



PUBLIC WORKS - CAPITAL TRANSIT
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DATE: October 22, 2014

TO: Assembly Committee of the Whole

FROM: Kirk Duncan
Public Works Director

A handwritten signature in blue ink, appearing to be "K. Duncan", written over the printed name of the sender.

SUBJECT: Capital Transit Plan Update

At the August 18, 2014 COW, we reported on our plan to implement elements of the adopted 2014 Transit Development Plan. At that meeting, the committee members understood that Capital Transit drivers were quite critical of the plan, because the drivers felt that the travel times were unrealistic, leaving too little break and recovery time. The drivers' skepticism was well-founded. When we re-timed the route segments, we learned that the times used to develop the schedules were incorrect due to a communication error between the consultants and Capital Transit senior management. Management and drivers worked with our consultants from Nelson\Nygaard to revise again the routes and schedules. We now think we have workable routes and schedules that will allow Capital Transit to provide reliable service, realize many of the goals of the adopted plan, and operate within budget.

Key elements of the plan are:

- Projected run times will allow timed transfers to be achievable.
- Thirty minute service will be maintained during peak times.
- Service will start earlier in the morning Monday through Friday by approximately one hour and service in the evening will have more frequency and end at approximately the same time.
- Riverside Drive will be served between Stephen Richards and Mendenhall Mall Roads
- Service on Back Loop Road will be maintained.
- Service on Davis Avenue and Lemon Creek Road will be maintained.
- Buses will no longer enter the UAS campus.
- Mendenhall Loop Road between Stephen Richards and Mendenhall Mall Roads will no longer be served.
- Buses will no longer travel through the downtown loop of Franklin, Fourth, and Main Streets.
- Service in Douglas beyond the Post Office to St. Anne's Avenue will be eliminated.

- Transfers in the valley will be shifted north from the Nugget Mall to Pipeline Skate Park on Mendenhall Loop Road. (This change will be made in order to retain reliable 30-minute service; the site is the only one feasible that could be put into service in the near-term.)
- All buses will now travel to and from the Downtown Transit Center (DTC).
- The plan uses about 3 percent fewer operator hours than the current schedule.

There will be five Capital Transit routes:

Route #1 – Douglas

The route will terminate at Savikko Park. Transfers to the Valley Local bus will be at the DTC and there will be a 23 minute wait. Transfers to the Valley Express bus will be at the DTC with a 9 minute wait. Inbound express bus transfer to the Douglas bus will have an approximately 5 minute wait while the Valley Local bus to the Douglas bus will have an approximately 17 minute wait time.

Route #2 – North Douglas

Service will continue as it does today with one round trip in the morning and afternoon peak hours.

Route #3 – Mendenhall Valley Local

The frequency of service will remain every half hour until 5:22 pm, switching to hourly service for the remainder of the evening, similar to the current schedule. All transfers will be at the DTC and the Pipeline Park Station (PPS). The Valley Local bus will operate as it currently does from the DTC to the Federal Building, Juneau Douglas High School, the Hospital, Lemon Creek Road, and Fred Meyer. It will turn at the McNugget intersection onto Glacier Highway with the first stop on Glacier Highway near the Shell Simmons intersection.

After the bus leaves from the PPS traveling outbound, the bus will go to the Mendenhall Mall, up Riverside Drive (serving the Thunder Mountain High School, the Dimond Park Aquatic Center, field house and the new library) to Stephen Richards Avenue, then turn left on the Loop Road and travel around the Back Loop to Auke Bay, and back to the Mendenhall Mall before arrival at the PPS for transfers to the Express Bus.

Route 4X – Mendenhall Valley Express

The frequency of service remains every half hour except for the time period from 9:38 am to 2:38 pm when it will operate hourly service. However, (hourly) service will be provided until 10:08 pm, nearly four hours longer than the current Express route. The route of the Express Bus will be from the DTC to the Federal Building on Egan to the Airport then to the PPS for transfers to the Local Bus if desired. The bus will then travel to the Mendenhall Mall, on to Auke Bay, around the Back Loop Road to Stephen Richards Drive down Riverside Drive to the Mendenhall Mall back to the PPS. From the PPS the Express Bus will travel to the Airport, down Egan to the Federal Building and back to the DTC. The Express bus will not travel to the Nugget Mall.

The Express route will no longer provide service from the Back Loop Road directly into UAS. Passengers will walk from UAS to the newly installed Back Loop stop for service on either the Local or Express. Express bus Passengers wishing to go to the Nugget Mall from downtown will have the choice to either walk from the airport to the Nugget Mall or walk from the Valley Restaurant stop to the Nugget Mall. Alternately, passengers can also transfer from the Express at the PPS to the Local to get to the Glacier Highway/Shell Simmons stop to walk to the Nugget Mall.

Route 5 – Auke Bay Express

The route for the morning Auke Bay Commuter Bus will be from Auke Bay along Glacier Highway to the PPS to Fred Meyer continuing to Western Auto entering Egan Drive at Vanderbilt continuing to the Federal Building and the DTC. The afternoon route will be the reverse. The buses will commence operation 50 minutes earlier with the first bus arriving at the DTC at 6:24 am compared to the current 7:35 am. Afternoon departure times will be similar to the current times, but with revised timing to better integrate with the Mendenhall Valley Express.

The Capital Transit system is complex and has not changed in any significant way for many years. In order to explain the changes to transit customers and the community, Capital Transit staff will be holding a series of public meetings with locations, times and dates to be confirmed soon. When the still-to-be-determined implementation date approaches we will also advise current Capital Transit riders of the specific schedule and route changes.

Additional information will be posted on www.juneau.org/capitaltransit/
Customers will also be able to get information by calling 586-BUS1 (2871) or by e-mailing
Capital_Transit@juneau.org.