

# TRANSIT INITIATIVE PACKAGE



# OUR SITUATION – MORNING RUSH HOUR

**38 Buses**  
Capacity of 1500 people per hour

**Capacity**  
 $3 \text{ Ins} \times 2000 \text{ vph/ln} \times 0.55 \text{ G/C} = 3300 \text{ vph}$

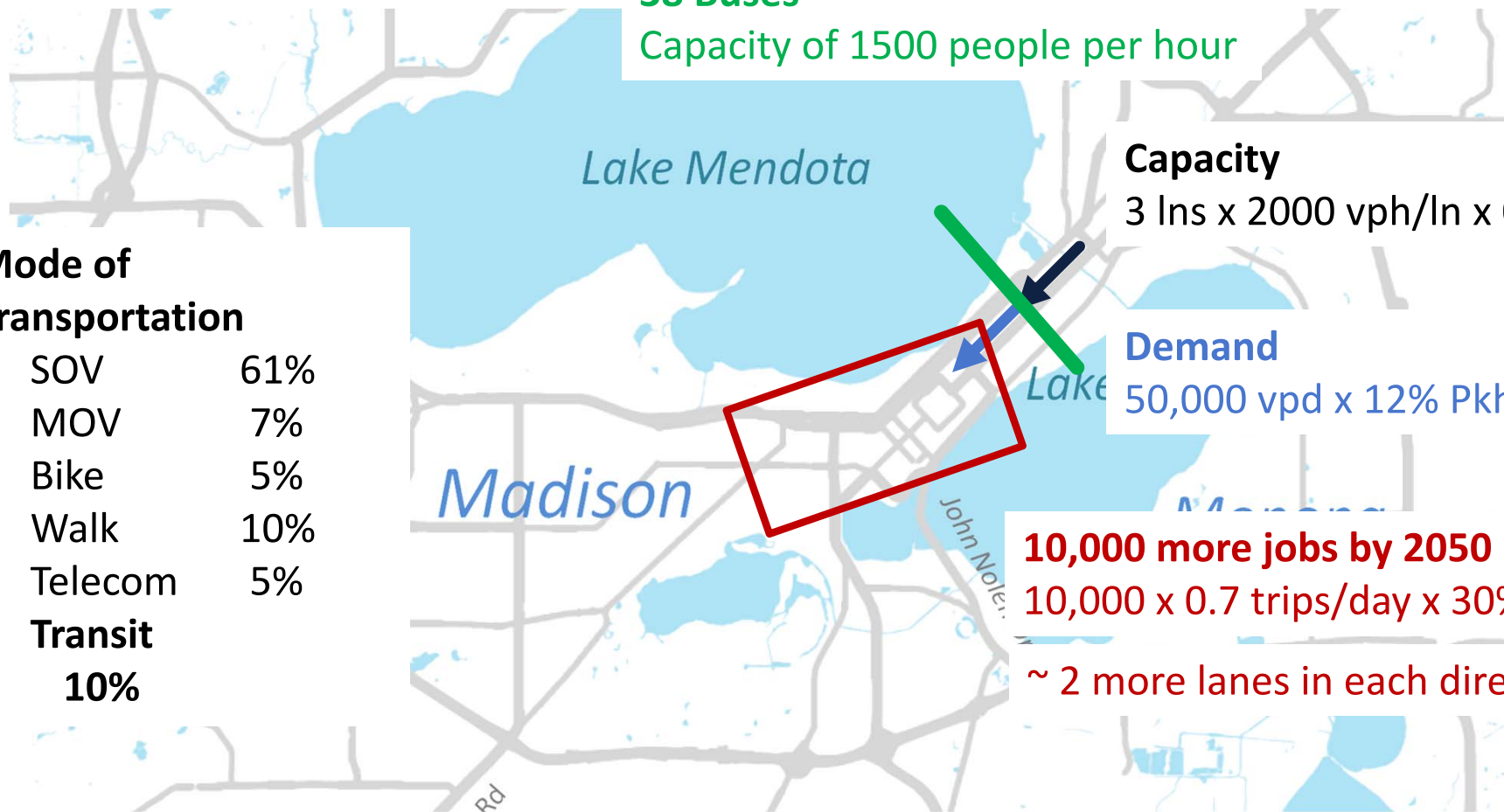
**Demand**  
 $50,000 \text{ vpd} \times 12\% \text{ Pkhr} \times 60\% \text{ DD} = 3600 \text{ vph}$

**10,000 more jobs by 2050**  
 $10,000 \times 0.7 \text{ trips/day} \times 30\% \text{ on East Wash} = 2100 \text{ vph}$

~ 2 more lanes in each direction

## Mode of Transportation

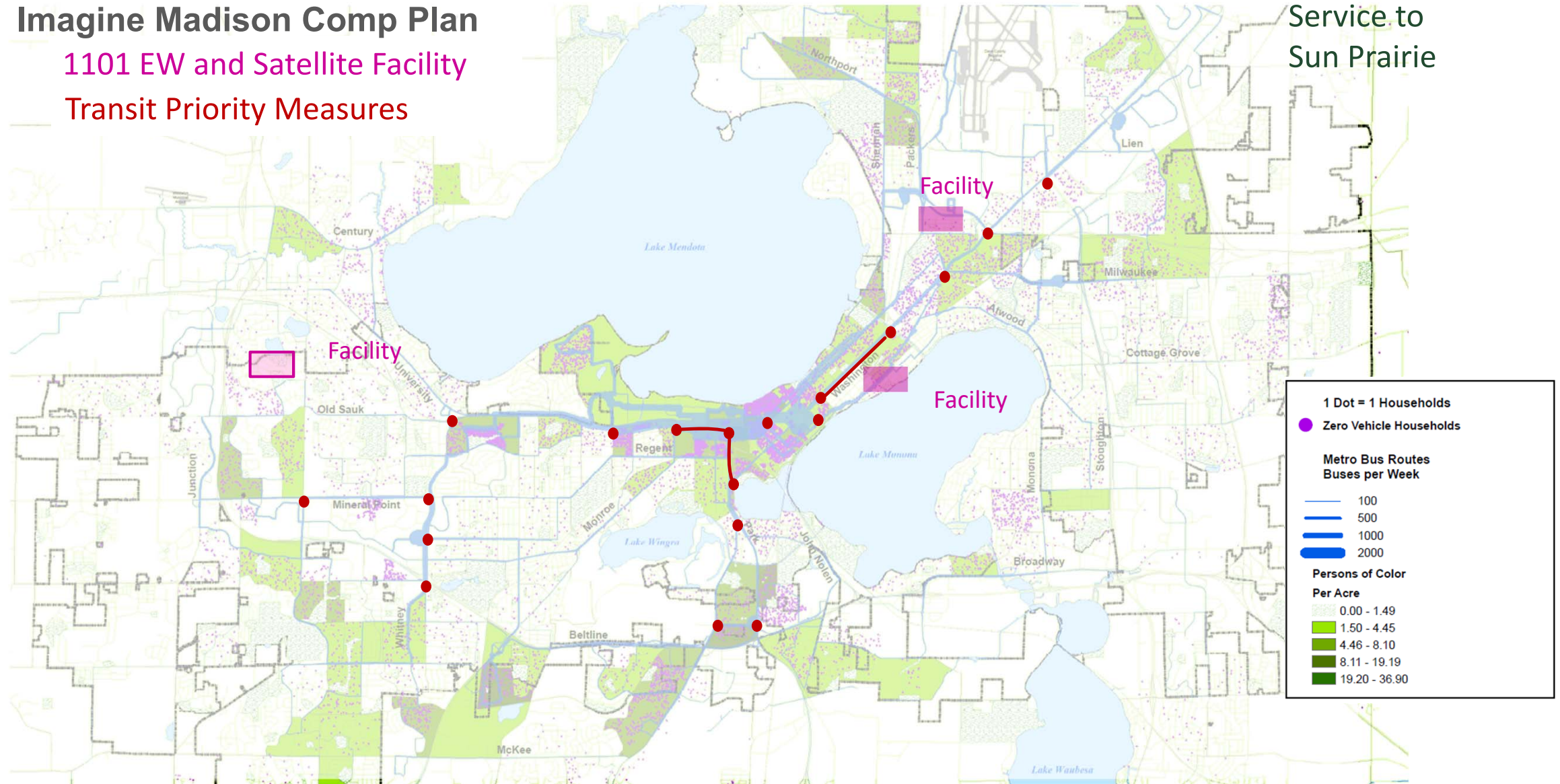
- SOV 61%
- MOV 7%
- Bike 5%
- Walk 10%
- Telecom 5%
- **Transit 10%**



# Many metro initiatives are being pursued

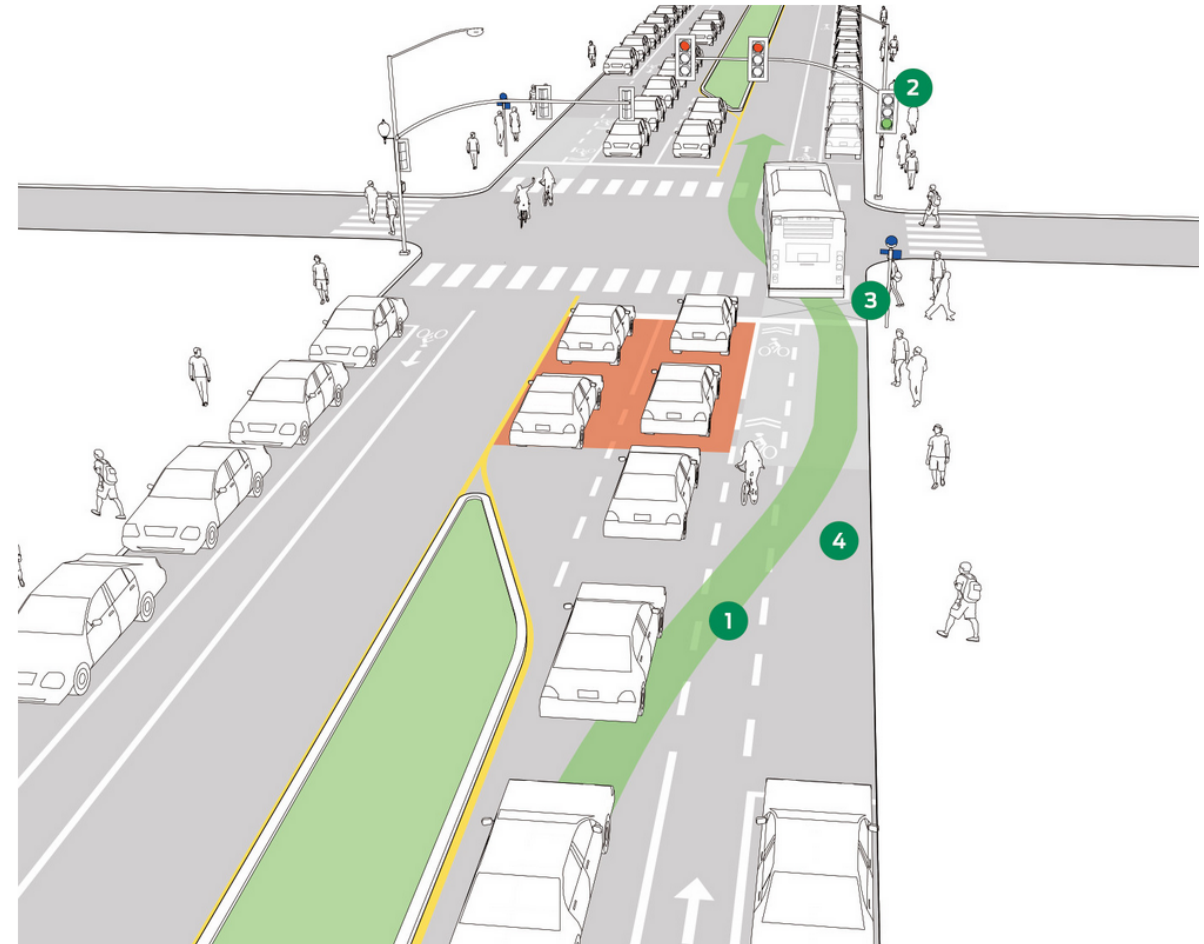
Imagine Madison Comp Plan  
1101 EW and Satellite Facility  
Transit Priority Measures

Service to  
Sun Prairie



# Example of transit priority – queue jump

DESIGN GUIDANCE



# Many metro initiatives are being pursued

## Imagine Madison Comp Plan

1101 EW and Satellite Facility

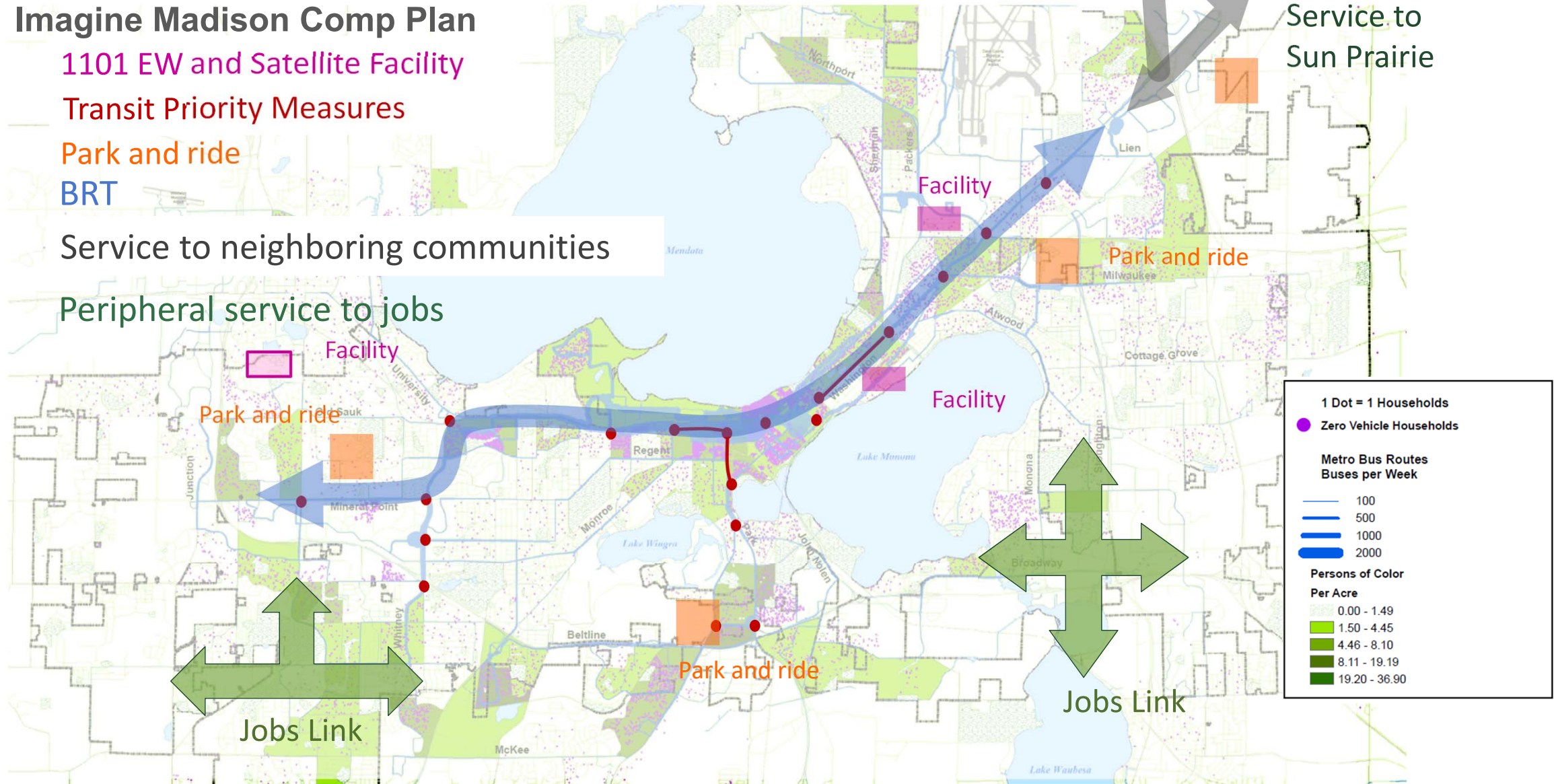
Transit Priority Measures

Park and ride

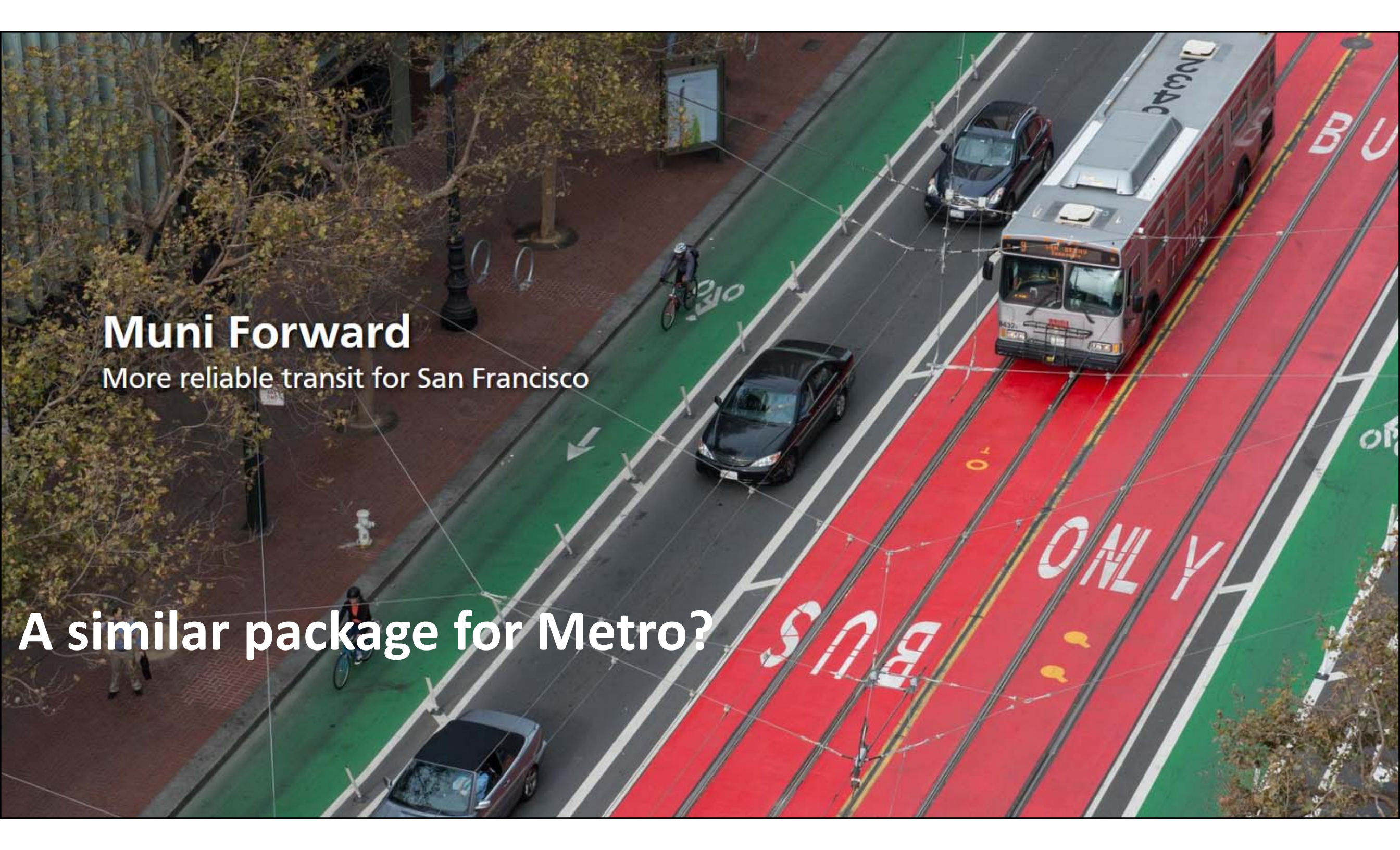
BRT

Service to neighboring communities

Peripheral service to jobs



Service to Sun Prairie



# Muni Forward

More reliable transit for San Francisco

A similar package for Metro?

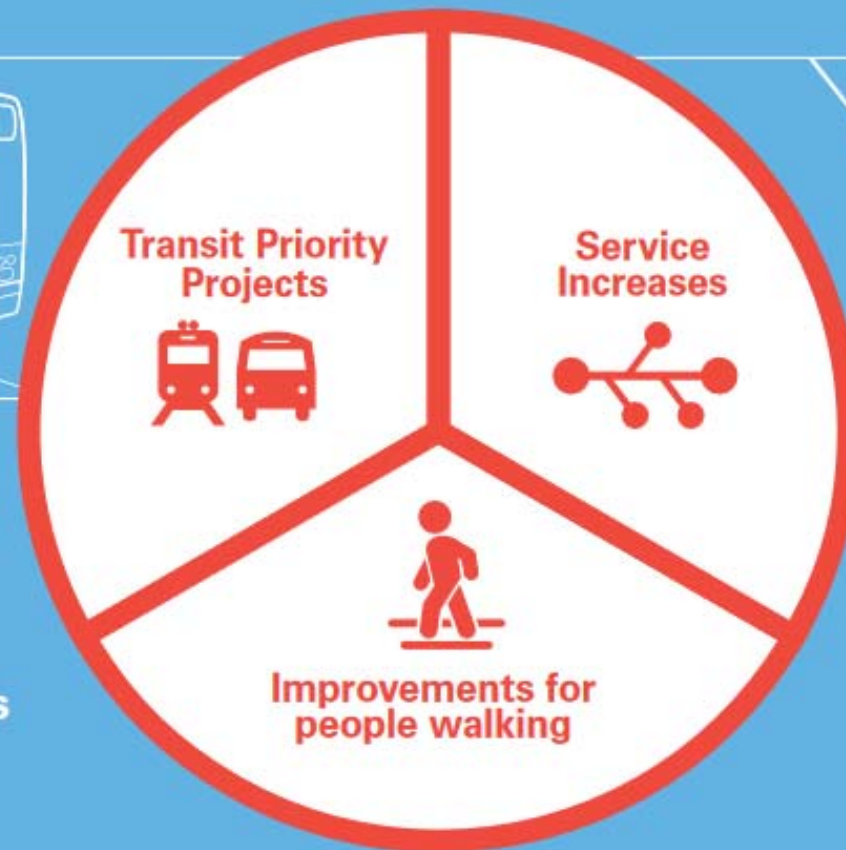
Muni Forward aims to make getting around San Francisco **safer** and **more reliable**.

**THE CHALLENGE**



**Unreliable service**  
**Crowded vehicles**  
**Frustrating delays**  
**Too many traffic collisions**

**THE SOLUTION**



**THE RESULTS**



**Predictable arrivals**  
**Fewer delays**  
**Less crowded trips**  
**Shorter travel times**  
**Safer streets**

<https://www.sfmta.com/projects/muni-forward>

[https://www.sfmta.com/sites/default/files/reports-and-documents/2018/04/muni\\_forward\\_implementation\\_workbook\\_v16.3\\_web.pdf](https://www.sfmta.com/sites/default/files/reports-and-documents/2018/04/muni_forward_implementation_workbook_v16.3_web.pdf)

**MUNI** FORWARD



# Implementation Workbook

DRAFT  
Last Updated April 22, 2015







You are here: [Home](#) > [Transit Initiatives](#)

# Kansas City

[Connecting Swope Study](#)[Downtown Service Improvement Concept](#)[Freedom On-Demand](#)[Independence Ave. BRT Study](#)[Kansas City Streetcar](#)[Light Rail](#)[MAX & Bus Rapid Transit](#)[Prospect MAX](#)[RideKC: Bridj Pilot](#)[State Ave. Connex](#)[Stop Optimization](#)[TIGER Projects](#)[Trolley Track Trail](#)[Troost MAX](#)[LIGHT RAIL NEWS](#)

## TRANSIT INITIATIVES

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## LIGHT RAIL NEWS

[KCATA Recognizes National Disability Employment Awareness Month](#)[➔ More News](#)

## MAX-BRT NEWS

[KCATA Steps Up Economic Development Role, Selects Team for 3rd & Grand Project](#)[Planned Prospect MAX Service Clears Key Funding Hurdle](#)[Metro Buses Adding WiFi Service To Area Commutes](#)[KCATA Recognizes National Disability Employment Awareness](#)

# Downtown Service Improvement Concept

## Overview of the project [PDF]

Downtown Kansas City, Missouri, is currently served by 42 KCATA and eight Johnson County Transit "The JO" bus routes, designed primarily to transport workers into and out of downtown. The major focal point of service is KCATA's 10th & Main Transit Center, but its small size requires many routes to operate to other locations in downtown. Consequently, there is currently little consistency in how bus service operates downtown. With development of new convention, sporting, and cultural facilities, Power and Light District, and more people moving downtown, travel demands are changing. This concept is designed to improve downtown transit service, better meet the evolving needs of Kansas City, and provide a better balance of service to residents, workers, and visitors.

## Proposed Improvements

The proposed downtown service improvement concept includes the following interrelated elements:

- The reconfiguration of downtown routes based on an intersecting trunk route service design, forming Transit Emphasis Corridors (TEC) along Grand Boulevard and 11th and 12th Streets to simplify, accelerate, and improve downtown transit service.
- Facilitate connections between bus routes and streetcar service.
- Bus lanes on Grand Boulevard and on 11th and 12th Streets to make service faster and more reliable.
- The consolidation of regular bus stops into Transit Emphasis Corridor (TEC) Stations to make waiting more comfortable and service faster. TEC Stations would provide facilities and amenities similar to MAX stops.
- The development of a new East Village transit hub to improve connections and elimination of 10th & Main Transit Center.

## Upgraded Barney Allis Station (Proposed) (click for larger view)



# Nashville

## Transit Improvement Program

This Transit Improvement Program describes the mobility, societal and economic benefits that will accrue from the Program, and provides a design, cost, operations, prioritization and financing framework under which the program will proceed.

[Read the Transit Improvement Program](#)

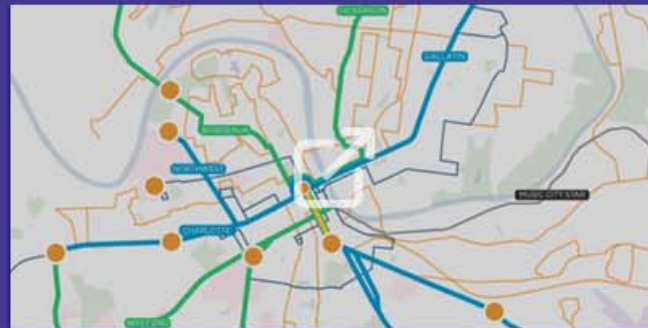


### Transit Improvement Program

TRANSIT IMPROVEMENT  
PROGRAM



### Transit Map



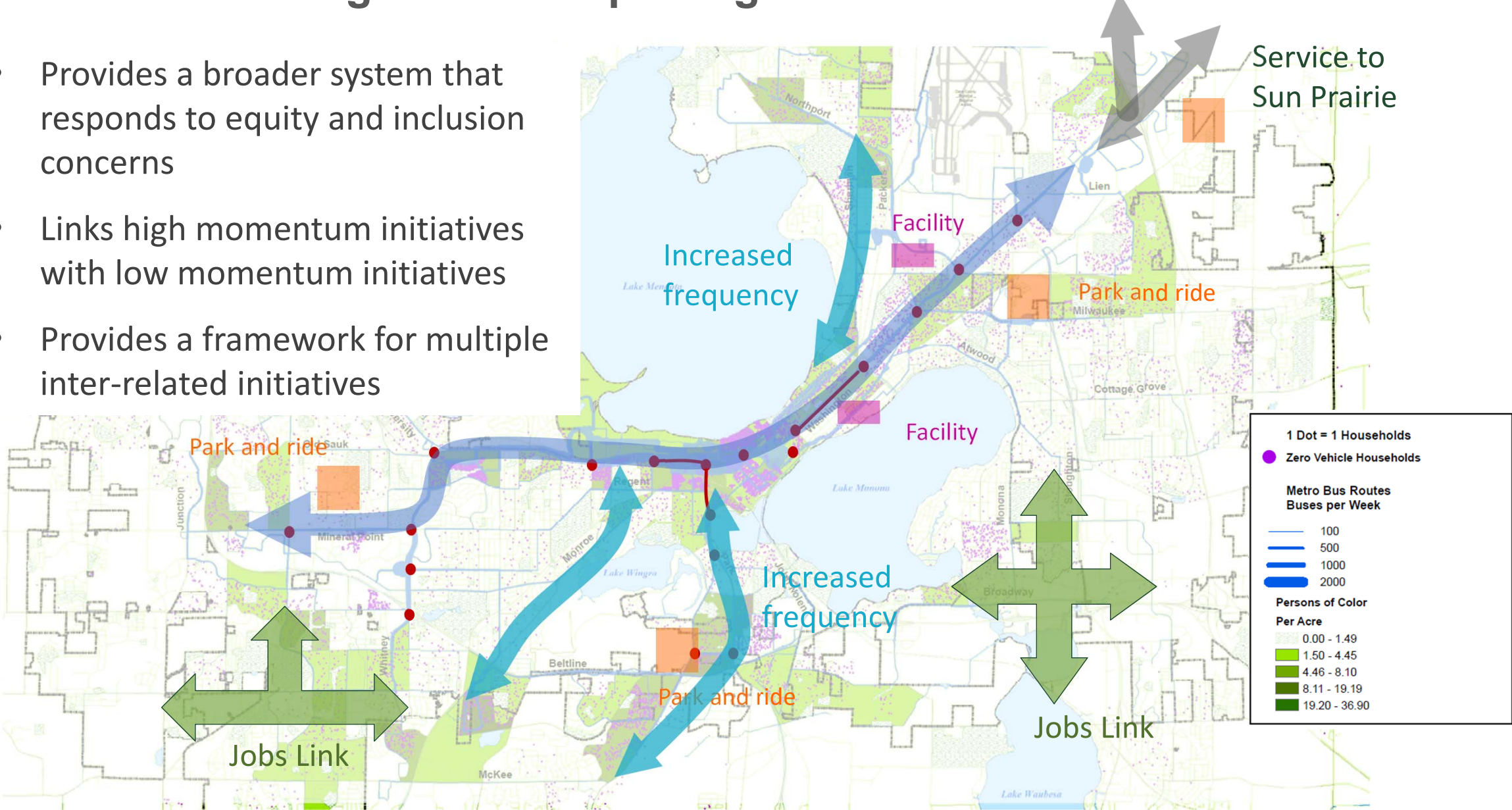
### Referendum Vote

Help us bring our comprehensive plan for transportation to life! Metro Council put the plan on the May 1<sup>st</sup> ballot so voters can decide.

[Read More](#)

# Is it worth creating a branded package for these initiatives?

- Provides a broader system that responds to equity and inclusion concerns
- Links high momentum initiatives with low momentum initiatives
- Provides a framework for multiple inter-related initiatives



## Example branding

Ⓜ metro *advance*

Ⓜ movinmadison

Ⓜ moveonmadison

Ⓜ projectBRT

Ⓜ projectrapid

mymetro | transit

mymetro | BRT

myrapid | pass

Ⓜ metro transit | BRT

# The package has merit apart from BRT

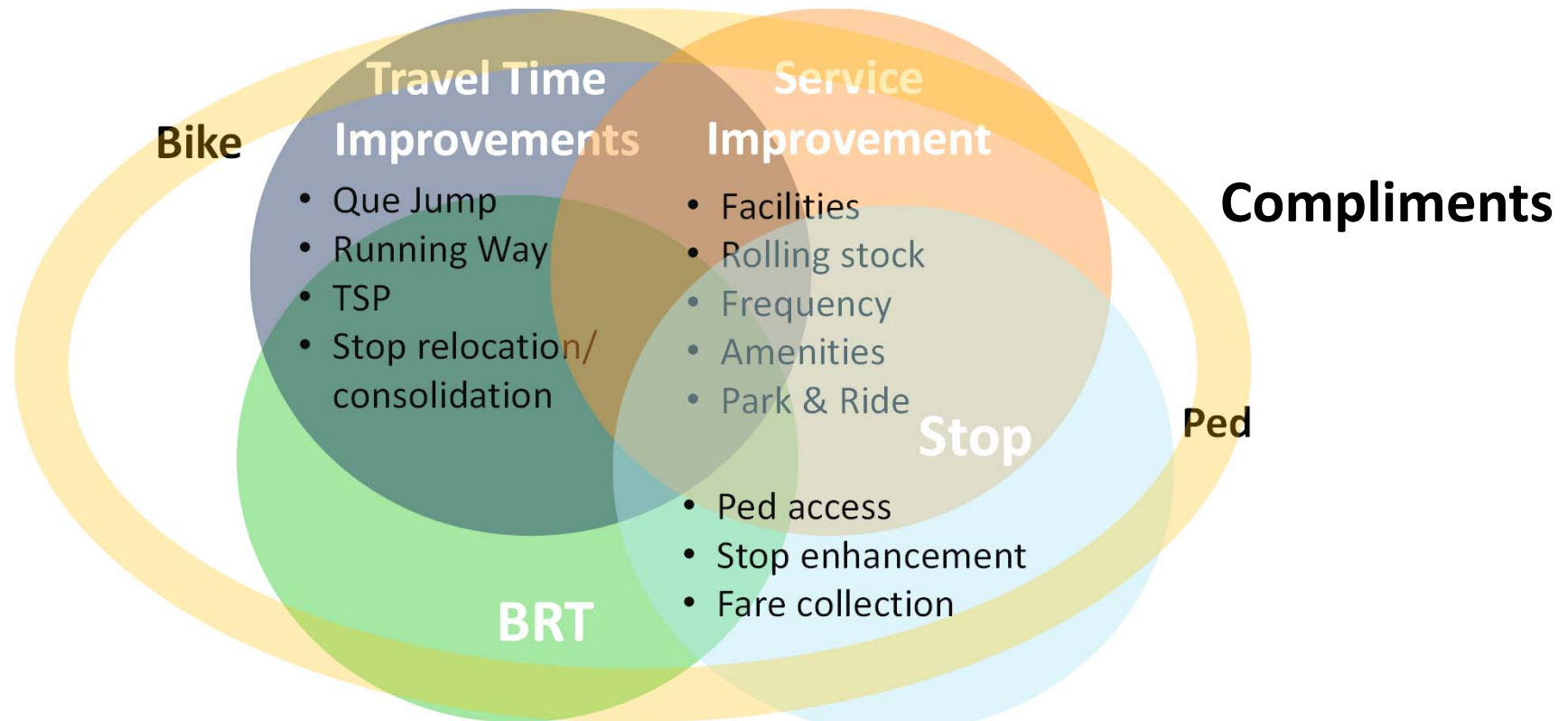
## Funding



## Partners



## Components





## These projects are moving

1101 EW and Satellite Facility

1101 EW beginning 2019, Satellite report soon

Transit Priority Measures

Identifying locations 2018, BRT study evaluating further

Park and ride

Park and ride workplan developed

BRT

BRT study started, new starts application 2020

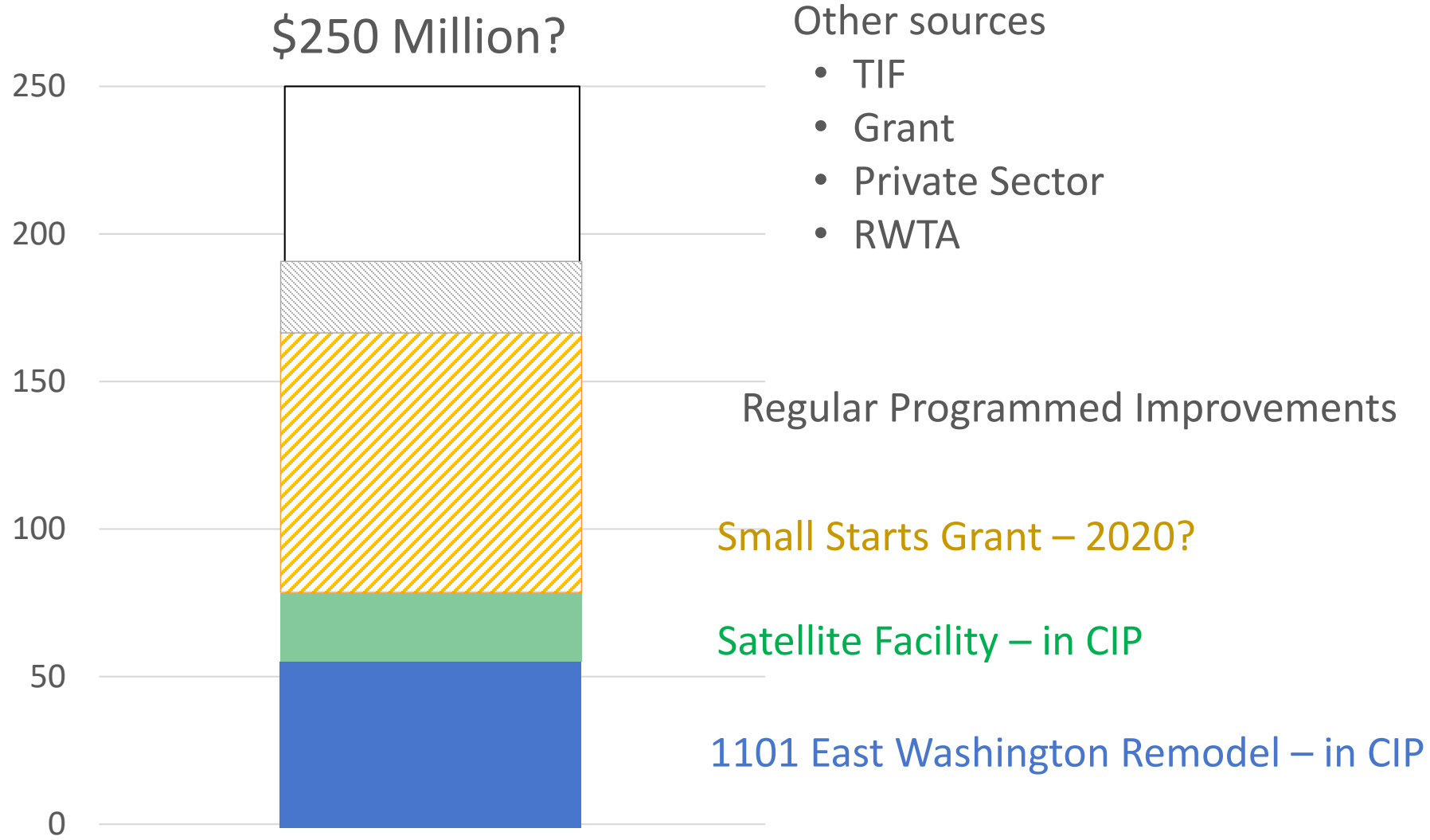
Service to neighboring com

Sun Prairie voting on budget provision in October

Peripheral service to jobs

Evaluating as part of DreamUp application

# Much of the funding is already being planned







## Possible Next Steps

- **Start talking about initiatives not as individual projects, but as part of a package.**
- **Present concept of package to TPPB.**
- **Develop coordinated workplan that ties individual initiatives together.**