

BLE 1: METRO SERVICE GOALS AND STANDARDS

GOALS	STANDARDS
<p>Transit resources should be allocated to areas or along routes with the highest densities and highest concentrations of transit dependent people in the urban area.</p>	<p>Provide the highest level of service to the downtown area and along the major corridors leading to and from downtown.</p> <p>University Avenue: Maximum frequencies of 7/15 minutes. Johnson/Gorham: Maximum frequencies of 7/15 minutes. East Washington Ave: Maximum frequencies of 12/15 minutes. Jenifer Street: Maximum frequency of 7/15 minutes. Monroe Street: Maximum frequency of 12/15 minutes. Regent Street: Maximum frequency of 12/15 minutes. Park/Mills Street: Maximum frequencies of 12/15 minutes.</p> <p>Provide a base level of service that classifies routes according to purpose and service level.</p> <p>Provide service to new areas based on development type, density and mix of services.</p>
<p>Routes should be classified according to their function and correlate with service level criteria.</p>	<p>Core Routes - Major routes serving high volume corridors, the downtown area and other major activity centers. These routes carry the highest passenger volumes and have the highest productivity.</p> <p>Peak Hour Frequencies - 15 minutes Base Frequencies – 30/60 minutes Bus Stop Spacing – No greater than ¼ mile</p> <p>Peripheral Routes - Secondary routes serving outlying neighborhoods. They carry lower passenger volumes and have lower productivity, yet provide vital access to more frequent services to the urban core and major peripheral destinations.</p> <p>Peak Hour Frequencies - 30 minutes Base Frequencies - 30/60 minutes Bus Stop Spacing - ¼ TO ½ mile</p> <p>Connecting Routes - Routes that connect transfer points with other transfer points and major peripheral activity centers.</p> <p>Peak Hour Frequencies - 30 minutes Base Frequencies - 30/60 minutes Bus Stop Spacing - As needed, generally only at major destinations.</p> <p>Commuter Routes - Peak hour routes that connect neighborhoods with downtown and peripheral employment centers. They are designed to meet the specific needs of the centers they serve. Commuter routes should operate 10- 25 percent faster than other routes.</p> <p>Peak Hour Frequencies - 20/30 minutes Base Frequencies - Usually none. Bus Stop Spacing - ¼ - ½ mile in residential area; only as needed to supplement other services in corridors leading to employment center.</p>

	<p>Circulator Routes - These are routes that operate within the geographical confines of a major activity center.</p> <p>Peak Hour Frequencies - 7 minutes Base Frequencies - 30/60 minutes Bus Stop Spacing - less than ¼ mile.</p> <p>Flexible Routes - These are routes which incorporate real-time demand modifications such as deviations and other convenience features. They tend to operate in lower density areas.</p> <p>Peak Hour Frequencies - 30/60 minutes Base Frequencies - 60 minutes Bus Stop Spacing - Flag stop areas</p> <p>Special Purpose Routes - These are routes designed to meet a specific need.</p> <p>Special Event Service - These are routes that operate to specific event destinations.</p> <p>Timed-Transfer – Schedules should be coordinated for direct transfer to the extent possible at transfer points. During commute times, some routes may bypass transfer points to achieve travel time standards.</p>
<p>Good route design should minimize travel time.</p>	<p>Directness Of Service - Routes should be designed to maximize directness of travel and minimize circuitous patterns. Routes should not be more than 50% longer in route mileage distance than a comparable trip by car.</p> <p>Loops - Two-way loops should be used to equalize travel times in the loop area or serve predominant commute pattern at different times of the day. One-way loops should be used only when warranted by operational considerations.</p> <p>Route Spacing - In urban core areas, routes should be spaced ¼ mile apart. In less densely populated areas, routes should be spaced no further than 1 mile apart.</p>

Bus stops should provide convenient access to the system without negatively affecting operating speed.

Bus Stop Location - The specific location of bus stops is influenced by convenience for patrons and traffic conditions:

1. Far-side Stops - Are preferable where buses can pull out of the main traffic lane and maneuver to the curb.
2. Near-side Stops - Are preferable where traffic is heavier on the leaving side than on the approach side of the intersection.
3. Mid-block Stops - Should be avoided unless block-faces are long or unless stops serve a major trip generator.

Shelter Location - Shelters are a passenger amenity and are placed where they will have the greatest benefit:

1. A minimum of 50 boarding passengers (average weekday);
2. Proximity to housing for elderly and/or disabled persons;
3. At major generators served by multiple routes.

Park and Ride Lots - New lots should be established which minimize route deadhead and promote TDM goals or opportunities for shared use with other services.

Benches – Benches should be placed in shelters and at locations with a minimum of 25 boarding passengers.