



Attached is a table that shows the improvement concept preferences of participants at the last two 30s Line public meetings.

In the left column are the improvement concepts and their elements. The other columns show responses from 18 participants at the meeting in Northwest and 25 in Southeast. Participants rated the improvements from 1 (not important to them) to 5 (very important to them). The average ratings were done by adding the ratings for each element at each meeting and dividing by the number of responses. Where there is a zero, the participant did not rate that element; it is assumed they had no opinion on it, thus zeros do not figure into the table. (Note: the AVERAGE ALL column adds all of the numbers across and is not the average of just the 10/18 and 10/24 averages.)

What we learned

Participants in Northwest and Southeast generally had different priorities. In Northwest, the most important improvements to participants were:

- 1: Increased enforcement of parking regulations (Potential Operation Concepts), with an average rating of 4.5
- Tied for 2nd: Split the 30s Line (Concept B, Split the Line with Overlapping Routes), 4.3
- Tied for 2nd: Provide reserved lanes and queue jump lanes for transit (Concept C: Rapid Bus), 4.3
- Tied for 4th: Overlap the lines (Concept B, Split the Line with Overlapping Routes), 4.2
- Tied for 4th: Provide signal priority for transit (Concept C: Rapid Bus), 4.2
- Tied for 4th: Retain high-frequency 34 Route (Concept D: Market-based Routes), 4.2
- Tied for 4th: New 37 Route, Georgetown by-pass (Concept D: Market-based Routes), 4.2
- Tied for 8th: Direct communication with drivers (Concept A: Enhance Existing Services), 4.1
- Tied for 8th: Ability to track vehicles (Concept A: Enhance Existing Services), 4.1
- 10: Adjustments to signal timings (Potential Operation Concepts), 4
- Tied for 11th: Better customer info (Potential Operation Concepts), 3.9
- Tied for 11th: New limited-stop 39 Route, 3.9

In Southeast, the top priorities for participants were:

- 1: Adjustments to signal timings (Potential Operation Concepts), 4.8
- 2: Increased enforcement of parking restrictions (Potential Operation Concepts), with an average rating of 4.6

- 3: Ability to track vehicles (Concept A: Enhance Existing Services), 4.5
- 4: Improved safety and security (Potential Operation Concepts), 4.4
- Tied for 5th: Ability to add vehicles to system (Concept A: Enhance Existing Services), 4.3
- Tied for 5th: Improved shelters (Potential Operation Concepts), 4.3
- Tied for 5th: Expanded driver training (Potential Operation Concepts), 4.3
- Tied for 8th: Direct communication with drivers (Concept A: Enhance Existing Services), 3.9
- Tied for 8th: Supervisors dedicated to 30s Line (Concept A: Enhance Existing Services), 3.9
- Tied for 8th: Retain high-frequency 34 Route (Concept D: Market-based Routes), 3.9

Combined:

- 1: **Increased enforcement of parking restrictions (Potential Operation Concepts), 4.6**
- Tied for 2nd: **Adjustments to signal timings (Potential Operation Concepts), 4.4**
- Tied for 2nd: **Ability to track vehicles (Concept A: Enhance Existing Services), 4.4**
- Tied for 4th: **Ability to add vehicles to system (Concept A: Enhance Existing Services), 4.1**
- Tied for 4th: **Better customer info (Potential Operation Concepts), 4.1**
- 6: **Retain high-frequency 34 Route (Concept D: Market-based Routes), 4**
- Tied for 7th: **Direct communication with drivers (Concept A: Enhance Existing Services), 3.9**
- Tied for 7th: **Provide signal priority for transit (Concept C: Rapid Bus), 3.9**
- Tied for 7th: **Provide reserved lanes and queue jump lanes for transit (Concept C: Rapid Bus), 3.9**

Summary

- For Concept A: participants at the two meetings were in agreement on the need for supervisor communication with drivers and supervisor ability to track vehicles. Southeast residents were especially opposed to holding back or turning around vehicles mid-route.
- Participants at the Northwest meeting were more in favor of Concepts B and C: Splitting the line with overlapping routes and rapid bus service, respectively.
- Northwest participants were also more in favor of elements of Concept D: Market-based routes; however, retaining a high-frequency 34 Route rated highly among Southeast participants as well.
- For Proposed Operational Concepts, enforcing parking restrictions rated highly for participants of both meetings. Both groups also rated highly adjustments to signal timings and better customer information. Participants in Southeast favored two other elements in this group: better shelters and improved safety and security.