

Transit Service Policy Compliance In the Westside/Central Sector (October 2004)

POLICY AREA	REQUIREMENT	LEVEL OF COMPLIANCE			COMMENTS
		Total	Substantial	Opportunity Area	
2.1 Service Types	Service type definitions, not an area of measurement.	N/A	N/A	N/A	
2.2 Metro Rapid Design Criteria	Service design is consistent with the service warrants (Appendix A).			X	<p>Line 720</p> <p>Corridor alignment (maximize patronage and minimize costs, alignment modification, addition of short-lines and branches, and maintenance of operating speed)</p> <p>Stop location (far-side station location, full separation from local stop, and addition of new stop)</p> <p>Station facility (double canopies only at high demand stops, station design)</p> <p>Transit priority (BSP at deadhead routing, signalized intersections should have BSP)</p> <p>Operating protocol (headway interval-managed service operation)</p>
Express and Limited Stop 2.3 Service Criteria	Limited stop service should be at least 10% faster than local and express service should be designed to achieve operating speed of approximately 20 mph.	X			
Operation and Funding or Rail 2.4 Feeder Services	Metro should be the operator of last resort for these services	X			
Alternative Service Delivery 2.5 Methods	Consider alternative ways of providing service when entering new markets	X			
2.6 Bus/Rail Interface Guidelines	Avoid service duplication, improve station access and avoid inconvenient service diversions	X			

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2.7 Bus Stop Spacing	Compliance with the inter stop spacing targets outlined in the policy			X	Specific lines not meeting the <u>local</u> .20 standard include: 2, 4, 10-11, 14, 16, 20-21, 26, 30-31, 33, 68 and 71 . Specific lines not meeting the .50 <u>limited</u> standard include : 302, 304, 316 and 333 . Specific lines not meeting the 1.0 <u>express</u> standard include : 434
2.8 Service Duplication	Avoid duplication of service which results in passenger confusion or sub-optimal use of resources service		X		Selected opportunities to improve service interface with Big Blue Bus-- coordination efforts underway as part of Metro Connections effort.
2.9 Frequency of Service	Provide at least 30 minute service		X		Specific lines not meeting the standard include: 220
2.10 High Capacity Vehicles	Place vehicles on high capacity and high ridership lines	N/A	N/A	N/A	High capacity vehicles are not available and deployment plans are being developed.
2.11 Bus Lanes	Establishes general planning criteria for bus lanes-- not an area of measurement	N/A	N/A	N/A	
2.12 New Service Guidelines	New services should be introduced where ridership can support 30 minute frequency and meet minimum productivity standard within one year	X			
2.13 Route Spacing	1/2 mile spacing between parallel routes in urban areas	X			
2.14 Planning Warrants	Thresholds for various transit modes-- not an area of measurement	N/A	N/A	N/A	
2.15 Span of Service	Targets for establishing the span of service for different service types	X			
2.16 Special Event Service	Provision of these services must fit in within the scope of the existing operation and should not interfere with regular service obligations	X			
3.1 Mystery Shopper Survey	Sets up a program for measuring service quality-- not an area of measurement	N/A	N/A	N/A	

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3.2 Passenger Loading	The ratio of passengers to seats must not exceed 1.20			X	This standard is met on approximately 98 percent of the overall bus trips being monitored. Specific lines requiring additional attention include: 2, 4, 10, 14, 16, 20, 30, 33, 217 and 720.
3.3 Productivity Guidelines	Bus routes not achieving a productivity index of greater than .60 should be flagged for corrective action.		X		Specific lines not meeting the standard include: 220