



# Central Service & Broadway Service Survey Summary

Thursday, 3 November 2011

# SURVEY PURPOSE

## LOOK BACKWARD & EVALUATE

Central Service Changes

\* Original purpose of survey

## LOOK FORWARD & PLAN

Proposed Broadway Changes

\* Added upon discussion of B'way options

# SURVEY PURPOSE

## Central Service Changes

1. Gauge impacts on commuters
2. Track transfer activity
3. Identify any issues needing attention

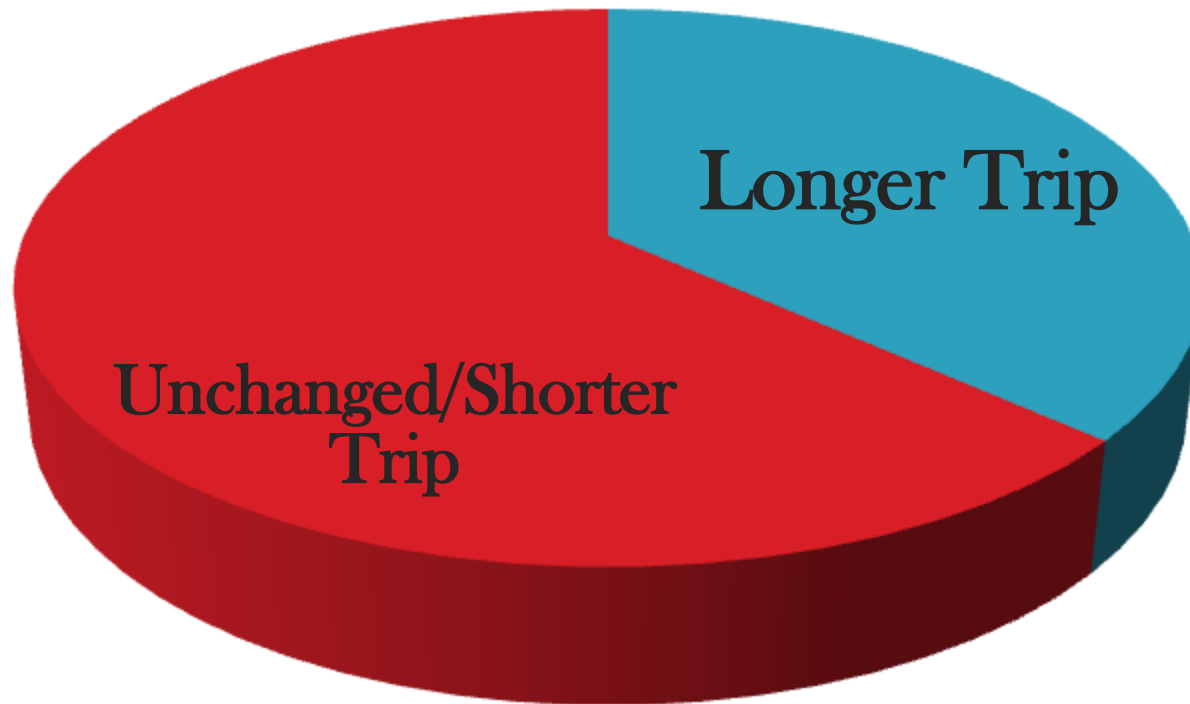
# SURVEY PURPOSE

## Proposed Broadway Changes

1. Rank current key stops (S. of US 30)
2. Identify demand for potential new stops
3. Identify demand for express service option

# CENTRAL SERVICE

## Commuter Impact



# CENTRAL SERVICE

## Commuter Impact Notes

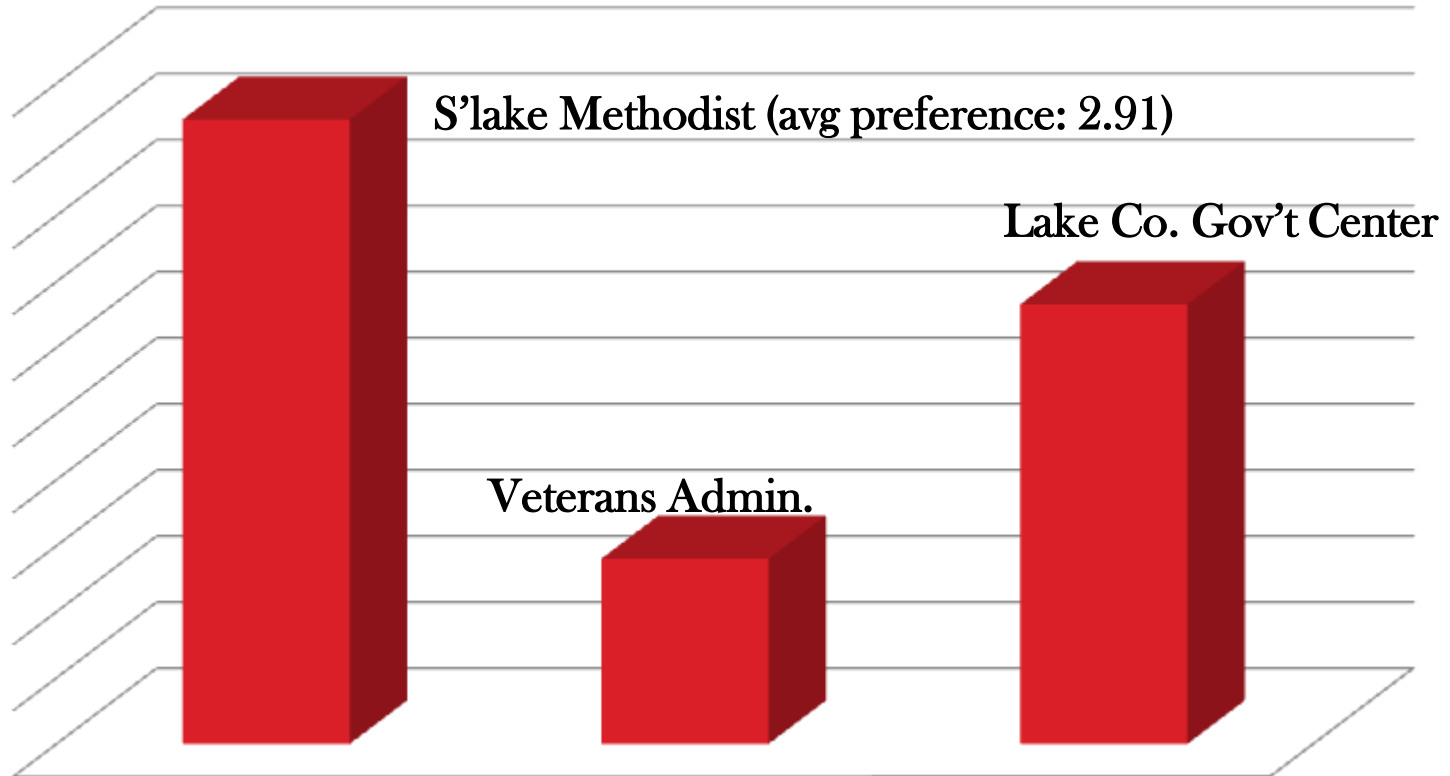
- Commuters noting longer travel times mostly noted evening hours as an issue.
- Marshalltown-to-Tolleston transfer layovers mentioned.
- Peak-only status of Route 22 mentioned.

## Also of Note

- Greatly reduced Grant St/King Drive transferring
- Most central transfers now at Metro Center
- Some central transfers along Broadway

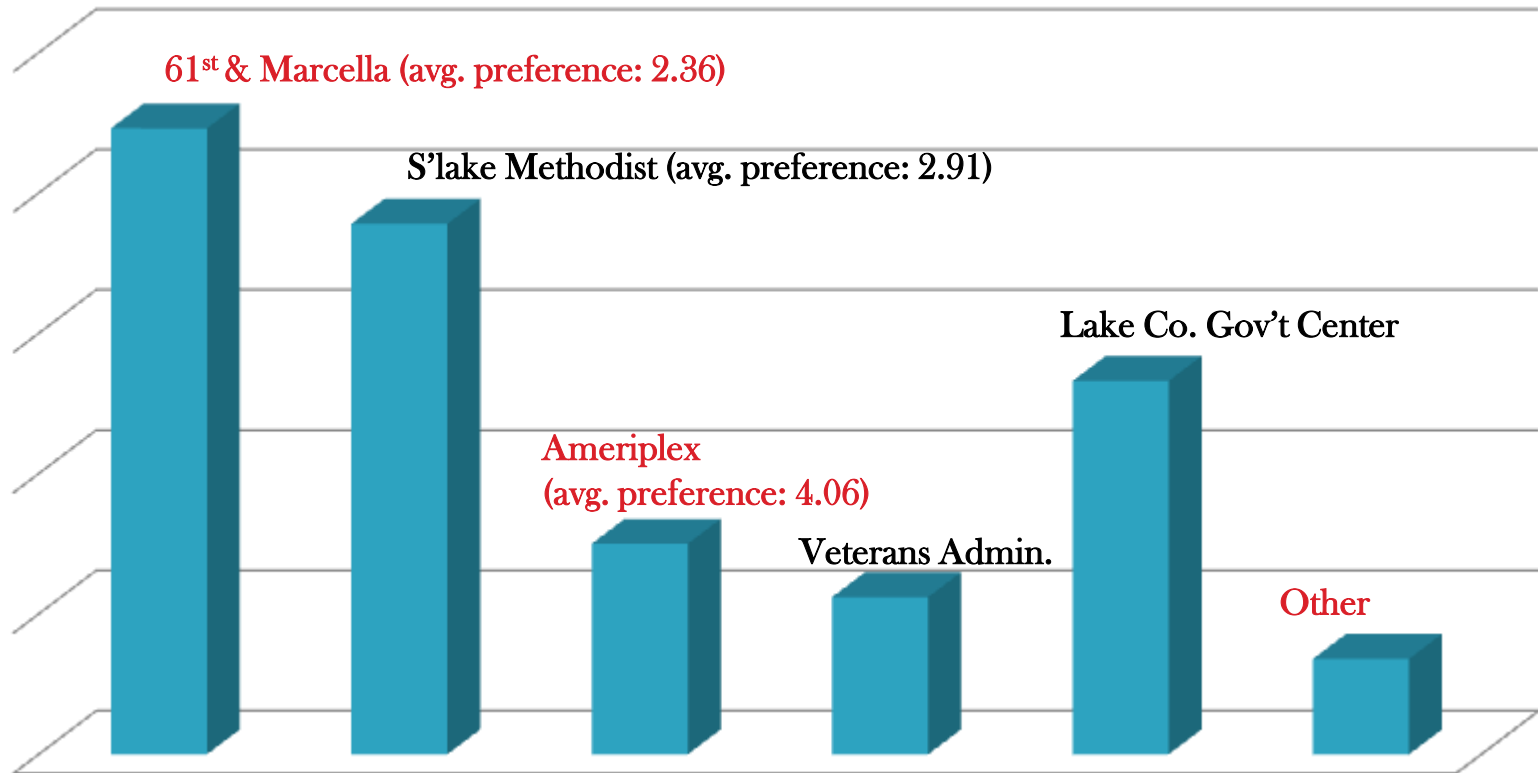
# PROPOSED BROADWAY SERVICE

## Stop Preferences (current Route 17 stops south of US30)



# PROPOSED BROADWAY SERVICE

## Stop Preferences (incl. **new** stops)



# PROPOSED BROADWAY SERVICE

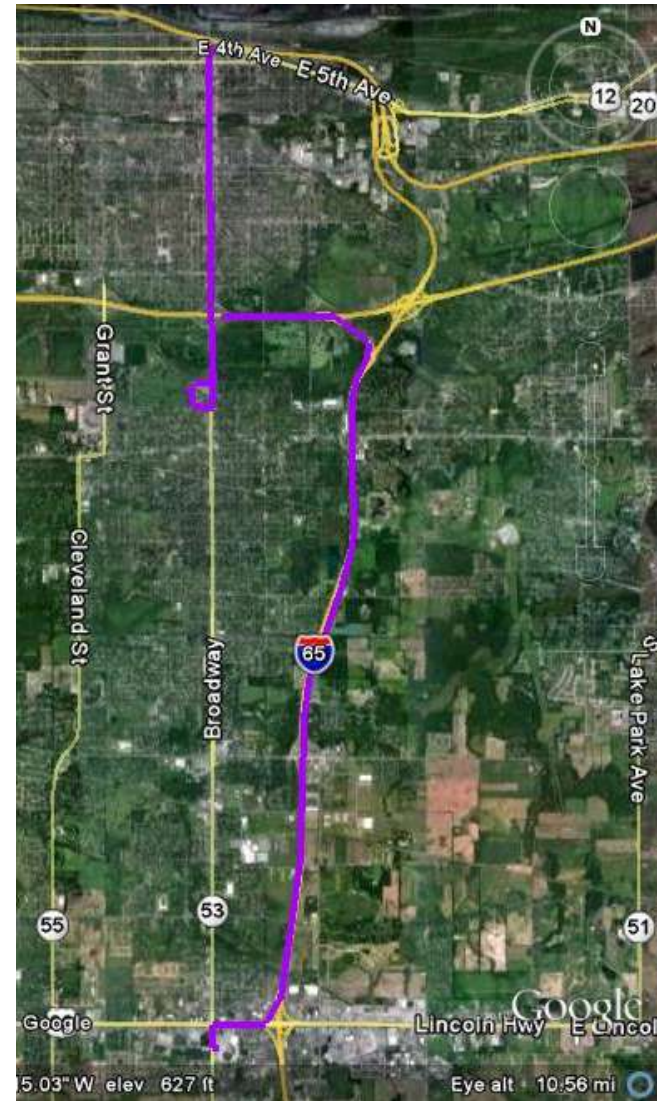
## Pulaski Flyer

Limited Broadway Stops

Express Service to US 30, via I-65

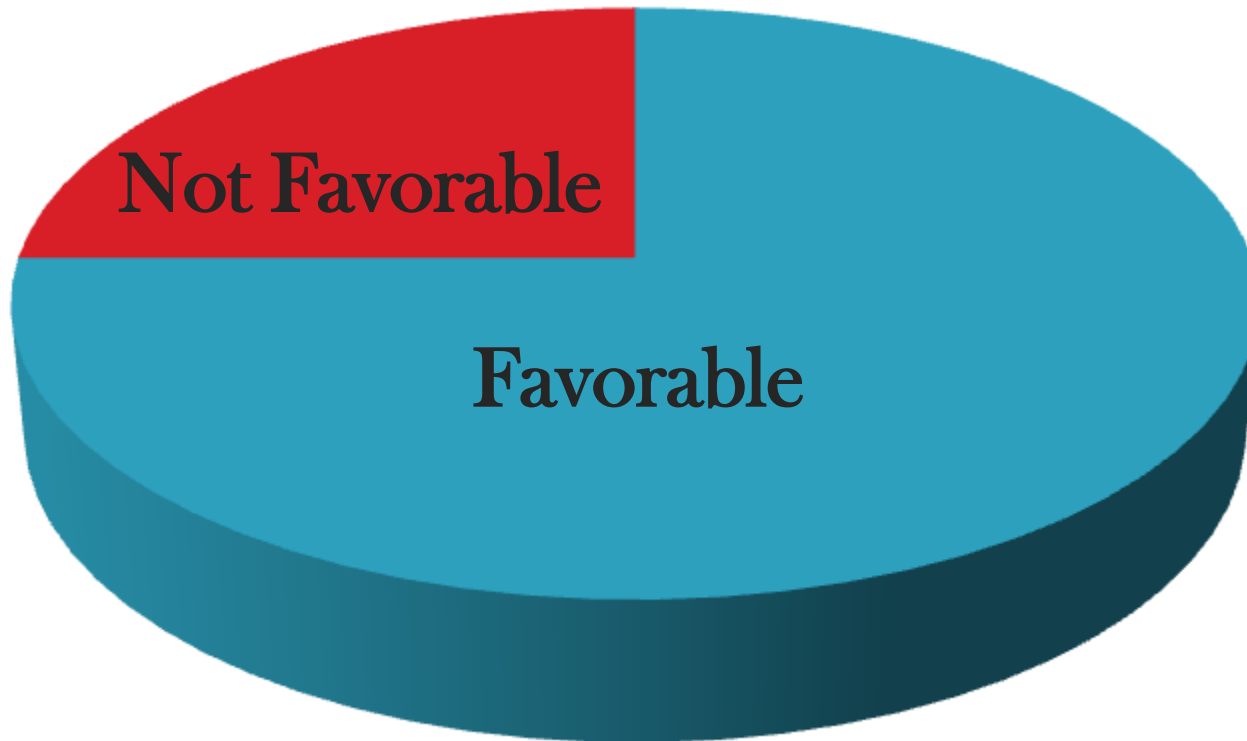
Originally a separate CMAQ project; added to Broadway

Goal: Rush-hour option for commuters to Chicago, service workers and students



# PROPOSED BROADWAY SERVICE

## Favorable Opinion of Pulaski Flyer



# NEXT STEPS

## Central Service Changes

Review performance of connections

Review ridership, cost feasibility for Route 22 mid-day options

## Proposed Broadway Changes

Activate grant as quickly as possible

Strongly examine I-65 option

Work to maintain service to 61<sup>st</sup> & Marcella

Assess feasibility of Ameriplex service



**QUESTIONS  
COMMENTS**

**CONTACT**



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