MEETING OF THE MINDS
Responding to COVID-19:
From Fixed Routes to Flex Routes
Welcome & Introductions
JOSH POWERS

Business liaison for Johnson County Government

Served as the State Public Transportation Manager for the Kansas Department of Transportation (KDOT)

He holds a Master of Public Administration from the University of Kansas.

ALEX GIBSON

Innovation Manager at TransLoc

Applying both his passion for transportation infrastructure and data and his understanding how to leverage those assets to make public transportation and cities the best they can be.

A prolific speaker at a variety of industry events and conferences, and enjoys cats and sarcasm.
Transit is Evolving
The Landscape of Mobility is Changing

Vehicle electrification innovation

Fixed to flexible modes of transit

Increase in public-private partnerships

Focus on the experience of the user

New Technologies + New Solutions
Use Cases
New Needs, Unique Use Cases

- Decreased ridership
- Emergency response
- Social-distancing
- Meal and goods delivery to various locations
RideKC in Johnson County Case Study | The Fleet
RideKC in Johnson County’s Response to COVID-19

- No fare collection for public transportation
- Creating social distancing
- Daily bus sanitation
- Changes to paratransit service
- Implementing hygiene measures
RideKC in Johnson County’s Response to COVID-19 | Signage

Please wear a face covering on buses and at bus stops:
- Mask
- Bandana
- Scarf
- Other Cloth Item

RideKC

COVID-19 SAFETY
COVID-19 SEGURIDAD
LIMITED SEATING
ASIENTOS LIMITADOS

Please do not sit in this seat
Por favor, no te sientes en este asiento

Keep a distance of 3-6 feet from other passengers
Mantenga una distancia de 3-6 pies de otros pasajeros

RideKC
RideKC in Johnson County Case Study

- Avoiding driver layoffs to minimize community impact of unemployment
- Drivers are being utilized in new and inventive ways
- Service changes and the considerations that are/were being made before making a decision
- Re-utilize existing infrastructure to meet new needs
- CARE Act funding and the allocation of resources
- Using demand response to pivot fixed route service
RideKC in Johnson County Case Study
RideKC in Johnson County Case Study | The Financial Impact

Ridership Decline
(March 9th - March 23)

Fixed Route down 76%
On-Demand down 53%

to date, both services have maintained this reduced level of ridership
RideKC in Johnson County Case Study | The Financial Impact

- Revenue loss (fare suspension): approximately $35,000
- Cost of “additional” services: $21,500
- COVID-19 Capital Costs: $12,000
- Ad Valorem revenue loss: $686,000

Total COVID-19 cost impacts to date: $755,000
Fixed to FLEX

Essential Demand Response Services

FORD MOBILITY
Thank You

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