

Transit Service Policy Update

Review of Policy Changes



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Transit Service Policy

- What is the Transit Service Policy?
 - Key policy document that establishes:
 - A formal process for evaluating existing services
 - A methodology and process for developing and implementing service changes
 - Service design guidelines to provide high quality services to our customers and encourage ridership

Transit Service Policy

- 2012 was the Last Update
 - Adopt Revised Stop Spacing Standards
 - Change Load Factor to 1.3 x Seated Load
- 2015 Update
 - Timely
 - Opening two Rail Lines in Spring 2016
 - Assumption of no increase in the level of bus service hours
 - APTA Peer Review Recommendations (3/2015)



Transit Service Policy

- Basic Policy Changes
 - Increase load factor on our most frequent lines
 - Consolidate bus stops to increase speed
- Consider network of frequent services with focus on supporting core Bus & Rail lines
- Reallocate resources from poorer performers to higher productivity lines
- Improve coordination with Municipal Operators



Transit Service Policy

Load Factor

- **Current:** One standard: Peak / Off-Peak, weekends, and any service frequency
- **Proposed Standard**
 - Variable Standard considering:
 - Peak / Off-Peak
 - Bus Type
 - Service Frequency

Variable loading standards can produce efficiencies



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Loading Standards by Bus Size

Weekday AM and PM Periods					Off Peaks and Weekends				
Bus Types					Bus Types				
Frequency Range in Minutes	Psgrs. / Seat	40 ft.	45 ft.	60 ft.	Frequency Range in Minutes	Psgrs. / Seat	40 ft.	45 ft.	60 ft.
		Average Peak Loads					Average Peak Loads		
1 - 10	1.40	56	65	80	1 - 10	1.30	52	60	74
11 -20	1.30	52	60	74	11 -20	1.25	50	58	71
21 - 40	1.20	48	55	68	21 - 40	1.10	44	51	63
41 -60	1.10	44	51	63	41 -60	1.00	40	46	57
60+	1.00	40	46	57	60+	0.75	30	35	43

Shaded area presents current load factor standard applicable at all times. This table replaces the all-day 130% standard with one that varies by peak/off-peak and schedule frequency.



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Wait a longer time; get to sit down

Transit Service Policy

Stop Consolidation

- Metro has in excess of 15,000 bus stops
- Over past 5 years, bus speeds on average have declined (from 12 mph to less than 10.91 mph)
- As the system slows down, more resources needed to operate same headway
- Greater opportunity for accidents

Focus

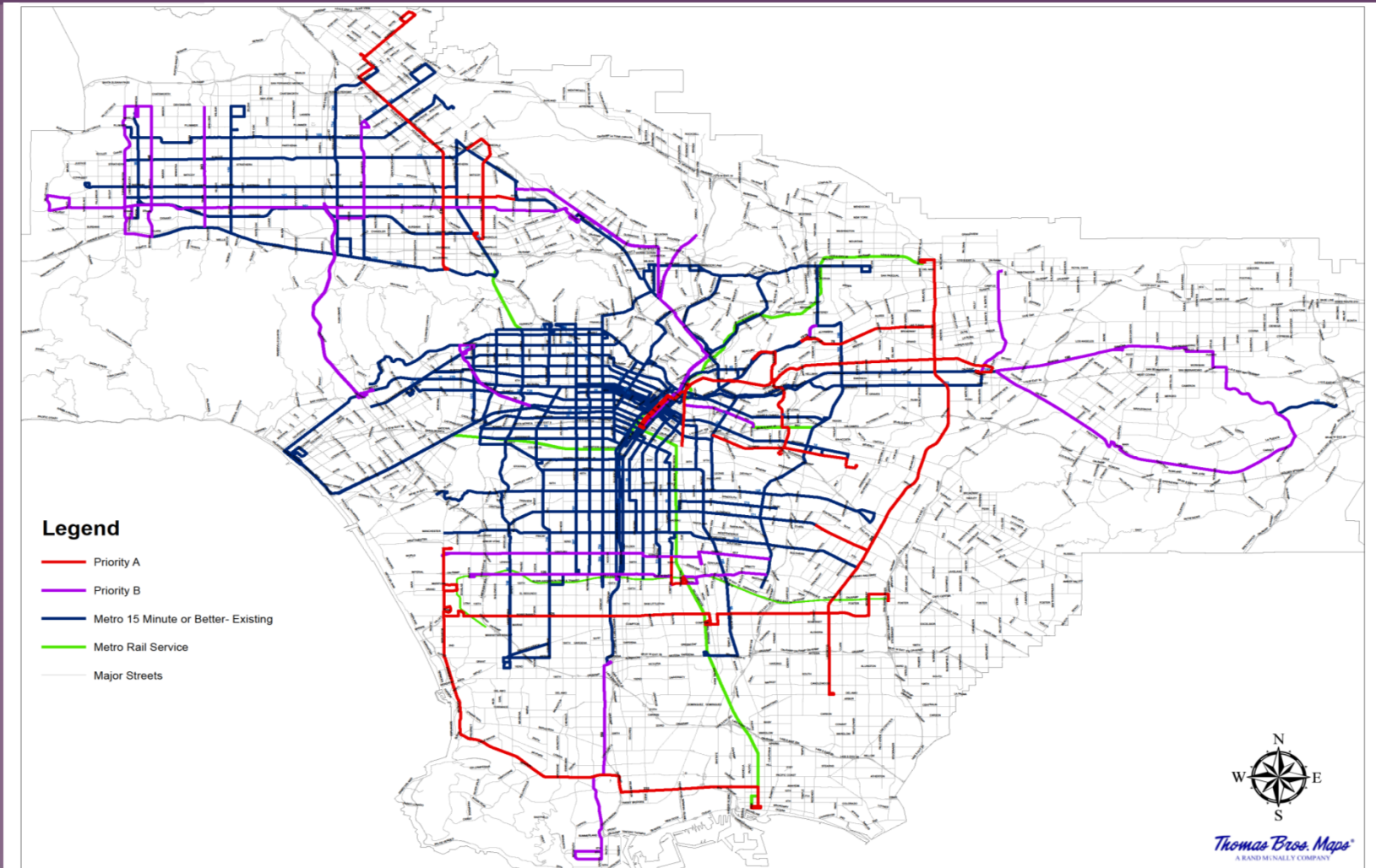
- Reduce stops that are less than ¼ mile from each other
- Reduce stops that have little use
- Decrease running time and improve service efficiency
- Provide for smoother operation
- Improve safety

Transit Service Policy

- Operate 15-Minute Peak Service Network
 - Focus on Rail, BRT, Rapid, and other top performing lines
 - Follows grid pattern
 - One-half to 1-mile spacing of lines
 - Better quality & more reliable service on high-performing lines
 - Provides opportunities for other operators



Recommended 15-Minute Peak Network



Prepared by Metro Service Planning

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May, 2015

Metro-Municipal Operator

Transit corridors considered for future operation by another operator should:

- Add value to the customer through integration into an already established nearby transit operator;
- Complete another operator's route network;
- Improve connections to a municipal operator's established network;
- Generate net cost savings; Metro will calculate the FAP impacts for all service realignment proposals
- If Metro service is reduced, Metro should reinvest at least half of the net savings (operating cost less passenger revenue and FAP reduction) to improve service on Metro's core network of regionally significant bus lines.

Service Change Timeline

Key Activities	Required Lead Time (Months Prior to Implementation)
Initiate Planning Process	12
Develop Preliminary Recommendations	7-8
Impact Analysis for Proposed Changes	6-7
Title VI Equity Analysis on Major Service Change and Fare Change Proposals	5-7
Service Council Review and Input	6-7
Confer with Labor Relation and Union Representatives	5-6
Public Review and Input	5
Finalize Service Change Program	4-5
Program Approval	3-4
Develop New Service Schedules	2-4
Print Public Time Tables and Operator Assignments	1-2
Fabricate Decals for Bus Blades	1-2
Print Bus Cubes/Take-One Bus Inserts	1



Next Steps

- Initiate the Comprehensive Operations Analysis reviewing each line in the system
- Make recommendations for service changes:
 - Achieve the Peak 15 minute Frequent Service Network
 - Place more resources on core network services, e.g. Rapid Bus Lines
 - Right-size the owl service network
 - Provide opportunities for experimentation with point-to-point services



Project Timeline

- Complete service evaluations by November 2015, establish phasing plan & analyses
- Generate service changes for June 2016 by December 2015 (Service Councils set hearing dates)
- Hold Public Hearings in February 2016
- Adopt service change program March/April 2016
- Implement Plan Phase July 2016
- Evaluate changes by October 2016

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Questions?



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