METRA Public Transit Needs Assessment

City Council Presentation

March 10, 2015

Study Overview

- T-SPLOST: $22 million towards transit improvements
- How to best invest those dollars?
- Steps:
  - Engage the community
  - Understand demographics and demand
  - Evaluate existing fixed route and paratransit services
  - Develop service and capital recommendations

Community Engagement

- Extensive Outreach Over Course of Study
- Major Elements:
  - 3 Rounds of Community Outreach
    - Steering Committee
    - Public Open Houses
    - METRA Rider Input Sessions
  - Individual Stakeholder Interviews
  - One-on-One Input from METRA Staff
  - On-Line Survey

Community Priorities

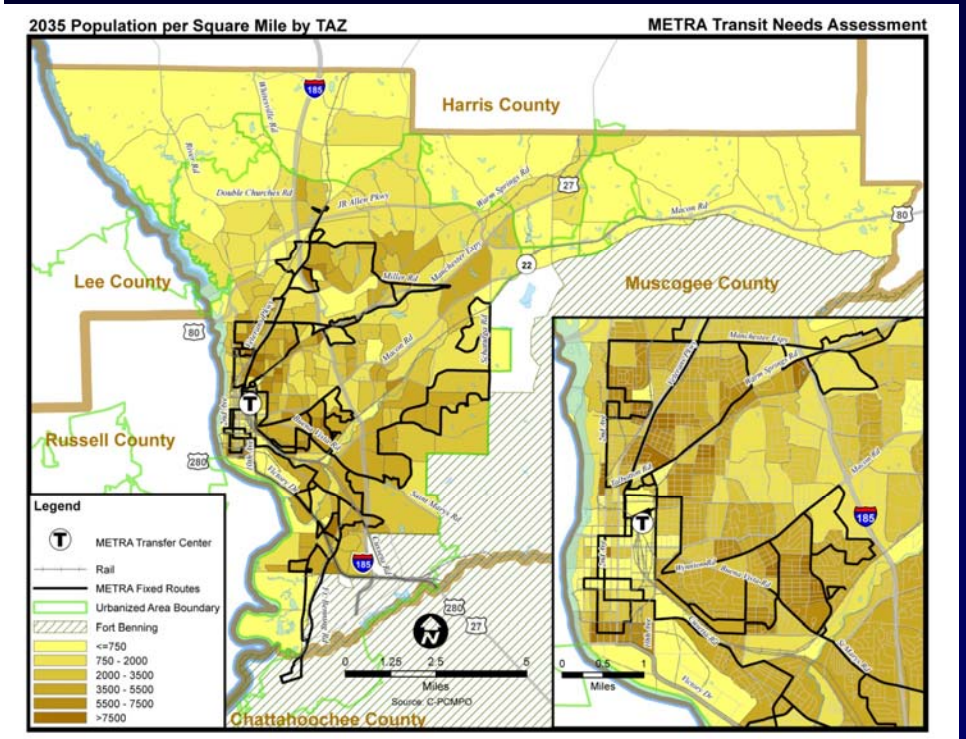
Results from the METRA Money Exercise

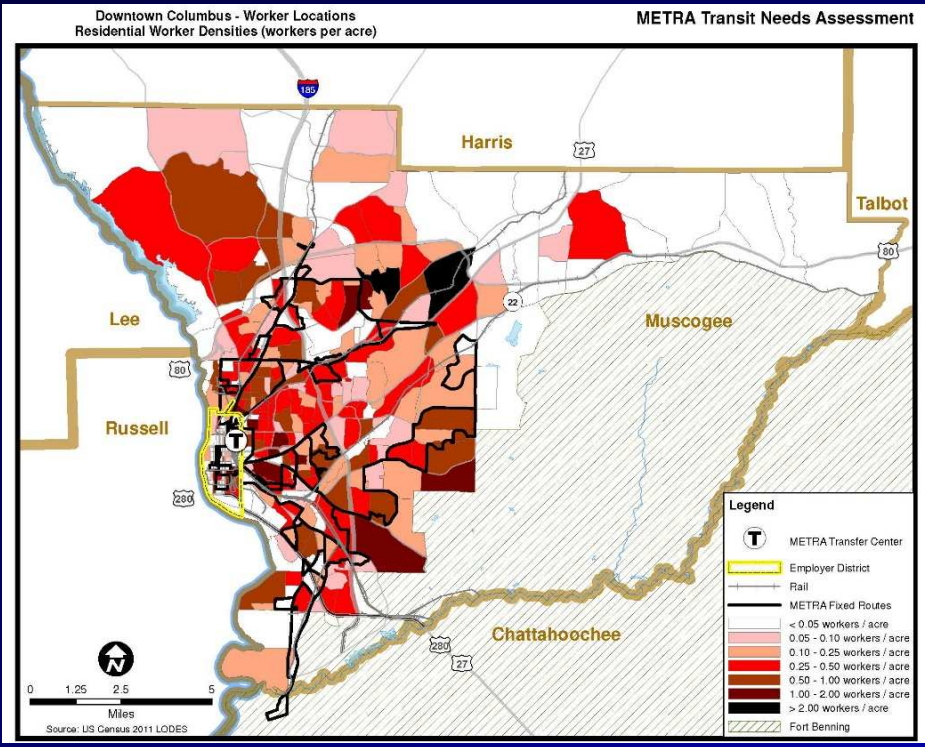
Spending Category	Dollars Allocated	Percentage	Rank
Service to New Locations	90	27%	1
Better Bus Stop Access	68	21%	2
Later Evening Service	66	20%	3
Improved Travel Times	40	12%	4
New Sunday Service	33	10%	5
More Frequent Service	27	8%	6
Earlier Morning Service	6	2%	7

Combined Results from Steering Committee and Public Open House

Demographic and Demand Analysis

Demographic and travel pattern data was mapped to identify areas where transit riders are most likely to live and work





Existing Fixed Route System Characteristics

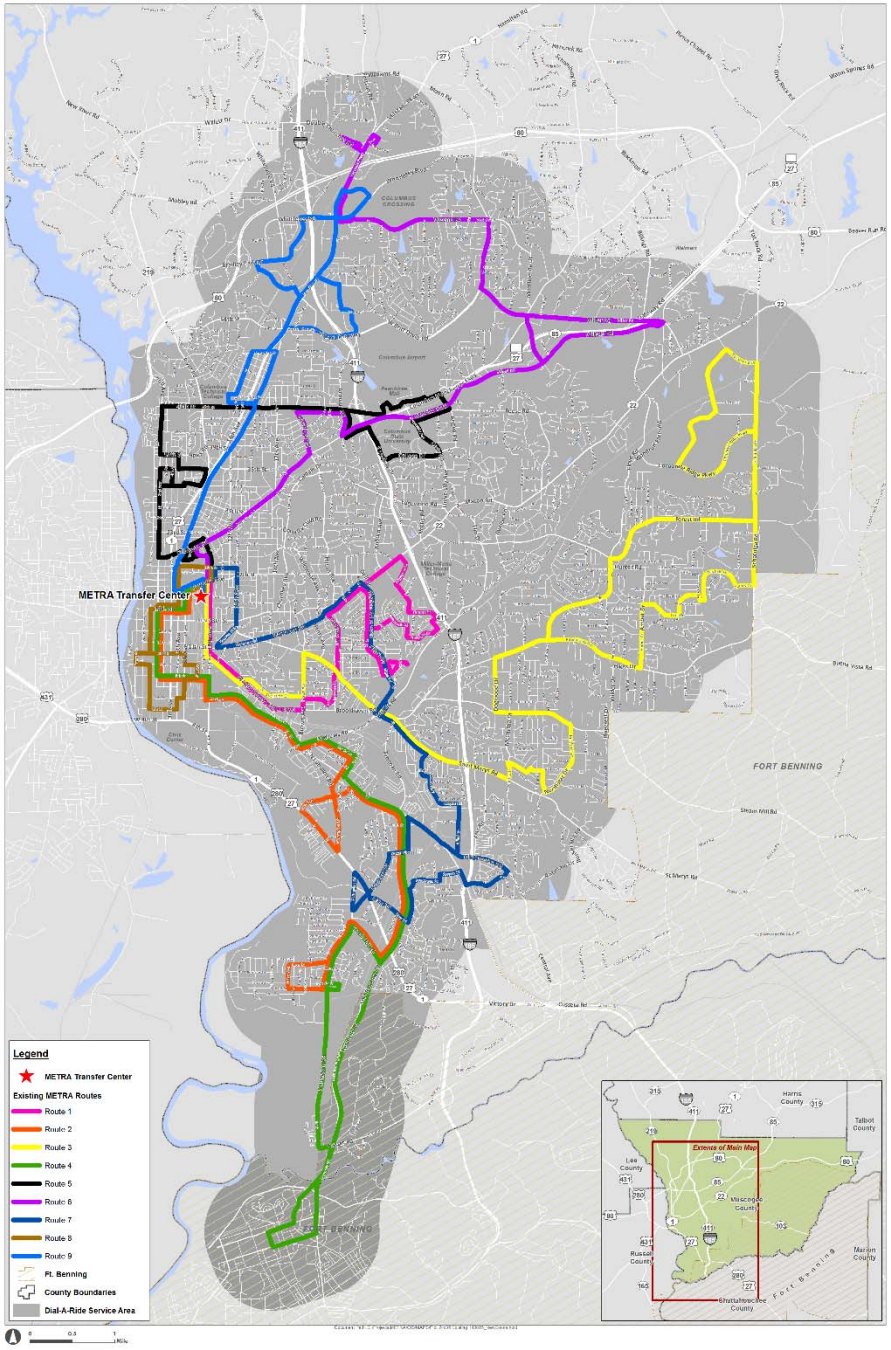
- 147 square-mile service area
- 253,600 residents in the service area
- Nine fixed routes
- Monday-Saturday service
- First bus out at 4:30 AM
- Last bus in at 8:30 PM
- 30-90 minute frequencies

	Rt 1	Rt 2	Rt 3	Rt 4	Rt 5	Rt 6	Rt 7	Rt 8	Rt 9
Service Start	5:30 AM	6:00 AM	4:30 AM	5:00 AM	5:00 AM	5:00 AM	5:00 AM	5:50 AM	5:30 AM
Service End	7:25 PM	6:00 PM	8:30 PM	7:55 PM	7:45 PM	8:00 PM	8:00 PM	7:10 PM	7:30 PM
Peak Frequency	60	90	60	45	30	90	30	45	30
Off-Peak Frequency	60	90	60	45	45	90	30	45	30
Saturday Frequency	60	90	60	90	90	90	90	45	60

Note: Service frequencies shown are the effective frequencies provided during a particular time period. For example, there are routes that operate an alternating 30-minute/60-minute frequency between trips. Thus, these routes have been identified as providing 45-minute frequency during these times.

Existing Fixed Route System Characteristics

- Radial system with centralized transfers
- Clock headways
- Significant neighborhood penetration
- Large one-way loops
- Pedestrian challenges
  - Sidewalks
  - Curb cuts
  - Crosswalks
  - Limited Right-of Way



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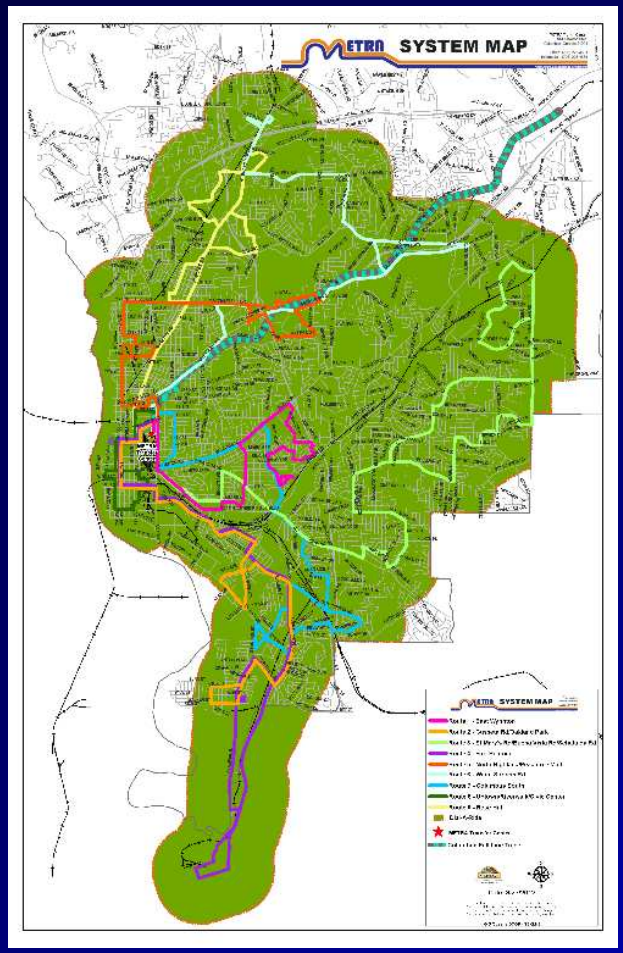
Existing Dial-a-Ride System Characteristics

- Operates from 4:30 AM to 8:30 PM Monday through Saturday (same as fixed-route)
- Average of 225 trips daily
- Eight to ten Bus Operators
- One Paratransit Coordinator
- Reservations accepted seven days a week



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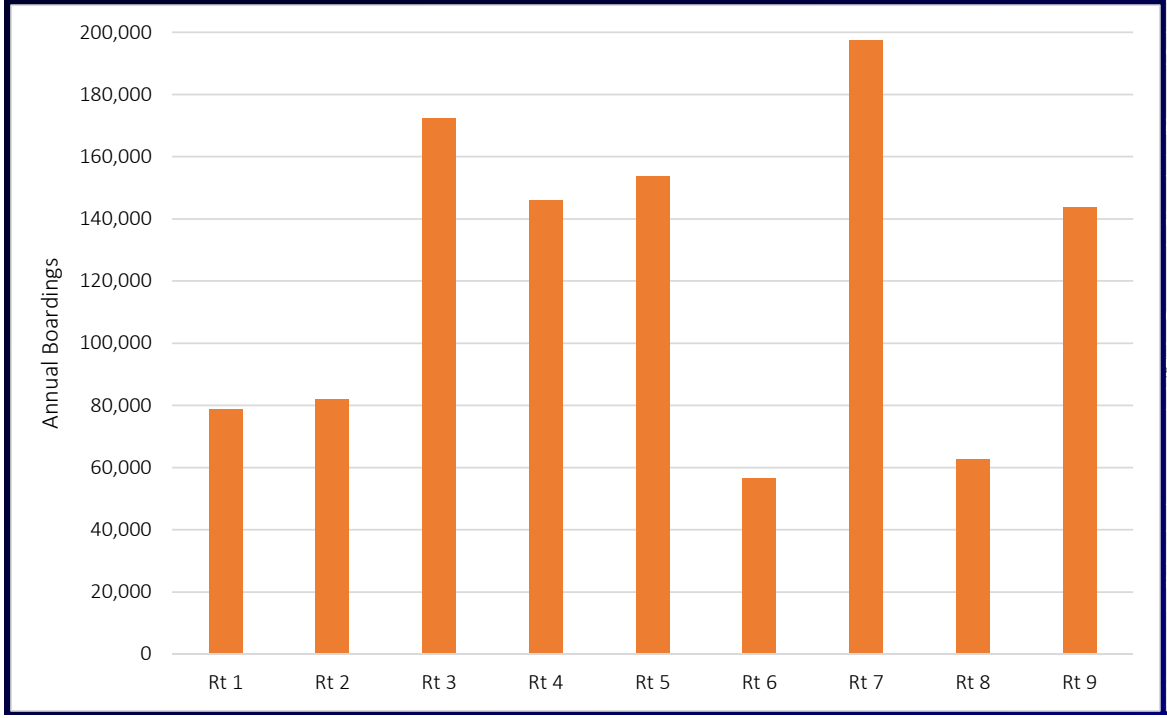
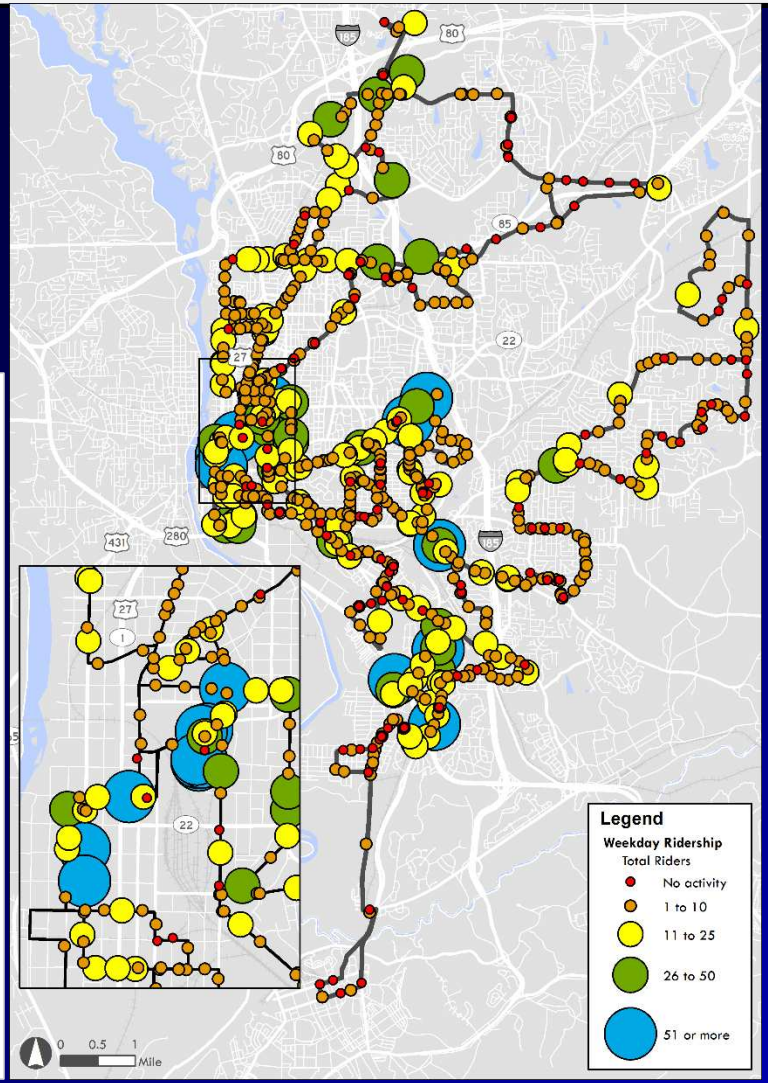
Evaluation of Existing Services

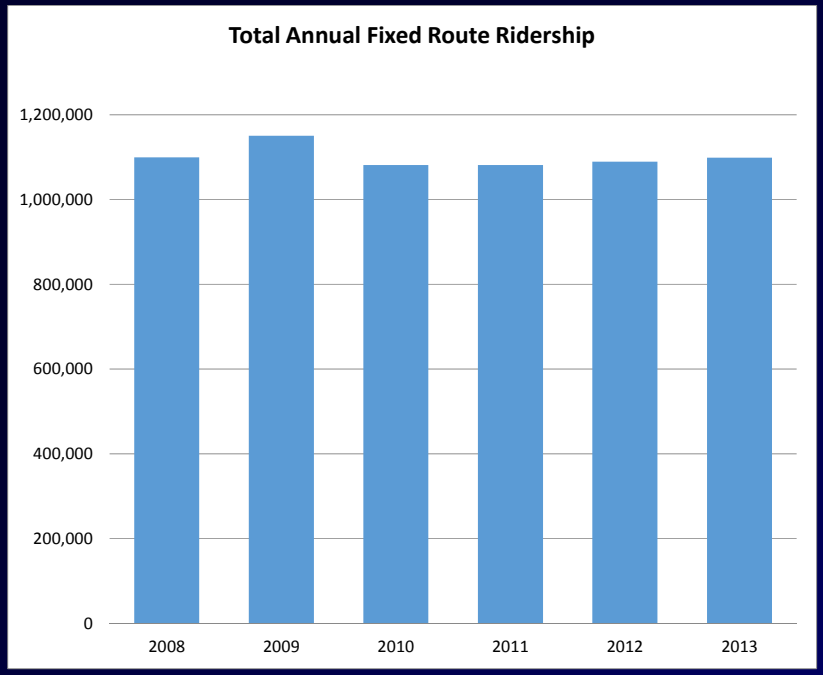
The team conducted a system-level, route-level and stop-level analysis to determine how METRA fixed route service is being used



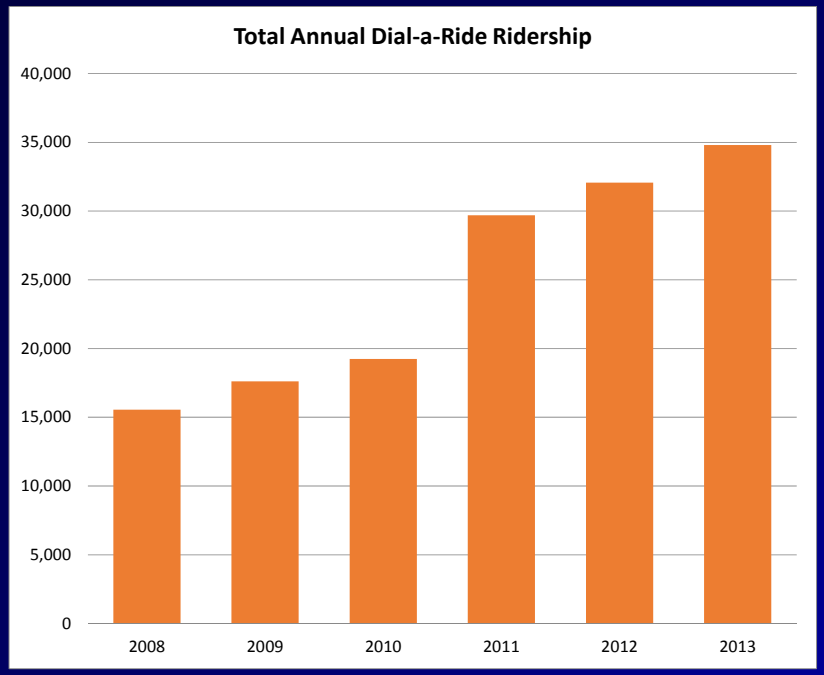


Evaluation of Existing Services

Ridership Trends



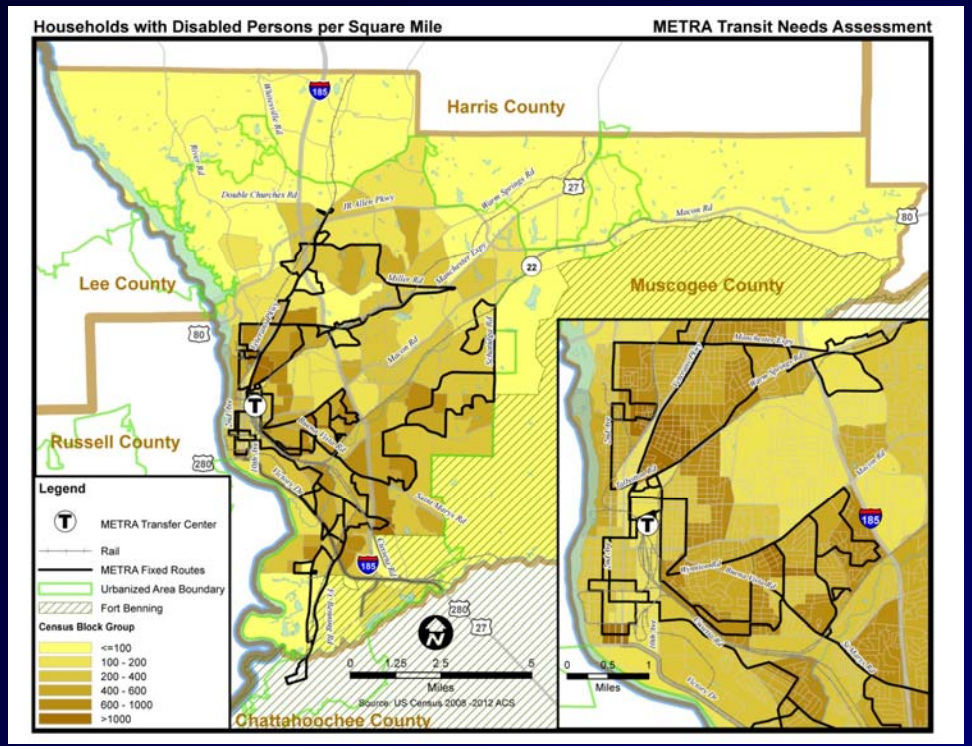
- Relatively flat
- 97% of total ridership (2013)

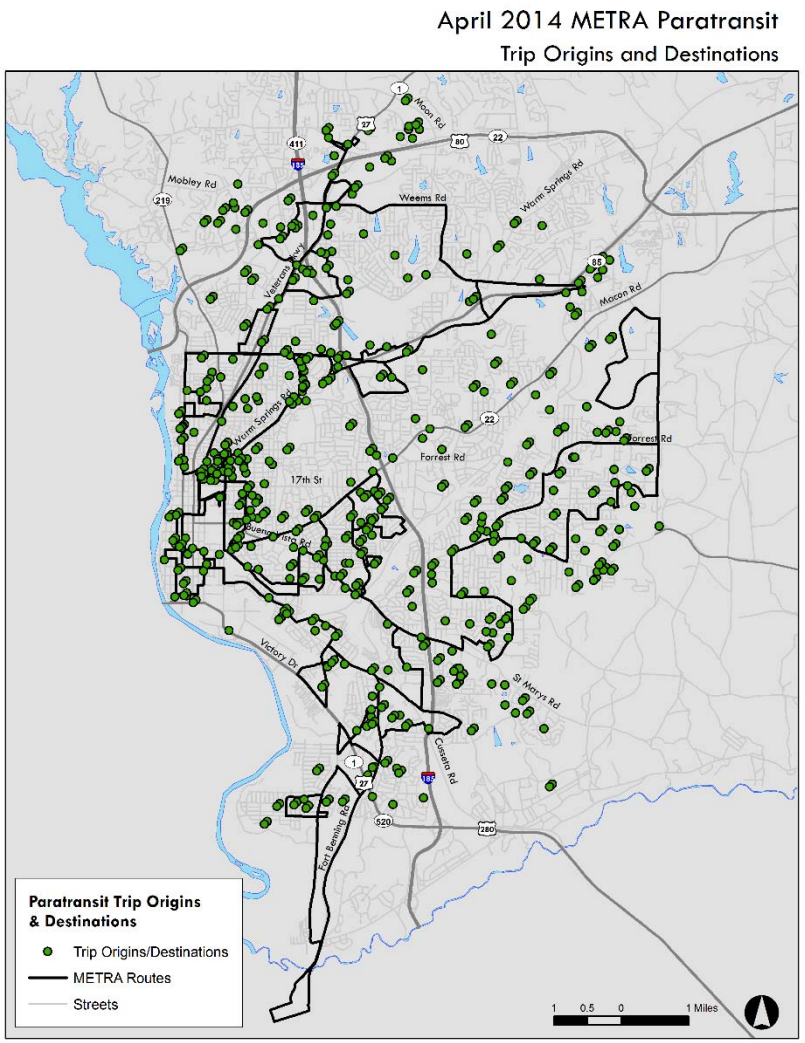


- 124% growth since 2008
- 3% of total ridership (2013)

Evaluation of Existing Services

It was also important to understand where Dial-A-Ride demand is greatest





Recommendations

Fixed Route Service Planning Approach

- Provide service to more areas that's also faster, more direct and easy for first-time riders to understand
  - Focus on corridor-oriented service where practical
  - Minimize turning movements and slower neighborhood travel
- Minimize one-way loops and out-of-direction travel
  - Establish bi-directional service where feasible
  - Create community mini-hubs to facilitate connections
- Maintain access for riders who consistently ride the service
- Offer connections to bike-sharing, car-sharing and taxis
- Strive to operate all routes at 30 or 60 minute frequencies
- Improve schedule reliability

Recommendations

Dial-a-Ride Planning Approach

- Address growth and restore quality of service
  - Additional drivers
  - Additional buses
- Manage demand for Dial-a-Ride
  - Encourage use of fixed route system to the extent possible through bus stop access improvements
  - Review eligibility of existing Dial-a-Ride customers*
  - Modify application process to better screen applicants*

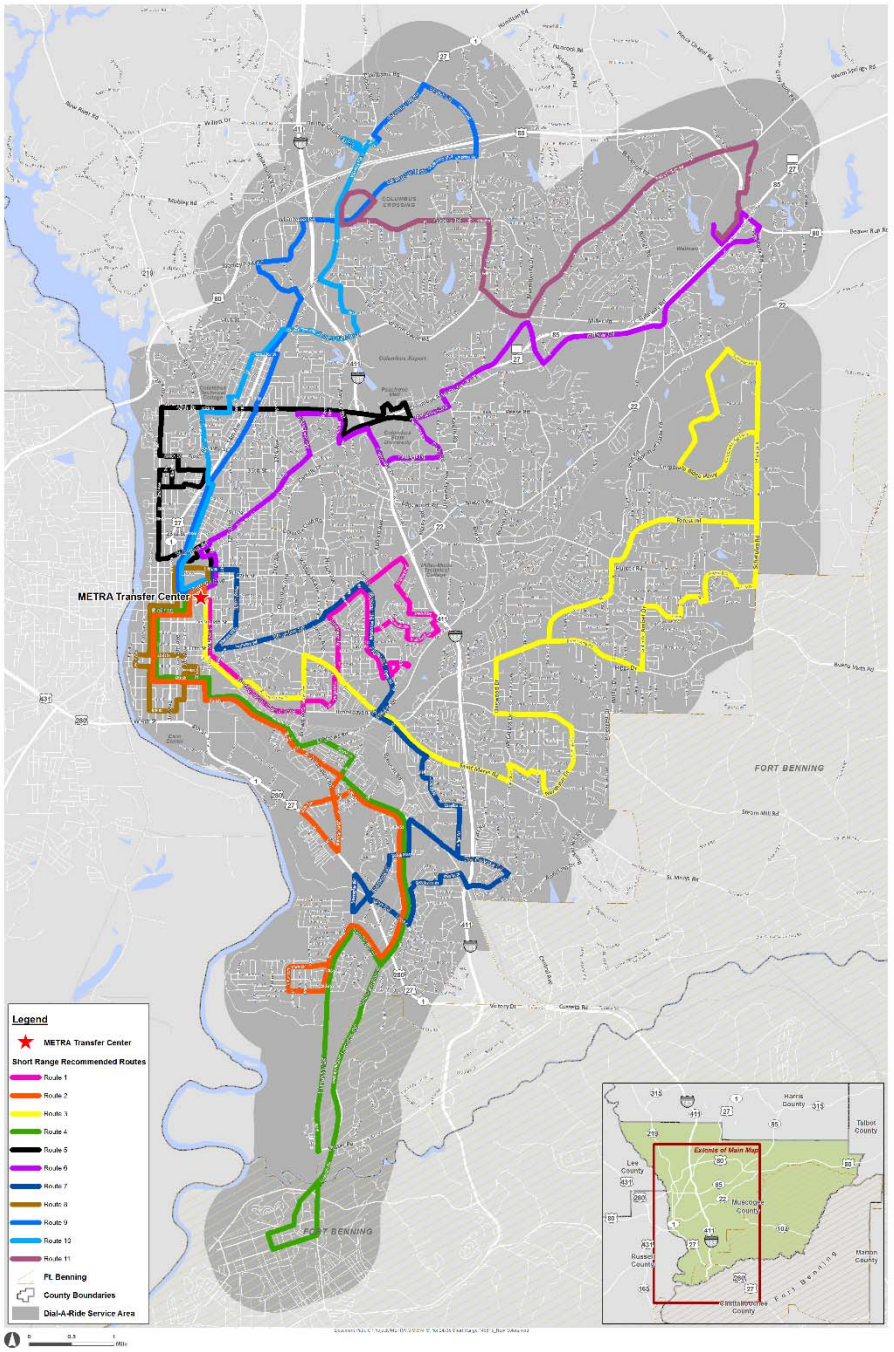
** METRA has already implemented these recommendations*

Phased Implementation

- Phase One (2015):
  - Improvements that can be made with current fleet
  - Improve on-time performance
  - Improve access to employment
- Phase Two (2018):
  - Restructuring that requires new buses
  - Service expansion to new areas
  - Focus on corridor-oriented service

Phase One (2015)

- Introduces new Monday-Saturday evening service
- Improves on-time performance
- Extends service further into Columbus Park Crossing
- Eliminates one-way loops through Bradley Park and Airport Thruway
- Extends service further east to communities along Warm Springs Road
- Extends service further east on Milgen Road to apartments, mixed-use developments and Gateway Walmart



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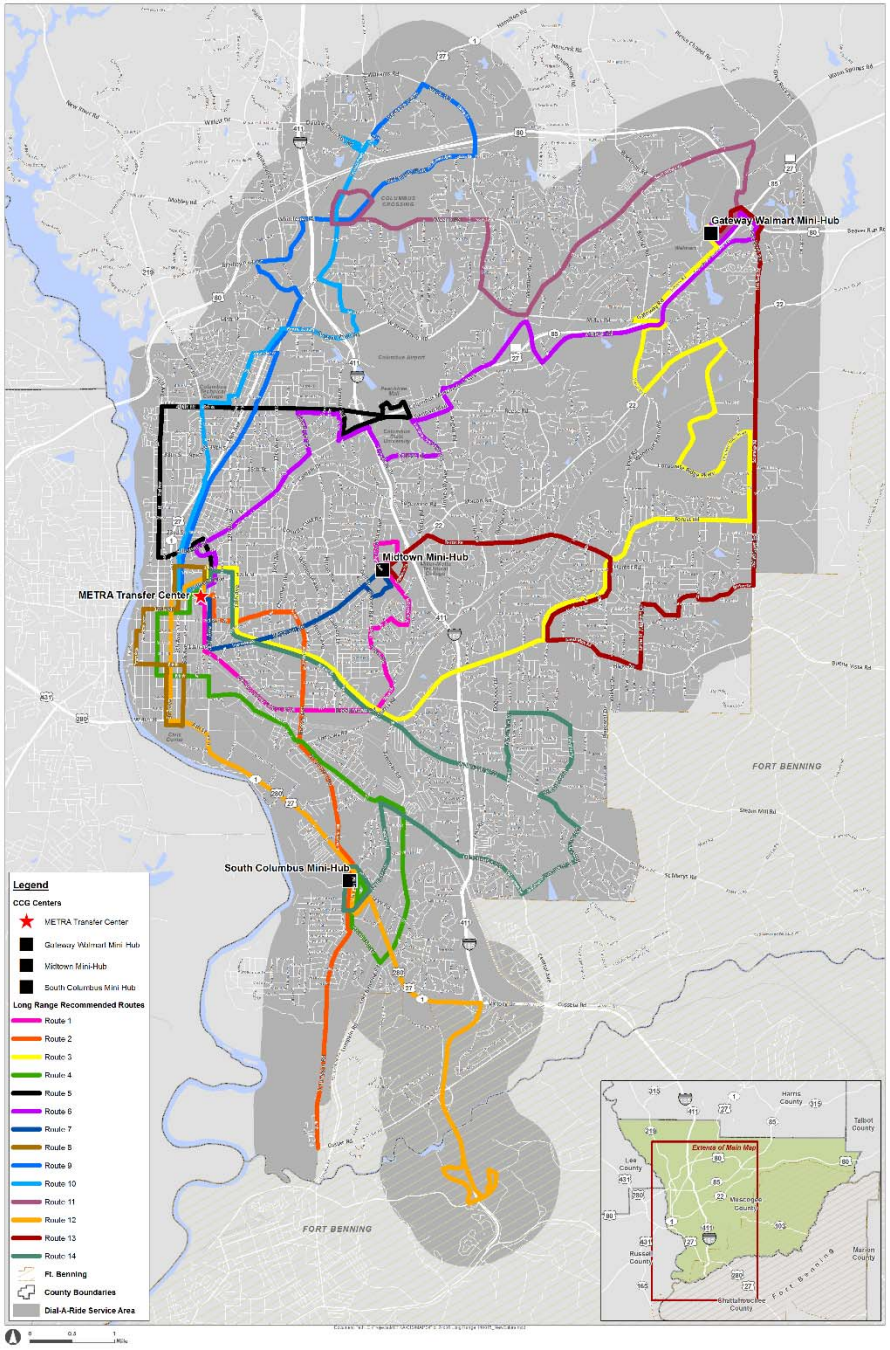
Phase Two (2018)

- Provides new service to Victory Dr, Flat Rock Rd and Forrest Rd
- Creates corridor service on Wynnton Rd, Lumpkin Rd, Buena Vista Rd, MLK Jr. Blvd and Cusseta Rd
- Realigns Fort Benning service to the Kelly Hill area and proposed primary transportation hub on Post
- Re-orients the Trolley to focus on connections between the Medical Center, Uptown and the Civic Center
- Establishes three community mini-hubs to facilitate transfers



On-Going Improvements (2015-2022)

Throughout both phases, additional improvements to Dial-A-Ride and general pedestrian needs will also be made.

These improvements include:

- Four additional Dial-A-Ride drivers and vehicles
- Bus stop accessibility improvements (sidewalks, ADA compliant curb cuts/ramps)
- New shelters and benches at METRA's most heavily used stops including community mini-hubs

Transit Mini-Hubs and Park-and-Ride Lots

- Three mini-hubs in addition to existing Transfer Center:
  - Midtown (At or Near City Services Center)
  - Northeast (Near Beaver Run Rd and Gateway Rd)
  - South (Near Victory Dr and S Lumpkin St)
- Potential for bike lockers, bike sharing, and car sharing
- Park-and-ride lots located adjacent to mini-hubs:
  - Existing garage at City Services Center
  - Explore shared-use agreements at northeast and south mini-hubs

Associated Service Statistics

	Current	Phase 1	Phase 2
Annual Fixed Route Revenue Hours	61,716	84,837	107,028
Annual Fixed Route Revenue Miles	908,637	1,174,645	1,410,137
Peak Fixed Route Buses	16	19	24
Peak Dial-a-Ride Buses	7	9	11
Total Peak Buses	23	28	35

Associated Costs and T-SPLOST Revenues

Total Projected Revenue	**$22,400,000**
Projected New Fixed Route Operating Expenses	$13,612,922
Projected New Dial-a-Ride Operating Expenses	$951,808
Projected New Fixed Route Capital Expenses	$5,450,000
Projected New Dial-a-Ride Capital Expenses	$540,000
Projected New Infrastructure Capital Expenses	$1,600,000
Total Projected Expenses	**$22,154,730**

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Questions?