

CCT Route 10

On-Time Performance and Capacity Analysis

Why are we here?

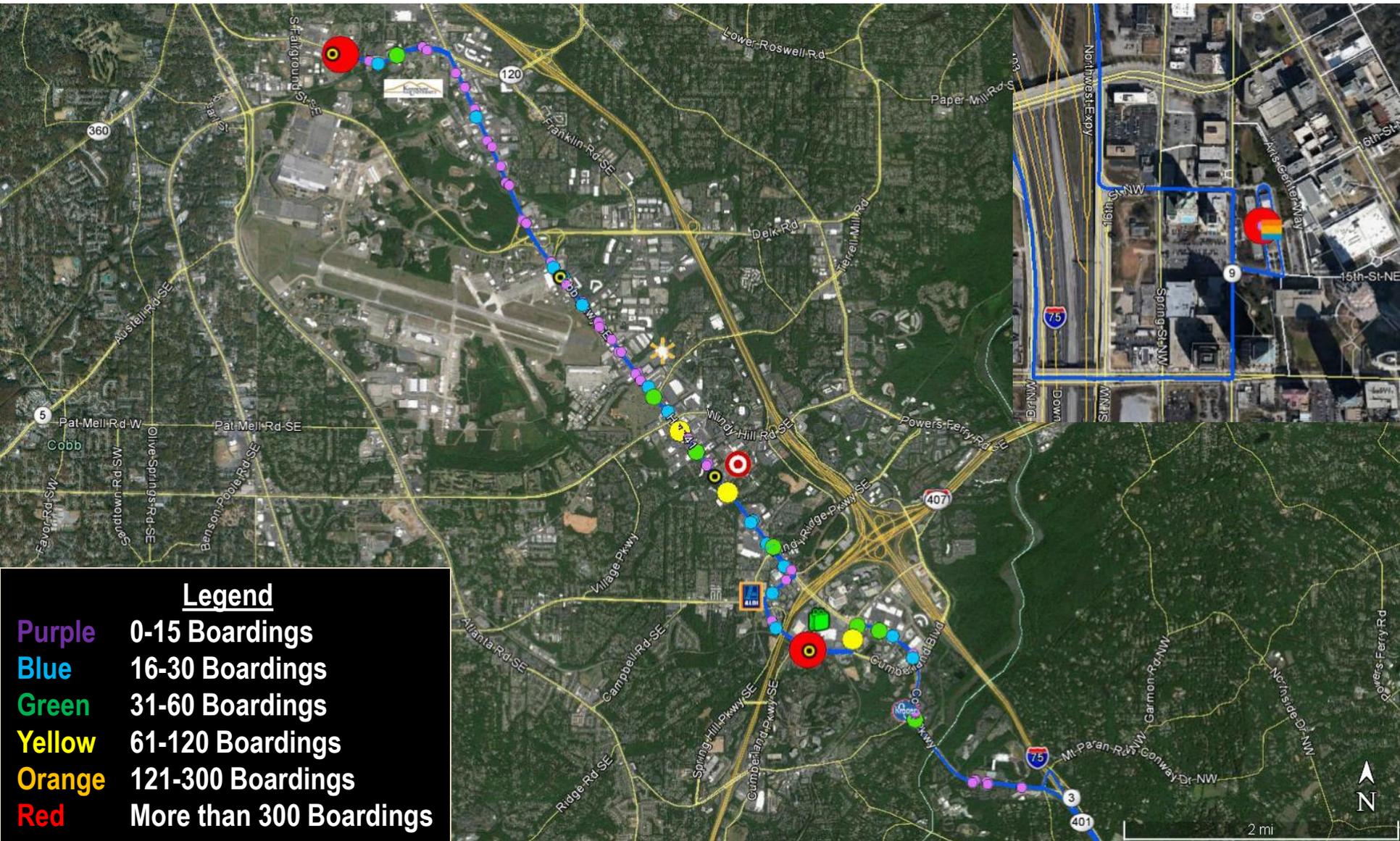
- Route 10 carries more than 25% of all CCT boardings
- Ridership and traffic congestion have been on the rise
- On-time performance and overcrowding issues occur daily
- Purpose:
 - Identify the root causes of these issues; and
 - Recommend corrective actions that can be quickly implemented in a cost-effective manner



Data Collection

- On-board count of boardings and alightings
- On-board time checks at all timepoints
- Review of electronic AVL On-Time Performance data
- Supplemented with point checks at Cumberland Transfer Center and Arts Center Station
- Staff Interviews
 - Bus Operators
 - Dispatchers and Supervisors
 - Transdev Management
 - CCT Administration

Stop Level Data



Capacity Findings

- Highest concentrations of ridership at:
 - Marietta Transfer Center
 - Cumberland Transfer Center
 - MARTA Arts Center Station
- Some crowding occurs in the early afternoon before peak frequency has been implemented
- Morning peak and end of afternoon peak could be compressed to allow reallocation of resources
- Afternoon peak crowding is a direct result of on-time performance failures; 15-minute peak frequency should be adequate if reliable headway can be maintained

On-Time Performance Findings

- Scheduled running time between Marietta Transfer Center, Dobbins AFB and Clock Tower is adequate and may only require modest adjustments
- Scheduled running time between Clock Tower and Cumberland Transfer Center is excessive and counterintuitive to peak travel periods
- Running time between Cumberland Transfer Center and MARTA Arts Center Station is extremely volatile and difficult to predict

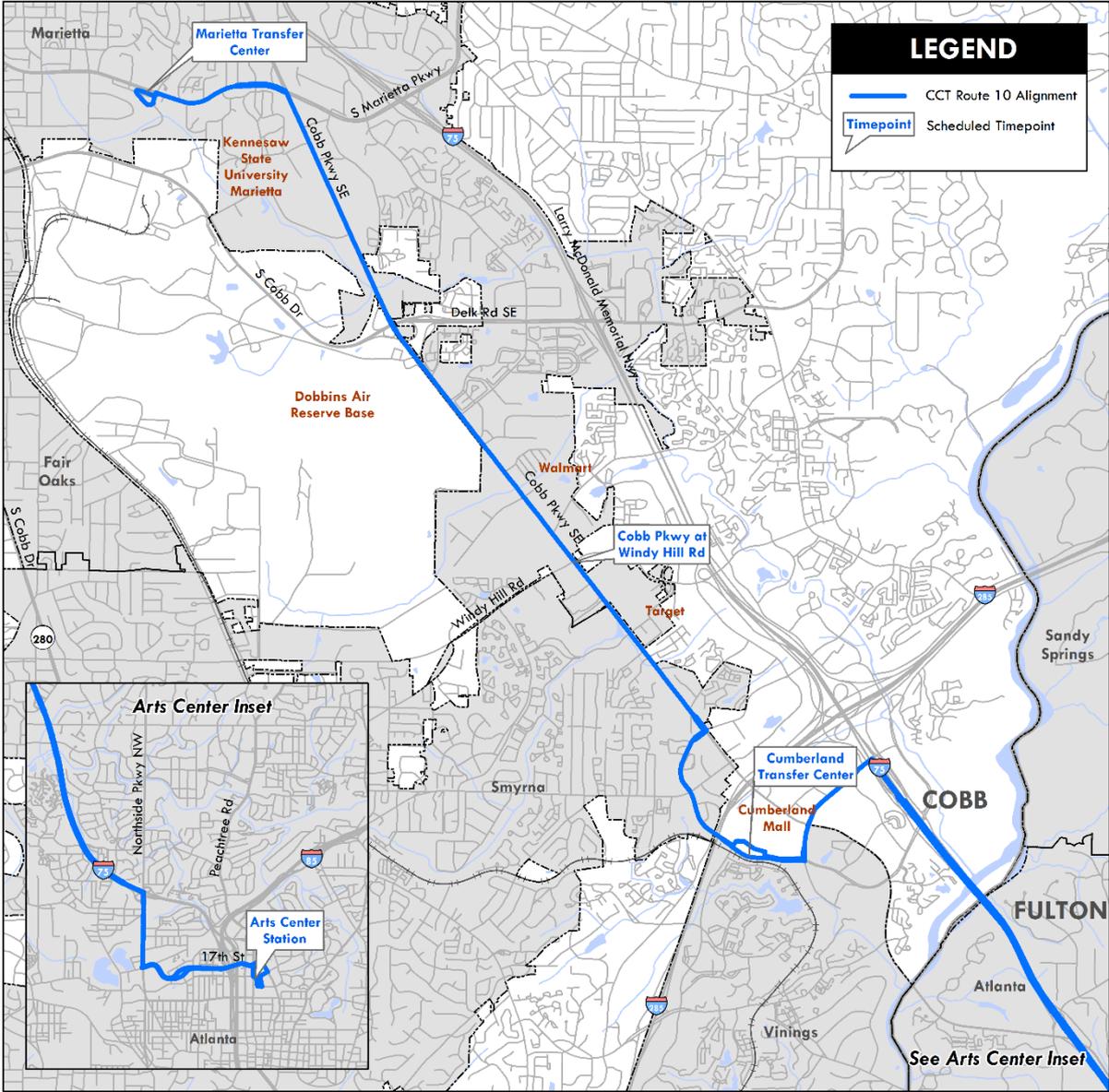
Options Considered

- Option 1: Maintain Existing Route Structure and Adjust Running Times
- Option 2: Modify Route Structure to Akers Mill and Adjust Running Times
- Option 3: Create Peak Period Limited Stop Service and Adjust Running Times

Final Recommendation (Alignment)

- Modified Option 2: Modify Route Structure to Akers Mill Road and Northside Drive and Adjust Running Times
 - All trips serve local stops between MTC and Akers Mill HOV
 - Route 10 to access HOV lanes at Akers Mill and Northside
 - Three potential stops before MARTA Arts Center Station
 - 17th Street & Market Street (Atlantic Station)
 - 17th Street & Village Street (Ikea)
 - Northside Drive & Bellemeade Avenue
 - Stops south of Akers Mill deferred to MARTA Route 12
 - Consistent with recommended future 10X alignment

Final Recommendation (Alignment)



Final Recommendation (Schedule)

- Consolidate Timepoints
- Adjust running times
- Adjust start and end to peak service periods
- Add plug trip in AM to accommodate heavy loading
- Add bus in PM to support PM peak running times
- 2:00 hour round trip (2:15 during PM peak)
- Blocking

Early AM: 4 buses

AM Peak: 8 buses + 1 plug

Midday: 4 buses

PM Peak: 9 buses

Evening: 4 buses

Late Night: 2 buses

	Anl Service Hours	Difference from Current	Weekday A.M.	Peak Midday	Buses P.M.	Anl Cost Increase *
Current Service	29,119.93	-	8	4	8	-
Recommendation	30,482.83	1,362.90	9	4	9	\$68,281*

* Based on Transdev hourly rate. Does not include other costs.

Next Steps

- Coordinate with MARTA – December 2015
- Title VI Assessment – December 2015
- Public Hearing Process
 - BoC to Approve Start of Public Hearing Process – January 2016
 - Public Hearing – February 2016
- Operator Scheduling and Training – March 2016
- Design and Print Schedules – April 2016
- Service Implementation – May 2016

Questions?