A. Service Design to minimize duplication and encourage transfers between modes
B. More frequent service on a more sparsely configured network
C. Wider bus stop spacing to improve service speeds
D. Realign services to establish and maintain a core network of frequent services
E. Adjust bus loading standard from 1.3 to 1.4 passengers per seat at the peak load point
F. Consider an area-based loading standard based on bus size
G. Encourage use of system at off peak times and days
H. Implement policy that redeploy resources from chronically underperforming routes and route segments to high performing routes
A. Service Design to minimize duplication and encourage transfers between modes
   - Rapid/Limited routes on rail corridors
   - Local Metro over Muni routes
   - Multiple bus lines along same corridor
   - ?

B. More frequent service on a more sparsely configured network
   - Frequent service attracts more riders
   - Consider combining two infrequent lines
   - ?

C. Wider bus stop spacing to improve service speeds
   - Bus stop thinning (1/4 mile spacing)
   - Limited stop
   - ?
D. Realign services to establish and maintain a core network of frequent services
   - Lines of regional significance
   - Fifteen minutes or better headways
   - Combine routes over a shared route segment and “dovetail”

E. Adjust bus loading standard from 1.3 to 1.4 psgrs. per seat at the peak load point
   - Schedule less service for more standees
   - Lines with longer trip lengths use lower standard

F. Consider an area-based loading standard based on bus size
   - Base acceptable standee count on available standing area
   - Take out seats for more standee room
G. Encourage use of system at off peak times and days
   - Off peak service is less expensive to operate
   - Lower passenger loading standard to operate more service
   - ?

H. Implement policy that redeploy resources from chronically underperforming routes and route segments to high performing routes
   - Relax policy on providing minimum 60 minute headways
   - Evaluate transition of lines or route segments
   - Shorten low performing route length were possible
   - Provide free transfer when ending route where alternate Metro, Muni or local return service is available
   - ?
Metro Transit Service Policy Document

Input from
- Blue Ribbon Committee
- Metro Service Councils
- Citizens Advisory Council
- Municipal Operators
- APTA

Used to prepare Draft Transit Service Policy for 2015
To be taken to Metro Board of Directors for approval in July 2015