



Transit System Study

Finding new ways to maximize the efficiency
and effectiveness of our transit system

TRANSIT SYSTEM STUDY UPDATE



Status Update



We Are Here.

**Develop Framework
and Approach**

**Research and Data Col-
lection**

**Develop Alternatives
and Recommendations**

**Develop Implementation
Strategies**

Spring 2011

Present Draft Plan

Summer 2011

conduct public outreach and gather feedback

Market Findings



- Core area is the focal point
- Focus on attracting and retaining riders
 - High-quality, spontaneous use network
- Consider cost-effective options for non-Core market regions
- General transit network = not competitive, not cost-effective
 - Target services only to specific markets where transit can be a viable mobility choice

Service Findings



- Highest overall performance in Core
- Core is key to raising overall system performance
- Investment in top corridors to benefit majority of riders
- Increasing speeds will benefit riders and decrease operating costs
- Increasing farebox recovery supports financial sustainability
- Routes with high subsidy per boarding warrant reconsideration and rationalization

Core

- High population and employment density (24 people per parcel acre)
- High productivity (45 passenger boardings per revenue vehicle hour)
- Low subsidy per passenger boarding (\$1.69)
- High farebox recovery (34%)

Outer Core

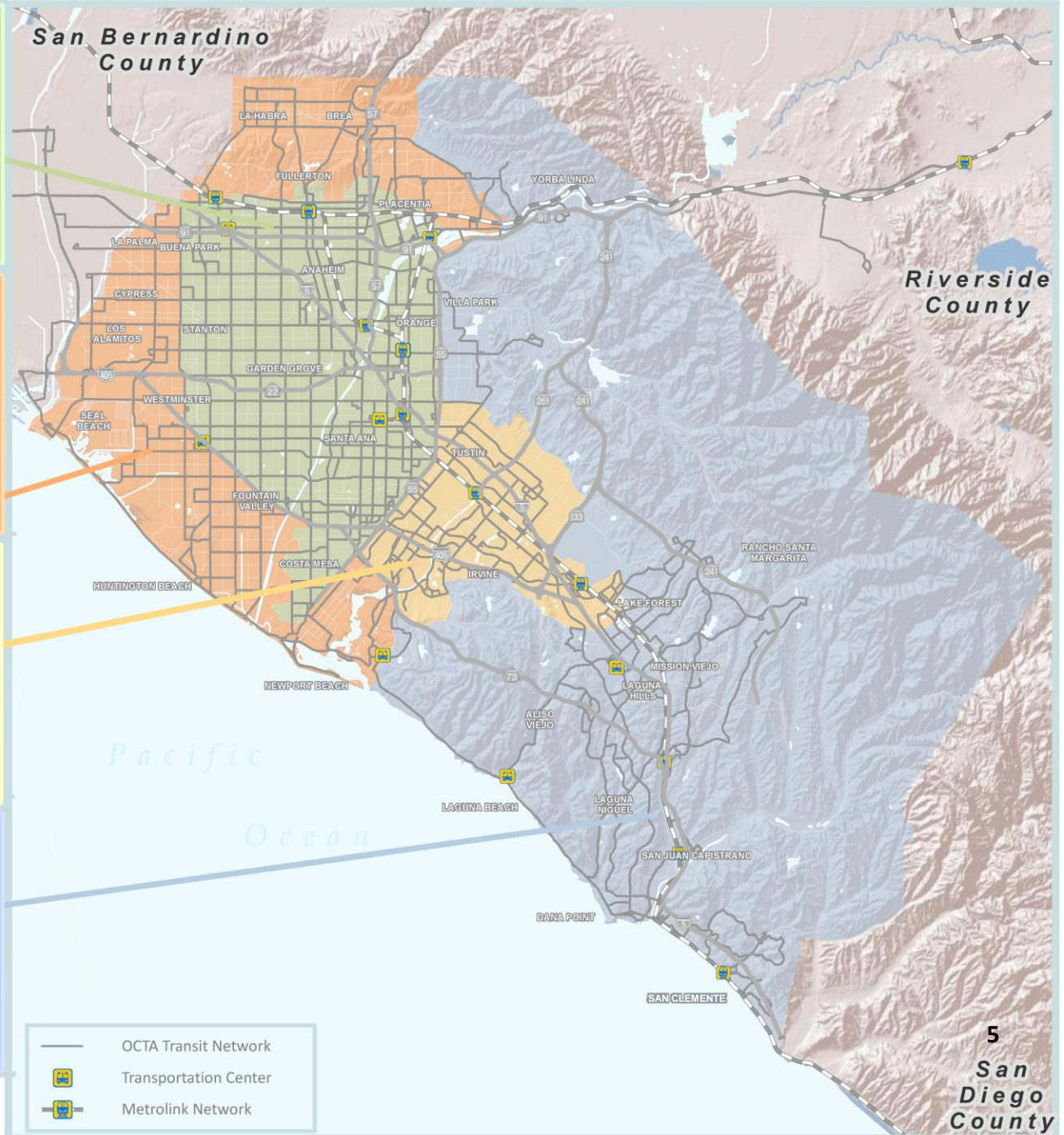
- Low population and employment density (10 people per parcel acre)
- Low productivity (23 passenger boardings per revenue vehicle hour)
- High subsidy per passenger boarding (\$4.37)
- Low farebox recovery (18%)

Emerging Core

- High population and employment density (18 people per parcel acre)
- Very Low productivity (20 passenger boardings per revenue vehicle hour)
- High subsidy per passenger boarding (\$4.97)
- Low farebox recovery (15%)

Suburbs

- Low population and employment density (8 people per parcel acre)
- Very low productivity (20 passenger boardings per revenue vehicle hour)
- High subsidy per passenger boarding (\$4.88)
- Low farebox recovery (18%)



Service Products



Corridors

- Express / Freeway Bus Rapid Transit (BRT)
- BRT/Rapid Bus
- Local Bus
- Regional Rail
- Commuter Rail

Community

- Circulators
- Shuttles
- Flex Routes
- Dial A Ride
- Trip-based Services

Destination

- Shuttles
- Station Vans

Systemwide Redevelopment Principles



- Invest in high performing services
- Substitute lower performing services with lower cost services
- Evaluate Go Local/Circulators as option for fixed-route service
- Design services to attract dependent/choice riders
- Match service products to markets
- Improve service speed
- Transition Metrolink service to regional rail
- Utilize freeway corridors (HOV/HOT) by implementing freeway bus rapid transit/express

Study's Guiding Principles



- Recognize financial limitations, opportunities towards achieving financial sustainability
- Match products and competitive markets to attract dependent and choice customers
- Focus transit investment:
 - Meet financial sustainability mandate
 - Prioritize sustainable markets that meet farebox ratio thresholds

Next Steps



- Continue to collect feedback from:
 - Stakeholder Groups
 - Cities
 - Customers
 - Public
- Return to Board of Directors in April with draft service recommendations

