TRANSIT PLANNING PROCESS:

1. DETERMINE EXISTING CONDITIONS
A. Baseline Data and Local Needs Summary
B. Public, Stakeholder, Workshop Survey

2. IDENTIFY PLAN GOALS

3. DRAFT ALTERNATIVES
(Analyzed 8 transit networks)

4. COLLECT PUBLIC INPUT

5. DEVELOP RECOMMENDED PLAN
(See inside for Proposed Transit Network)

6. DRAFT PLAN & PRESENT TO TOWNSHIP

WHY DEVELOP A TRANSIT PLAN?

PURPOSE:
Provide a clear vision for the public to consider in the event Guilford Township goes forward with a transit funding referendum.

TRANSIT PLAN PROCESS GOALS:
GOAL 1: Assess mobility opportunities and challenges of expanding transit service in Guilford Township/Plainfield
GOAL 2: Inform Guilford Township/Plainfield residents about their options and tradeoffs, and collect community input
GOAL 3: Prepare a transit plan for Guilford Township to present to voters in November 2020

SURVEY RESULTS - WHAT DID PEOPLE SAY?

1002 survey website visitors
606 respondents: Of those participants:
- 91% live in Guilford Township
- 43% are 41-60 years old; 34% are 26-40 years old
- 20% use transit for work or school
- 76% own more than one car
- 81% are interested in better transit, for either themselves or for others in Guilford Township

GUILFORD TOWNSHIP COMMUTING PATTERNS

- 25,266 employees working in Guilford Township live somewhere else
- 10,261 People living in Guilford Township work somewhere else
- 1,897 People live and work in Guilford Township

TRANSPORTATION PRIORITIES

- Help seniors, people with disabilities, and low income residents. Serve those with fewer transportation options who are often more transportation-cost burdened
- Connect people to work. Improve service to the industrial park, and help people get to work both in town and in Indy
- Maximize ridership. Create a useful system that can maximize ridership
- Build on LINK. Expand LINK’s existing on-demand service
- Connect to Indy. Create at least one convenient way for township residents to access the Blue Line and/or downtown Indianapolis

PUBLIC AND STAKEHOLDER INPUT

PUBLIC SURVEY
- Announced via website, social media, emails, public notices
- Survey teams at 100 different locations December 4 – 5

STAKEHOLDER INTERVIEWS
- Ten organizations that provide or rely on existing service
- Provided input about system characteristics and needs

TRANSIT ADVISORY TEAM
- 28 members from the community
- 3 meetings + workshop

PUBLIC MEETINGS
- January 14th and 13th, 2020
- 45 people attended in 2 days

POPULATION GROWTH TRENDS
PROPOSED TRANSIT NETWORK

LEGEND
- US 40 (Fixed) - 30min Frequency
- Town Connector - 30min Frequency
- Hospitality Connector - 30min Frequency
- Workforce Connector (Existing)
- Guilford Township
- Town of Plainfield

WHO IS CLOSE TO TRANSIT?
(Percent of total population group or households within 1/2 mile of transit)
- TOTAL POPULATION: 54%
- MINORITY EMPLOYEES: 80%
- SENIORS: 59%
- BELOW POVERTY ZERO-CAR WITH A DISABILITY: 82%
- TOTAL POPULATION: 67%

ANNUAL BUDGET ESTIMATE: $2,351,977
- FIXED ROUTE BUSES: X 6
- CAPITAL COSTS: $200,000 (9%)
- OPERATING COSTS: $1,434,550 (61%)
- PARATRANSIT COSTS: $358,638 (15%)
- LINK+, TNC, FACILITY, RESERVES & GROWTH: $358,790 (15%)

PUBLIC AND STAKEHOLDER INPUT
- Fund service within township boundaries only (except airport connection)
- Take advantage of potential ridership along US 40
- Connect to Shops at Perry Crossing, airport, high school, and medical facilities
- Do not fund Workforce Connectors
- Increase funds to LINK

OTHER TRANSIT SERVICE
The Guilford Transit System would include additional services along with the three proposed fixed routes:
- Paratransit service would be provided for qualified residents within ¾ mile of each fixed transit route in accordance with ADA requirements.
- Funds are reserved for expanded on-demand transit service within Guilford Township.
- Funds are reserved for a Transportation Network Company (TNC) voucher program.