

# Transit Operations Update:

## Bus Network

*Envision My Ride  
Bus/Bike Pilot Program*

December 9, 2019



# Bus Network Update

*Envision My Ride*

*Bus/Bike Pilot Program*

## **Purpose:**

Provide up-to-date information in preparation for deeper dive on longer term transportation alternatives discussion.

## **Council Action:**

Information only for use with future transit actions

## ENVISION MY RIDE



***Envision My Ride** is a planning initiative to redesign the current bus system.*

**Launched in 2016**

### **Key Considerations:**

- Cross-town and suburb-to-suburb bus service
- Connections between different bus routes and between bus and light rail
- More frequent service
- More direct service



## How do you redesign a bus system?

1. Team of bus service planners
2. State of the art technology: Remix
3. Public outreach

## Public Engagement

*CATS received an overwhelming amount of feedback from the public to take into consideration...*

- Over 100 public meetings
- Over 3,800 attendees
- Customer survey: 1,209 respondents



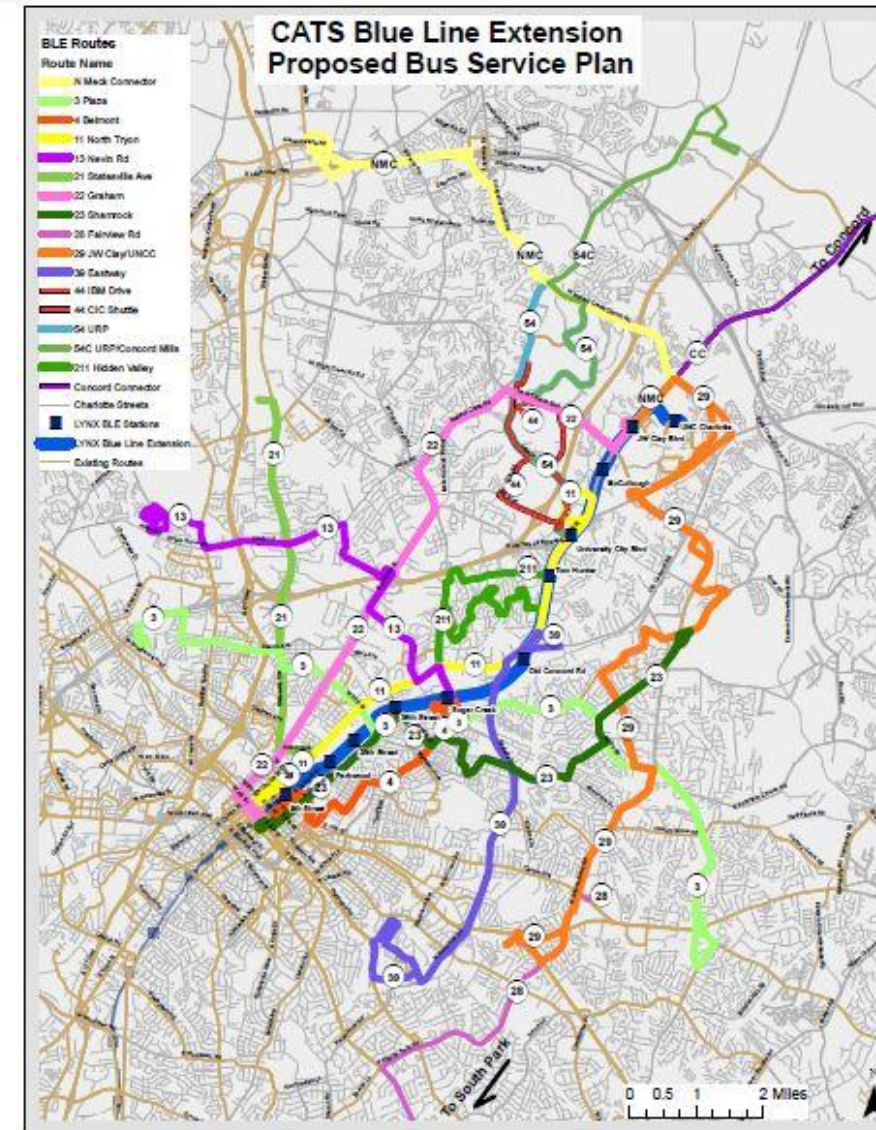
Greater access to the public, increased by **22%**

## Phase 1: March 18, 2018 - Opening of LYNX BLE

- 22 existing routes adjusted
- 9 new routes established
- 4 new cross-town routes

## Phase 2: October 2, 2019 - Service Change

- 24 additional routes adjusted
- Over 600 bus stops altered/discontinued service





## Next Steps & Future Possibilities

### February 2020: Service Change

*Increase all day 15-min service*

- Sprinter Route
- Route 27 Monroe Road

*Increase to peak hour 15-min service*

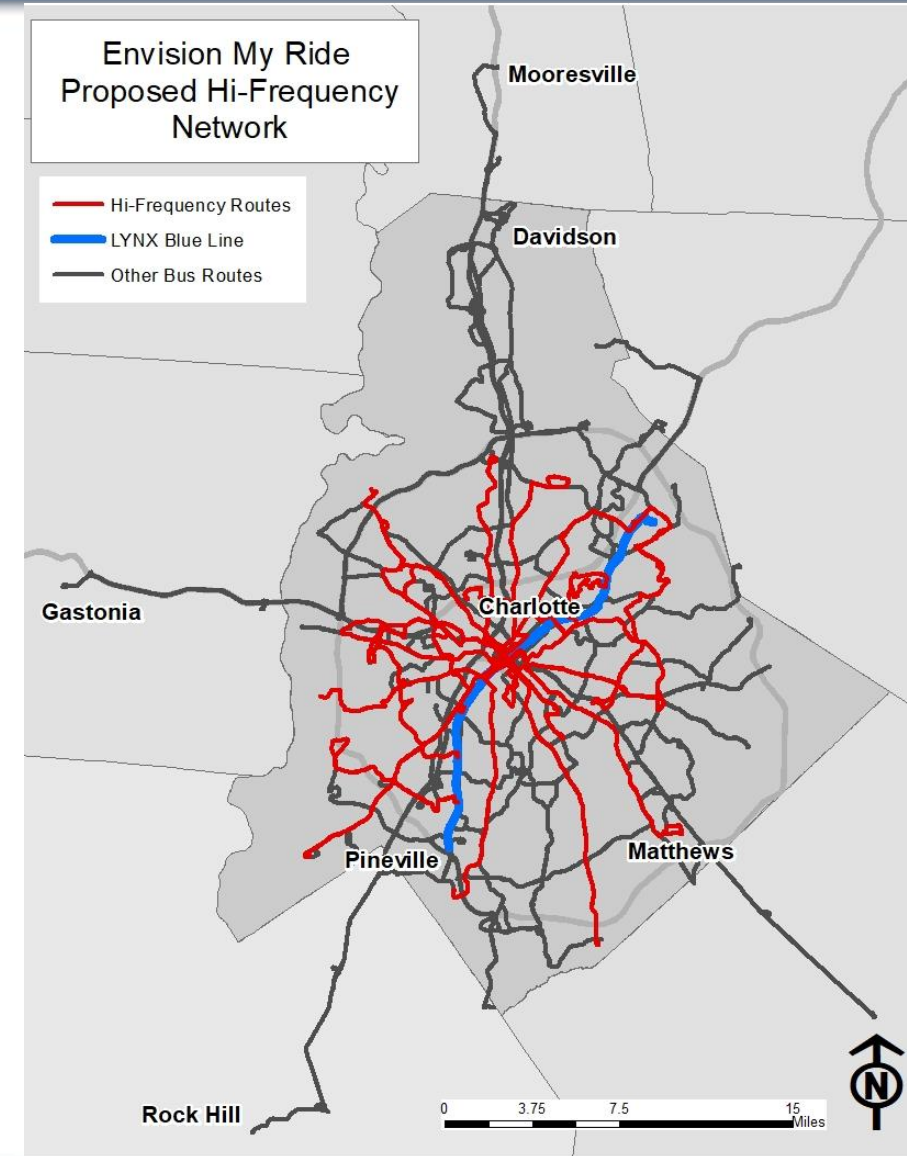
- Route 8 Tuckaseegee Road
- Route 16 South Tryon

### Early 2020: Bus Priority Study

- Will identify additional bus enhancements on major corridors
- Bus treatments recommended may include: Bus only lanes, queue jumper, transit signal priority, adjustments to bus stop amenities and spacing.

### Long-term: Increase high frequency bus network

- Increase the number of high frequency bus routes to 15



## Improvements to Structure ☒

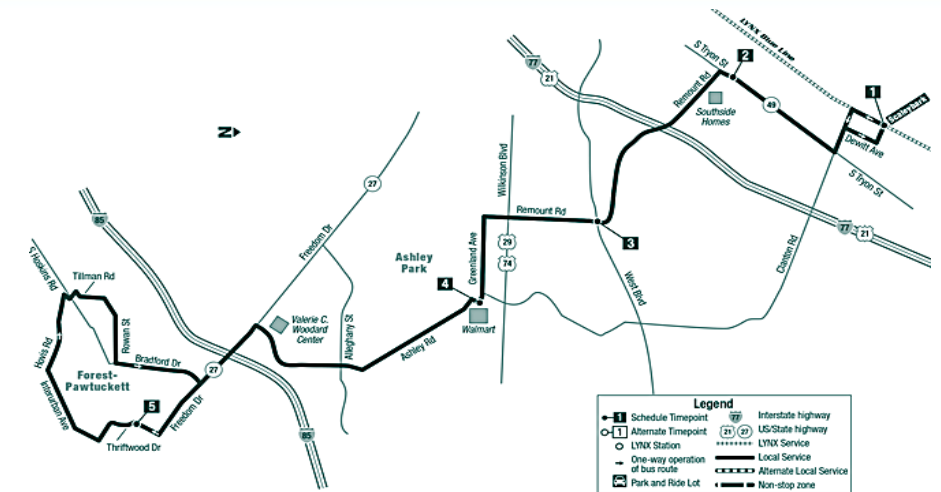
- 2 Ashley Road (adjusted to crosstown alignment, improving access)
  - 8% increase in ridership after change was made
- 3 Plaza Road (adjusted to crosstown alignment, improving access)
  - 5% increase in ridership, now ranks #6 among all routes in ridership

## Improve Travel Time

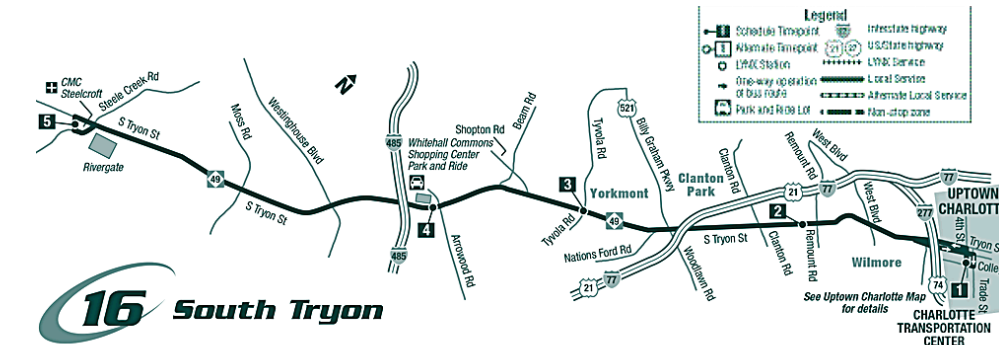
- 16 South Tryon (straightened out route)
  - 19% increase in ridership, now ranks #3 among all routes in ridership
- 21 Statesville (straightened out route, extended service further out)
  - 80% increase in ridership, now ranks #9 among all routes in ridership

## Improve Frequency

- 19 Park Road (improved frequency from 20 minutes to 15 minutes)
  - 22% increase in ridership, now ranks #10 among all routes in ridership



**2 Ashley Park/Scaleybank**



**16 South Tryon**



# 4<sup>th</sup> Street Bus/Bike Lane Pilot

## 4<sup>th</sup> Street between McDowell St. & Transit Center

- High bus frequency per hour/390 weekday trips
- Proximity to major destinations
- Capacity of roadway
- Lower impact to traffic volumes

## Benefits & Purpose

- Mitigate traffic congestion
- Improve travel time/reliability for transit vehicles
- Emphasis on safety by separating bus, personal vehicle traffic
- Identify other opportunities in Charlotte



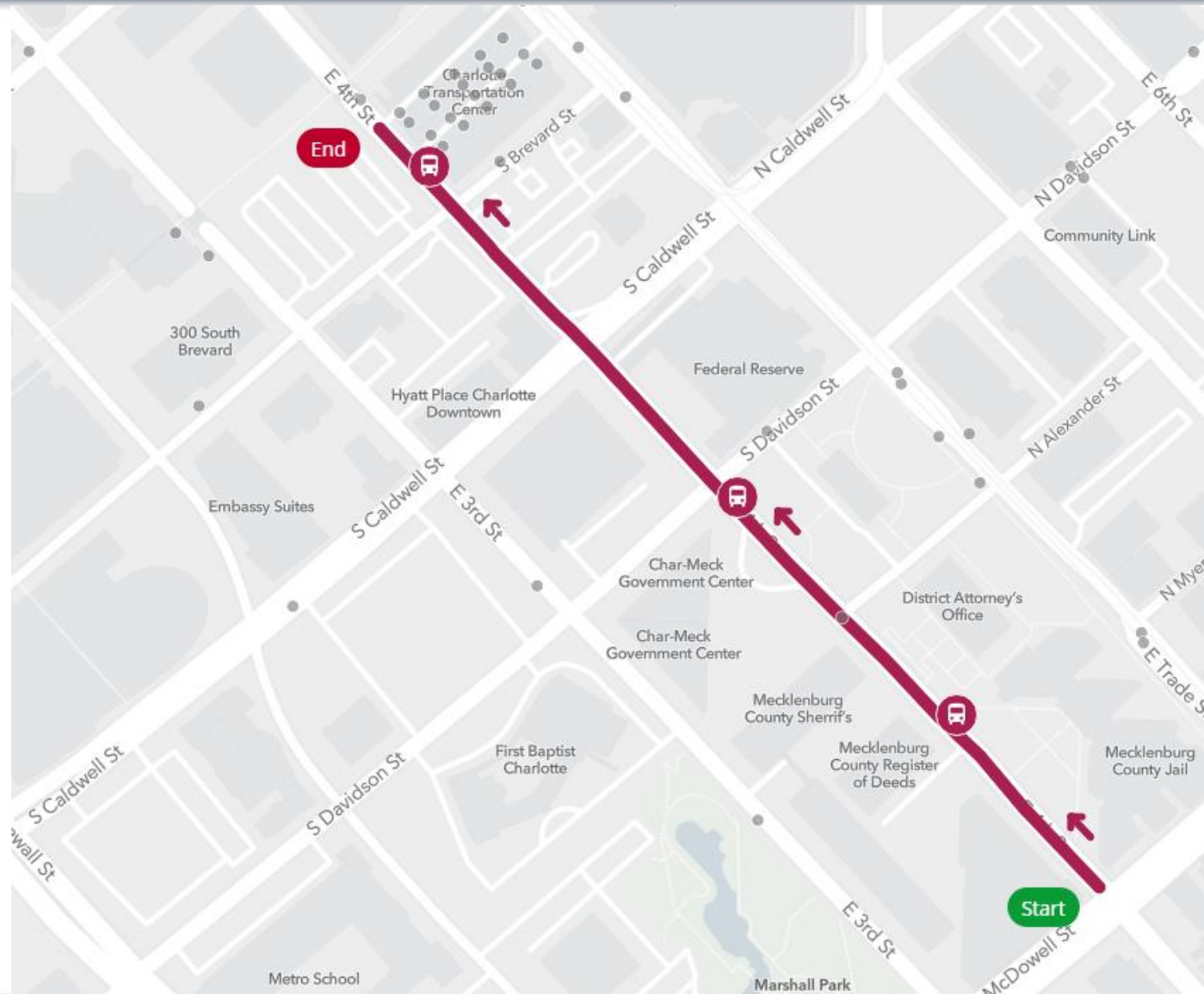


## Far right lane will be restricted to:

- CATS Buses | School Buses
- Bicyclists | Scooters
- Emergency Vehicles

## Lane Configuration:

- Far right lane will be striped with a solid white line
- Lane will be marked as “Bike Bus Only”
- Personal vehicles only permitted in the lane to turn right



## Corridors were analyzed to look at a variety of metrics including:

- Bus ridership
- Bus frequency
- Traffic volumes and potential impacts
- Capacity of roadway

## Corridor Finalists:

- Central Avenue – from Eastland Transit Center to Eastway Drive
- 4<sup>th</sup> Street - McDowell Street to Charlotte Transportation Center

