



Proposed Service Eliminations and Reductions Effective January 2, 2013

July 9 & 11, 2012 Public Meetings

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Johnson County Transit

Public Meeting Checklist

- Please sign in
- Please submit comment form OR
- Send comments to JCT via e-mail, phone or mail

E-mail: Comments@thejo.com

Mail: *The JO Proposed Route Changes January 2013*
Johnson County Transit
1701 West 56 Highway
Olathe, Kansas, 66061

Phone: 913-715-TALK (2855), please record your message.

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Johnson County Transit

**July 9 & July 11 Public Meeting
Introductions**

Alice Amrein: Transportation Director

Chuck Ferguson: Deputy Transportation Director

Pete Henschke: Operations Administrator

Shawn Strate: Transit Planner

Cris Lowe: Community Relations Coordinator

Johnson County Transit

Agenda

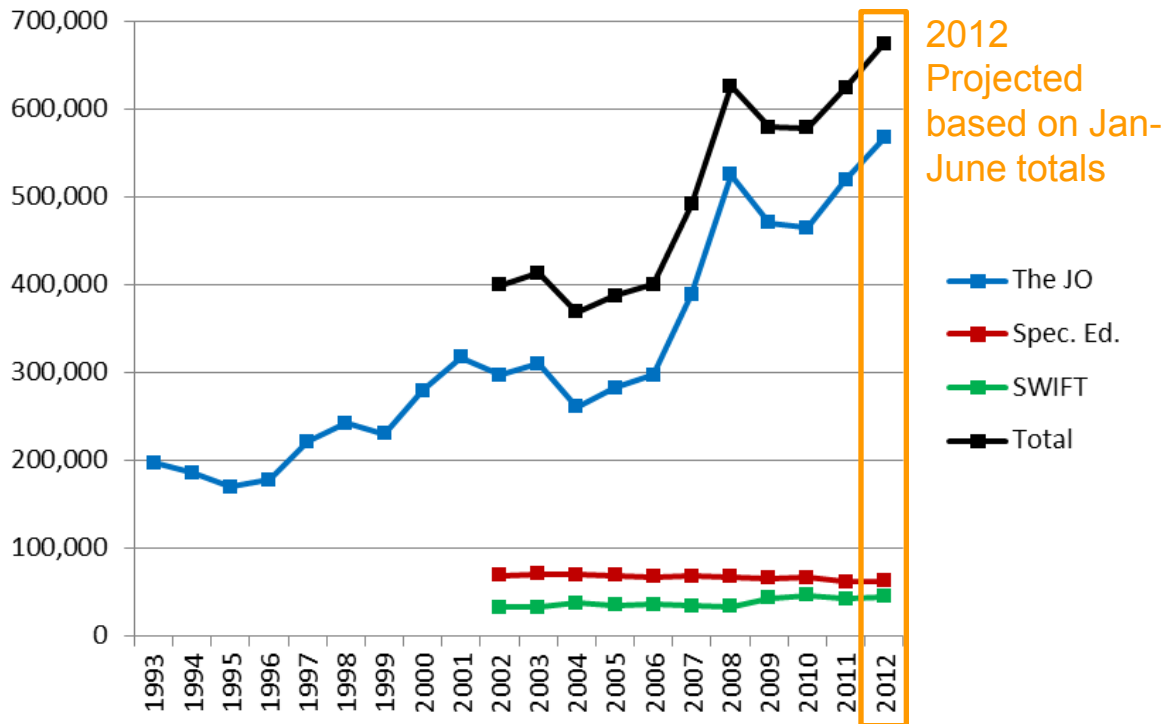
- **Overview of JCT and proposed service eliminations and reductions**
- **Route-by-route discussion of proposed changes**
- **Other cost reduction efforts**
- **Tentative implementation timeline**

About Johnson County Transit



Government of
JOHNSON COUNTY Kansas

Ridership Trends



- JCT is a department of Johnson County Government
- **The JO**: 20 routes operating in Johnson County and throughout the KC Metro
- Daily Ridership: 2,000 – 2,600
- JCT also operates **Special Edition** and Sheltered Workshop Industrial Fixed Transportation (**SWIFT**)

Why is Transit Important?

- Provides transportation options, increasing mobility and freedom.
- Provides access to employment, and provides businesses with access to a broader and more diverse workforce.
- Reduces the number of cars on the road and gasoline consumption, providing cleaner air and reduced dependence on oil.
- Encourages economic development opportunities by creating jobs and generating business activity.
- Improves public health by promoting physical activity (e.g. walking or biking to bus stops).
- Saves money for households by reducing transportation costs.

Why Reduce Transit Service?

- Decreasing federal and state funds, as well as ongoing capital needs, have caused an estimated budget deficit in FY 2013 and FY 2014. County funding will remain constant.
- The Board of County Commissioners Transit priorities (in order of importance):
 - Protecting the most vulnerable county residents by maintaining Special Edition and SWIFT services.
 - Supporting TIGER investments by maintaining service on the Metcalf and Shawnee Mission Parkway corridor
 - I-35 Xpress
 - K-10 Connector
 - Local Services and Local Links

Eliminations & Reductions

Proposed Service Eliminations

- *Route 546/D – Johnson-Quivira*
- *Route 667/E – Nall-Downtown*
- *Route 669/I – KCK-Lenexa-Olathe*
- *Route 672/M – JoCo-Downtown Midday*
- *Route 676/P – Paola-Spring Hill-Olathe*
- *Route 677/R – Downtown-Olathe*
- *Route 810 – De Soto FlexRide*
- *Route 812 – JO Flex*
- *Route 816 – Spring Hill Shuttle*

Eliminations & Reductions

Proposed Service Reductions

- **Route 556/856 – Metcalf-Plaza:** Reduce service south of 119th Street, adjust timing throughout route
- **Route 575/875 – 75th Street-Quivira:** Less frequent service, eliminate five trips
- **Route 660/A – Antioch-Downtown:** Eliminate one trip, extend all trips to K-7 and Santa Fe in Olathe
- **Route 664 – Metcalf-Downtown:** Less frequent service; eliminate two trips
- **Route 670/L – Gardner-OP Xpress:** Reduce “reverse commute” and eliminate one southbound p.m. trip

Other Proposed Changes

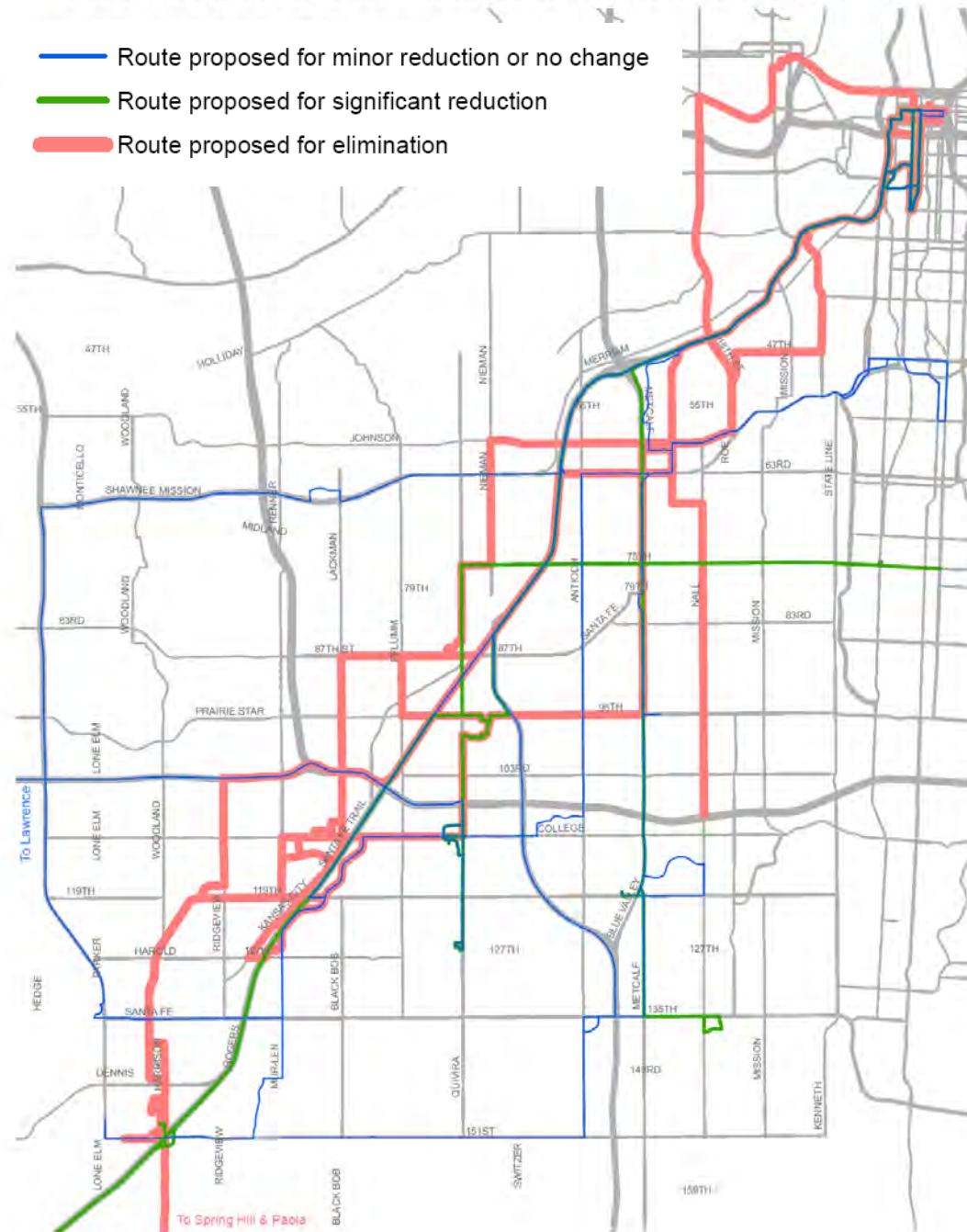
- **Route 661/B – Olathe Xpress:** Adjust timing of 5:55 a.m. northbound trip
- **Route 673/N – South OP Xpress:** Eliminate 6:04 p.m. southbound trip and replace with 3:38 p.m. southbound trip

The JO Route Map

If proposed changes are implemented, The JO would consist of 11 routes, including:

- Xpress: four commuter express routes to downtown Kansas City, MO
- Connex: BRT-style service on the Metcalf and Shawnee Mission Parkway corridors, per regional planning efforts and investments
- K-10 Connector: limited-stop service between Overland Park and Lawrence (serving KU, JCCC, and KU-Edwards)
- Local: peak-hour fixed route service on major arterial streets, primarily Antioch, Quivira, and 75th Street

The JO - Proposed Service Reductions - Effective January 2, 2013

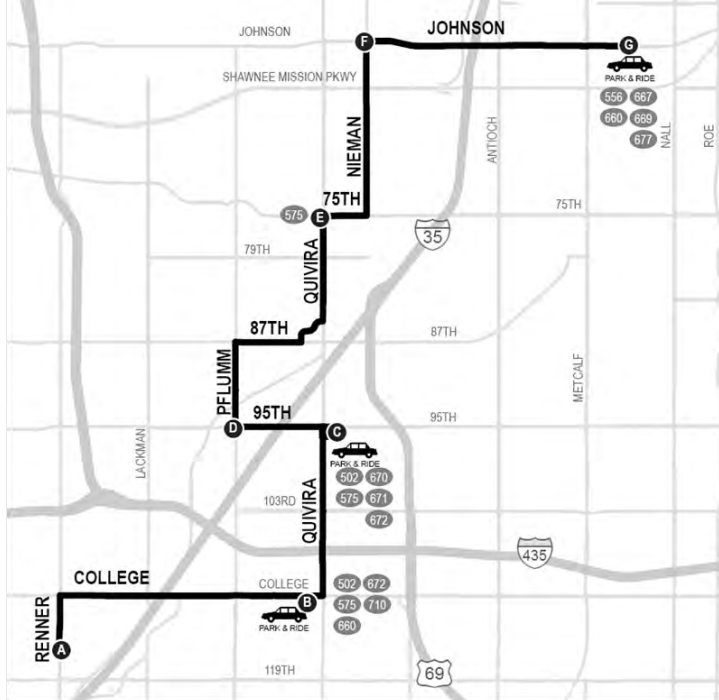




Serving from 116th & Renner in Lenexa to 6000 Lamar in Mission via College, Quivira, Nieman, and Johnson.

Daily Trips: 16
Daily Hours: 18.64
Daily Ridership: 60.96

Funding: Federal formula, State, County



PROPOSED FOR ELIMINATION

The route provides local service within Johnson County. In January 2012, the portion of the route between Mission and downtown Kansas City was eliminated, requiring passengers to transfer to Route 660/A to get downtown. This change cut 8 daily service hours from the route and ridership has significantly decreased.

Primary destinations include:

- Johnson County Community College
- Johnson County Offices (6000 Lamar)
- Downtown Kansas City (via transfers)
- Overland Park Regional Medical Center
- Oak Park Mall
- Southlake Business Park
- New EPA offices (beginning mid-2012)
- Lenexa City Hall
- Downtown Shawnee

Estimated FY 2013 Route Information

Ridership:	15,544
Operating Costs:	\$236,183
Fuel:	\$ 88,093
Total:	\$324,276
Farebox Revenue:	\$ 28,085
CMAQ:	\$ -
Federal:	\$114,085
State:	\$ 97,095
County:	\$ 85,011
Farebox Recovery:	8.66%

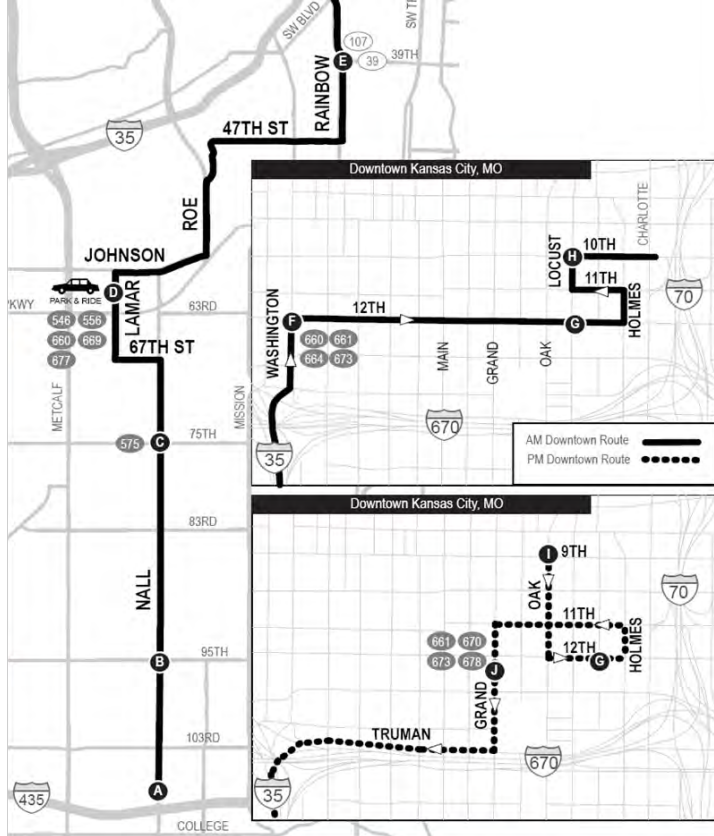




Serving 107th & Nall in Overland Park to Downtown Kansas City, Missouri via 6000 Lamar and the University of Kansas Medical Center.

Daily Trips: 4
Daily Hours: 7.39
Daily Ridership: 44.05

Funding: Federal
formula, State, County



PROPOSED FOR ELIMINATION

The only JO route serving KU Medical Center and east downtown federal district, this route provides two northbound morning trips and two southbound evening trips that connect the Nall corridor to Downtown Kansas City. The KU Med Transit Planning Study is recommending infrastructure improvements at 39th & Rainbow (where this route connects to Metro routes), as well as incrementally expanding service when funding becomes available. JCT views KU Med as having a large potential for transit ridership.

Primary destinations include:

- KU Medical Center
- Federal Building
- Federal Courthouse
- Johnson County Offices (6000 Lamar)

Estimated FY 2013 Route Information

Ridership:	11,232
Operating Costs:	\$ 88,330
Fuel:	\$ 34,024
Total:	\$122,354
Farebox Revenue:	\$ 18,634
CMAQ:	\$ -
Federal:	\$ 36,219
State:	\$ 27,161
County:	\$ 40,340
Farebox Recovery:	15.23%



The JO 669

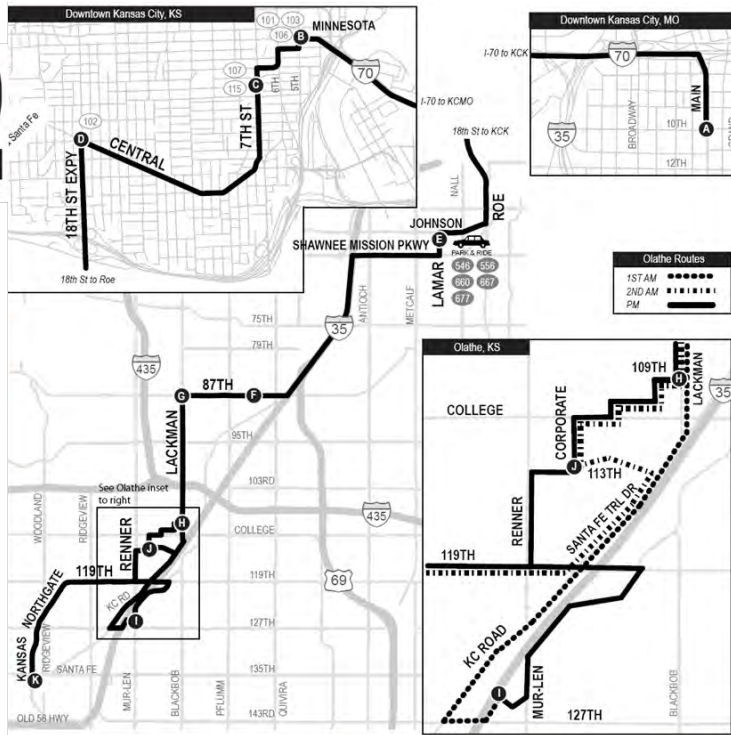
KCK - Lenexa - Olathe

Route I

Serving portions of Mission, Lenexa, and Olathe from Kansas City, Kansas via 6000 Lamar; some trips also serve downtown Kansas City, Missouri.

Daily Trips: 4
Daily Hours: 7.72
Daily Ridership: 46.78

Funding: Federal formula, JARC, State, County



PROPOSED FOR ELIMINATION

This "reverse commute" route connects Kansas City, Missouri and Kansas City, Kansas to high employment locations in Johnson County, including Southlake Business Park. Due to the elimination of Route 680/V in January 2012, this route was adjusted to serve Villa St. Francis, substantially increasing ridership.

Primary destinations include:

- Southlake Business Park
- Villa Saint Francis
- Downtown Olathe
- Johnson County Offices (6000 Lamar)
- Lenexa City Hall

Estimated FY 2013 Route Information

Ridership:	11,928
Operating Costs:	\$136,065
Fuel:	\$ 40,899
Total:	\$175,964
Farebox Revenue:	\$ 21,180
CMAQ:	\$ -
Federal:	\$113,248
State:	\$ 30,942
County:	\$ 10,594
Farebox Recovery:	12.04%

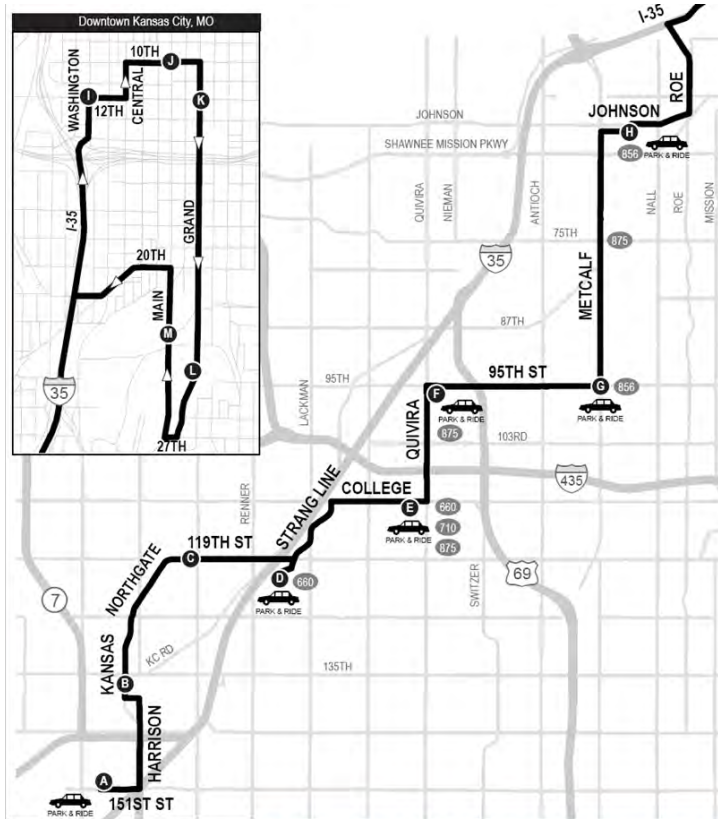




Midday service connecting Downtown Kansas City to Park & Ride locations throughout Johnson County.

Daily Trips: 2
Daily Hours: 3.66
Daily Ridership: 20.95

Funding: Federal formula, State, County



PROPOSED FOR ELIMINATION

This route provides an opportunity for JO riders to spend a half day in Downtown by providing midday service from various park and ride locations served by other routes during peak periods. Many riders from other JO routes (660/A, 661/B, 664, or 670/L) use this service to work a half day as needed.

- Primary destinations include:
- Hallmark
 - UMB
 - Eagleton Federal Building
 - DST, Commerce Bank
 - Federal Reserve
 - J.E. Dunn
 - Blue Cross-Blue Shield
 - Shook Hardy & Bacon
 - US Department of Transportation.

<u>Estimated FY 2013 Route Information</u>	
Ridership:	5,341
Operating Costs:	\$ 46,129
Fuel:	\$ 11,340
Total:	\$ 57,469
Farebox Revenue:	\$ 10,635
CMAQ:	\$ -
Federal:	\$ 15,970
State:	\$ 16,961
County:	\$ 13,903
Farebox Recovery:	18.51%



The JO 676

Paola - Spring Hill - Olathe

Route P

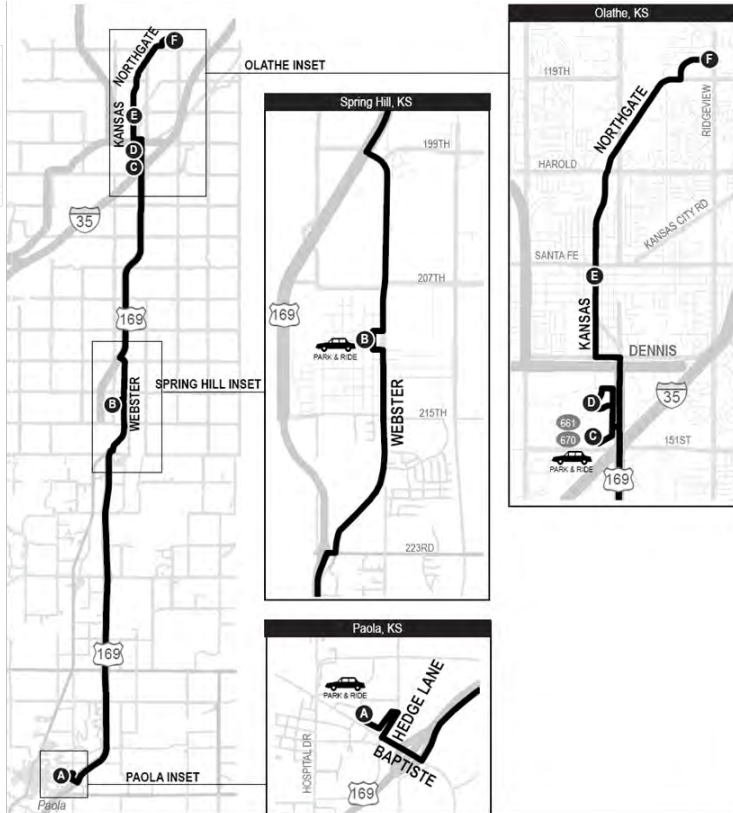
Serving the Great Mall, Downtown Olathe and Johnson County Sunset Building via Paola and Spring Hill.

Daily Trips: 4

Daily Hours: 6.15

Daily Ridership: 25.05

**Funding: Federal
formula, State, County**



PROPOSED FOR ELIMINATION

This route provides two northbound morning trips and two southbound evening trips to Olathe from Spring Hill and Paola. Many riders transfer (661/B or 670/L at the Great Mall to get to downtown Kansas City. Ridership on this route increased by 60 percent in 2011 compared to 2010.

Primary destinations include:

- Johnson County Administration Building
- Johnson County Courthouse
- Johnson County Sunset Building
- Great Mall
- Downtown Kansas City (via transfers)
- Spring Hill Civic Center

Estimated FY 2013 Route Information

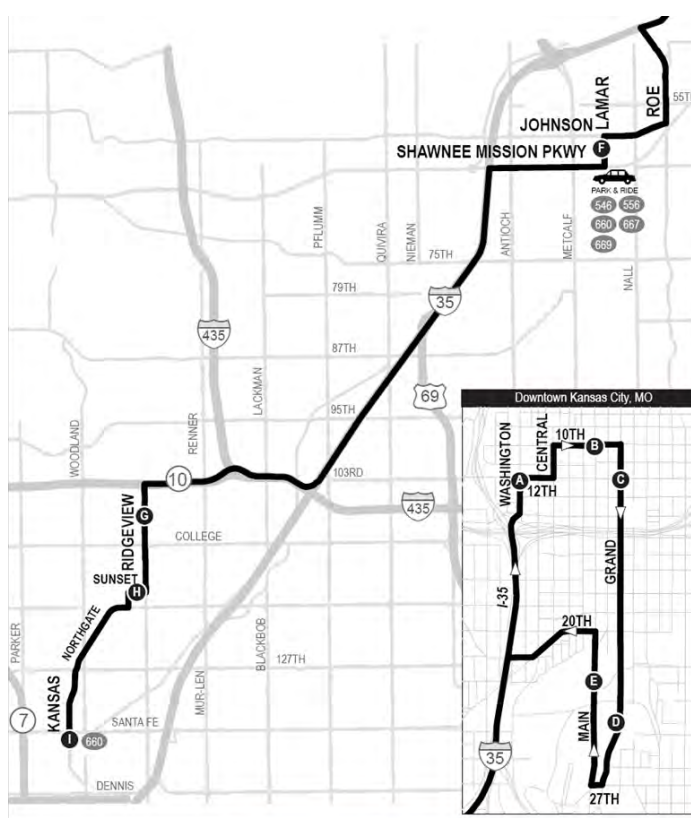
Ridership:	6,388
Operating Costs:	\$ 82,328
Fuel:	\$ 44,774
Total:	\$127,102
Farebox Revenue:	\$ 11,870
CMAQ:	\$ -
Federal:	\$ 23,151
State:	\$ 79,285
County:	\$ 12,796
Farebox Recovery:	9.34%



Reverse Commute service from Downtown Kansas City, Missouri and Crown Center to Downtown Olathe via K-10 & Ridgeview.

Daily Trips: 2
Daily Hours: 2.34
Daily Ridership: 10.96

Funding: Federal formula, State, County



PROPOSED FOR ELIMINATION

This route provides “reverse commute” service to Olathe from downtown Kansas City and Mission, with only one daily trip in each direction. As of January 2012, this route began serving the employment center located at K-10 & Ridgeview. To date, ridership to this area has been low but is expected to increase over time.

Primary destinations include:

- Farmer’s Insurance
- Downtown Olathe
- Johnson County Courthouse
- Johnson County Sunset Building
- Johnson County Offices (6000 Lamar)

Estimated FY 2013 Route Information

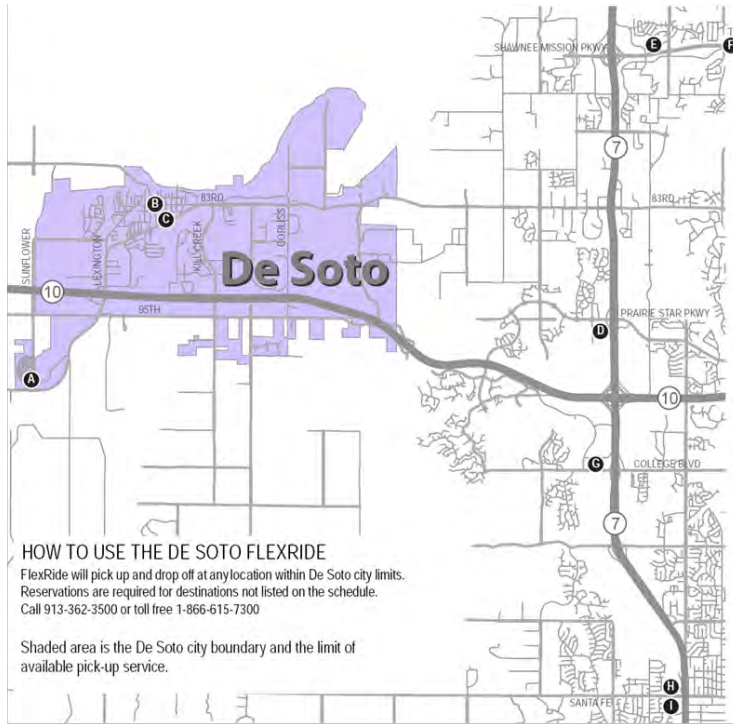
Ridership:	2,796
Operating Costs:	\$ 41,848
Fuel:	\$ 15,789
Total:	\$ 57,637
Farebox Revenue:	\$ 5,363
CMAQ:	\$ -
Federal:	\$ 38,088
State:	\$ 10,841
County:	\$ 3,345
Farebox Recovery:	9.30%



Providing flex service within De Soto on Tuesday and Wednesday, with service into Shawnee on Tuesday and Olathe on Wednesday.

Daily Trips: 4 (loop)
Daily Hours: 4.83
Daily Ridership: 10.33

Funding: Federal formula, State, County, City of De Soto

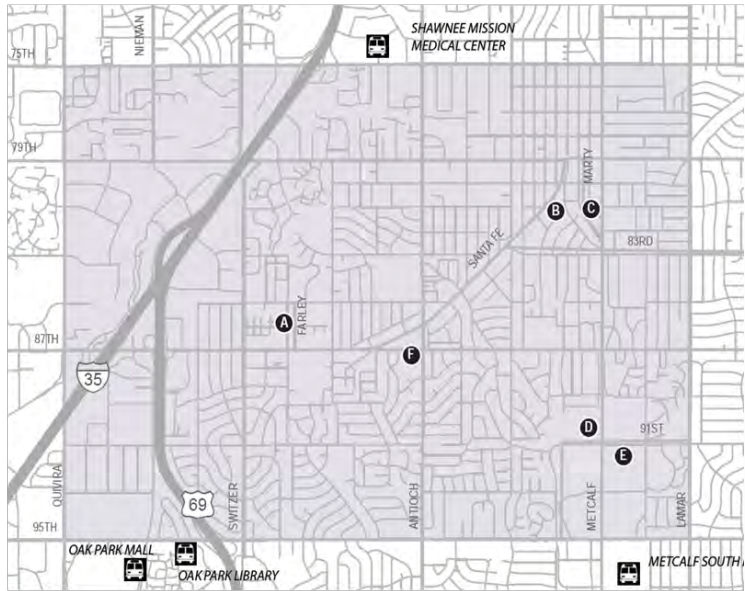


PROPOSED FOR ELIMINATION

The De Soto FlexRide has three scheduled midday stops within De Soto and also will pick up and drop off anywhere within the city by reservation (at least one day in advance). Trips to Shawnee Station and Monticello shops are made on Tuesday; trips to K-7 & Santa Fe for shopping destinations are made on Wednesday. The bus will also stop at the Shawnee Mission Outpatient Pavilion by reservation.

- Primary destinations include:
- De Soto Library
 - De Soto Senior Center
 - Shawnee Station
 - Monticello Shops
 - Wal-Mart
 - Price Chopper

Estimated FY 2013 Route Information	
Ridership:	1,048
Operating Costs:	\$ 34,355
Fuel:	\$ 11,105
Total:	\$ 45,460
Farebox Revenue:	\$ 1,231
CMAQ:	\$ -
Federal/City:	\$ 11,098
State:	\$ 33,131
County:	\$ -
Farebox Recovery:	2.71%



PROPOSED FOR ELIMINATION

Providing flex service within Downtown Overland Park and surrounding areas on Monday, Wednesday, Friday.

Daily Trips: 4 (loop)
Daily Hours: 4.83
Daily Ridership: 30.94

Funding: Federal formula, State, County

The JO Flex is a midday flex service operating three days per week (Monday, Wednesday, and Friday) within a service zone bounded by 75th Street on the north, 95th Street on the south, Quivira west, and Lamar on the east. Overland Towers and Santa Fe Towers are the two scheduled boarding locations; scheduled stops are provided at area shopping destinations.

- Primary destinations include:
- Matt Ross Community Center
 - Wal-Mart Market
 - Hy-Vee
 - Price Chopper
 - Various restaurants and retail stores

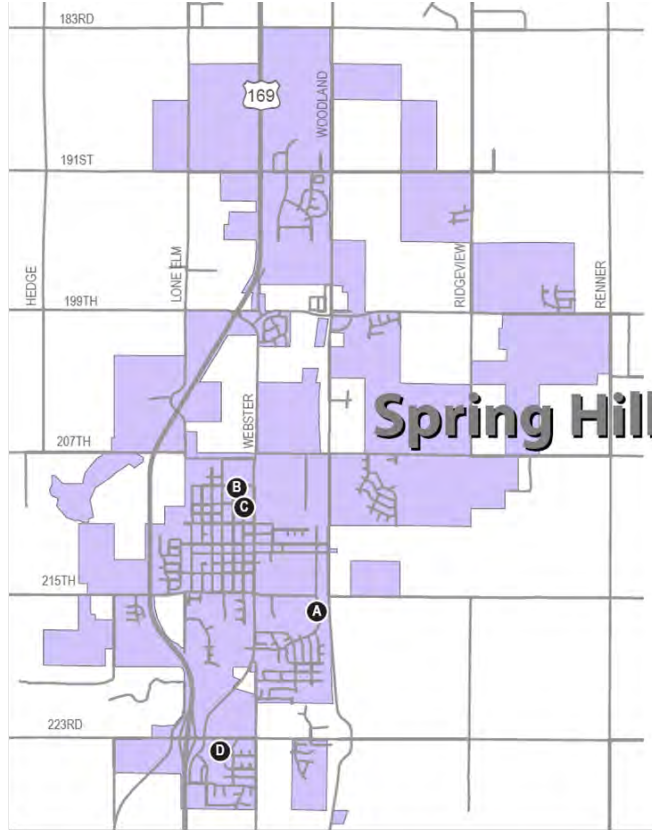
<u>Estimated FY 2013 Route Information</u>	
Ridership:	5,142
Operating Costs:	\$ 36,148
Fuel:	\$ 4,532
Total:	\$ 40,680
Farebox Revenue:	\$ 5,029
CMAQ:	\$ -
Federal:	\$ 12,278
State:	\$ 12,914
County:	\$ 10,459
Farebox Recovery:	12.36%



Providing flex service within Spring Hill on Tuesday and Friday, with service into Gardner on Tuesday and Olathe on Friday.

**Daily Trips: 4 (loop)
Daily Hours: 4.83
Daily Ridership: 9.14**

**Funding: Federal
formula, State, County**



PROPOSED FOR ELIMINATION

The Spring Hill Shuttle has scheduled midday stops at senior housing centers in Spring Hill and will also pick up and drop off anywhere within the city by reservation (at least one day in advance). Trips to the Gardner Wal-Mart are made on Tuesdays; trips to the Olathe Target and Great Mall are made on Friday.

- Primary destinations include:**
- Price Chopper - Gardner
 - Wal-Mart - Gardner
 - Target - Olathe
 - Great Mall - Olathe
 - Spring Hill Civic Center

Estimated FY 2013 Route Information

Ridership:	1,038
Operating Costs:	\$ 28,180
Fuel:	\$ 6,128
Total:	\$ 34,307
Farebox Revenue:	\$ 1,321
CMAQ:	\$ -
Federal/City:	\$ 8,174
State:	\$ 24,812
County:	\$ -
Farebox Recovery:	3.85%

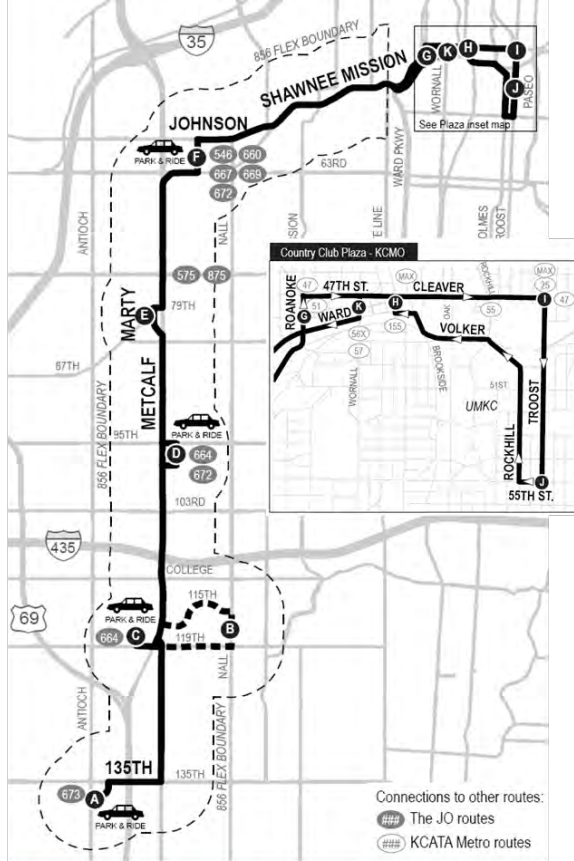




Serving the Metcalf-Shawnee Mission Parkway corridor from 137th & Antioch in Overland Park to 47th & Cleaver in Kansas City.

Daily Trips: 20
 Daily Hours: 36.06
 Daily Ridership: 99.11

Funding: Federal formula, CMAQ, State, County



PROPOSED SERVICE REDUCTION

- Reduce service south of Rosana Square (119th Street & Metcalf)
- Operate on Metcalf at 95th Street (instead of routing behind Metcalf South)
- Eliminate earliest a.m. southbound trip.

This route serves the Metcalf-Shawnee Mission Parkway priority transit corridor identified in various regional and local planning efforts. The route connects south Overland Park with the Country Club Plaza area. This route is being rebranded as Connex in January 2013, to coincide with the completion of TIGER-funded transit stations, Park & Ride locations, and the new Mission Transit Center. Midday flex service on this corridor is provided by Route 856.

Primary destinations include:

- Country Club Plaza
- UMKC
- Metcalf South
- Rosana Square
- Sprint Campus
- Downtown Mission
- Park Place & Town Center

Estimated FY 2013 Route Information	
Ridership:	30,867
Operating Costs:	\$388,957
Fuel:	\$ 99,738
Total:	\$488,695
Farebox Revenue:	\$ 64,612
CMAQ:	\$155,319
Federal:	\$ 46,801
State:	\$ -
County:	\$221,962
Farebox Recovery:	13.22%

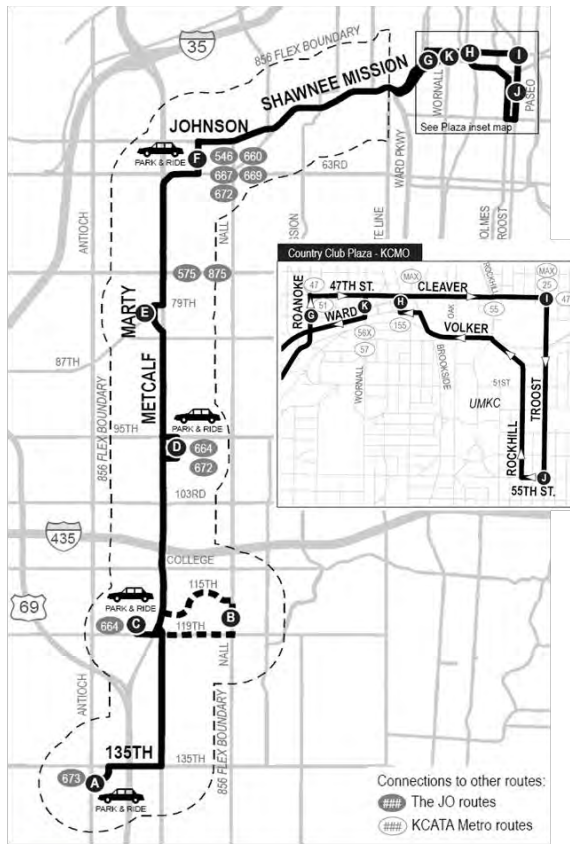




Midday flex service operating along the Metcalf-Shawnee Mission Parkway corridor from 137th & Antioch in Overland Park to 47th & Cleaver in Kansas City.

Daily Trips: 6
 Daily Hours: 12.27
 Daily Ridership: 23.63

Funding: Federal formula, CMAQ, State, County



PROPOSED SERVICE CHANGE

- Eliminate service south of Rosana Square (119th Street)
- Add two trips
- Adjust schedules

Route 856 is a flex route service that operates during midday hours and will deviate ¼-mile from the route (by reservation) to provide curb-to-curb service. The bus still travels to all timepoints but may not be available between timepoints.

- Primary destinations include:
- Country Club Plaza
 - UMKC
 - Metcalf South
 - Rosana Square
 - Sprint Campus
 - Downtown Mission
 - Park Place & Town Center

Estimated FY 2013 Route Information

Ridership:	10,186
Operating Costs:	\$201,509
Fuel:	\$ 47,080
Total:	\$248,589
Farebox Revenue:	\$ 17,205
CMAQ:	\$169,470
Federal:	\$ 50,372
State:	\$ -
County:	\$ 11,542
Farebox Recovery:	6.92%



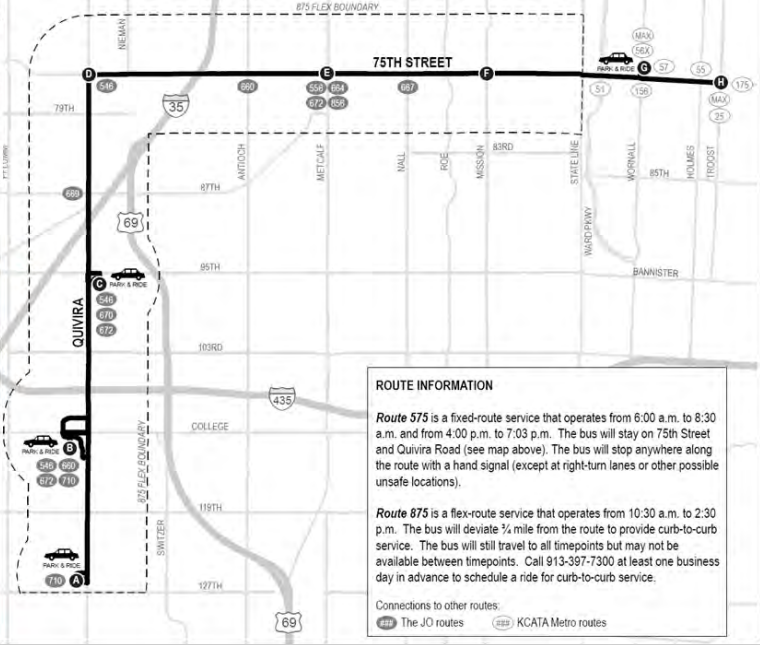
The JO 575

75th Street - Quivira

Serving 75th & Troost in Kansas City, Missouri to 127th & Quivira in Overland Park, along 75th Street and Quivira Road.

Daily Trips: 17
 Daily Hours: 25.52
 Daily Ridership: 75.22

Funding: Federal formula, CMAQ, State, County



ROUTE INFORMATION

Route 575 is a fixed-route service that operates from 6:00 a.m. to 8:30 a.m. and from 4:00 p.m. to 7:03 p.m. The bus will stay on 75th Street and Quivira Road (see map above). The bus will stop anywhere along the route with a hand signal (except at right-turn lanes or other possible unsafe locations).

Route 875 is a flex-route service that operates from 10:30 a.m. to 2:30 p.m. The bus will deviate 1/4 mile from the route to provide curb-to-curb service. The bus will still travel to all timepoints but may not be available between timepoints. Call 913-397-7300 at least one business day in advance to schedule a ride for curb-to-curb service.

Connections to other routes:
 The JO routes KCATA Metro routes

PROPOSED SERVICE REDUCTION

- Reduce service frequency to 60 minutes during peak hours
- Eliminate five trips

This route began operation in July 2010 and connects JCCC and KU-Edwards to the Waldo neighborhood of Kansas City. In 2011, the route was extended to Troost, contributing to consistently increasing ridership. The route is an important “feeder” to the Metcalf transit spine as well as both MAX routes operated by KCATA. Midday flex service is provided by Route 875.

- Primary destinations include:
- Shawnee Mission Medical Center
 - Oak Park Mall
 - JCCC
 - KU-Edwards
 - Waldo
 - 75th & Troost (connections to Metro)

Ridership:	29,724
Operating Costs:	\$423,285
Fuel:	\$120,802
Total:	\$544,087
Farebox Revenue:	\$ 60,750
CMAQ:	\$372,464
Federal:	\$ 99,185
State:	\$ -
County:	\$ 11,688
Farebox Recovery:	11.17%



The JO 875

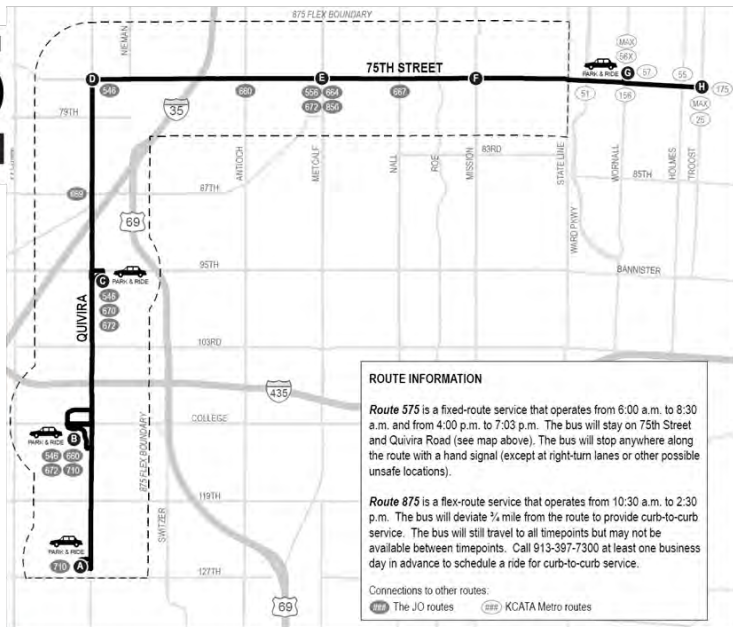
75th Street - Quivira

FLEX

Midday flex service from 75th & Troost in Kansas City, Missouri to 127th & Quivira in Overland Park, along 75th Street and Quivira Road.

Daily Trips: 6
Daily Hours: 10.16
Daily Ridership: 30.74

Funding: Federal formula, CMAQ, State, County



PROPOSED SERVICE CHANGE

- Adjust frequency to every two hours in the midday

Route 875 is a flex route service that operates during midday hours and will deviate ¼-mile from the route (by reservation) to provide curb-to-curb service. The bus still travels to all timepoints but may not be available between timepoints.

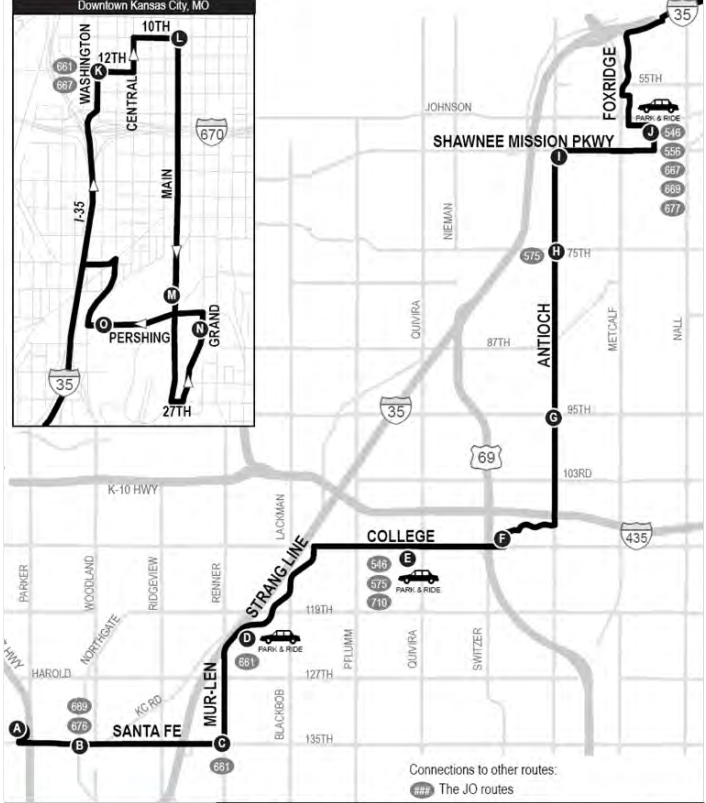
Primary destinations include:

- Shawnee Mission Medical Center
- Oak Park Mall
- JCCC
- KU-Edwards
- Waldo
- 75th & Troost (connections to Metro)

Estimated FY 2013 Route Information

Ridership:	12,551
Operating Costs:	\$169,423
Fuel:	\$ 39,103
Total:	\$208,526
Farebox Revenue:	\$ 24,420
CMAQ:	\$140,421
Federal:	\$ 39,295
State:	\$ -
County:	\$ 4,389
Farebox Recovery:	11.71%





PROPOSED SERVICE REDUCTION

Serving the IRS, Crown Center, Downtown Kansas City and portions of Overland Park and Olathe.

Daily Trips: 19
 Daily Hours: 34.44
 Daily Ridership: 230.70

Funding: Federal formula, State, County

- Eliminate stop at Corporate Woods Bldg. 82, 84, 40 (will still stop at Corporate Woods along Indian Creek Parkway)
- Eliminate earliest southbound p.m. trip (3:28 p.m.)

This route provides local service between Olathe and Mission and express service between Mission and Downtown Kansas City. The downtown alignment of the route was modified in January 2012, and also began serving new riders transferring from Route 546/D to get downtown.

- Primary destinations include:
- JCCC
 - Downtown Olathe
 - Corporate Woods
 - Hallmark
 - UMB
 - DST, Commerce Bank
 - Federal Reserve
 - Blue Cross-Blue Shield
 - Shook Hardy & Bacon
 - US Department of Transportation
 - IRS

Estimated FY 2013 Route Information

Ridership:	66,982
Operating Costs:	\$443,033
Fuel:	\$120,325
Total:	\$563,359
Farebox Revenue:	\$138,650
CMAQ:	\$ -
Federal:	\$154,567
State:	\$157,799
County:	\$112,344
Farebox Recovery:	24.61%

- Extend all trips to K-7 & Santa Fe



The JO 664

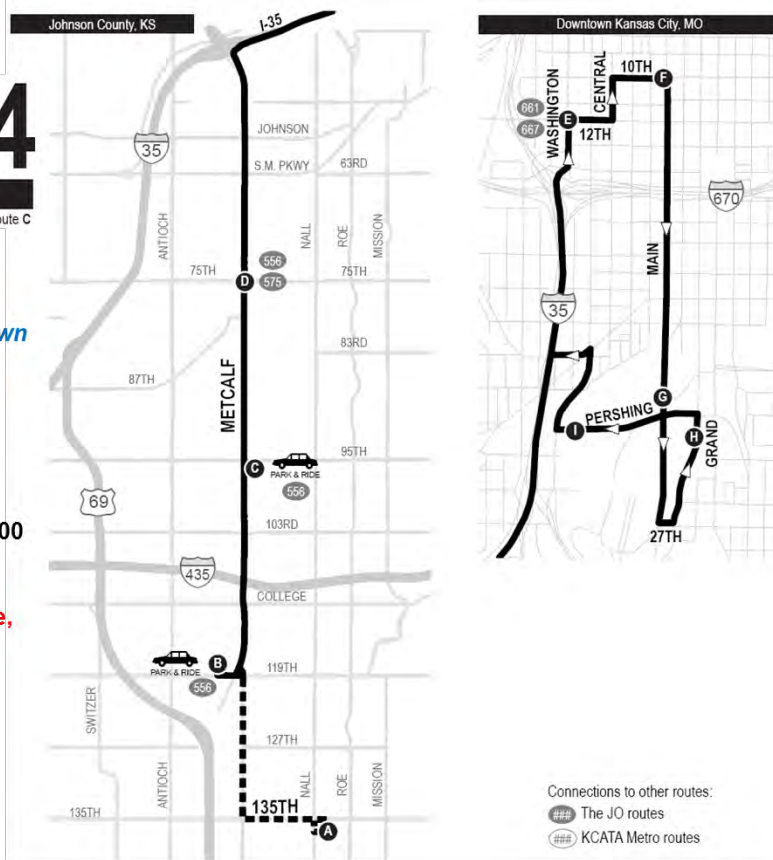
Metcalfe - Downtown

Route C

Serving Downtown Kansas City and Crown Center from 119th & Metcalfe in Overland Park.

Daily Trips: 18
Daily Hours: 28.34
Daily Ridership: 159.00

Funding: Federal formula, CMAQ, State, County



PROPOSED SERVICE REDUCTION

- Reduce frequency to 30 minutes (60 minutes for “reverse commute” service)
- Eliminate two trips
- “Reverse commute” trips will stay on Metcalfe at 95th Street (will not directly serve Metcalfe South Park & Ride)

This route serves the Metcalfe portion of the Metcalfe-Shawnee Mission Parkway corridor, providing express service to Downtown Kansas City. This route will utilize TIGER-funded transit stations and park-and-ride improvements along Metcalfe. Rosana Square and Metcalfe South are the primary boarding locations.

Primary destinations include:

- Hallmark
- UMB
- DST, Commerce Bank
- Federal Reserve
- J.E. Dunn
- Blue Cross-Blue Shield
- Shook Hardy & Bacon
- US Department of Transportation
- Metcalfe South
- Rosana Square

Estimated FY 2013 Route Information

Ridership:	51,367
Operating Costs:	\$356,711
Fuel:	\$107,588
Total:	\$464,298
Farebox Revenue:	\$109,767
CMAQ:	\$142,888
Federal:	\$ 66,371
State:	\$ 27,755
County:	\$117,518
Farebox Recovery:	23.64%



The JO 670

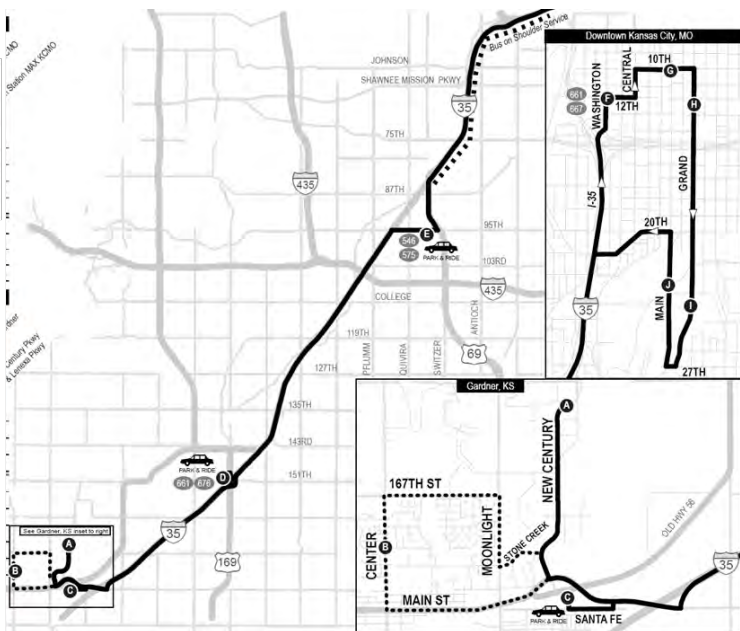
Gardner-OP Xpress

Route L

Serving Downtown Kansas City and Crown Center from Oak Park Mall, Olathe Great Mall, and Gardner.

Daily Trips: 19
Daily Hours: 27.23
Daily Ridership: 180.02

Funding: Federal
formula, State, County



PROPOSED SERVICE REDUCTION

- Eliminate four “reverse commute trips (a.m. southbound and p.m. northbound)

- Eliminate 5:40 p.m. southbound trip

This high ridership route serves a few of The JO’s most popular Park & Ride facilities; Gardner TradeNet, the Great Mall, and Oak Park Mall. It provides direct service to downtown KCMO and Crown Center, and is one of the primary routes for the I-35 Xpress services. Due to more efficient downtown routing, “reverse commute” trips were added in January 2012, reducing deadhead travel time.

Primary destinations include:

- Hallmark
- UMB
- Eagleton Federal Building
- DST, Commerce Bank
- Federal Reserve
- J.E. Dunn
- Blue Cross-Blue Shield
- Shook Hardy & Bacon
- US Department of Transportation
- Oak Park Mall
- New Century Parkway

Estimated FY 2013 Route Information

Ridership:	51,659
Operating Costs:	\$350,079
Fuel:	\$151,595
Total:	\$501,674
Farebox Revenue:	\$102,820
CMAQ:	\$ -
Federal:	\$132,205
State:	\$165,931
County:	\$100,718
Farebox Recovery:	20.50%



Other Cost Reductions

- Beginning in August, eight (8) JO buses each day will be parked at the KCATA facility during midday hours to reduce mileage and operating costs.
- JCT will begin using smaller vehicles to operate some Special Edition service, reducing fuel costs.
- Adjust route times so that buses operate more efficiently
- January 2012 downtown CBD routing
- Implementation of Bus-on-Shoulder on I-35
- Contracted with private provider to implement supplemental service for Special Edition

Communication & Infrastructure

JCT is improving its on-street presence:

- New Mission Transit Center
- Enhanced stations and pedestrian infrastructure along Metcalf, Martway, and Johnson Drive
- The JO Xpress transit stations at five Park & Ride lots in Overland Park & Olathe
- Providing route information at major bus stops (including MAX and Metro stops)



Tentative Timeline

- Accepting public comments through July 30, 2012
- Budget Adoption: August 9, 2012
- JCT staff will evaluate all public input and present findings at JCTC meeting on August 14, 2012
- Present final recommendations at JCTC meeting on September 11, 2012
- Submit recommendations to BOCC in late September from JCT/JCTC
- Final changes posted the week of October 15, 2012
- Changes will begin operation on January 2, 2013

Your comments are important! JCT will consider modifications to the proposed changes based on your comments. (Public hearings in November 2011 led to modifications to January 2012 service changes.)

Johnson County Transit

Questions or Comments?

JCT staff continuously reviews our services and responds to customer needs.

Please contact us with questions, comments, or ideas for improvement.

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