

# Link Transit Five-Year Transit Development Plan and Transit Facility Study

May 15, 2025

Alamance Wellness  
Collabortative



# AGENDA



Project Overview



Facility Site Search



Transit Study



Public Outreach

# PROJECT TIMELINE



Requesting Council Action on Staff's service and facility recommendations

# FACILITY SITE SEARCH

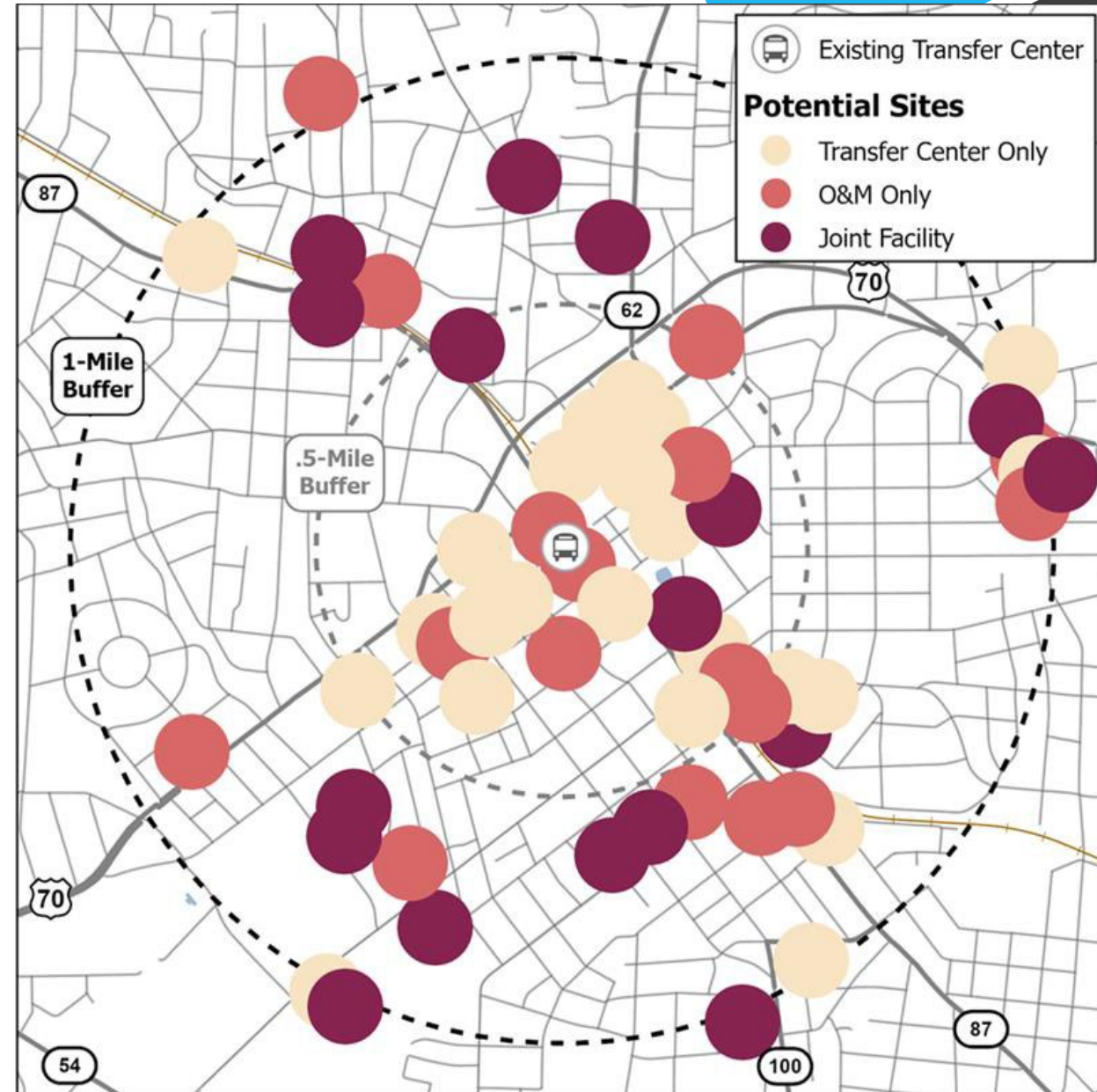


*Update and Locally Preferred Alternative Sites*

# FACILITY SITE SEARCH

## Search Criteria

- Compatible zoning
- Minimum Acreage
  - **Joint** : 3.5-acre
  - **Transfer Center only**: 1.2-acre
  - **Operations & Maintenance Facility (O&M) only**: 3-acre
- Distance from existing transfer hub
  - **Joint or Transfer Center**: within  $\frac{1}{2}$  mile of existing transfer hub
  - **O&M only**: within 1 mile of existing transfer hub





# TRANSFER HUB

## Municipal Lot #8 at 704 S Spring Street

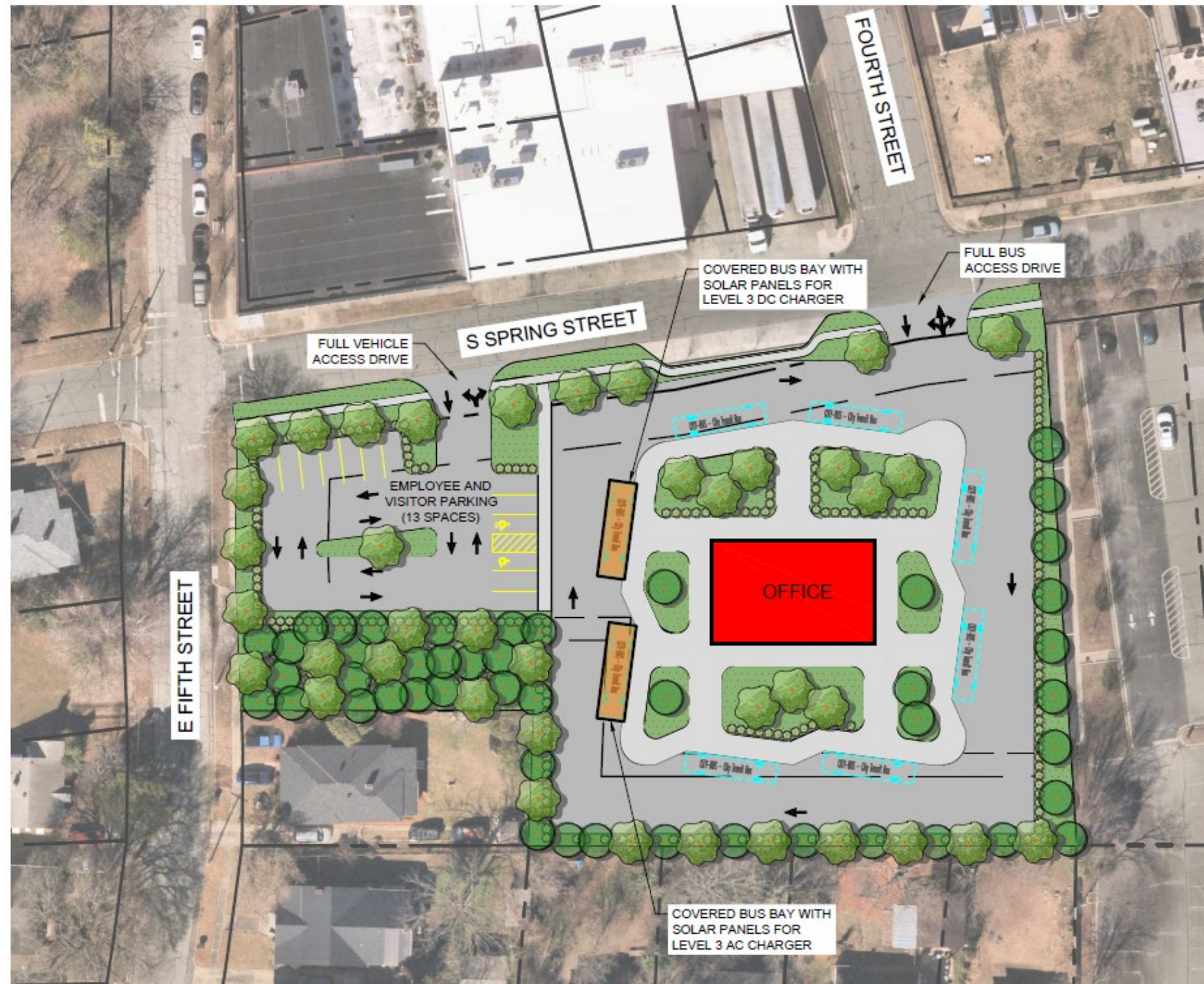
- Publicly-owned
- 1.45-acres
- 0.5-miles from current transfer hub to minimize operational disruption





# TRANSFER HUB

- Boarding area
  - 8 bus bays
  - Space for other transit providers
- Parking
  - 13 spaces
  - Guest and staff
- Admin
  - Customer service
    - Waiting room
    - Restrooms
  - Office space





# O&M FACILITY

## Empty Lot at 1155 N Church Street

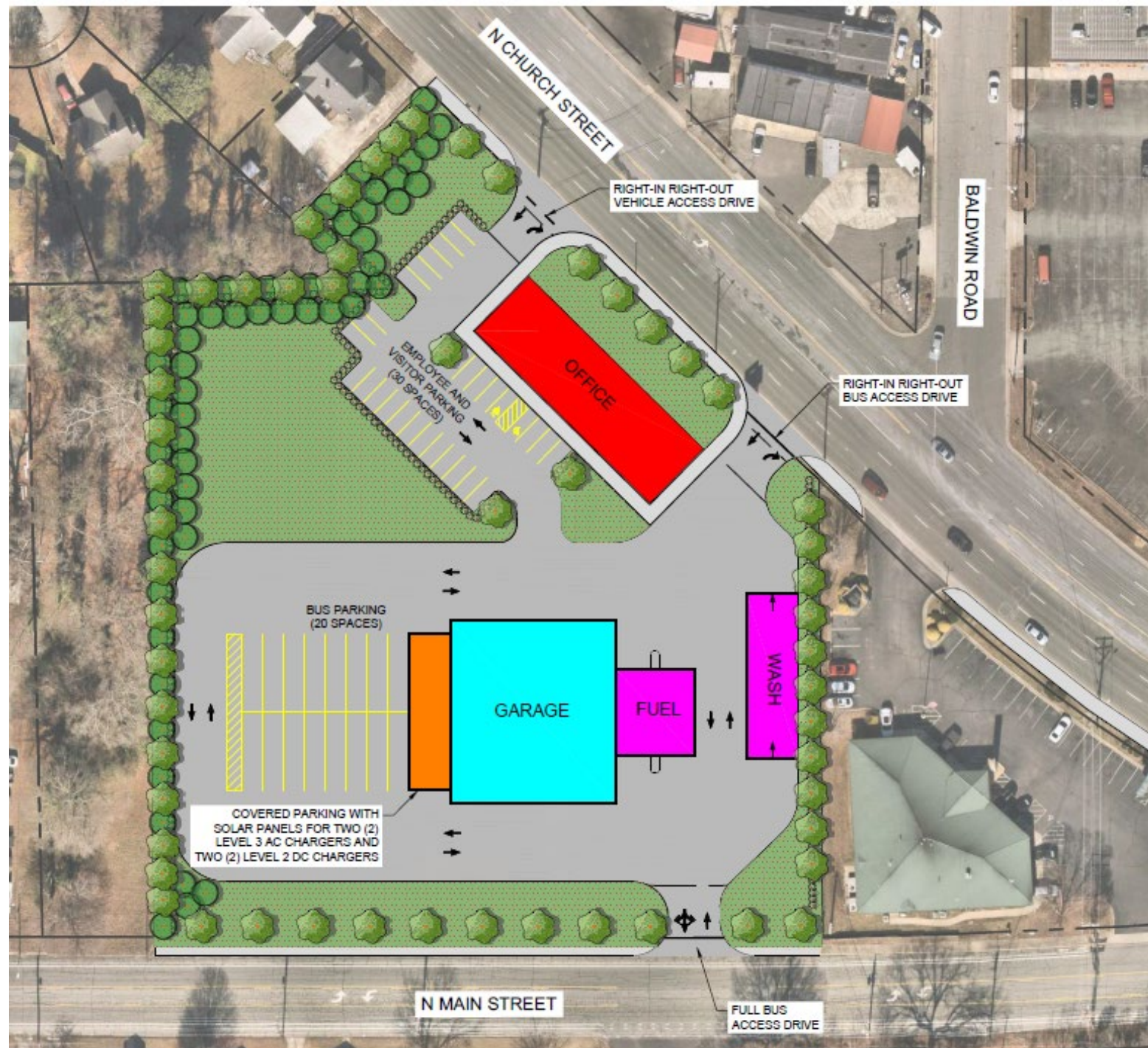
- Owner – local private ownership
- 3.4-acres
- 1-mile from current transfer hub
- Potential brownfield candidate





# O&M FACILITY

- Garage
  - 4 maintenance bays
  - 3 bus lifts, interior cleaning station, electric charging, fare collection
- Operations Parking
  - 20 transit vehicles
  - 10 support vehicles
- Bus Wash for one vehicle
- Fueling Station
- Admin Space
  - Conference room, locker room, breakroom, bathrooms, offices
- Facility Parking
  - 30 parking spaces (25 employee, 5 visitor)



# SITE EVALUATION

| Facility Evaluation Matrix               |   |          |                  |                     |  |                     |                            |  |  |
|--|---|----------|------------------|---------------------|--|---------------------|----------------------------|--|--|
|  |   | Transfer |                  |                     |  | O&M                 |                            |  |  |
| Goals                                    | Indicator   |          | Property No. 2 * | Property No. 4      |  | Property No. 9 *    | Property No. 14            |  |  |
| Operational Efficiency                   | Proximity to existing transfer hub                |          | Municipal Lot 8  |                     |  | 1155 N Church St    |                            |  |  |
|  |   |          | .5 miles         | .3 miles            |  | 1.3 miles           | .7 miles                   |  |  |
| Ease of Acquisition and Constructability | Listed for Sale or Publicly owned                 |          | Publicly owned   | No                  |  | No                  | No                         |  |  |
|  | Planned for Redevelopment                         |          | Not planned      | Not planned         |  | Not planned         | Not planned                |  |  |
|  | Currently Developed/Existing Structures           |          | No               | Yes                 |  | No                  | Yes                        |  |  |
|  | Estimated Market Cost per Acre                    |          | \$211,000        | \$283,000-\$383,000 |  | \$145,000-\$160,000 | \$1,865,500 - \$1,980,900* |  |  |
| Accessibility                            | Number of Jobs within 1/2 mile                    |          | 1,898            | 1,842               |  | NA                  | NA                         |  |  |
|  | Population within 1/2 mile                        |          | 4,453            | 3,488               |  | NA                  | NA                         |  |  |
|  | Access to Sidewalks                               |          | High             | High                |  | NA                  | NA                         |  |  |
|  | Access to Public Facilities/Key Destinations      |          | High             | High                |  | NA                  | NA                         |  |  |
|  |   |          | Mixed Use        | Mixed Use           |  | Mixed Use           | Mixed Use                  |  |  |
| Community                                | Land Use within 1 mile                            |          | Potential        | Planned             |  | NA                  | NA                         |  |  |
|  | Proximity to planned/potential future development |          | 299              | 145                 |  | 354                 | 123                        |  |  |
|  | Minority Population within 1/4 mile               |          | 100              | 51                  |  | 146                 | 257                        |  |  |
|  | Hispanic/Latino Population within 1/4 mile        |          | 61               | 40                  |  | 70                  | 68                         |  |  |
|  | Low-Income Households within 1/4 mile             |          | 35               | 23                  |  | 30                  | 32                         |  |  |
|  | Zero Vehicle Households within 1/4 mile           |          |                  |                     |  |                     |                            |  |  |
|  |   |          | 65               | 50                  |  | 29                  | 25                         |  |  |

*\*Top scoring sites are preferred, but there are other options that meet site requirements*

# TITLE VI ANALYSIS

- Analysis required by the Federal Transit Administration
- Analysis identifies and documents potential negative impacts and “disproportional/disparate burdens” on low income or minority communities related to:
  - Transit Service Changes
  - Facility relocation
- Analysis performed for two preferred sites:
  - Municipal lot 8
  - 1155 N Church St
- Both sites were found to have lower potential impacts on minority and low-income populations, than other potential sites being evaluated



# TRANSIT PLAN



*Route Recommendations*

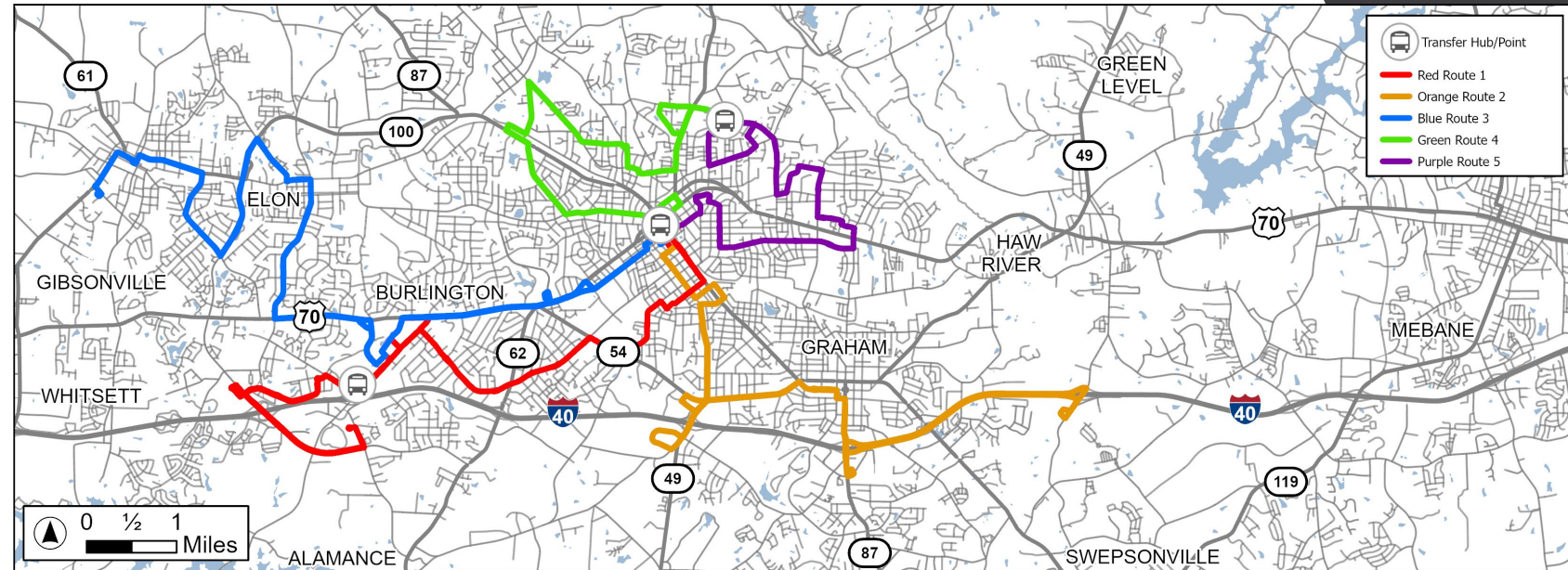
# TRANSIT PLAN UPDATE

- **Evaluate Current System**

- 5:30am-9:30pm
- 90-minute frequency
- Operating since 2016
- Ridership grown rapidly
  - ~165k passenger trips in FY23
  - ~7k paratransit trips in FY23

- **Develop 5-Year Plan**

- Identify service and capital needs
- Cost neutral goal



# TDP GOALS

## Maximize System Efficiency

- Adjust routes to make service more direct and reduce trip times
- Make improvements to existing system without increasing system hours or contract costs

## Increase Route Frequency

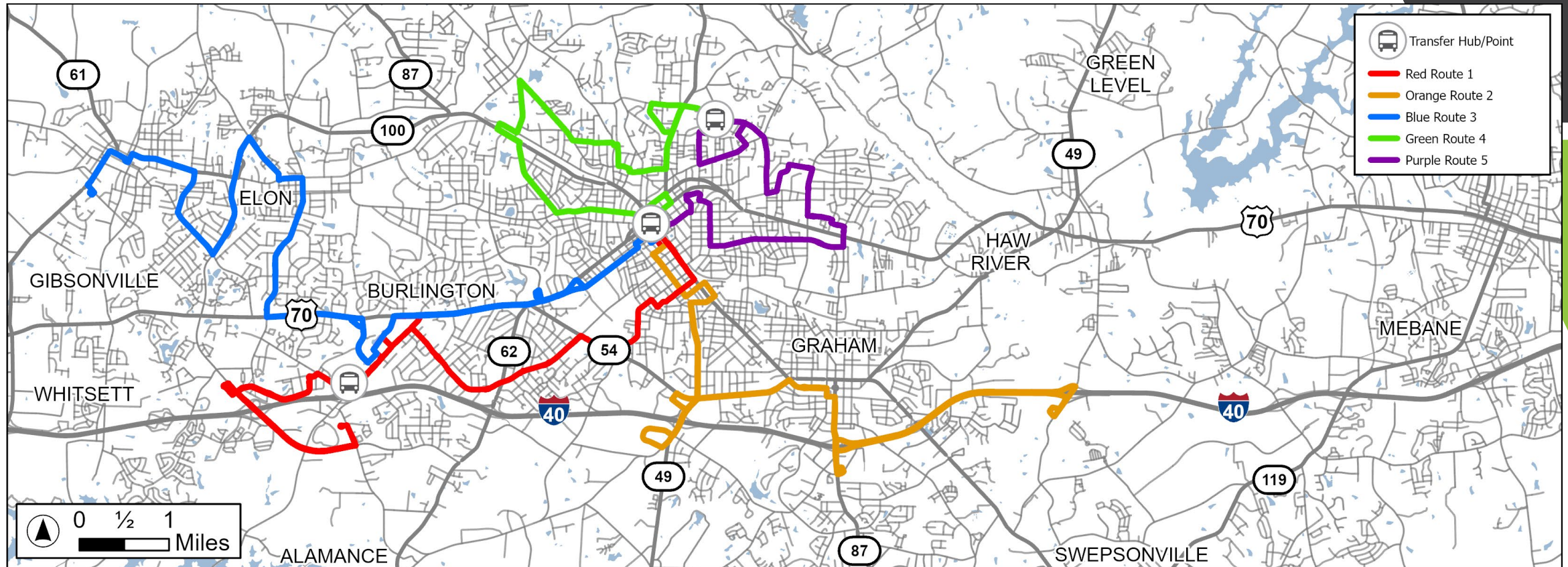
- Achieve 60-minute service frequencies where possible

## Improve Service Connections

- Maximize connectivity of the system and increase opportunities to transfer between routes and other services

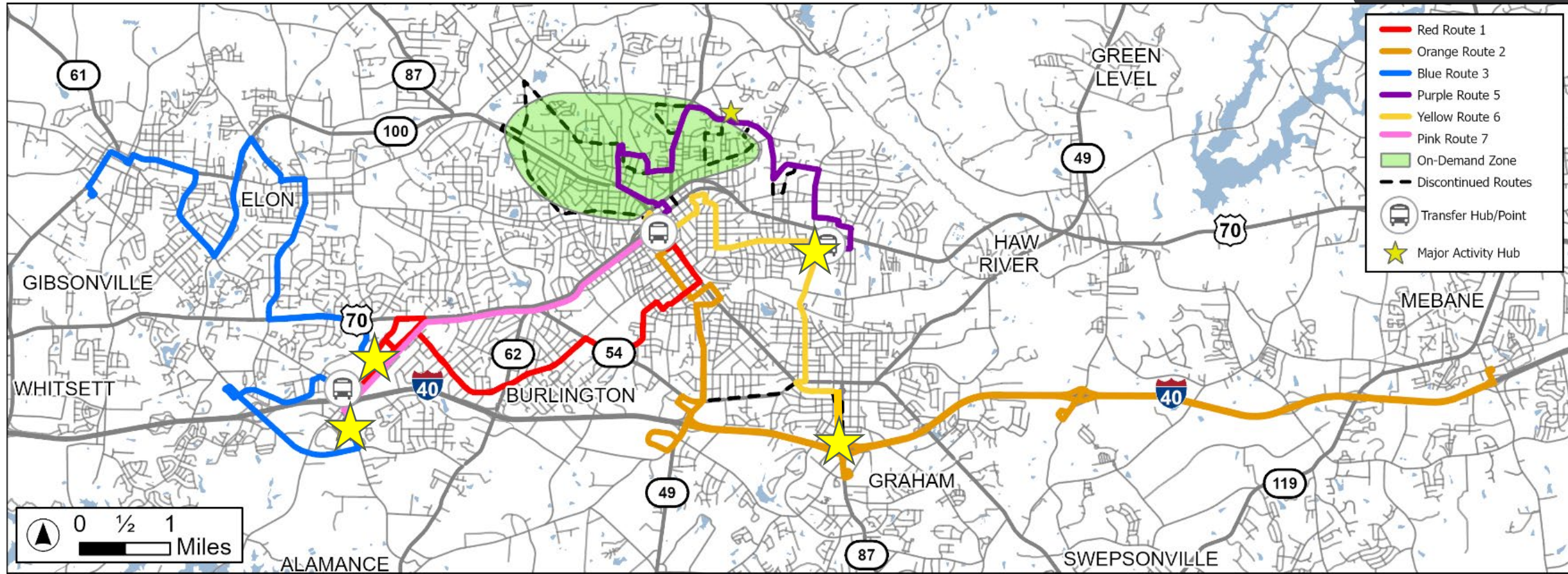


# EXISTING SYSTEM





# PROPOSED FUTURE LINK SYSTEM MAP



*\*Potential Yellow Route 6 could include an alternative option with service to Haw River, depending on available funding.*

★ Connection point

# RECOMMENDATIONS SUMMARY

- 5-Year Transit Development Plan adoption to begin incremental changes to Link service
- All routes would operate at 60-minute frequency, except Orange Route 2
- New on-demand service providing expanded mobility with temporary pilot (Link+)
  - Will require public education and potential rider training/targeted outreach for Green Route 4 ahead of pilot
  - Allow for a passenger adjustment period
- Expand rider options for travel (direct connections & reduced travel time)
  - Increase opportunities for cross-town travel and service connections to other agencies and without having to travel downtown
- Recommendations for improvements were developed within current service hours and operating budget
- All changes will require additional public outreach ahead of service changes
  - Anticipate a period of change and adjustment for public and current riders



# What is Microtransit?

- Microtransit is a **flexible, shared-ride transportation service**
  - Uses enhanced technology to **request on-demand trips** in multi-passenger vehicles
  - Passengers contact the transit agency through an app, phone call, etc., to book **shared transit services**
- Trips scheduled based on a passenger's starting location, final requested destination, and other passenger trip requests within the area
- Utilizes smaller vehicles

**Microtransit services across the region** have been providing:

- First mile/last mile connections to/from regional transit services
- Local trips within and between communities.
- Integrated services for seniors and people with disabilities



# PUBLIC OUTREACH



# PHASE 2 ENGAGEMENT: STATUS UPDATE

- Engagement is live – close out early May
- Pop-up Events
  - Downtown Transfer Center (Dec 2024)
  - North Park Library (Dec 2024)
  - Walmart Garden Rd or Walmart Mebane Rd (Feb 2025)
- Focus Groups Conversations (held in early Jan)
  - Neighboring Communities
  - Community Organizations
  - Educational Institutions and Non-profits
- Operations Coordination (March 2025)
- Website Update
- Flyers Posted On Board Buses (w/link to survey)
- On-board passenger surveying
- Social Media Push



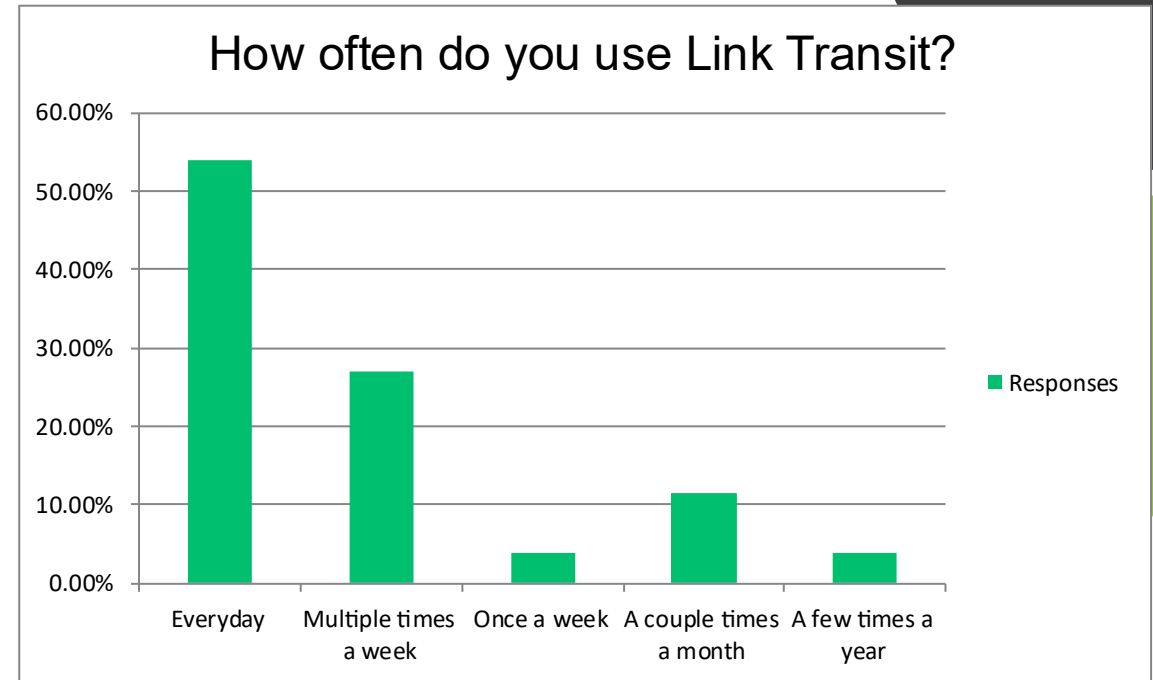


# PHASE II

## KEY SURVEY RESULTS

- Most survey respondents use the service everyday/frequently
- Positive feedback on frequency increases
  - Some indicate wanting MORE frequency increases
- Additional questions about microtransit
  - Signals need for additional outreach and potential passenger training before/during pilot phase
- People excited about potential new connections with Yellow Route 6 to Haw River and/or Alamance County Admin
- Passengers say changes will greatly improve service convenience and their overall experience

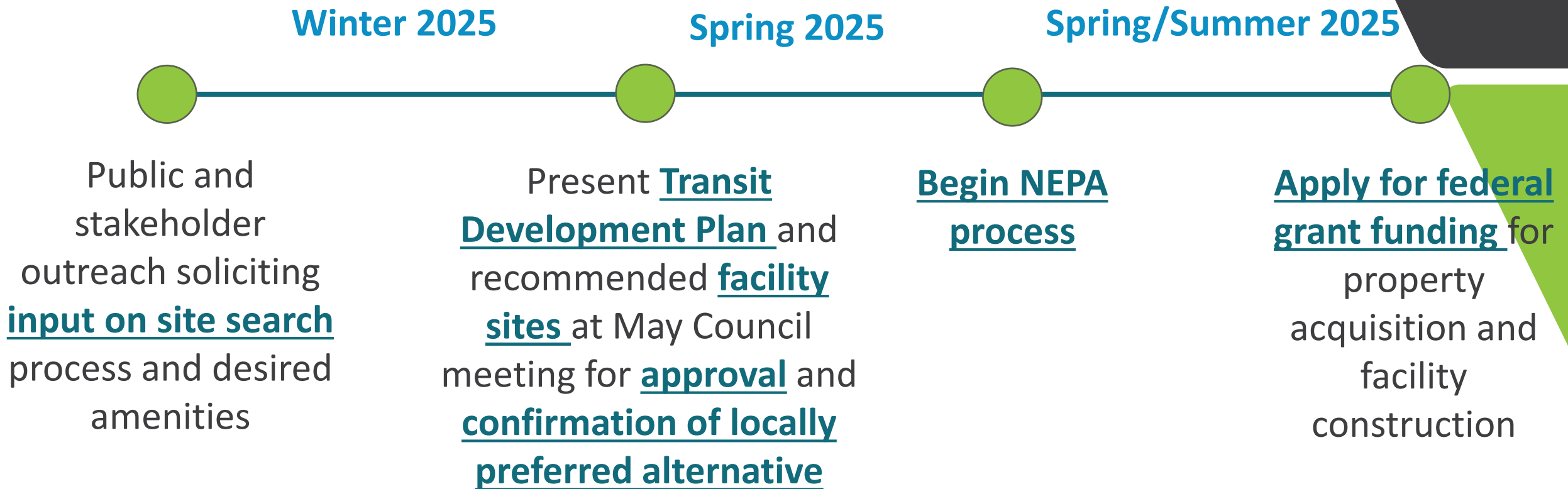
Survey respondents were asked to share their thoughts on proposed service changes



# PHASE 2 ENGAGEMENT: STATUS UPDATE



# NEXT STEPS





# THANK YOU!



Kimley»Horn