






I-35 Xpress – Bus on Shoulder

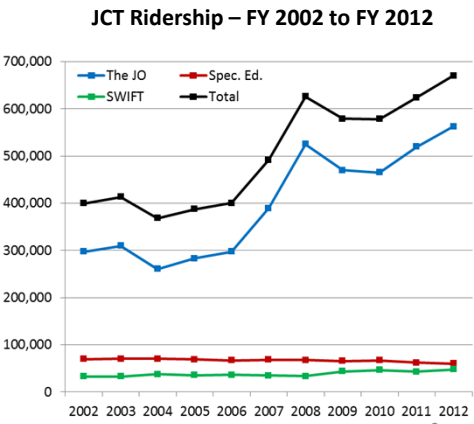
January 24, 2013
Kansas Senate Standing Committee on Transportation

Getting you there is our **BUS**iness!
www.thejo.com

About Johnson County Transit

- **The JO**: 15 fixed routes operating in Johnson County and throughout KC Metro
- Daily Ridership: 2,200 in FY 2012 (2,800 on peak days)
- FY 2012 ridership was 8.3% higher than FY 2011 and 22% higher than FY 2010
- JCT also operates **Special Edition** and Sheltered Workshop Industrial Fixed Transportation (**SWIFT**)

JCT Ridership – FY 2002 to FY 2012



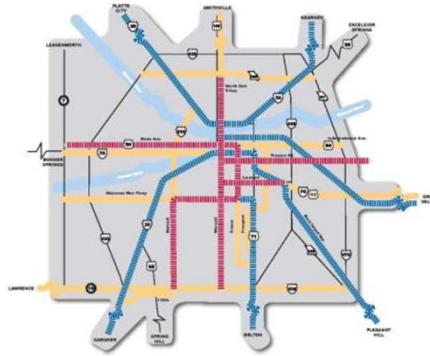
Fiscal Year	The JO	Spec. Ed.	SWIFT	Total
2002	300,000	70,000	40,000	410,000
2003	310,000	70,000	40,000	420,000
2004	260,000	70,000	40,000	370,000
2005	280,000	70,000	40,000	390,000
2006	300,000	70,000	40,000	410,000
2007	380,000	70,000	40,000	490,000
2008	520,000	70,000	40,000	630,000
2009	470,000	70,000	40,000	580,000
2010	460,000	70,000	40,000	570,000
2011	510,000	70,000	40,000	620,000
2012	560,000	70,000	40,000	670,000

Bus on Shoulder Background



- I-35 Commuter Rail
- I-35 Fixed Guideway Alternatives Analysis
- I-35 Bus on Shoulders Study Phase I
- I-35 Bus on Shoulders Study Phase II
 - Early Implementation Project

MARC SmartMoves Plan

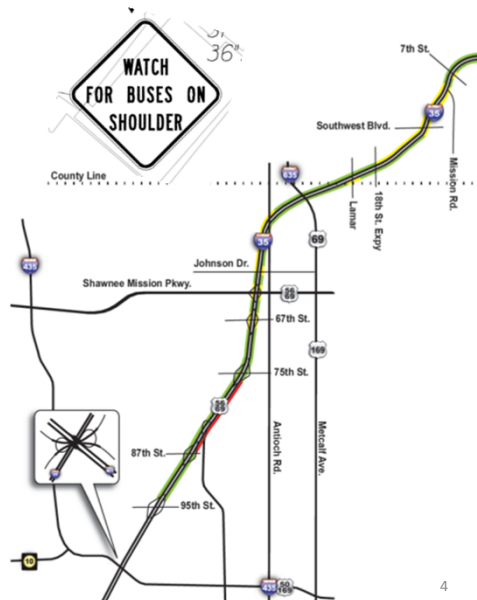


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Approval and Implementation



- Conclusion: BOS can be used safely and effectively on I-35.
- Successful implementation in other regions.
- Generally between 95th Street and state line – some segments have a six-month evaluation period
- Shoulder modifications:
 - Relocate guardrail
 - Add signage and pavement markings
 - Replace drainage inlets
- Travel time savings and improvement in reliability.



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Legislative Approval



House Bill No. 2561 was passed in 2010 to allow transit buses to operate on certain right shoulders; amending K.S.A. 8-1517. Components of the bill include:

- The secretary of transportation may authorize transit buses to be operated upon the right shoulders of city connecting links and other highways in the state highway system in Johnson county.
 - Only if the speed of traffic on such connecting link or highway has been reduced to less than 35 miles per hour.
- Drivers of transit buses being operated upon the shoulder shall:
 - Not exceed the traffic speed by more than 10 miles per hour; and
 - Yield to merging, entering and exiting traffic and to other vehicles on the shoulder.
- Annually, report to the legislature concerning the implementation and operation of the program.
- Sec. 2. K.S.A. 8-1517 was amended to include (3) below:
 - (a) The driver of a vehicle may overtake and pass upon the right of another vehicle only under the following conditions:
 - (3) a transit bus authorized under and being operated in accordance with the provisions of section 1, and amendments thereto.

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Operational Details



- Uses shoulders during peak periods when traffic is moving slower than 35 mph.
- Buses using shoulders do not travel more than 35 mph. Buses do not travel more than 10 mph above traffic.
- Buses must yield to any vehicle entering, merging or exiting through the shoulder.
- Buses must re-enter the mainline where the shoulder is obstructed (vehicle debris, incident, etc).



BoS in Minneapolis

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The JO Xpress

Four commuter express routes that are allowed to use the shoulders of I-35 to bypass traffic under specific conditions:

- **Route 661/B – Olathe Xpress**
- **Route 670/L – Gardner-OP Xpress**
- **Route 673/N – South OP Xpress**
- **Route 678/S – Shawnee Xpress**

The launch of BoS is the result of years of planning and regional coordination, involving:

- Johnson County Transit (JCT)
- Kansas Department of Transportation (KDOT)
- Kansas Highway Patrol (KHP)
- Mid-America Regional Council (MARC)
- Support from various Johnson County municipalities

Public Education & Marketing

Activities to explain and promote BoS (October 2011 - January 2012):

- Focus groups to help fine-tune message
- Radio advertisements
- Local presentations
- Local news coverage
- Outreach to current riders
- Marketing videos to explain and promote service
- High visibility of test run and driver training sessions
- KC Scout message boards
- “Media Day” at JCT

Since implementation, public response has generally been positive:

- Most frequent comment: “Why aren’t drivers using the shoulders more?” or “Why does my bus not use the shoulder?”

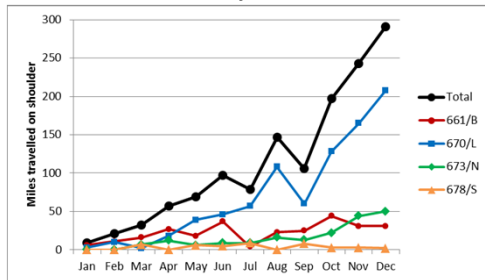
BoS Operations



In the first year of operation (2012):

- A total of 472 buses used the shoulders of I-35, travelling approximately 1,348 miles on the shoulder.
- All four **Xpress** routes have used the shoulder, and shoulder use increased dramatically since beginning the service.
- No BoS-related safety incidents have been reported.

Shoulder Use by Route – FY 2012



Shoulder Use by Segment – FY 2012

Segment	Southbound	Northbound
I-635 to Lamar	99	57
Antioch to I-635	126	66
Johnson to Antioch	192	57
67th to Johnson	252	37
75th to 67th	222	38
US-69 to 75th	108	25
87th to US-69	24	13
95th to 87th	14	1
Total	1037	294

Ridership



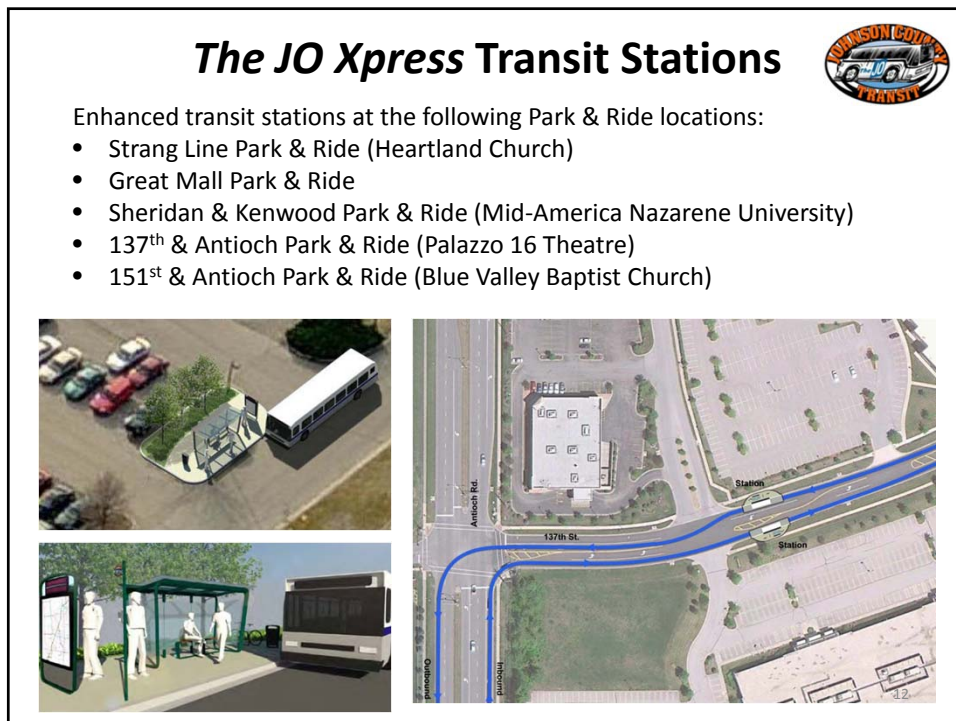
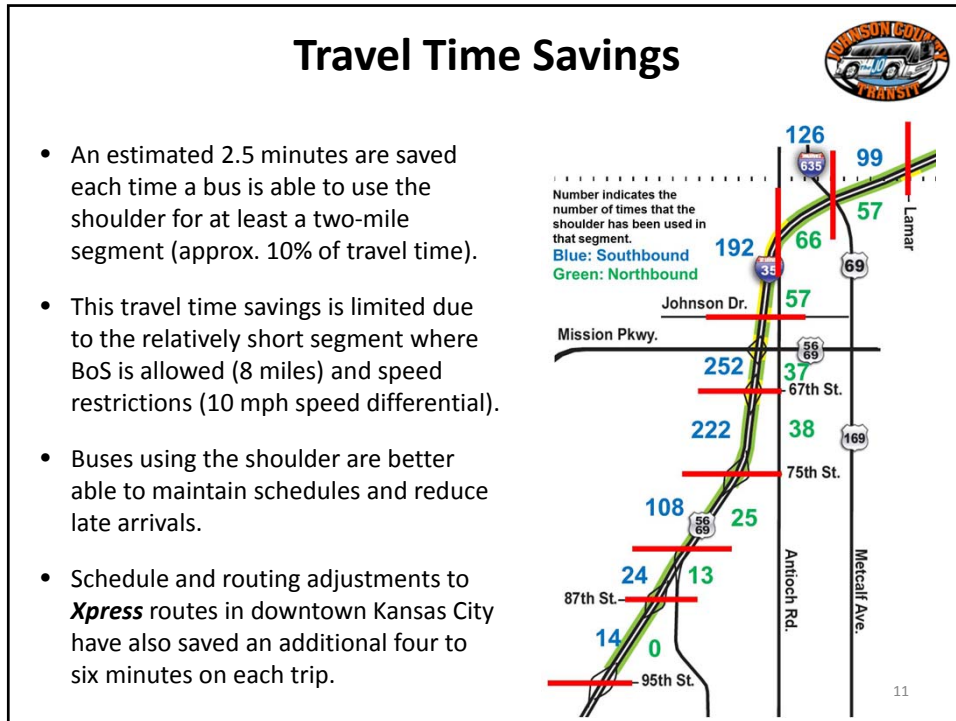
Xpress ridership in FY 2012 increased by 10.4 percent compared to FY 2011, compared to 8.3 percent for **The JO** system as a whole.

Xpress Ridership by Route – FY 2012

Route	FY 2011	FY 2012	% Change
661/B - Olathe Xpress	68,112	71,064	4.3%
670/L - Gardner-OP Xpress	38,556	44,862	16.4%
671/LN *	2,164	0	-100.0%
673/N - South OP Xpress	29,733	39,126	31.6%
678/S - Shawnee Xpress	18,040	17,867	-1.0%
Xpress Total	156,605	172,919	10.4%
The JO Other Routes	362,916	389,471	7.3%
The JO Total (includes Xpress)	519,521	562,390	8.3%

* 671/LN was eliminated at the end of FY 2011, with trips added to 670/L and 673/N





The JO Xpress Transit Stations

Construction Photos – Dec. 2012 & Jan. 2013



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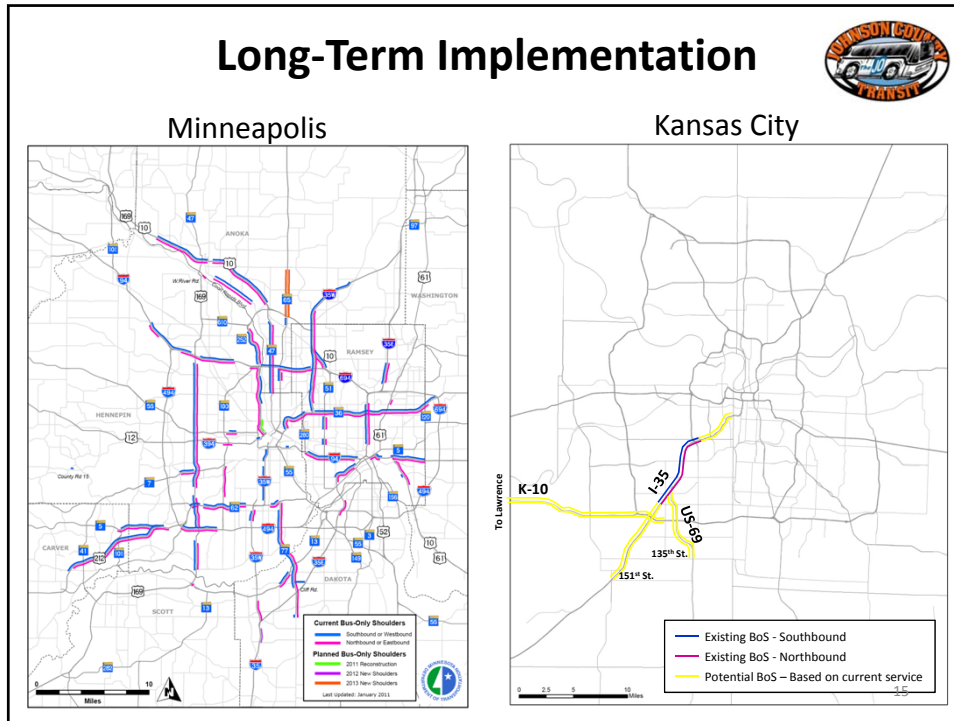
Lessons Learned




- An extensive public outreach effort and a coordinated message helped the public understand the service.
- Explain project goals and expectations in order to build public support.
- Learn from other regions that have implemented BoS service.
- Driver training is critical to achieving safe and effective implementation.
- Buy-in and assistance from project partners is essential; KDOT and KHP provided crucial training assistance.
- Create and improve processes for debris removal.



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BoS: Long-Term Implementation



- **I-35**: Lamar to Cambridge Circle (State Line) in Wyandotte County
 - Improvements have been designed but no legislative approval
 - Will provide the largest potential for travel time savings and be used by the most routes
- **I-35**: 151st Street to 95th Street
- **U.S. 69**: 135th Street to I-35 merger (87th Street)
- **K-10 / I-435**: west of Quivira to Lawrence, served by the popular ***K-10 Connector*** route.

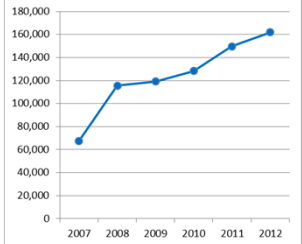
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K-10 Connector





- Commuter express service connecting the **University of Kansas** in Lawrence to **Johnson County Community College** and **KU-Edwards** in Overland Park
- All-day service Monday-Friday
 - 30-minute frequency during peak hours
 - 60-minute frequency in midday and evening
- Reduced schedules in summer and school breaks
- Provided 162,000 passenger trips in FY 2012
- 1,200 passengers on peak days (Aug-Sept)


K-10 Connector Annual Ridership



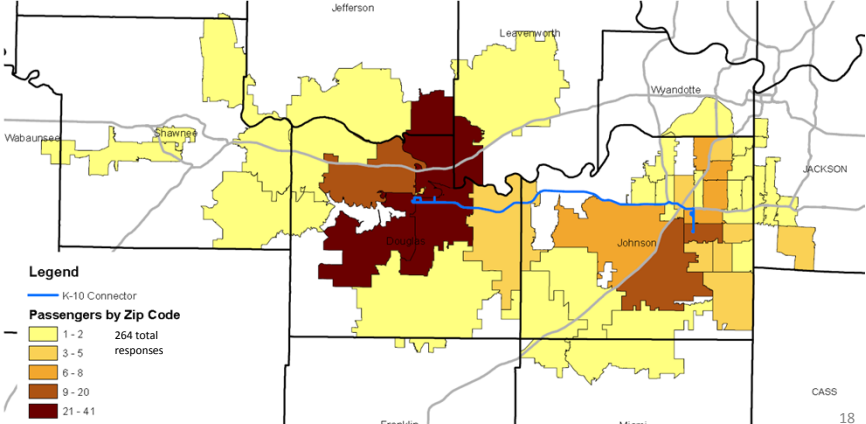
Year	Ridership
2007	65,000
2008	115,000
2009	120,000
2010	130,000
2011	150,000
2012	162,000

K-10 Connector



- November 2012 passenger survey found that:
 - 78% of trips are for school, 16% for work, 6% for social/recreation/other
 - 54% live in Douglas County, 39% live in Johnson County, 7% other
- Bus-on-Shoulder on K-10 Highway would improve service reliability due to traffic congestion or incidents.



Legend

— K-10 Connector

Passengers by Zip Code

- 1 - 2 264 total responses
- 3 - 5
- 6 - 8
- 9 - 20
- 21 - 41

Questions & Comments



Government of
JOHNSON COUNTY Kansas



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