

G. INFORMATIONAL PRESENTATIONS

G.1. [32068](#) Metro: Proposed bus stop reductions/relocations project (E. Gorham & E. Johnson) -

Kamp said this was part of the TDP that Metro had worked out with the MPO. This would be the first corridor to be thinning out stops. Metro Transit Planning and Scheduling Manager Drew Beck and MPO Transit Planner Mike Cechvala discussed the project and answered questions. (See map and info sheet attached.)

- The idea stemmed from one of the common comments made by customers that it took too long to get places; buses were stopping and dropping off/picking up people every block or two.
- With increased ridership, they were already finding that not only was there overcrowding, but it was also taking longer and longer to get people on/off the bus at each stop.
- When the system was set up in 1998, most of the core routes had a fair amount of time to get across town, and there was a lot of scheduled time.
- It was getting harder to get into the transfer points on time for people to make connections to other routes.
- Thinning had the potential to make trips a little quicker, by not having as many stops along these routes.
- In 2014, Johnson Street was going to be rebuilt from N. Hancock out past Ingersoll almost to Baldwin.
- The stops at the signalized intersections would be improved. Stops at Blount, Paterson and Ingersoll would be placed at the far side of the intersection (vs. stopping at the signal), which offered some nice operational advantages. Buses wouldn't have people making right turns in front of them at the intersections, which was a safety problem, esp. as the bus was about to pull out.
- They would not be improving the in-between stops at the non-signalized intersections.
- Metro had had discussions with the Alder and the Tenney-Lapham Neighborhood Assn. that had been positive. People thought it made sense, and agreed that buses were stopping too frequently and running late. They had indications that the neighborhood supported this.
- People understood that this might create increased walking distances for some riders, but it might actually improve them for others.
- The plan would be implemented once construction was finished, in fall 2014.
- Though Gorham wasn't being reconstructed, they were looking at thinning out stops there as part of this trial.
- Success would be measured by closely tracking on-time performance and customer feedback. Missed transfers were tracked by complaints, and staff as aware of those that were chronic. The fewer complaints, the better they were doing.

Bergamini suggested that another measure would be an increase in Paratransit use in the corridor, if Paratransit riders no longer could easily use Fixed Route service because their stop was now further away. She knew of a social service facility at the stop at Livingston and E. Gorham that would be eliminated. Poulson recommended that this plan go to ADATS, since this was an important issue for them. When asked about the possibility of other pilot programs, Cechvala said the TDP looked at three corridors: Johnson/Gorham, Jennifer and Monroe Streets. the first two being those with the biggest need. In his experience with Seattle's King County Metro where they closed 150-200 stops, they received consistent support overall. They ran into a few situations where a rider lived close to a stop and needed to be close to a stop; and they had to adjust a few things. But generally they found it to be very effective in making the service faster and more attractive.