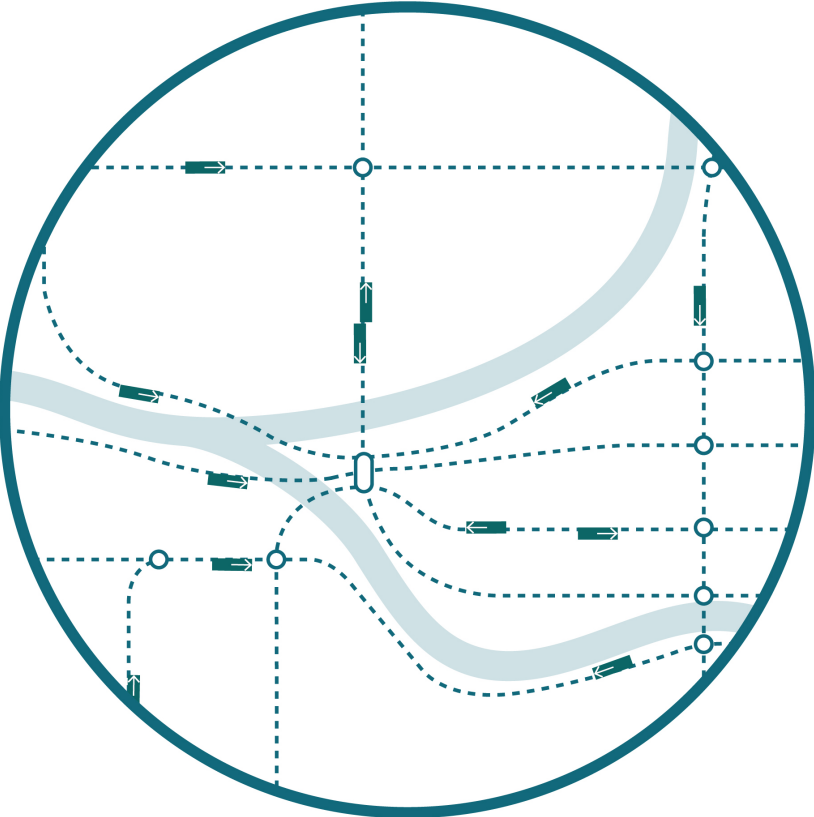


Aligning Service with Transit Streets





**Systemwide
Approaches
Go Farther**

A1	TELEGRAPH AVE TO BERKELEY	2, 12 MIN
P3	FORBES AVE TO TRAFFORD	3, 8 MIN
X1	MICHIGAN AVE TO UNIVERSITY	5, 15 MIN

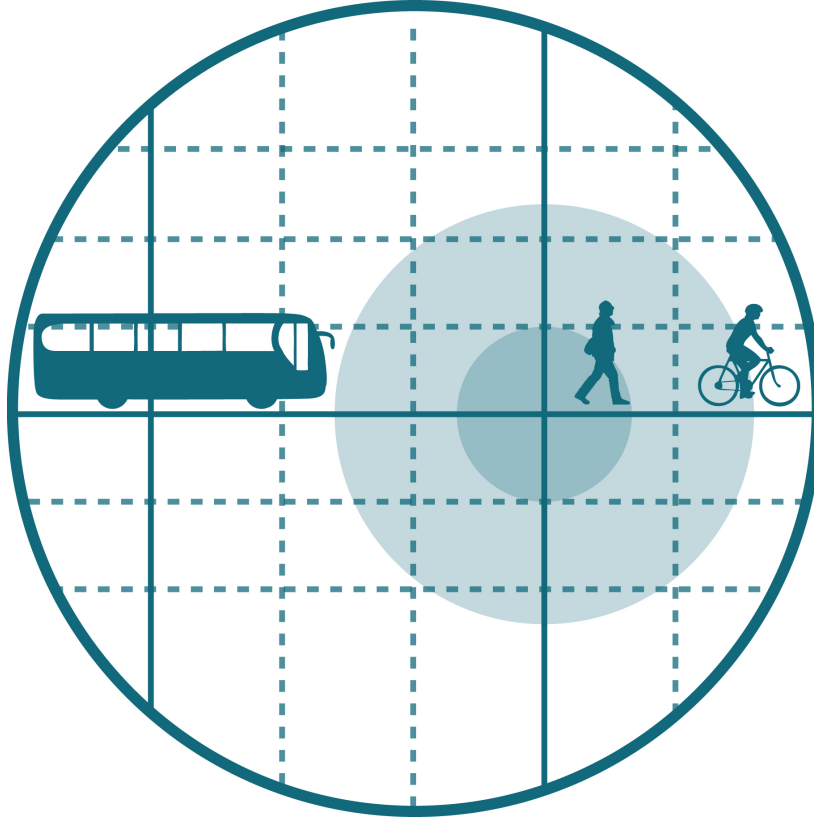
**Frequent,
Predictable,
Convenient**



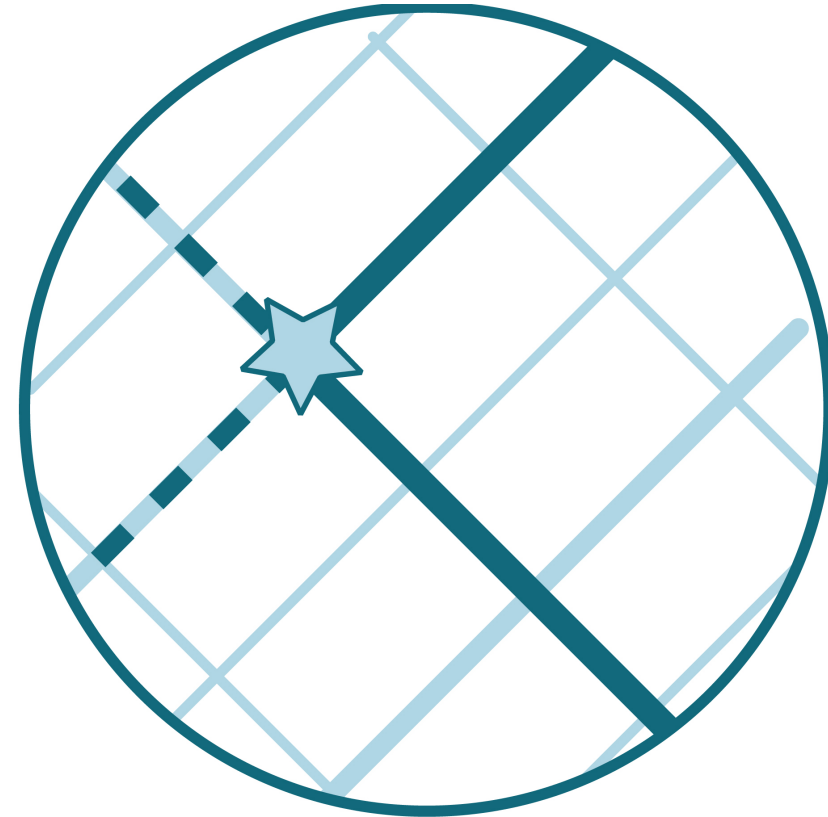
**Ridership
Reinforces
Permanence**



**Equity Goes
Beyond Coverage**



**Complete Trips
Need Complete
Networks**



**Easy to Ride,
Easy to Run**

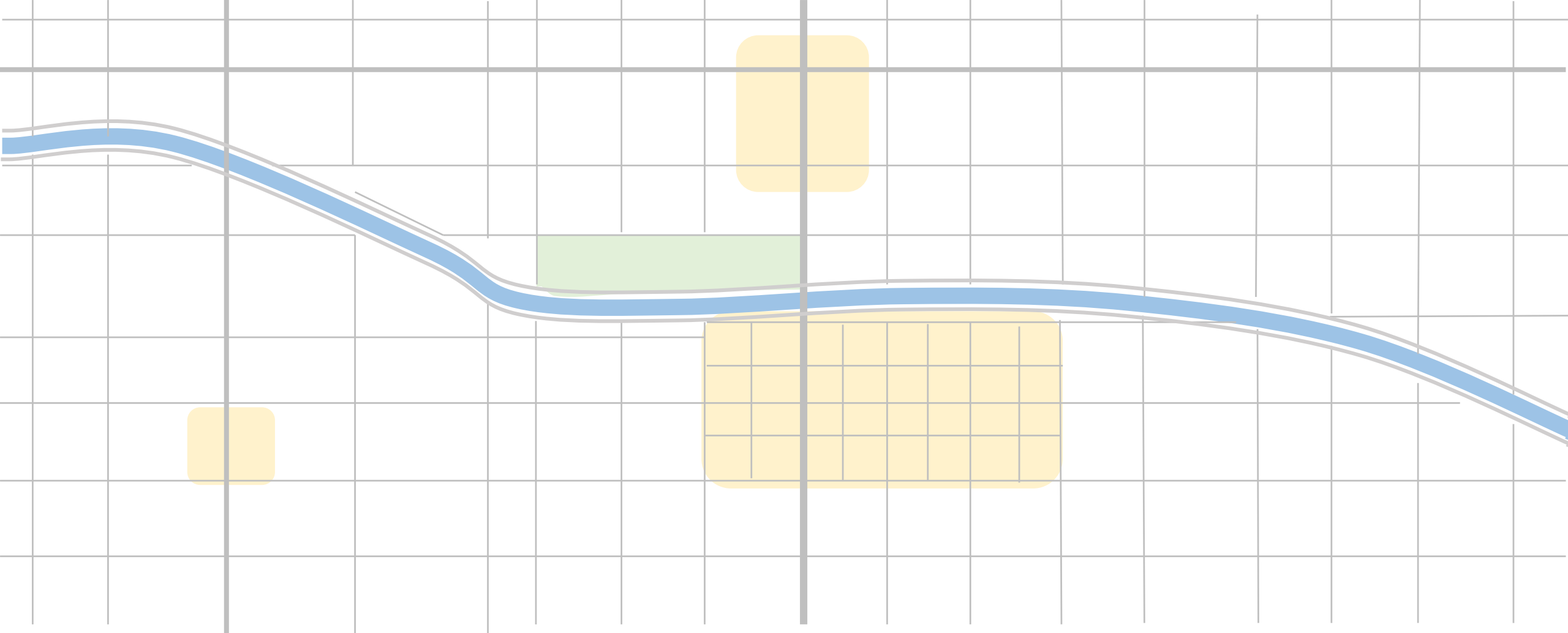
Transit Service Strategies

Networks

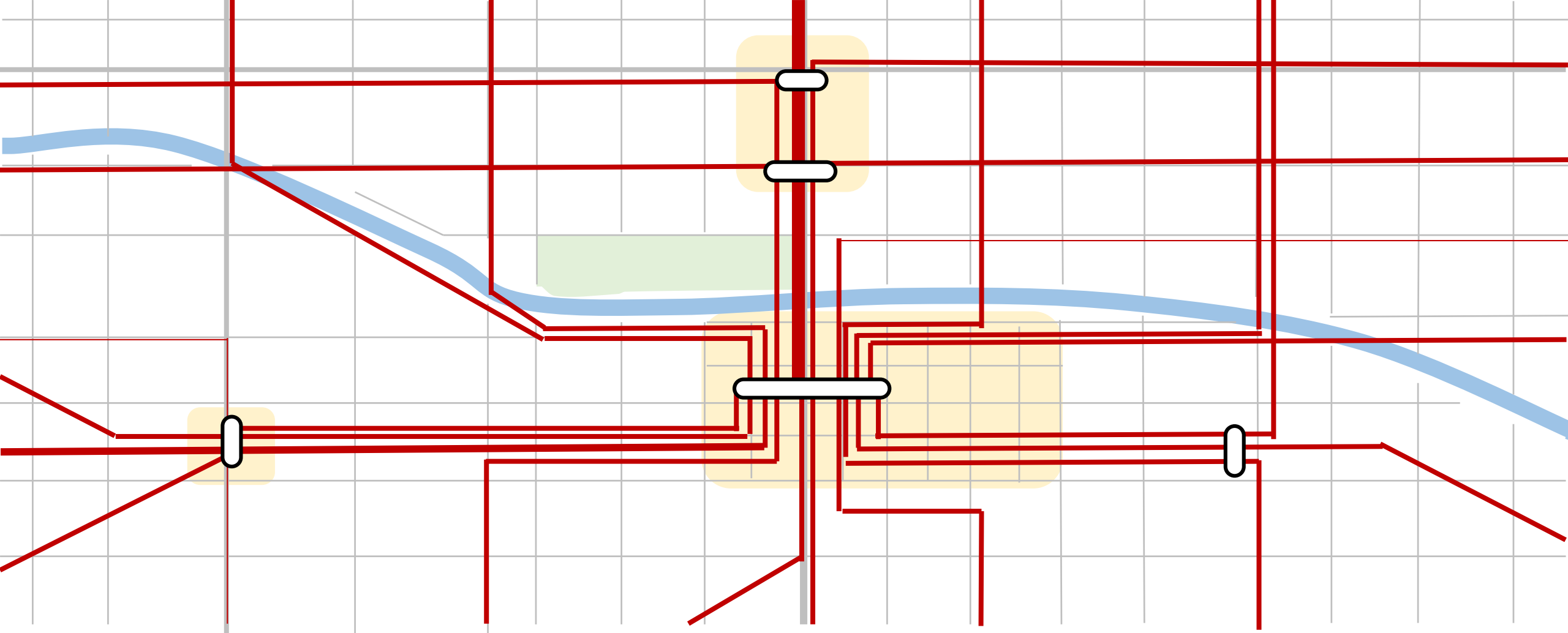
Operating for Speed & Reliability

Supportive Infrastructure



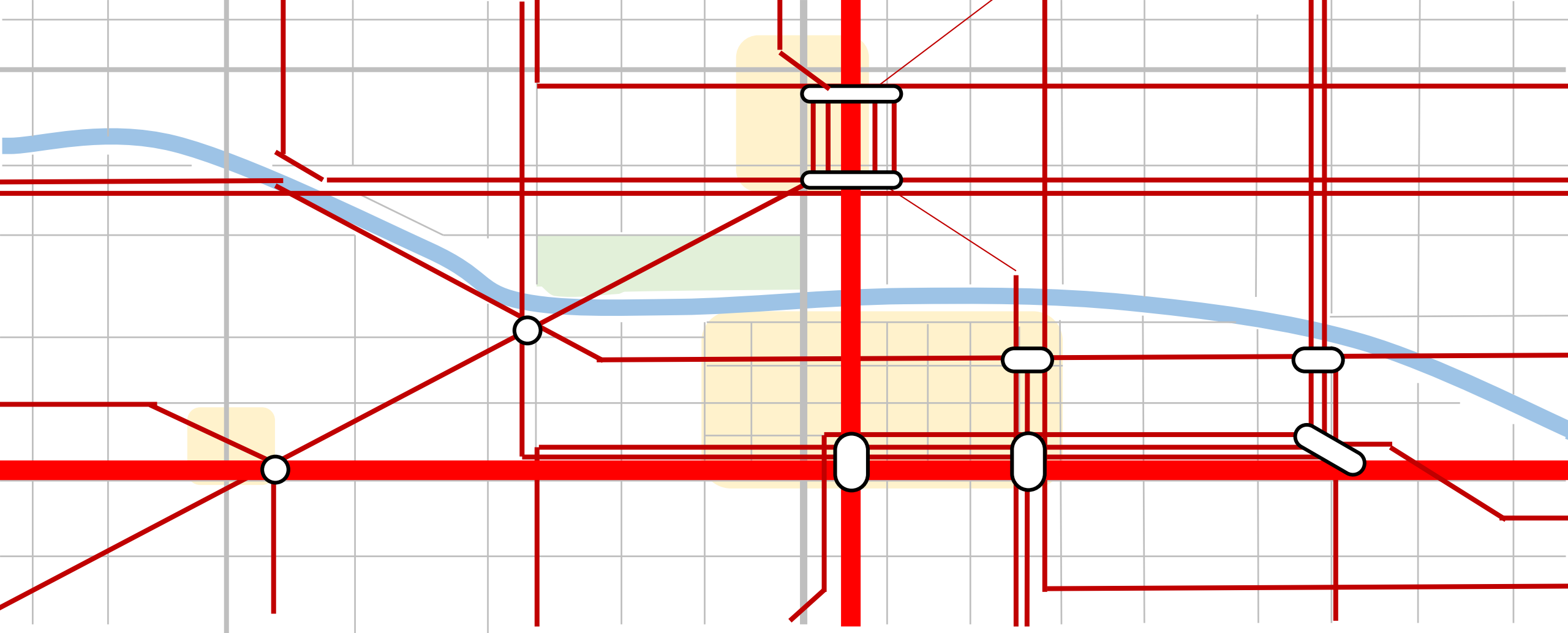


**Street
Network**



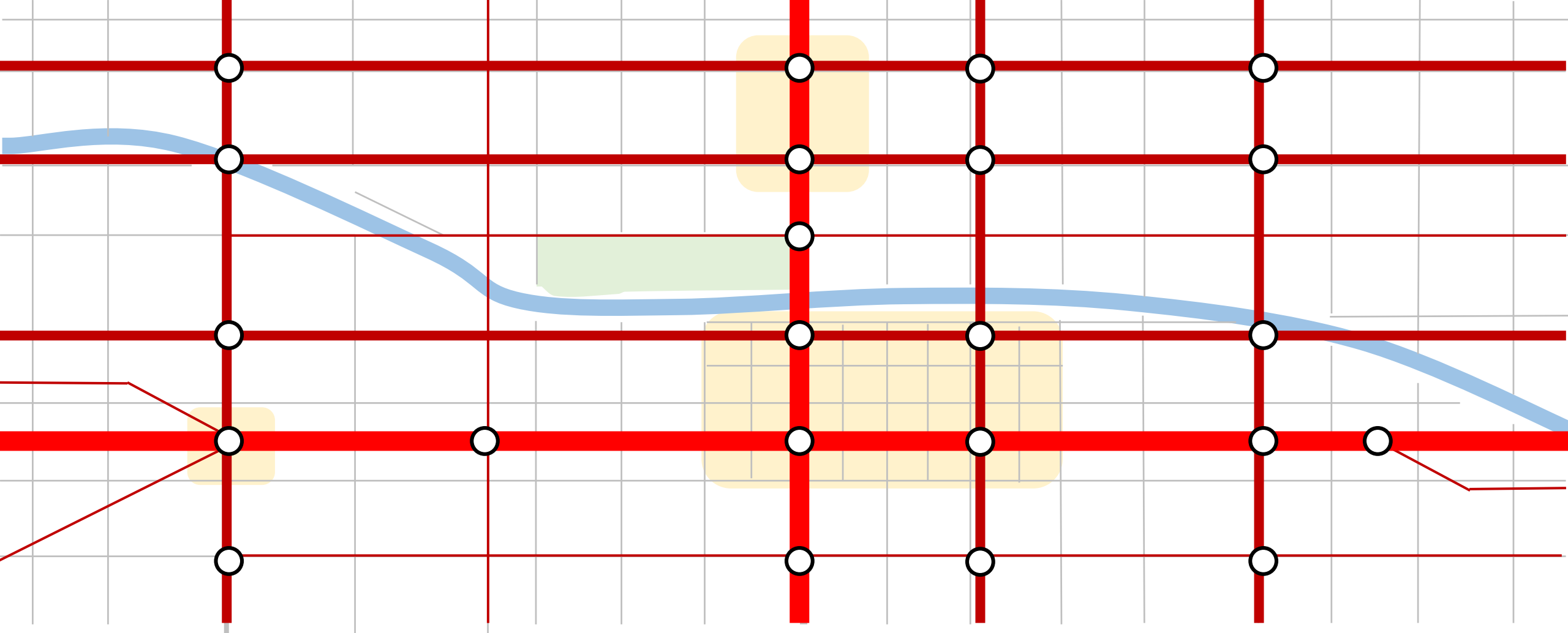
Radial Network

- Oriented around Central Business District
- “One-seat” ridership
- Limited trunkline capacity



Multi-Hub Network

- Feeder to Rail / Rapid
- Targeted Priority Projects
- Difficult to provide frequency and coverage



Street Network

- Structured around transfers & frequency
- Serves poly-centric urban areas well
- Straight routes ease operations



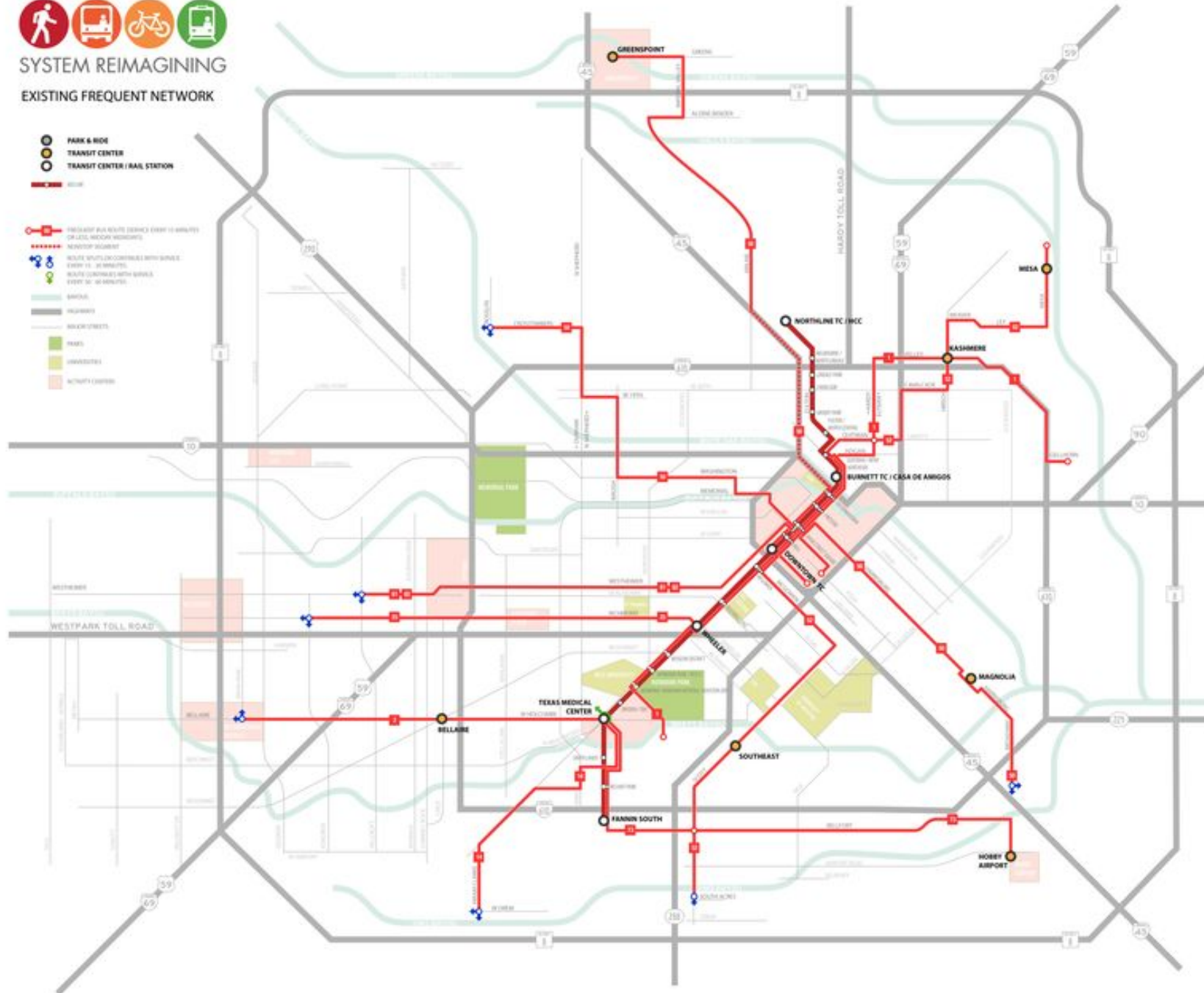
SYSTEM REIMAGINING

EXISTING FREQUENT NETWORK

- PARK & RIDE
- TRANSIT CENTER
- TRANSIT CENTER / RAIL STATION

- FREQUENT BUS ROUTE (SERVICE EVERY 10 MINUTES OR LESS, HIGH-DENSITY, HIGH-TRIP GENERATION)
- NEW STOP LOCATED
- ROUTE SPLIT/COMBINED WITH SERVICE EVERY 15-30 MINUTES
- ROUTE COMBINED WITH SERVICE EVERY 15-30 MINUTES

- BRIDGE
- HIGHWAY
- MAJOR STREET
- PARK
- UNIVERSITY
- AIRPORT CAMPUS



FREQUENT NETWORK PROPOSED AUGUST IMPLEMENTATION MAP

- PARK & RIDE
- TRANSIT CENTER
- TRANSIT CENTER / RAIL STATION

- Red Line
- Green Line
- Purple Line

Frequent Bus Route (Service Every 15 Minutes or Better, 15 Hours A Day, 7 Days a Week)

Nonstop Segment
Route Splits Or Continues With
Service Every 15 - 30 Minutes
Route Continues With Service

Major Streets

Parks

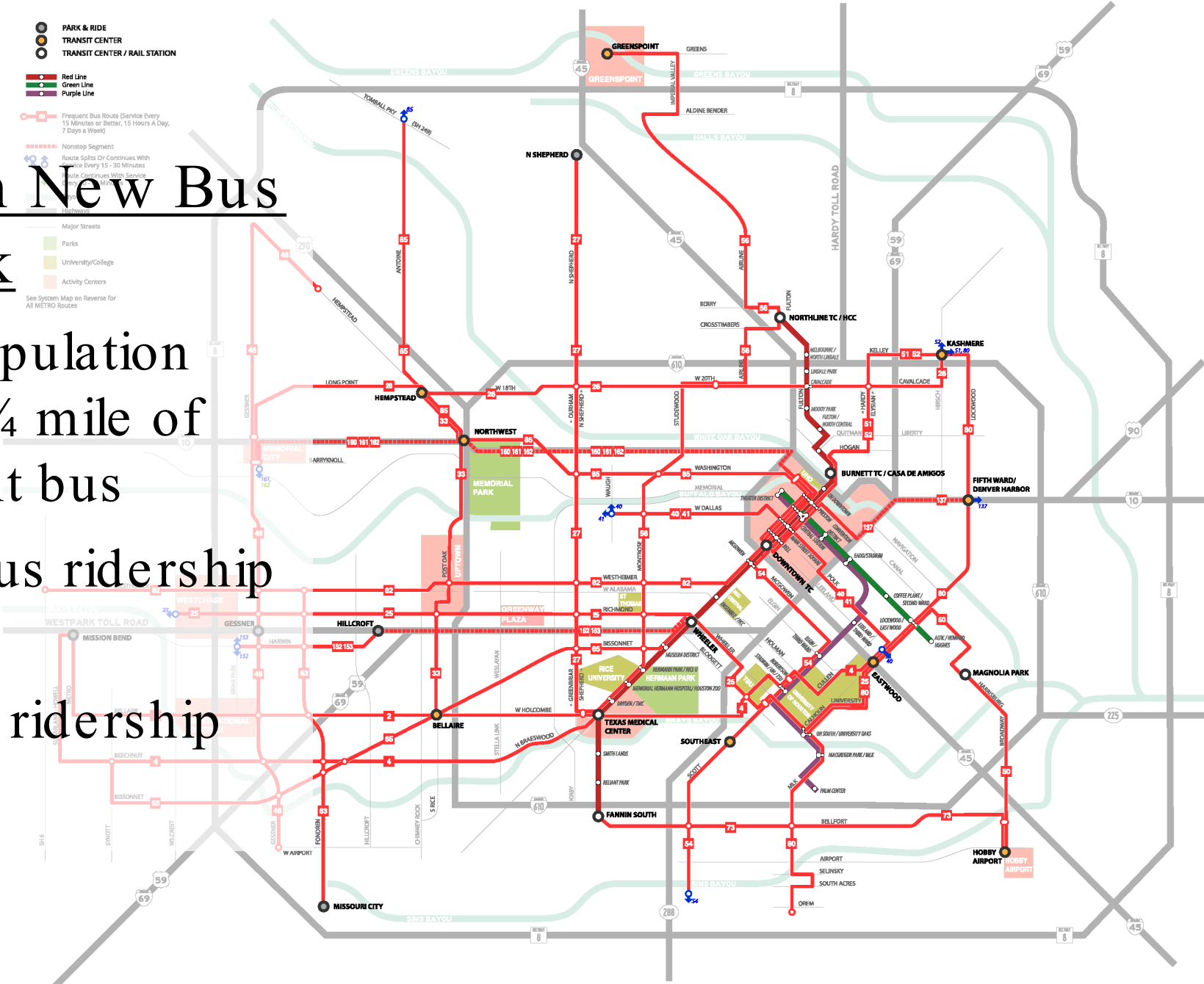
University/College

Activity Centers

See System Map on Reverse for All METRO Routes

Houston New Bus Network

- 95% population within 1/4 mile of frequent bus
- Local bus ridership \uparrow 4.3%
- System ridership \uparrow 11%



EVERY 15

High-Frequency Transit Routes

High-frequency service running every 15 minutes or better, 7 days a week

January 2019
Subject to change



LEGEND

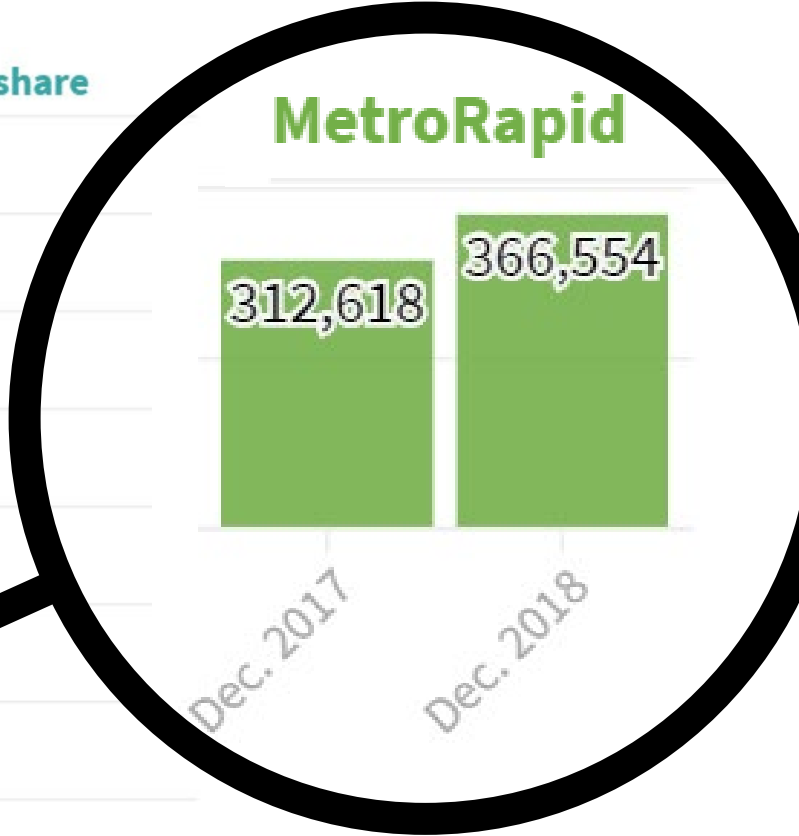
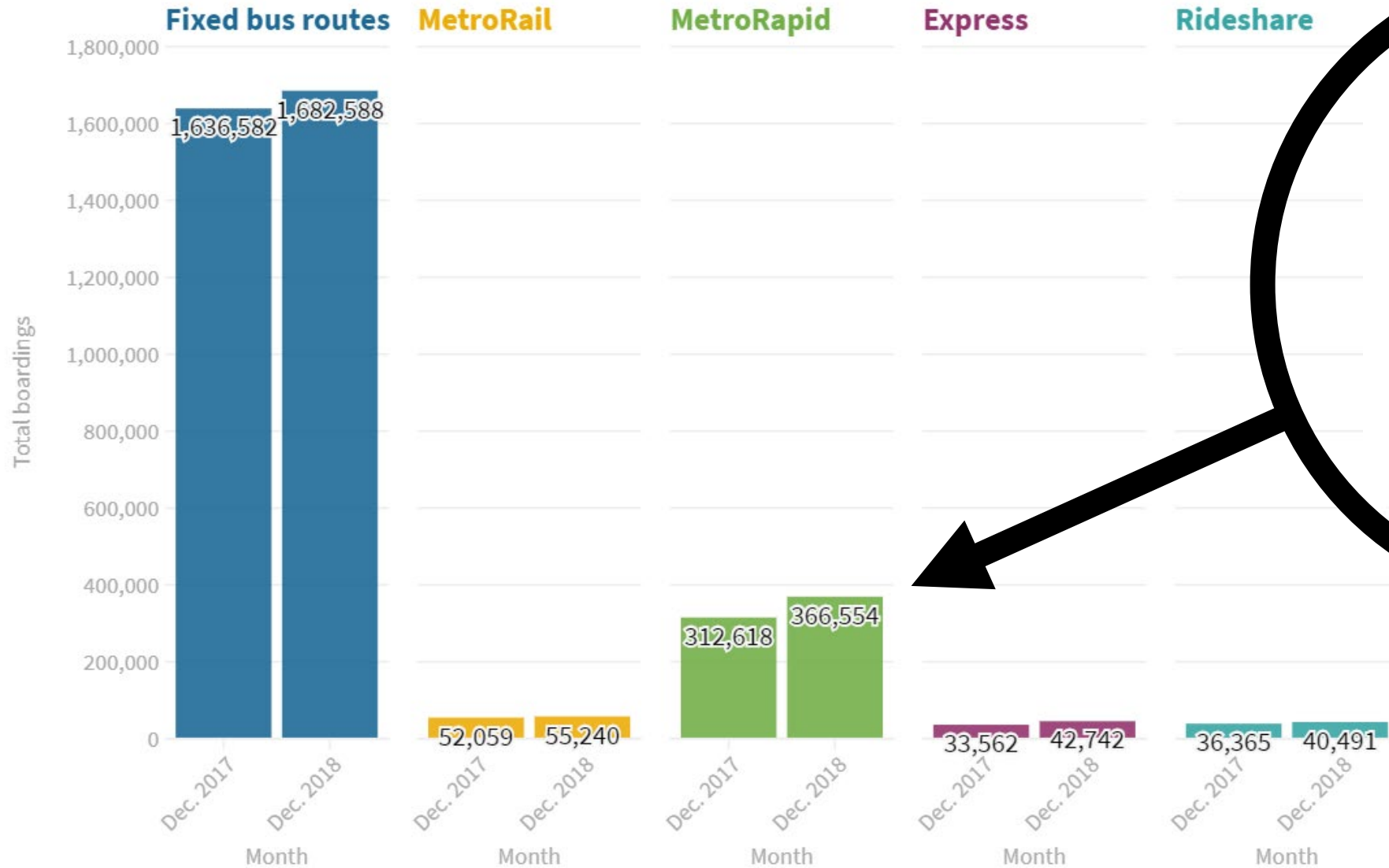
- 801** MetroRapid
Limited-stop service for a faster ride. Board and de-board at designated stations. MetroRapid operates every 10 minutes during peak hours on weekdays.
- 2** MetroBus Local
Bus service every 15 minutes during peak hours.

SCHEMATIC MAP
NOT TO SCALE

Austin: Cap Remap



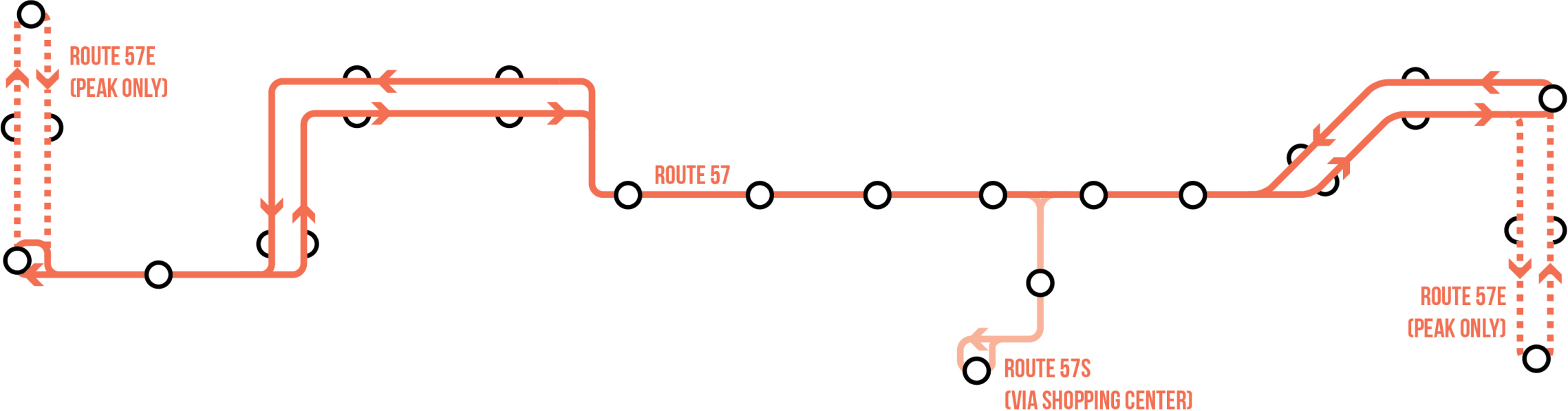
Austin Ridership ↑ 5.4%



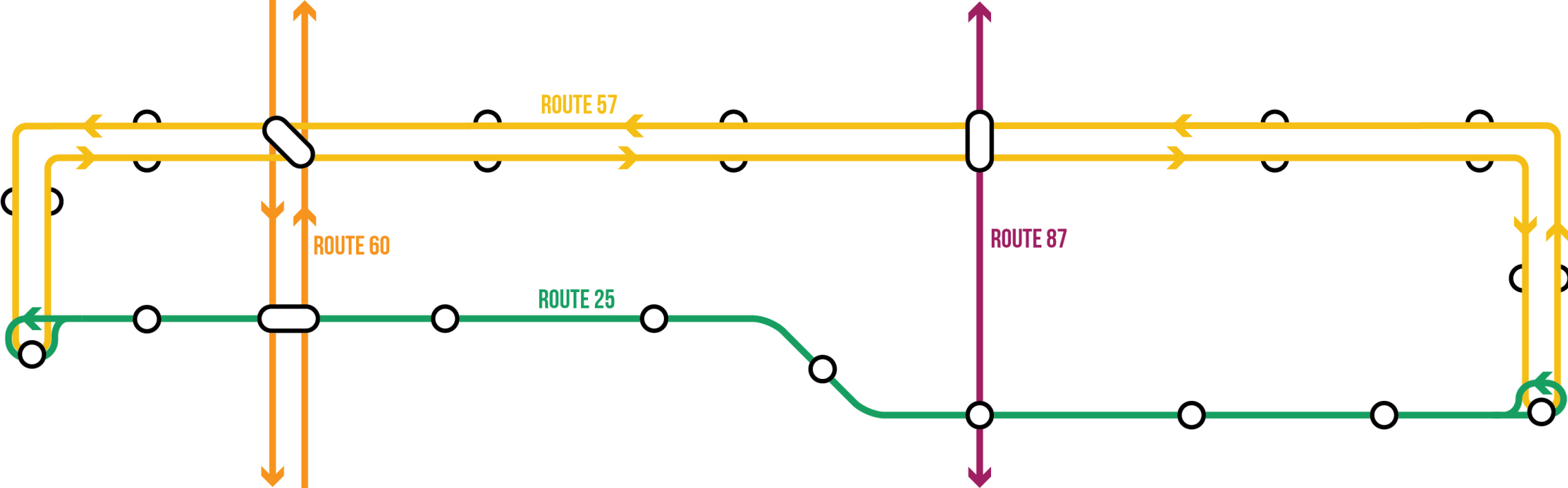
Let the bus go straight.



Route Simplification



Route Simplification



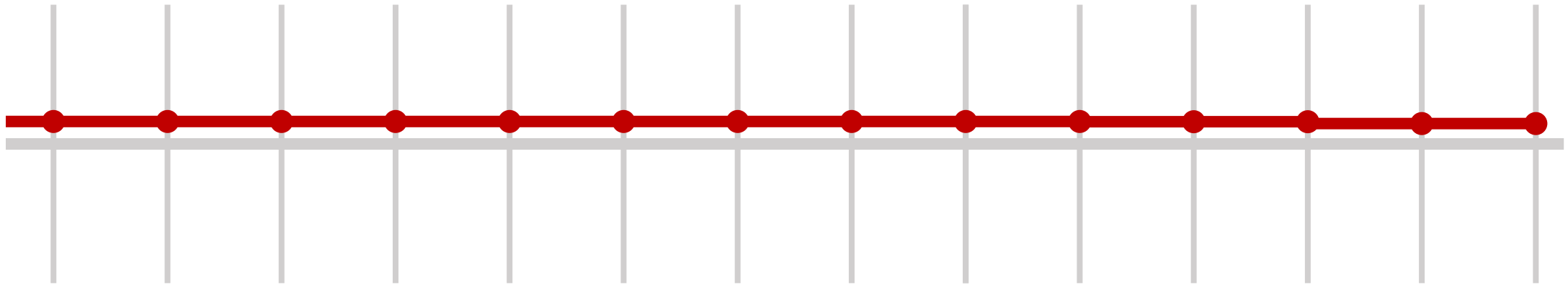


Haight St, SF

- Contra flow:
two blocks
- 1-2 minutes
travel time
savings

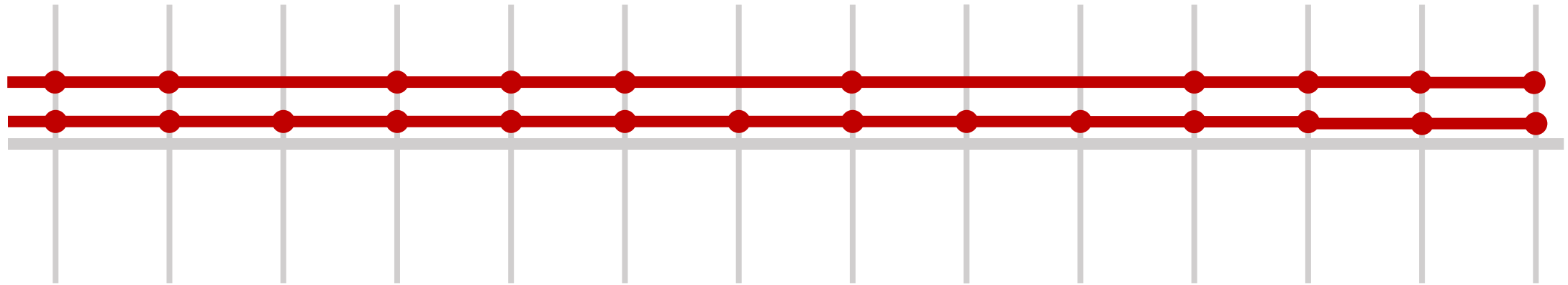
From Stops to Stations

(i.e. Stop Consolidation)



From Stops to Stations

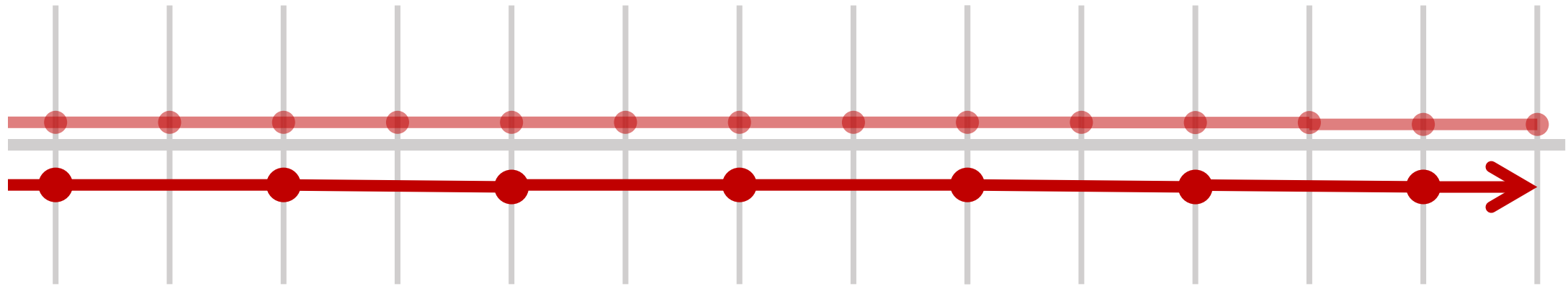
(i.e. Stop Consolidation)





From Stops to Stations

(i.e. Stop Consolidation)



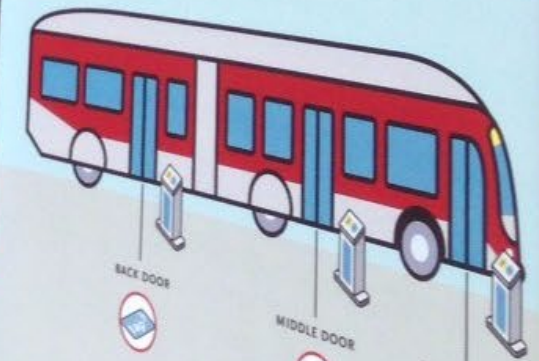
Station Stops Inspire Confidence





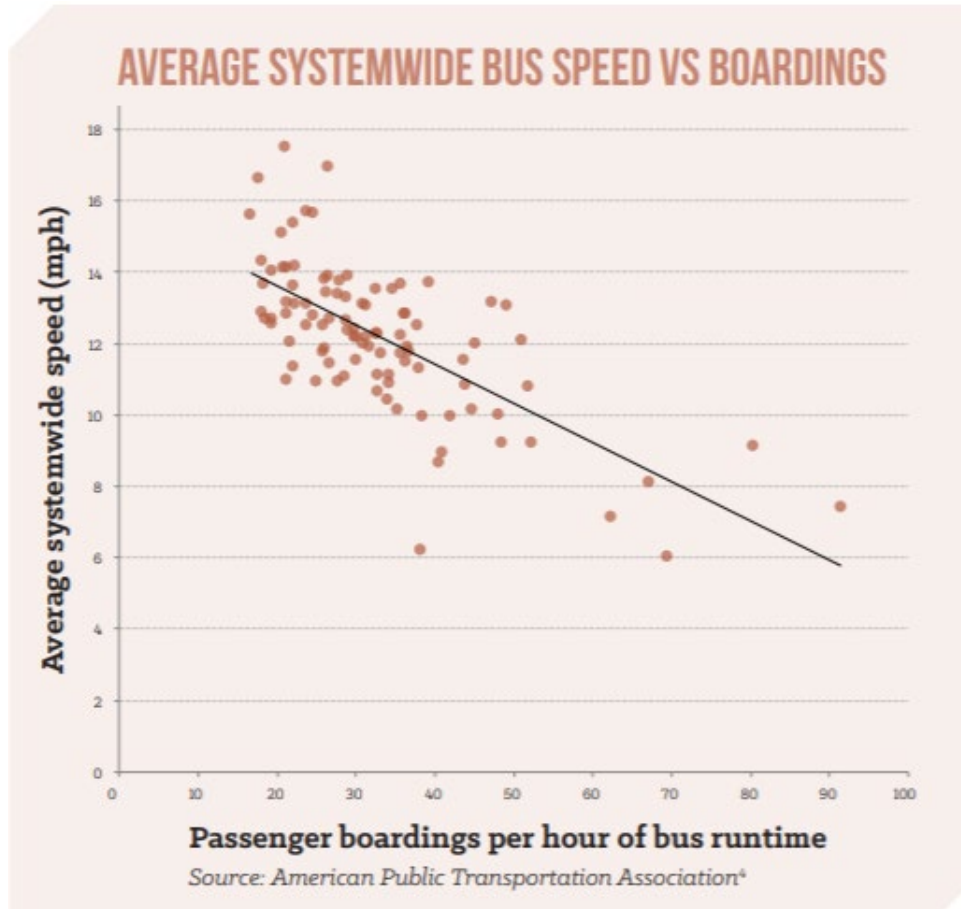
Board through All Doors.
Move Fare Payment Off-Board.

TAP and board
at any door.



Metro is testing All-Door Boarding
on Wilshire Rapid Line 720.
Monday-Friday, May 18 - July 10, 2015

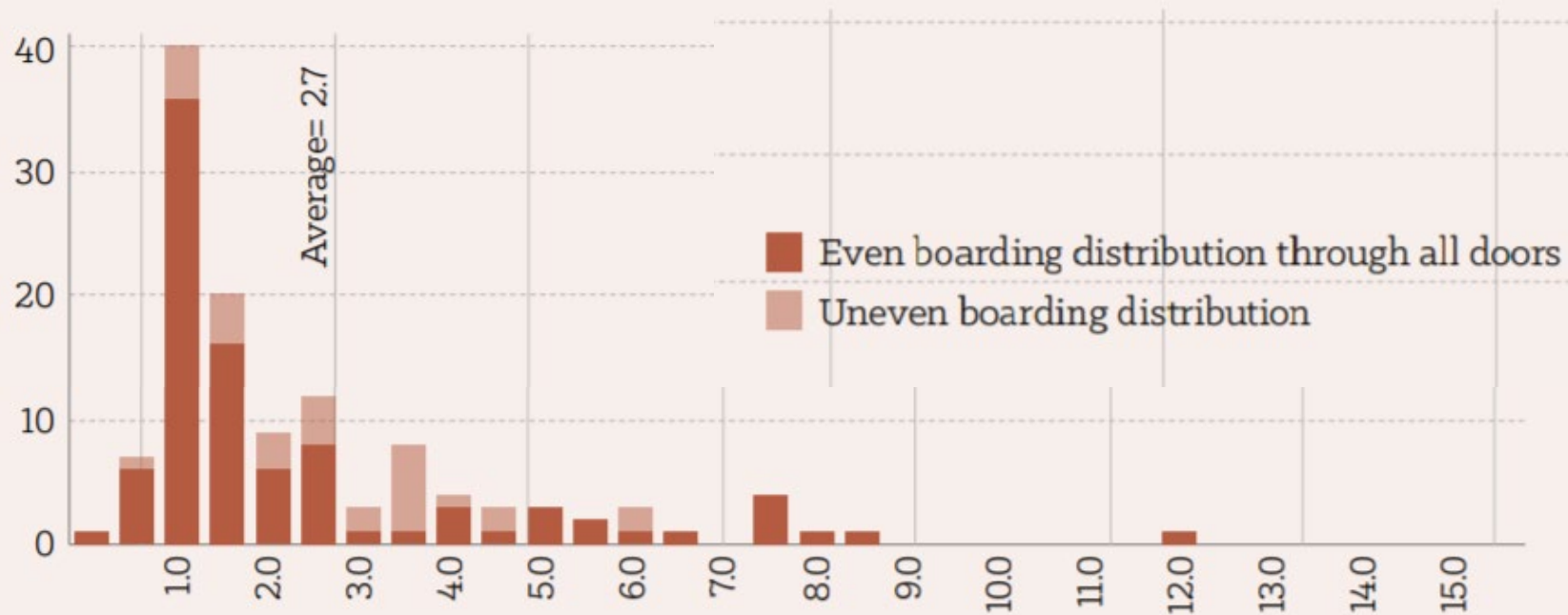
All-Door Boarding



All-Door Boarding saves time!

ALL-DOOR BOARDING REDUCES DWELL TIME

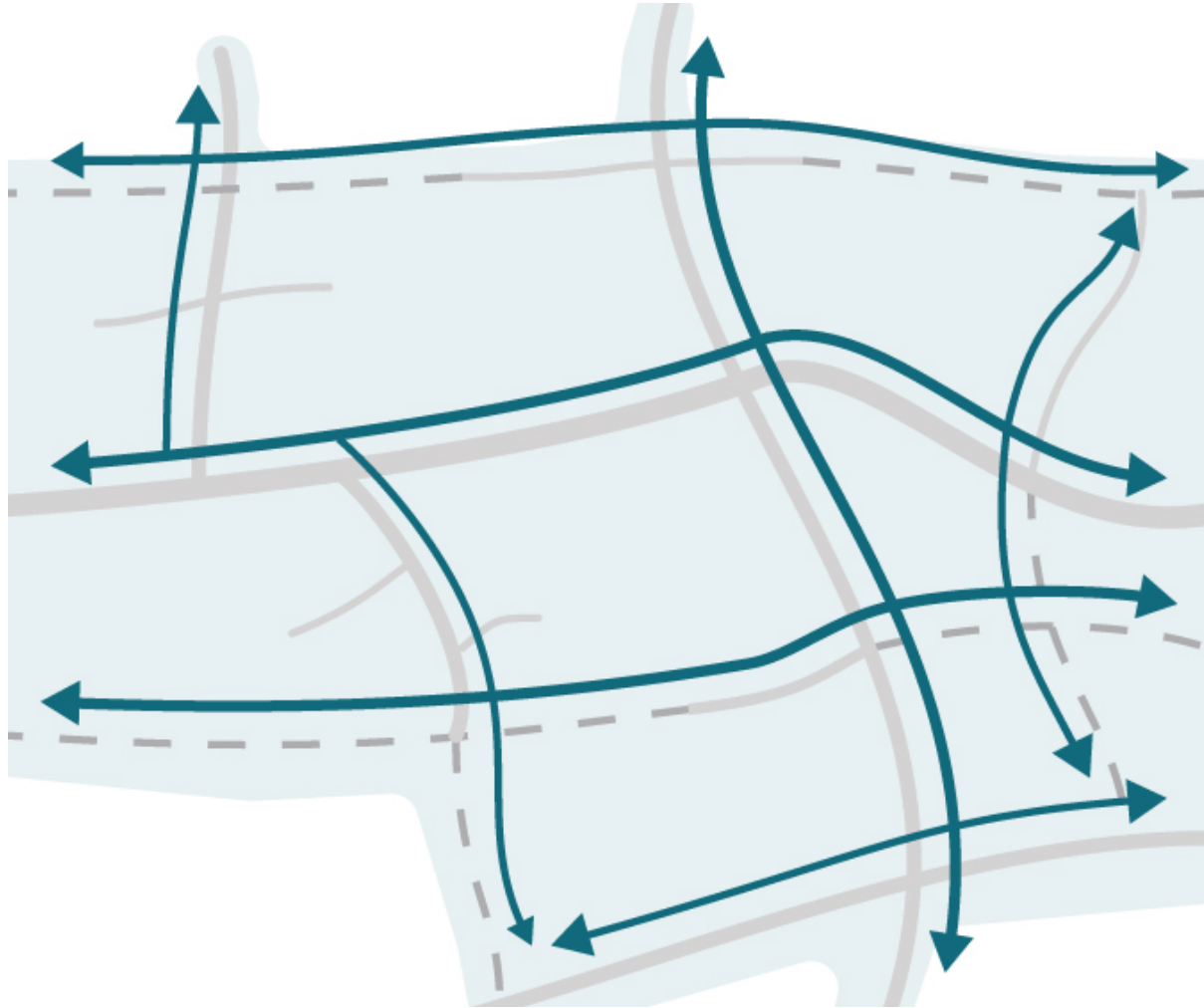
After implementing all-door boarding, average dwell times fell and became less variable. *Source: SFMTA²⁴*



Bring the Curb to
Meet the Bus.



Longer Stop Spacing needs Walkable Neighborhoods.



Improving Pedestrian Realm



Matching Streets to Goals for Mobility



Using Transit to Anchor Urban Growth

