The Southwest Demonstration Study: Phase I

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Southwest Demonstration

- Coordination of regional transportation providers
  - Transit agencies
  - Intercity bus
  - Public school transportation

- Technology necessary piece
SW North Dakota

• 8 counties
• ~10,000 square miles (size of MA)
• <40,000 residents
• About half reside in Dickinson
• Aging
Purposes are similar to those in other areas
Distances are much longer
Financial and travel time costs are much larger
Opportunity for efficiency by coordinating trips
• Four public transportation providers
• Provide intra and intercity transportation
• Primarily elderly and disabled riders
• Intercity bus service
• More than a dozen public school districts
• Enrollment is declining
• Sparsely populated
• Student Transportation
Considerations

- Federal regulations
  - School bus
  - Vehicles Safety Standards (FMVSS)
- State regulations
- Organization policies
- Student safety and behavior
- Insurance
- Market issues
- Technological issues
- *Institutional/Turf issues*
Stakeholders

- City of Dickinson
- Eldercare
- Dickinson Public Schools
- NDDOT
- ND Department of Public Instruction
- Roughrider JPA
The vision of the Roughrider Travel Management Coordination Center is to support a sustainable, coordinated, accessible, mobility system for all people in southwest North Dakota that is affordable, safe, and reliable.
Operational Alternatives

• Coordination of school, public, and other ground transportation services

• School transportation allows non-students to ride

• School vehicles used for non-school purposes
• *Transit Vehicle Tracking*
• Demand Response Transit Operations
• Transit Fare Collection Management
• *Transit Security*
• Transit Fleet Management
• *Multi-modal Coordination*
• *Transit Traveler Information*
• Transit Passenger Counting
• Barriers to coordination
• Necessity of technology
• Value of trailblazing efforts like MSAA
• Opportunities for ITS in school transportation