

Draft Transit Service Policy

Blue Ribbon Committee May 28, 2015



Metro

Work of the Blue Ribbon Committee

Recap of First 3 Meetings

- Reviewed Transit Service Policies
- Reviewed Metro-Muni Service Realignment
- Reviewed a Frequent Service Network
- Recommended Gap Closures
- Discussed relationship of frequency to service spacing
- Discussed how to implement a Frequent Service Network

APTA Peer Review Recommendations



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APTA Peer Review Recommendations

- Increase load factor
- Consolidate bus stops to increase speed
- Critically review services & reallocate resources from poorer performers to higher productivity
- Work with Municipal Operators to improve service coordination
- Develop a network of frequent services



Transit Service Policy

Transit Service Policy

Provides Guidance and Policies for:

- ✓ **Bus Route Network Design**
- ✓ **Service Guidelines**
- ✓ **Bus Stop Location and Spacing**
- ✓ **Bus and Rail Passenger Loading Standards**
- ✓ **Performance Standards**
- ✓ **Title VI and Environmental Justice Evaluation Process**
- ✓ **Public Outreach**



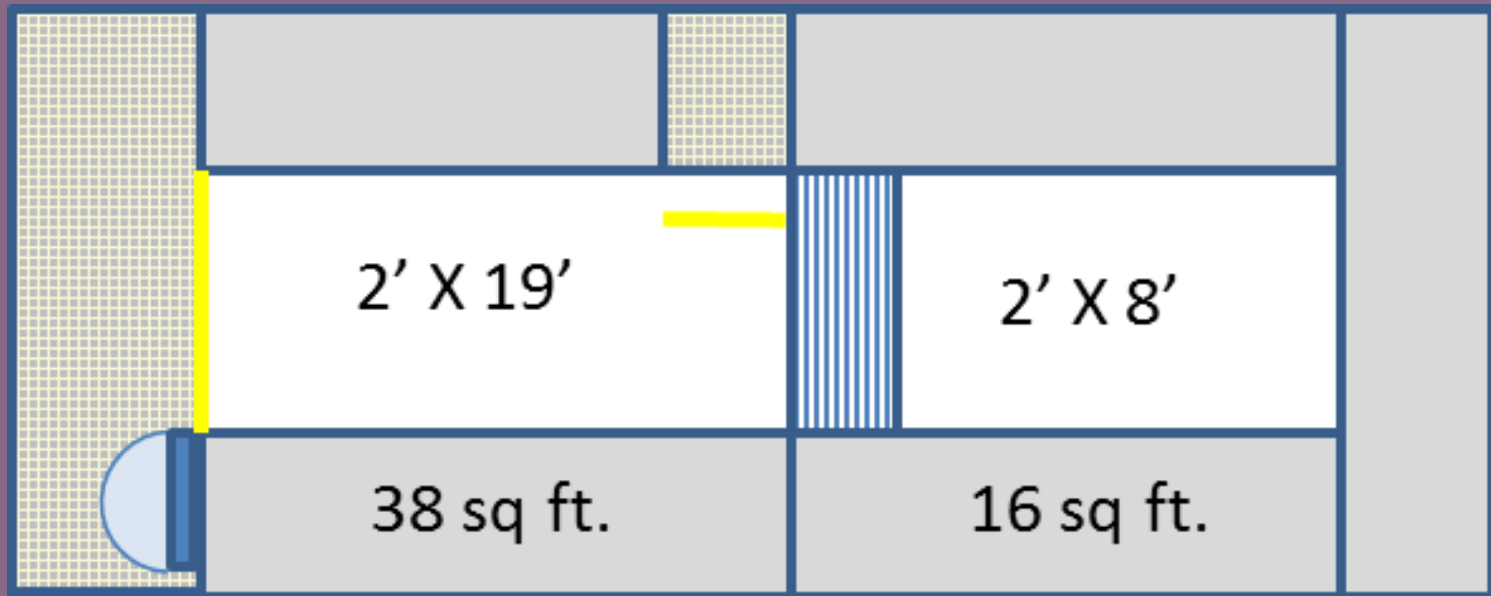
Bus Load Factor Discussion

Peak Period Loading Standards: 40-Foot Bus

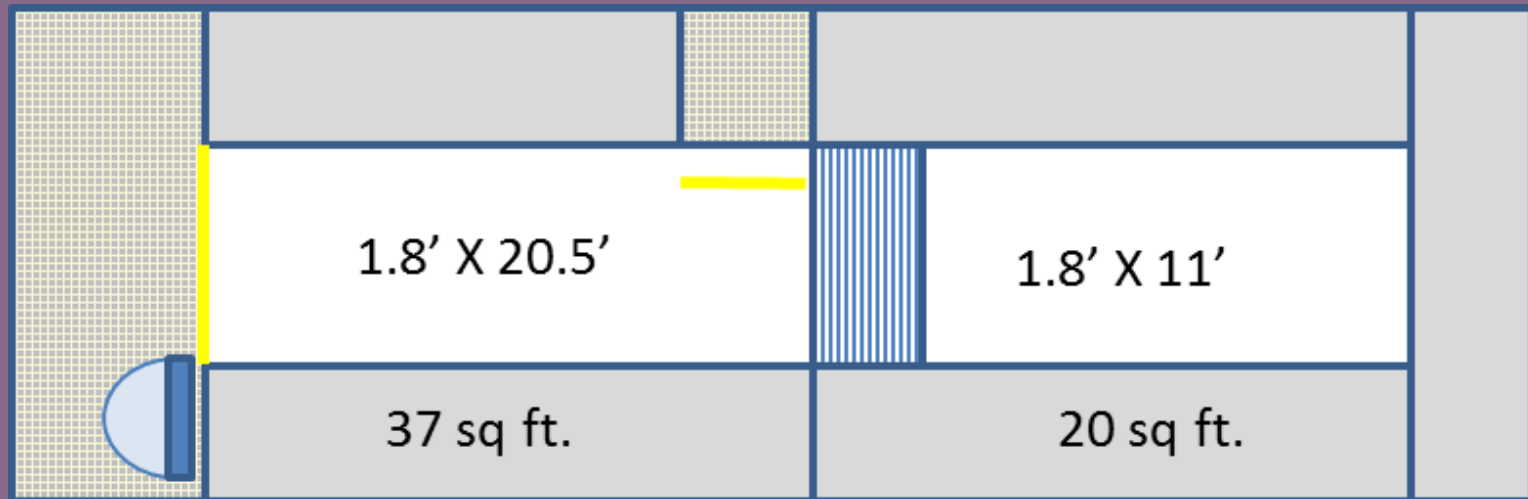
Property	Loading Standard
Philadelphia (SEPTA)	1.59
Seattle (King Co)	1.5
Chicago (CTA)	1.3
San Francisco (MUNI)	1.2
Boston (MBTA)	1.4
Washington DC	1.2
San Diego (MTS)	1.5
Denver (RTD)	1.25
New York City (NYCT)	1.5
Dallas (DART)	1.5



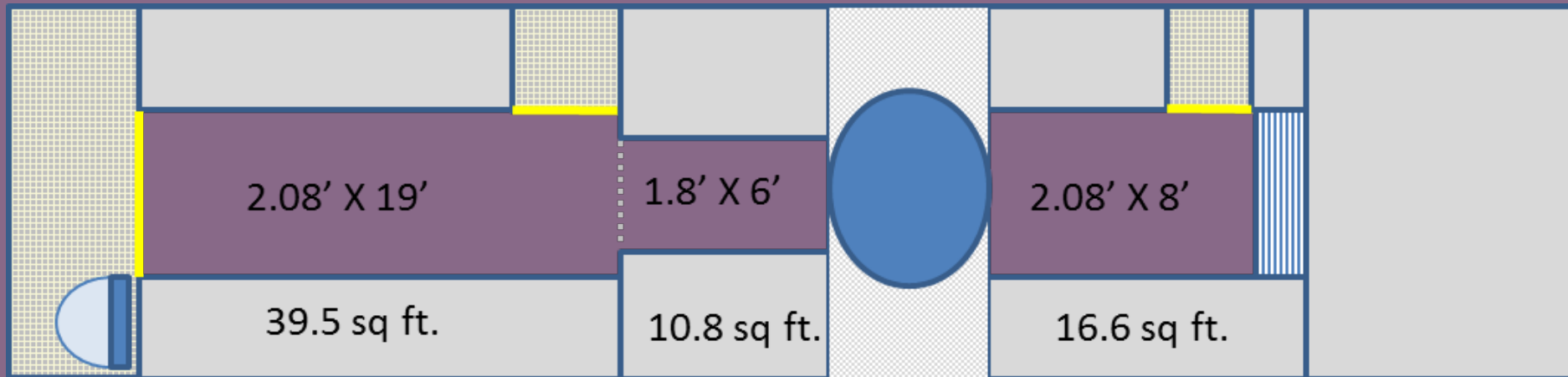
Peak Period Loading Standards: 40-Foot Bus



Peak Period Loading Standards: 45-Foot Bus



Peak Period Loading Standards: 60-Foot Bus

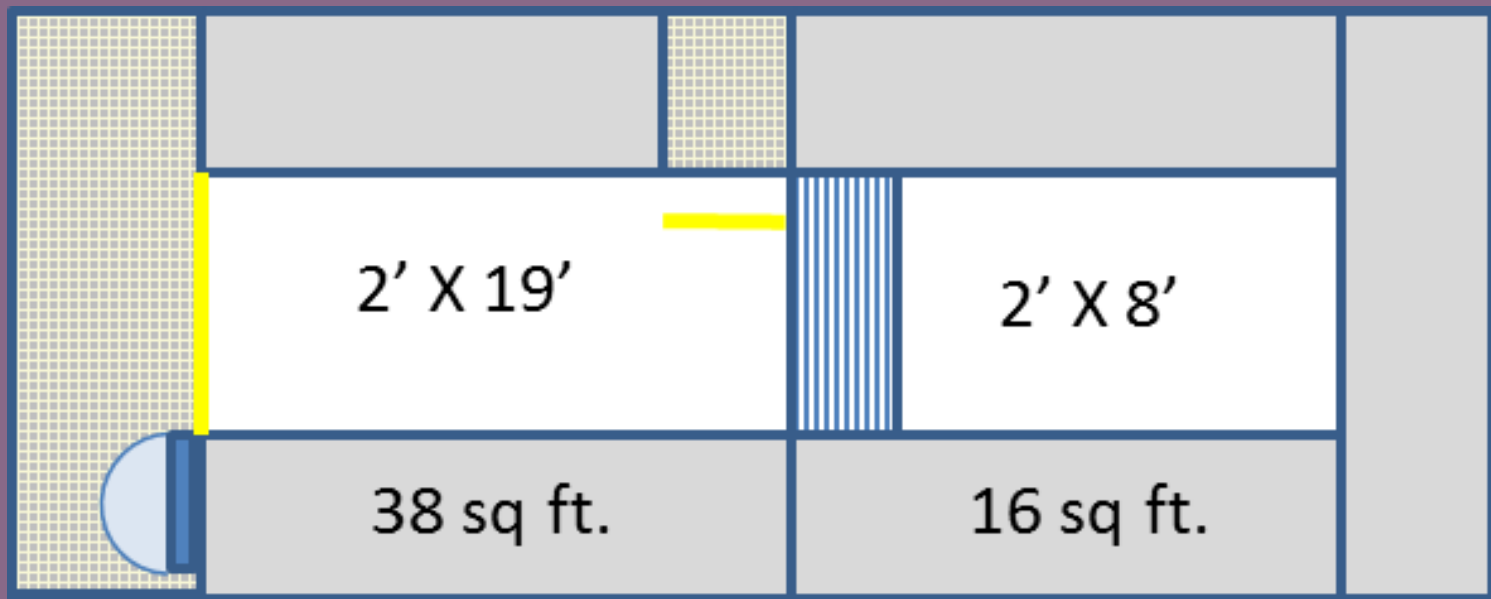


Load Factor

Bus Loading Standards Based on Passengers per Seat at Peak Load Point												
Bus Type	Sq. Ft.	Seats	Passengers per Seat									
			1.00	1.10	1.20	1.30	1.35	1.38	1.40	1.43	1.45	1.50
			Total Passengers per Bus									
40-ft	54	38	38	42	46	49	51	52	53	54	55	57
45-ft	58	46	46	51	55	60	62	63	64	66	67	69
60-ft	68	57	57	63	68	74	77	79	80	82	83	86

Bus Loading Standards Based on Square Feet per Passenger at Peak Load Point													
Bus Type	Sq. Ft.	Seats	Square Feet of Standing Area per Standing Passenger										
			135	20	15	10	8	6	5	4.5	4	3.5	2.5
			Total Passengers per Bus										
40-ft	54	38	38	41	42	43	45	47	49	50	52	53	60
45-ft	58	46	46	49	50	52	53	56	58	59	61	63	69
60-ft	68	57	57	60	62	64	66	68	71	72	74	76	84

Loading Standard Exercise



Proposed Load Factor

Weekday Peak AM and PM Periods				
Freq. Range in Min.	Std. / Sq. Ft.	Bus Types		
		40'	45'	60'
		Avg. Peak Loads		
1 - 10	3.5	53	63	76
11 - 20	4.5	50	59	72
21 - 40	8	45	53	47
41 - 60	15	42	50	62
60+	seated	38	46	57

Off Peaks and Weekends				
Freq. Range in Min.	Std. / Sq. Ft.	Bus Types		
		40'	45'	60'
		Avg. Peak Loads		
1 - 10	5	49	58	71
11 - 20	10	43	52	64
21 - 40	20	41	49	60
41 - 60	seated	38	46	57
60+	3/4 Seated	29	35	43

Loading Standards with Approximate Passengers per Seat Equivalence									
Weekday Peak AM and PM Periods			Off Peaks and Weekends						
Freq. Range in Min.	Psgrs. / "Seat"	Bus Types			Freq. Range in Min.	Psgrs. / "Seat"	Bus Types		
		40'	45'	60'			40'	45'	60'
		Avg. Peak Loads					Avg. Peak Loads		
1 - 10	1.40	53	65	80	1 - 10	1.30	49	60	74
11 - 20	1.30	49	60	74	11 - 20	1.15	44	53	65
21 - 40	1.15	44	53	65	21 - 40	1.05	40	48	60
41 - 60	1.10	42	51	63	41 - 60	1.00	38	46	57
60+	1.00	38	46	57	60+	0.75	29	35	43



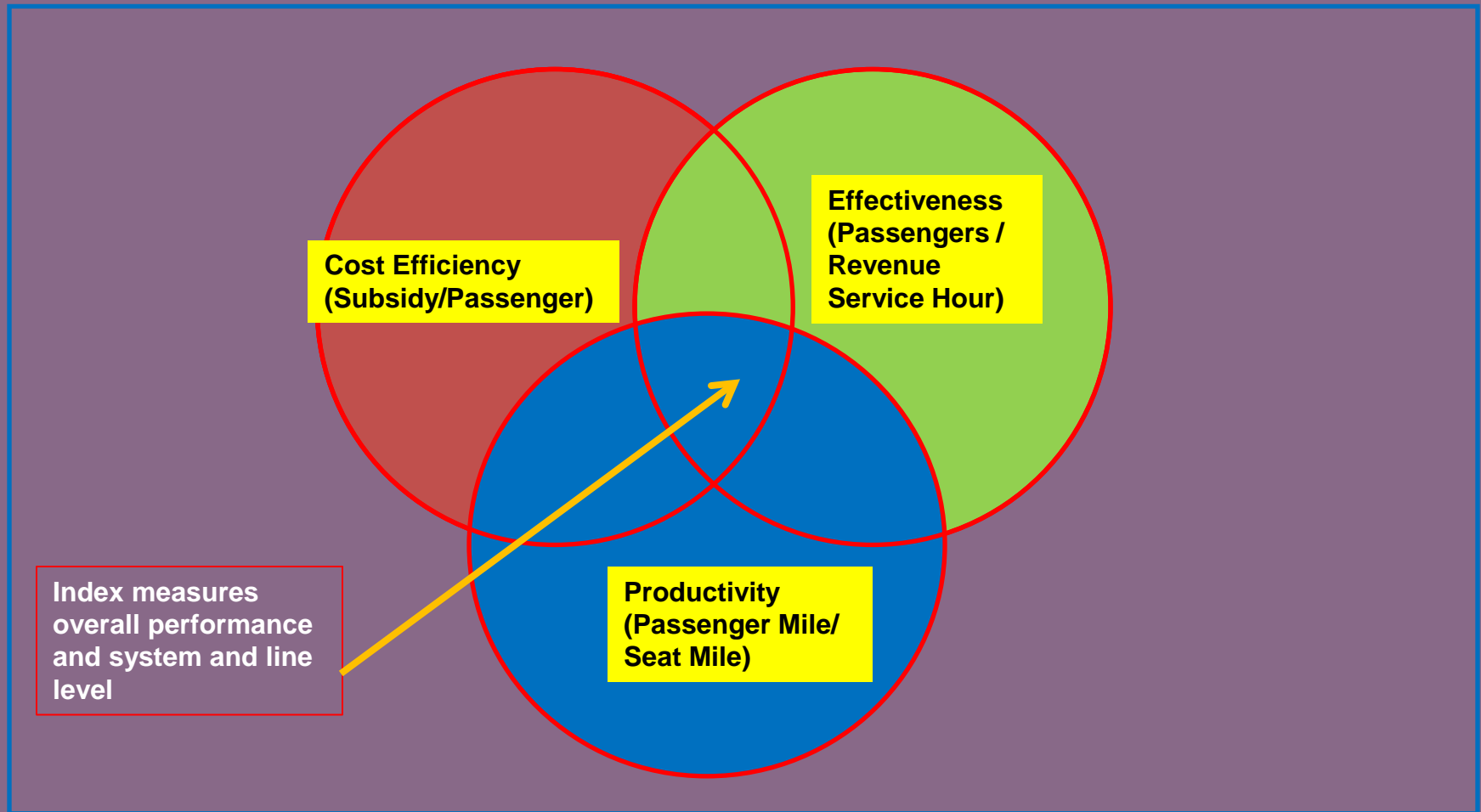
Route Performance Index

Route Performance Index

- Measurement yardstick to evaluate routes and services
- Goal is to insure that Metro services are efficient, effective
- Metro Lines are evaluated only within their service type
- There are 4 service types: Local, Express, Rapid, and Shuttle (BRT Lines are considered Rapid)



Metro's Route Performance Index



Route Performance Index

Performance Measures

- Passengers/Revenue Service Hour
- Passenger Miles/Seat Mile
- Subsidy/Passenger

$$\text{RPI} = (\text{P/RSH} + \text{PM/SM} + \text{SUB/P})/3$$

- All lines within each service type are measured against the average of their service type
- Lines with an index value of 1.0 perform at category average; an index of less than 1.0 are below average
- Lines with an index of 0.6 or below are subject to remedial action



Route Performance Index (cont.)

Proposal is to evaluate all Metro Lines using the Metro Bus System Average

- Metro Shuttle Routes in general are very similar to Local Lines;
- All Metro Express Lines except Silver Line have large segments of Local service;
- Metro Rapid Lines have performance levels similar to Local Lines

Metro-Municipal Operator

Transit corridors considered for future operation by another operator should:

- Add value to the patron 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.



Blue Ribbon Committee

Questions?



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