



ENVISION MY RIDE

BUS PRIORITY STUDY



***TOWN OF PINEVILLE
RECOMMENDATIONS***

Envision My Ride Overview

■ Improving time

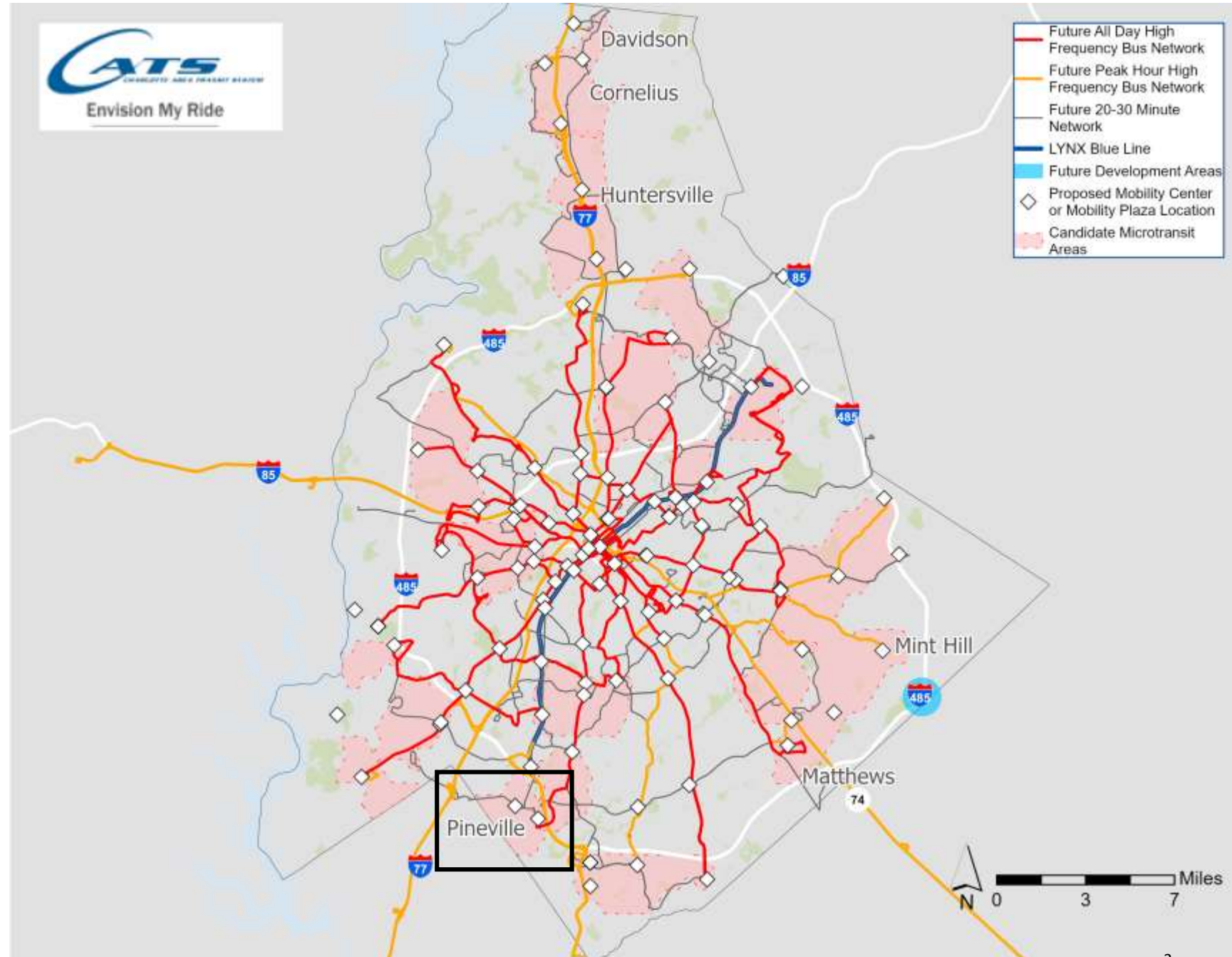
- More frequent service
- Consistent schedules
- Priority bus treatments

■ Enhancing experience

- Bus stop and amenity improvements
- Mobility hubs

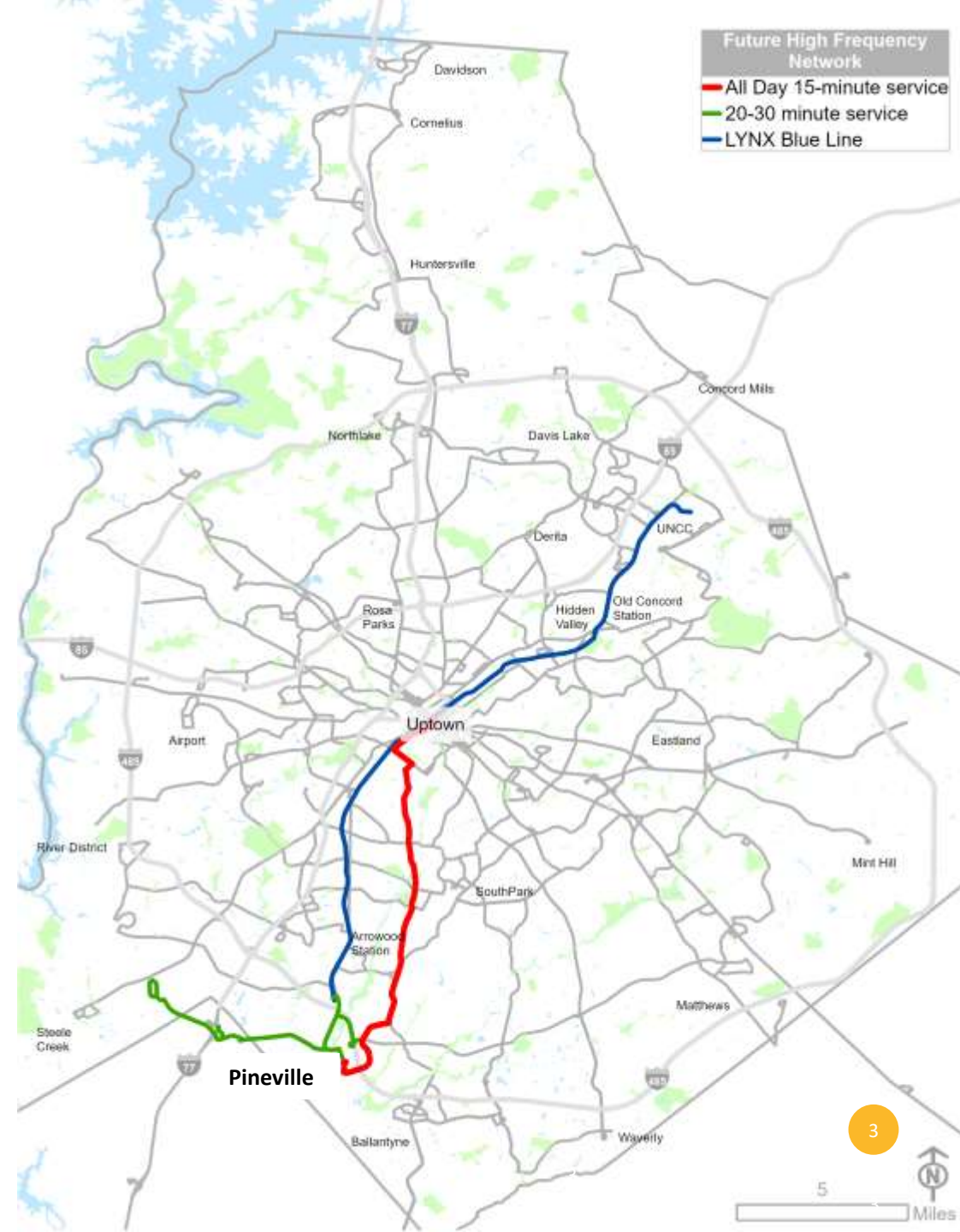
■ Increasing access

- New crosstown connections
- First / last mile & On-demand solutions



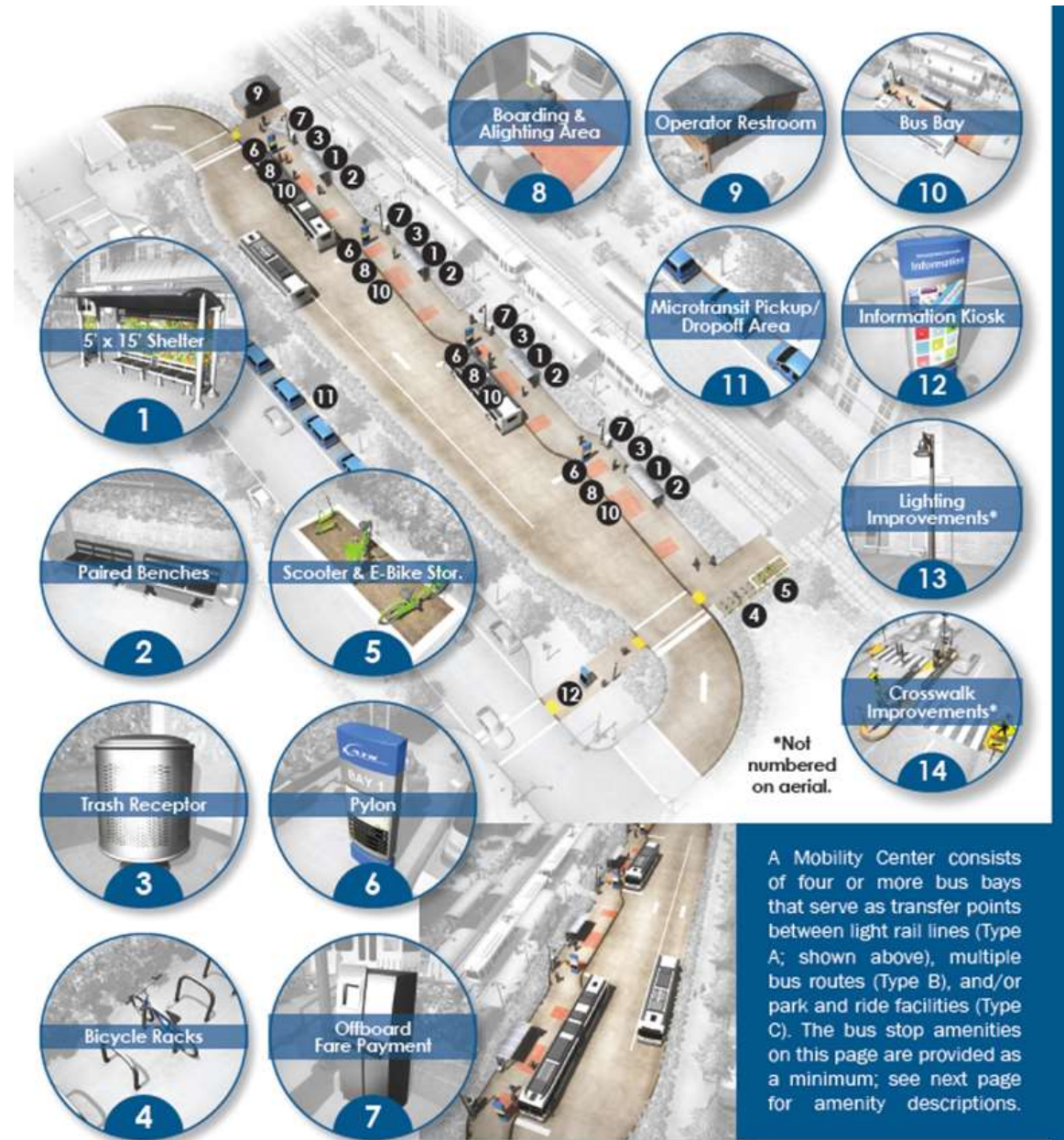
Frequency Improvements

- Enhanced bus frequency
 - **15-minute** or better service
 - Route 19: Park Rd
 - LYNX Blue Line
 - **30-minute** or better service on the following routes:
 - Route 42: Carowinds (new all-day service)
 - Route 51: Pineville-Matthews Rd
 - Route 58: Pineville



BUS STOP IMPROVEMENTS

- **Standard Bus Stop Improvements:**
 - Upgraded designs to improve accessibility
 - Enhanced amenities
- **Mobility Hubs:**
 - Designed to connect users to transit and other forms of mobility (i.e. bike, microtransit, rideshare)
 - Includes new hubs at Carolina Place Mall and in Downtown Pineville



Proposed Amenities by Stop Type

Stop Amenity	Mobility Hubs					
	Standard Stop			Enhanced Stop	Mobility Plaza	Mobility Center
	Type A	Type B	Type C	(Level 1)	(Level 2)	(Level 3)
5'x10' or 5'x15' Shelter			●	●	●	●
Freestanding Bench		●	●	●	●	●
Simme seats		●	●			
Trash Receptor	●	●	●	●	●	●
Bicycle Rack			●	●	●	●
Scooter & E-Bike Storage					●	●
Bus Stop Marker: Signpost with Sign	●	●	●			
Bus Stop Marker: Pylon				●	●	●
Sidewalk Wayfinding				●	●	
Boarding & Alighting Area	●	●	●	●	●	●
Crosswalk Improvements			●	●	●	● ¹
Operator Restroom						●
Bus & Sidewalk Bulb				●	●	
Bus Bay						●
Offboard Fare Payment						●
Public Wifi ²				●	●	●

● Recommended Amenity

NEW AMENITY ROLLOUT STRATEGY

- New “scoring” approach to determine amenity type for each bus stop
- Higher score reflects need for additional improvements and amenities
- Scoring used to identify set of near-term bus stop improvements

Evaluation Category	Evaluation Criteria	Score Unit
Ridership	Boardings	1 per Boarding
	On Bus Priority Corridor	Yes/No
Wait Time	Transfers	Yes/No
	Wait Time (Not on BPC)	Yes/No
Rider Profile	Equity Populations	Greater than 50%
	Reliant Populations	Greater than Average
Activity Generator	Human Service Facility	Yes/No
	Activity Destinations	Yes/No
	Major Employer	Yes/No
	Operator Relief	Yes/No

Microtransit Zones

- On-demand type of transit service:
 - Provides important first / last mile connections
 - Acts as a feeder service to connect riders to frequent transit routes
 - Operates within a designated zone or boundary
 - Uses smaller transit vehicles

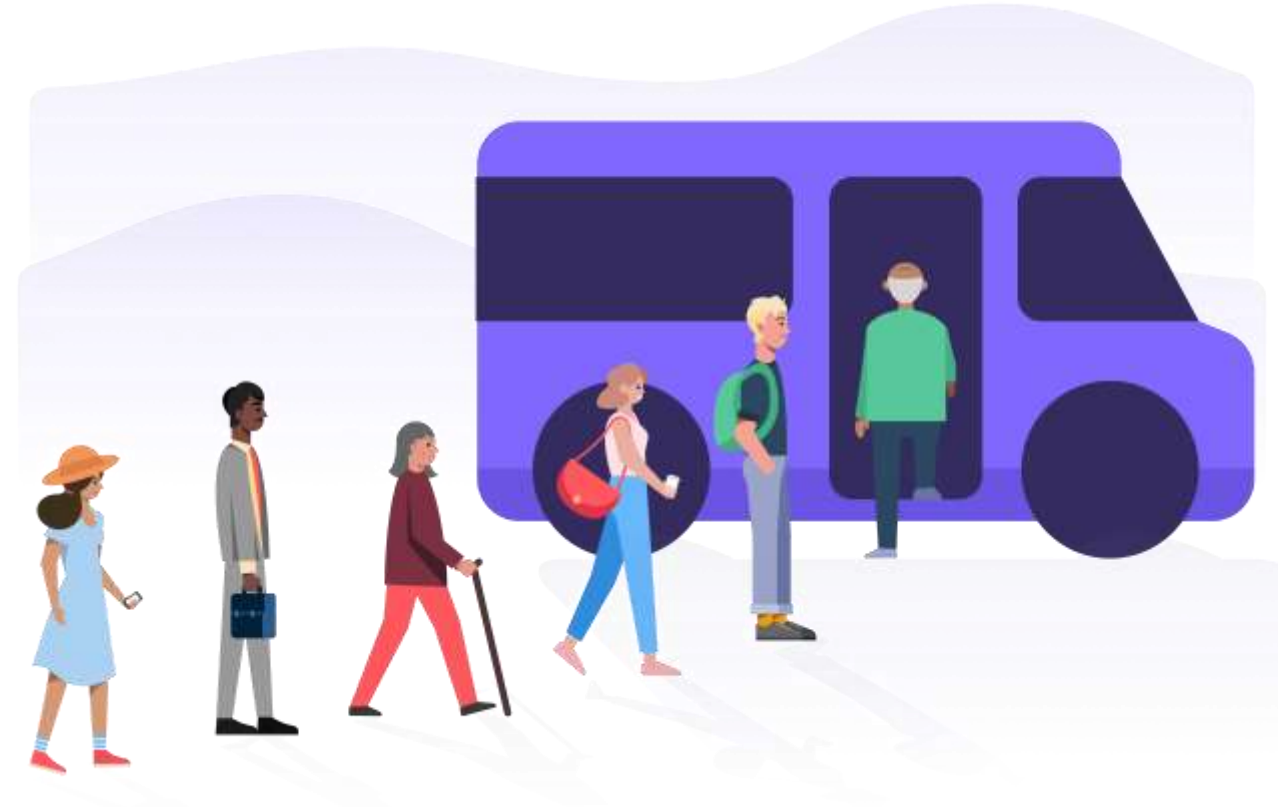


Image source: Sparelabs.com

MICROTRANSIT USE CASES

New Service / Neighborhood Circulation

- Service would act more as a neighborhood circulator providing curb to curb access to neighborhood attractions.
- New service could act as extended hours for existing transit routes.



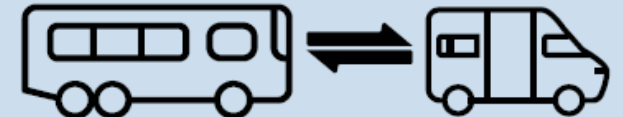
First / Last Mile Connections

- Provides connections to higher frequency transit or planned transit facilities.
- Could supplement existing fixed routes that feed into the high frequency transit network.



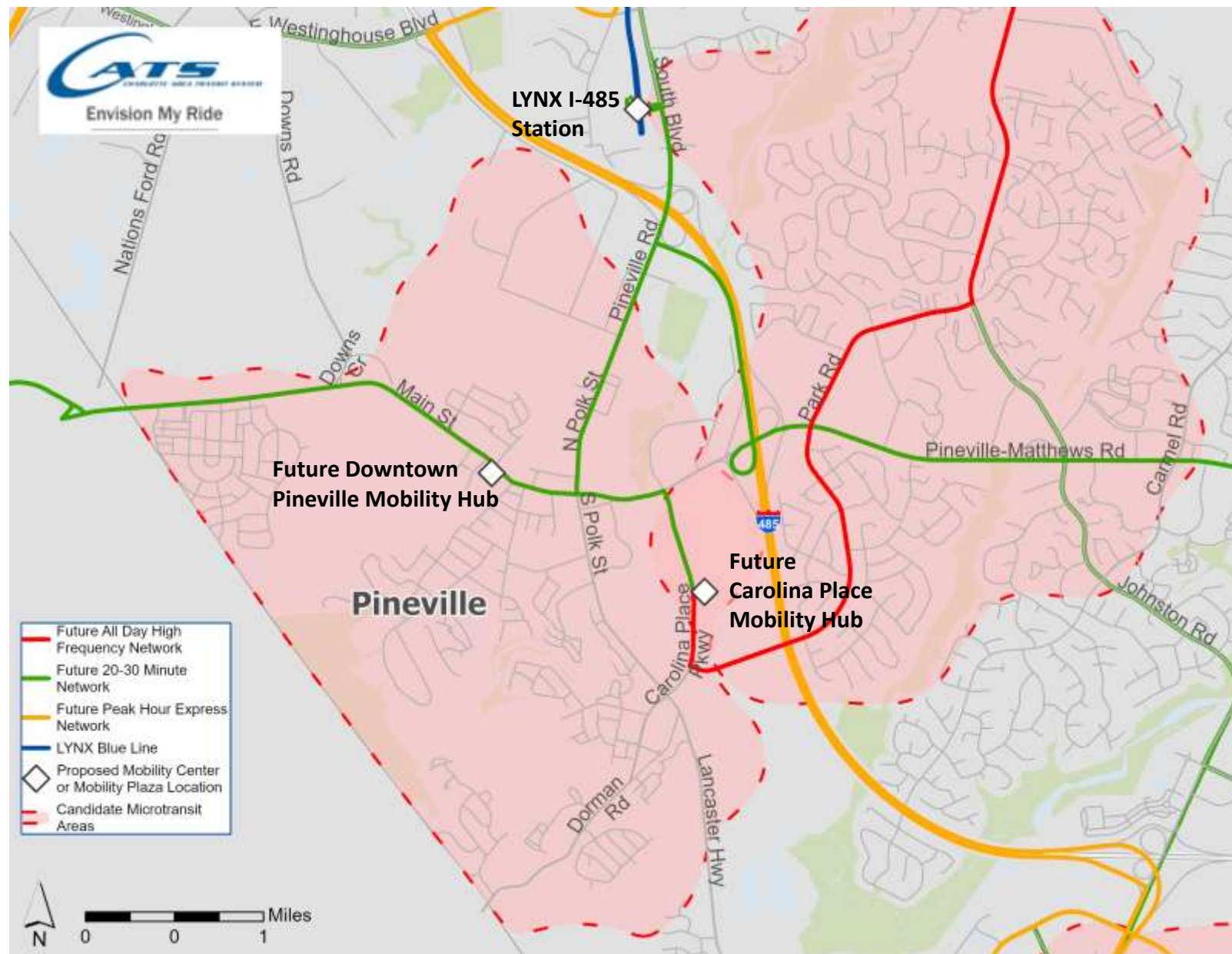
Fixed-Route Replacement Service

- Replaces or supplements existing fixed-route or deviated fixed-route service, with an equal or higher level of service.



Recommended Microtransit Zones

- Candidate Zones feed into future Mobility Hubs and connect to frequent transit routes
- Future study to develop operational strategy
- Will coordinate with future Pineville development plans



Next Steps

Envision My Ride

- Plan adoption in May 2022
 - Includes frequency and network recommendations, microtransit zones, and the bus stop improvement plan
- Develop microtransit operational strategy
- Develop implementation strategy