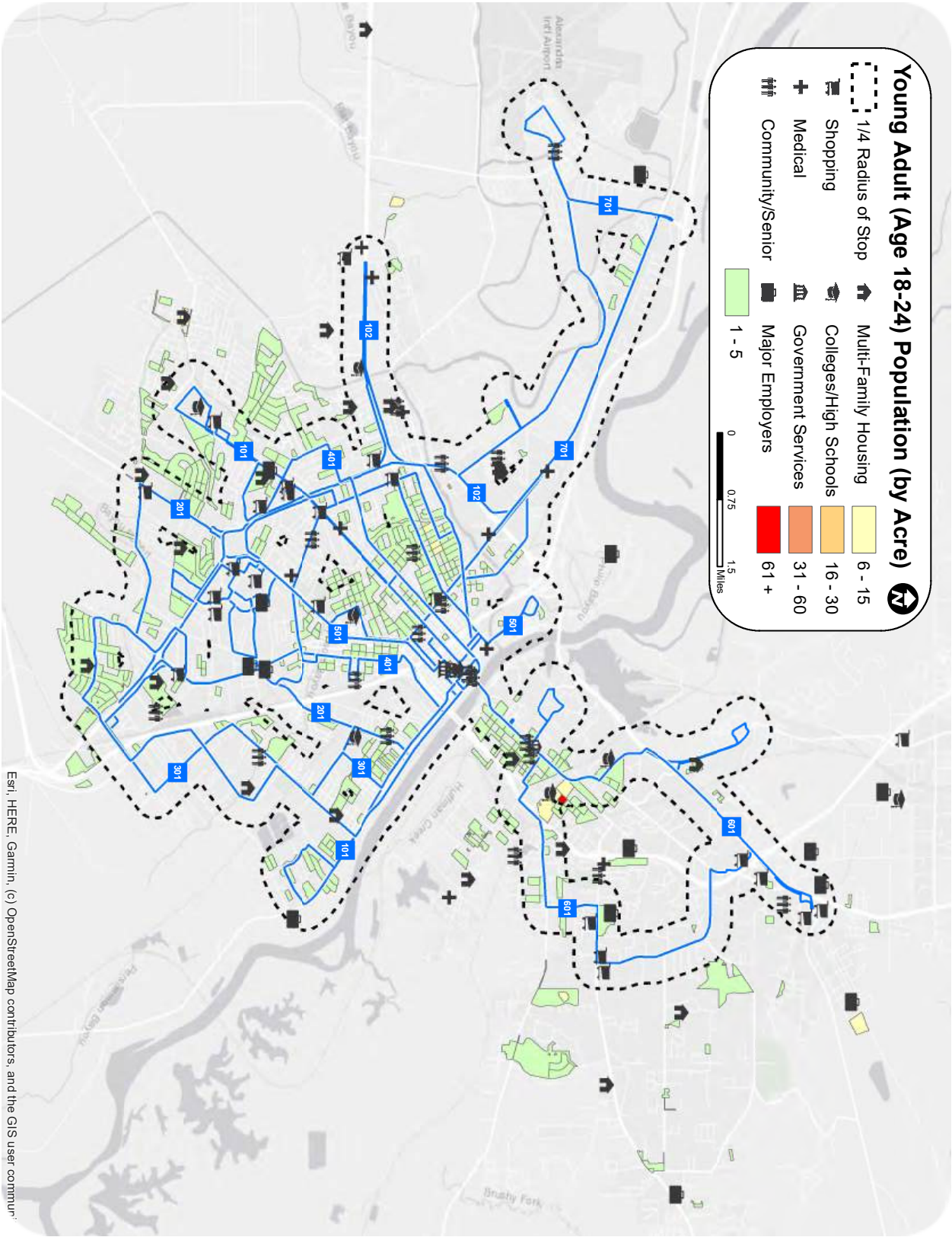
Young Adults

Young Adults generally have a lower interest in driving and higher interest in using many transportation options such as transit, walking, and biking. A Transportation for America and the Rockefeller Foundation survey (April 2014) reported that more than half of Millennials prefer to live in a place where they are not required to rely on cars to get around. Roughly two-thirds of those polled said access to high quality transportation options will be one of their top three criteria when deciding where to live.

Many young adults (18-24) years old lack vehicle access and more likely to use public transportation. Some are potential transit riders are old enough to travel independently, but still too young to drive. Others are enrolled in college or just entering the workforce and may not be able to afford to own and operate a personal vehicle.

Density of the young adult population inside the ATRANS service area are illustrated in Exhibit 11. The young adult population is primarily concentrated around the Louisiana College Campus and neighborhoods around the campus. The young adult population is lightly dispersed throughout the ATRANS service area, with some concentrations located in Charles Park, Bel-air / Homewood, Martin Park / Airview Terrace, Legacy Pointe, and downtown Pineville. Additional concentrations identified outside the existing service area included Hills Gait towards Kolin.

Exhibit 40 | Young Adult Population Density Map

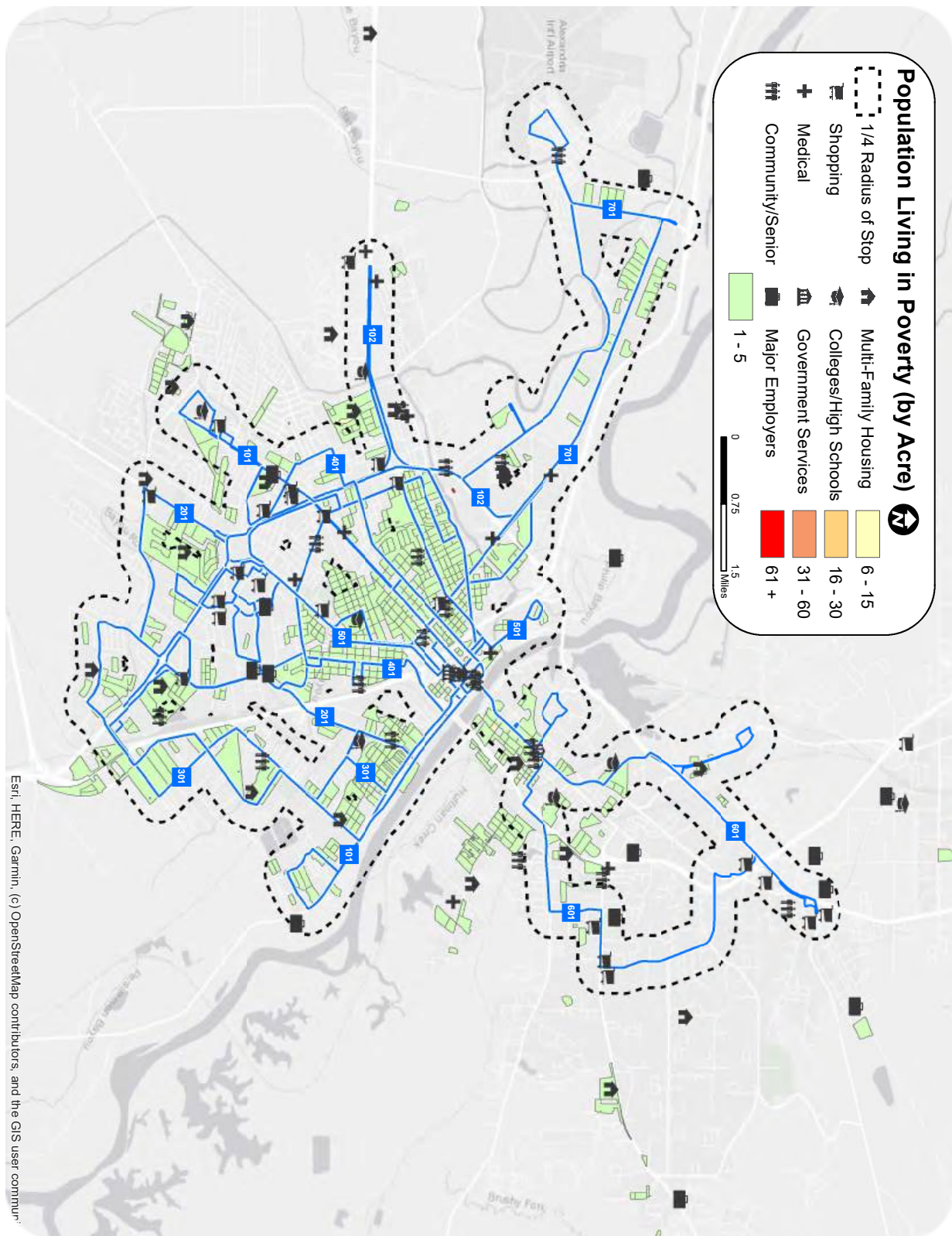


Individuals Living in Poverty

Residents with lower incomes are have a higher propensity to use transit to a greater extent because it is more affordable and may rely on it as their primary means of transportation. Public transportation can enhance mobility for persons living poverty, and can be essential for ensuring reliable access to employment. Many individuals living in poverty doe not have consistent access to a vehicle. Low income individuals may also live in households with fewer cars than higher income households.

Exhibit 40 shows the density of the population living in poverty by acre in the ATRANS service area. Neighborhoods with the highest concentration of individuals living in poverty included areas around Bel-air / Homewood, Garden District, Sonia Quarters, Lower Third, Willow Glen, Highland, Walnut Grove, Kellyland, downtown Pineville. Concentrations of individuals living in poverty outside the existing service area were also identified, including Wardville / Smithville and Green Gables.

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

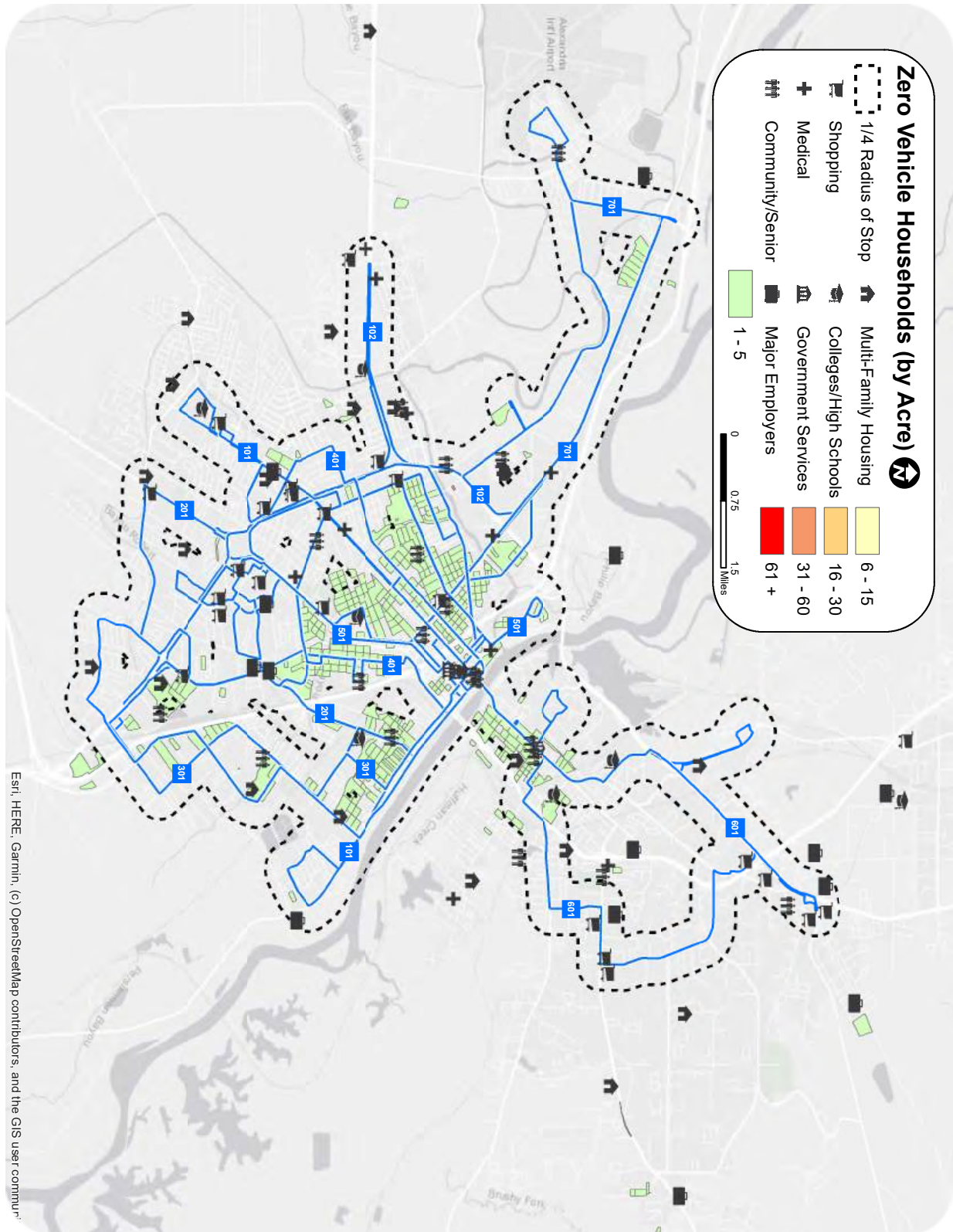


Zero Vehicle Households

Whether by choice or necessity, limited or no vehicle access households are more likely to use transit. Persons living in zero vehicle households without private vehicle access have a higher propensity to use transit. Without consistent private vehicle access, individuals frequently rely on nearby public transit services as the only mobility option.

The density of zero vehicle households in the ATRANS service area is illustrated in Exhibit 42. Few areas in the ATRANS service area have notable concentrations of households without access to a private vehicle. The only areas with greater than one zero vehicle household are concentrated around the Oil Mill Quarters, Garden District, Belair / Homewood, Sonia Quarters, Lower Third, Willow Glenn, Kellyland, and Downtown Pineville.

Exhibit 42 | Zero Vehicle Households Population Density

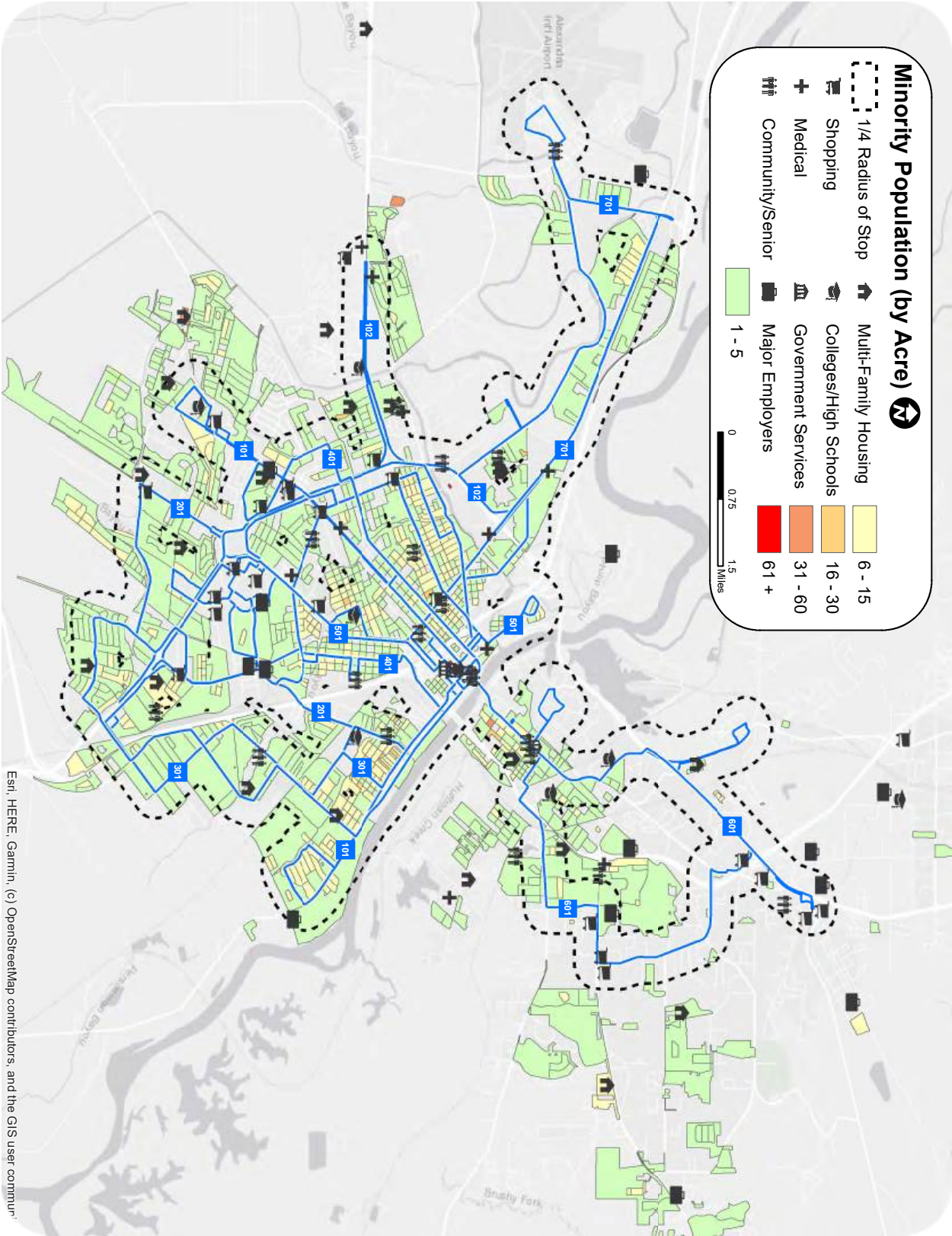


Minority Population

The provision of effective transit service to minority populations is a requirement under Title VI of the Civil Rights Act of 1964. Generally, minority residents have higher rates of transit use.

Exhibit 14 shows the distribution of the minority population throughout the ATRANS service area. Areas with the highest percentage of the minority population include the Bel Air / Homewood, Garden District, Lower Third, Acadian Village, Martin Park / Airview Terrace, Deerfield, Kellyland, Plantation Acres areas in Alexandria and Downtown Pineville.

Exhibit 43 | Minority Population Density



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

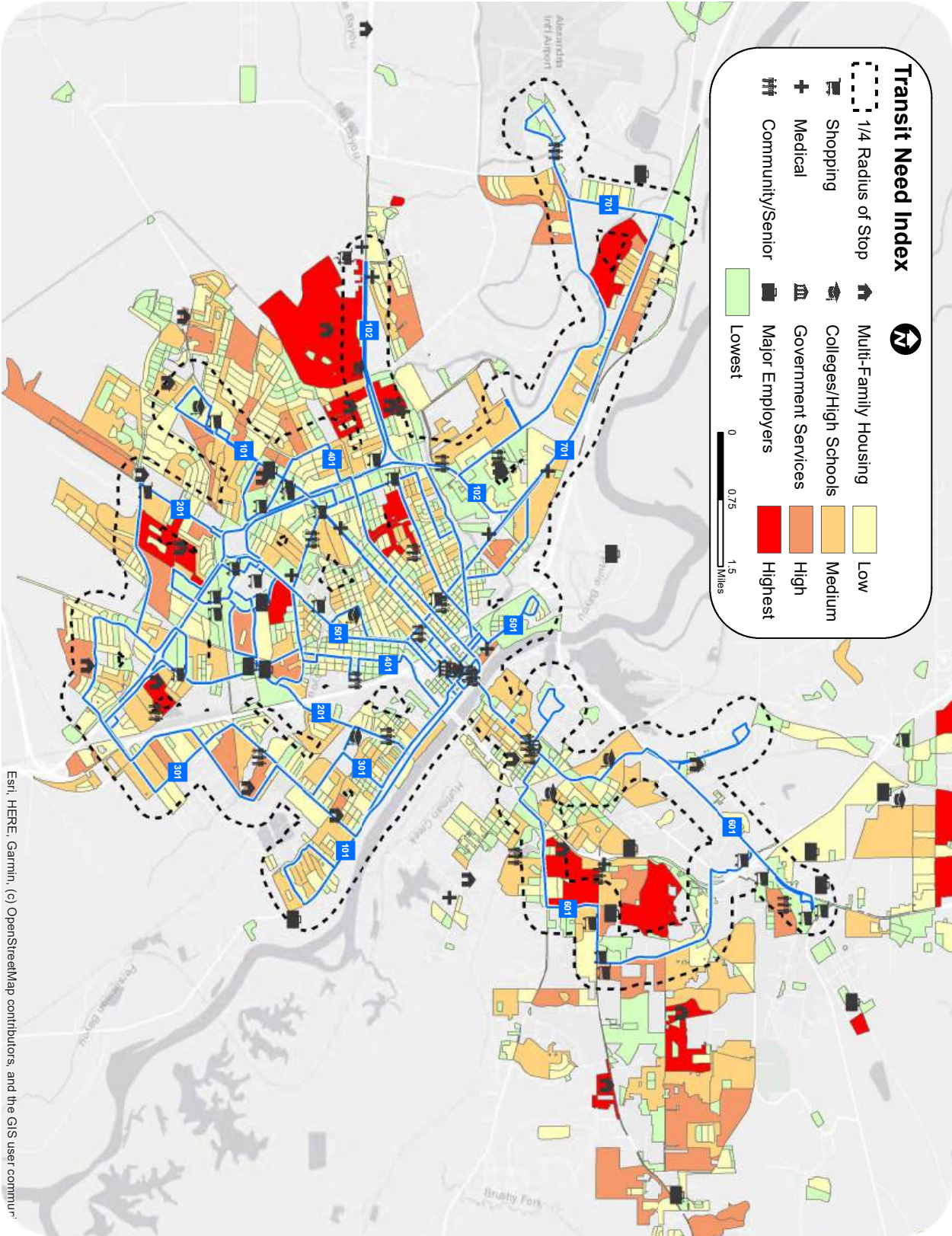
Transit Need Index

Densities of each high transit need demographic groups were aggregated into a composite measure known as the Transit Need Index. Parts of the ATRANS service area with higher Transit Need Index scores have a greater density of individuals who are more likely to use transit. It's important to note that transit need does not necessarily equate to transit demand, as some areas may lack population and employment density required to support fixed-route transit service. Notably, there is often a large amount of overlap between these groups. Characteristics such as auto ownership and income levels are the two greatest determinants of transit use.

Areas with a relatively high Transit Need Index score are illustrated in Exhibit 15. Most neighborhoods with notable transit need-populations are located within older established areas. The Garden District, Kent Addition, Kellyland, Southfield Terrace, Greenway, Highland, and Willow Glenn are areas with notable transit-need population in Alexandria. Areas with the highest transit-need population in Pineville are located in the Pinegrove / Sioux Hills area. The Enterprise Addition, Lower Third, Samtown Woodside were areas with the second highest transit-need population.

Nearly all high transit need areas are served by ATRANS and accessible within a quarter mile. Areas with the most notable transit need populations directly outside the ATRANS service area include areas around Highland, Claremont / Good Earth, England Airpark, Penny Acres in Alexandria, Legacy Pointe and Donahue / Breezy Heights in Pineville, the Town of Ball, as well as unincorporated parts of Rapides Parish in the Choctaw Hills / Libuse and Paradise areas.

Exhibit 44 | Transit Need Index Map



Travel Flows

Average Daily Trips (All Modes)

Transit must take people from where they are to where they want to go to be effective. Travel flows indicate where people travel within the service area and indicates where connections should be made within an area. Travel flows within the ATRANS service area were mapped based on all trips taken between travel flow analysis zones. The flows with the largest number of average daily trips are highlighted. Exhibit 16 shows travel flows across the urbanized area, and includes all types of trips made by all modes, including both transit and automobile trips.

The Garden District / Downtown Alexandria area has traditionally been the primary business district and employment center in the service area. As a result, the current ATRANS network is oriented toward serving this area. The largest travel volumes from this area are oriented toward the Alexandria Mall, Charles Park / Good Earth, and Pineville / Tioga areas.

The largest trip volumes (10,000 trips or more) are coming to and from the Garden District / Downtown Alexandria area to the Alexandria Mall, Horseshoe Drive, Charles Park / Good Earth, Pineville / Tioga, and outside Rapides Parish. Other significant travel flows are between Alexandria Mall and outside Rapides Parish, as well as between Horseshoe Drive and Charles Park / Good Earth.

Trips by Day

Weekday

Travel flows that have more than 5,000 trips per weekday all originate from the Garden District / Downtown Alexandria area to and from the following areas: Alexandria Mall, Charles Park / Good Earth, Pineville / Tioga, and outside the parish. The largest travel volumes serving the Garden District / Downtown Alexandria area begin and end in the Charles Park / Good Earth and Pineville / Tioga areas.

In addition to Garden District / Downtown Alexandria oriented trips, there are several large travel flows (5,000 to 8,000 trips or more) between the Charles Park / Good Earth and Horseshoe Drive areas.

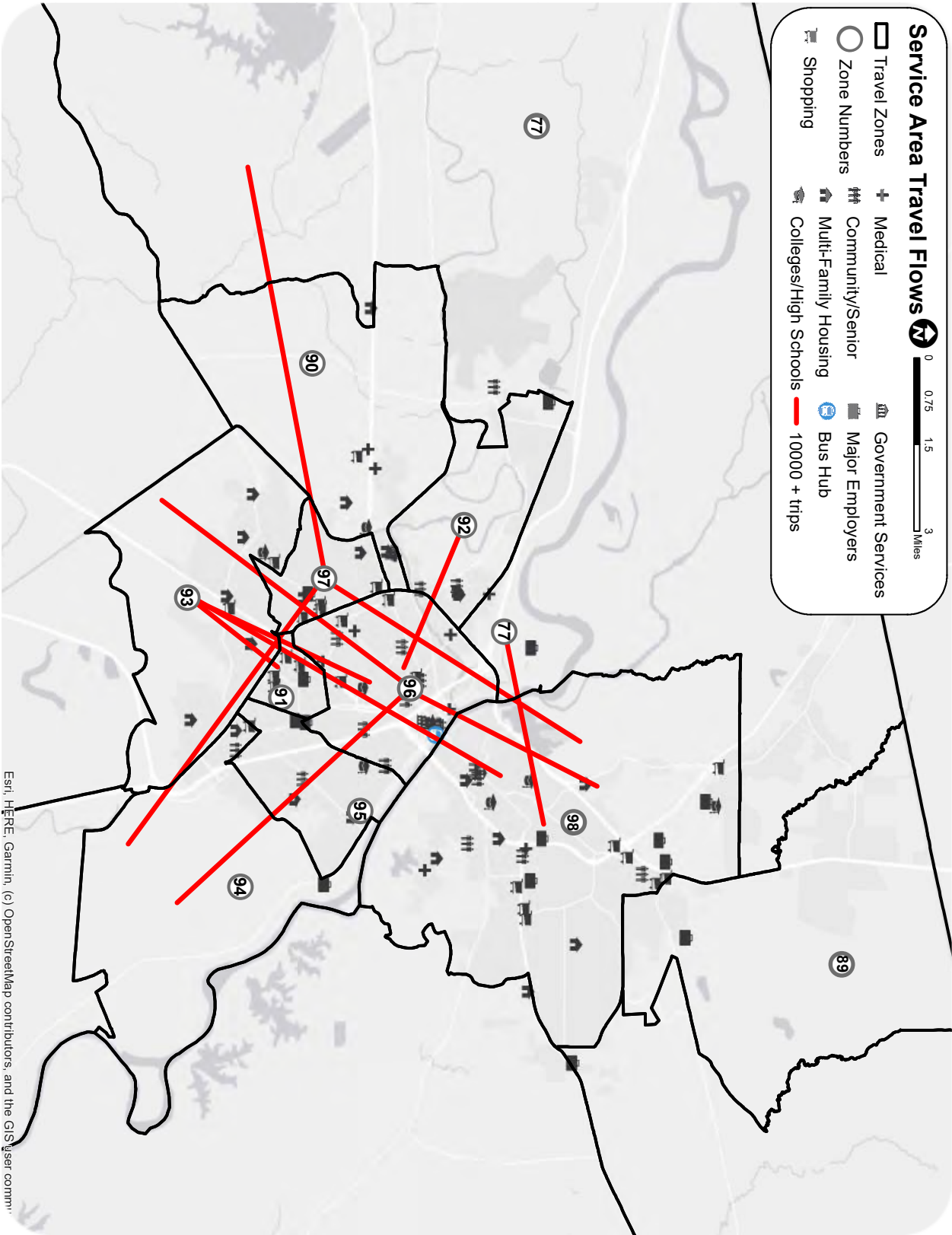
Saturday

On Saturdays, the largest travel flows are focused to and from Garden District / Downtown Alexandria, with the highest volumes to and from the Alexandria Mall area. Other significant travel flows are also between outside the parish and Alexandria Mall.

Sunday

The largest travel flows on Sunday (3,500 trips or more) are to and from Garden District / Downtown Alexandria. Other significant travel flows are also between the Horseshoe Drive and Charles Park / Good Earth areas.

Exhibit 45 | Travel Analysis Zones & Trip Volumes



SUMMARY

- Gaps between existing ATRANS service and market demand for transit include both areas that are underserved due to inconvenient service or lack of service.
- Some areas inside the ATRANS service area are served by higher levels of transit than is warranted by demand, as indicated by population and employment density, as well as transit need.
- Certain areas with lower demand due to lower population and employment densities may be good markets for flex-routes or demand-response services. These areas include Legacy Pointe, Wood Creek, Wardville / Smithville, Kingsville, Paradise, Ball, and Libuse, and Boyce.
- Areas with the most notable transit need populations directly outside the ATRANS service area include areas around Highland, Claremont / Good Earth, England Airpark, Penny Acres in Alexandria, Legacy Pointe and Donahue / Breezy Heights in Pineville, the Town of Ball, as well as unincorporated parts of Rapides Parish in the Choctaw Hills / Libuse and Paradise areas.
- 73% (54,030) of the population inside the ATRANS service area live within 1/4 mile of existing transit routes.
- 94% (44,671) of jobs are accessible within 1/4 mile of existing transit routes. Several major employers are not accessible within a quarter mile using ATRANS transit service.
- Lack of transit service and slow service frequency hinder access to major job centers. The most notable discrepancies are in the Wardville / Smithville, Hills Gait, Legacy Pointe, Choctaw Hills areas. These communities have high underlying transit demand, but can access few of the region's jobs quickly using transit service.
- Low productivity is compounded by poor route design, such as meandering or looping routes that require an hour or more for any round trip.
- Ridership is affected by the level of service. For example, operating at half of the level that should be in place means that half of the residents have access to half the destinations, yielding about one-fourth the ridership of a fully implemented service.
- An average of four comparable transit systems places ATRANS in the middle, indicating lower productivity than Monroe or Lake Charles, but substantially higher than Fort Smith and Hot Springs.
- The largest transit trip volumes outside of the Garden District / downtown Alexandria area are oriented around the Alexandria Mall. The highest volume trips that connect to this area using transit begin and end in Garden District / downtown Alexandria, 99, and Horseshoe Drive areas.

PART III: ROUTE PROFILES

A Route Profile analyzing performance and recommended improvements based on available information was created for each bus route. The Route Profiles, Market Analysis, and Existing Conditions report will together inform a series of recommended improvements that should be made. Considered together, all information, recommendations, and final decisions will reflect a holistic view of the local transit landscape in the ATRANS service area.

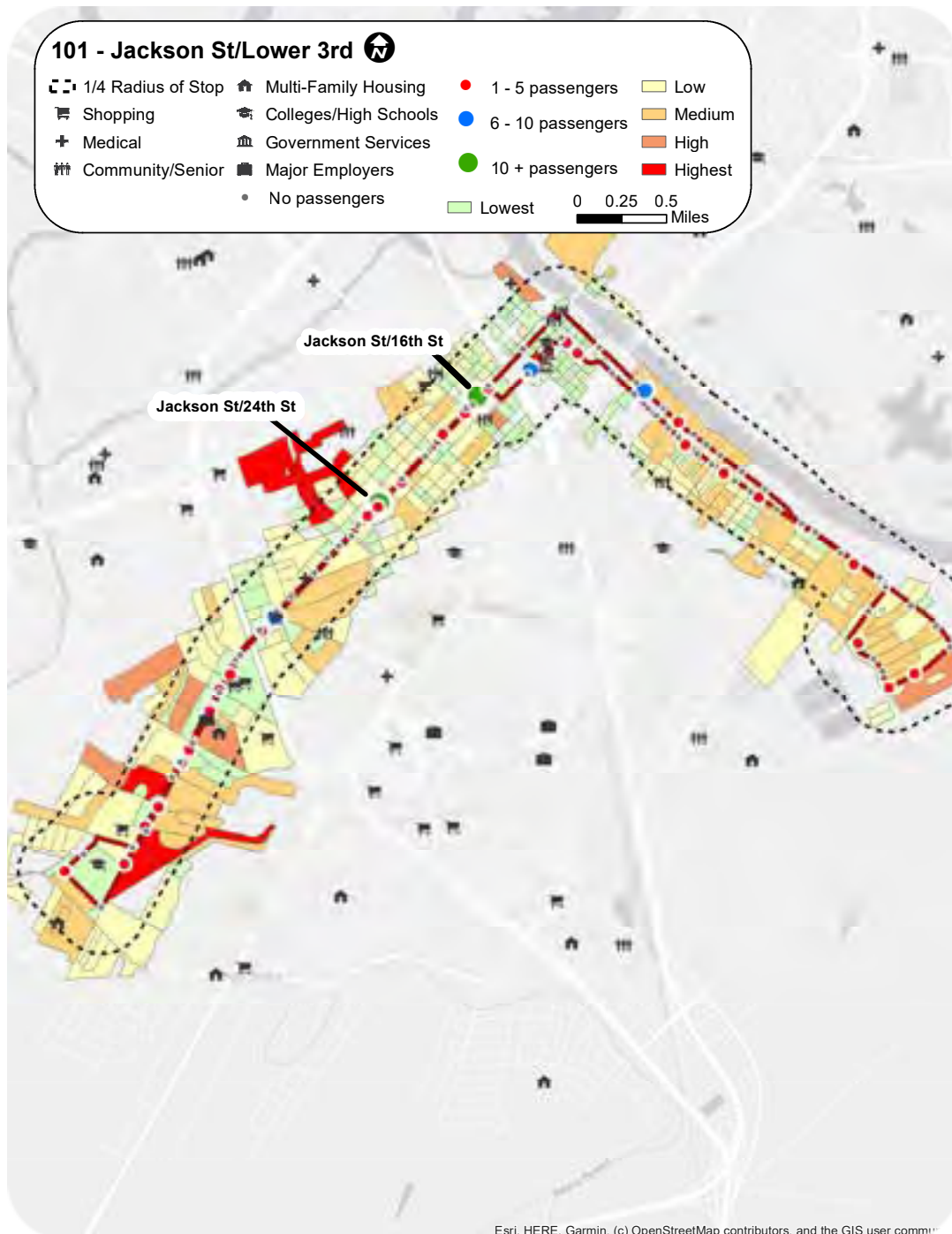
ROUTE PROFILE

Jackson Street / Lower Third (101)

Route Overview

The Jackson/Lower Third Streets Route makes its first stop on (Jackson/MacArthur Village) at 6:20 AM and its final stop on (Main/Broadway) at 5:46 PM. In between, the route makes stops at: Jackson/Texas Ave, 4th/Washington, 3rd/Willow Glen, and Bennett/West Sandy Bayou. There is an average time of 6 minutes in between each stop, with the longest wait time being 10 minutes from Jack/MacArthur to 4th/Washington. Exhibit 46 illustrates the route, available ridership at the stop level, and density level to support transit service.

Exhibit 46 | Jackson / Lower Third Route - Transit Need Index

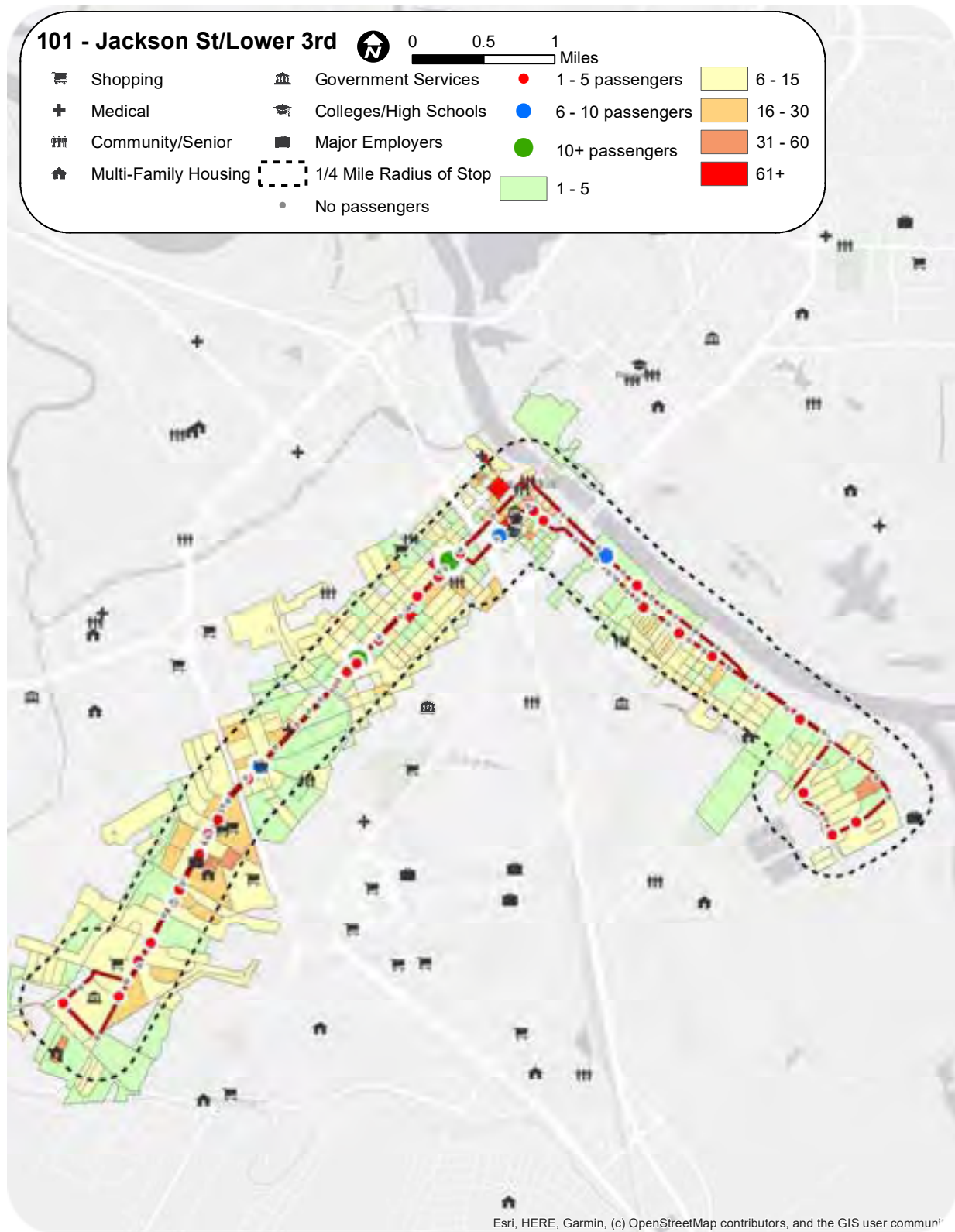


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ROUTE PROFILE

Jackson Street / Lower Third (101)

Exhibit 47 | Jackson / Lower Third Route - Transit Potential Index



Network Importance

The Jackson Street Route is one of the most valuable routes to our transit network (see Exhibit RP-2). On a relative scale of 0 to 10, the route rates 5.0 in terms of ridership, 1.7 in terms of transit need passengers, and 6.7 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations within a 1/4 mile of transit service). The number of jobs per acre is 4,226 and the number of people per acre is 2,424. Its overall score, which gives a 70% weight to overall ridership and a 15% weight to both other measures, is 4.8.

Exhibit 48 | Route 101 Network Importance



Schedule Statistics

The Jackson Street Route provides service on weekdays and Saturdays starting at 6:20 am and ending at 5:50 pm. There is no service on Sunday for this route. This bus runs every hour.

Exhibit 49 | Route 101 Schedule Statistics

Service Day	Span of Service	Frequency Range	Frequency Average
WEEKDAY	6:20 AM to 5:50 PM	3 to 10	6
SATURDAY	6:20 AM to 5:50 PM	3 to 10	6

Service Patterns

The Jackson Street route operates along the same service pattern from the Transit Terminal returning to the Transit Terminal on all trips.

Exhibit 50 | Route 101 Service Patterns

PATTERN	ORIGIN	DESINATION	UNIQUE FEATURE	Trips / WKD	Trips / SAT
OUTBOUND	Transit Terminal	4th / Washington	Primary Pattern	12	12
INBOUND	3rd / Willow Glen	Transit Terminal	Primary Pattern	12	12

Ridership

Average weekday ridership per month was 4,194, whereas on Saturdays it was 829 in 2019. In 2020, the average weekdays ridership per month was 2,519, whereas on Saturdays it was 332. Bus stops located at Jackson Street /16th Street and Jackson Street / 24th Street had the highest ridership on this route.

Stop Spacing

The Jackson Street route currently has a length of 15.2 miles with 101 total stops. The current stop spacing is 0.15 miles or 792 ft. The suggested stop spacing is 0.28 miles or 1500 ft with a suggestion of 55 total stops.

Recommendations

1) Bus Stop Adjustments: removing unused stops and adjust bus stop spacing and type based on network importance, utilization, and TCRP guidance. Transit potential indexes, transit need indexes, densities, ridership, and stop utilization data indicates a reduction in the number of stops is needed. Removing unused stops and adjusting stop spacing would improve route efficiency and on-time performance.

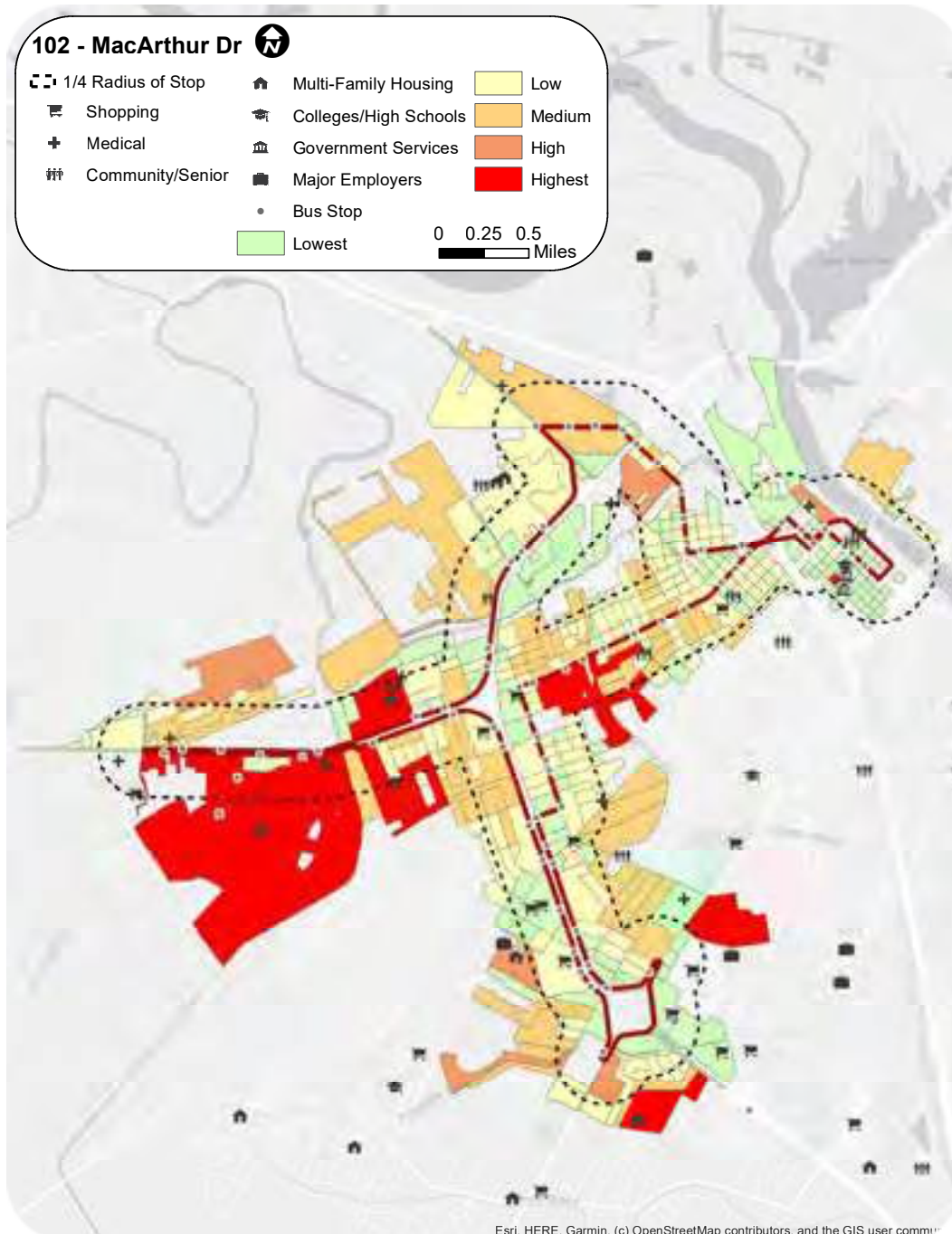
2) Route Adjustment Route: Outbound adjustments include Jackson St. Ext to Maureen Street to Terra Avenue to Bruyninckx Road to Twin Bridges back to Jackson St. Ext. This route adjustment will improve transit access for Good Earth, TNI population, Walden Point and Beau Terre Apartments.

Recommended improvements would improve the route's overall network importance by 25%.

Route Overview

The MacArthur Drive Route makes its first stop on (Hwy 1/Enterprise Rd) at 6:10 AM and its final stop on (Texas Ave/Monroe St) at 5:46 PM. In between, the route makes stops at: Wal-Mart Hwy 28 West, Jackson at MacArthur, Sam's North Drive, and Alexandria Mall. There is an average time of 6 minutes in between each stop, with the longest wait time being 12 minutes from Hwy 1/Enterprise Rd to Wal-Mart Hwy 28 West. Exhibit 51 illustrates the route, available ridership at the stop level, and density level to support transit service.

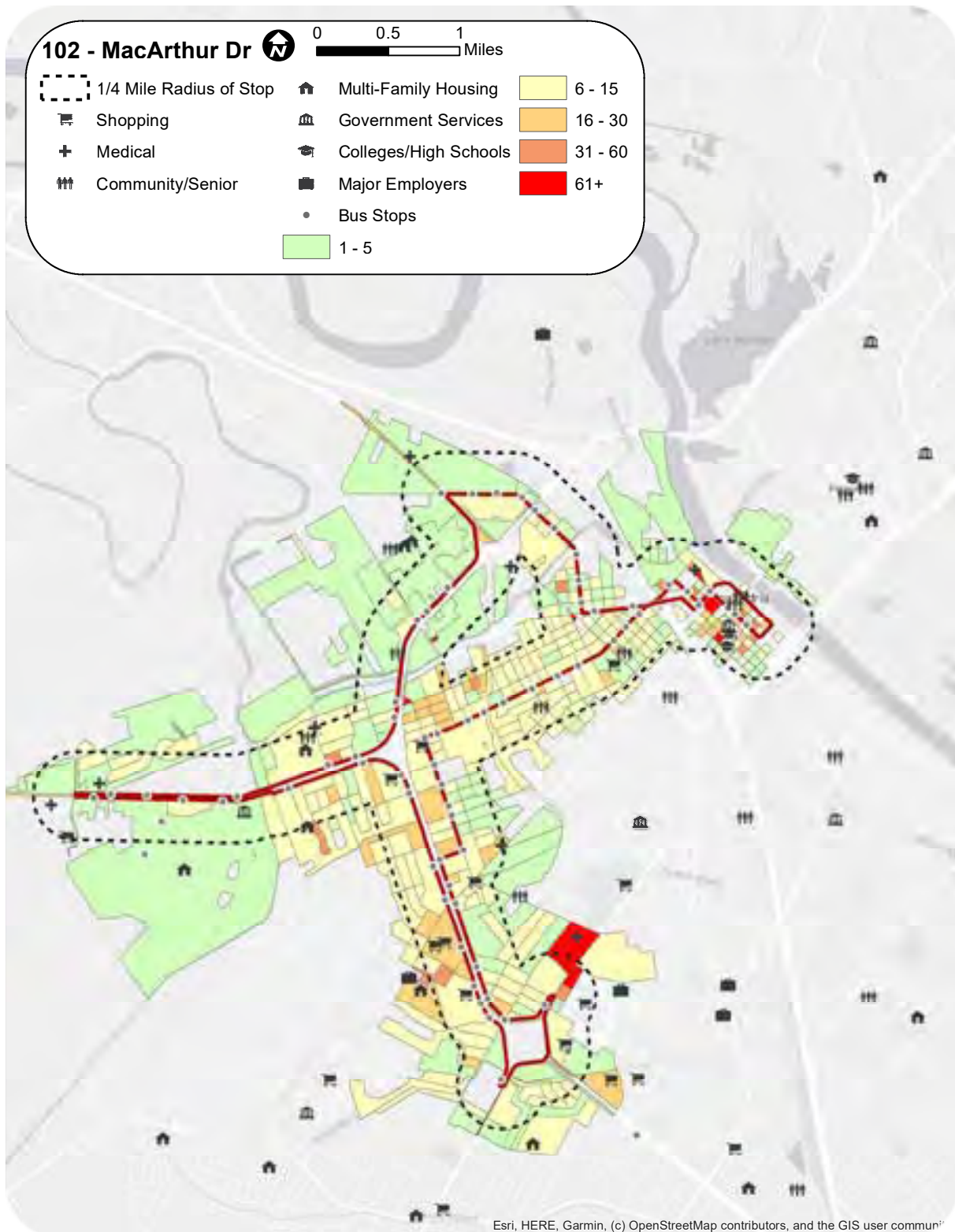
Exhibit 51 | MacArthur Drive Route - Transit Need Index



ROUTE PROFILE

MacArthur Drive (102)

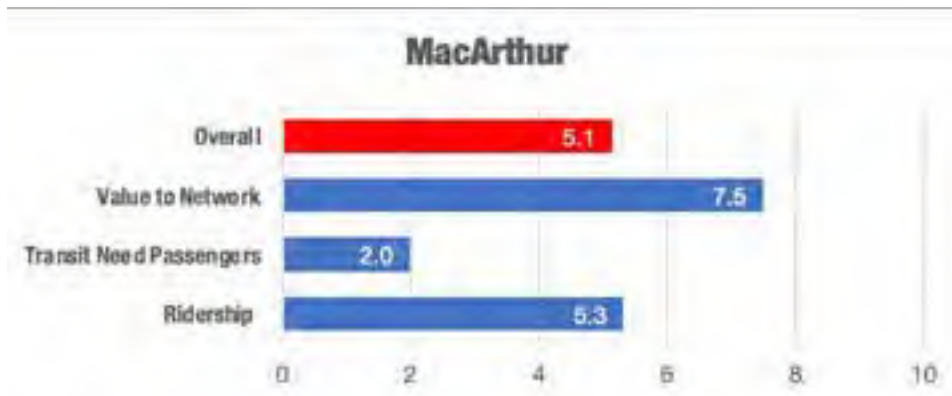
Exhibit 52 | MacArthur Drive Route - Transit Potential Index



Network Importance

The MacArthur Drive Route maintains a high value to our transit network (see Exhibit 53). On a relative scale of 0 to 10, the route rates 5.3 in terms of ridership, 2.0 in terms of transit need passengers, and 7.5 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations within a 1/4 mile of transit service). The number of jobs per acre is 4,780 and the number of people per acre is 2,665. Its overall score, which gives a 70% weight to overall ridership and a 15% weight to both other measures, is 5.1

Exhibit 53 | Route 102 Network Importance



Schedule Statistics

The MacArthur Drive route provides service on weekdays and Saturdays starting at 6 am and ending at 6 pm. There is no service on Sunday for this route. This bus runs every hour.

Exhibit 54 | Route 102 Schedule Statistics

Service Day	Span of Service	Frequency Range	Frequency Average
WEEKDAY	6:10 AM to 5:55 PM	3 to 12	7.5
SATURDAY	6:10 AM to 5:55 PM	3 to 12	7.5

Service Patterns

The MacArthur Drive route operates along the same service pattern from the Transit Terminal returning to the Transit Terminal on all trips.

Exhibit 55 | Route 102 Service Patterns

PATTERN	ORIGIN	DESINATION	UNIQUE FEATURE	Trips / WKD	Trips / SAT
OUTBOUND	Transit Terminal	Jackson / MacArthur	Primary Pattern	12	12
INBOUND	Sam's / North Drive	Transit Terminal	Primary Pattern	12	12

Ridership

Average weekday ridership per month for this route was 4,377, whereas on Saturdays it was 934 in 2019. In 2020, the average weekday ridership per month was 2,580, whereas on Saturdays it was 292. There is insufficient stop level ridership data to determine stops with the highest ridership on this route.

Stop Spacing

The MacArthur Drive Route currently has a route length of 16 miles with 66 total stops. The current stop spacing is 0.24 miles or 1267.2 ft. The suggested stop spacing is 0.28 miles or 1500 ft with a suggestion of 57 total stops.

Recommendations

1) Route Adjustment: Outbound adjustments from Walmart of LA 28 W down Cloverdale to Provine Place to Ansley Blvd. This change will provide transit access to Magnolia Trace Apartments, Westside Library Branch, Central Louisiana Human Services District, and additional retail.

2) Bus Stop Adjustments: remove unused stops and adjusting bus stop spacing and type based on network importance, utilization, and TCRP guidance. Recent development indicates minor route adjustments. TPI/TNI densities, ridership, and stop utilization data indicates a reduction in the number of stops is needed. Removing these unused stops and adjusting stop spacing would improve route efficiency and on-time performance.

Recommended improvements would improve the route's overall value to network by 31%.

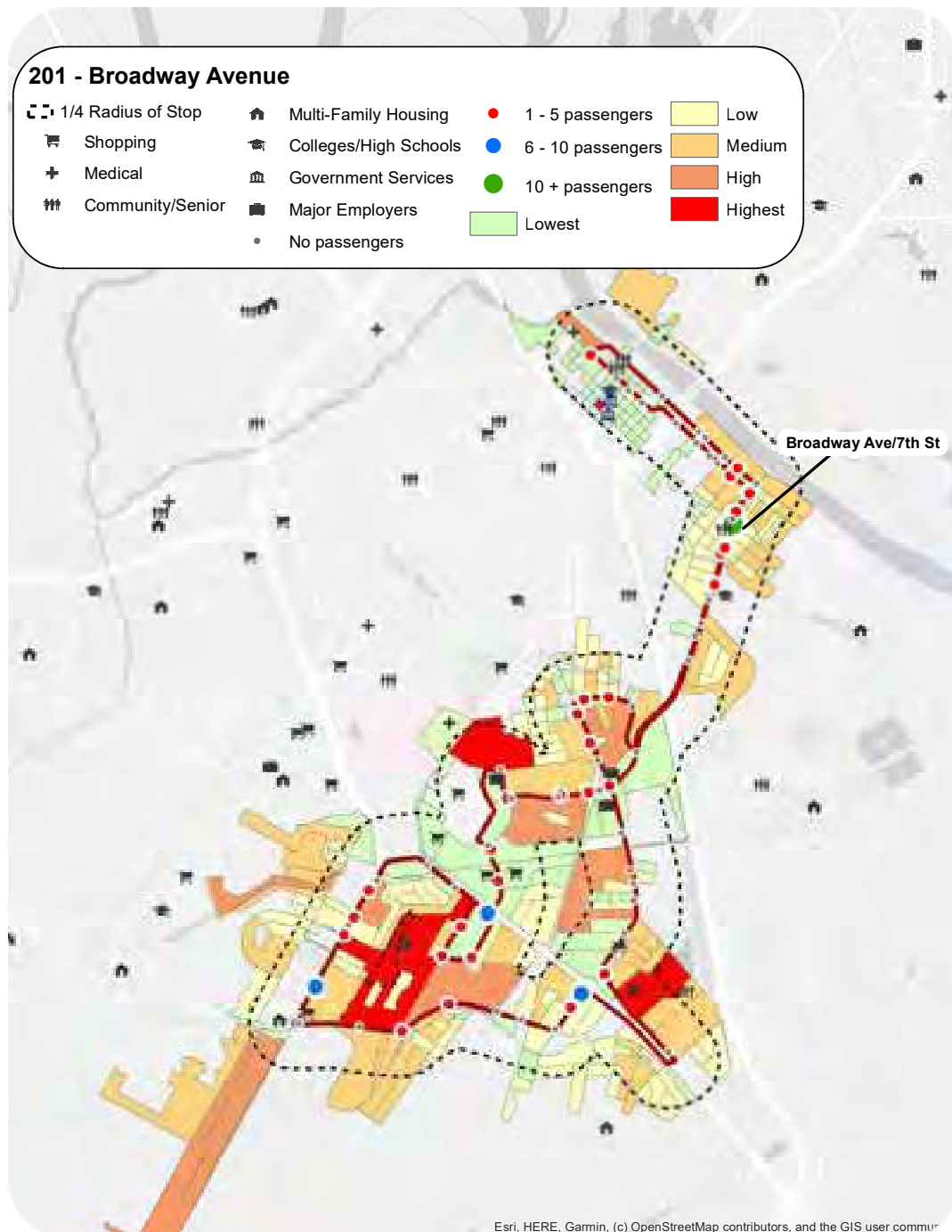
ROUTE PROFILE

Broadway Avenue (201)

Route Overview

The Broadway Avenue Route makes its first stop on (Broadway & Third St.) at 6:13 AM and its final stop at (Peabody High School) at 5:46 PM. In between, the route makes stops at: Lee/ Texas Avenue, Pizza Hut, Wal-Mart, and Alexandria Mall. There is an average time of 6.5 minutes in between each stop, with the longest wait time being 10 minutes going from Pizza Hut to Wal-Mart. Exhibit 56 illustrates the route, available ridership at the stop level, and density level to support transit service.

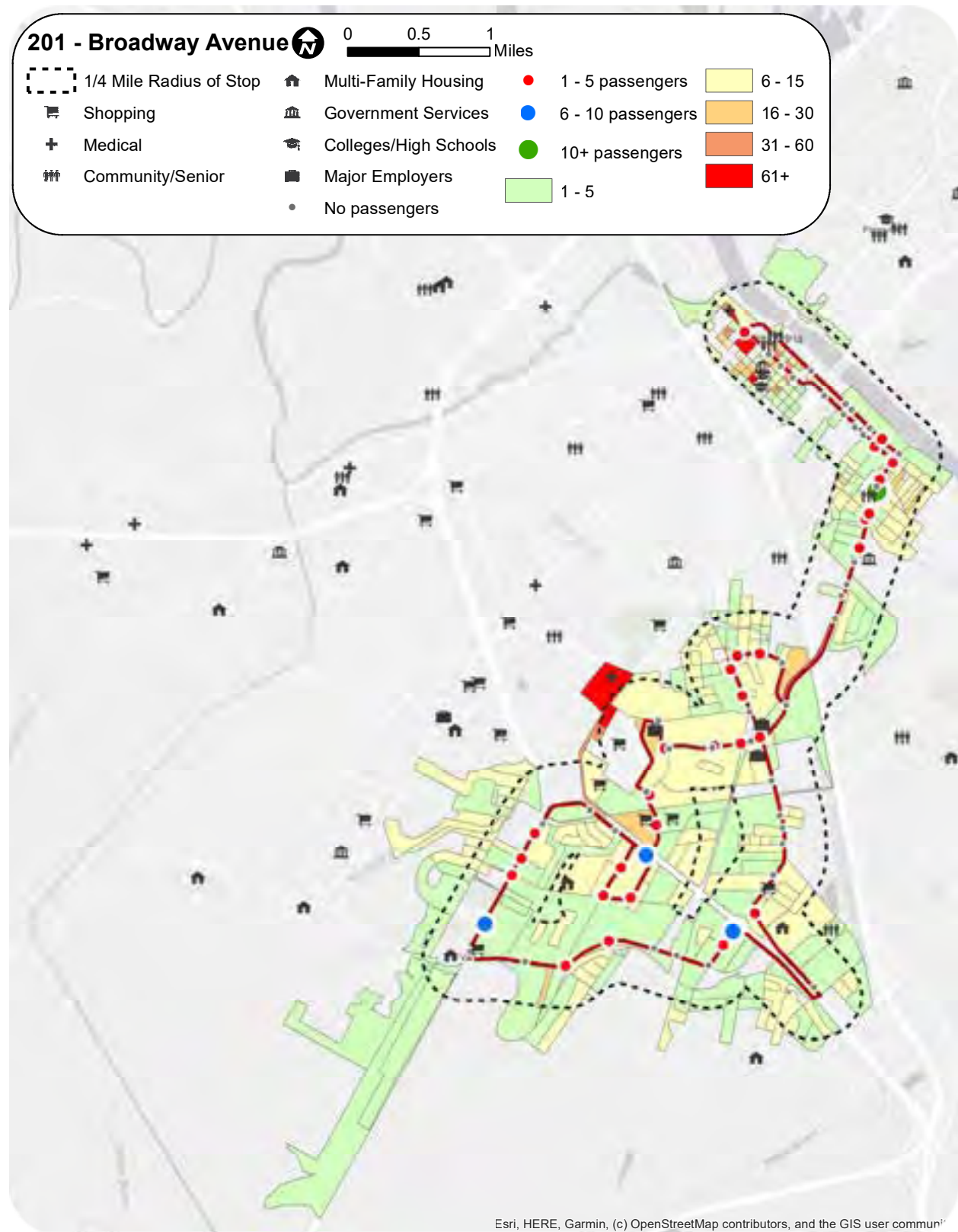
Exhibit 56 | Broadway Avenue Route - Transit Needs Index



ROUTE PROFILE

Broadway Avenue (201)

Exhibit 57 | Broadway Avenue Route - Transit Potential Index



ROUTE PROFILE

Broadway Avenue (201)

Network Importance

The Broadway Avenue Route provides great value to the system (see Exhibit 58). On a relative scale of 0 to 10, the route rates 4.8 in terms of ridership, 1.3 in terms of transit need passengers, and 6.1 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations within a 1/4 mile of transit service). The number of jobs per acre is 4,332 and the number of people per acre is 1,760. Its overall score, which gives a 70% weight to overall ridership and a 15% weight to both other measures, is 4.5.

Exhibit 58 | Route 201 Broadway Network Importance



Schedule Statistics

The Broadway Avenue Route provides service on weekdays and Saturdays starting at 6:13 am and ending at 5:52 pm. There is no service on Sunday for this route. This bus runs every hour.

Exhibit 59 | Route 201 Schedule Statistics

Service Day	Span of Service	Frequency Range	Frequency Average
WEEKDAY	6:13 AM to 5:52 PM	3 to 10	6.5
SATURDAY	6:13 AM to 5:52 PM	3 to 10	6.5

Service Patterns

The Broadway route operates along the same service pattern from the Transit Terminal returning to the Transit Terminal on all trips.

Exhibit 60 | Route201 Service Patterns

PATTERN	ORIGIN	DESINATION	UNIQUE FEATURE	Trips / WKD	Trips / SAT
INBOUND	Transit Terminal	Pizza Hut	Primary Pattern	12	12
OUTBOUND	Pizza Hut	Transit Terminal	Primary Pattern	12	12

Ridership

Average weekday ridership per month was 4,183, whereas on Saturdays it was 847 in 2019. In 2020, the average weekday ridership per month was 2,400, whereas on Saturdays it was 286. The Broadway Avenue and Seventh Street bus stop had the highest ridership on the route.

Stop Spacing

The Broadway Avenue Route currently has a length of 15.5 miles with 78 total stops. The current stop spacing is 0.19 miles or 1,003.2 ft. The suggested stop spacing is 0.28 miles or 1500 ft with a suggestion of 55 total stops.

Recommendations

Bus Stop Adjustments: The Broadway Avenue Route calls for bus stop adjustments to remove unused stops and adjust bus stop spacing and type based on network importance, utilization, and TCRP guidance. Transit potential index, transit need index, densities, ridership, and stop utilization data indicates a reduction in the number of stops is needed. Removing these unused stops and adjusting stop spacing would improve route efficiency and on-time performance.

These improvements would improve the route's overall network importance by 24%.

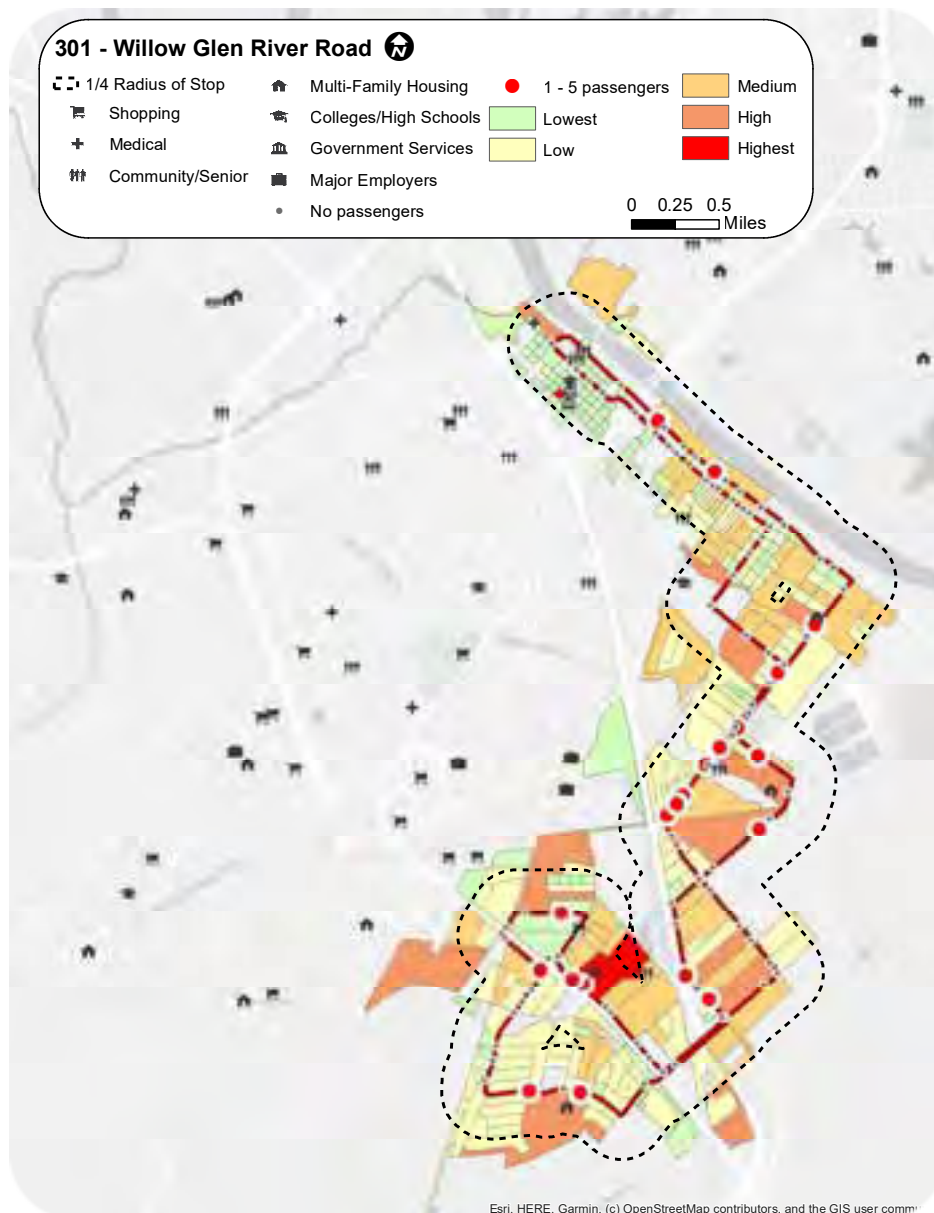
ROUTE PROFILE

Willow Glen (301)

Route Overview

The Willow Glen Route operates largely along the Willow Glen River Road then making a loop back around the Martin Park/ Airview Terrace neighborhoods and continuing to Samtown Woodside subdivisions. The Route starts at the Bus Terminal downtown then makes its first stop (Third/ Broadway) at 6:13 AM and its final stop at (Willow Glen/ Third Street) 5:48 PM. In between, the route makes stops at: Peabody Montessori School, Jones at Willow Glen, Chateau Deville Apartments/ Pizza Hut, Eddie Williams at Hudson, Tulane at Brown, Dollar General on Third and ending back at the terminal. The Route also stops near The Hope House, Gilchrist Construction, various grocery stores, and churches. There is an average time of 8 minutes in between each stop, with the longest wait time being 15 minutes from Pizza Hut to Eddie Williams at Hudson. Exhibit 61 illustrates the route, available ridership at the stop level, and density level to support transit service.

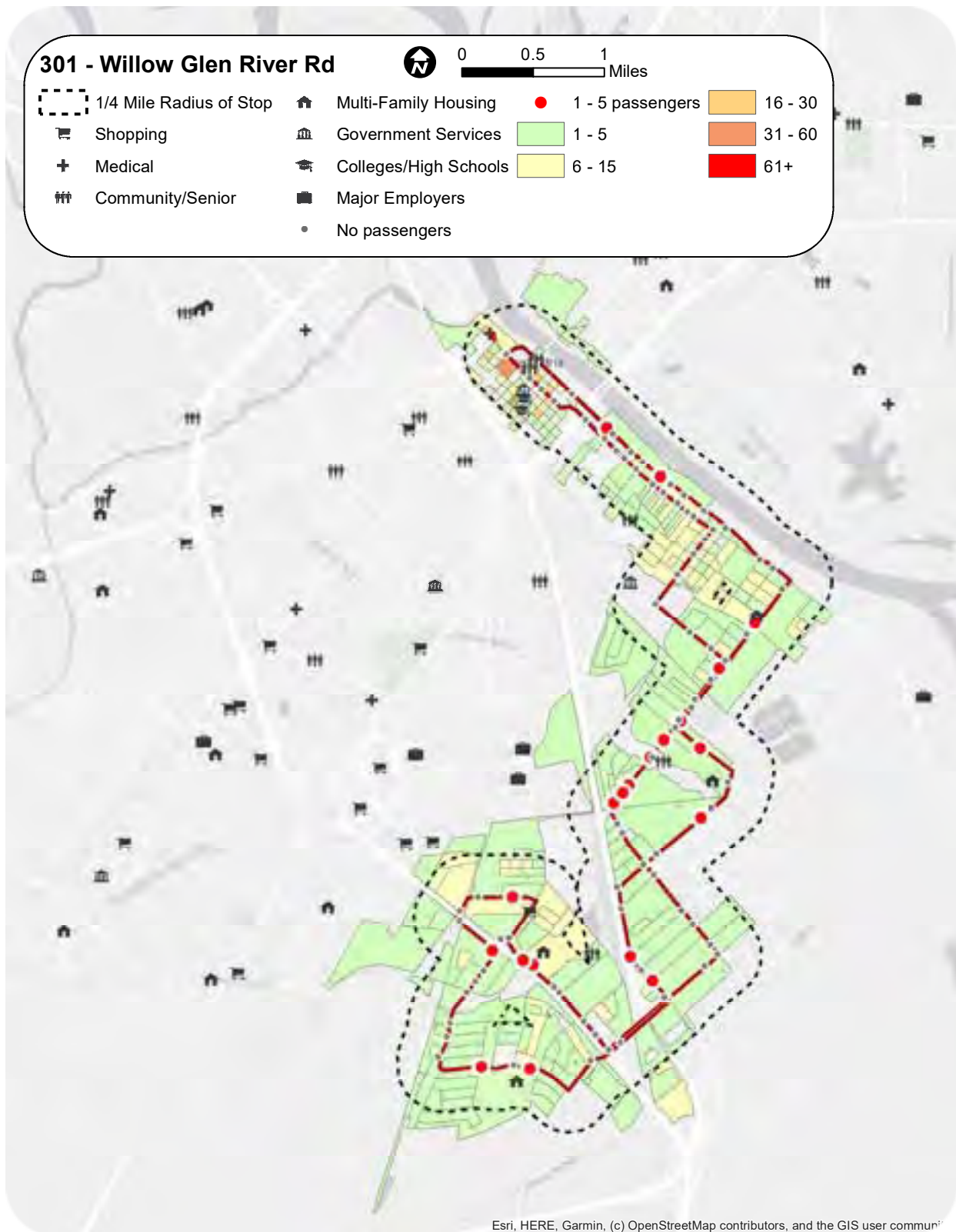
Exhibit 61 | Willow Glen Route - Transit Need Index



ROUTE PROFILE

Willow Glen (301)

Exhibit 62 | Willow Glen Route - Transit Potential Index



Network Importance

The Willow Glen Route is a valuable asset to our transit network (see Exhibit RP-14). On a relative scale of 0 to 10, the route rates 5.2 in terms of ridership, 1.2 in terms of transit need passengers, and 5.0 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations within a 1/4 mile of transit service). The number of jobs per acre is 3,385 and the number of people per acre is 1,629. Its overall score, which gives a 70% weight to overall ridership and a 15% weight to both other measures, is 4.6.

Exhibit 63 | Route 301 Network Importance



Schedule Statistics

The Willow Glen Route provides service on weekdays and Saturdays starting at 6 am and ending at 6 pm. There is no service on Sunday for this route. This bus runs every hour.

Exhibit 64 | Route 301 Service Patterns

Service Day	Span of Service	Frequency Range	Frequency Average
WEEKDAY	6:13 AM to 5:53 PM	3 to 15	6.7
SATURDAY	6:13 AM to 5:53 PM	3 to 15	6.7

Service Patterns

The Willow Glen route operates along the same service pattern from the Transit Terminal returning to the Transit Terminal on all trips.

Exhibit 65 | Route 301 Service Patterns

PATTERN	ORIGIN	DESINATION	UNIQUE FEATURE	Trips / WKD	Trips / SAT
OUTBOUND	Transit Terminal	Pizza Hut	Primary Pattern	12	12
INBOUND	Eddie Williams / Hudson	Transit Terminal	Primary Pattern	12	12

Ridership

Average weekday ridership per month for this route was 4,408, whereas on Saturdays it was 791 in 2019. In 2020, the average weekday ridership per month was 2,322, whereas on Saturdays it was 179.

Stop Spacing

The Willow Glen Route currently has a route length of 15.7 miles with 100 total stops. The current stop spacing is 0.15 miles or 792 ft. The suggested stop spacing is 0.28 miles or 1500 ft with a suggestion of 55 total stops.

Recommendations

Bus Stop Adjustments: Remove unused stops and adjust bus stop spacing and type based on network importance, utilization, and TCRP guidance. TPI/TNI densities, ridership, and stop utilization data indicates a reduction in the number of stops is needed. Removing unused stops and adjusting stop spacing would improve route efficiency and on-time performance.

Recommended improvements would enhance the route's overall value to network by 22%.

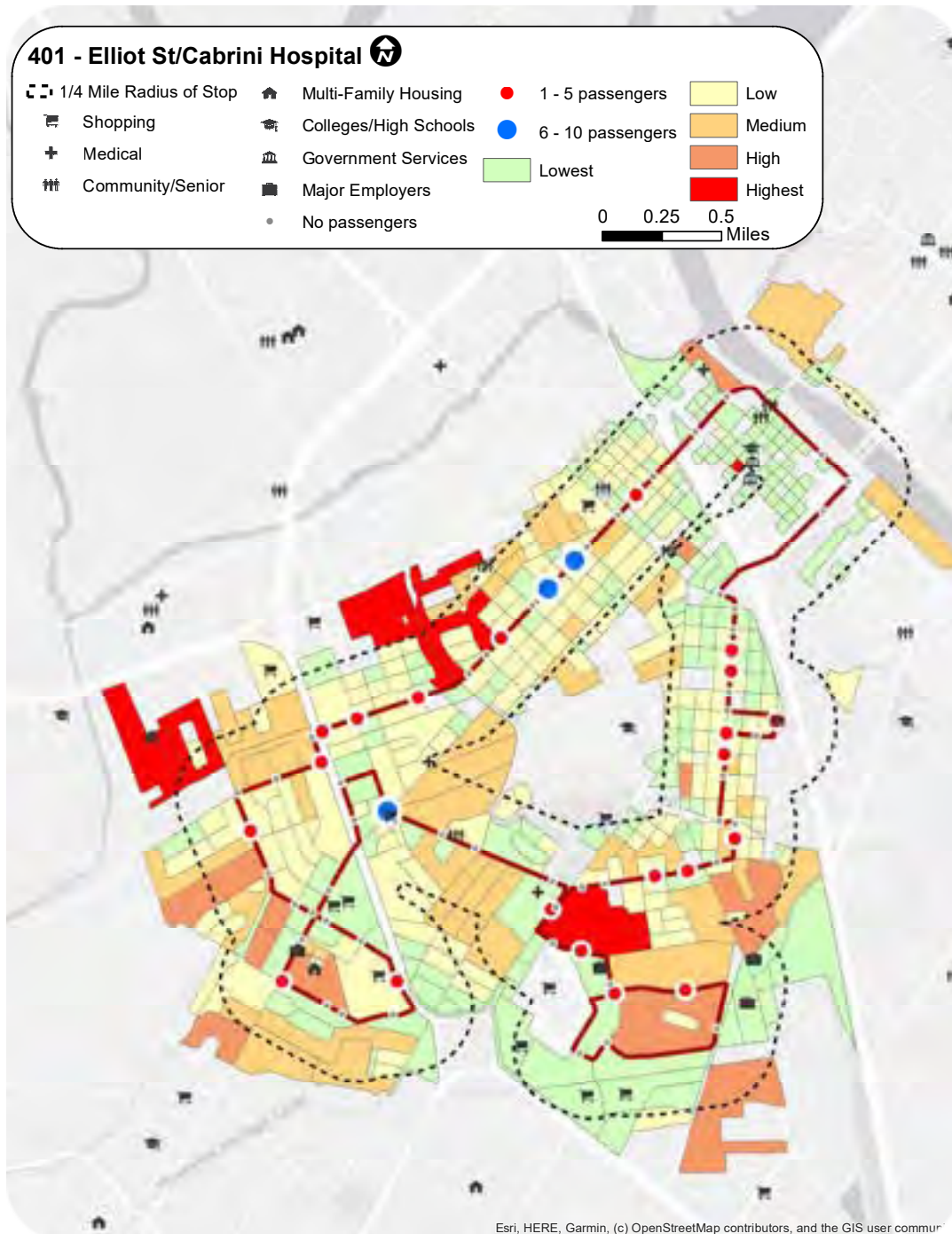
ROUTE PROFILE

Elliot Street (401)

Route Overview

The Elliot Street Route makes its first stop on (Texas/Elliot Street) at 6:15 AM and its final stop at (Casson/3rd St) at 5:47 PM. In between the route makes stops at: Cabrini Hospital, Alexandria Mall, Texas Ave/Lee St, and Harris/Turner St. There is an average time of 6 minutes in between each stop, with the longest wait time being 15 minutes from Texas/Elliot St to Cabrini Hospital. Exhibit 66 illustrates the route, available ridership at the stop level, and density level to support transit service.

Exhibit 66 | Elliot Street Route - Transit Need Index

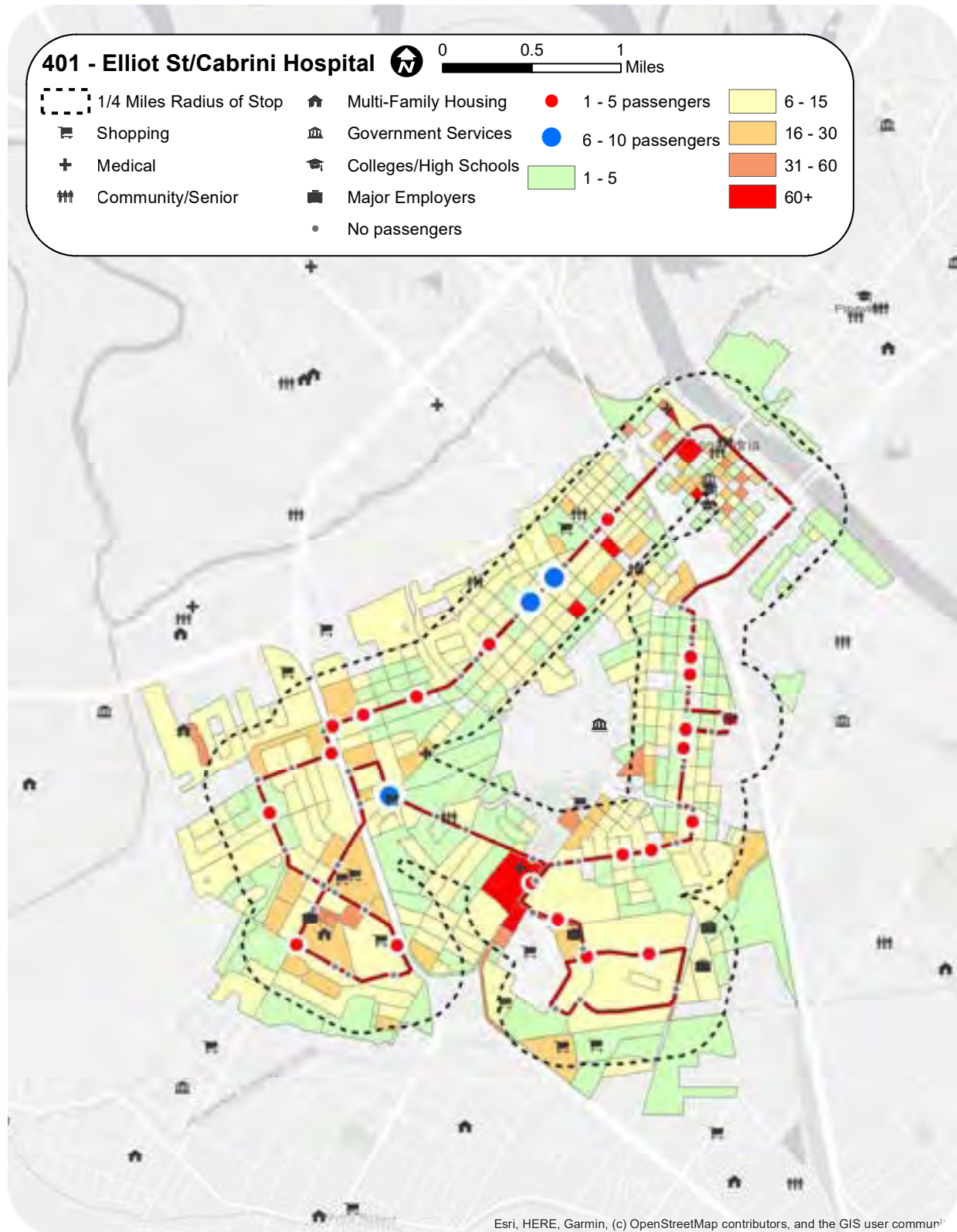


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ROUTE PROFILE

Elliot Street (401)

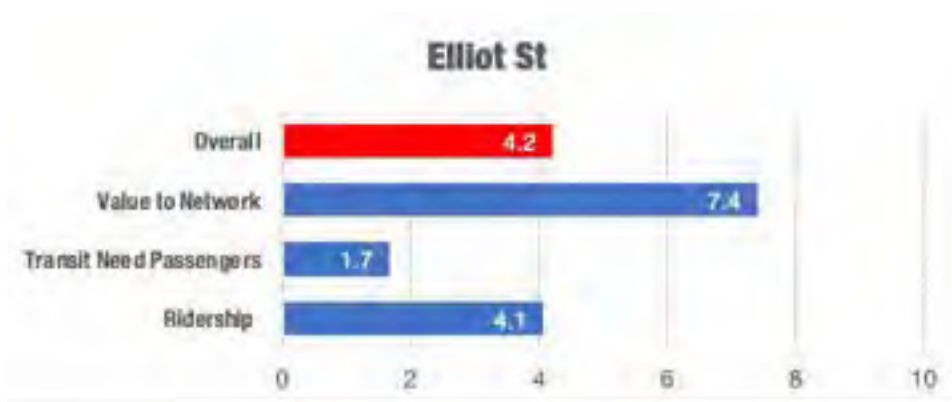
Exhibit 67 | Elliot Street Route - Transit Potential Index



Network Importance

The Elliot Street Route is a valuable route to the transit network (see Exhibit 68). This route has 4,069 riders in August of 2019 and a total of 2,686 riders in August of 2020. On a relative scale of 0 to 10, the route rates 4.1 in terms of ridership, 1.7 in terms of transit need passengers, and 7.4 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations within a 1/4 mile of transit service). The number of jobs per acre is 5,120 and the number of people per acre is 2,255. Its overall score, which gives a 70% weight to overall ridership and a 15% weight to both other measures, is 4.2.

Exhibit 68 | Route 401 Network Importance



Schedule Statistics

The Elliot Street route provides service on weekdays and Saturdays starting at 6 am and ending at 6 pm. There is no service on Sunday for this route. This bus runs every hour.

Exhibit 69 | Route 401 Schedule Statistics

Service Day	Span of Service	Frequency Range	Frequency Average
WEEKDAY	6:15 AM to 5:52 PM	2 to 15	6.2
SATURDAY	6:15 AM to 5:52 PM	2 to 15	6.2

Service Patterns

The Elliot route operates along the same service pattern from the Transit Terminal returning to the Transit Terminal on all trips.

Exhibit 70 | Route 401 Service Patterns

PATTERN	ORIGIN	DESINATION	UNIQUE FEATURE	Trips / WKD	Trips / SAT
OUTBOUND	Transit Terminal	Alexandria Mall	Primary Pattern	12	12
INBOUND	Texas / Lee	Transit Terminal	Primary Pattern	12	12

Ridership

Average weekday ridership per month for this route was 3,310, whereas on Saturdays it was 759. In 2020, the average weekday ridership per month was 1,437, whereas on Saturdays it was 179.

Stop Spacing

The Elliot Street Route currently has a route length of 13.4 miles with 78 total stops. The current stop spacing is 0.17 miles or 897.6 ft. The suggested stop spacing is 0.28 miles or 1500 ft with a suggestion of 50 total stops.

Recommendations

1) Route Adjustments: Outbound route adjustments from Heyman Drive to Wimbleton Drive to Metro Drive to MacArthur Drive Service Road to Annie St to Dorchester to Jackson (back to original outbound route). Inbound adjustments include North Boulevard to Industrial Street to Sterx Rd to Memorial Drive to Southfield/Asber St. to Texas Ave to Harris St to Bringhurst St. These adjustments are made to improve access to the transit need population in Charles Park.

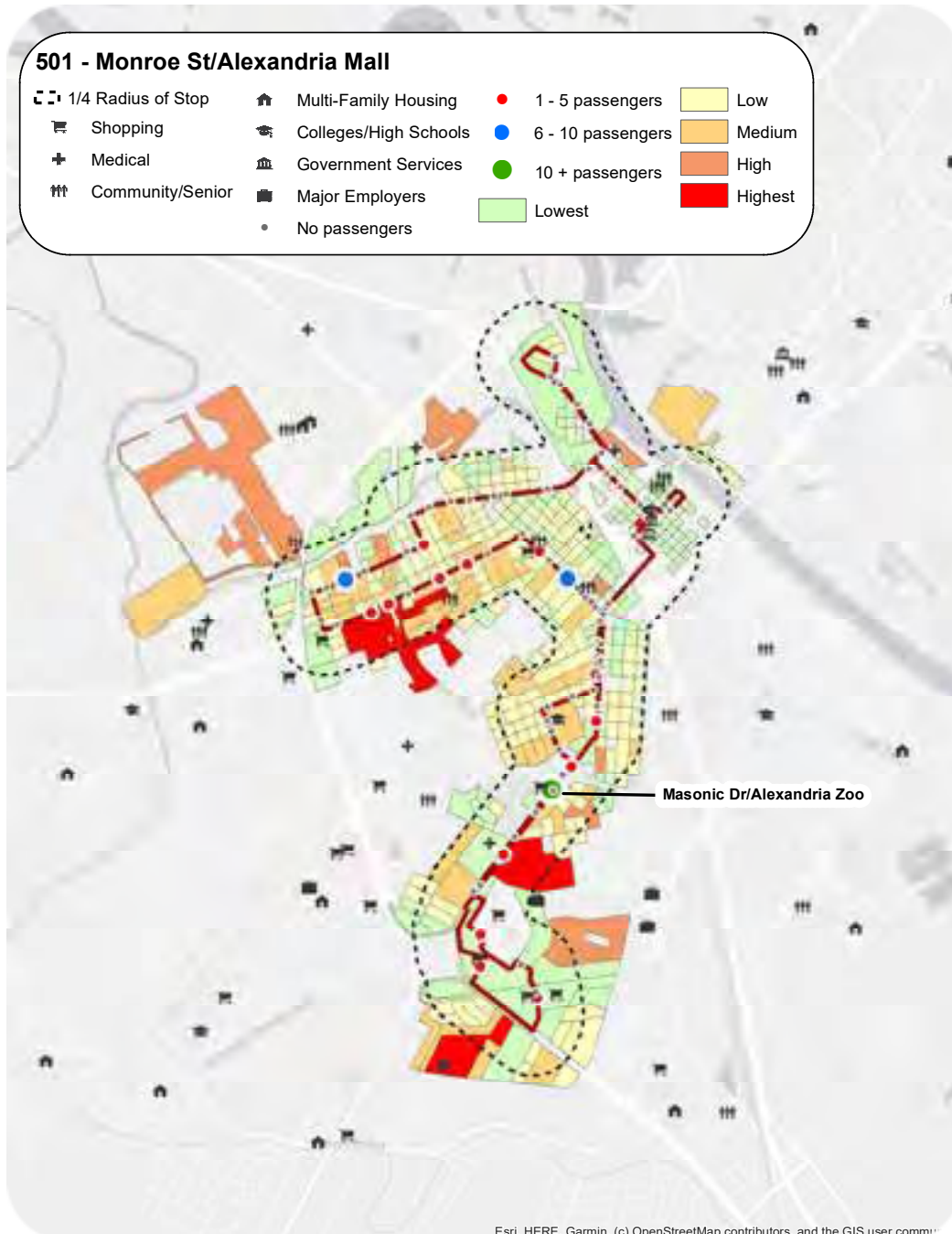
2) Bus Stop Adjustments: includes removing unused stops and to adjust bus stop spacing and type based on network importance, utilization, and TCRP guidance. TPI/TNI densities, ridership, and stop utilization data indicates a reduction in the number of stops is needed. Removing these unused stops and adjusting stop spacing would improve route efficiency and on-time performance.

Recommended improvements would improve the route's overall value to network by 29%.

Route Overview

The Monroe Street/Alexandria Mall makes its first stop on (Hynson/Texas Ave) at 6:13 AM and its final stop (Lee/Foisy St) at 5:47 PM. In between, the route makes stops at: Bolton/Jackson St, Bolton High School, Alexandria Mall, and Lee/Bolton Ave. There is an average wait time of 6 minutes in between each stop, with the longest wait time being 14 minutes from Alexandria Mall to Lee/Bolton Ave. Exhibit 71 illustrates the route, available ridership at the stop level, and density level to support transit service.

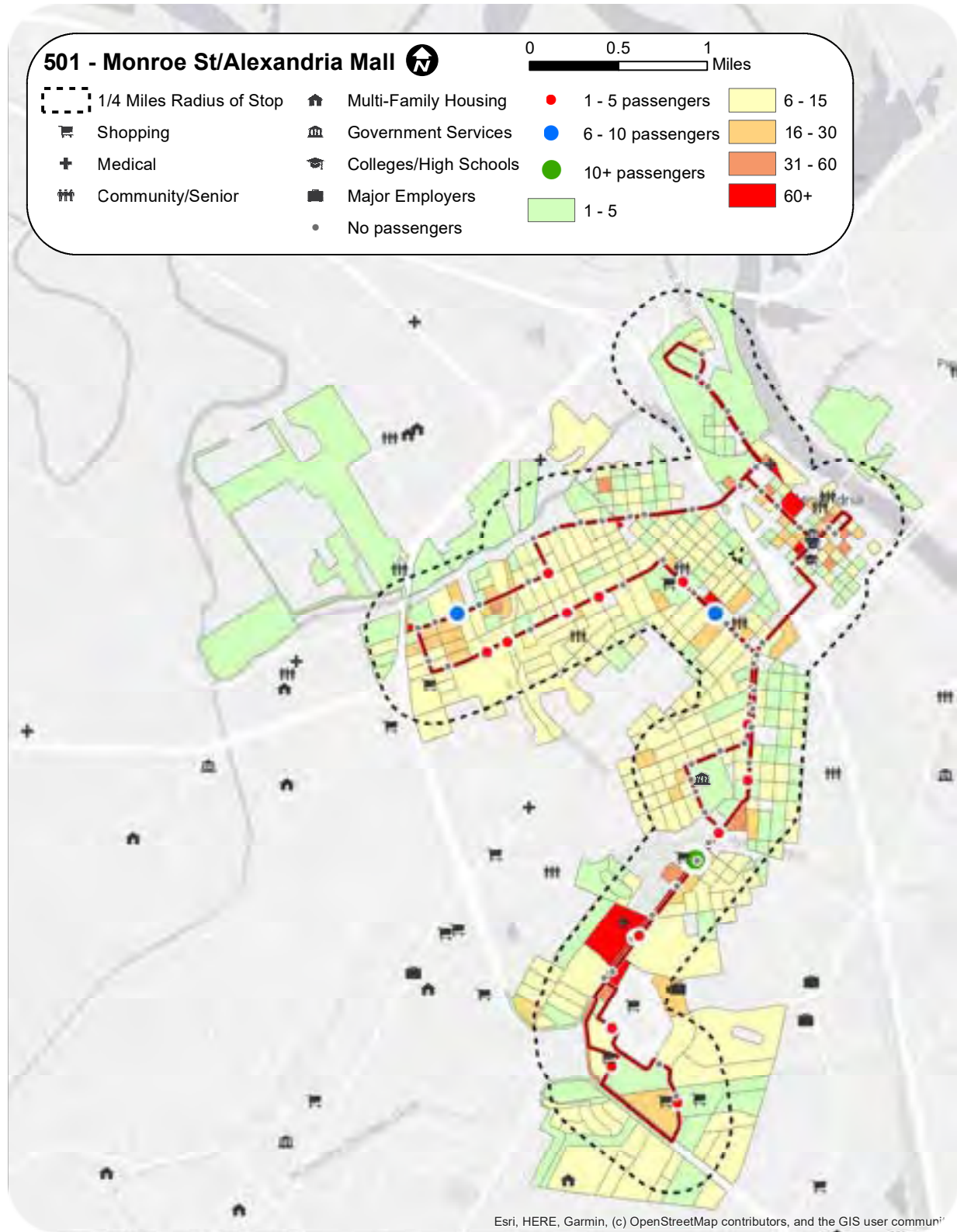
Exhibit 71 | Monroe Street Route - Transit Need Index



ROUTE PROFILE

Monroe / Alexandria Mall (501)

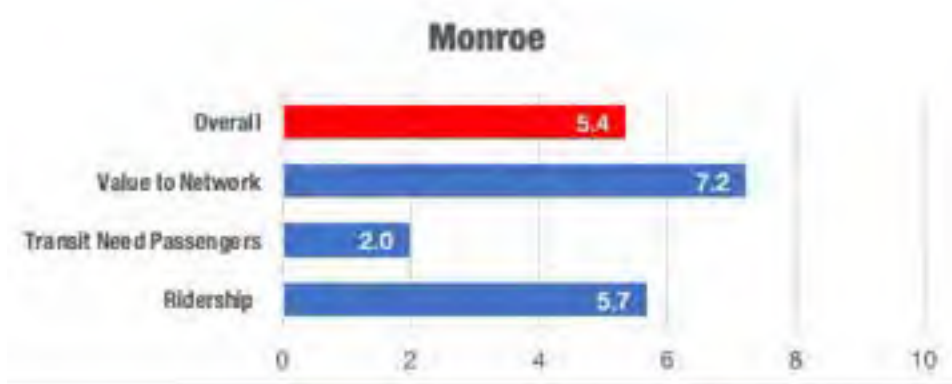
Exhibit 72 | Monroe Street Route - Transit Potential Index



Network Importance

The Monroe Street Route maintains a high value to our transit network (see Exhibit 73). On a relative scale of 0 to 10, the route rates 5.7 in terms of ridership, 2.0 in terms of transit need passengers, and 7.2 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations within a 1/4 mile of transit service). The number of jobs per acre is 4,555 and the number of people per acre is 2,653. Its overall score, which gives a 70% weight to overall ridership and a 15% weight to both other measures, is 5.4.

Exhibit 73 | Route 501 Network Importance



Schedule Statistics

The Monroe Street Route provides service on weekdays and Saturdays starting at 6:13 am and ending at 6:52 pm. There is no service on Sunday for this route. This bus runs every hour.

Exhibit 74 | Route 501 Schedule Statistics

Service Day	Span of Service	Frequency Range	Frequency Average
WEEKDAY	6:13 AM to 5:52 PM	3 to 14	6.5
SATURDAY	6:13 AM to 5:52 PM	3 to 14	6.5

Service Patterns

The Monroe route operates along the same service pattern from the Transit Terminal returning to the Transit Terminal on all trips.

Exhibit 75 | Route 501 Service Patterns

PATTERN	ORIGIN	DESINATION	UNIQUE FEATURE	Trips / WKD	Trips / SAT
OUTBOUND	Transit Terminal	Bolton Highschool	Primary Pattern	12	12
INBOUND	Alexandria Mall	Transit Terminal	Primary Pattern	12	12

ROUTE PROFILE

Monroe / Alexandria Mall (501)

Ridership

Average weekday ridership per month for this route was 4,673, whereas on Saturdays it was 1,003 in 2019. In 2020, the average weekday ridership per month was 2,510, whereas on Saturdays it was 367. The bus stop located on Masonic Drive at the Alexandria Zoo has the highest ridership.

Stop Spacing

The Monroe Route currently has a route length of 13.5 miles with 81 total stops. The current stop spacing is 0.28 miles or 1500 ft. The suggested stop spacing is 0.16 miles or 844.8 ft with a suggestion of 50 total stops.

Recommendations

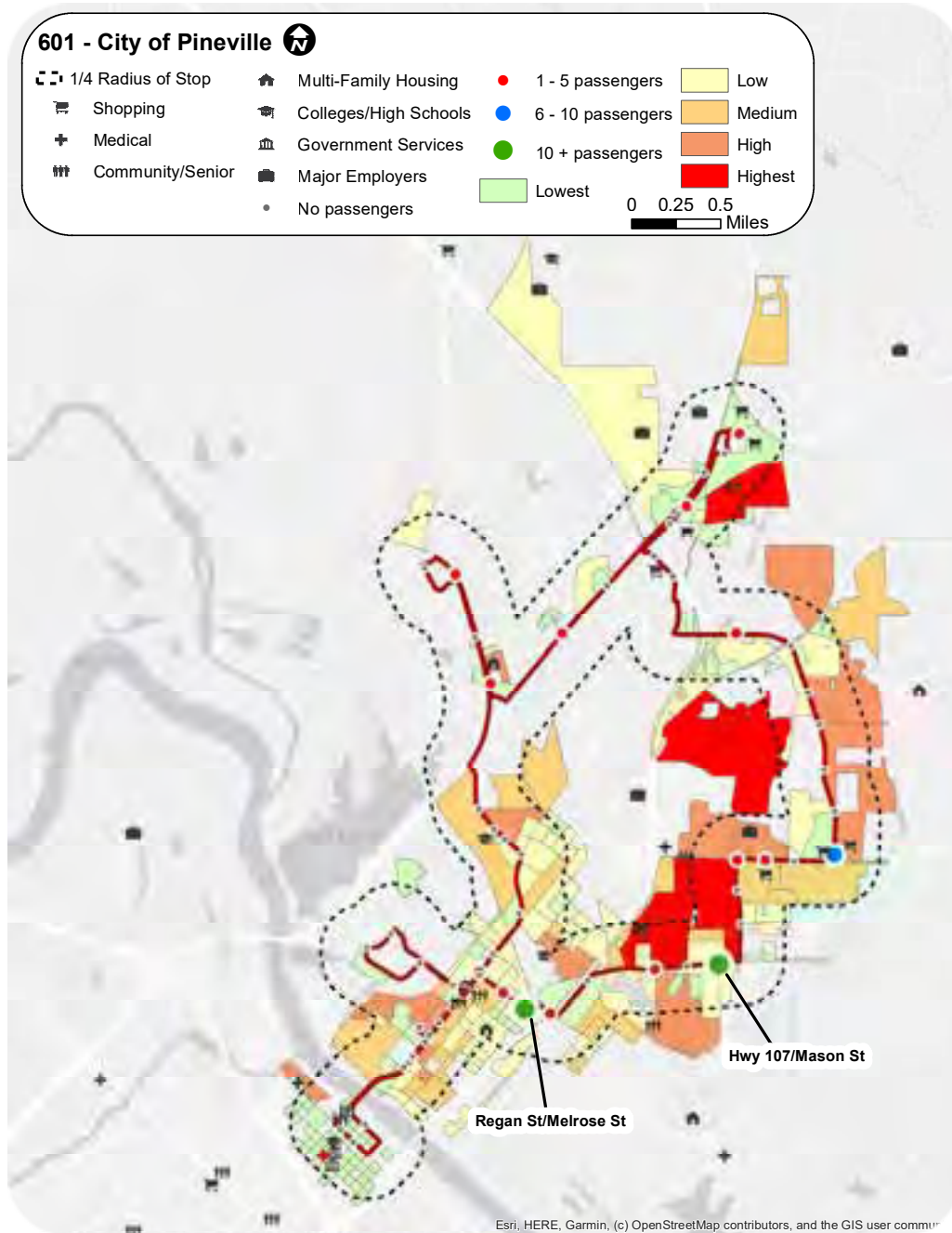
Bus Stop Adjustments: Remove unused stops and adjust bus stop spacing and type based on network importance, utilization, and TCRP guidance. TPI/TNI densities, ridership, and stop utilization data indicates a reduction in the number of stops is needed. Removing these unused stops and adjusting stop spacing would improve route efficiency and on-time performance.

Recommended improvements would enhance the route's overall value to network by 24%.

Route Overview

The City of Pineville Route makes its first stop on (Melrose at Bragg) at 6:20 AM and its final stop at (Main/LA College) 5:45 PM. In between, the route makes stops at: Huey P. Long Hospital, Edgewood at Military, Wal-Mart, and V.A. Medical Center. There is an average time of 6 minutes in between each stop, with the longest wait time being 10 minutes from Huey P. Long Clinic to Melrose at Bragg. Exhibit 76 illustrates the route, available ridership at the stop level, and density level to support transit service.

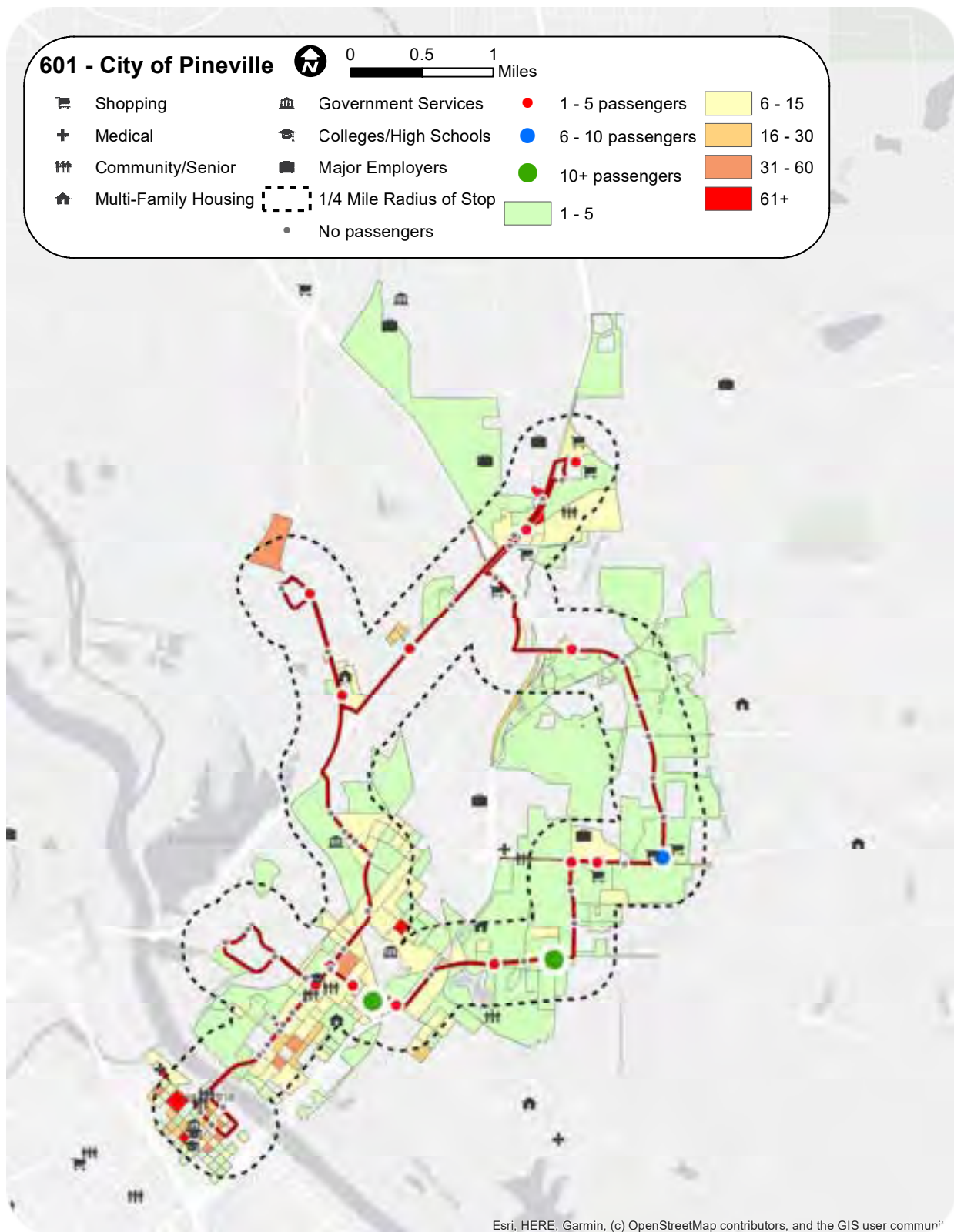
Exhibit 76 | Pineville Route - Transit Need Index



ROUTE PROFILE

City of Pineville (601)

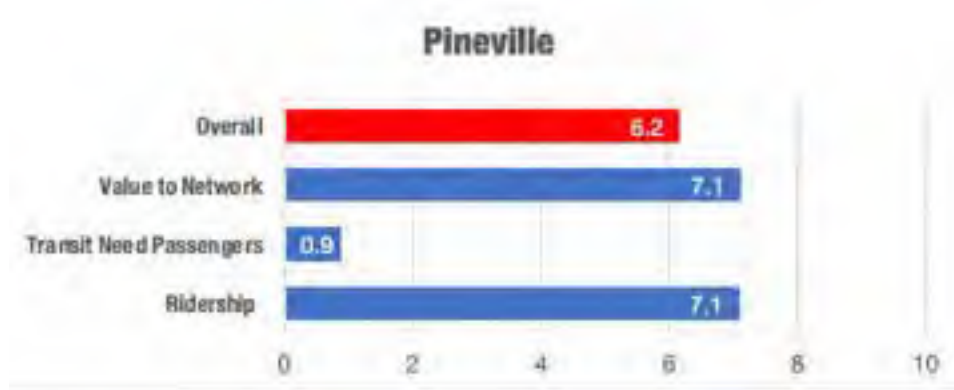
Exhibit 77 | Pineville Route - Transit Potential index



Network Importance

The Pineville Route maintains the highest value to our transit network (see Exhibit 2). On a relative scale of 0 to 10, the route rates 7.1 in terms of ridership, 0.9 in terms of transit need passengers, and 7.1 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations within a 1/4 mile of transit service). The number of jobs per acre is 5,656 and the number of people per acre is 1,436. Its overall score, which gives a 70% weight to overall ridership and a 15% weight to both other measures, is 6.2.

Exhibit 78 | Route 601 Network Importance



Schedule Statistics

The Pineville Route provides service on weekdays and Saturdays starting at 6 am and ending at 6 pm. There is no service on Sunday for this route. This bus runs every hour.

Exhibit 79 | Route 601 Schedule Statistics

Service Day	Span of Service	Frequency Range	Frequency Average
WEEKDAY	6:20 AM to 5:52 PM	5 to 9	6.4
SATURDAY	6:20 AM to 5:52 PM	5 to 9	6.4

Service Patterns

The Pineville route operates along the same service pattern from the Transit Terminal returning to the Transit Terminal on all trips.

Exhibit 80 | Route 601 Service Patterns

PATTERN	ORIGIN	DESINATION	UNIQUE FEATURE	Trips / WKD	Trips / SAT
OUTBOUND	Transit Terminal	Edhgewood / Military	Primary Pattern	12	12
INBOUND	Wal-mart	Transit Terminal	Primary Pattern	12	12

Ridership

Average weekday ridership per month for this route was 5,935, whereas on Saturdays it was 1,152 in 2019. In 2020, the average weekday ridership per month was 2,730, whereas on Saturdays it was 221. Regan Street / Melrose Street and Hwy. 107 and Mason Street were bus stops with the highest ridership on this route.

Stop Spacing

The Pineville Route currently has a route length of 16.8 miles with 63 total stops. The current stop spacing is 0.26 miles or 1372.8 ft. The suggested stop spacing is 0.28 miles or 1500 ft with a suggestion of 58 total stops.

Recommendations

1) Route Adjustments: Outbound adjustments include removing route along West Shamrock and Rainbow Drive (into Central State Hospital site), reroute from Melrose (Expressway service road) down Wadley St. to Bragg St. to LA 107. Huey P. Long Hospital and many facilities at the Central State Hospital are no longer active. Data also indicates no density to support fixed route transit to those sites but indicated need for transit access to the Wardville/Smithville area.

Bus Stop Spacing & Reduction: Includes eliminate bus stops along West Shamrock and Rainbow Drive and in front of Martin Building Materials, remove unused stops and adjust bus stop spacing and type based on network importance, utilization, and TCRP guidance. Several developments indicate rerouting and stop placement is needed along the Pineville route. The closure of Huey P. Long Hospital, changes at the Central State Hospital Complex, combined with new developments along LA28E. TPI/TNI densities, ridership, and stop utilization data indicates a reduction in the number of stops is needed. Removing unused stops and adjusting stop spacing would improve route efficiency and on-time performance.

Recommended improvements would enhance the route's overall value to network by 9%.

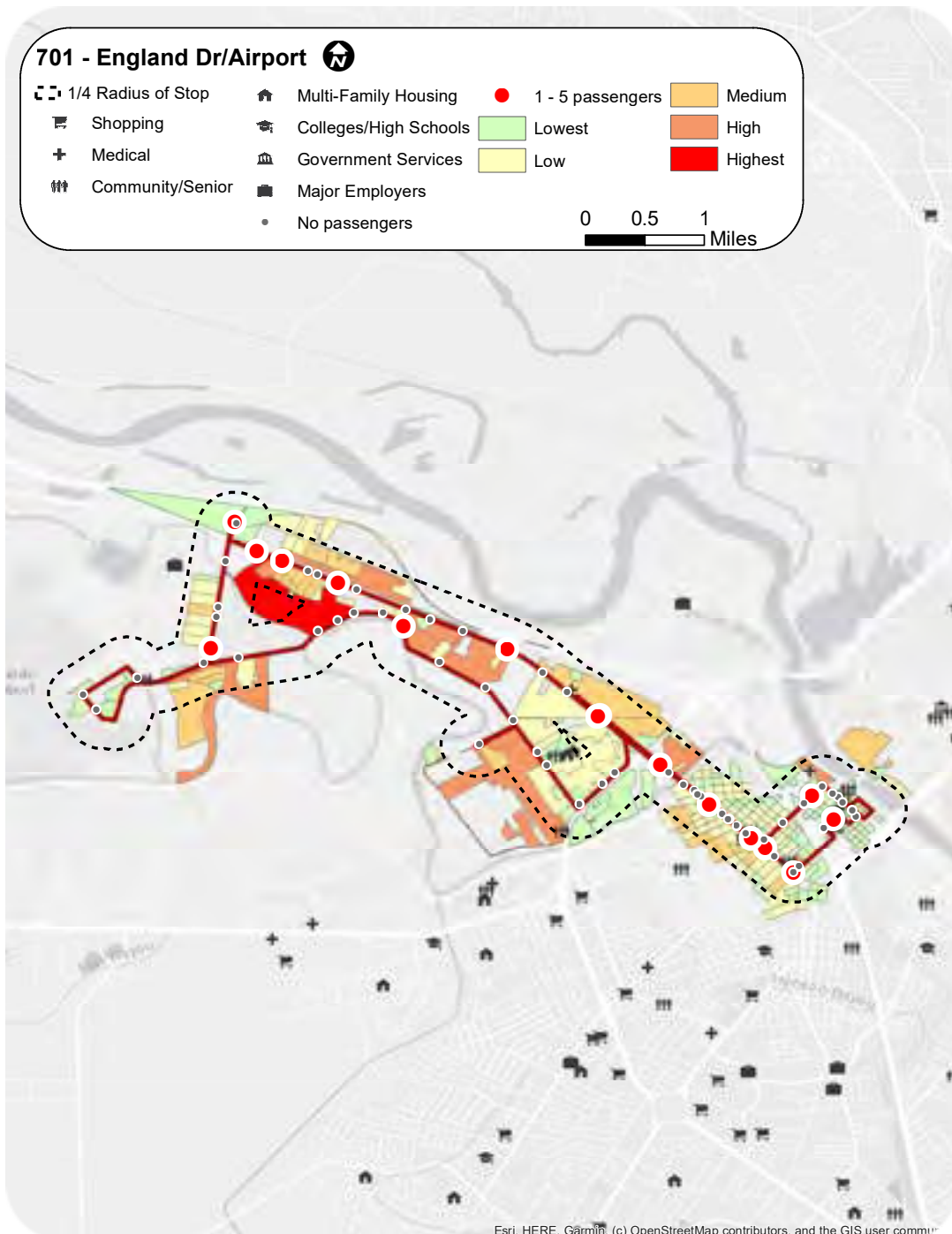
ROUTE PROFILE

England Drive (701)

Route Overview

The England Drive/Airport Route makes its first stop on (Enterprise/Hwy 1) at 6:15 AM and its final stop at (Bolton/Monroe St) at 5:45 PM. In between the route makes stops at: Bolton/Jackson St, England/Browns Bend Rd., Huey P. Long Hospital, and Airbase/Hwy 1. There is an average time of 6 minutes in between each stop, with the longest wait time being 12 minutes from England/Browns Bend Rd. to Huey P. Long Hospital. Exhibit 81 illustrates the route, available ridership at the stop level, and density level to support transit service.

Exhibit 81 | England Drive Route - Transit Need Index

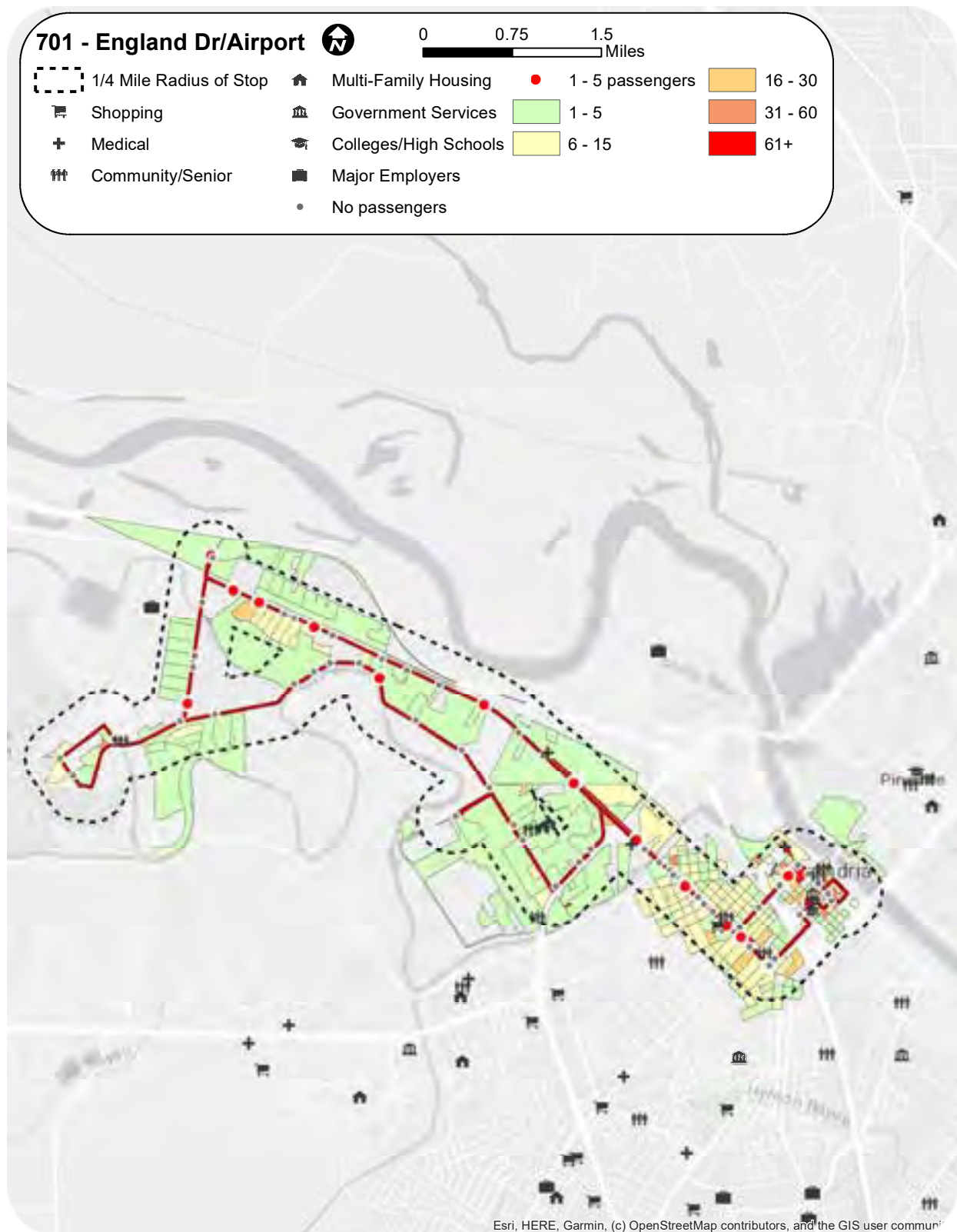


Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

ROUTE PROFILE

England Drive (701)

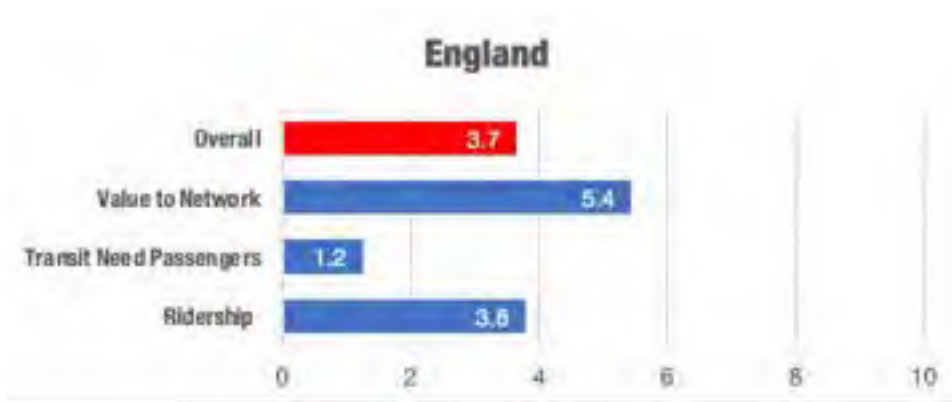
Exhibit 82 | England Drive Route - Transit Potential Index



Network Importance

The England Dr. Route is one of the least valuable routes to our transit network (see Exhibit 83). On a relative scale of 0 to 10, the route rates 3.8 in terms of ridership, 1.2 in terms of transit need passengers, and 5.4 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations within a 1/4 mile of transit service). The number of jobs per acre is 3,972 and the number of people per acre is 1,451. Its overall score, which gives a 70% weight to overall ridership and a 15% weight to both other measures, is 3.7.

Exhibit 83 | Route 701 Network Importance



Schedule Statistics

The England Dr. Route provides service on weekdays and Saturdays starting at 6 am and ending at 6 pm. There is no service on Sunday for this route. This bus runs every hour.

Exhibit 84 | Route 701 Schedule Statistics

Service Day	Span of Service	Frequency Range	Frequency Average
WEEKDAY	6:15 AM to 5:52 PM	4 to 12	7.4
SATURDAY	6:15 AM to 5:52 PM	4 to 12	7.4

Service Patterns

The England Drive / Airport route operates along the same service pattern from the Transit Terminal returning to the Transit Terminal on all trips.

Exhibit 85 | Route 701 Service Patterns

PATTERN	ORIGIN	DESINATION	UNIQUE FEATURE	Trips / WKD	Trips / SAT
OUTBOUND	Transit Terminal	England / Browns Bend	Primary Pattern	12	12
INBOUND	Airpark Hospital	Transit Terminal	Primary Pattern	12	12

Ridership

Average weekday ridership per month for this route 3,157, whereas on Saturdays it was 628 in 2019. In 2020, the average weekday ridership per month was 1,413, whereas on Saturdays it was 178.

Stop Spacing

The Elliot St. Route currently has a route length of 18.1 miles with 70 total stops. The current stop spacing is 0.26 miles or 1372.8 ft. The suggested stop spacing is 0.28 miles or 1500 ft with a suggestion of 65 total stops.

Recommendations

1) Route Adjustment: Outbound adjustments from (Alexandria Housing Authority) Browns Bend Rd to England Drive to Enterprise From to LA Hwy. 1, N. Bolton Avenue to Airbase Rd to England Drive (same stops at Airpark). Inbound adjustments from Frank Andrews to England Drive to Airbase Rd back to the original inbound route. These route adjustments will improve transit access to TNI groups in Walnut Grove and improve frequency for Airbase Estates.

2) Bus Stop Adjustments: include removing unused stops and adjusting bus stop spacing and type based on network importance, utilization, and TCRP guidance. Excessive route length, low utilization, recent developments indicate a strong need to adjust routing and stops. TPI/TNI densities, ridership, and stop utilization data indicate a reduction in the number of stops is needed. Removing these unused stops and adjusting stop spacing would improve overall route efficiency and on-time performance.

Recommended improvements would improve the route's overall network importance by 24%.

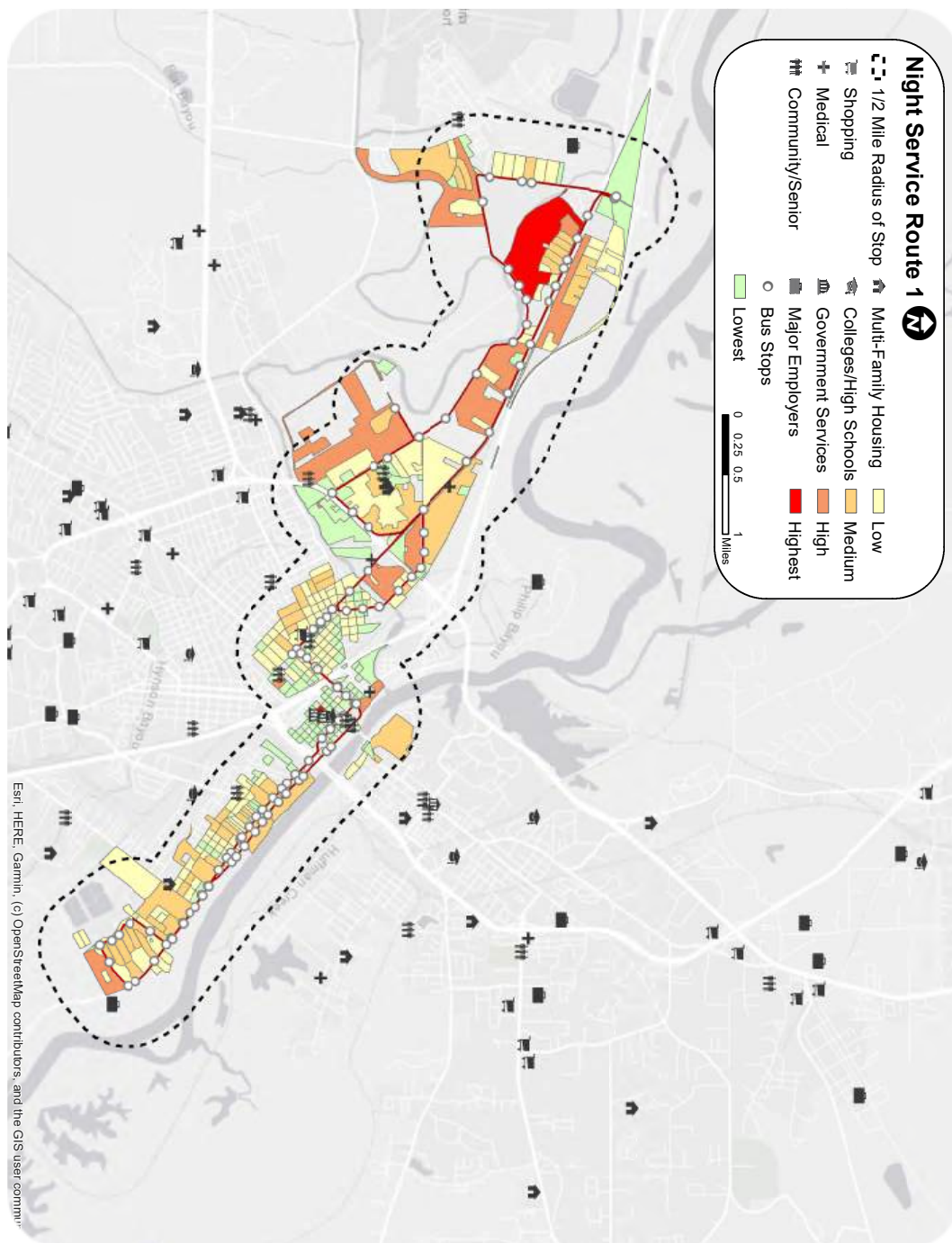
ROUTE PROFILE

Night Service (1)

Route Overview

Night Service Route 1 makes its first stop on (Elliot/Bolton Ave) at 6:06 PM and its final stop at (3rd/Avoyelles Dr) at 9:45 PM. In between, the route makes stops at: Enterprise/Hwy 1, England/Browns Bend Rd, Hwy 1/Enterprise, and 4th/Lee St. There is an average wait time of 7 minutes in between each stop, with the longest wait time being 10 minutes from England/Browns Bend Rd. to Hwy 1/Enterprise.

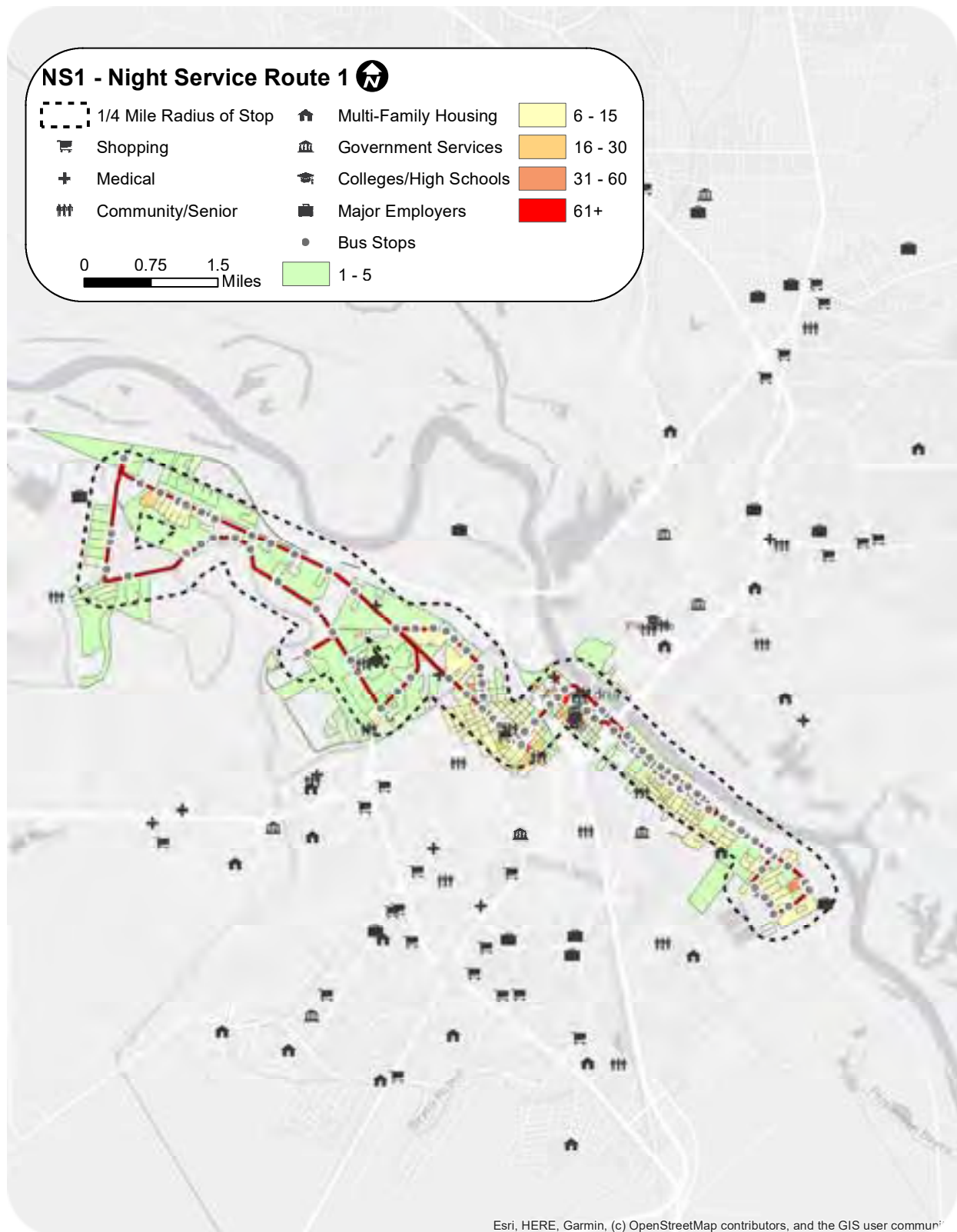
Exhibit 86 | Night Service 1 Route - Transit Need Index



ROUTE PROFILE

Night Service (1)

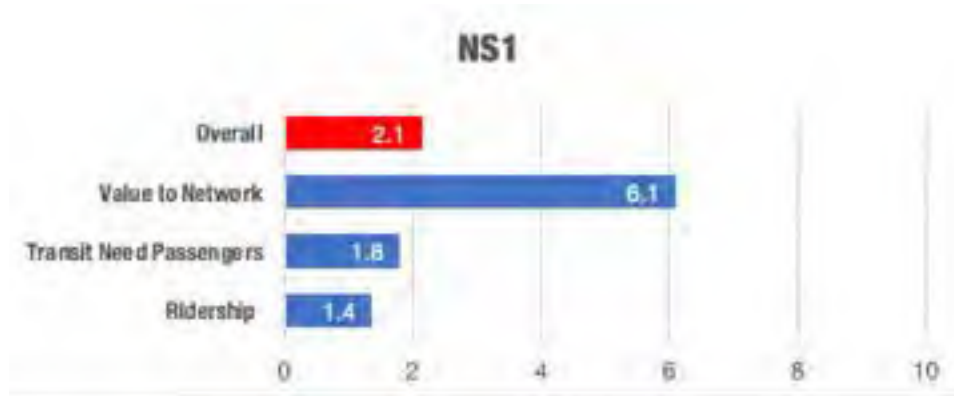
Exhibit 87 | Night Service 1 Route - Transit Potential Index



Network Importance

The Night Service 1 Route maintains the second lowest value to the transit network (see Exhibit 88). On a relative scale of 0 to 10, the route rates 1.4 in terms of ridership, 1.8 in terms of transit need passengers, and 6.1 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations within a 1/2 mile of transit service). The number of jobs per acre is 3,883 and the number of people per acre is 2,199. Its overall score, which gives a 70% weight to overall ridership and a 15% weight to both other measures, is 2.1.

Exhibit 88 | Night Service Route 1 Network Importance



Schedule Statistics

The Night Service 1 Route provides service on weekdays and Saturdays starting at 6 pm and ending at 10 pm. There is no service on Sunday for this route. This bus runs every hour.

Exhibit 89 | Night Service Route 1 Schedule Statistics

Service Day	Span of Service	Frequency Range	Frequency Average
WEEKDAY	6:00 PM - 9:52 PM	5 to 10	7.2
SATURDAY	6:00 PM - 9:52 PM	5 to 10	7.2

Service Patterns

The Night Service Route 1 operates along the same service pattern from the Transit Terminal returning to the Transit Terminal on all trips.

Exhibit 90 | Night Service Route 1 Service Patterns

PATTERN	ORIGIN	DESINATION	UNIQUE FEATURE	Trips / WKD	Trips / SAT
OUTBOUND	Transit Terminal	England / Browns Bend	Primary Pattern	4	4
INBOUND	Hwy. 1 / Enterprise	Transit Terminal	Primary Pattern	4	4

Ridership

On weekdays in 2019, the Night Service 1 Route ridership was 872, whereas on Saturdays it was 254. On weekdays in 2020, the ridership was 482, whereas on Saturdays it was 89. There is insufficient stop level ridership data to determine stops with the highest ridership on this route.

Stop Spacing

The Night Service 1 Route currently has a route length of 15.2 miles with 101 total stops. The current stop spacing is 0.15 miles or 792 ft. The suggested stop spacing is 0.28 miles or 1500 ft with a suggestion of 55 total stops.

Recommendations

Route Adjustments: Consider outbound route adjustments from Elliot to Bolton Avenue to Enterprise u turn onto N. MacArthur Drive Service Road to England Drive to Browns Bend Rd.; from (Alexandria Housing Authority) Browns Bend Rd to England Drive to Enterprise to Hwy 1, N. Bolton Avenue to Airbase Rd. Turn right onto Airbase, continue on Airbase to N. Bolton Avenue (back to original route). Excessive route length and low utilization indicates a strong need to adjust routing to provide transit access to TNI groups in Walnut Grove. Streamlining the route will improve on-time performance.

Bus Stop Adjustments: Consider removing unused bus stops and adjusting bus stop spacing and type based on network importance, utilization, and TCRP guidance. TPI/TNI densities, ridership, and stop utilization data indicates a reduction in the number of stops is needed. Removing unused stops and adjusting stop spacing would improve route efficiency and on-time performance.

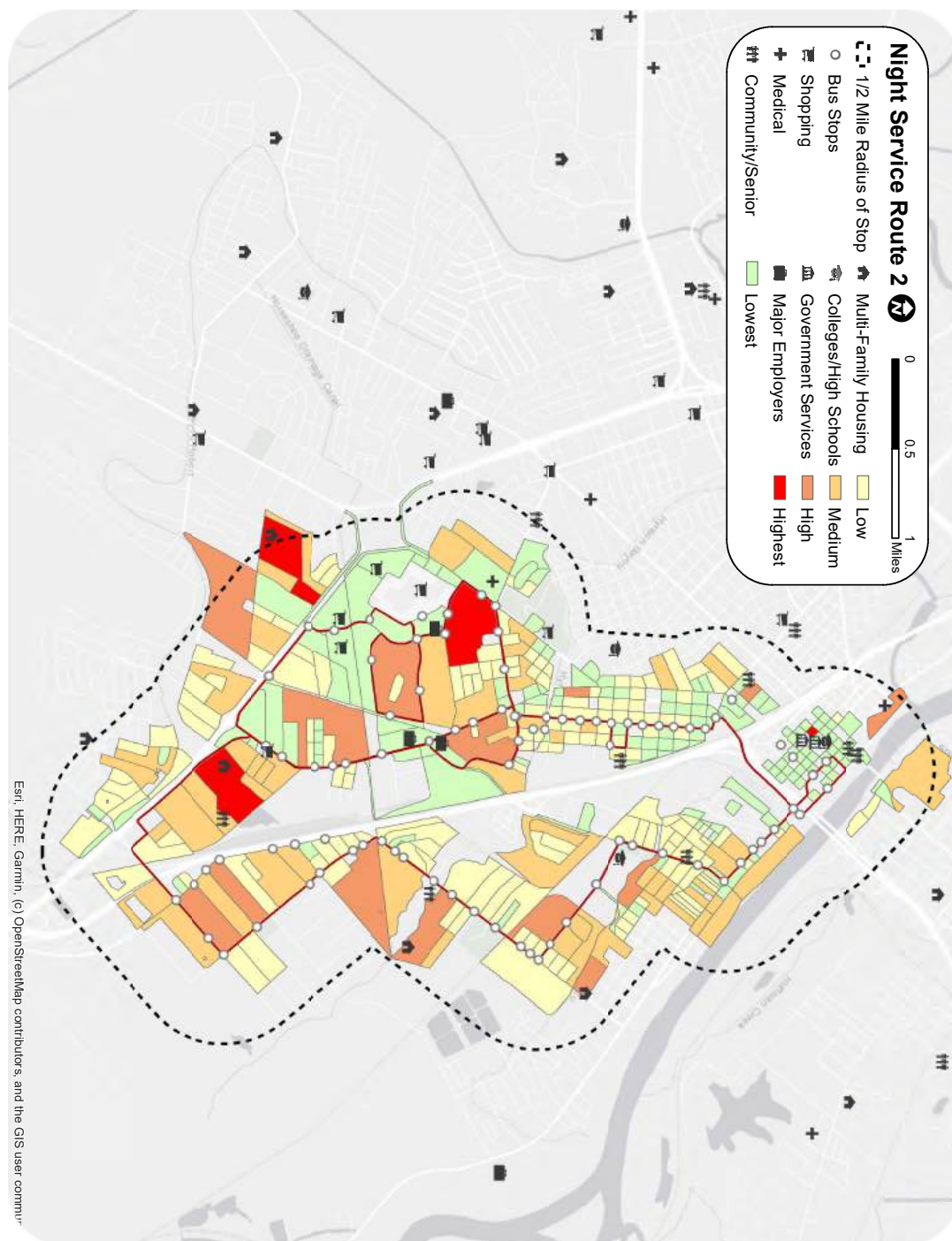
ROUTE PROFILE

Night Service (2)

Route Overview

Night Service Route 2 makes its first stop on (3rd/Broadway Ave) at 6:06 PM and its final stop at (Harris St. and Fenner St.) at 9:45 PM. In between, the route makes stops at: Willow Glen/ Lincoln Rd, Dallas/Lee St, Alexandria Mall, and Lee St/Texas Ave. There is an average wait time of 7 minutes in between each stop, with the longest wait time being 10 minutes from Dallas/ Lee St to Alexandria Mall

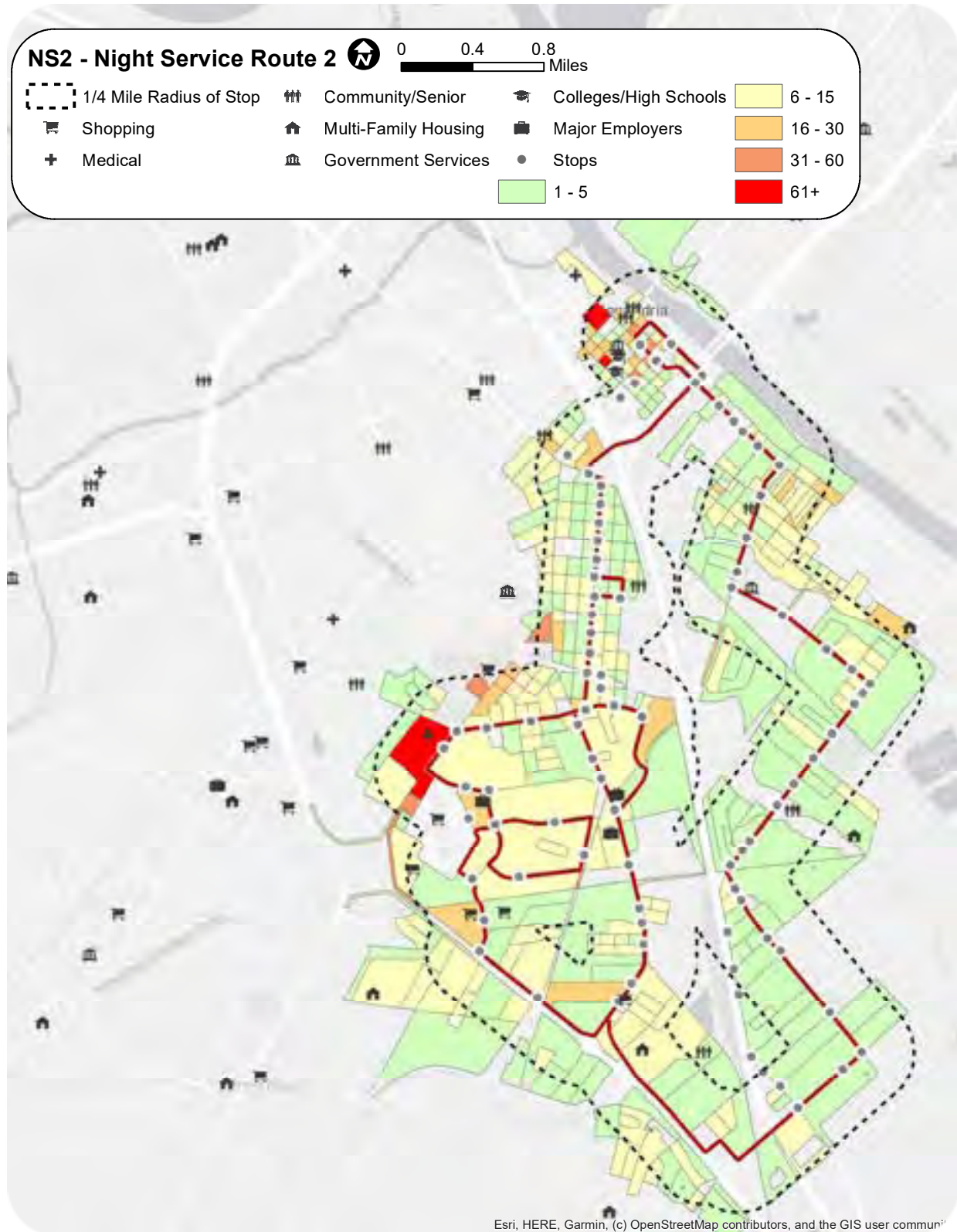
Exhibit 91 | Night Service 2 Route - Transit Need Index



ROUTE PROFILE

Night Service (2)

Exhibit 92 | Night Service 2 Route - Transit Potential Index



Network Importance

The Night Service 2 Route maintains the lowest value to the transit network (see Exhibit 93). On a relative scale of 0 to 10, the route rates 1.2 in terms of ridership, 1.5 in terms of transit need passengers, and 4.5 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations within a 1/2 mile of transit service). The number of jobs per acre is 2,546 and the number of people per acre is 1,917. Its overall score, which gives a 70% weight to overall ridership and a 15% weight to both other measures, is 1.8.

Exhibit 93 | Night Service Route 2 Network Importance



Schedule Statistics

The Night Service 2 Route provides service on weekdays and Saturdays starting at 6 pm and ending at 10 pm. There is no service on Sunday for this route. This bus runs every hour.

Exhibit 94 | Night Service Route 2 Schedule Statistics

Service Day	Span of Service	Frequency Range	Frequency Average
WEEKDAY	6:00 PM - 9:52 PM	5 to 10	7.2
SATURDAY	6:00 PM - 9:52 PM	5 to 10	7.2

Service Pattern

Night Service Route 2 operates along the same service pattern from the Transit Terminal returning to the Transit Terminal on all trips.

Exhibit 95 | Night Service Route 2 Service Patterns

PATTERN	ORIGIN	DESINATION	UNIQUE FEATURE	Trips / WKD	Trips / SAT
OUTBOUND	Transit Terminal	Dallas / Lee	Primary Pattern	4	4
INBOUND	Alexandria Mall	Transit Terminal	Primary Pattern	4	4

Ridership

On weekdays in 2019, the Night Route 2 ridership was 1,038, whereas on Saturdays it was 329. On weekdays in 2020, the ridership was 525, whereas on Saturdays it was 61. There is insufficient stop level ridership data to determine stops with the highest ridership on this route.

Stop Spacing

The Night Service 2 Route currently has a route length of 17.4 miles with 91 total stops. The current stop spacing is 0.19 miles or 1003.2 ft. The suggested stop spacing is 0.28 miles or 1500 ft with a suggestion of 62 total stops.

Recommendations

Route Adjustments: Consider outbound route adjustments from Third St. Willow Glenn to Lincoln Rd. to Sugarhouse Rd. to Smith St. to S. MacArthur Service Rd. to Lee Street to Dallas St to Lee St back to S. MacArthur Service Rd. to North Blvd. Recommended inbound adjustments from North Blvd. to Memorial Dr. to Masonic Dr. to Texas Ave. to Harris St. to Bringhurst to Casson St. to Terminal. Streamlining the route will improve on-time performance.

Bus Stop Adjustments: Consider removing unused stops and adjust bus stop spacing and type based on network importance, utilization, and TCRP guidance. TPI/TNI densities, ridership, and stop utilization data indicates a reduction in the number of stops is needed. Removing unused stops and adjusting stop spacing would improve route efficiency and on-time performance.

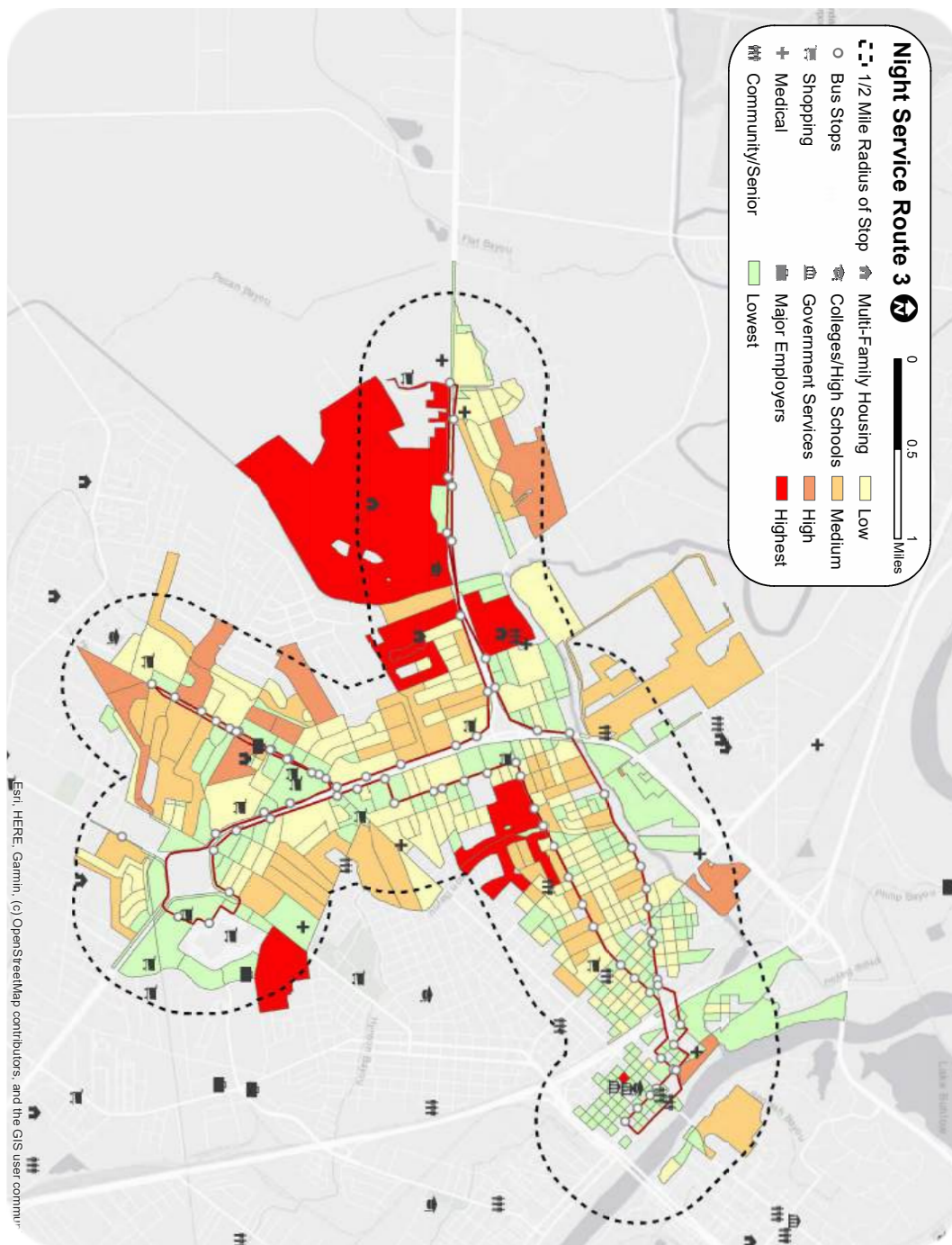
ROUTE PROFILE

Night Service (3)

Route Overview

Night Service Route 3 makes its first stop on (Rapides/MacArthur Drive) at 6:06 PM and its final stop at (Monroe/Bolton Ave) at 9:45 PM. In between, the route makes stops at: Wal-Mart Hwy 28 West, Power-Center, Alexandria Mall, and Rosalino/Texas Ave. There is an average wait time of 7 minutes in between each stop, with the longest wait time being 10 minutes from Power-Center to Alexandria Mall.

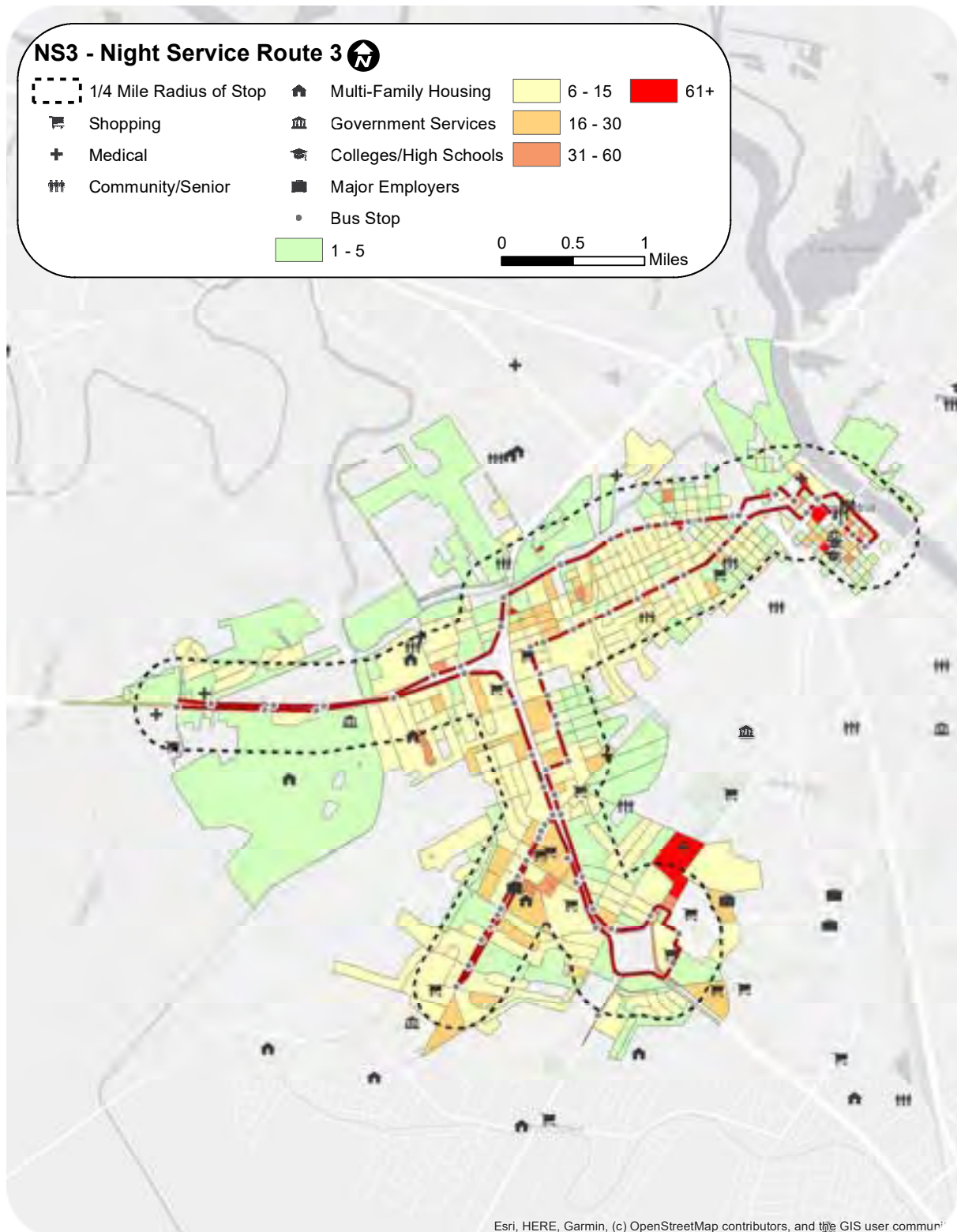
Exhibit 96 | Night Service 3 Route - Transit Need Index



ROUTE PROFILE

Night Service (3)

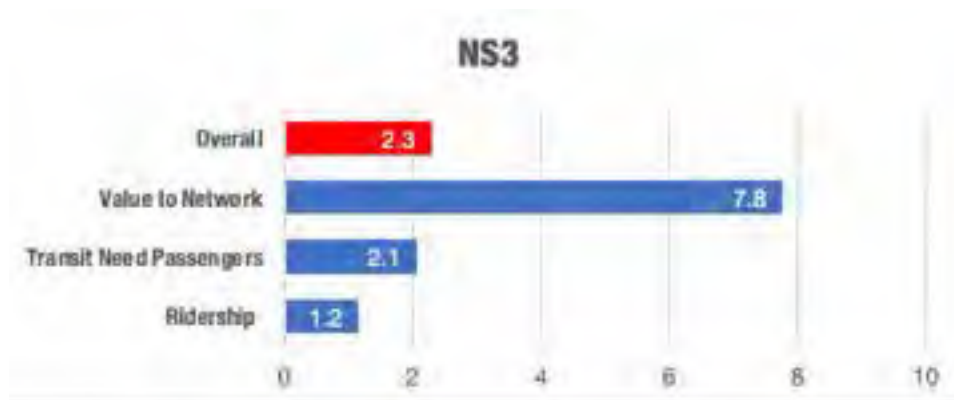
Exhibit 97 | Night Service 3 Route - Transit Potential Index



Network Importance

The Night Service 3 Route is the valuable route in our night service (see Exhibit RP-42). On a relative scale of 0 to 10, the route rates 1.2 in terms of ridership, 2.1 in terms of transit need passengers, and 7.8 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations within a 1/2 mile of transit service). The number of jobs per acre is 4,870 and the number of people per acre is 2,861. Its overall score, which gives a 70% weight to overall ridership and a 15% weight to both other measures, is 2.3.

Exhibit 98 | Night Service 3 Network Importance



Schedule Statistics

The Night Service 2 Route provides service on weekdays and Saturdays starting at 6 pm and ending at 10 pm. There is no service on Sunday for this route. This bus runs every hour.

Exhibit 99 | Night Service Route 3 Schedule Statistics

Service Day	Span of Service	Frequency Range	Frequency Average
WEEKDAY	6:00 PM - 9:52 PM	5 to 10	7.2
SATURDAY	6:00 PM - 9:52 PM	5 to 10	7.2

Service Patterns

Night Service Route 3 operates along the same service pattern from the Transit Terminal returning to the Transit Terminal on all trips.

Exhibit 100 | Night Service Route 1 Service Patterns

PATTERN	ORIGIN	DESINATION	UNIQUE FEATURE	Trips / WKD	Trips / SAT
OUTBOUND	Transit Terminal	Power Center	Primary Pattern	4	4
INBOUND	Alexandria Mall	Transit Terminal	Primary Pattern	4	4

Ridership

On weekdays in 2019, the Night Service 3 Route ridership was 936, whereas on Saturdays it was 80. On weekdays in 2020, the ridership was 552, whereas on Saturdays it was 303. There is insufficient stop level ridership data to determine stops with the highest ridership on this route.

Stop Spacing

The Night Service 3 Route currently has a route length of 17.9 miles with 78 total stops. The current stop spacing is 0.22 miles or 1161.6 ft. The suggested stop spacing is 0.28 miles or 1500 ft with a suggestion of 62 total stops.

Recommendations

Route Adjustments: Consider inbound route adjustments from Jackson Street to MacArthur Drive Service Road around the traffic circle onto other side of MacArthur Drive Service Rd across Masonic to other side of MacArthur Drive Service Road; continue MacArthur Drive Service Rd to Rosalino St. to Texas Ave. to Monroe St to Foisy St. to Elliot St. to Fourth St. to Lee St. to Main St. to Terminal. Streamlining the route will improve on-time performance.

Bus Stop Adjustments: Consider removing unused stops and adjust bus stop spacing and type based on network importance, utilization, and TCRP guidance. TPI/TNI densities, ridership, and stop utilization data indicates a reduction in the number of stops is needed. Removing unused stops and adjusting stop spacing would improve route efficiency and on-time performance.

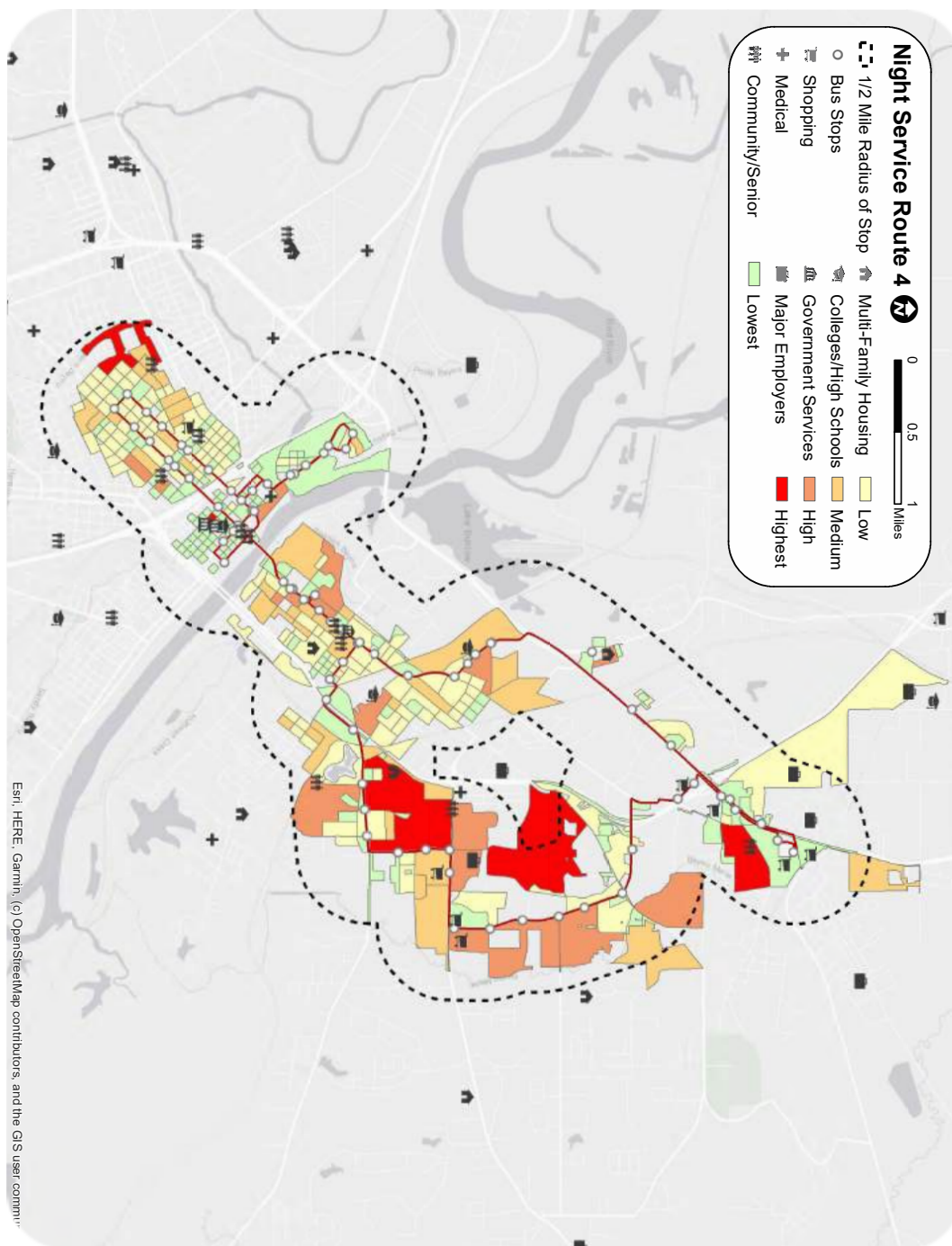
ROUTE PROFILE

Night Service (4)

Route Overview

Night Service Route 4 makes its first stop on (6th/Monroe St) at 6:06 PM and its final stop at (Jackson/Bolton Ave) at 9:45 PM. In between, the route makes stops at: Shamrock St/Main St, Hwy 28 East at Edgewood, Super One Foods, and Claiborne/Military Hwy. There is an average wait time of 7 minutes in between each stop, with the longest wait time being 10 minutes from Hwy 28 East at Edgewood to Super One Foods.

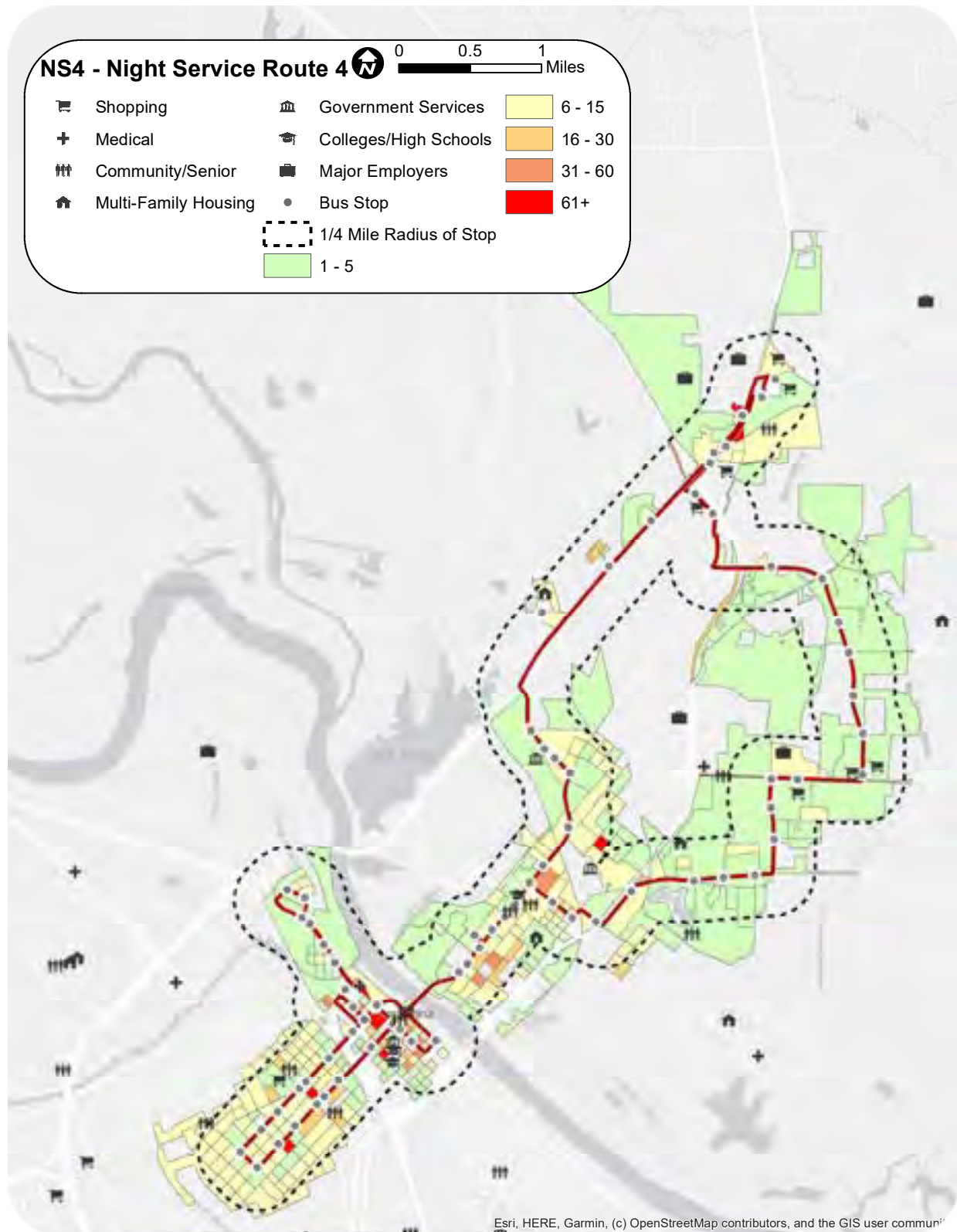
Exhibit 101 | Night Service 4 Route - Transit Need Index



ROUTE PROFILE

Night Service (4)

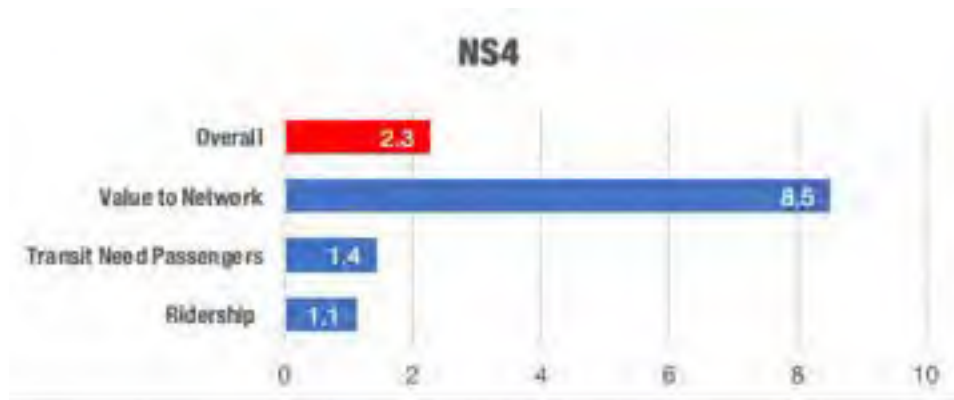
Exhibit 102 | Night Service 4 Route - Transit Potential Index



Network Importance

The Night Service 4 Route is the most important night service route (see Exhibit 103). On a relative scale of 0 to 10, the route rates 1.1 in terms of ridership, 1.4 in terms of transit need passengers, and 8.5 in terms of its value to the network (which reflects the number of people who are uniquely served, the number of jobs and other important destinations within a 1/2 mile of transit service). The number of jobs per acre is 6,265 and the number of people per acre is 2,211. Its overall score, which gives a 70% weight to overall ridership and a 15% weight to both other measures, is 2.3.

Exhibit 103 | Night Service 4 Network Importance



Schedule Statistics

The Night Service 4 Route runs every hour providing service on weekdays and Saturdays starting at 6 pm and ending at 10 pm. There is no service on Sunday for this route.

Exhibit 104 | Night Service Route 4 Schedule Statistics

Service Day	Span of Service	Frequency Range	Frequency Average
WEEKDAY	6:00 PM - 9:52 PM	5 to 10	7.2
SATURDAY	6:00 PM - 9:52 PM	5 to 10	7.2

Service Patterns

Night Service Route 4 operates along the same service pattern from the Transit Terminal returning to the Transit Terminal on all trips.

Exhibit 105 | Night Service Route 4 Service Patterns

PATTERN	ORIGIN	DESINATION	UNIQUE FEATURE	Trips / WKD	Trips / SAT
OUTBOUND	Transit Terminal	Hwy. 28 E / Edgewood	Primary Pattern	4	4
INBOUND	Super One	Transit Terminal	Primary Pattern	4	4

Ridership

On weekdays in 2019, the Night Service Route 4 ridership was 942, whereas on Saturdays it was 219. On weekdays in 2020, the ridership was 366, whereas on Saturdays it was 57. There is insufficient stop level ridership data to determine stops with the highest ridership on this route.

Stop Spacing

The Night Service 4 Route currently has a route length of 19.2 miles with 82 total stops. The current stop spacing is 0.23 miles or 1214.4 feet. The suggested stop spacing is 0.28 miles or 1500 ft with a suggestion of 68 total stops.

Recommendations

Route Adjustments: Consider inbound route adjustments continuing on Main Street, from Expressway Drive (service road), down Wadley Street to Bragg Street to LA 107, eliminate stop in front of Martin Building Materials. The adjustment is made because Huey P. Long Hospital is no longer active, and all related stops need to be removed and route adjusted. Data indicates no density to support fixed route transit service to the former site and also indicates a need for transit access to the Wardville/Smithville area. This change will improve transit access to identified TNI in that area.

Bus Stop Adjustments: Consider removing unused stops and adjust bus stop spacing and type based on network importance, utilization, and TCRP guidance. TPI/TNI densities, ridership, and stop utilization data indicates a reduction in the number of stops is needed. Removing unused stops and adjusting stop spacing would improve route efficiency and on-time performance.

Recommended Transit Investments

This section focuses on the implementation of the recommended transit investments, featuring a project list and prioritization. The planning process used to identify recommended transit improvements as part of this study is illustrated in Exhibit 106. Recommend transit investments were identified using a combination of GIS analysis, community, stakeholder, and Steering Committee input to achieve the community's vision for local public transit: affordable, accessible, efficient, walkable, regionally integrated. The project list and recommendations assist decision makers prioritize transit investments, however it is not intended to supersede engineering judgement or new information that may be revealed at the time of project development. Appendix C features a comprehensive list of transit funding sources as of June 2021.

Exhibit 106 | ASPAS Planning Process



Prioritization

The AP-MPO consistently consulted key stakeholders, for instance, the Steering Committee, ATRANS, and LADOTD and the City of Alexandria to develop the following implementation strategies and prioritization. Twelve recommended transit system investments to improve the local system were identified by the planning process. During the public engagement phase, the community was asked to evaluate recommended transit investments identified during the planning and programming process. Prioritization was based on stakeholder interviews, Steering Committee recommendations, and feedback. Each public comment was aggregated by date, group, category (transit gap or solution), theme, and transit investment need as illustrated in Exhibit 107. The outcome of this effort also determined which of the broad range of recommended transportation projects the public feels are most important to achieve their vision for ATRANS. See Appendix B for the full list of public comments and list of most common themes.

Exhibit 107 | Feedback Aggregation Process



Recommended transit investments were aggregated into Short - Phase 1, medium - Phase II, and long-range - Phase 3 projects for implementation as illustrated in Exhibit 108. Fleet capacity improvements were also identified by the planning process and the public as a top priority, but was not recommended since the City recently embarked on a program to upgrade over half of the bus and all of the demand-response service fleet with replacement vehicles by 2022. Exhibits 109, 110, and 111 feature descriptions recommended transit improvements by Short, Medium, and Long-range projects respectively.

Exhibit 108 | Transit Investment Prioritization

Row Labels	Public Comments	Rank by Comment	Proposed Phasing
Bus Network Study	99	1	2
Community Circulators	17	2	3
Develop Bus Stop Design & Placement Standards	16	3	1
Sidewalk Quality and Access Program	15	4	3
Service Marketing & Awareness Program	13	5	1
HR Staffing Program	12	6	1
ADA System Access Program	5	7	3
New Transit Terminal	3	8	2
New Route Map & General Transit Feed Specification	3	9	1
System-wide Wayfinding & Signage	2	10	3
Service Design Guidelines & Performance Program	1	11	2

Exhibit 109 | Study Recommended Transit Investments - Phase I

Phase	Name	Description
1	New Route Map & General Transit Feed Specification	Many comments focused on difficulty navigating the system with users unaware or unable to understand the bus schedule or which bus to take. ATRANS should explore developing and maintaining a General Transit Feed Specification (GTFS), new schematic route map, and real-time data for the ATRANS transit system to help passengers navigate bus service.
1	Service Marketing & Awareness Program	An overall lack of service awareness and promotion was identified during the planning process. ATRANS should explore developing a comprehensive branding, marketing and communications plan to promote service awareness to the general public.
1	Develop Bus Stop Design & Placement Standards	Bus stops are a critical part of the transit system as they serve as the first point of contact between the customer and the service. ATRANS should explore developing bus stop design standards and guidelines to ensure transit stops complement their immediate surroundings, meet the transit patron's comfort and safety needs, and support an efficient transit network.
1	HR Staffing Program	ATRANS encounters challenges in acquiring the needed talent to fill open positions for Operators (drivers) and Maintenance staff. In order to improve the transit system the, it is essential that ATRANS build upon its current Human Resources capacity in order to ensure that staff positions are filled as the system expands. Having new buses and stops will be unproductive without the talent to operate and maintain these vehicles over time. ATRANS should continue to pursue and strengthen institutional partnerships in order to create a reliable pipeline from educational and non-profit organizations to employment with the agency. Over the past five years, the ATRANS has functioned with 8-10 transit operators fewer than the system requires, highlighting the serious need for improving employee attraction and retention.

Exhibit 110 | Study Recommended Transit Investments - Phase II

Phase	Name	Description
2	Service Design Guidelines & Performance Program	Poor reliability and can be addressed by rescheduling service based on service guidelines and current actual running times to ensure consistent headways. This program would establish service guidelines to set overall on-time performance minimums and targets and track actual running times.
2	Bus Stop Balancing	This program would consolidate bus stops on a route-by-route basis to achieve optimal spacing, add bus shelters and other amenities, improve accessibility by working with municipalities and DOTD to prioritize pedestrian network improvements, and improve operational efficiency by placing stops in appropriate locations to minimize dwell time. This would ensure maximum benefit to riders accessing stops in the system.
2	Bus Network Study	The APMPO would conduct a full analysis and redesign of the bus network that would align transit route and resources, based on findings of this study. Could include more specific network goals, as well as a specific and through public process to account for community priorities that weigh the value of network coverage vs. frequency.
2	New Transit Terminal	The current terminal located inside the former Missouri Pacific Rail Road Terminal in Downtown Alexandria is over 30 years old and not designed to handle today's transit needs. The City should explore building a new multi-modal transit terminal facility. This project would include feasibility, design, and public input into the new facility. The new facility would serve as the main hub connecting the urban and regional transit systems.

Exhibit 111 | Recommended Transit Investments - Phase III

Phase	Name	Description
3	ADA System Access Program	Program goal is 100% system accessibility to the terminal and all shelter stops under the Americans with Disabilities Act. This policy/program would evaluate and program improvements to move towards full system accessibility, regardless of ability.
3	Sidewalk Quality and Access Program	This would explore partnering with local agencies such as the Rapides Area Planning Commission, Rapides Parish, and municipalities to form a sidewalk construction program at would prioritize building complete pedestrian networks to transit in areas with higher transit need and potential.
3	System-wide Wayfinding & Signage	Clear and consistent signage is the first and most common interaction riders have with the transit system and important for network usability. This program would ensure a broad system is developed incorporating branding, ease of understanding, and simplicity throughout the service area.
3	Community Circulators	Community circulators are targeted, shorter-distance local transit routes that connect residents with neighborhood shopping, educational and medical facilities within their community. They usually operate regularly scheduled service within a closed loop or they provide an on-demand style of service where a ride is requested within a specific zone. The routes are usually three miles or shorter in length or within a defined zone, which facilitate moderately frequent headways of approximately 30 minutes. A pilot could be conducted for a limited duration for just the operating cost if existing vehicles are used. The affected population would be limited to those traveling from or to the specific community in which the pilot is conducted. Based on public input received, existing conditions, and market analysis the MacArthur Drive and Jackson Street corridors could be chosen for a pilot program.

APPENDIX A:

Transit Potential, Need, & Demand Outside Service Area

APPENDIX A

Transit Potential, Need, & Demand Outside Service Area

The actual demand for flexible public transportation service in rural areas depends on the number of transit-dependent populations and their densities. Where there are rural population densities that approach the high end of low-density (500 persons per square mile) and the transit-dependent population demographics (i.e., elderly persons, persons with disabilities, and low-income persons) are higher than average, the demand for flexible public transportation service is higher¹.

The study also examined the underlying demand for transit services based on population and employment density, socioeconomic characteristics outside the existing ATRANS service area. Communities analyzed included the incorporated towns of Ball, Boyce, LeCompte, and Woodworth. Data sources for this analysis include the 2010 U.S. Census, the 2015-2019 5-year American Community Survey, Alexandria Transit (ATRANS), economic data from Louisiana Central, the Rapides Area Planning Commission, and CUBE Access data from Bentley Systems.

Demand for Rural Transit²

Demand = 2.20 x Population Age 60 +) + (5.21 x Mobility Limited Population Age 18–64) + (1.52 x Residents of Households with Zero Vehicle)

This function accounts for the need for transportation services in an area, regardless of the type of service needed and the amount of service provided. This method produces an estimate of how much demand will result related to the amount of service provided. This information also includes a map illustrating transit potential and need population densities, passengers in need of transportation services for each community.

¹ A Guide for Planning & Operating Flexible Public Transportation Services, TCRP Report 140

² Methods for Forecasting Demand & Quantifying Need for Rural Passenger Transportation, TCRP Report 161

Town of Ball, LA

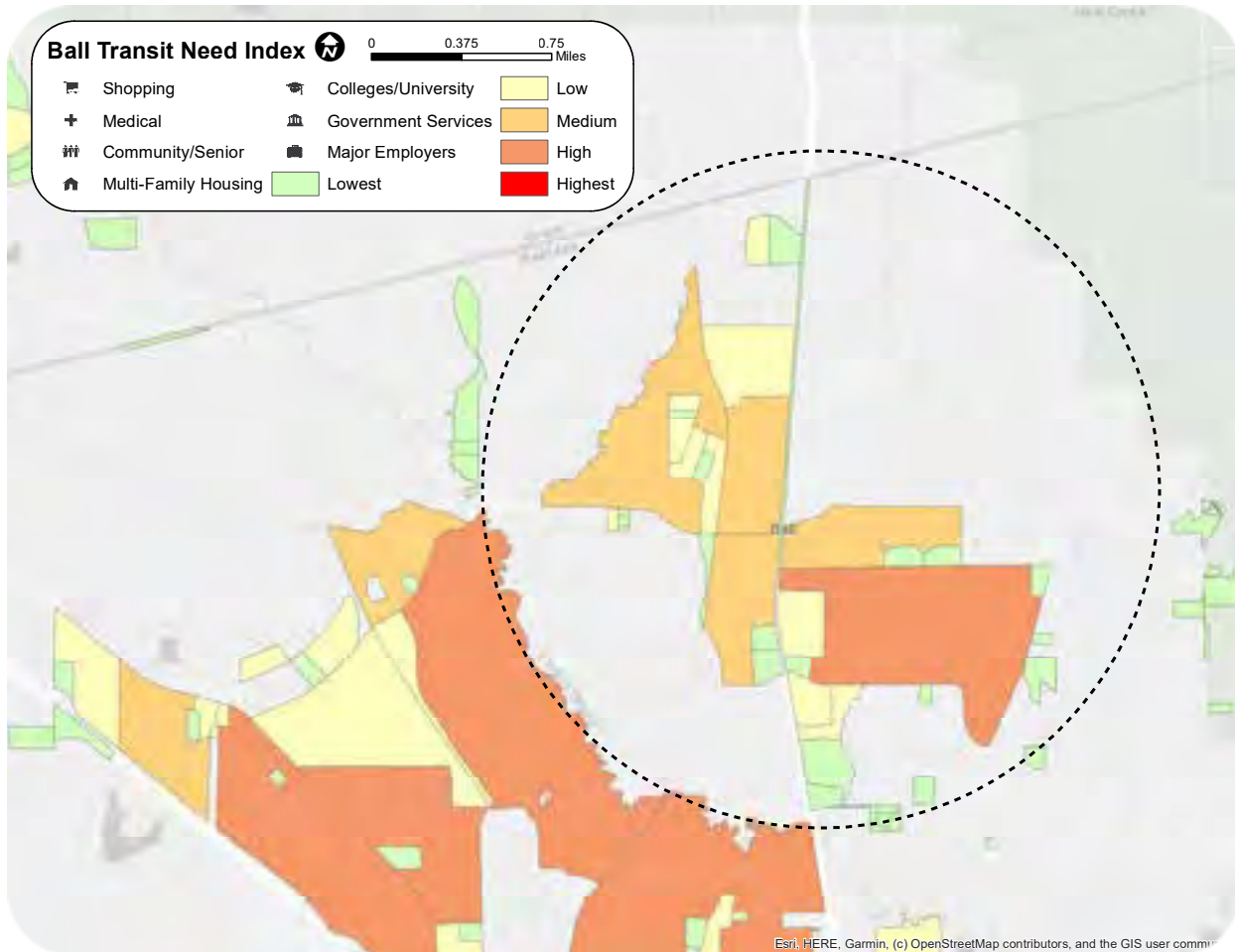


Exhibit A-1 | Transit Need Index, Town of Ball

Rural Transit Demand

Data estimates 284 persons in need of passenger transportation services inside the Town of Ball, with a mobility gap of 70 trips per day. The Transit Needs Index identified approximately 52 transit needs individuals inside the incorporated town limits (dotted line), with a highest density located between Shanghai Road and Daniel's Road. The Town of Ball has a combined population and employment density of 119 people and jobs per acre. The transit potential index indicates a density to support demand-response and community circulator transit service.

The demand for rural transit service in this community is estimated at 4,076 annual and 11 daily UPTs.

Exhibit A-2 | Demand Rural Transit, Town of Ball

Community	Pop 60+	Disabled Pop	Zero Vehicle Households	Annual Demand for Rural Transit	Daily Demand for Rural Transit (Annual / 365)
Ball	710	468	50	4076	11

Town of Boyce, LA



Exhibit A-3 | Transit Need Index, Town of Boyce

Rural Transit Demand

Data estimates 344 persons in need of passenger transportation services inside the town of Boyce, with a mobility gap of 53 trips per day. The Transit Needs Index identified approximately 182 transit needs individuals inside the incorporated town limits, with the highest density located north of LA Hwy.1. The Town of Boyce has a combined population and employment density of 335 people and jobs per acre. The transit potential index indicates a density to support demand-response and community circulator transit service.

The demand for rural transit service in this community is estimated at 1,247 annual and 3 daily UPTs.

Exhibit A-4 | Demand Rural Transit, Town of Boyce

Community	Pop 60+	Disabled Pop	Zero Vehicle Households	Annual Demand for Rural Transit	Daily Demand for Rural Transit (Annual / 365)
Boyce	223	134	38	1247	3

Town of Lecompte, LA

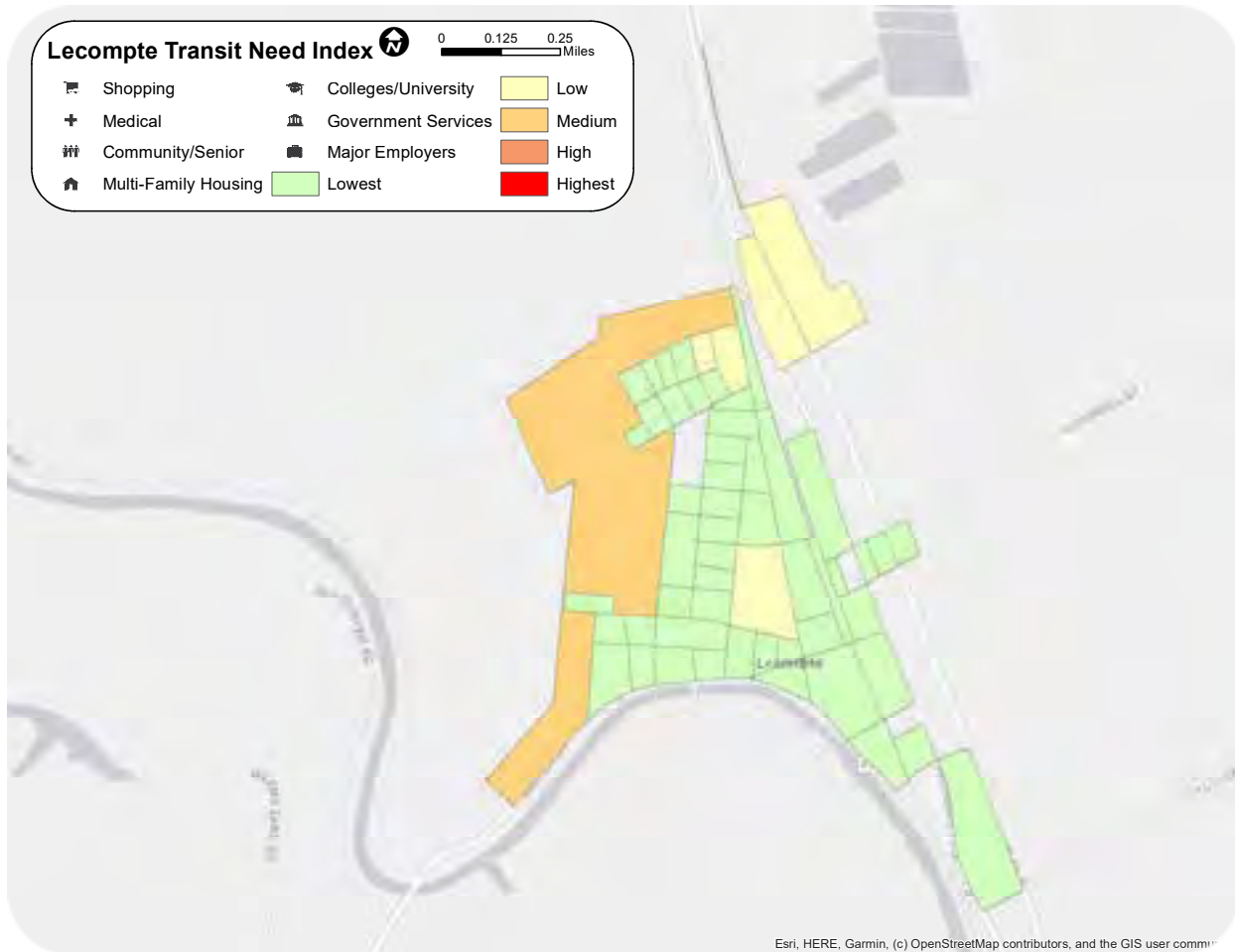


Exhibit A-5 | Transit Need Index, Town of Lecompte

Rural Transit Demand

Data estimates 200 persons in need of passenger transportation services inside the town of Lecompte, with a mobility gap of 32 trips per day. The Transit Needs Index identified approximately 142 transit needs individuals inside the incorporated town limits, with the highest density located along St. Charles Street between Willow Street and Weems Street. The Town of Lecompte has a combined population and employment density of 229 people and jobs per acre. The transit potential index indicates a density to support demand-response and community circulator transit service.

The demand for rural transit service in this community is estimated at 2,015 annual and 6 daily UPTs.

Exhibit A-6 | Demand Rural Transit, Town of Lecompte

Community	Pop 60+	Disabled Pop	Zero Vehicle Households	Annual Demand for Rural Transit	Daily Demand for Rural Transit (Annual / 365)
Lecompte	282	261	23	2015	6

Town of Woodworth, LA

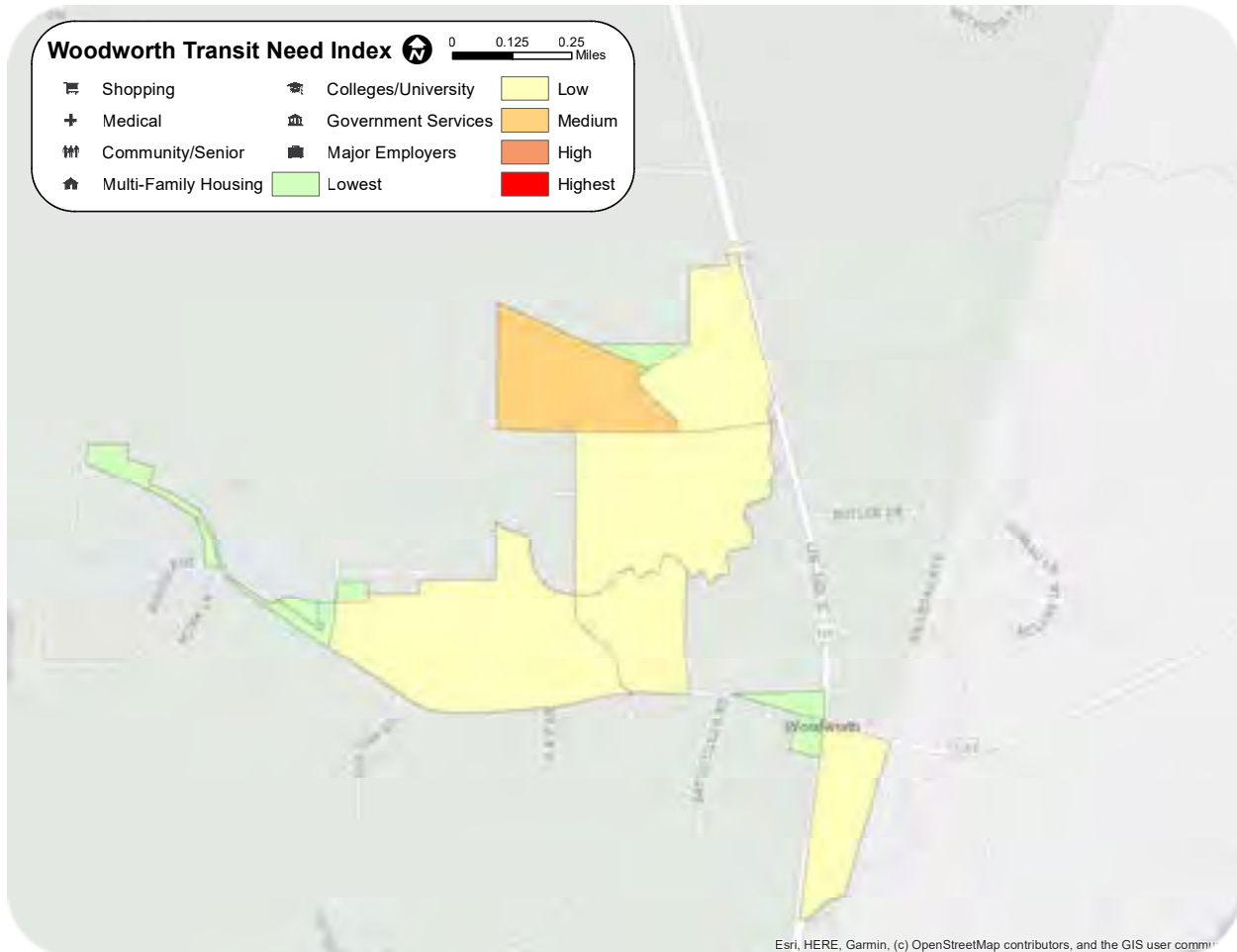


Exhibit A-7 | Transit Need Index, Town of Woodworth

Rural Transit Demand

Data estimates 314 persons in need of passenger transportation services inside the town of Woodworth, with a mobility gap of 36 trips per day. The Transit Needs Index identified approximately 9 transit needs individuals inside the incorporated town limits (dotted line), with the highest density located around Brookwood Subdivision. The Town of Woodworth has a combined population and employment density of 32 people and jobs per acre. The transit potential index indicates a density to support demand-response and community circulator transit service.

The demand for rural transit service in this community is estimated at 1,599 annual and 4 daily UPTs.

Exhibit A-8 | Demand Rural Transit, Town of Woodworth

Community	Pop 60+	Disabled Pop	Zero Vehicle Households	Annual Demand for Rural Transit	Daily Demand for Rural Transit (Annual / 365)
Woodworth	261	189	26	1599	4

Unmet Rural Demand - Rapides Parish

Rural transit demand in Rapides Parish is estimated at 84,288 estimated annual and 231 daily UPTs. The Rapides Senior Citizen's Center is the sole rural public transit provider in Rapides Parish, producing 61,866 actual annual (170 daily) UPT's in 2019. TRCP guidance was used to calculate unmet demand for Rapides Parish. Approximately 27% the total daily demand for rural transit in Rapides Parish is unmet³.

Exhibit A-9 | Unmet Rural Demand Rapides Parish

	Total Annual Demand for Rural Transit	Total Daily Demand for Rural Transit	Actual Annual Trips	Actual Daily Trips (Annual / 365)	Unmet Annual	Unmet Daily (Unmet / 365)	% Unmet
Rapides Parish	84288	231	61886	170	22402	61	27%

Summary:

- Mobility Gap analysis indicates a combined need of 192 trips per day and 57,567 per year (all modes, including transit) for all four communities.
- An estimated 1,142 persons are in need of passenger transportation services for all four communities.
- General public demand for rural transit service in all four communities is estimated at 24 daily and 8,936 annual UPTs.
- The rural public transit provider for Rapides Parish supplied 170 actual daily trips in 2019. Data indicates that the rural public transit provider is capable of supplying service to meet the combined 24 unmet daily demand for rural transit service in all four communities.
- The Transit Potential and Need Indexes indicates a density and need to support demand-response and community circulator transit service to the Town of Ball and unincorporated area of Tioga.
- None of the communities examined have enough population and employment density to support frequent fixed-route transit service.

³ APMPO, Unmet Rural Transit Demand by Parish

APPENDIX B:

Engagement Schedule

ATRANS Service Planning & Asset Study Engagement Schedule

	ACTIVITY	DATE	LOCATION	PURPOSE
I. Transit Benefits, Barriers, & Gaps	Transit Gaps, Benefits, & Barriers - Public Survey Period	May 14 - June 11	Electronic: www.rapc.info, project webpage (hard copy available upon request)	The general public, partners will have an opportunity to provide input and comment using the electronic survey tool.
	Stakeholder Presentations (upon request)	May 5 - May 28	Locations based on presentations requested	Public engagement opportunities to present the study and solicit input using the electronic survey tool.
	Transit Gaps, Benefits, & Barriers - Bus Driver Survey Period	May 21 - June 11	Electronic: www.rapc.info, project webpage	The ATRANS drivers, will have an opportunity to provide input and comment using the electronic survey tool.
	Draft Market Demand Complete & Preliminary Route Profiles Completed	June 11	Electronic review: provided to steering committee for input	Opportunity for Steering Committee member comment and input into the draft Market Demand and Route Profiles
	ASPAS Steering Committee Meeting No.4	June 17	RAPC 803 Johnston Street, Alexandria, LA 71301	Opportunity for Steering Committee member comment and input into the draft Market Demand, Preliminary, Route Profiles
	Draft Route Profiles & Recommendations Completed	June 24	Electronic review: www.rapc.info, project webpage (hard copy available upon request)	Opportunity for Steering Committee member comment and input into the Draft Route Profiles & Recommendations
II. Did we get it right?	Draft Study Completed (includes Existing Conditions, Market Demand, Route Profiles, Recommendations)	June 30	Electronic review: provided to steering committee for input	Opportunity for Steering Committee member comment and input into the draft study and recommendations
	Public Comment Period - Draft Study Document	July 12 - August 2	Electronic Review: www.rapc.info , project webpage Hard copies located at all Rapides Parish Public Library Branches inside the UZA.	The general public, partners and stakeholders will have an opportunity to review and comment on the draft study and recommendations. Comments will be accepted in writing, phone, email. A summary of public input and comments received will be incorporated into the study.

ATRANS Service Planning & Asset Study Engagement Schedule

II.	Open Public House	July 26	Alexandria Convention Hall* 915 Third Street, Alexandria, LA 71301	Opportunity for public input on Draft Study and Recommendations. Comments will be accepted in-person at the meeting. A summary of public input and comments received will be incorporated into the study.
	ASPAS Steering Committee Meeting No.5	August 3	RAPC 803 Johnston Street, Alexandria, LA 71301	Opportunity for Steering Committee member comment and input into the draft study & recommendations.
III. Adoption	Public Comment Period - Final Study Document	August 4 - August 18	Electronic Review: www.rapc.info , project webpage Hard copies located at all Rapides Parish Public Library Branches inside the UZA.	The general public, partners and stakeholders will have an opportunity to review and comment on the final study and recommendations. Comments will be accepted in writing, phone, email. A summary of the comments received will be provided to the TPC prior to final action.
	Study TPC Adoption	August 25	RAPC 803 Johnston Street, Alexandria, LA 71301	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPC is scheduled to take formal action on the proposed amendment at this meeting.
	Final Document Published	September 10	Electronic: www.rapc.info , project webpage, (hard copy available upon request)	The final adopted study will be published to www.rapc.info

APPENDIX C:

Public Feedback & Themes

APPENDIX B

Public Feedback & Most Common Themes

Exhibit B-1 | Public Feedback Summary

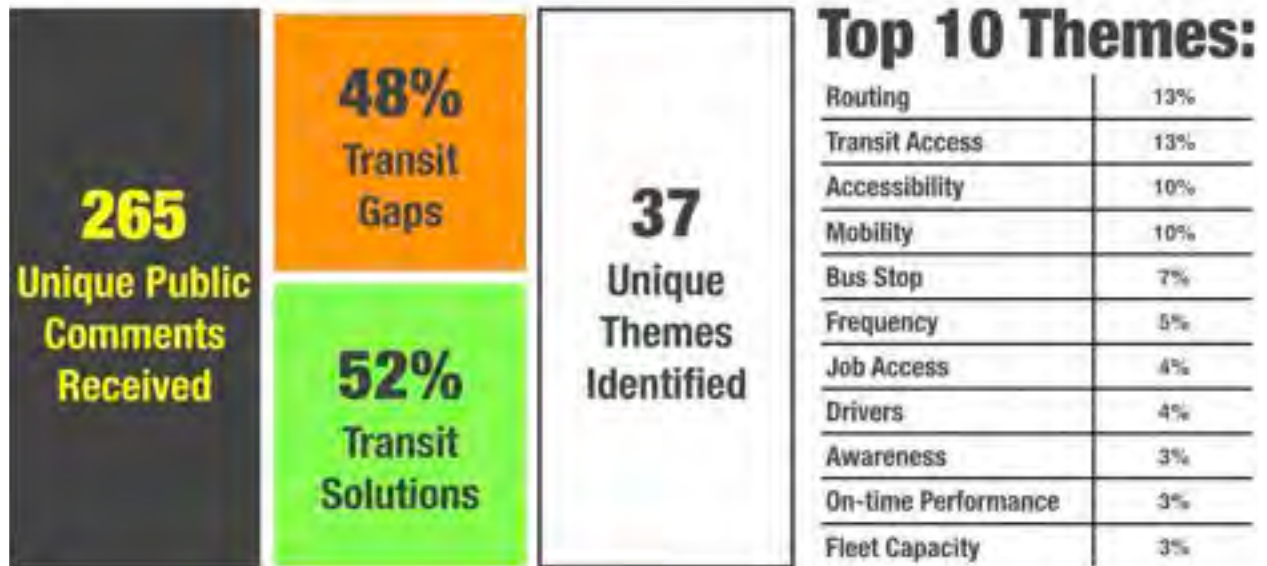


Exhibit B-2 | Public Feedback & Themes

DATE	GROUP	CATEGORY	THEME	Comment	Proposed
2/5/20	ASPAS Steering Committee	Solution	Service Area	ATRANS had est. 520,000 one-way riders in 2019	
2/5/20	ASPAS Steering Committee	Gap	Ridership	Ridership seems historically low	Service Marketing & Awareness Program
2/5/20	ASPAS Steering Committee	Gap	Ridership	Bus service to LSUA is not feasible - small # of riders	Service Marketing & Awareness Program
2/5/20	ASPAS Steering Committee	Gap	On-time Performance	Timing of bus service to LSUA inconvenient	
2/5/20	ASPAS Steering Committee	Gap	Utilization	ATRANS bus service is underutilized	Service Marketing & Awareness Program
2/5/20	ASPAS Steering Committee	Gap	Funding	Service is expensive to operate	
2/5/20	ASPAS Steering Committee	Gap	Transit Access	Lecompte transportation access service needed	Bus Network Study
2/5/20	ASPAS Steering Committee	Gap	Awareness	Lack of service awareness and utilization	Service Marketing & Awareness Program
2/5/20	ASPAS Steering Committee	Solution	Awareness	new tech can help improve service identifying where bus is and when it will arrive	New Route Map & General Transit Feed Specification
2/5/20	ASPAS Steering Committee	Solution	Routing	Continue service to Pineville	Bus Network Study
2/5/20	ASPAS Steering Committee	Solution	Awareness	Advertising could help promote service	Service Marketing & Awareness Program
2/5/20	ASPAS Steering Committee	Gap	Awareness	How can we promote service to increase ridership?	Service Marketing & Awareness Program
2/5/20	ASPAS Steering Committee	Gap	Perception	Negative stigma associated with public transit service	Service Marketing & Awareness Program
2/5/20	ASPAS Steering Committee	Gap	Accessibility	Service needs user friendliness	Service Marketing & Awareness Program
2/5/20	ASPAS Steering Committee	Gap	Awareness	Service needs marketing	Service Marketing & Awareness Program
2/5/20	ASPAS Steering Committee	Gap	Accessibility	Main terminal located downtown = longer times to access service	New Transit Terminal
2/5/20	ASPAS Steering Committee	Gap	Frequency	long service intervals - service frequency	Bus Network Study
2/5/20	ASPAS Steering Committee	Gap	Bus Stop	riders waiting for bus without shelter	Develop Bus Stop Design & Placement Standards
2/12/20	DOTD-08	Solution	Construction	Parish Road project @ Hwy 498/Airpark Gateway will add shoulder/sidewalks, bikelanes, need to consider when programming bus stops	Develop Bus Stop Design & Placement Standards
6/14/21	ASPAS Driver's Survey	Solution	Bus Stop	Eliminate Clinic by Logans	Bus Network Study
6/10/21	ASPAS Driver's Survey	Solution	Bus Stop	Eliminate upper 3rd	Bus Network Study
6/10/21	ASPAS Driver's Survey	Gap	Routing	Lots of high traffic areas on service roads which most times are congested.	
6/10/21	ASPAS Driver's Survey	Solution	Routing	Some of route could be disbursed to England	Bus Network Study
6/10/21	ASPAS Driver's Survey	Solution	Bus Stop	Eliminate upper 3rd	Bus Network Study
6/10/21	ASPAS Driver's Survey	Solution	Routing	Broadway run the Clinic, everytime I run Broadway I have plenty of time.	Bus Network Study
6/10/21	ASPAS Driver's Survey	Solution	Bus Stop	Eliminate Clinic	Bus Network Study
6/10/21	ASPAS Driver's Survey	Solution	Routing	You could give England upper 3rd	Bus Network Study
6/10/21	ASPAS Driver's Survey	Gap	Routing	Analyze route to see where adjustments can be made instead of driver having to be in a extreme rush to get passengers to stops and terminal	Bus Network Study
6/10/21	ASPAS Driver's Survey	Gap	Routing	Lots of high traffic areas on service roads which most times are congested	Bus Network Study
6/10/21	ASPAS Driver's Survey	Solution	Routing	Some of route could be disbursed to England	Bus Network Study
6/10/21	ASPAS Driver's Survey	Solution	Bus Stop	Eliminate the stop at conoco	Bus Network Study
6/10/21	ASPAS Driver's Survey	Solution	Bus Stop	Eliminate conoco stop England already stops there and they have extra time	Bus Network Study
6/10/21	ASPAS Driver's Survey	Solution	Routing	Analyze route and see where possible changes can be made	Bus Network Study
6/10/21	ASPAS Driver's Survey	Gap	Drivers	Driver Shortage	HR Staffing Program
6/10/21	ASPAS Driver's Survey	Gap	Routing	I'm a new ATRANS driver and it can be extremely overwhelming on the high traffic routes to get passengers to destination safely and in a timely manner in 45 mins which isn't possible	Bus Network Study
6/10/21	ASPAS Driver's Survey	Solution	Routing	Shorten night service with last run at 8 pm instead of 9 PM.	Bus Network Study
6/10/21	ASPAS Driver's Survey	Solution	Drivers	Increase driver pay.	HR Staffing Program
6/10/21	ASPAS Driver's Survey	Solution	Drivers	Premium pay when working night shift.	HR Staffing Program
6/10/21	ASPAS Driver's Survey	Solution	Drivers	Possibly a 6 month tenure bonus for new drivers, and a yearly bonus for senior drivers, could base this on call ins, sick days, and vacation and sick time should be increased.	HR Staffing Program
6/10/21	ASPAS Driver's Survey	Gap	Drivers	This job is not physically demanding but it takes a mental toll.	HR Staffing Program
6/14/21	ASPAS Driver's Survey	Solution	Bus Stop	I would eliminate a few stops to make the route more feasible. This route is a 55 minute long or better route.	Develop Bus Stop Design & Placement Standards
6/14/21	ASPAS Driver's Survey	Solution	Routing	I would eliminate going by Albertson's and the mall. No one does not be on those stops at night.	Develop Bus Stop Design & Placement Standards
6/14/21	ASPAS Driver's Survey	Solution	Fleet Capacity	Adding another bus could possible make the routes more feasible as well.	
6/14/21	ASPAS Driver's Survey	Gap	Routing	A lot of buses cross over each other. Some one need to take a look at the city and reroute the entire fleet.	Community Circulators
6/14/21	ASPAS Driver's Survey	Solution	Routing	Eliminate Highway 1	Bus Network Study
6/14/21	ASPAS Driver's Survey	Gap	Passengers	The passengers. Some are very nice while others are rude	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	having a means of transportation when you dont have a vehicle	
6/10/21	ASPAS Public Input Survey	Solution	Accessibility	It would make more of Pineville accessible to those without reliable transportation.	

6/10/21	ASPAS Public Input Survey	Solution	Safety	Meeting the lovely and mostly friendly people at the bus stops.	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	being able to get to work and doctor appointments	
6/10/21	ASPAS Public Input Survey	Solution	Savings	Save gas	
6/10/21	ASPAS Public Input Survey	Solution	Environment	helps the environment	
6/10/21	ASPAS Public Input Survey	Solution	Savings	give me reliable transportation without the financial burden of owning a car	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	takes you almost anywhere in town	
6/10/21	ASPAS Public Input Survey	Solution	Accessibility	It's easy to everywhere I need to go I really don't have to walk far to catch the bus	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	To be to get around across town	
6/10/21	ASPAS Public Input Survey	Solution	Accessability	To provide transportation to those who have no other means to get to work, shop, visit, etc.	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Accessability	it will be good for those who do not have their own transportation and need to get to work or doctors appts.	
6/10/21	ASPAS Public Input Survey	Solution	Accessability	Access to groceries, doctor appointments, medication, and to church	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	Having reliable transportation allows me the ability to go shopping and to go to work	
6/10/21	ASPAS Public Input Survey	Gap	Congestion	Less traffic	
6/10/21	ASPAS Public Input Survey	Solution	Environment	Save on gas	
6/10/21	ASPAS Public Input Survey	Solution	Savings	It's an economic way to travel.	
6/10/21	ASPAS Public Input Survey	Solution	Job Access	Also good for those who do not have cars but work in the area.	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	As a backup in case my car breaks down.	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	Having a transit system in the community is a way that many without vehicles can get around. It's very hard to get around this city without a mode of transport	
6/10/21	ASPAS Public Input Survey	Gap	Bus Stop	There is no stop in my neighborhood.	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Mobility	Being able to get to and from appointments due to not having a vehicle	Community Circulators
6/10/21	ASPAS Public Input Survey	Solution	Job Access	Being able to get to and from work due to not having a vehicle	Community Circulators
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	Most streets unfortunately don't have sidewalks or bike paths	Sidewalk Quality and Access Program
6/10/21	ASPAS Public Input Survey	Solution	Accessibility	The bus stop is down the street like a two minute walk.	Sidewalk Quality and Access Program
6/10/21	ASPAS Public Input Survey	Solution	Mobility	Can get to place like banks, doctor, and shopping	
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	By Lessie Moore elementary school in Pineville and in Tioga. By Leslie Moore we have to walk a mile or longer to get a bus	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Transit Access	It good in neighborhood I live in now but when I was living in Pineville it dose not go to many place in Pineville as it do in Alexandria u have one Pineville bus and that's it but u have all this different kinds of Alexandria bus	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Mobility	I think it is important for people without means of transportation to get to Dr appointments, shopping, and to visit relatives and friends	
6/10/21	ASPAS Public Input Survey	Solution	Job Access	It's my transportation back and forth to work	
6/10/21	ASPAS Public Input Survey	Gap	Routing	None! It causes people to walk aimlessly through my neighborhood who don't live there! Stop running buses down Heyman Lane and Castle Road	
6/10/21	ASPAS Public Input Survey	Solution	Safety	fewer vehicles speeding through the neighborhood	
6/10/21	ASPAS Public Input Survey	Solution	Accessibility	The benefits of using transit are plainly evident. I'd take the bus if it were accessible in my area	Service Design Guidelines & Performance Program
6/10/21	ASPAS Public Input Survey	Gap	Mobility	I don't have a car so my choice is to use the transit system, Lyft/Uber, or bag a ride.	
6/10/21	ASPAS Public Input Survey	Gap	Accessibility-ADA	To get to the nearest bus stop I need for the route to have an accessible bus for my mobility scooter.	ADA System Access Program
6/10/21	ASPAS Public Input Survey	Gap	Mobility	dependable transportation due to not having transportation	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	Transit offers ways of getting to places without the worry of using my own vehicle in places where it is easier to ride the bus from large social or entertainment events	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	Provides a convenient and cost effective way for the under serviced in our community to be able to move about the city and participate in the community economically	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	Getting from point A to point B and back	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	Cheaper for me to live on a low budget without having to pay for a car or insurance. I can provide for my family	
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	transportation to areas where there is no public transit	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Mobility	having transportation when car breaks down	
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	When will the north 16 bridge we open. Because I have to walked way by the highway bus stop when a transit is not running	

6/10/21	ASPAS Public Input Survey	Solution	Mobility	It helps for independence for people who don't drive or have a disability that hinders them in some way but it helps for independence and to get around.	Sidewalk Quality and Access Program
6/10/21	ASPAS Public Input Survey	Solution	Savings	Saving on gas if you can even afford a car.	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	Always having a ride, to bring me places to go.	
6/10/21	ASPAS Public Input Survey	Gap	Safety	Highway 28E is virtually un-walkable yet I see many individuals regularly making their way down the road. The lack of bus stops and pedestrian crossings forces them to make unsafe choices, or just be restricted by their travel methods	
6/10/21	ASPAS Public Input Survey	Gap	Mobility	I don't. and have to rely on buses	
6/10/21	ASPAS Public Input Survey	Solution	Job Access	transportation to get to and from work	
6/10/21	ASPAS Public Input Survey	Solution	Healthcare Access	transportation to get to and from medical appointments	
6/10/21	ASPAS Public Input Survey	Solution	Job Access	Getting to and from work and other places as well that you need to go	
6/10/21	ASPAS Public Input Survey	Solution	Job Access	I'm able to seek employment	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	I'm able to take care of essential bills	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	having transportation if you dont own a vehicle	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Job access	People are able to get to work.	
6/10/21	ASPAS Public Input Survey	Solution	Education Access	People are able to get to school. It is important for those who do not own a vehicle	
6/10/21	ASPAS Public Input Survey	Solution	Mobility	Always a ride for our citizens	
6/10/21	ASPAS Public Input Survey	Solution	Job Access	It gets me & my husband to work everyday	
6/10/21	ASPAS Public Input Survey	Solution	Job Access	transportation to get to and from work	
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	public transit doesnt run pass pineville	
6/10/21	ASPAS Public Input Survey	Solution	Job Access	Location to where work is	
6/10/21	ASPAS Public Input Survey	Gap	Transit Access	The fact that there are only certain places in which the public transit goes. People have job and even appointments in areas that the public transportation doesnt go and it makes it hard for individual s who do not have their own means of transportation to get to work to provide a living for their families	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Accessibility-ADA	Well the 45° angle curbs allow my scooter to mount in most places. much of England Airpark proper has 90° curbs without ramp cuts and a number of bus stops have a similar problem including The mall near Dillard's all over the west drivers put me down in the street.	ADA System Access Program
6/10/21	ASPAS Public Input Survey	Solution	Accessibility	the broad range that public transportation goes	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Transit Access	certain areas public transit does not go	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Transit Access	areas that public transportation does not travel	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Transit Access	there are places that city bus does not go like tioga, ball, pollock, boyce	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Accessibility	there are no barriers	HR Staffing Program
6/10/21	ASPAS Public Input Survey	Gap	Drivers	Its make dettinf work difficult when the dribers arent available for all routes and you habe to call to see if your bus is running. Like some service is not running at every hour. (Example. Elliot bus won t start untill 10 annd i have to be to work at 8	
6/10/21	ASPAS Public Input Survey	Gap	Mobility	Don't have a car	Develop Bus Stop Design & Placement Standards
6/10/21	ASPAS Public Input Survey	Gap	Bus Stop	Hardly any bus stops have covering or benches. We're already relying on public transportation and the drawbacks of it in a city like this. It's very hard to come to terms with it when you're standing out in the pouring rain or smoldering heat waiting for the bus.	
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	The sprawl of the city and time consumption of getting from one side of town to another lead to increased difficulty of navigating the area	Community Circulators
6/10/21	ASPAS Public Input Survey	Solution	Awareness	digital way for routing via transit.	New Route Map & General Transit Feed Specification
6/10/21	ASPAS Public Input Survey	Gap	On-time Performance	The infrequency of buses and no quick	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Frequency	Very limited bus routes and infrequently timed routes. Large sections of the city have no bus route coverage. If my destination rewires changing buses it means an hour and half to get there because of limited service times and routes	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Sunday Service	Sundays and when the night service don't run	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Accessibility-ADA	Square curbs without cuts for sidewalk access, locations without sidewalks such as Masonic beyond Horseshoe, and sidewalks that simply end. Substitute equipment that can not take my mobility scooter Non-physical barriers include the lack of signage, poor maps that do not show the location of bus stops, and limited staffing so phone calls are not taken or returned.	ADA System Access Program
6/10/21	ASPAS Public Input Survey	Gap	Bus Stop	something needs to be done about the bus stops- they need to be covered with benches	Develop Bus Stop Design & Placement Standards
6/10/21	ASPAS Public Input Survey	Gap	Frequency	I do know I my former job my clients regularly used ATRANS but the biggest issue was the time it took to travel to and from work- especially if you had to change buses.	Community Circulators
6/10/21	ASPAS Public Input Survey	Gap	On-time Performance	Transit buses may not come at the time needed, may take too long to get to desired area	Bus Network Study

6/10/21	ASPAS Public Input Survey	Gap	Transit Access	Transit buses may not go to desired area	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Bus Stop	That route passes down Heyman Ln, and has no covered stops.	Develop Bus Stop Design & Placement Standards
6/10/21	ASPAS Public Input Survey	Gap	Utilization	Residents in Charles Park aren't using transit.	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	There is only ONE route through all of the Charles Park area. It is a grand disproportion to the population in that sector of the City.	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Bus Stops	The City needs covered transit stops, and it needs more routes through Charles Park.	Develop Bus Stop Design & Placement Standards
6/10/21	ASPAS Public Input Survey	Gap	Routing	Consider adding routes down Windermere and Wimbledon.	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Infrastructure	Dislike of the poor conditions of roads putting an extraordinary strain of needed maintenance and wear and tear on a privately owned vehicle.	
6/10/21	ASPAS Public Input Survey	Gap	Comfort	Discomfort in groups make public transport untenable	Develop Bus Stop Design & Placement Standards
6/10/21	ASPAS Public Input Survey	Gap	Frequency	Long wait times for buses	Community Circulators
6/10/21	ASPAS Public Input Survey	Gap	Transfers	Multiple bus changes.	Community Circulators
6/10/21	ASPAS Public Input Survey	Gap	Transit Access	there are only certain places public transit goes	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	On-time Performance	When the bus don't run or it stops at 10am then run back at 2pm or some time it don't run. It seems like the route Elliot is always not running. I really depending on that route, when they have the van instead of the bus van is really hard to get up into and then you have to get out and let the other out it's a pain in the ass	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Routing	Poor routes... Nowhere have I seen buses go in circles rather than along a single route to and from a destination. It takes forever to get where you are going when the bus travels only in one direction	Community Circulators
6/10/21	ASPAS Public Input Survey	Gap	Safety	insufficient road training for bicyclists that put themselves in danger by not following the rules of the road	Sidewalk Quality and Access Program
6/10/21	ASPAS Public Input Survey	Gap	Safety	Lack of pedestrian crossings; lack of sidewalks or sidewalks that are not properly maintained; insufficient lighting of existing pedestrian areas and sidewalks that add difficulty to nighttime transportation	Sidewalk Quality and Access Program
6/10/21	ASPAS Public Input Survey	Gap	Bus Stop	Insufficient number of bus stops and even those that are active can be unreliable in certain locations; lack of bike lanes and	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	I sidewalks sometimes, doesn't run sometimes when I get off late	Sidewalk Quality and Access Program
6/10/21	ASPAS Public Input Survey	Gap	Bus Stops	Not too many covered benches	Develop Bus Stop Design & Placement Standards
6/10/21	ASPAS Public Input Survey	Gap	Frequency	Cost of taxis and ride sharing services. Time and availability are huge factors in riding the ATRANS services	Community Circulators
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	I don't understand the bus schedule.	Service Marketing & Awareness Program
6/10/21	ASPAS Public Input Survey	Gap	On-time Performance	The Willow Glen bus stops running too early	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Drivers	Lately when we get off in the evening, there's no bus running to take us home, due to lack of drivers the areas that I need to go do not have public transportation	HR Staffing Program
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	no sunday service service not constant time schedule/convenience	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Frequency		Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Drivers	The bus drivers , female ones usually, are very disrespectful and unprofessional. I'm riding on the Cambridge/Elliott st. Bus and was a little confused about the route I usually board McArthur bus. The driver acted like I was bothering her asking if this bus goes close to the plasma center and when I was naming common streets like Beauregard etc. She said she didn't know where any of that was. She has on headphones which I find unsafe and she refused to even help me see where I need to get off.	HR Staffing Program
6/10/21	ASPAS Public Input Survey	Gap	Drivers	Poor customer service. If they hate their job they should move on	HR Staffing Program
6/10/21	ASPAS Public Input Survey	Gap	Service Time	The weather like rain or the time of day lol	
6/10/21	ASPAS Public Input Survey	Gap	Frequency	Buses only run once an hour. That could change to every 30 minutes.	Community Circulators
6/10/21	ASPAS Public Input Survey	Gap	Bus Stop	As well, the distance between stops to be picked up at are far apart. If you're running late, maybe if the buses did run every 30 minutes, you wouldn't be as late for work	Community Circulators
6/10/21	ASPAS Public Input Survey	Gap	Frequency	Also, the frequency the buses run are henderence.	Community Circulators
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	The limited amount of routes available.	Community Circulators
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	some areas public transit does not go	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	too long to walk to bus stops	Sidewalk Quality and Access Program
6/10/21	ASPAS Public Input Survey	Gap	Congestion	Having buses in my neighborhood causes traffic issues.	Bus Network Study

6/10/21	ASPAS Public Input Survey	Gap	Service Time	Mainly the fact that bus service does not run on holidays that are minor in terms of most businesses not being closed. Hospitals, restaurants, many retail establishments, etc. do not close on holidays such as Memorial Day, President's Day, etc. I was told by a councilman that bus drivers are entitled to these holidays, but bus service is an essential service so adjustments in driver schedules can be made just as they are for other vital services such as hospitals	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	high gas prices and living in an area where there is no public transportation	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Frequency	If you miss a bus you have to wait an hour for the next one	Community Circulators
6/10/21	ASPAS Public Input Survey	Gap	On-time Performance	If a bus is late and you have to transfer, the connecting bus will be late also. That's so ridiculous.	Community Circulators
6/10/21	ASPAS Public Input Survey	Solution	Sunday Service	There should be bus service on Sunday	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Frequency	Sometimes, the buses aren't running as scheduled or not at all, I have no car, when the buses do run, they're every hour on the hour which makes us have to get up five hours in advance to get where we're going and most times that may be at 7 or 8 in the morning and the buses don't start operating until 6 and even then we chance being late	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Education access	I go to school at Louisiana College and there is no way to get to the bus stop. It is across the 4 lanes and it unsafe to cross. There needs to be an accessible pedestrian walkway with a stop-and-go signal and is able to talk or vibrate for the deaf and blind community. I might not live in Alexandria/Pineville but hope to in the future that's why my zip code is different. I am a college student that wants to be able to get around	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	Crossing streets.	Sidewalk Quality and Access Program
6/10/21	ASPAS Public Input Survey	Gap	Information and I&R Service	Not know if or which bus runs where I need to go.	Service Marketing & Awareness Program
6/10/21	ASPAS Public Input Survey	Gap	Frequency	Sometimes bus not running are the van	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Accessibility	One Pineville bus I stayed down hwy 28 east and it was hard to get to work I have to walk a mile to get to bus stop down the street . And I worked over night so I had a ride there but still had to pay someone pick me up or walk home Maybe y'all can consider a over night bus u have alot of people that work over night	Sidewalk Quality and Access Program
6/10/21	ASPAS Public Input Survey	Solution	Routing	pineville to ball	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Routing	lecompte la to ball la	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Routing	I'm not good at the map, but I would like to get from Louisiana College to church like St. Francis Cabrini Catholic Church or St. Rita or St. James Memorial and back. And maybe even go to the mall or Walmart or somewhere to eat.	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	pollock	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Multi-modality	A train system connecting us to other tram systems would be ideal	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Accessibility	stores, church, doctors appointment, grocery shopping, and for some work	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	pollock la	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	Dry Prong	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Routing	Washington Street Main Library	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Routing	through pollock	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Routing	at least past ball la	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	ball la	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	pollock boyce	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Transit Access	Literally anywhere, transportation should not be a luxury	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Routing	From Lee rays General store to louisiana college.	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Routing	Charles Park (Compton Park) area to Windermere. Consider also including all of Windermere down to Versailles and points Southwest	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Routing	Routes to connect to Coliseum Blvd.	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Routing	Access to Shopping areas West, OMV, Library.	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	tioga	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Routing	At the corner of Jackson and Versailles on the side of the nursing home to make it more accessible to other bus transfer stops.	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	Grant Parish	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Service Area	Alexandria is not that big	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Routing	The bus line goes to the Airpark does not stop very close to the bus terminal. It should be possible to get off the plane and get on a bus near the door. Also the route showing on the system map is wrong and actually impossible due to street blockages	New Transit Terminal

6/10/21	ASPAS Public Input Survey	Solution	Accessibility	I would have to get off bus at super one and walk the rest of the way home	Sidewalk Quality and Access Program
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	Pollock LA	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit access	ball, tioga, pollock, boyce, lecompte areals	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Regulation	To church on Sunday	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	Lee rays General store. Any place down in wardville.	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	LSUA, Tioga, more places in Pineville	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Mobility	I work in Ball past ball foods and it is hard to get a ride to work at times due to not having transportation	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Sunday Service	church if we had buses on sunday	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	Charles Park area. Compton Park. Provine Pl.	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	The casinos, certain parts of Pineville, areas past Wal-Mart on Coliseum Blvd.	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Transit Access	Marksville	Bus Network Study
6/10/21	ASPAS Public Input Survey	Gap	Transit Access	It doesn't go in Deerfield or lacassine	Bus Network Study
6/10/21	ASPAS Public Input Survey	Solution	Service Time	Lisa Street after 5:30	Bus Network Study
6/14/21	ASPAS Public Input Survey	Solution	Job Access	Work	Bus Network Study
6/14/21	ASPAS Public Input Survey	Solution	Infrastructure	28E is terrible. There needs to be wider lanes, a shoulder on each side, and another red light.	Sidewalk Quality and Access Program
6/14/21	ASPAS Public Input Survey	Solution	Transit Access	Grant Parish	Bus Network Study
6/14/21	ASPAS Public Input Survey	Solution	Transit Access	I would like to have two Pineville Atrans buses in my Pineville neighborhood area so they can travel to work and shopping	Bus Network Study
6/14/21	ASPAS Public Input Survey	Solution	Accessibility	It allows residents that do not have personal vehicles to access all parts of the city!	Sidewalk Quality and Access Program
6/14/21	ASPAS Public Input Survey	Solution	Environment	Eco friendly	
6/14/21	ASPAS Public Input Survey	Solution	Savings	It is a safe and inexpensive transportation option available to a wide array of individuals.	
6/14/21	ASPAS Public Input Survey	Solution	Mobility	Not needing a personal car for local trips and shopping. Not having to worry about parking or car being damaged or broken into.	
6/14/21	ASPAS Public Input Survey	Gap	On-time Performance	Schedule is lacking!!	System-wide Wayfinding & Signage
6/14/21	ASPAS Public Input Survey	Solution	Savings	Gas prices, vehicle prices, vehicle maintenance prices, traffic, weather, and health.	
6/14/21	ASPAS Public Input Survey	Gap	Awareness	The Atrans schedule is a not easily known. Each stop should have a sign indicating when the buses are expected. Bus stops should be more welcoming and comfortable, with at least a small roof and bench, with schedule posted.	Service Marketing & Awareness Program
6/14/21	ASPAS Public Input Survey	Solution	Transit Access	I believe that transit should be more accessible to the outlying areas to get to grocery stores and those type services. Neighborhoods they don't have access to grocery stores I feel like need to be the focus a bus service. That includes Walmart Lowe's etc	Bus Network Study
7/23/21	Facebook Comment	Solution	Accessibility	I want to learn how to ride the bus, but its not to learn your schedule if you don't know the schedule, every hour or, every what's the timeline!!!!	Service Marketing & Awareness Program
7/23/21	Facebook Comment	Gap	Sanitation	The company needs to improve its system, the city bus station is filled with germs and needs to be sanitized and cleaned up ATRANS needs to stop hiring ex cons & people who don't pass the drug tests!!! The buses need to be sanitized!!!! They also need to hire relief drivers instead of leaving passengers stranded for hours, fix up and keep the bus stops clean & get a damn bus schedule so people will know the bus routes!!!! And Alexandria's first Black mayor needs to do his damn job and stop sticking his nose where it doesn't belong!!!! He needs to be fired!!!!	HR Staffing Program
7/26/21	Facebook Comment	Solution	Transit Access	I do understand that Alexandria takes care of Pineville, and we appreciate that, but it's that residents have to either walk from Pine Trace apts to the bus stop by the Walmart Neighborhood store. In all kinds of weather. Also, the bus route needs to go into Wardville so that the residents again shouldn't have to walk so far to get an unprotected bus stop bench. I think Pineville probably would benefit from their own system.	Bus Network Study
7/27/21	Facebook Comment	Solution	Service Time	We need overnight and Sunday service. Not everyone has the day off on Sundays and some folks prefer to work at night vs the day	Bus Network Study

7/27/21	Facebook Comment	Gap	Bus Stop	Also better maintenance of bus's, the terminal, and stops. Also since the city is putting so much money into rebuilding Johnny Downs maybe we could get a bus stop down this way. I got to walk 45 minutes to 28W Walmart just to catch the bus. It would also not only provide transportation to those of us who live down this way but give the entire city access to Johnny Downs, the new 28W Chevron that has hot and fresh food and drinks along with a place to sit and eat, but also the coastal truck driving school, and liberty Baptist Church	New Transit Terminal
7/27/21	Open House Comments	Solution	Sanitation	Clean Buses!!! Come out ride the buses see what we go through with the ATRANS system.	
7/27/21	Open House Comments	Solution	Fleet Capacity	We going to to get 2 new passes and 6 new drivers will have for you real soon	
7/27/21	Open House Comments	Gap	Comfort	The masks should be more enforced or stopped altogether. People are not wearing them	
7/27/21	Open House Comments	Gap	Routing	Turn from Murray to Sixth cars are parked to close to Murray St. The Alexandria Mall bus is gonna hit those parked cars	Develop Bus Stop Design & Placement Standards
7/27/21	Online Public Comment Form	Gap	Fleet Capacity	Would love for a bigger bus for Elliot route. It's hard to get in the van and when people go shopping they can't get there stuff in a van. Get buses that work. Don't think every one likes riding the van it a pain in the ass to get in and then you have to get out and let others out and then get back in. suppose to be 6 feet apart can't on a van. Put air in buses that don't have air. Pay the drivers more and treat them better. You have really good drivers. Buy buses. Been riding the buses for over 17 year's this has been the worst for riding the bus.	Bus Network Study
7/27/21	Online Public Comment Form	Solution	Accessibility	On text msg add when bus route does not have accessible vehicle, i.e. England Airpark Adjust England route to serve terminal. List of routes for tourists; Kent House Add bicycle drop down racks to front of buses.	ADA System Access Program
7/27/21	Online Public Comment Form	Solution	Routing	Exhibit X England Drive Route Map does not show the current route near the airport terminal as it appears to follow England Dr. past Chappie James Ave, when it actually turns. England Dr. is interrupted at the bend.	System-wide Wayfinding & Signage
7/27/21	Online Public Comment Form	Solution	Accessibility	Transportation is an important component for individuals that have no other means in which to move about the city/cities in their communities. It needs to be safe, clean, and available.	Sidewalk Quality and Access Program
7/27/21	Online Public Comment Form	Gap	Fleet Capacity	I ride the Atrans Bus System on occasions and I find it to be not functioning Properly, the buses usually break down a lot they do not have enough buses for the different destinations that is needed, There is no social distancing when the buses are broke down and they have to use the transit vans, I think it is important for this city to have a better transit system or to have another system in place when the buses cannot function properly. I also think that they need to screen their applicants more seriously than what they do because some of the bus drivers do not have patients, some of the bus drivers do not talk to the customers in a very appropriate manner, so I think that's another issue that needs to be addressed also, Thank You!!!	HR Staffing Program
7/27/21	Online Public Comment Form	Solution	Service Time	It think the buses should run to at least Midnight	Bus Network Study
7/27/21	Online Public Comment Form	Gap	Frequency	We need bus reaching Alexandria airport every 30 minutes. That's going to be a growing area for the city and if people get in the habit of taking bus to the airport it will have a cultural impact.	Community Circulators
7/27/21	Online Public Comment Form	Gap	Transit Access	I also think there should be a bus for Boyce, Louisiana if it no more than picking up at one stop bring them to the bus barn	Bus Network Study
7/27/21	Open House Sticky Notes	Solution	Accessibility	More demand responses at night	Sidewalk Quality and Access Program
7/27/21	Open House Sticky Notes	Solution	Bus stop	Crosswalk, etc. Albertson's 4-way stop by mall, North Mall, and Walmart cross street	Sidewalk Quality and Access Program
7/27/21	Open House Sticky Notes	Gap	Routing	Pineville 28E has no service that goes left lane	Bus Network Study
7/27/21	Open House Sticky Notes	Gap	Fleet Capacity	Only 1 bus that stops at the mall in Pineville	Bus Network Study
7/27/21	Open House Sticky Notes	Gap	Fleet Capacity	Pineville night service route is too busy	Bus Network Study
7/27/21	Open House Sticky Notes	Gap	Awareness	better advertising and awareness of unmentioned stop	Develop Bus Stop Design & Placement Standards
7/27/21	Open House Sticky Notes	Gap	Sanitation	Alexandria mall bus never be cleansed like you would expect for public transportation.	
7/27/21	Open House Sticky Notes	Gap	comfort	The jackson St. bus with at times on the smaller bus no air condition to support the passengers	
7/27/21	Open House Sticky Notes	Gap	Bus stop	Polk/Albert has no stop within Garden District	Bus Network Study
7/27/21	Open House Sticky Notes	Gap	bus stop	Drainage-splash hits passengers	Develop Bus Stop Design & Placement Standards

7/27/21	Open House Sticky Notes	Solution	Bus stop	Better shelters in front of grocery stores	Develop Bus Stop Design & Placement Standards
7/27/21	Open House Sticky Notes	Gap	sanitation	cleanliness on bus/ seats are dirty, etc. leakage	Bus Network Study
7/27/21	Open House Sticky Notes	Gap	Comfort	no a/c. Too hot in the summer	
7/27/21	Open House Sticky Notes	Solution	Transit Access	Bus system extending to Ball	
7/27/21	Open House Sticky Notes	Gap	Bus stops	The bus stop needs to improve. No where to wait when the weather conditions are bad for all most every location in Alexandria	Develop Bus Stop Design & Placement Standards
7/27/21	Open House Sticky Notes	Solution	enviroment	Electric Buses	New Route Map & General Transit Feed Specification
7/27/21	Open House Sticky Notes	Solution	sanitation	Cleaner, inviting interiors	
7/27/21	Open House Sticky Notes	Solution	Routing	Modernize entire system	
7/27/21	Open House Sticky Notes	Solution	Fleet Capacity	new buses/ better buses	Develop Bus Stop Design & Placement Standards
7/27/21	Open House Sticky Notes	Gap	comfort	air conditioner	
7/27/21	Open House Sticky Notes	Gap	bus stops	more comfortable stops	
7/27/21	Open House Sticky Notes	Gap	Transit Access	more fast food stops	HR Staffing Program ADA System Access Program
7/27/21	Open House Sticky Notes	Gap	Fleet Capacity	England air base need a bigger bus	
7/27/21	Open House Sticky Notes	Solution	drivers	more drivers on route 1	
7/27/21	Open House Sticky Notes	Solution	Accessibility ADA	Fix the ramps/ step side on the vans	Bus Network Study
7/27/21	Open House Sticky Notes	Solution	Comfort	a/c on buses needs to be better	
7/27/21	Open House Sticky Notes	Solution		Request bus route to pickup and drop off passengers at Pine Haven Apartments located at 2001 Rainbow Drive in Pineville, LA. This apartment complex xis located near the East Shamrock entrance to Central State Hospital	
8/2/21	Public Comment - ATRANS	Gap	Transit Access		

APPENDIX D:

Funding Sources

APPENDIX C

Federal Transit Support

Each year, Congress passes legislation which, when signed by the President, appropriates funds for the Department of Transportation and related agencies. After that legislation is enacted, FTA publishes an apportionments notice that provides an overview of the apportionments and allocations for FTA programs as well as statements of policy and guidance on public transit administration¹. Additionally, the City of Alexandria and its partners will need to fund improvements from a variety of funding sources and partners in order to achieve the community's vision for local transit. Different types of funding sources include federal and non-federal grants, cooperative agreements, loans and revenue sources. Other types of financing arrangements such as leases and public-private partnerships have been used to fund materials and programming.

Exhibit C-1 shows which Federal-aid Highway programs have eligible transit activities. This table also lists federal transit programs that may be used for highway related activities. In addition to the project eligibility identified in Exhibit C-1, there are other projects that support both transit and highway systems, either directly or indirectly (e.g., construction of park and ride lots, carpool/vanpool programs), that are eligible for funding under both Title 23 and Chapter 53 of Title 49, United States Code.

As with all other projects proposed for funding under Title 23 and Chapter 53 of Title 49 USC, it is important to remember that the requirements of the metropolitan and statewide transportation planning processes must be met for flexibly funded projects, including project selection requirements. Local match must also be available in most cases to obtain federal grant funding.

Exhibit C-1 | FTA Current Grant Programs

Title	Description	Type	Eligible Activities
Public Transportation Emergency Relief Program - 5324	Helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters such as floods, hurricanes, and tornadoes. It provides authorization for Section 5307 and 5311 funds to be used for disaster relief in response to a declared disaster.	X	X

¹ Federal Transit Administration, www.transit.dot.gov, 2021

Title	Description	Type	Eligible Activities
Public Transportation Innovation - 5312	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.	Competitive	Research, development, demonstration and deployment projects, and evaluation of technology of national significance to public transportation.
Technical Assistance & Standards Development - 5314(a)	Provides funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce.	Formula	X
Urbanized Area Formula Grants - 5307	Provides funding to public transit systems in Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.	Formula	Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Title	Description	Type	Eligible Activities
Accelerating Innovative Mobility	Accelerating Innovative Mobility (AIM) will highlight FTA's commitment to support and advance innovation in the transit industry.	Competitive	For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. Urbanized areas of 200,000 or more may not use funds for operating assistance unless identified by FTA as eligible under the Special Rule.
Flexible Funding Programs - Surface Transportation Block Grant Program - 23 USC 133	Provides funding that may be used by states and localities for a wide range of projects to preserve and improve the conditions and performance of surface transportation, including highway, transit, intercity bus, bicycle and pedestrian projects.	Formula	X
Grants for Buses and Bus Facilities Formula Program - 5339(a)	Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.	Formula	Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.
Grants for Buses and Bus Facilities Program 5339	Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.	Competitive	Capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.

Title	Description	Type	Eligible Activities
Helping Obtain Prosperity for Everyone Program Low or No Emission Vehicle Program - 5339(c)	In keeping with the U.S. Department of Transportation's focus on addressing the deteriorating conditions and disproportionately high fatality rates on our rural transportation infrastructure, FTA's Helping Obtain Prosperity for Everyone (HOPE) Program supports projects that will address the transportation challenges faced by areas of persistent poverty. Provides funding through a competitive process to states and transit agencies to purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation's transit fleet.	Competitive Competitive	Eligible activities for HOPE funds include planning, engineering, or development of technical, or financing plans for projects eligible under Chapter 53 of title 49 U.S.C. in areas of persistent poverty. purchasing or leasing low- or no-emission buses; acquiring low- or no-emission buses with a leased power source; constructing or leasing facilities and related equipment (including intelligent technology and software) for low- or no-emission buses; constructing new public transportation facilities to accommodate low- or no-emission buses; rehabilitating or improving existing public transportation facilities to accommodate low- or no-emission buses
Mobility for All Pilot Program Grants	This funding opportunity seeks to improve mobility options through employing innovative coordination of transportation strategies and building partnerships to enhance mobility and access to vital community services for older adults, individuals with disabilities, and people of low income.	Competitive	employing mobility management strategies, vehicle purchase, IT purchase, leasing equipment or a facility for use in public transportation etc.

Other Funding Mechanisms

Capital Leasing²

Capital leasing is a contractual agreement in which a grantee acquires the right to use a capital asset for a specified period of time without obtaining full ownership, in exchange for a periodic payment regardless of the tax status of the transaction. A capital lease is an eligible activity under FTA's 49 USC, Chapter 53 grant programs and can be used to leverage limited funds more efficiently than if the capital assets were purchased or constructed.

Benefits

- Improves Agency Cash Flow
 - Helps meet project funding requirements for agencies with insufficient revenues
 - Increases cash flow through periodic payments over time
- Reduces Agency Maintenance and Replacement Costs
 - Facilitates fleet replacement or capital rehabilitation and replacement, which can lead to reductions in operating and maintenance costs
 - Provides opportunities for grantees to stay current on technological advances by having the option to lease emerging technologies versus purchasing
- Competitive Pricing
 - Bulk purchasing by leasing companies reduces the cost per vehicle; these savings can be passed onto the lessee
- Cost Savings for Removable Power Sources
 - Batteries, fuel cells and ultra-capacitors that have a shorter lifespan can be leased instead of purchased

There are some risks associated with capital leasing. As FTA program funds are subject to annual Congressional appropriations, this can create some level of uncertainty about availability of federal funds for future lease payments. To mitigate these risks, agencies should plan accordingly.

Joint Development³

FTA has recently published changes to its Joint Development Guidance (Circular 7050.1B). The changes increase flexibility for transit agencies to pursue joint development projects, which FTA hopes will result in more value capture opportunities that help create value for both transit systems and surrounding communities. For more information on the changes, listen to our Webinar: Updated Circular 7050.1B: FTA Guidance on Joint Development(link is external) recorded September 3, 2020 or view the Webinar presentation.

Joint development projects involve:

- Integrated development of transit and non-transit improvements, with transit projects physically or functionally related to commercial, residential, or mixed-use development
- Public and private investments that are coordinated between transit agencies and developers to improve land owned by a transit agency or related to a transit improvement
- Mutual benefit and shared cost among all parties involved

For example, a transit agency may partner with a developer to lease property owned by the transit agency near a transit station to build office space or residential units, thereby raising revenue (via the rent payments) for the transit system in the process.

² Federal Transit Administration, www.transit.dot.gov, 2021

³ Federal Transit Administration, www.transit.dot.gov, 2021

Another example of a joint development is the coordinated construction of an underground transit station and a mixed-use development above it in the air rights. A project like this could be accomplished using a public-private partnership (P3) form of procurement. Joint development is a form of value capture, as a transit agency captures some of the economic value created by its transit system and uses the funds to help finance expenses. If a project receives financial assistance from FTA, then it is an FTA-assisted joint development.

Joint development projects may utilize financial assistance from FTA through:

- New grant funding through one of FTA's planning or capital grants programs, or
- The development of property or air rights previously acquired with FTA grant funding

FTA does not offer a grants program specifically for joint development. FTA-assisted joint developments are subject to the requirements of the FTA grants program through which they received funding.

- Request FTA review of joint development projects

FTA Guidance on Joint Development (Circular 7050.1B) provides guidance and clarification for using FTA financial assistance or FTA-assisted real property for joint development. The circular also discusses the statutory criteria for project eligibility as joint development. It updates the August 2014 Circular on Joint Development.

FTA Circular 7050.1B includes the following elements:

- Defines and clarifies the term "joint development"
- Explains how a joint development project can qualify for FTA assistance
- Describes the legal requirements applicable to the acquisition, use, and disposition of real property acquired with FTA assistance
- Outlines the most common crosscutting requirements applicable to FTA-assisted joint development projects
- Describes FTA's process for reviewing joint development project requests

To be eligible for FTA funding or use of FTA-assisted property, joint development projects must:

- Enhance economic development or incorporate private investment;
- Enhance the effectiveness of public transportation and be related physically or functionally to public transportation, or establish new or enhanced coordination between public transportation and other transportation
- Provide a fair share of revenue that will be used for public transportation
- Provide that a person occupying space in a facility constructed with FTA funds must pay a fair share of the costs of the facility through rental payments or other means

Not all joint development projects use FTA funding, FTA-assisted real property or other assets. FTA Circular 7050.1B applies only to joint development projects assisted by FTA, which, therefore, have an FTA financial interest.

Private Sector Participation⁴

FTA encourages the consideration of the private sector in the development and implementation of transportation improvements (49 U.S.C. 5315 and 20013 of MAP-21). Early involvement of the private sector can bring creativity, efficiency and capital to address complex transportation problems facing state and local governments.

There are numerous opportunities where the private sector can engage in the public transportation industry, ranging from private operators participating in the planning and transportation improvement program process to a public-private partnership, in which a private firm participates in the design, building, finance, operation, and maintenance aspects of a transit facility. Other examples of private sector participation include Joint Development, Capital Leasing, and Third Party Contracting.

Private Investment Project Procedures (PIPP)

On May 30, 2018, FTA issued a Private Investment Project Procedures (PIPP) Final Rule allowing FTA grantees considering capital projects to seek a waiver or modification of a FTA regulation, policy, procedure, or guidance that may impede the use of a public-private partnership (P3) or private investment in that project. PIPP is intended to encourage project sponsors to seek modifications of federal requirements to spur private participation and investment in project planning, development, finance, design, construction, maintenance, and operations. The new procedures will accelerate the project development process, attract private investment and lead to increased project management flexibility, more innovation, improved efficiency, and/or new revenue streams.

Visit <https://www.transit.dot.gov/funding> for additional resources and information.

⁴ Federal Transit Administration, www.transit.dot.gov, 2021

APPENDIX E:

Online Public & Driver Survey Results

May 28, 2021



HELP IMPROVE ALEXANDRIA TRANSIT Public Input Invited to Improve ATRANS

The Alexandria-Pineville Metropolitan Planning Organization is conducting an in-depth evaluation of service and assets provided by Alexandria Transit (ATRANS) to maximize ridership and efficiency to get the most out of local and federal tax dollars invested in the urban transit service. From this study, the MPO will recommend routing, asset, and service adjustments to better serve existing and potential riders; taking into account possible small-scale regional expansion for increased workforce and healthcare access.

“Our ATRANS bus system is the primary means of transportation for many residents in Alexandria and Pineville,” said Alexandria Mayor Jeffrey W. Hall. “This survey will help us make sure the services we are offering are in line with the needs of our community. Our city has evolved since the current routes and stops were established. We have new shopping centers and new neighborhoods that may require route adjustments to better serve the needs of our existing passengers and to expand access to attract new riders. This is your system. Let us know what you want so we can adjust accordingly.”

“We’d love to hear from you! While this plan will use lots of data, your stories, experiences, and ideas will shape the future of public transit in the metro area,” said Jonathan Bolen, transportation director with the Rapides Area Planning Commission. “We invite bus riders and non-riders to take the survey and share your opinion about how to improve ATRANS. Whether you ride transit or not, your input is very important.”

There are numerous ways residents can weigh in with their vision for transit in our area. The MPO encourages citizens to get involved in the planning process by taking the online survey, visiting the project webpage, and signing up for project updates. “Due to the ongoing COVID-19 situation, our social distancing-friendly methods of engagement will be more important than ever. We also have some lower-tech options available to make sure people of all ages and abilities can participate,” Bolen said.

Online

- Visit www.cityofalexandriala.com/atrans
[Click on the ATRANS Study webpage link.](#)
- Social Media: [City of Alexandria Facebook Page](#)
- Email Us: atrans@cityofalex.com

Offline

- Write to us: Send your comments to the AP-MPO, c/o: ATRANS Study, P.O. Box 7586, Alexandria, LA 71306.
- Phone: To leave a general message call (318) 449-5000

A GANNETT NEWSPAPER

11201 Third St. Alexandria, La 71306

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803 JOHNSTON ST
ALEXANDRIA, LA 71301

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Ad No.: 0004743480

Ad Total: 1,225.75

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THE TOWN TALK, a newspaper published and printed in Alexandria, in the Parish of Rapides, State of Louisiana, a
from my personal knowledge and reference to the files of said publication, the advertisement of

4743480 HELP IMPROVE ALEXANDRIA TRANSIT Public Input Invited to Improve ATRANS The Alexandria Pineville Metropoli
Planning Organization is conducting an in d

was published in **THE TOWN TALK** on the following date(s):

May 28, 2021

May 30, 2021

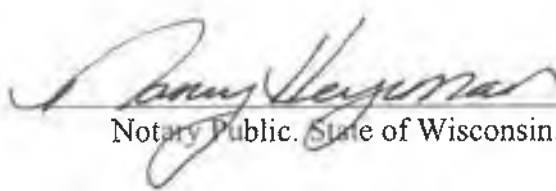
June 02, 2021

June 06, 2021

June 09, 2021


LEGAL CLERK

Sworn to and subscribed before me this 9 day of June, 2021.


Notary Public, State of Wisconsin, County of Brown

5.15.23
My commission expires

NANCY HEYRMAN
Notary Public
State of Wisconsin

HELP IMPROVE ALEXANDRIA TRANSIT

Public Input Invited to Improve ATRANS
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Online
* Visit www.cityofalexandria.com/atrans
* Click on the ATRANS Study webpage link.
* Social Media City

of Alexandria
Facebook Page
♦ Email Us atrans@cityofalex.com

Offline

♦ Write to us: Send your comments to the AP MPO, c/o ATRANS Study, P.O. Box 7586, Alexandria, LA 71309
♦ Phone: To leave a general message call (318) 449 5000
(5) 28, 30, (6) 2. 6. 9

APPENDIX D

Online Public Survey Results

TOTAL ONLINE SURVEY RESPONSES RECEIVED:	66
When considering the future of transit in the Alexandria-Pineville area, please select and rank up to eight values by priority	

Answer	Average Score	Rank
Efficient	10.49	1
Fast	10.265	2
Accessible to all	10.26	3
Affordable	9.055	4
Simple	8.965	5
Walkable	7.92	6
Equitable	7.92	7
Digitally connected	7.825	8
Regionally integrated	7.54	9
Multi-modal	7.4	10
Support economic vitality	7.04	11
Environmentally sustainable	7.03	12
Resilient	6.175	13
Amenities-focused	6.13	14
Visionary	5.99	15

In the past year, have you ridden ATRANS public transit (bus or		
Answer	Count	
Yes	35	
No	30	

How often do you typically ride public transit?		
Answer	Count	
Less than once a month	9	
1 day per week	3	
4-5 days per week	11	
1-3 times per week	1	
2-3 days per week	2	
6+ days per week	9	

For what purposes have you used public transit?

Answer	Count
Medical care / appointments	27
Shopping	24
Entertainment (i.e. sporting events, concerts)	9
Religious	9
Personal errands (i.e. bank, haircut, etc.)	27
Work	26
School (K-12)	4
Post-Secondary School/Job Training	3
Social (i.e. visiting family or friends)	14

How long have you been a public transit rider?

Answer	Count
Less than 6 months	5
6 months to just under 1 year	0
1 year to 3 years	4
3 years to just under 5 years	2
5 years or more	24

What types of public transit gaps do you most often experience?

Answer	Count
Public transit doesn't serve the places I want to go	20
The transit system is confusing to navigate	8
I have to ride multiple vehicles (transfer)	16
Public transit is challenging to get to (no sidewalks, hills, etc.)	10
Public transit is challenging to use with children / family	3
Public transit takes too long to get where I want to go	13
Public transit is too infrequent	20

How would you describe your dependency on public transit for getting around?

Answer	Count
I am not dependent on public transit to get around	7
I am somewhat dependent on public transit to get around, but I have other options	10
I am completely dependent on public transit to get around	18

Why don't you ride public transit?

Answer	Count
I don't know how to get where I need to go using public transit	8
I would have to ride multiple vehicles (transfers)	10
I prefer the experience of other transportation types (driving, cycling, etc.)	11
Public transit takes too long to get where I want to go	14
Public transit is challenging to use or to get to (no sidewalks, etc.)	6
Public transit does not feel safe	8
Public transit doesn't serve the place(s) I want to go	9
Public transit is too infrequent	7

If your reasons for not riding were addressed, for what purposes would you most like to use public transit?

Answer	Count
Work	17
Post-secondary School / Job Training	3
Personal errands (i.e. bank, haircut, etc.)	15
Entertainment (i.e., sporting events, concerts)	8
Religious	3
School (K-12)	2
Medical care / appointments	12
Shopping	6
Social (i.e., visiting family or friends)	7
I can't think of a reason why I'd use public transit	5

How old are you?

Answer	Count
Under 18	0
18-24	6
25-34	12
35-44	19
45-54	15
55-64	4
65+	9
Prefer not to answer	0

What's your home Zip Code?

Answer	Count
71301	24
71303	16
71360	17
71302	3
71346	2
71361	1
71483	1

What's your race?

Answer	Count
American Indian or Alaska Native	2
Black or African American	25
Asian	1
Middle Eastern or North A	0
Hispanic or Latin America	0
White	30
Native or Pacific Islander	0
Prefer not to answer	10

Do you have children under 18 in your household?

Answer	Count
Yes	27
No	35
Prefer not to answer	3

Which of the following best describes your 2019 household income?

Answer	Count
Less than \$25,000	29
\$25,000 to \$49,999	15
\$50,000 to \$74,999	5
\$75,000 to \$99,999	4
\$100,000 or more	5
Prefer not to answer	7

Do you have access to a vehicle in your household?

Answer	Count
No	31
Yes, 1 vehicle	19
Yes, 2 vehicles	9
Yes, 3 or more vehicles	4
Prefer not to answer	3

How did you hear about this survey?

Answer	Count
Email invitation	10
Social media	18
Word of mouth from famil	14
Vehicle / stop signage	11
Other	12

APPENDIX F:

Public Open House Report



ATRANS Service Planning & Asset Study

OPEN HOUSE REPORT

July 2021

Alexandria-Pineville Metropolitan Planning Organization
% Rapides Area Planning Commission
803 Johnston Street, Alexandria, Louisiana 71301
Phone: (318) 487-5401 | Fax: (318) 487-5406
www.rapc.info

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The Rapides Area Planning Commission does not discriminate on the basis of race, color, national origin, income, gender, age, and disability in access to, or operation of its programs, services, activities, or in its hiring or employment practices. ADA and Title VI inquiries should be forwarded to 803 Johnston Street, Alexandria, Louisiana, 71301 (318) 487-5401.

ATRANS Service Planning & Asset Study Public Open House Event

The Alexandria-Pineville Metropolitan Planning Organization is conducting an in-depth evaluation of service and assets provided by Alexandria Transit (ATRANS) to maximize ridership and efficiency to get the most out of local and federal tax dollars invested in the urban transit service.

The public engagement phase of the study commenced May 2021 with the public and driver input surveys. Survey results from the first half of the public engagement phase were used to complete the draft study components: Existing Conditions Report, Market Analysis, and Route Profiles and recommended system improvements. The public comment period for draft study components commenced July 12 thru August 2.

The purpose of this event is to provide an opportunity for public input on the Draft Study and Recommendations in-person and online. Comments were accepted in-person at the meeting, by email, mail, and phone. Input and comments received will be incorporated into the final study document to be presented to the MPO's Transportation Policy Committee for formal action August 2021.

Consisting of five stations, the open house was designed to provide project information as well as opportunities for public input. The open house event was an opportunity for the public to learn first-hand about the study, results from draft study components, and share their ideas and experiences about improving the local public transit system.

Information and public input activities presented at the open house were also placed on the project webpage to ensure access to interested members of the public unable to attend in person.

Figure 1 | Open House Composite Image



ATRANS Service Planning & Asset Study

Public Open House Event

ATTENDEES

Approximately 18 participants signed in at the July 26, 2021, event (the project team estimates that there were more than this in attendance). Of the approximately 18 participants who signed in, 16 (88%) mapped their address. A GIS analysis of this information shows that 13 (81%) of the participants live within one mile of the ATRANS system.

Of the approximately 18 participants who signed in, 28% provided demographic information. Of those, 60% identify as Black or African American and 40% as White. Regarding age, 40% are age 55-64, 20% age 45-54, 20% age 35-44, and 20% age 25-34 years. Regarding vehicle access, 20% indicated that they have no vehicle access, 20% have access to one vehicle, 20% have access to two vehicles, and 40% have access to three or more vehicles. 40% also indicated that they have an annual household income between \$25K to \$49,999 and 20% less than \$25,000. 100% also indicated their interest in participating in focus groups on the future of public transit in the Alexandria-Pineville area.

Figure 2 | Location of Public Open House Attendees from Sign-in

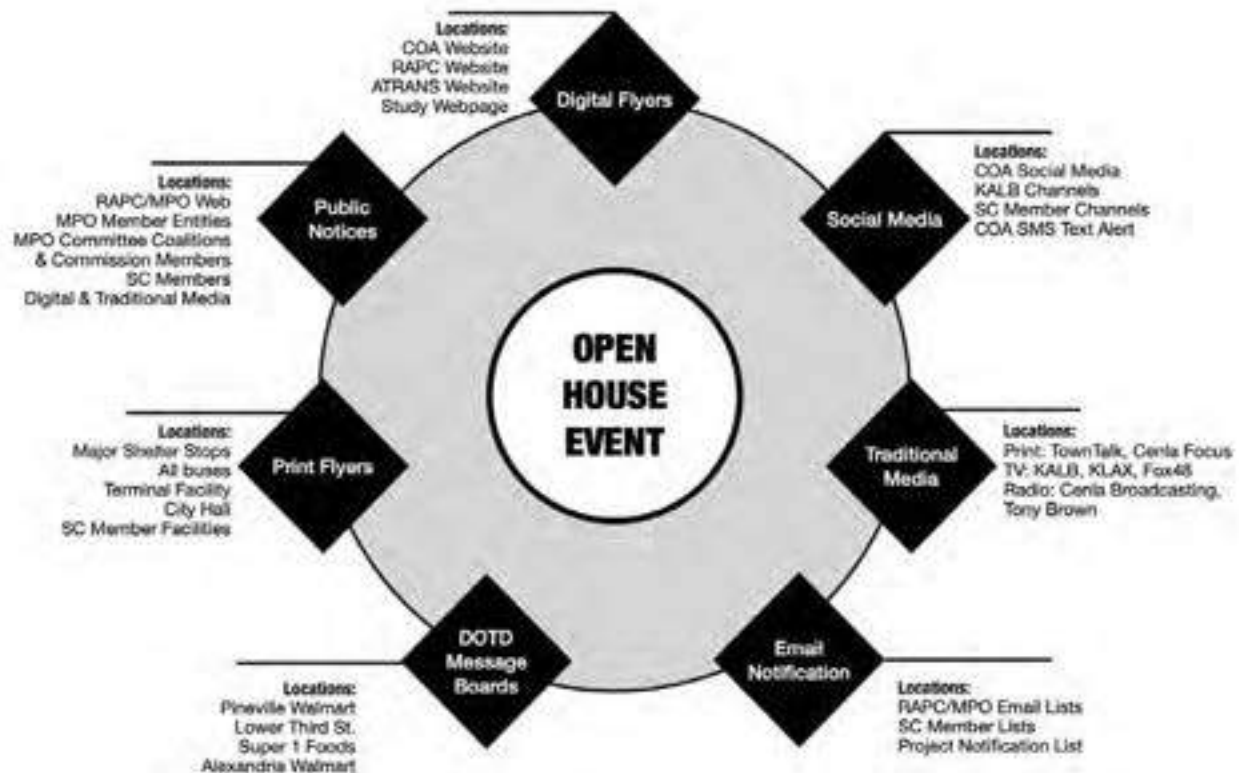


ATRANS Service Planning & Asset Study Public Open House Event

PUBLICITY

This community wide event was a publicly noticed project event where no decisions were made. Staff worked with the duty's Steering Committee, digital and transitional media, in addition to established RAPC and APMPO notification channels. Figure X illustrates outreach methods used by staff to promote the event.

Figure 3 | Methods Used to Promote Event



This report will serve as the official meeting minutes from the event. The appendices provide documentation of the input received, transcribed database of community input, and the displays and handouts presented at the event.

ATRANS Service Planning & Asset Study

Public Open House Event

OVERVIEW:

The July 26, 2021, Public Open House was designed to present results from the draft study components and system recommendations approved by the Steering Committee at their Jun 17 meeting to the general public as well as:

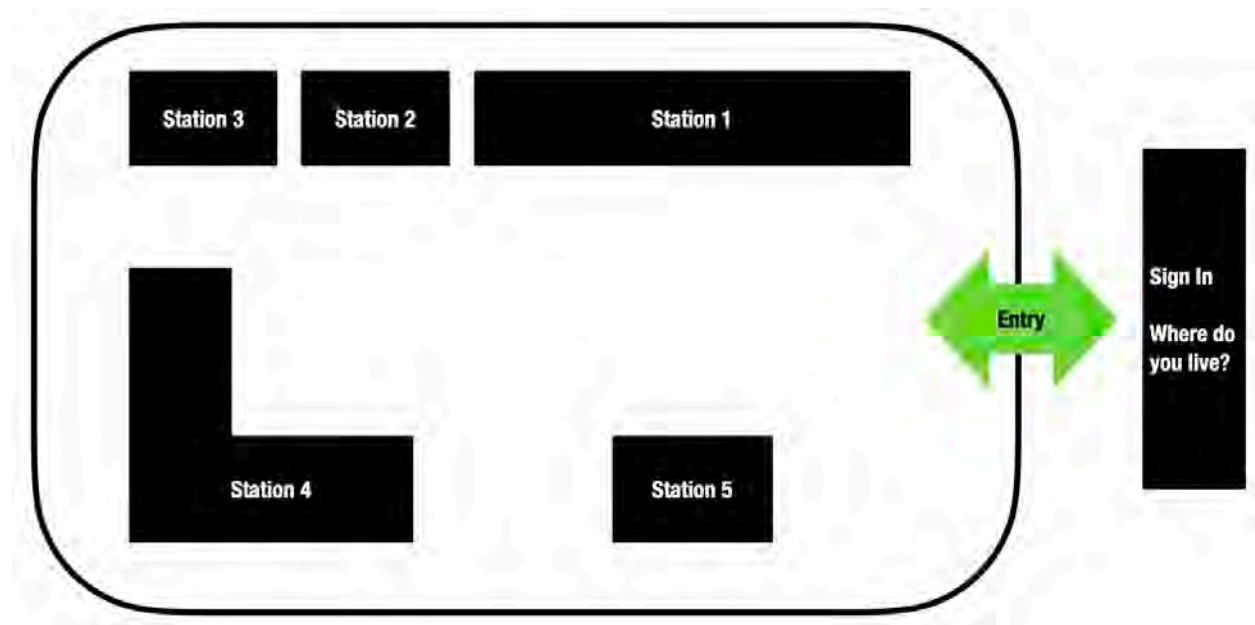
- Reintroduce the study, confirm public's vision and priorities for system improvement
- Give individuals in the community the opportunity to provide input, ask questions and learn about the project schedule moving forward, milestones, and anticipated next steps.
- Contribute to the public participation process and engage in dialogue regarding the study and recommended improvements.

The Steering Committee will have the opportunity to review the public input provided during July 26 Open House prior to finalizing the final study and recommended system improvements.

FORMAT:

The Public Open House event was organized by the project technical team after receiving input from the Steering Committee regarding the meeting goals, format, and input methods. The event utilized an open house format with five stations displaying basic project information, recommended route adjustments, future transit values, priority investments, and anticipated milestones and next steps.

Figure 4 | Open House Layout



ATRANS Service Planning & Asset Study Public Open House Event

SIGN-IN & WELCOME

Study team members greeted the public as they arrived and provided informational materials. Participants were also asked to specify where they live using an orange dot. An information packet containing instructions and materials for each station, a project summary sheet, attendee demographics form (optional), project implementation schedule, comment form, and evaluation sheet.

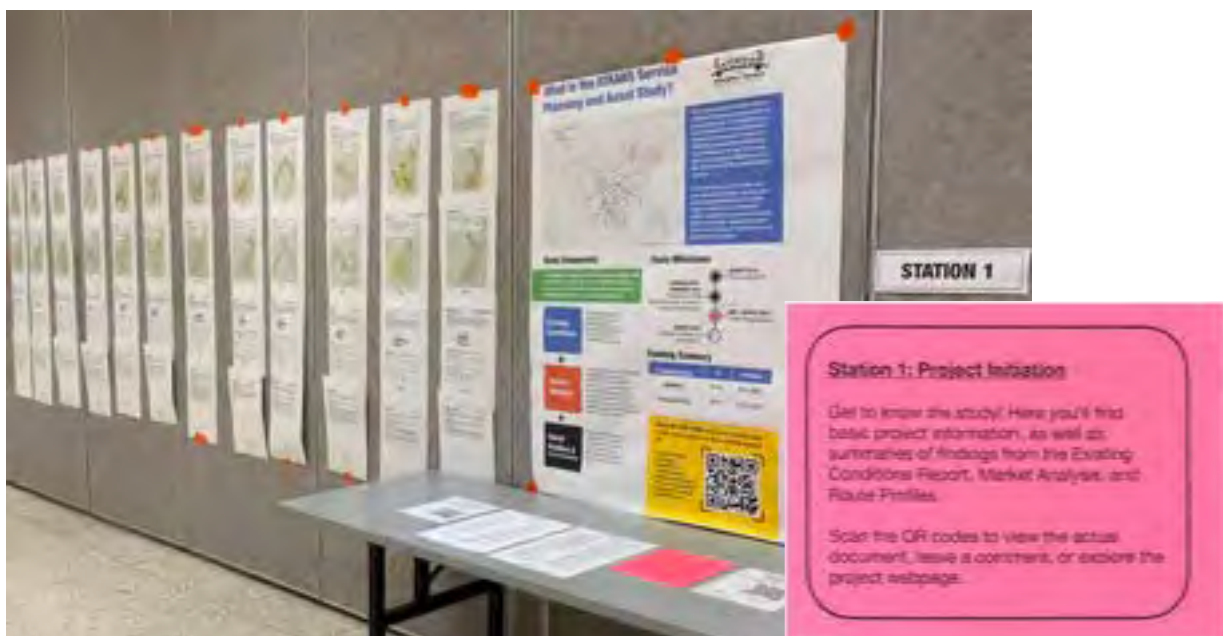
Figure 5 | Sign-in Welcome Station



Station 1: Project Initiation - Basic Facts about the Study

Get to know the study! This station displayed basic project information, as well as summaries of findings from the Existing Conditions Report, Market Analysis, and Route Profiles. Participants could also scan QR codes to view the actual document, leave a comment, or explore the project webpage.

Figure 6 | Station 1 Information Display



ATRANS Service Planning & Asset Study Public Open House Event

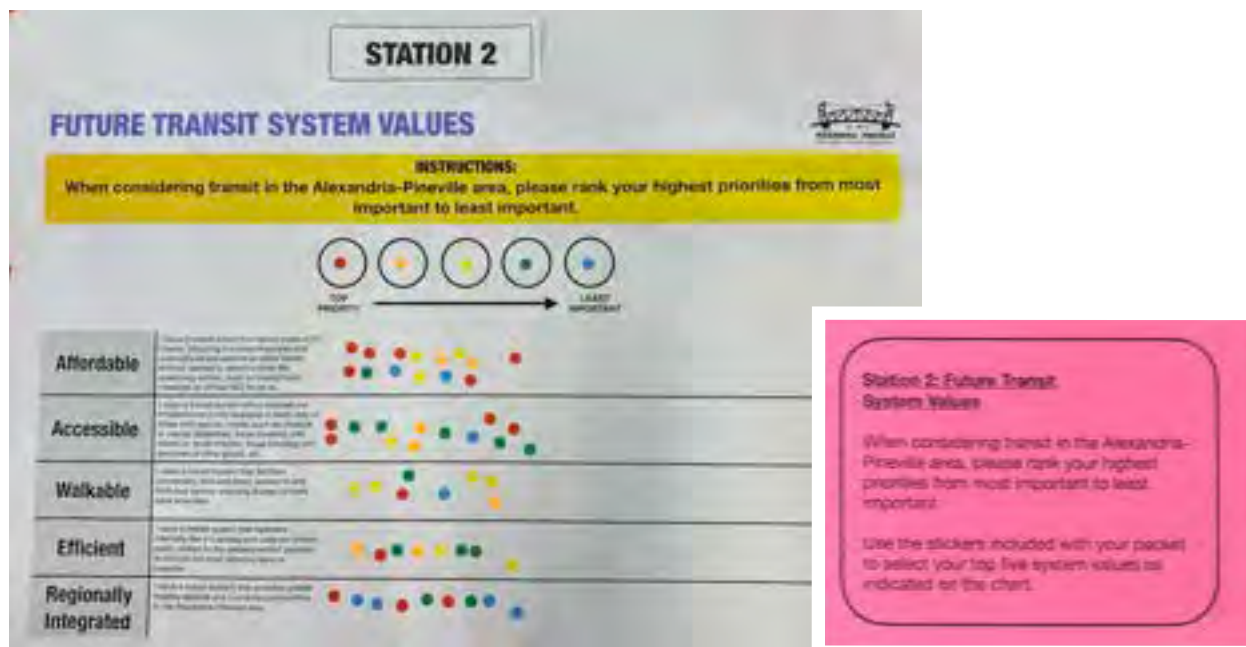
Station 2: Future Transit System Values

This station asked the public to rank the top five future transit system values identified by the public input survey from most important to least important. Color dots included in the information packet were each assigned the following value: Red = 5 points, Orange = 4 points, Yellow = 3 points, Green = 2 points, Blue = 1 point. Figure 7 illustrates Station 2 at the end of the open house event. Ranking results are based on the total number of points for each value.

Participants ranked the top values by priority as follows:

1. Affordable
2. Accessible
3. Efficient
4. Walkable
5. Regionally Integrated

Figure 7 | Station 2 Future Transit System Values Exercise & Results



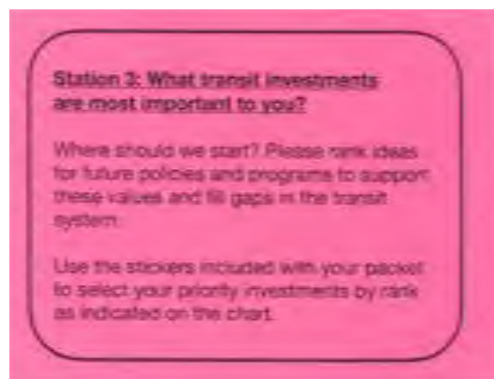
ATrans Service Planning & Asset Study Public Open House Event

Station 3: What transit investments are most important to you?

This station was the crux of the event as it displayed all future policies and programs to support identified transit system values and fill transit gaps in the local system identified by the planning process. This station allowed participants to rank ideas using color dots included in the information packet to indicate priority investments. Each dot was assigned the following value: Red = 5 points, Orange = 4 points, Yellow = 3 points, Green = 2 points, Blue = 1 point. Ranking results are based on the total number of points for each project. From the 12 projects and programs featured, participants ranked the following as the top five by priority:

1. New Transit Terminal
2. Sidewalk Quality & Access Program
3. ADA System Access Program
4. Bus Network Study
5. New Route Map & General Transit Feed Specification

Figure 8 | Station 3 Transit Investments by Priority Exercise & Results



ATRANS Service Planning & Asset Study Public Open House Event

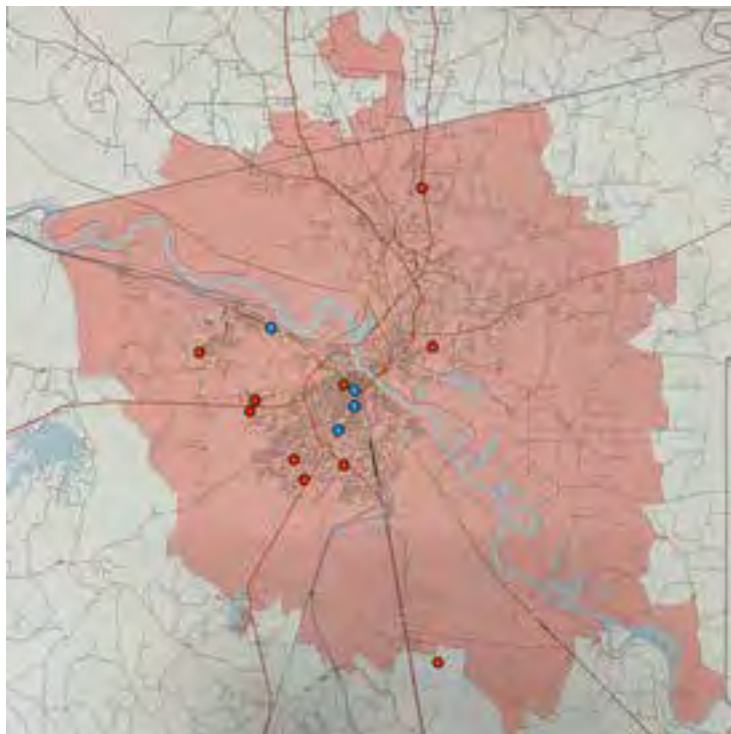
Station 4: Transit Gaps

The station asked participants to help identify transit gaps by specifying trips that they would like to take via public transit, but can't currently make. This station consisted of two steps:

STEP 1: Help identify trip origins and destination by denoting where they would start this trip with a blue dot and a red dot to indicate where this trip would end.

STEP 2: Identify other types of public transit gaps do they most often experience using a sticky note for each transit gap experienced.

Figure 9 | Transit Gaps & Trip Origin & Destination Exercise & Results



ATRANS Service Planning & Asset Study

Public Open House Event

PUBLIC COMMENTS

Approximately 37 unique comments were provided by participants at the event and online. Twenty-four (24) were classified as transit gaps and 13 as solutions. Each comment was aggregated by transit gap or solution, then assigned a theme. Nine unique theme's emerged were identified by Station 4. Table 1 features the most common themes identified by participants. Comments for each of the top five themes are provided by transit gap and solution for reference.

Table 1 | Common Feedback Theme Rank & Count

THEME	%	RANK
Fleet Capacity	21%	1
Bus Stop	16%	2
Comfort	13%	3
Sanitation	11%	4
Routing	11%	5
Transit Access	8%	6
Accessibility	5%	7
Awareness	3%	8
Service Time	3%	9
Drivers	3%	10
Frequency	3%	11

ATRANS Service Planning & Asset Study

Public Open House Event

Table 2 | Fleet Capacity Gaps & Solutions Identified:

Gap	Would love for a bigger bus for Elliot route. It's hard to get in the van and when people go shopping they can't get there stuff in a van. Get buses that work. Don't think every one likes riding the van it a pain in the ass to get in and then you have to get out and let others out and then get back in. Supposed to be 6 feet apart can't on a van. Put air in buses that don't have air. Pay the drivers more and treat them better. You have really good drivers. Buy buses. Been riding the buses for over 17 year's this has been the worst for riding the bus.
Gap	I ride the Atrans Bus System on occasions and I find it to be not functioning Properly, the buses usually break down a lot they do not have enough buses for the different destinations that is needed, There is no social distancing when the buses are broke down and they have to use the transit vans, I think it is important for this city to have a better transit system or to have another system in place when the buses cannot function properly. I also think that they need to screen their applicants more seriously than what they do because some of the bus drivers do not have patients, some of the bus drivers do not talk to the customers in a very appropriate manner, so I think that's another issue that needs to be addressed also, Thank You!!!
Gap	Only 1 bus that stops at the mall in Pineville
Gap	Pineville night service route is too busy
Gap	England air base need a bigger bus
Solution	new buses/ better buses
Solution	We going to get 2 new passes and 6 new drivers will have for you real soon
Solution	Electric Buses

Table 3 | Bus stop Gaps & Solutions Identified:

Gap	Polk/Albert has no stop within Garden District
Gap	Drainage-splash hits passengers
Gap	The bus stop needs to improve. No where to wait when the weather conditions are bad for all most every location in Alexandria
Gap	more comfortable stops
Solution	Better shelters in front of grocery stores
Solution	Crosswalk, etc. Albertson's 4-way stop by mall, North Mall, and Walmart cross street

ATRANS Service Planning & Asset Study

Public Open House Event

Table 4 | Passenger Comfort Gaps & Solutions Identified:

Gap	The masks should be more enforced or stopped altogether. People are not wearing them
Gap	The Jackson St. bus with at times on the smaller bus no air condition to support the passengers
Gap	no a/c. Too hot in the summer
Gap	air conditioner
Gap	a/c on buses needs to be better

Table 5 | Sanitation Gaps & Solutions Identified:

Gap	Clean Buses!!! Come out ride the buses see what we go through with the ATRANS system.
Gap	Alexandria mall bus never be cleansed like you would expect for public transportation.
Gap	cleanliness on bus/ seats are dirty, etc. leakage
Solution	Cleaner, inviting interiors

Table 6 | Routing Gaps & Solutions Identified:

Gap	Turn from Murray to Sixth cars are parked to close to Murray St. The Alexandria Mall bus is gonna hit those parked cars
Gap	Pineville 28E has no service that goes left lane
Gap	England Drive Route Map does not show the current route near the airport terminal as it appears to follow England Dr. past Chappie James Ave, when it actually turns. England Dr. is interrupted at the bend.
Solution	Modernize entire system

ATRANS Service Planning & Asset Study

Public Open House Event

Table 7 | Transit Access & Accessibility Gaps & Solutions Identified:

Gap	I also think there should be a bus for Boyce, Louisiana if it no more than picking up at one stop bring them to the bus barn
Gap	more fast food stops
Solution	Fix the ramps/ step side on the vans
Solution	More demand responses at night
Solution	Transportation is an important component for individuals that have no other means in which to move about the city/cities in their communities. It needs to be safe, clean, and available.
Solution	On text msg add when bus route does not have accessible vehicle, i.e. England Airpark Adjust England route to serve terminal. List of routes for tourists; Kent House Add bicycle drop down racks to front of buses.

Table 8 | Other Transit Gaps & Solutions Identified:

Awareness	Gap	better advertising and awareness of unmentioned stop
Frequency	Gap	We need bus reaching Alexandria airport every 30 minutes. That's going to be a growing area for the city and if people get in the habit of taking bus to the airport it will have a cultural impact.
Service Time	Solution	It think the buses should run to at least Midnight
Drivers	Solution	more drivers on route 1

Station 5: Next Steps

Station 5 provided information showing 'next steps' for the study, including what milestones to expect, as well as other initiatives and programs currently administered by the Alexandria-Pineville Metropolitan Planning Organization.

ATRANS Service Planning & Asset Study

Public Open House Event

EVALUATION

Participants were also asked to complete an evaluation form to determine for feedback and comments to improve the event. Approximately 50% (9) participants completed the event evaluation form. Of those, 100% specified that the open house provided them with a clear understanding of the ATRANS study; felt that the open house had adequate displays and survey materials keeping them informed about the study; and indicated that the team answered their questions thoroughly about the study. Table X features all comments for improving any aspect of the open house noted by participants.

Table 9 | Evaluation Form Comments

1	Nice job! Well Executed
2	Digital Videos
3	The data and information are comprehensive and greatly appreciated, but somewhat overwhelming. For the next one I might suggest culminating some of the findings into a few clear messages/ charts. Something that tells a story quickly and effectively.

NEXT STEPS

The public input received at the July 26, 2021, Public Open House Event will be useful to ATRANS and the study team in finalizing recommended improvements to the transit system. As the study advances to the adoption phase, the public and stakeholders will have more opportunities to provide input into the final study document.

From this study, the APMPO will recommend routing, asset, and service adjustments to better serve existing and potential riders; taking into account possible small-scale regional expansion for increased workforce and healthcare access.

This input report will be made available to the general public and decision makers via the study webpage and regular updates. The goal of the public engagement phase is to create a way for anyone in the community to gain a better understanding of the input processes used to develop the ATRANS Service Planning and Asset Study. It will also provide decision-makers from all relevant agencies a tool with which to see how the equitable and community supported recommendations, which the public engagement phase seeks to produce was developed.

APPENDIX A:

Sign-in Sheets & Participant Packet

ATRANS SERVICE PLANNING & ASSET STUDY
OPEN HOUSE



Name	How may we contact you? (EMAIL, PHONE, BOTH)	What's Your Home Zip Code?	Do you ride ATRANS? (YES / NO)
MARvinette Holly	318-449-5191 Marvinette.Holly@cityofalex.com	71303	No
~~Rosemary~~ Kenna Lavalais	318-441-6055 kenna.lavalais@cityofalex.com	71309	yes
Shannen Wells	318-542-2088 shannen.w@aphoa.com	71303	Operator
Jacqueline Terry-Warner	(318) 229-2959 Jterrywarner@yahoo.com	71302	operator (Atrans)
Terrance Mace	318-314-6236	71360	
Ann Howard	(318) 441-6021 ann.howard@cityofalex.com	71309	Manager
MIKE FIRTH	214 334 6645 mikefirth@sbcglobal.net	71303	YES



ATRANS SERVICE PLANNING & ASSET STUDY
OPEN HOUSE



Name	How may we contact you? (EMAIL, PHONE, BOTH)	What's Your Home Zip Code?	Do you ride ATRANS? (YES / NO)
John Dorn	441-2279	71301	yes
Dan Wilkins	318-451-4565	71405	NO
Chuck Wilkins	318 451-4565	71405	NO
Matt	matth@pc info	71321	No
John E. W.	dole.craig@la.gov	71360	No
Ben Nugent-Petersen	benmp14@gmail.com	70118	No
Dorothy W. Cobb			
Ninia Renee Cobb	318 589-0709	71302	YES

**ATRANS SERVICE PLANNING & ASSET STUDY
OPEN HOUSE**



Name	How may we contact you? (EMAIL, PHONE, BOTH)	What's Your Home Zip Code?	Do you ride ATRANS? (YES / NO)
Gerace Burton			Yes
Kevin Clark	Phone 318-314-0007	71301	Yes



PUBLIC OPEN HOUSE INSTRUCTIONS

Thanks for coming to the ATRANS Study Open House! The way we'll work together today is pretty simple. This event consists of five stations designed to not only provide information about the study, but also solicit input from you into the transportation planning process. We have some big questions we'd like you to think about as you move through each station. This packet contains a public comment form, an engagement and adoption schedule, as well as instructions and materials for each station.

Please complete the demographic page and public comment form to indicate who you are, your concerns and input the study. Be sure to leave both at the registration desk when leaving the open house.

At any time during the event, do not hesitate to ask a team member if you have any questions or need assistance.

Station 1: Project Initiation

Get to know the study! This station displays basic project information, as well as summaries of findings from the Existing Conditions Report, Market Analysis, and Route Profiles. Scan the QR codes to view the actual document, leave a comment, or explore the project webpage.

Station 2: Future Transit System Values

When considering transit in the Alexandria-Pineville area, please rank your highest priorities from most important to least important. Use the stickers located in your packet to select your top five system values as indicated on the chart.

Station 3: What transit investments are most important to you?

Where should we start? Please rank ideas for future policies and programs to support these values and fill gaps in the transit system. Use the stickers located in your packet to select your priority investments by rank as indicated on the chart.

Station 4: Transit Gaps

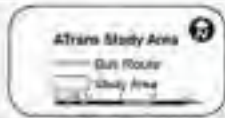
Are there trips that you'd like to take via public transit, but can't currently make? This map exercise can help us think of ways to fill these gaps in a later stage of the plan.

STEP 1: Show us where you would start this trip by using the blue dot. Then use the red dot to indicate where this trip would end.

STEP 2: What types of public transit gaps do you most often experience? Use a sticky note for each transit gap you're experienced.

Station 5: Next Steps

This station provides information showing the 'next steps' for the study, including what milestones to expect, as well as other initiatives and programs currently administered by the Alexandria-Pineville Metropolitan Planning Organization.



What is the ATRANS Service Planning and Asset Study?

The Alexandria-Pineville Metropolitan Planning Organization is conducting an in depth evaluation of service and assets provided by Alexandria Transit (ATRANS) to maximize ridership and efficiency to get the most out of local and federal tax dollars invested in the urban transit service.

From this study, the team will recommend routing, asset, and service adjustments to better serve existing and potential riders; taking into account possible small-scale regional expansion for increased workforce and healthcare access.

Study Components

The ATRANS Existing Conditions Report together with the Market Analysis and Route Profiles describing each bus route in detail will help inform a series of recommended transit system improvements.

Existing Conditions

The Existing Conditions report is one of the first steps in understanding the state of the system in the ATRANS service area.



Market Analysis

The Market Analysis specifically examines the underlying demand for transit services based on population and employment density, socioeconomic characteristics and broadly defines areas, activity centers, and corridors that may support transit service.



Route Profiles & Recommendations

Route profiles were developed for each bus route featuring an analysis of each route's performance and recommended improvements.

Study Milestones



Funding Summary

Funding Sources	%	Amount
APMPO	20%	\$25,000
Federal (FTA)	80%	\$100,000

Scan the QR code: use your camera app or QR code reader on your mobile device to:

- * Explore study webpage
- * View draft components
- * Draw on the map
- * Leave a comment
- * Sign up for email notifications





SERVICE PLANNING & ASSET STUDY ATTENDEE FORM (OPTIONAL)

Instructions:

Everyone's experiences are relevant to this process, so be inclusive. We'd like to know a little more detail about you. This information will help ensure we engage diverse audiences, across neighborhoods, geographical boundaries, ages, races/ethnicities and lived experiences.

Name _____

Email _____

How old are you?

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+
- ☐ Prefer not to answer

What is your home ZIP code? _____

What is your race? *Select all that apply.*

- ☐ American Indian or Alaska Native
- ☐ Black or African American
- ☐ Asian
- ☐ Middle Eastern or North African
- ☐ White
- ☐ Native Hawaiian or Pacific Islander
- ☐ Spanish or Latino
- ☐ Prefer not to answer

Do you have access to a vehicle in your household?

- ☐ No
- ☐ Yes, 1 vehicle
- ☐ Yes, 2 vehicles
- ☐ Yes, 3 or more vehicles
- ☐ Prefer not to answer

Which of the following best describes your 2019 household income?

- ☐ Less than \$25,000
- ☐ \$25,000 to \$49,999
- ☐ \$50,000 to \$74,999
- ☐ \$75,000 to \$99,999
- ☐ \$100,000 or more
- ☐ Prefer not to answer

Are you interested in participating in focus groups on the future of public transit in Alexandria and Pineville?

- ☐ Yes
- ☐ No

Thanks for completing this form - your input is essential. Please leave this form with one of our team members at the registration desk when you leave.

**ATRANS Service Planning & Asset Study
Implementation Schedule**

July 2021

	ACTIVITY	DATE	LOCATION	PURPOSE
I. Transit Benefits, Barriers, & Gaps	Transit Gaps, Benefits, & Barriers - Public Survey Period	May 14 - June 11	Electronic: www.rapc.info, project webpage (hard copy available upon request)	The general public, partners will have an opportunity to provide input and comment using the electronic survey tool.
	Stakeholder Presentations (upon request)	May 5 - May 28	Locations based on presentations requested	Public engagement opportunities to present the study and solicit input using the electronic survey tool.
	Transit Gaps, Benefits, & Barriers - Bus Driver Survey Period	May 21 - June 11	Electronic: www.rapc.info, project webpage	The ATRANS drivers, will have an opportunity to provide input and comment using the electronic survey tool.
	Draft Market Demand Complete & Preliminary Route Profiles Completed	June 11	Electronic review: provided to steering committee for input	Opportunity for Steering Committee member comment and input into the draft Market Demand and Route Profiles
	ASPAS Steering Committee Meeting No.4	June 17	RAPC 803 Johnston Street, Alexandria, LA 71301	Opportunity for Steering Committee member comment and input into the draft Market Demand, Preliminary, Route Profiles
	Draft Route Profiles & Recommendations Completed	June 24	Electronic review: www.rapc.info, project webpage (hard copy available upon request)	Opportunity for Steering Committee member comment and input into the Draft Route Profiles & Recommendations
II. Did we get it right?	Draft Study Completed (includes Existing Conditions, Market Demand, Route Profiles, Recommendations)	June 30	Electronic review: provided to steering committee for input	Opportunity for Steering Committee member comment and input into the draft study and recommendations
	Public Comment Period - Draft Study Document	July 12 - August 2	Electronic Review: www.rapc.info , project webpage Hard copies located at all Rapides Parish Public Library Branches inside the UZA.	The general public, partners and stakeholders will have an opportunity to review and comment on the draft study and recommendations. Comments will be accepted in writing, phone, email. A summary of public input and comments received will be incorporated into the study.

**ATRANS Service Planning & Asset Study
Implementation Schedule**

July 2021

II.	Open Public House	July 26	Alexandria Convention Hall* 915 Third Street, Alexandria, LA 71301	Opportunity for public input on Draft Study and Recommendations. Comments will be accepted in-person at the meeting. A summary of public input and comments received will be incorporated into the study.
	ASPAS Steering Committee Meeting No.5	August 3	RAPC 803 Johnston Street, Alexandria, LA 71301	Opportunity for Steering Committee member comment and input into the draft study & recommendations.
III.	Public Comment Period - Final Study Document	August 4 - August 18	Electronic Review: www.rapc.info , project webpage Hard copies located at all Rapides Parish Public Library Branches inside the UZA.	The general public, partners and stakeholders will have an opportunity to review and comment on the final study and recommendations. Comments will be accepted in writing, phone, email. A summary of the comments received will be provided to the TPC prior to final action.
	Study TPC Adoption	August 25	RAPC 803 Johnston Street, Alexandria, LA 71301	There is an additional opportunity for public input at this meeting, under the standing Public Comments agenda item. The TPC is scheduled to take formal action on the proposed amendment at this meeting.
	Final Document Published	August 31	Electronic: www.rapc.info , project webpage, (hard copy available upon request)	The final adopted study will be published to www.rapc.info



PUBLIC OPEN HOUSE EVALUATION FORM

How'd we do? We value your opinion and are interested in your feedback about the public open house. Please take a moment to give us your opinion by completing this form. Use the space below each question and on the back of this sheet for comments.

Did this Open House provide you with a clear understanding of the ATRANS study?

☐

Yes

☐

No

Comments:

Do you feel the open house had adequate displays and survey material to keep you informed about the study and let you provide input?

☐

Yes

☐

No

Comments:

Did the team answer your questions thoroughly to keep you informed in the ATRANS study?

☐

Yes

☐

No

Comments:

Do you have any suggestions for improving any aspect of this Open House?

☐

Yes

☐

No

Comments:

APPENDIX B:

Public Comment & Evaluation Forms



SERVICE PLANNING & ASSET STUDY PUBLIC COMMENT FORM

The Alexandria-Pineville Metropolitan Planning Organization welcomes ideas, comments, or concerns from the public. This public comment form is specific to the ATRANS Service Planning and Asset Study conducted by the APMPO. This is your opportunity to comment and indicate your concerns. This information will be used for planning purposes only.

Please summarize your idea or concern in the space below:

The masks should be more enforced or stopped altogether. People are not wearing them. Turn from Murray to Sixth cars are parked too close to Murray St. the Alexandria Mall bus is gonna hit those parked cars.

Name: _____

Address: _____

Email: _____

Telephone: _____



SERVICE PLANNING & ASSET STUDY PUBLIC COMMENT FORM

The Alexandria-Pineville Metropolitan Planning Organization welcomes ideas, comments, or concerns from the public. This public comment form is specific to the ATRANS Service Planning and Asset Study conducted by the APMPO. This is your opportunity to comment and indicate your concerns. This information will be used for planning purposes only.

Please summarize your idea or concern in the space below:

We going to get
2 new buses and
6 new drivers
will have for you
real soon

Name:

Dannell Miller

Address:

1628 Lafanque

Alex LaFangue 71301

Email:

Telephone:

318-321-1953



SERVICE PLANNING & ASSET STUDY PUBLIC COMMENT FORM

The Alexandria-Pineville Metropolitan Planning Organization welcomes ideas, comments, or concerns from the public. This public comment form is specific to the ATRANS Service Planning and Asset Study conducted by the APMPO. This is your opportunity to comment and indicate your concerns. This information will be used for planning purposes only.

Please summarize your idea or concern in the space below:

CLEAN BUSES!!! COME OUT RIDE THE BUSES
SEE WHAT WE GO THROUGH WITH THE ATRANS
SYSTEM.

Name:

NILIA RENEE COBB

Address:

706 WILLOW GLEN RR APT. G
ALEXANDRIA, LA. 71303

Email:

niliacobb1066@gmail.com

Telephone:

(318) 589-0709





PUBLIC OPEN HOUSE EVALUATION FORM

How'd we do? We value your opinion and are interested in your feedback about the public open house. Please take a moment to give us your opinion by completing this form. Use the space below each question and on the back of this sheet: comments.

Did this Open House provide you with a clear understanding of the ATRANS study?

☒

Yes

☐

No

Comments:

Do you feel the open house had adequate displays and survey material to keep you informed about the study and let you provide input?

☒

Yes

☐

No

Comments:

Did the team answer your questions thoroughly to keep you informed in the ATRANS study?

☒

Yes

☐

No

Comments:

Do you have any suggestions for improving any aspect of this Open House?

☒

Yes

☐

No

Comments:

Digital Videos



PUBLIC OPEN HOUSE EVALUATION FORM

How'd we do? We value your opinion and are interested in your feedback about the public open house. Please take a moment to give us your opinion by completing this form. Use the space below each question and on the back of this sheet for comments.

Did this Open House provide you with a clear understanding of the ATRANS study?

☒

Yes

☐

No

Comments:

Do you feel the open house had adequate displays and survey material to keep you informed about the study and let you provide input?

☒

Yes

☐

No

Comments:

Did the team answer your questions thoroughly to keep you informed in the ATRANS study?

☒

Yes

☐

No

Comments:

Do you have any suggestions for improving any aspect of this Open House?

☒

Yes

☐

No

Comments:

The data and information are comprehensive and greatly appreciated, but somewhat overwhelming. For the next one I might suggest condensing some of the findings into a few clear messages/charts. Something - that tells a story quickly and effectively.



PUBLIC OPEN HOUSE EVALUATION FORM

How'd we do? We value your opinion and are interested in your feedback about the public open house. Please take a moment to give us your opinion by completing this form. Use the space below each question and on the back of this sheet for comments.

Did this Open House provide you with a clear understanding of the ATRANS study?

☒

Yes

☐

No

Comments:

Do you feel the open house had adequate displays and survey material to keep you informed about the study and let you provide input?

☒

Yes

☐

No

Comments:

Did you talk

Did the team answer your questions thoroughly to keep you informed in the ATRANS study?

☒

Yes

☐

No

Comments:

Do you have any suggestions for improving any aspect of this Open House?

☒

Yes

☐

No

Comments:

Given



PUBLIC OPEN HOUSE EVALUATION FORM

How'd we do? We value your opinion and are interested in your feedback about the public open house. Please take a moment to give us your opinion by completing this form. Use the space below each question and on the back of this sheet for comments.

Did this Open House provide you with a clear understanding of the ATRANS study?

☒ Yes ☐ No

Comments:

Nice job! Well executed

Do you feel the open house had adequate displays and survey material to keep you informed about the study and let you provide input?

☒ Yes ☐ No

Comments:

Did the team answer your questions thoroughly to keep you informed in the ATRANS study?

☒ Yes ☐ No

Comments:

Do you have any suggestions for improving any aspect of this Open House?

☐ Yes ☒ No

Comments:



PUBLIC OPEN HOUSE EVALUATION FORM

How'd we do? We value your opinion and are interested in your feedback about the public open house. Please take a moment to give us your opinion by completing this form. Use the space below each question and on the back of this sheet for comments.

Did this Open House provide you with a clear understanding of the ATRANS study?

☒

Yes

☐

No

Comments:

Do you feel the open house had adequate displays and survey material to keep you informed about the study and let you provide input?

☒

Yes

☐

No

Comments:

Did the team answer your questions thoroughly to keep you informed in the ATRANS study?

☒

Yes

☐

No

Comments:

Do you have any suggestions for improving any aspect of this Open House?

☐

Yes

☒

No

Comments:



PUBLIC OPEN HOUSE EVALUATION FORM

How'd we do? We value your opinion and are interested in your feedback about the public open house. Please take a moment to give us your opinion by completing this form. Use the space below each question and on the back of this sheet for comments.

Did this Open House provide you with a clear understanding of the ATRANS study?

☒

Yes

☐

No

Comments:

Do you feel the open house had adequate displays and survey material to keep you informed about the study and let you provide input?

☒

Yes

☐

No

Comments:

Did the team answer your questions thoroughly to keep you informed in the ATRANS study?

☒

Yes

☐

No

Comments:

Do you have any suggestions for improving any aspect of this Open House?

☐

Yes

☒

No

Comments:



PUBLIC OPEN HOUSE EVALUATION FORM

How'd we do? We value your opinion and are interested in your feedback about the public open house. Please take a moment to give us your opinion by completing this form. Use the space below each question and on the back of this sheet for comments.

Did this Open House provide you with a clear understanding of the ATRANS study?

☒

Yes

☐

No

Comments:

Do you feel the open house had adequate displays and survey material to keep you informed about the study and let you provide input?

☒

Yes

☐

No

Comments:

Did the team answer your questions thoroughly to keep you informed in the ATRANS study?

☒

Yes

☐

No

Comments:

Do you have any suggestions for improving any aspect of this Open House?

☐

Yes

☒

No

Comments:



PUBLIC OPEN HOUSE EVALUATION FORM

How'd we do? We value your opinion and are interested in your feedback about the public open house. Please take a moment to give us your opinion by completing this form. Use the space below each question and on the back of this sheet for comments.

Did this Open House provide you with a clear understanding of the ATRANS study?

☒

Yes

☐

No

Comments:

Do you feel the open house had adequate displays and survey material to keep you informed about the study and let you provide input?

☒

Yes

☐

No

Comments:

Did the team answer your questions thoroughly to keep you informed in the ATRANS study?

☒

Yes

☐

No

Comments:

Do you have any suggestions for improving any aspect of this Open House?

☒

Yes

☐

No

Comments:



PUBLIC OPEN HOUSE EVALUATION FORM

How'd we do? We value your opinion and are interested in your feedback about the public open house. Please take a moment to give us your opinion by completing this form. Use the space below each question and on the back of this sheet for comments.

Did this Open House provide you with a clear understanding of the ATRANS study?

☒ Yes

☐ No

Comments:

Do you feel the open house had adequate displays and survey material to keep you informed about the study and let you provide input?

☒ Yes

☐ No

Comments:

Did the team answer your questions thoroughly to keep you informed in the ATRANS study?

☒ Yes

☐ No

Comments:

Do you have any suggestions for improving any aspect of this Open House?

☒ Yes

☐ No

Comments:

APPENDIX C:

Publicity

ATRANS Study Open House TODAY - Please Share!

Jonathan Bolen <jbolen@rapc.info>

Mon 7/26/2021 10:35 AM

Bcc: RAPC_Employees <RAPC_Employees@rapc.info>; emily.lacaze@cityofalex.com <emily.lacaze@cityofalex.com>; Matt Johns <matt@rapc.info>; rich@pineville.net <rich@pineville.net>; Susan Broussard <Susan.Broussard@cityofalex.com>; mike.wilkinson@cityofalex.com <mike.wilkinson@cityofalex.com>; dale.craig@la.gov <dale.craig@la.gov>; melynda.gremillion@cityofalex.com <melynda.gremillion@cityofalex.com>; robert.weeks@cityofalex.com <robert.weeks@cityofalex.com>; Jim Smilie <Jim.Smilie@cityofalex.com>; Merriell Lawson <Merriell.Lawson@cityofalex.com>; richard.johnson@cityofalex.com <richard.johnson@cityofalex.com>; Nick Blackstone <nick@rapc.info>; Sandra Washington <Sandra.Washington@cityofalex.com>; Ann Howard <Ann.Howard@cityofalex.com>; cpaige@pineville.net <cpaige@pineville.net>; Deborah Randolph (drandolph@cenlachamber.org) <drandolph@cenlachamber.org>; casey.lewis@la.gov <casey.lewis@la.gov>; Kcollins72@icloud.com <Kcollins72@icloud.com>; kenna.lavalais@cityofalex.com <kenna.lavalais@cityofalex.com>; Cindy Cespiva <ccespiva@cenlachamber.org>; metro@thetowntalk.com <metro@thetowntalk.com>; contact@cenlafocus.com <contact@cenlafocus.com>; Matt Johns <matt@rapc.info>; news@klax-tv.com <news@klax-tv.com>; Nick Blackstone <nick@rapc.info>; Miranda Thomas (Student) <miranda_thomas_00@subr.edu>; news@kalb.com <news@kalb.com>; news@thetowntalk.com <news@thetowntalk.com>; pat@cenlabroadcasting.com <pat@cenlabroadcasting.com>; dave@cenlabroadcasting.com <dave@cenlabroadcasting.com>; jay@cenlabroadcasting.com <jay@cenlabroadcasting.com>; eyesopentbrown@yahoo.com <eyesopentbrown@yahoo.com>; downtownnickbrown@gmail.com <downtownnickbrown@gmail.com>; graphics@cenlafocus.com <graphics@cenlafocus.com>; orkkec@gmail.com <orkkec@gmail.com>; melissa@cenlabroadcasting.com <melissa@cenlabroadcasting.com>; achauvin@fox48tv.com <achauvin@fox48tv.com>; mhamblen@kalb.com <mhamblen@kalb.com>; thehollywoodharrison@yahoo.com <thehollywoodharrison@yahoo.com>; sherry@apacvb.org <sherry@apacvb.org>; josh@cenlaboradcasting.com <josh@cenlaboradcasting.com>; matt@cenlabroadcasting.com <matt@cenlabroadcasting.com>; rileygirl881@gmail.com <rileygirl881@gmail.com>; maddtracks@gmail.com <maddtracks@gmail.com>; whampton31@gmail.com <whampton31@gmail.com>; cthomas@klax-tv.com <cthomas@klax-tv.com>; davidxmasonpoint@gmail.com <davidxmasonpoint@gmail.com>; Michael R. DeCaire <Michael.DeCaire@LA.GOV>; Cheryl Dubois <Cheryl.Dubois@LA.GOV>; Ashley Stewart <Ashley@rapidesfoundation.org>; David Holcombe (LDH) <david.holcombe@la.gov>; Julie Beene-Police <Julie.Beene-Police@la.gov>; Tarver, Mary <mary.tarver@christushealth.org>; cady.chesne@hcahealthcare.com <cady.chesne@hcahealthcare.com>; roseyork@cenlaaging.org <roseyork@cenlaaging.org>; cindyl@apacvb.org <cindyl@apacvb.org>; SRedmon@cenla.org <sredmon@cenla.org>; latessam@cenlahomeless.org <LaTessaM@cenlahomeless.org>; Debbie.Difulco@la.gov <Debbie.Difulco@la.gov>; Jennifer Gilchrist <jgilchrist@lphi.org>; Christine McGraw <CMcGraw@lwc.la.gov>; Akeshia Singleton <Akeshia@rapidesfoundation.org>; Clair.hicks@longleafhospital.com <Clair.hicks@longleafhospital.com>; clair.hick@longleafhospital.com <clair.hick@longleafhospital.com>; SCARF2625@outlook.com <SCARF2625@outlook.com>; josephb@cenlahomeless.org <josephb@cenlahomeless.org>; Cheri Soileau <cheri.kdelta@gmail.com>; kristen091273@aol.com <kristen091273@aol.com>; Carmen Coutee <CarmenCoutee@corrections.state.la.us>; Cecilia Ryder <Cecilia.Ryder@la.gov>; Cheron Holland <reentrysolutionsed@aol.com>; pwalters@specialcarecorp.com <pwalters@specialcarecorp.com>; cbynog@lwc.la.gov <cbynog@lwc.la.gov>; lisa.frankovic.dcf@la.gov <lisa.frankovic.dcf@la.gov>; Krisina Frazier <kfrazier@townofball.com>; Donna Mathews <Donna.Mathews@LA.GOV>; Terri Harvey <terriharvey@cenlaaging.org>; lynn.hayes@dot.gov <lynn.hayes@dot.gov>; tom@paealex.com <tom@paealex.com>; johngagnard@paealex.com <johngagnard@paealex.com>; mike.wilkinson@cityofalex.com <mike.wilkinson@cityofalex.com>; 'Dale Craig (Dale.Craig@LA.GOV)' <dale.craig@la.gov>; jonathan.Lachney@LA.GOV <jonathan.Lachney@LA.GOV>; keith.Sayer@LA.GOV <keith.Sayer@LA.GOV>; rlb@blclawgroup.com <rlb@blclawgroup.com>; Sandra Beaudion <sandra@paealex.com>; Angela Murrell <Angela.Murrell@la.gov>; laura.phillips@dot.gov <laura.phillips@dot.gov>; dawn.Sholmire@LA.GOV <dawn.Sholmire@LA.GOV>; casey.lewis@la.gov <casey.lewis@la.gov>; Jason Duet (DOTD) <Jason.Duet@LA.GOV>; wgrahn@rppj.com <wgrahn@rppj.com>; cashmore1@rppj.com <cashmore1@rppj.com>; Hayes, Lynn (FTA) <lynn.hayes@dot.gov>; Jeff Hall <Jeff.Hall@cityofalex.com>; Mike Wilkinson <mike.wilkinson@cityofalex.com>; mayor@pineville.net <mayor@pineville.net>; Bernadette Baker <Bernadette.Baker@cityofalex.com>; Madonna LeBlanc <mleblanc@pineville.net>; craigsmithrppj@gmail.com <craigsmithrppj@gmail.com>; rusty.wilder@aol.com <rusty.wilder@aol.com>; gwilking@townofball.com <gwilking@townofball.com>; nmartin@pineville.net <nmartin@pineville.net>; 'Dawn Sholmire' <dawn.Sholmire@LA.GOV>; Troy Roussell <Troy.Roussell@LA.GOV>; 'Phillips, Laura (FHWA)' <laura.phillips@dot.gov>; steve.berry@rpsb.us <steve.berry@rpsb.us>;

SMcQuain@englandairpark.org <SMcQuain@englandairpark.org>; Matt Johns <matt@rapc.info>; Keith Sayer <keith.Sayer@LA.GOV>; Angela.murell@la.gov <Angela.murell@la.gov>; angela.murrell@la.gov <Angela.Murrell@la.gov>; brusso@clrport.com <brusso@clrport.com>; Wendy Grahm <wgrahn@rppj.com>; jvillard57@gmail.com <jvillard57@gmail.com>; lynn.hayes@dot.gov <lynn.hayes@dot.gov>

📎 1 attachments (5 MB)

ASPAS Open House Flyer.pdf;

The Alexandria-Pineville MPO will host a public open house event at Alexandria Convention Hall Monday 3-7PM today.

The open house event consists of five stations designed to provide project information as well as opportunities for input. Although the event runs from 3-7PM, the public can learn about the project and share their ideas in minutes.

We encourage anyone interested in improving local public transit to stop by the open house to learn about the project and share their ideas.

Those unable to attend the open house can view the information presented at the open house, leave a comment, or contact the project team by visiting the study website at <https://spark.adobe.com/page/kH9vP4Q5lpswR/>.

We hope to see you there!

Jonathan Bolen
Transportation Director



803 Johnston Street
Alexandria, LA 71301
318-487-5401, ext. 12
www.rapc.info

July 12, 2021



**PUBLIC INVITED TO OPEN HOUSE ON
ALEXANDRIA TRANSIT (ATRANS) STUDY**

Community invited to learn more about the ATRANS study.

The Alexandria-Pineville MPO invites the community to a public open-house 3:00 PM to 7:00 PM at Alexandria Convention Hall on July 26 to learn more about the ATRANS Service Planning and Asset Study and proposed improvements to the Alexandria Transit (ATRANS) system.

WHAT: ATRANS Study Open House

WHEN: 3:00 PM to 7:00 PM^[11 SEP]
Monday, July 26, 2021

WHERE: **Alexandria Convention Hall**
915 Third Street
Alexandria, LA 71301

** Located Downtown Alexandria, across from the ATRANS Terminal.*

WHY: The purpose of this event is to provide an opportunity for public input on the Draft Study and Recommendations in-person. Comments will be accepted in-person at the meeting. A summary of public input and comments received will be incorporated into the study.

In addition to learning first-hand about the study, the open-house is an opportunity for the public to gather and share their ideas and experiences about improving the local public transit system. Anyone who is interested in improving ATRANS won't want to miss it!

If you are unable to attend please visit the study website at <https://spark.adobe.com/page/kH9vP4Q5lpswR/> to view the information presented at the open house or contact the project team.

ADA Notice: For special accommodations, contact our ADA Coordinator, Kathy Powell, by phone 318-487-5401 ext. 15 at least 72 hours before the open house or the event.

**ATRANS SERVICE
PLANNING & ASSET STUDY**

OPEN HOUSE

WHEN:

**MONDAY JULY 26
@ 3 - 7 PM**

WHERE:

**ALEXANDRIA
CONVENTION HALL**
915 THIRD STREET
DOWNTOWN ALEXANDRIA

**LEARN FIRST-HAND
ABOUT THE STUDY.**

**SCAN TO
EXPLORE PROJECT**

**SHARE YOUR IDEAS AND
EXPERIENCES
ABOUT LOCAL
PUBLIC TRANSIT.**

**ANYONE INTERESTED
IN IMPROVING ATRANS WON'T
WANT TO MISS IT!**



ADA NOTICE:
FOR SPECIAL ACCOMMODATIONS, CONTACT OUR ADA COORDINATOR, KATHY POWELL, BY PHONE 318 487 5401 EXT. 15 AT LEAST 72 HOURS BEFORE THE EVENT.

ADVERTISEMENT

ATRANS Study Open House on Monday night

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Open House (Alexandria-Pineville MPO)

By Alexandria-Pineville MPO

Published: Jul. 26, 2021 at 11:21 AM CDT | Updated: 1 hour ago



ALEXANDRIA, La. (Alexandria-Pineville MPO) - The Alexandria-Pineville MPO will host a public open house event at Alexandria Convention Hall on Monday, July 26 from 3 p.m. - 7 p.m.

The open house event consists of five stations designed to provide project information as well as opportunities for input. Although the event runs from 3 p.m. - 7 p.m., the public can learn about the project and share their ideas in minutes.

Anyone interested in improving local public transit is invited to stop by the open house to learn about the project and share their ideas.

Those unable to attend the open house can view the information presented at the open house, leave a comment, or contact the project team by visiting the study website at

<https://spark.adobe.com/page/kH9vP4Q5lpswR/>.

5 Weather Alerts In Effect



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Public feedback wanted for adjustments to ATRANS services

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By [Dylan Domangue](#)

Published: Jul. 26, 2021 at 9:10 PM CDT



ALEXANDRIA, La. (KALB) - The Alexandria-Pineville MPO has been compiling research over the last year to find ways to improve the ATRANS system. [On Monday, they held an open house](#) to get feedback from the public.

Jonathan Bolen, the transportation director, said a study hasn't been done like this in nearly 30 years and the goal is to make minor service and routing adjustments to make the system more efficient. Bolen said they have over one thousand bus stops throughout the ATRANS system in Alexandria and Pineville, which is roughly 400 more than what's needed.

The project is aimed to see how to market has changed over the last 30 years and make sure people are taken where they want to go.

"We want to hear from folks on what transit gaps they experience," said Bolen. "We want to know what kind of trips you want to take that transit can't take you."

Bolen added that they want to answer the questions of what time people need services, where they need to be taken to and how to access the transit system.

Bolen said once they get feedback, they will present the planning document to the Transportation Policy Committee for formal adoption. They will then recommend those improvements to the city in hopes that they implement them with little to no local cost to the public.

If you couldn't make it to the open house, you can still [visit the project webpage](#) where you can review it and leave a comment.

[Click here](#) to report a typo.

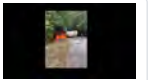
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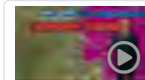
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Alexandria in Action

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Alexandria in Action

July 15 at 10:23 AM

Want to share your thoughts on ATrans? Come to our meeting on the 27th and let us know what improvements and changes you would like to see! Visit our page here <http://park.adobe.com/page/197604352427/> We look forward to seeing you!

PUBLIC COMMUNITY SYSTEM
ALEXANDRIA TRANSIT PLANNING STUDY
Designed to be used as a tool to help the community understand the current state of the transit system and the future vision for the system.

PUBLIC SYSTEM FOR USER NEEDS
ALEXANDRIA TRANSIT PLANNING STUDY
Designed to be used as a tool to help the community understand the current state of the transit system and the future vision for the system.

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Alexandria in Action

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Last 28 days : Jul 2 - Jul 29

People Reached	3,624 +105.58%
Post Engagements	282 +88.87%
Page Likes	41 +27.0%

Alexandria in Action

July 15 at 9:54 AM

Take the bus and want to share your thoughts on how it could improve service?

Don't take the bus and what to share your thoughts on why not and what could change that?

Join us on Monday July 26 and learn about the ATrans Bus projects we have been working on and share your thoughts, concerns, and opinions on what is working and what could use improvement! Come any time from 3 PM - 7PM, to learn more and leave feedback. ... [See More](#)

202

City of Alexandria, Louisiana - Government
July 23 at 11:30 AM · 28

PUBLIC INVITED TO OPEN HOUSE ON ALEXANDRIA TRANSIT (ATRANS) STUDY
Community invited to learn more about the ATRANS study.

The Alexandria-Pineville MPO invites the community to a public open-house 3:00 PM to 7:00 PM at Alexandria Convention Hall on July 26 to learn more about the ATRANS Service Planning and Asset Study and proposed improvements to the Alexandria Transit (ATRANS) system.

WHAT: ATRANS Study Open House
WHEN: 3:00 PM to 7:00 PM Monday, July 26, 2021
WHERE: Alexandria Convention Hall
915 Third Street
Alexandria, LA 71301

* Located Downtown Alexandria, across from the ATRANS Terminal.

WHY: The purpose of this event is to provide an opportunity for public input on the Draft Study and Recommendations in-person. Comments will be accepted in-person at the meeting. A summary of public input and comments received will be incorporated into the study.

In addition to learning first-hand about the study, the open-house is an opportunity for the public to gather and share their ideas and experiences about improving the local public transit system. Anyone who is interested in improving ATRANS won't want to miss it!

If you are unable to attend please visit the study website at <https://spark.adobe.com/page/HvYnQGVwR/> to view the information presented at the open house or contact the project team.

ADA
Notice: For special accommodations, contact our ADA Coordinator, Kathy Powell, by phone 318 487 5401 ext. 15 at least 72 hours before the open house or the event.



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See this story

ALEXANDRIA PINEVILLE LOUISIANA
CONVENTION & VISITORS BUREAU

JULY, 2021

26
ATRANS SERVICE PLANNING AND ASSET STUDY
CITY OF ALEXANDRIA

PUBLIC OPEN HOUSE
Monday 26th, July 2021
3PM - 7PM

EVENT DETAILS
The Alexandria-Pineville Metropolitan Planning Organization invites the community to a public open house 3:00 PM to 7:00 PM at Alexandria Convention Hall on July 26, 2021.

TIME	LOCATION
(Monday) 3:00 pm - 7:00 pm CST	Name: Alexandria City Hall Address: 915 Third Street, Alexandria

KALB News Channel 5
July 23 at 11:30 AM · 28

The Alexandria-Pineville MPO will host a public open house event at Alexandria Convention Hall on Monday, July 26 from 3 p.m. - 7 p.m.

ATRANS SERVICE PLANNING & ASSET STUDY
OPEN HOUSE
WHEN: MONDAY JULY 26
3 - 7 PM

KALB.COM
ATRANS Study Open House on Monday night
The public can learn about the project and share their ideas in person.

APPENDIX G:

Study Adoption

August 11, 2021



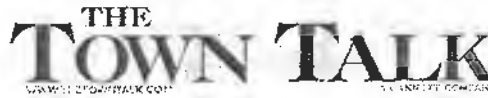
**PUBLIC COMMENT INVITED:
ALEXANDRIA TRANSIT (ATRANS) STUDY**

The Draft Plan is hot off the digital presses and ready for feedback!

The Alexandria-Pineville Metropolitan Planning Organization is conducting a public a 14-day public comment period on the Draft ATRANS Service Planning and Asset Study beginning August 11 through August 25. Interested residents may view the document on the study's website at <https://spark.adobe.com/page/kH9vP4Q5lpswR/> or at www.rapc.info.

Your views are important to us. This is your opportunity to comment and indicate your concerns. Any questions, comments, or suggestions can be directed to the Alexandria-Pineville Metropolitan Planning Organization in writing, % Transportation Division, P.O. Box 7586, Alexandria, LA 71306 or by email to jbolen@rapc.info. Public comment period ends August 25, 2021.

ADA Notice: For special accommodations, contact our ADA Coordinator, Kathy Powell, by phone 318-487-5401 ext. 15 at least 72 hours before the end of the public comment period.



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from my personal knowledge and reference to the files of said publication, the advertisement of

PUBLIC COMMENT INVITED: ALEXANDRIA TRANSIT (ATRANS) STUDY The Draft Plan is hot off the digital presses and rea
for feedback! The Alexandria-Pineville Metro

was published in **THE TOWN TALK** on the following date(s):

August 18, 2021

August 20, 2021

August 22, 2021

August 25, 2021

LEGAL CLERK

Sworn to and subscribed before me this 25 day of August, 2021.

Notary Public, State of Wisconsin, County of Brown

My commission expires

AMY KOKOTT
Notary Public
State of Wisconsin

PUBLIC COMMENT
INVITED:
ALEXANDRIA
TRANSPORT
(ATRANS) STUDY

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Planning and Asset
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gust 11 through Au-
gust 25. Interested
residents may view
the document on the
study's website at <https://spark.adobe.com/page/KH9vP4Q5lpswR/> or at www.rapc.info.

Your views are im-
portant to us. This is
your opportunity to
comment and indi-
cate your concerns.
Any questions, com-
ments, or sugges-
tions can be directed
to the Alexandria-
Pineville Metropoli-
tan Planning Organi-
zation in writing, ?
Transportation Divi-
sion, P.O. Box 7586,
Alexandria, LA 71306
or by email to tbolen@rapc.info. Public
comment period
ends August 25, 2021.

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ADA Coordinator,
Kathy Powell, by
phone 318-487-5401
ext. 15 at least 72
hours before the end
of the public com-
ment period.
(08) 18, 20, 22, 25

THE DRAFT PLAN IS READY!

Click Here to View the draft
ATRANS Study!

**Hot off the digital presses
and ready for feedback!**

**We'll be taking feedback
August 11 - 25.**

This study is grounded in data analysis and community input. We heard your needs and ideas for the future of ATRANS. Numbers were analyzed



ATRANS Service Planning & Asset Study

August 2021





Were you unable to attend the ATrans Open House last month?
There is still time to let your voice be heard!

Visit the webpage or website and leave your feedback! You've got
until August 25th!

<https://spark.adobe.com/page/kH9vP4Q5lpswR/> or at www.rapc.info

Media Contact:

Jonathan Bolen, Transportation Director
jbolen@rapc.info

August 11, 2021



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Transportation Policy & MTP 2045 Steering Committee

Alexandria / Pineville Metropolitan Planning Organization

AGENDA

Date: Monday, August 30th, 2021
Time: 2:00 am - 3:30 pm
Where: Online, Zoom Conferencing

Zoom Meeting Login Details:

<https://us02web.zoom.us/j/88292936771?pwd=eE1qSzFJTGdiWEtVNIYzQlUxWmg2Zz09>

Meeting ID: **882 9293 6771**

Passcode: **708250**

Find your local number: <https://us02web.zoom.us/u/kl42LGBu6>

1. Call to Order

2. Roll Call

3. Approval of Minutes

Motion to approve Minutes for TPC meeting held 05/26/21

P_F_T

4. MPO Housekeeping Projects for Approval

a. ATRANS Service Planning & Asset Study

Motion to approve ATRANS Service Planning & Asset Study

P_F_T

b. Transportation Improvement Program

Motion to approve Amendment No. 9, pending public comment

P_F_T

5. Metropolitan Transportation Plan 2045

Facilitated discussion regarding plan development, visioning, priorities, & public engagement

6. Other Business

7. Adjournment

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from my personal knowledge and reference to the files of said publication, the advertisement of

MEMORANDUM DATE: August 20, 2021 TO: The Alexandria - Pineville Metropolitan Planning Organization Transportation
Policy Committee Members FROM: Jonathan Bo

was published in **THE TOWN TALK** on the following date(s):

August 27, 2021

August 29, 2021

Prue
LEGAL CLERK

Sworn to and subscribed before me this 29 day of August, 2021.

Sarah Bertelsen
Notary Public, State of Wisconsin, County of Brown

7/27/25
My commission expires

SARAH BERTELSEN
Notary Public
State of Wisconsin

MEMORANDUM

DATE:
August 20, 2021

TO: The Alexandria
- Pineville Metropoli-
tan Planning Organi-
zation
Transportation Poli-
cy Committee Mem-
bers

FROM: Jonathan
Bolen
Rapides Area Plan-
ning Commission

RE: M P O
Transportation Poli-
cy Committee Meet-
ing

There will be a joint
Transportation Poli-
cy Committee and
MTP 2045 Steering
Committee virtual
meeting on Monday,
August 30th at 2:00
pm, using Zoom. At
this meeting, the
Policy Committee
will consider adop-
tion of the ATRANS
Service Planning
and Asset Study, and
discuss the Metropol-
itan Transportation
Plan Update 2045,
and the Transporta-
tion Improvement
Program.

The agenda and on-
line meeting partici-
pation instructions
can be found on our
website www.RAPC.info. Please attend
or send an alternate
to get a vote for
these important proj-
ects in our metro
area.

Mayor Clarence
Fields, Pineville, LA
(Alternat
e, Mr. Rich Dupree)
Mayor Jeffery Hall,
Alexandria, LA

(Alternat
e, Mr. Robert
Weekes)

Mr. Jim Villard,
Alexandria, LA

(Alternat
e, Mr. Mike Wilkin-
son)

Mr. Nathan Martin,
Pineville, LA

(Alternat
e, Mr. Charlie
Moore)

Mr. Craig Smith,
President, RPPJ

Mr. Rusty Wilder,
RPPJ

Mayor L. Gail Wil-
kinson, Town of Ball

Mr. Troy Russell,
LaDOTD

(Alternate,
Mr. Keith Sayer)

Mr. Ben Russo, Re-
gional Port Authori-
ty

(Alternat
e, Mr. Norman
Welch)

Ms. Sandra
MacQuoin, England
Authority

(Alternat
e, Mr. Scott
Gammel)

Mr. Laura Phillips,
FHWA

Ms. Ronisha Hodge,
FTA

ADA Notice: For
special meeting ac-
commodations, con-
tact our ADA Coordi-
nator, Kathy Powell,
via phone 318-487-
5401 ex.15 at least 72
hours in advance of
the meeting.
(08)27 29

**ALEXANDRIA/PINEVILLE
METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION POLICY COMMITTEE**

RESOLUTION #RAPC-200831-01

(Adopting the ATRANS Service Planning and Asset Study)

I, Mayor Clarence Fields, Chairman of the Metropolitan Planning Organization's Transportation Policy Committee, do hereby certify at a meeting of the Transportation Policy Committee duly convened in Alexandria, Louisiana at 2:00 PM on August 30, 2021, the following Resolution was adopted:

WHEREAS, the Alexandria City Administration requested the Rapides Area Planning Commission conduct an evaluation of Alexandria Transit (ATRANS) routing and corresponding transit assets pertaining to maximizing ridership and service efficiency to meet the mobility needs of the community; and

WHEREAS, the ATRANS Service Planning and Asset Study's (study) main goal is to create a strategic blueprint outlining desired changes that will improve the provision of transit services throughout the ATRANS service area; and

WHEREAS, customers, stakeholders, employees, and local partners from across the area were involved in the planning process to examine needs and identify improvements for more efficient and effective public transit to be included in the study; and

WHEREAS, a 14-day public comment period from August 11 - 25 and a public hearing was held on August 30, 2021, at the regularly scheduled Transportation Policy Committee meeting to receive staff information and additional public comment; and

WHEREAS, the transportation policy committee is the decision making body for the Alexandria Pineville metropolitan planning organization; has reviewed and approved the study; and

NOW THEREFORE BE IT RESOLVED, that the Transportation Policy Committee hereby approves the study and directs staff to engage with the City of Alexandria for the utilization of urban transit funding to implement the recommendations of the study; to work with the Alexandria Transit (ATRANS), Louisiana Department of Transportation and Development, and the Federal Transit Administration to implement improvements recommended by the Study; and transmit a copy of this adopting resolution along with the submittal of the complete study to the Louisiana Department of Transportation and Development.

Signed and executed this 31st day of August 2021.



Mayor Clarence Fields,
Chairman, Transportation Policy Committee
Alexandria/Pineville MPO

ATTEST: 

Jonathan Bolen,