
Section 6: Service Alternative Evaluation and Recommended Concept

This section discusses the development of a recommended service concept for the City of Manhattan.

6.1 Short Listing Alternatives

The 19 service concepts presented earlier are evaluated to determine whether they are first appropriate for Manhattan and, if so, at what point should the concepts be developed further. In all, this transit plan update contemplates three phases of service development:

1. Basic Core Level Service ("Starter System") – this core level of service will be based on resources currently existing or could be reasonably obtained in the area. It represents an initial or "starter" system.
2. Intermediate Service – which would be an embellishment of the basic core system will depend on resources could reasonably become available within three to five years following the implementation of the basic core services.
3. Full System – which is the longer term system where available resources are more widely available.

Most of the following discussion focuses on a "starter system" concept. The more advanced concepts will be briefly discussed at the end of the section.

6.1.1 Starter System

Each of the 19 alternative service concepts was initially assigned to one of three groups: citywide services, airport services and Aggieville services. Next, the alternatives within each group were combined into "system" concepts to be more formally evaluated as a unit.

Citywide Services

There were 14 citywide alternatives. Eleven of these alternatives were of singular routes. That is, they address one route. Five of the alternatives were for a route 1 with six other options for a route 2. The remaining three alternatives were services with more than one route. A goal in the evaluation was to combine the 11 singular route alternatives into a citywide system. An underlying factor in combining these routes was to ensure that a connection of KSU's Edwards Hall, KSU Union, and KSU Foundation would be created. This connection is now served by a KSU shuttle which operates every thirty minutes. The hope is that if a citywide service could serve the same function that perhaps KSU would contribute funding to the city system that it otherwise would use on its own shuttle. The contribution would not only preserve the shuttle service but provide the KSU population other connections throughout Manhattan.

Another consideration in combining the route 1 and route 2 options is maintaining an annual operating cost similar to the ATA proposal of about \$577,000 annually.

Of the pairings for route 1 and route 2 that maintained the KSU shuttle connections and kept operating costs more or less in line with the ATA proposal, five pairings of route 1 and route 2 were determined as viable. Viability is defined as maintaining the KSU shuttle connection as well as having costs roughly comparable to the ATA proposal. The pairings are:

1. Alternative 3 with alternative 7S
2. Alternative 4S with alternative 6S
3. Alternative 4S with alternative 8S
4. Alternative 5S with alternative 6S

5. Alternative 5S with alternative 8S

In addition, Alternative 1 (the ATA proposal) satisfies both cost and the KSU shuttle connection. Finally alternative 2 also maintains the KSU shuttle connection though at a 60-minute frequency. While this may ultimately not secure full KSU funding, it does provide seven-day-a-week service that the other 18 alternatives do not. Finally, the other alternatives were not paired because of their overall costs or do not maintain the KSU shuttle connection.

Figure 59 through Figure 63 present these pairings.

Airport Services

There are two airport concepts. One is a fixed route and the other a demand response service (much akin to a taxi service). The airport services would also serve the adjacent industrial park which is home to a number of employers. The fixed route service to the airport and industrial park would coincide with the airline schedule as well as some of the start times of the industrial park businesses. As the airline schedules are irregular (arrivals occur at varied times) the service would likewise be irregular. The demand response version of this service would only serve the airport and Tech Park when requested and cover the core area of the City of Manhattan. These services were previously illustrated in Figure 54 and Figure 55.

Aggieville Service

There are three Aggieville service options not including an Aggieville Special route that is part of alternative 2. The Aggieville Special route in alternative 2 is the same, operationally, as alternative 12 or Aggieville Special 2001 Loop. The remaining two Aggieville services are dual loops. Both are similar except one alternative (alternative 14) allows deviation off the route upon demand. Based on interviews with KSU student organizations (see Section 1), an Aggieville oriented service with smaller loops and 30-minute service was expressed as preferable to the 2001 loop. As alternatives 13 and 14 meet this requirement, they are further evaluated. These services were previously illustrated in Figure 56 through Figure 58.

Table 8 on page 82 summarizes the short-listed citywide, airport, and Aggieville services. The table indicates vital statistics about the services including approximate annual costs and revenue hours as well as frequencies, number of vehicles, and days and hours of operation.

Figure 59: Alternative 3 with Alternative 7S

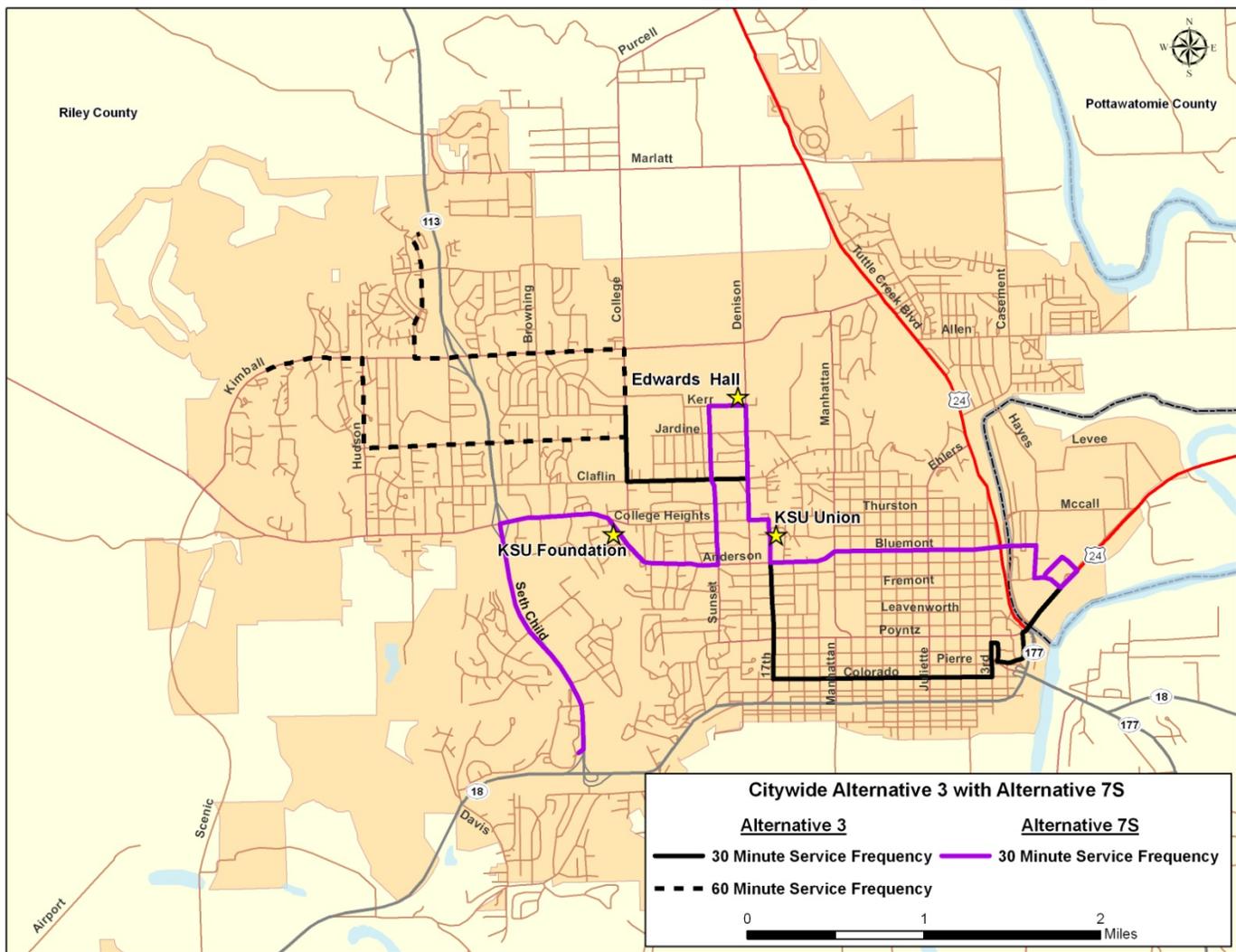


Figure 60: Alternative 4S with Alternative 6S

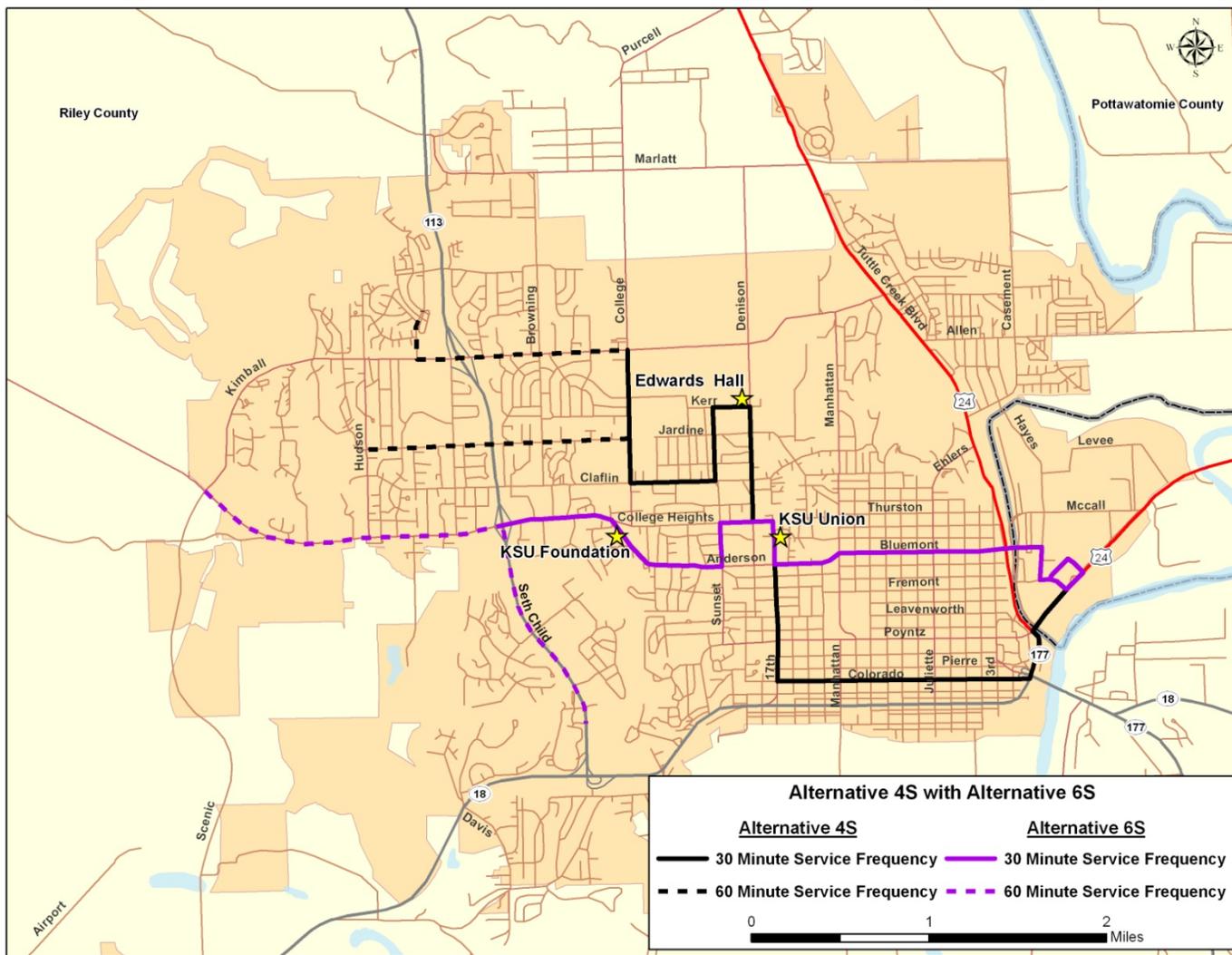


Figure 61: Alternative 4S with Alternative 8S

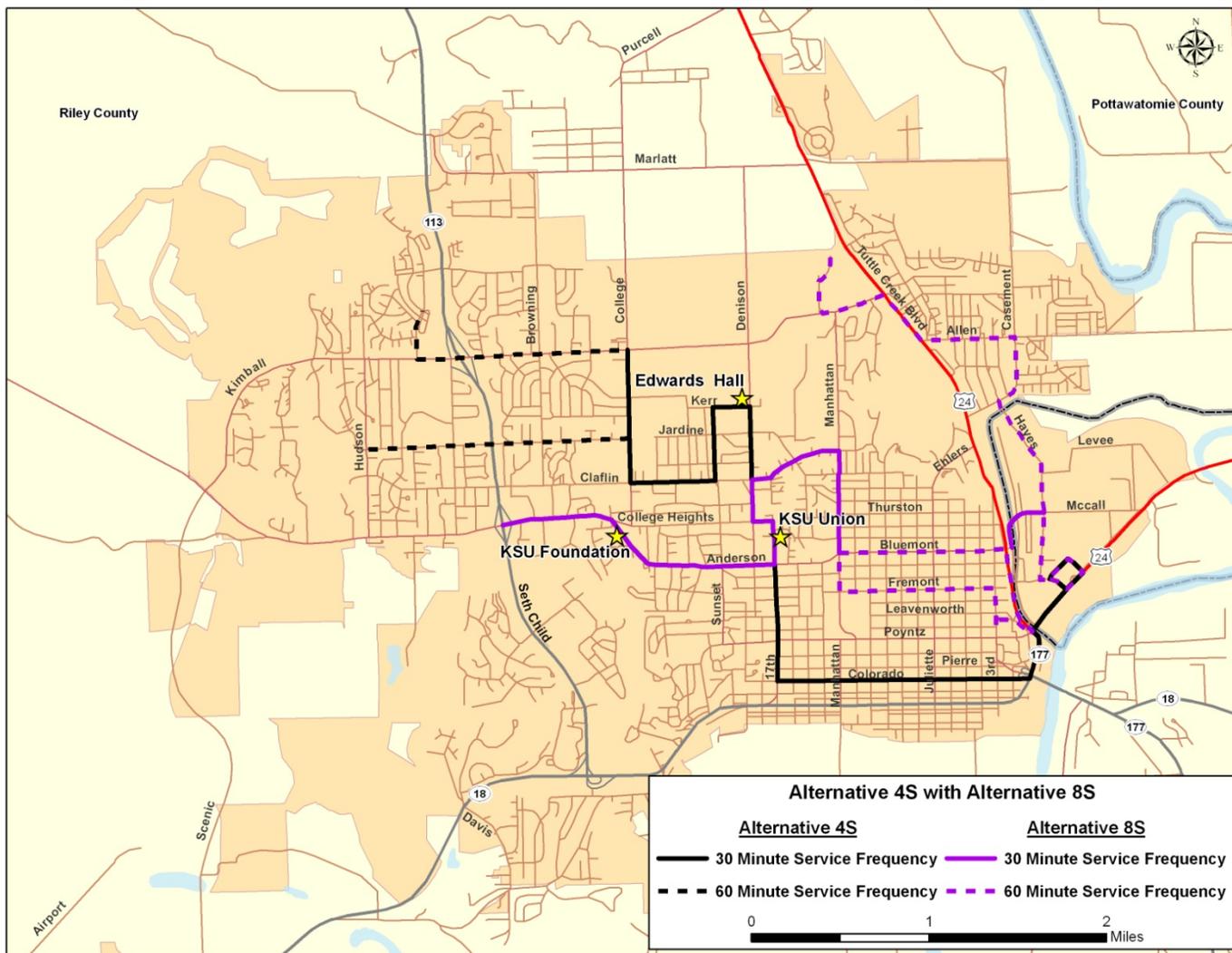


Figure 62: Alternative 5S with Alternative 6S

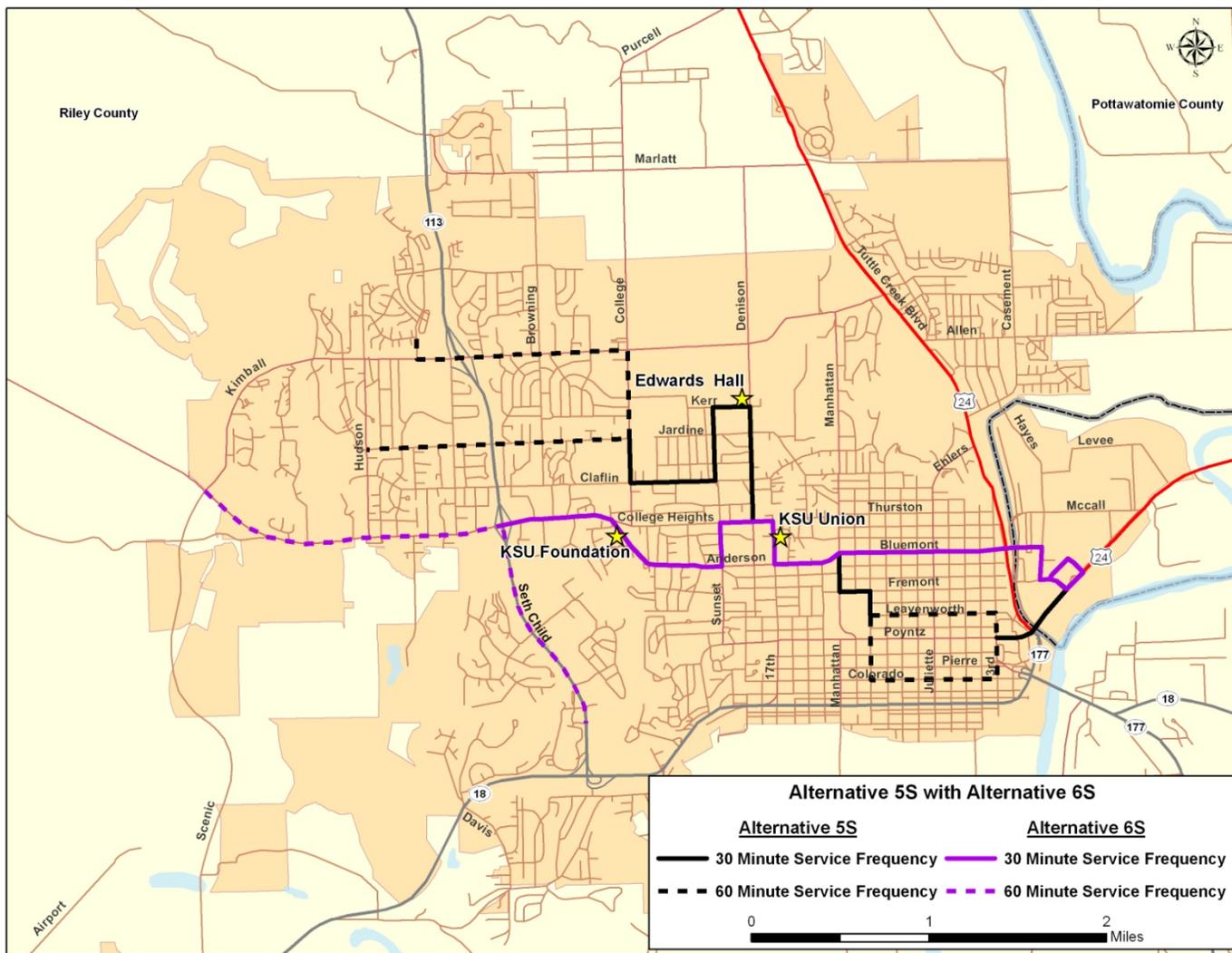


Figure 63: Alternative 5S with Alternative 8S

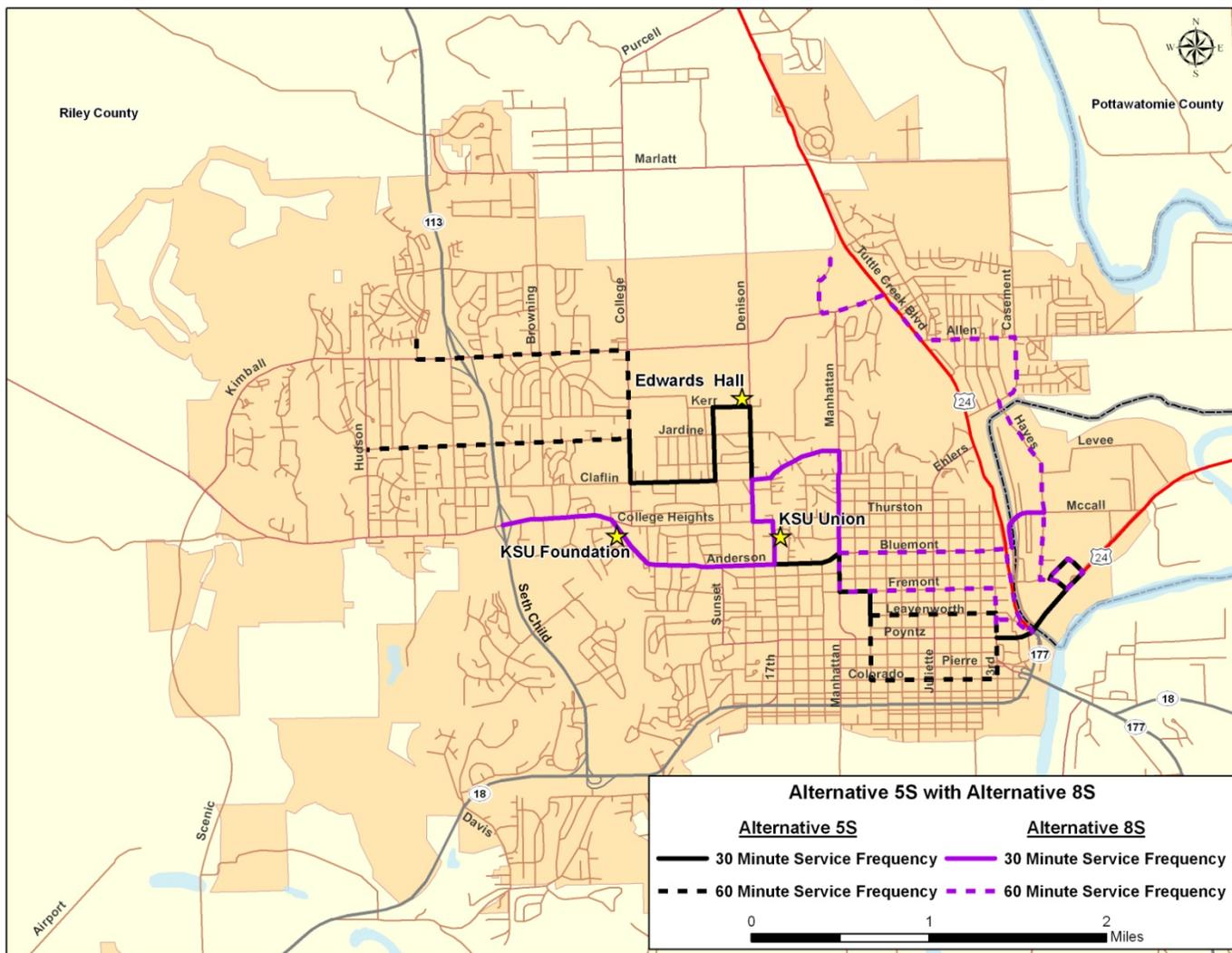


Table 8: Summary of Short List Alternatives

Alternative Group/ Alternative	Approximate Annual Cost	Approximate		Frequency (minutes)	Maximum Vehicles	Days and Hours of Operation
		Annual Revenue	Hours			
Citywide						
1	2010 ATA Plan	\$ 577,300	14,300	30/60	4	M-F; 6am to 10pm
2	2001 Plan at 60 min	\$ 507,600	11,800	60	4	M-Sat; 6am to 10pm; Sun 10am to 7pm; Aggieville Special
3/7S		\$ 658,800	16,320	30/60	4	M-F; 6am to 10pm
4S/6S		\$ 658,800	16,320	30/60	4	M-F; 6am to 10pm
4S/8S		\$ 658,800	16,320	30/60	4	M-F; 6am to 10pm
5S/6S		\$ 658,800	16,320	30/60	4	M-F; 6am to 10pm
5S/8S		\$ 658,800	16,320	30/60	4	M-F; 6am to 10pm
Airport						
Alt. 10	Fixed Route	\$ 185,300	4,590	Irregular	3	M-F; 6am to 10:30pm
Alt. 11	Demand Response	\$ 185,300	4,590	On Demand	3	M-F; 6am to 10:30pm
Aggieville Special						
Alt. 13	2 Loops (Fixed)	\$ 54,100	1,080	20 approx	2	Thur,Fri, Sat 10pm to 3am
Alt. 14	2 Loops (Deviated)	\$ 54,100	1,080	30	2	Thur,Fri, Sat 10pm to 3am

Notes: M=Monday; F= Friday

6.2 Evaluation Criteria

The following criteria, previously discussed in Section 2.3.2 on page 8, were used to evaluate the above options.

- Markets served (KSU, Ft. Riley, social service, and employers)
- Access to employment and commercial areas
- Access to residential areas
- Cost of Service
- Span of Service
- Frequency of service
- Access to medical facilities such as hospitals, clinics, and doctor offices.
- Access to social service agencies

Each of the short listed alternatives in Table 8 was evaluated using the following five-level scale:

-
-  Low Where option meets few or none of the criterion's factors.
 -  Medium-Low
 -  Medium Where some of the criterion's factors are met.
 -  Medium-High
 -  High Where all or all most all of the factors are met.

Table 9 on page 84 shows the application of the criteria to the alternatives. The scoring rationale is explained next for the citywide group. The scores for the airport and Aggieville Special groups are presented following the citywide discussion.

6.2.1 Citywide Short Listed Alternatives Scoring

Markets Served

In general, serving a given market was judged both on how well an option connected the market to key destinations in the City as well as providing consideration for the quantity of service the option is to provide. For example, options that connected social service agency locales with low income populations were scored on the basis of the degree to which these two areas were connected both in terms of geography and time. Further, two options which might have similar geographic coverage, one would be scored higher if it had more days of operation or higher frequency of service. Finally, since none of the short listed options serve Fort Riley, all of the alternatives received no score for serving that market.

Two options (4S/8S and 5S/8S) scored highest for markets served with option 3/7S scoring the lowest. The 4S/8S and 5S/8S options scored highest because they connected the KSU campus and social service agencies relatively better than the other options by penetrating the eastern and northeastern parts of the city where high user populations for these services reside.

Access to Employment and Commercial Areas

The key employment and commercial areas in Manhattan include the Seth Child corridor primarily south of Anderson Avenue, along Anderson Avenue (west and east of Seth Child), KSU campus (including Aggieville), the Manhattan Mall area (including downtown Manhattan), the area northeast of Tuttle Creek Boulevard and East Poyntz Avenue (including Wal-Mart and Dillion's), and the light industrial businesses along Hayes. While there are other commercial areas in the city (such as along Fort Riley Boulevard), these former areas were considered the highest employment locations.

Alternative 5S/6S scored the highest while alternatives 2, 4S/8S, and 5S/8S scored the lowest. Alternative 5S/6S scored high because it served Anderson Avenue west of Seth Child along with the other areas fairly well.

Table 9: Evaluation of Alternatives

Alternative Group/ Alternative	Approximate Annual Cost	Approximate Annual Revenue Hours	Frequency	Maximum Vehicles	Days and Hours of Operation	Markets Served	Employment/Commercial Access	Residential Access	Cost of Service	Span of Service	Frequency of Service	Access Medical	Access Social Services	Overall
Citywide														
1	2010 ATA Plan	\$ 577,300	14,300	30/60	4	M-F; 6am to 10pm	Medium	Medium	Medium	Medium	High	Medium	Medium	Medium
2	2001 Plan at 60 min	\$ 507,600	11,800	60	4	M-Sat; 6am to 10pm; Sun 10am to 7pm; Aggieville Special	Medium	Medium	Medium	High	Medium	Medium	Medium	Medium
3/7S		\$ 658,800	16,320	30/60	4	M-F; 6am to 10pm	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium
4S/6S		\$ 658,800	16,320	30/60	4	M-F; 6am to 10pm	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium
4S/8S		\$ 658,800	16,320	30/60	4	M-F; 6am to 10pm	High	Medium	Medium	Medium	Medium	Medium	Medium	Medium
5S/6S		\$ 658,800	16,320	30/60	4	M-F; 6am to 10pm	Medium	High	Medium	Medium	Medium	High	Medium	Medium
5S/8S		\$ 658,800	16,320	30/60	4	M-F; 6am to 10pm	High	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Airport														
Alt. 10	Fixed Route	\$ 185,300	4,590	Irregular	3	M-F; 6am to 10:30pm	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium
Alt. 11	Demand Response	\$ 185,300	4,590	On Demand	3	M-F; 6am to 10:30pm	High	Medium	High	Medium	Medium	Medium	Medium	Medium
Aggieville Special														
Alt. 13	2 Loops (Fixed)	\$ 54,100	1,080	20 approx	2	Thur, Fri, Sat 10pm to 3am	Medium	Medium	Medium	High	Medium	Medium	Medium	Medium
Alt. 14	2 Loops (Deviated)	\$ 54,100	1,080	30	2	Thur, Fri, Sat 10pm to 3am	High	Medium	High	High	Medium	Medium	Medium	Medium



Access to Residential Areas

The key to scoring high with this criterion was to serve the high population density areas of the city. The more an option penetrated high density areas, the better it scored. None of the options did outstanding in serving all residential areas. However, alternatives 1 and 2 scored highest because they served more densely populated areas or served them better than the other options. These two options tended to serve the southwest quadrant of the city better than the other options.

Cost of Service

As seen earlier in Table 8 each option has an estimated annual cost for operation. Many of the options (except alternatives 1 and 2) have similar costs and scored the same. Alternative 2 scored the highest because it had the lowest overall cost.

Span of Service and Frequency of Service

All citywide alternatives, except options 1 and 2, presented similar spans of service and frequency of services; therefore, they scored the same. Comparing alternatives 1 and 2, alternative 1 scored higher on span of service because it would operate into the late evening and on weekends. Alternative 2 scored higher on service frequency because of 30-minute service while alternative 1 would operate 60-minute service.

Access to Medical Facilities

While this was somewhat covered in the first criterion (“Markets Served”), this criterion focuses strictly on service to the medical facilities. The first criterion considered this access but considered other markets as well. Referring back to Figure 26 on page 27, the locations of important medical facilities are shown. As seen in the figure, most of the key facilities are located in the northwestern part of the city.

Alternatives 4S/6S and 5S/6S penetrate the northwest part of the city better than the other alternatives by having service on Anderson west of Seth Child. Therefore, these two options scored highest.

Access to Social Service Agencies

As mentioned with the “Access to Medical Facilities” criterion, this was partly covered in the “Markets Served” criterion. This criterion focuses exclusively on social service agencies. These agencies tend to be located in the southeast, southwest and western (on Anderson) parts of the city. No option served all these areas though Alternatives 1 and 2, 4S/6S, and 5S/6S did the best of the citywide group. They tended to serve the southwest and west areas better than the other options.

Overall Scores

Combining the scores from the criteria, the top-rated citywide alternatives are:

- Alternative 1—scored well on most criteria except for residential and medical services access.
- Alternative 2—scored well on cost and service span and not as well on frequency of service since it offers only a 60-minute frequency.
- Alternative 4S/6S—scored relatively well on access to employment, social and medical services.
- Alternative 5S/6S—scored high on employment access and medical service access.
- Alternative 5S/8S—scored high on markets served.

6.2.2 Airport and Aggieville Special Scores

The airport and Aggieville Special services were scored in a fashion similar to the citywide alternatives. As the number of options for each service is limited to two each the comparison of the options is simpler than with the citywide options.

Airport Options

The demand response alternative (alternative 11) scored higher than the fixed-route option because it can serve a larger area thus better able to access a variety of land uses including commercial, medical and social service agencies. The demand response service also scored better on cost even though the cost in Table 9 is shown as the same as for the fixed route service. With the demand response alternative there is an *opportunity* for the operation to be less expensive since the service would operated only when needed. It should be noted that the costs in the table are the same only for conservative financial purposes, showing a “worst-case” situation for the demand response option.

The demand response alternative is preferred based on the criteria.

Aggieville Special Options

The two options scored similarly on all criteria except for “markets served,” “residential access,” and “frequency of service.” The fixed-route option scored higher on service frequency since it would operate every 20 minutes instead of every 30 minutes for the demand response option. The demand response option scored higher on markets served and residential access since it would, by design, cover a larger geographic area than the fixed route. Even though the demand response option can serve a larger area than the fixed route option, they both scored the same on employment, medical, and social service access. As both options would operate in the same geographic area both have the same opportunity to access these land uses. The land uses are generally located on main streets which are served by the fixed-route alternative.

The demand response option (alternative 14) ranked highest among the two alternatives.

6.2.3 Steering Committee Review of Scores and Finalized Short List

The steering committee for this study reviewed the analysis and rankings found in Table 9 and in the discussion above. These comments were raised about the citywide service:

- Concern about potential impact of a transit operation on KSU's parking revenue. The parking revenue is important to satisfy long-term bonded debt for campus parking facilities. If the transit service proves successful fewer people may buy parking permits.
- Consideration of a peak and off peak schedule. ATA is currently running limited campus service which shows peak travel in the morning (7:00 AM to 8:00 AM) on Monday/Wednesday/Friday and in the afternoon with less demand during the middle of the day. Also Tuesdays and Thursday tend to be lower demand periods as well.
- Connecting Edwards Hall/KSU Union/KSU Foundation with one route not crucial if there is a seamless transfer connection at the Union. Also the need for 30-minute service may not be crucial as well. If funds from the shuttle were to be used for a citywide system (that still maintained the shuttle connection) some consideration for fare-free travel for KSU staff and students would need to be made.
- It is important to provide service to the Northview area in the northeastern part of the city.
- It is important to serve Poyntz (from Juliette east) and downtown Manhattan with the Mall.

- Service to Stagg Hill area not as high a priority as other areas (such as Northview and Seth Child south of Anderson). Further, direct service to Meadowlark (as shown on some of the alternatives) was not seen as needed because they have their own vehicle and it might be better served by a demand response operation.
- Some questions were raised about system capacity with the 20-passenger vehicles being proposed. It was indicated that ATA could dispatch extra vehicles if needed during peak periods.

The group preferred the following options which should be vetted with the Student Government Association (SGA), at the public meetings, and with the City Commission.

- Alternative 5S with 8S (with service on all segment at 60 minutes; no 30-minute segments) to allow service to be extended south of Anderson on Seth Child to the Target store. Variations of this option would include five-day and seven-day a week service.
- Alternative 9 (Hybrid route); improve service to Northview and move one of eastern legs of route onto Poyntz at Juliette. Consideration for splitting the route to better serve the Manhattan Avenue resident halls. *Note that this alternative was not part of the short list scoring and from the initial group of alternatives.*
- Alternative 2 the ATA proposal at 60-minute frequency.

The primary motivations for these selections was to keep the cost of the service in the low to mid-\$600,000 per year range. The KSU student representative on the steering committee indicated that evening and weekend service would be highly valued by on-campus residents. Also a KSU administration representative on the steering committee indicated that since the on-campus shuttle is now a free service that this portion of a citywide service might also need to be free. The representative thought that Jardine Apartment residents are significant users of the KSU shuttle.

Airport Service

Regarding the airport operations, the group was concerned about the operating cost of about \$185,000 annually. The group thought the businesses at the park as well as hotels that want airport service should contribute toward paying its cost. There was also thought that a high fare (for example, \$10 to \$20/trip) should also be charged to airport service patrons.

It was concluded that Airport service would not be part of the initial service unless interested businesses would be willing to contribute substantially to subsidize its cost.

Aggieville Special

These comments were made:

- At 3:00 AM (the ending time for the service) there would be a mass exodus of patrons and there was concern about there being enough service available to handle the load. ATA thought it would be impractical to stage additional vehicles for this one period (operating higher levels of service during the earlier parts of the evening would not otherwise be necessary). The group concluded that the proposed service level would need to suffice and Aggieville patrons would need to be made aware of this situation and plan to leave earlier or use alternative means of safe travel.
- Some thought the proposed routing should be altered to have a centralized stop at Triangle Park at the northwest corner of Manhattan Avenue and Moro Street. The bus would come off of Anderson at the south edge of the park (on a street also called Anderson) then right on Manhattan and left to eastbound Moro. It would then continue on Moro to 11th Street where it could go north into the neighborhoods north of

Bluemont as proposed. Travel on the Aggieville portion of Bluemont was discouraged because of traffic congestion in that segment.

The group preferred the fixed-route option rather than the demand response option as it would be easier for patrons to use.

Subsequent to the initial review of the alternatives evaluation by the steering committee, another session was held with the steering committee to finalize the concepts to be presented to external groups, including the Manhattan City Commission. First, the options were relabeled to better facilitate discussion with these groups.

Table 10: Alternative Concept Name Changes

New Name of Alternative	Original Alternative Name
Service Concept A: 2001 Plan Modified	Alternative 2
Service Concept B: Hybrid Routes	Alternative 9
Service Concept C: Comprehensive	Alternative 5S with 8S

The changes to Service Concept C (formerly Alternative 5S/8S) requested by the committee were only partially made in the finalized concept. Services could not, as a practical matter, be reduced to 60 minutes on all segments. The segments that were shown as 30-minute frequencies were the result of two overlapping routes. Areas in which the routes do not overlap were at 60-minute frequencies. Reducing the overlapping segments to 60 minutes would reduce the unique segments to 120-minute (2 hours) frequencies. As 60-minute frequency is the least amount of service desired, the original frequencies as proposed were maintained for the concept.

Finally, all of the concepts would include the preferred fixed-route version of an Aggieville Special.

Of the three alternatives, Concept C was the preference of the steering committee provided that service the fixed-route service would terminate at 7:00 PM instead of 10:00 PM as proposed. The period between 7:00 PM and 10:00 PM would instead be served by a demand response operation. Further, the concept would need to consider adding Saturday and possibly Sunday service as well if the change to demand response at 7:00 PM yielded sufficient budgetary savings to allow an additional day or two of service.

6.3 Public Review of Finalized Short List

The above three service concepts were presented to various groups outside the steering committee for comment as well as to obtain feedback on a preferred concept. The Manhattan City Commission was the last group and was deemed to have the final decision on the selected concept. The other venues included KSU's Student Government Association (SGA) and two general public meetings. One public meeting targeted students, faculty, and staff at KSU while the other public meeting targeted the general public.

6.3.1 Student Government Association

The three concepts as well as background information were presented to the SGA at a regularly scheduled meeting on April 22, 2010. At the meeting, the group did not express a preference regarding which concept should be recommended. However, the representatives asked a number of questions about how the service would function and how it would be funded. Among the concerns expressed was that the university was the overwhelming local funding agent for the service and that the City of Manhattan would contribute very little to the service.

Subsequent to the meeting, a student representative on the steering committee said that the feedback she got was that either Concept B or C was preferred with the caveat that at least some weekend service be provided. Concept A was rejected because of its insufficient frequency and geographic coverage.

6.3.2 Public Meetings

Two public meetings were held on April 26, 2010 to invite feedback from the general public regarding the concepts. The first meeting was held at the KSU Union and targeted students, faculty, and staff. The second meeting was held later the same day and targeted the general public. For both meetings, maps and information about the three concepts were displayed and some background information on the overall study was also provided. Meeting attendees were given a questionnaire to complete, which sought opinions about the concepts as well as solicited their input as to which concept was preferred. Nineteen participants completed a survey at the Union and eight people did so at the general public meeting.

Service Concept C was the leading choice from both meetings. People tended to prefer the concept because of its frequency of service and its design (it went where people want to go). The KSU meeting participants thought fares should be about \$1 while the general public group thought fares of \$1.00 to \$1.50 should be charged. On the question regarding the purchase of a parking permit at KSU, the KSU respondents had mixed reactions. About half (seven) said they might not buy permits, with four people being neutral, and five said they would continue to buy a parking permit.

Appendix E presents the questionnaires as well as responses.

6.3.3 Manhattan City Commission

On April 27, 2010, a presentation regarding the service concepts was made before the City Commission. Overall the Commission thought Concept C would best serve the needs of the community. Some of the comments regarding the concept, as well as about public transit in general, include:

- Expression of concern whether ATA would organizationally be able to take on a fixed-route operation as proposed.
- One commissioner thought Stagg Hill should be served but recognized the limited budget to serve all areas of the community for the initial operation.
- One commissioner wants to see better connections to the city's hotels in order to better support convention business.
- Need to better balance city and university contributions to a system.
- See if the service can be initiated before the fall of 2011.
- Make sure to add Saturday service to the final proposal.
- Make sure there is funding to sustain the service for at least three years if not longer.

6.4 Recommended Starter System Concept

Based on the public and City Commission responses, Service Concept C is the recommended concept. The next step was to further develop the concept into a "street ready" plan and to better define the next steps towards implementation. Further, a two-route, fixed-route version of the Aggieville Special was selected. See Figure 64 and Figure 65 for illustrations of the recommended plan.

Figure 64: Recommended Service Concept for Initial Citywide Transit in Manhattan

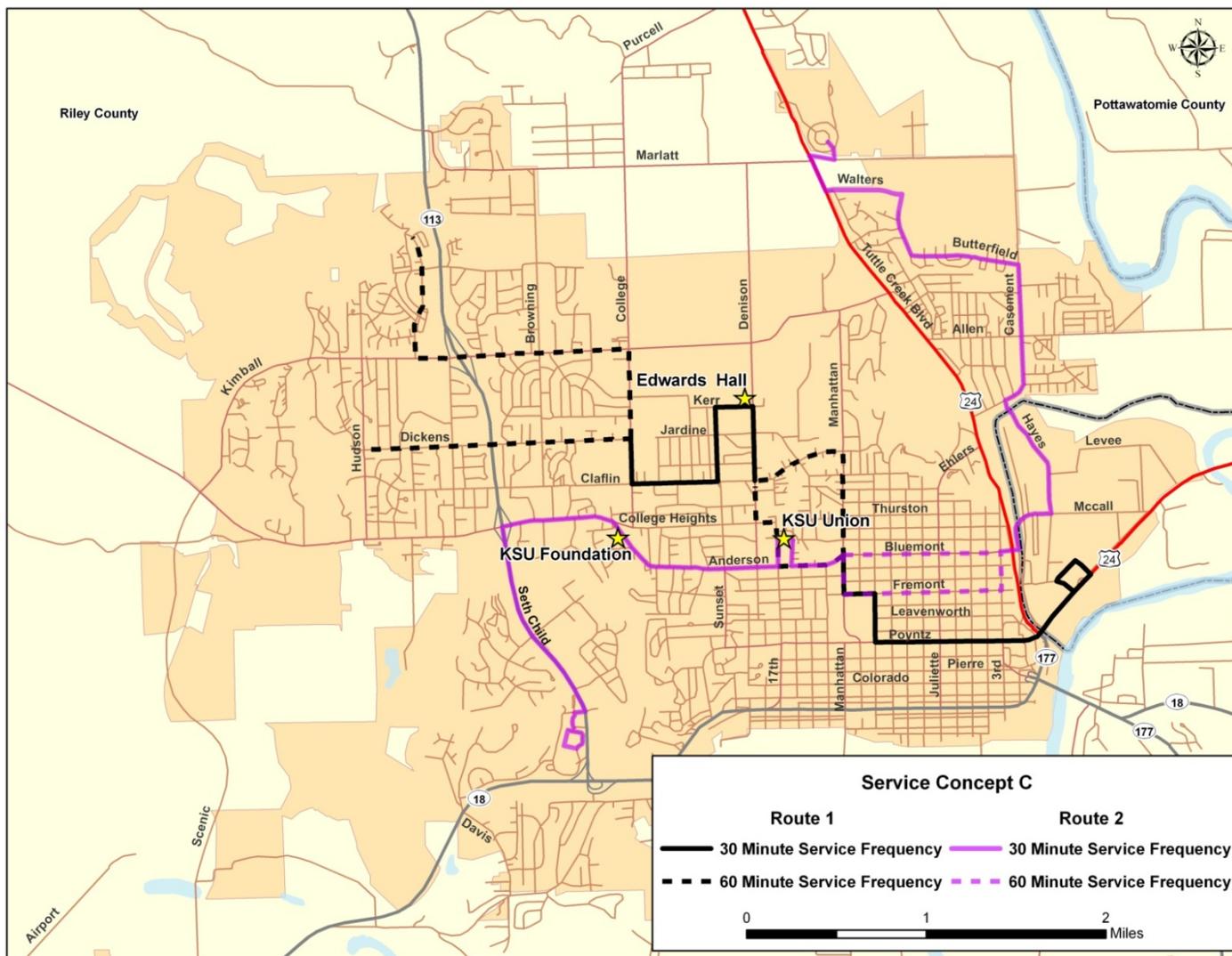
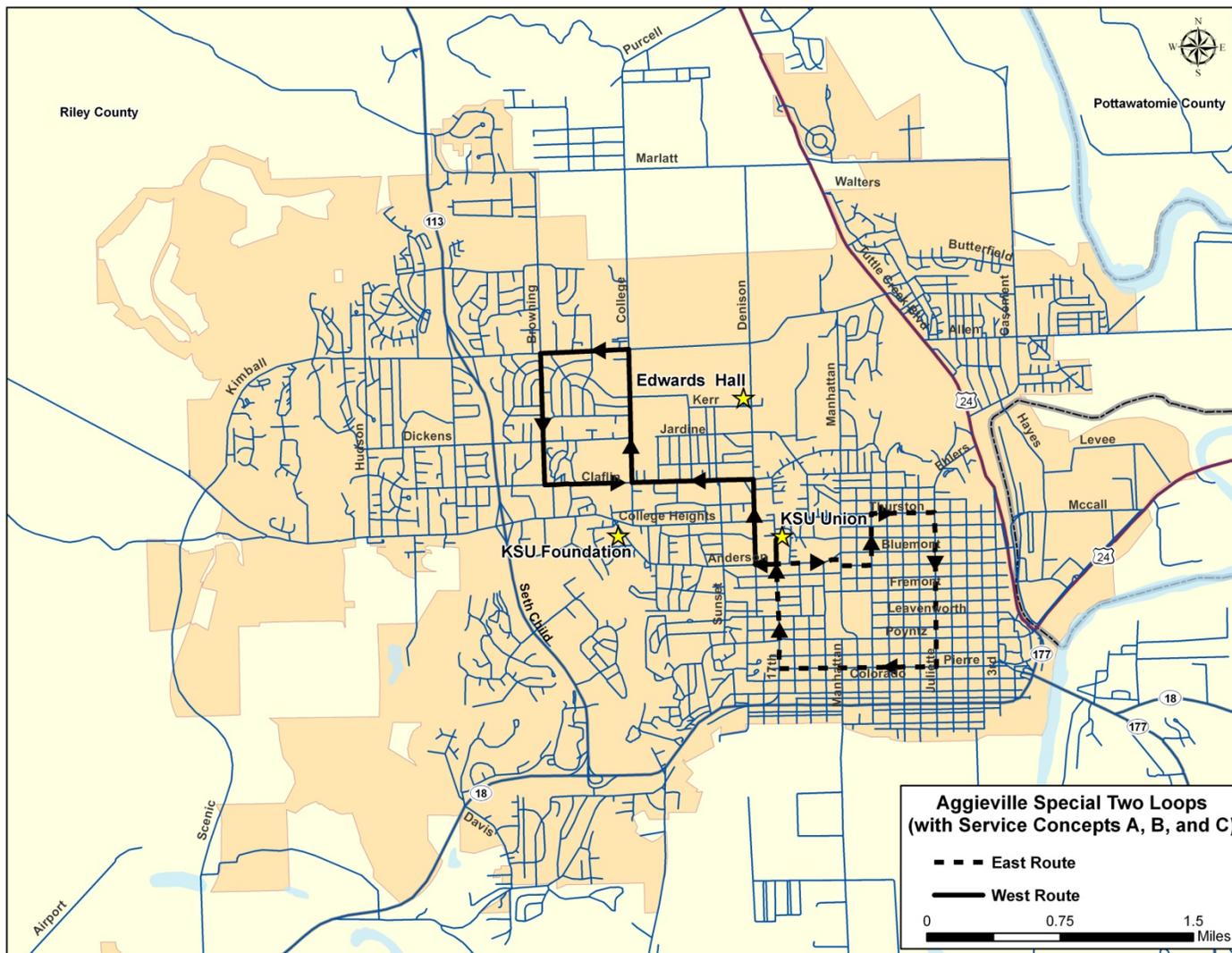


Figure 65: Recommended Aggieville Special



6.5 Future System Development

As the recommended system establishes itself, additional support and resources for an expanded transit system may be desired. This part of the report presents some possible directions in which an expanded service might head.

6.5.1 Intermediate Service

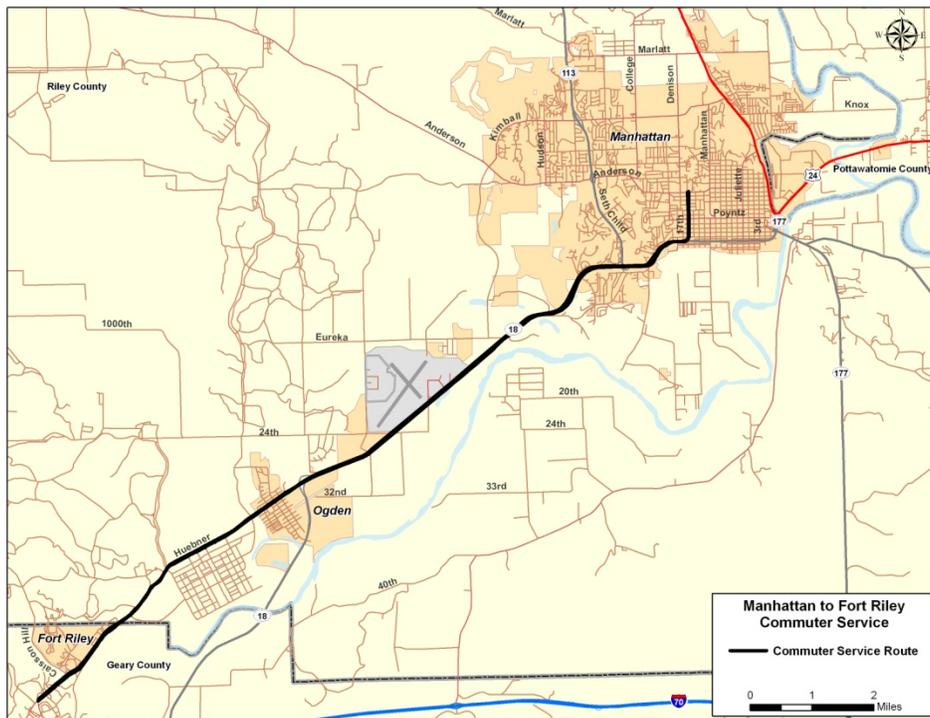
As the recommended service plan is effectively a “starter system” for Manhattan, the next step would be to build upon that base. The next logical enhancements would be to:

- Extend the fixed-route later into the evening. The current plan would end service at about 7:00 PM with a General Public Demand Response (GPDR) covering the period between 7:00 PM and 10:00 PM on weekdays. As additional resources become available and as demand warrants, fixed-route service could be operated instead of the GPDR.
- Extend Saturday evening service to 10:00 PM. No Saturday service after 7:00 PM would be operated with the initial plan.
- Add Sunday service.

6.5.2 Full System

Once the intermediate service level is reached, the next recommended step in system development could be the addition of more routes within Manhattan as well as an airport service (with appropriate private sector support) as well as commuter services between Manhattan and Fort Riley as well as from Junction City to Fort Riley. The decision as to which direction the system should go (e.g., additional city routes, service to Fort Riley, etc.) should be made at the time the community is ready to make such additional investments. A review of market conditions at that future time as well as utilization of services will be helpful in making such decisions. However, this plan did explore some possible concepts for Fort Riley service. Figure 66 illustrates one such possibility.

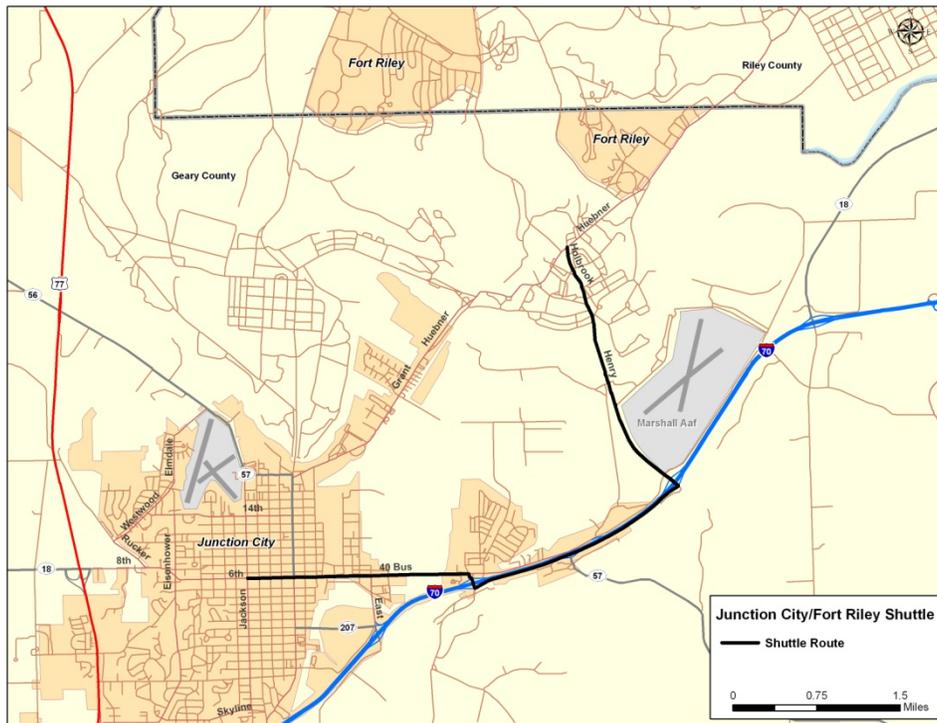
Figure 66: Fort Riley Commuter Service



The service shown in Figure 66 is highly conceptual. Given the physical size of Fort Riley, more than one route might be warranted to connect the various far-flung sectors of the post with origins in Manhattan. The commuter service envisions one or more park-and-ride facilities in Manhattan with peak-hour service operating from the facility to points on Fort Riley.

As shown earlier in Section 4, Junction City is a location where many of Fort Riley’s personnel reside. A shuttle service connecting the city with the Fort could provide access for people who live on and off post. As with the Fort Riley Commuter service concept, the Junction City shuttle is highly conceptual and more than one route may be needed to adequately service the extensive on post facilities of Fort Riley.

Figure 67: Junction City-Fort Riley Shuttle



During the execution of this study, KDOT agreed to fund a Junction City pilot service with ATA as the operator. No further details were available as this report was written.