TRANSIT INITIATIVE PACKAGE



OUR SITUATION – MORNING RUSH HOUR

Madison

38 Buses

Capacity of 1500 people per hour

Luke Welldo

Lake Mendota

Capacity

 $3 \ln x 2000 \text{ vph/ln } x 0.55 \text{ G/C} = 3300 \text{ vph}$

Mode of Transportation

- SOV 61%
- MOV 7%
- Bike 5%
- Walk 10%
- Telecom 5%
- Transit10%

Demand

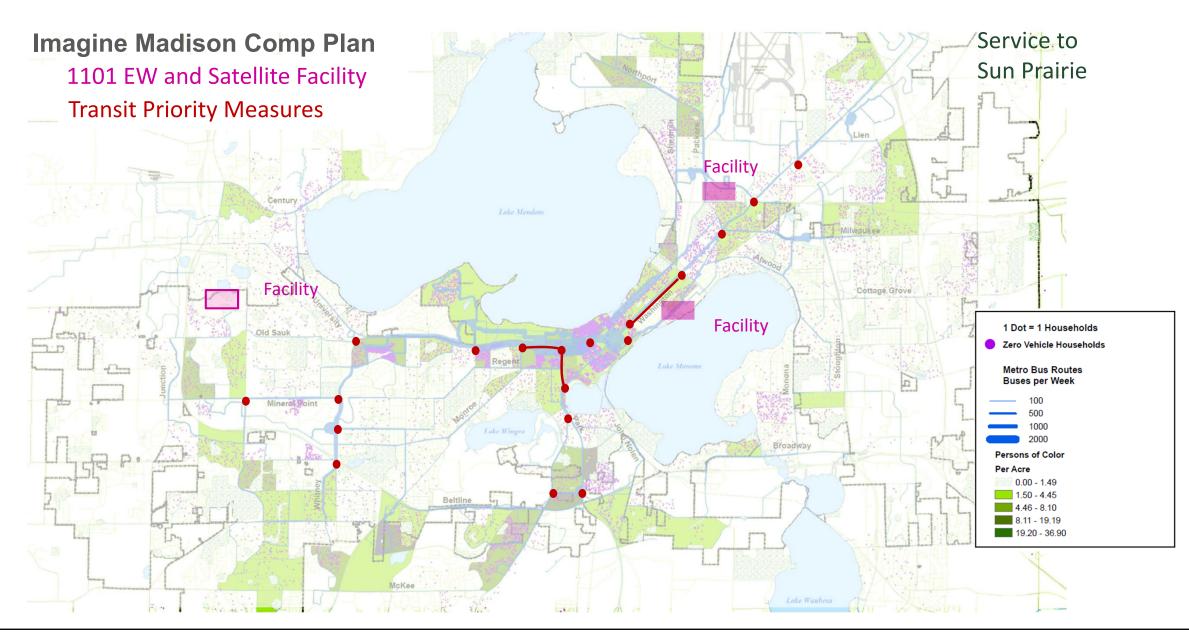
50,000 vpd x 12% Pkhr x 60% DD = 3600 vph

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

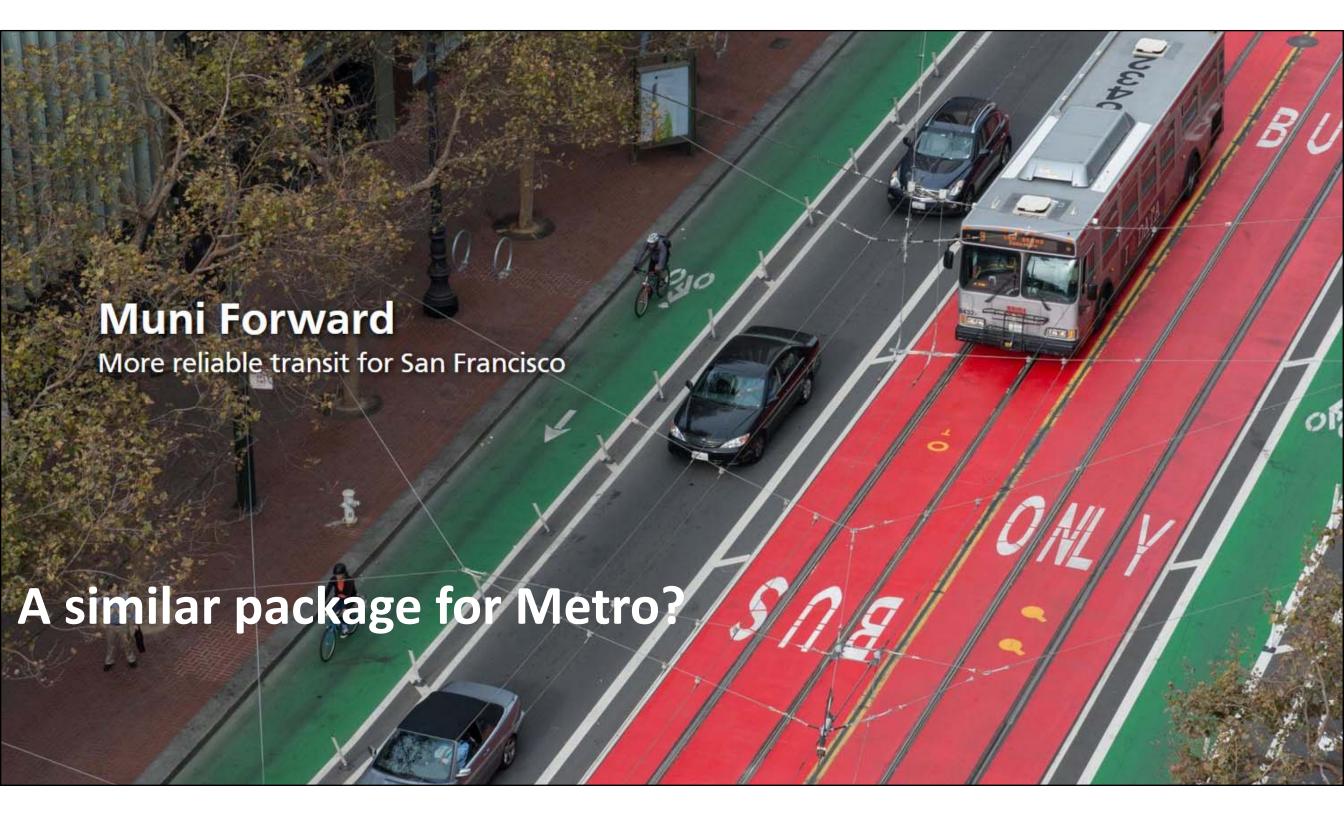
Many metro initiatives are being pursued



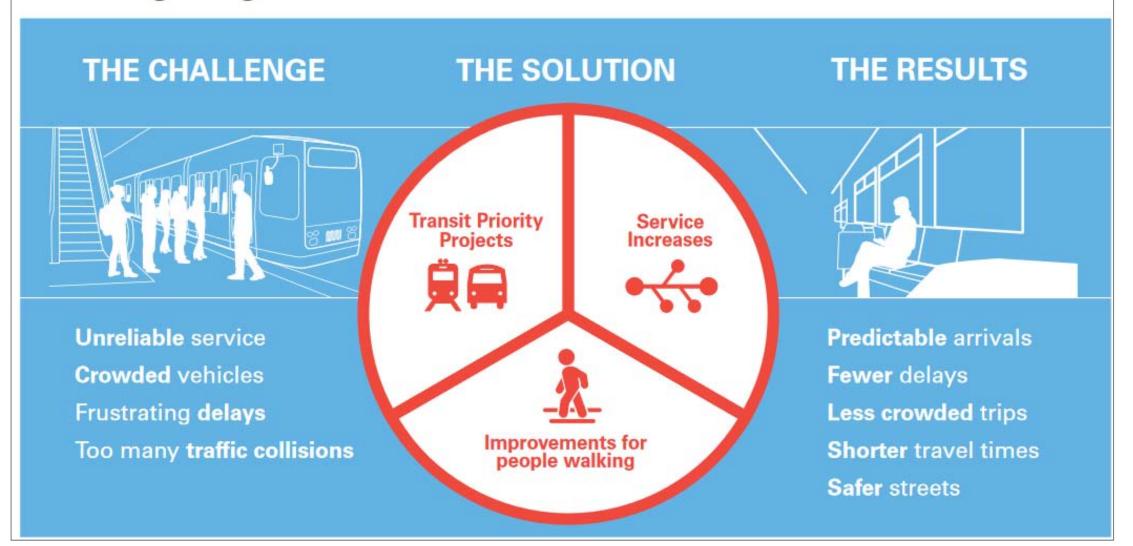
Example of transit priority – queue jump

DESIGN GUIDANCE





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



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

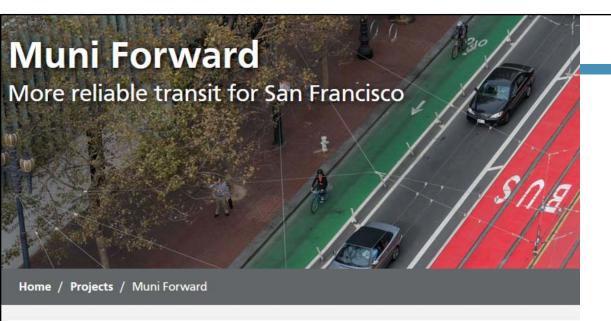
https://www.sfmta.com/sites/default/files/reports-and-documents/2018/04/muni_forward_implementation_workbook_v16.3_web.pdf

MUNIFORWARD



Implementation Workbook





Muni Forward

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Muni Forward aims to make getting around San Francisco n improvements to Muni service and transit projects, Muni Fo needed most to provide excellent transit service.

For more information about Muni Forward, click here. The Workbook is located here.

Service Improvements:

Providing a whole new level of more frequent and reliable se expansion of the **Muni Rapid Network** of core routes serves Additionally, service improvements are helping to reduce cro neighborhood connectivity.

Implementation and expansion of a Rapid Network of core routes serving nearly 70% of all riders is providing a whole new level of more frequent and reliable service.

- Transit Signal Priority
- Relocation of Bus Stops
- 17 miles of dedicated transit lanes

As Muni replaces and expands its fleet of buses, light rail vehicles and paratransit vans, it will go from having the oldest fleet in the nation to the newest – and one of the greenest – by 2019.

Transit Priority Projects:

On 40 miles of San Francisco streets, Muni Forward improvements that prioritize transit riders are on the way. These **Transit Priority Projects** help to improve reliability and increase the safety and comfort of customers on Muni's most heavily used routes by addressing the root causes of delay.

Muni Forward Transit Priority Projects

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Muni Forward includes engineering improvements—also known as Transit Priority Projects—designed to address transit delay, improve reliability, and increase the safety and comfort of customers along our most heavily used routes. These projects include a variety of treatments that specifically address the root causes of delay and passenger frustration, like traffic congestion, transit stops that are spaced too close together, narrow travel lanes, and slow boarding times. Project elements include lane modifications, traffic signal and stop sign changes, transit stop changes, parking and turn restrictions, pedestrian improvements and many others.

Transit Priority Projects are one key strategy of Muni Forward. For a full list of all Muni Forward projects, please see the Muni Forward Implementation Plan.

Project Status: O Current
Bus Routes and Rail Lines

N Judah - Outer

7 Haight-Noriega West of Stanyan Fulton, 5R Fulton Rapid, 7 Haight/Noriega, 8 Bayshore, n, 14R Mission Rapid, 22 Fillmore, 28 19th Avenue, ary, 47 Van Ness, 49 Van Ness/Mission



DOING BUSINESS

\$16.221.0660

You are here: Home > Transit Initiatives

Kansas City

TRANSIT INITIATIVES

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: Bridi Pilot

State Ave. Connex Stop Optimization

TIGER Projects

Trolley Track Trail

Troost MAX

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

ABOUT KCATA

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)



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LIGHT RAIL NEWS



The Plan

Benefits

Funding

High Capacity Corridors Transportation
System Improvements

Learn More

FAQs

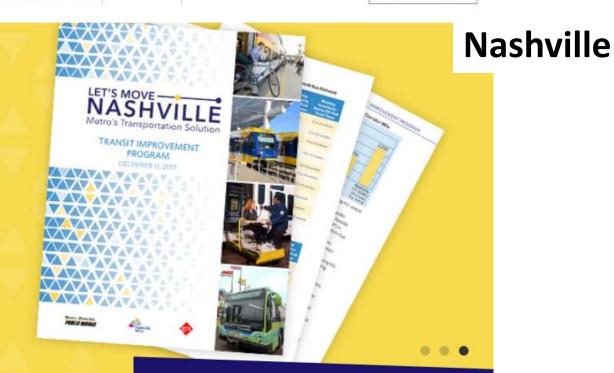
Tell Us What You Think

Request a Transit Talk

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 Map



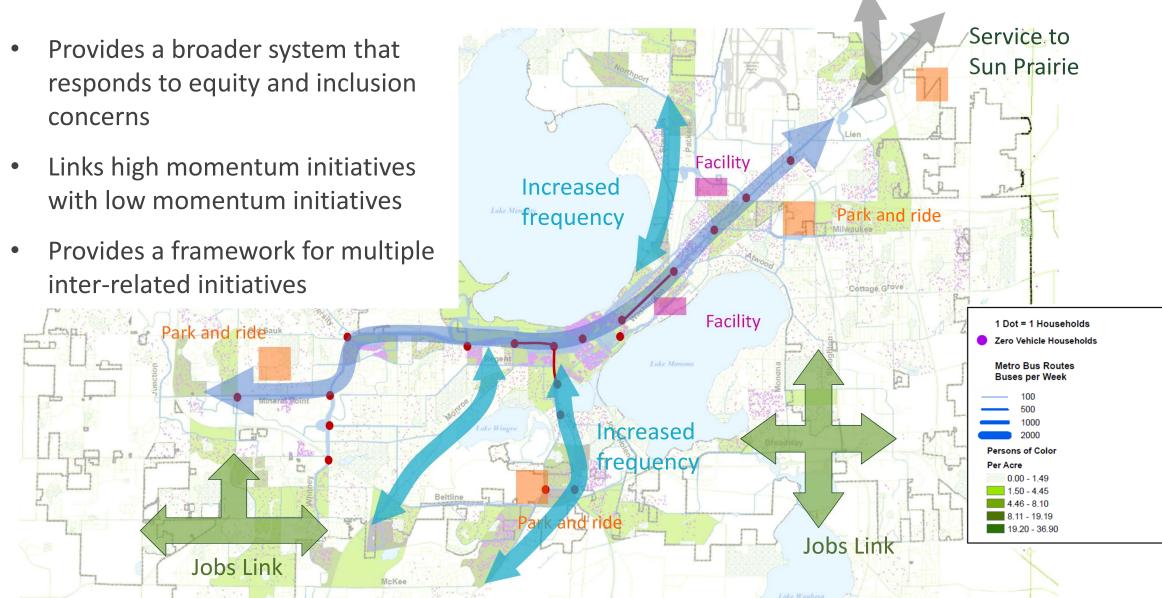


Referendum Vote

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

Read More

Is it worth creating a branded package for these initiatives?



Example branding

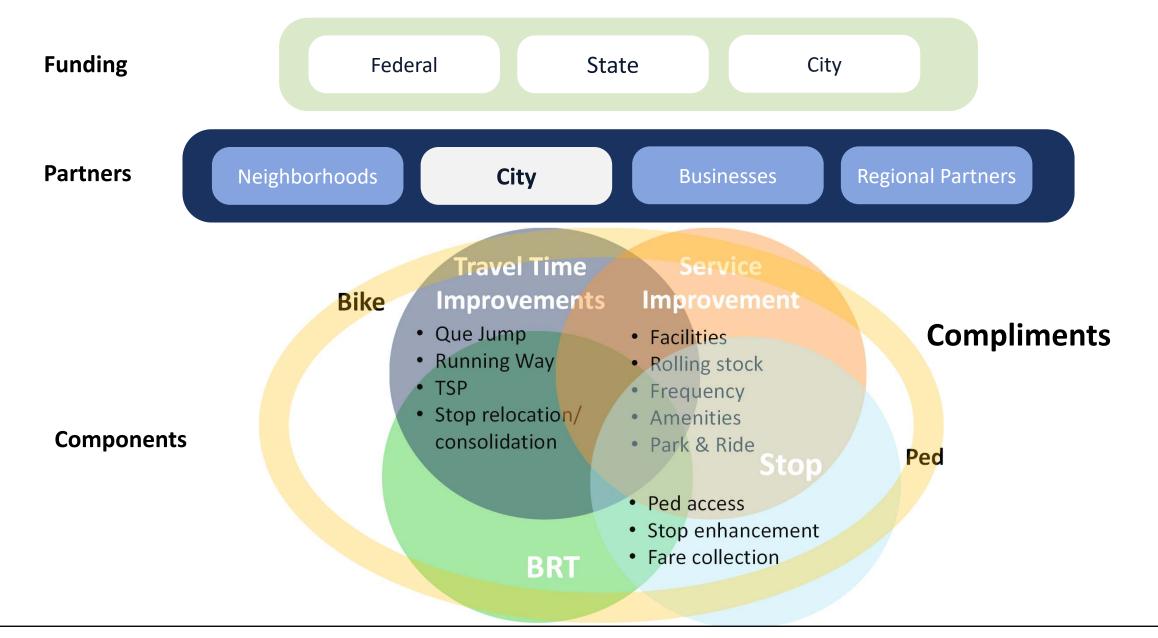
- m metro advance
- m movinmadison
 - moveonmadison

m projectBRT

mymetro transit
mymetro BRT
myrapid pass

m metro transit BRT

The package has merit apart from BRT



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

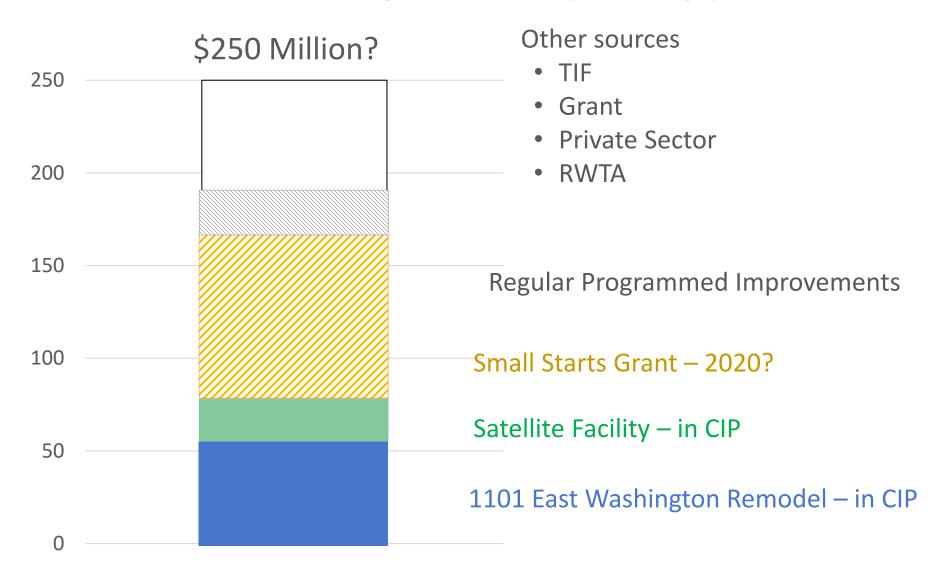
Service to neighboring com

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.