Land use, Transit and Jobs

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What is Effective Transit?

- Transit that carries people
- Transit that is a cost-effective use of public funding
- Transit that supports efficient development
- Transit that provides a basic level of access region-wide
Existing Transit Network

Urban Local
- 62 routes
- 5,500 weekday bus trips
- 197,000 average daily rides

METRO Blue Line LRT
- 245 weekday train trips
- 31,000 average daily rides

Northstar Commuter Rail
- 12 weekday train trips
- 2,800 average daily rides

METRO Red Line BRT
- 130 weekday bus trips
- 850 average daily rides

Suburban Local
- 27 routes
- 1,050 weekday bus trips
- 12,500 average daily rides

Express Service
- 59 routes
- 1,175 weekday bus trips
- 34,000 average daily rides

Park and Rides
- 79 facilities
- 19,000 parking spaces
Transit that carries people
Transit that carries people

• Convenient, frequent direct service
• Travel time competitive
• Cost savings: vehicle, fuel, parking
• Can’t do this everywhere for every trip
• Match transit service to demand
  – Density and urban form drive transit demand
Bus Riders Trip Purpose

- **Work**: 52% (Local 87%)
- **School**: 16% (Local 8%)
- **Shopping/Errands**: 20% (Local 3%)
- **Social/Entertainment**: 16% (Local 2%)
- **Medical**: 5% (Local 1%)
- **Sporting or Special Event**: 3% (Local 1%)
- **Church/Religious**: 3% (Local 1%)
- **Other**: 4% (Local 1%)

Source: 2012 Metro Transit Rider Survey
Primary reason for riding the bus

- No car access: 58% (Local: 20%, Express: 20%)
- Saves money on parking: 33% (Local: 11%, Express: 22%)
- Saves money on gas: 15% (Local: 8%, Express: 7%)
- Avoid stress of driving: 6% (Local: 4%, Express: 2%)
- Saves time: 16% (Local: 4%, Express: 12%)
- More convenient: 7% (Local: 2%, Express: 5%)
- Subsidized by employer: 1% (Local: 3%, Express: 0%)

Source: 2012 Metro Transit Rider Survey
Transit Rider Income Levels

Source: 2012 Metro Transit Rider Survey,
U.S. Census Bureau, 2011 American Community Survey HHI
Transit Market Areas

- Density of population, jobs, auto deficit, adjacent areas
- Transit market strengths based on local characteristics
- Guide appropriate types and levels of transit service
- Five distinct areas…
Population Density

Year 2000

Persons per developed acre
Auto deficit density is equal to the population over 16 less available autos divided by developed acres.
Transit Market Areas

**Market Area**
- **Area 1**
  - Express, Urban Radial, Urban Crosstown, Downtown Circulator
- **Area 2**
  - Express, Urban Radial, Urban Crosstown, Suburban Local
- **Area 3**
  - Express, Urban Radial, Suburban Local, Circulators, General Public Dial-a-Ride*
- **Area 4**
  - Peak Period Express, General Public Dial-a-Ride
- **Area 5**
  - General Public Dial-a-Ride

*Market Area 3 Dial-a-Ride is appropriate in some circumstances

- ADA paratransit service follows federal and state regulations in the regular route service area
- Additional details on market areas and service standards are available in Appendix G
- Market area geography was calculated at the census block group level

June 2010
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