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<tbody>
<tr>
<td>Fresno, CA</td>
<td>Combination of Fresno city (18 lines), Clovis city (5 lines), and Rural Transportation Agency (18 subsystems with a mix of fixed-route and demand-responsive services)</td>
<td>Access to local schools, colleges, medical centers, community centers, senior centers, shopping, intercity stations (Amtrak and Greyhound), airport, regional travel (rural towns to downtown Fresno for essential services), downtown Fresno stadium, intercommunity travel between towns.</td>
<td>Fresno - two transit centers</td>
<td>No</td>
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<td></td>
<td>Regional Pop</td>
<td>Total Area (sq mi)</td>
<td>Urban Area (sq mi)</td>
<td>Employment</td>
<td>Pop/Acre (Urban)</td>
<td>Annual Psg Trips</td>
<td>Annual Psg Trips per capita</td>
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<tr>
<td></td>
<td>922,516</td>
<td>5,963</td>
<td>119</td>
<td>1437,787</td>
<td>6.4</td>
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<td>554,923</td>
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<td></td>
<td>2,552,994</td>
<td>2,609</td>
<td>683</td>
<td>1,264,273</td>
<td>4.75</td>
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<td>2,076,354</td>
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<tr>
<td></td>
<td>1,984,889</td>
<td>499</td>
<td>1,239,382</td>
<td>6.22</td>
<td>78,600,000</td>
<td>37</td>
<td></td>
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<tr>
<td></td>
<td>2,109,282</td>
<td>4,503</td>
<td>2,109,282</td>
<td>4,503</td>
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<td></td>
<td>2 light rail lines (30 miles) and 1 metro subway line connect downtown to suburbs, airport; 2 downtown shuttle bus routes, and water taxi; 2 commuter rail lines to suburbs and Washington, D.C.; 6 commuter bus lines.</td>
<td>Heavy rail and commuter bus serves commuters to downtown. Light rail and subway bring in commuters and connect multiple activity centers in downtown core. Water taxi provides attractive and direct link between various waterfront tourist destinations. DASH shuttle buses resolve parking and congestion issues for downtown workers.</td>
<td>Light rail lines, subway line, heavy rail lines (shared with freight and Amtrak), and stations.</td>
<td>Coupled with waterfront development and redevelopment throughout the downtown area. Rail system must serve high concentrations of population, jobs, congested corridors, support major targeted growth areas.</td>
<td>Ballpark, Aquarium, and waterfront redevelopment. Rail system developed to serve major employment centers.</td>
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<td>2 light rail lines (16 miles-24 stations), 20 regional bus and 38 express bus routes, connecting downtown Denver with outlying cities, the Denver Tech Center, and airport. 66 Park-and-Ride lots. In downtown, free shuttle connects two bus stations with light rail/heavy rail station.</td>
<td>Transit vehicle congestion affected transit operations and downtown traffic patterns. RTD constructed two bus centers connected by a pedestrian/transit mall served by a free shuttle. Bus routes truncated at either end of downtown at the stations eliminated over 678 bus movements.</td>
<td>Two bus stations, one with nine bus bays and the other with twelve, accommodate 40'-60' buses along with passenger waiting areas. Garage structure with other uses above. Approximately 1.2 miles of a downtown street was closed to create pedestrian/transit mall. Light rail has dedicated right of way. Two reversible HOV lanes ease access for buses and vehicles to downtown.</td>
<td>Substantial downtown redevelopment focused on economic development, parks, and pedestrian mall.</td>
<td>Downtown redevelopment activities are focused on the 16th Street mall. Mall pedestrian amenities attracted pedestrians; retailing, hospitality, and downtown living increased; real estate investment increased.</td>
<td>Denver RTD coordinates all service throughout 7-county region.</td>
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<td></td>
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<td><strong>Minneapolis, MN</strong></td>
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<td>Yes. Redevelopment plan along the transit mall.</td>
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<td>Regional Pop: 2,968,806</td>
<td>Total Area (sq mi): 1,051</td>
<td>Urban Area (sq mi): 894</td>
<td>Pop/Acre (Urban): 4.18</td>
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<td>Pop in Urban Areas: 2,386,993</td>
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<td>Unemployment (%): 4.4</td>
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<td>Total Area (sq mi): 3,251,876</td>
<td>Urban Area (sq mi): 9,204</td>
<td>Pop/Acre (Urban): 5.69</td>
<td>Annual Pgtr Trips: 54,200,000</td>
<td>Annual Trips per capita: 21</td>
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<td></td>
<td>Total Area (sq mi): 2,358,695</td>
<td>Urban Area (sq mi): 3,400</td>
<td>Pop/Acre (Urban): 5.69</td>
<td>Annual Pgtr Trips: 68,200,000</td>
<td>Annual Trips per capita: 29</td>
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<td><strong>Phoenix, AZ</strong></td>
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<td>Urban Area (sq mi): 799</td>
<td>Pop/Acre (Urban): 5.69</td>
<td>Annual Pgtr Trips: 54,200,000</td>
<td>Annual Trips per capita: 21</td>
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<tr>
<td>Pop in Urban Areas: 2,907,049</td>
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<tr>
<td>Population in Urban Areas: 2,907,049</td>
<td>Employment: 1,784,307</td>
<td>Unemployment (%): 4.2</td>
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<td><strong>Pittsburgh, PA</strong></td>
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<td>Regional Pop: 2,358,695</td>
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<tr>
<td>Pop in Urban Areas: 1,763,136</td>
<td>Employment: 1,163,151</td>
<td>Unemployment (%): 5.6</td>
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<tr>
<td>Population in Urban Areas: 1,763,136</td>
<td>Employment: 1,163,151</td>
<td>Unemployment (%): 5.6</td>
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<td><strong>Portland, OR</strong></td>
<td>4 light rail lines (44 miles-64 stations), 16 &quot;Frequent Service&quot; bus lines along key corridors (164-mile network), downtown streetcar circulator, transit mall, and fare free zone. Transit mall links downtown with intercity rail station, streetcar, and light rail to suburbs. 21 Park and Ride lots plus 35 community-based lots. 16 transit centers.</td>
<td>Downtown circulation and improving transit operations in downtown environment. Streetcar circulator serves government offices, retail centers, college, hotels. Light rail serves downtown, Zoo, airport, and commuters from suburbs.</td>
<td><strong>Streetcar:</strong> At-grade rail operating in mixed flow traffic in the right travel lane. <strong>Transit Mall:</strong> Dedicated transit-only streets in downtown area, fare free zone. Transit signal priority, real time information.</td>
<td>Regional growth boundary. Parking management program, TDM programs, and planning programs support infill and TOD. Urban design program. Streetcar has resulted in significant downtown redevelopment. Clustering of development along light rail and bus transit corridors has resulted in Portland being the 13th largest US transit market while being the 29th largest population center.</td>
<td>Downtown redevelopment linked to investments in light rail and streetcar systems.</td>
<td>Bicycle and pedestrian system planning around transit network.</td>
<td></td>
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</tbody>
</table>

| Sacramento, CA | 1 light rail line (30 miles-42 stations), 8 regional bus lines to Yolo County, additional private regional lines to El Dorado and Placer Counties. 14 Park and Ride lots at outlying light rail stations. Regional train station downtown. Dedicated downtown transit mall. Light rail extensions planned along major corridors to connect to airport, regional entertainment center, regional employment centers, downtown train station, and increase downtown circulation. | Commute from outlying suburbs and communities to downtown for employment, government services (city, county, state). Downtown circulation to inner residential neighborhoods, university. | Dedicated street for downtown transit mall. Dedicated right of way, stations for light rail, system extensions recently completed or underway. HOV network on major highways leading to downtown. Remodeled and expanded train station downtown to become Sacramento Intermodal Transportation Facility, with access to local bus, light rail, commuter bus, commuter rail, regional transportation networks. | The Sacramento Blueprint Project sets a series of growth objectives which frame regional planning and may inform the policies of the transportation investment plan (to be discussed in 2005). Emphasized are community-based planning and creation of livable communities, which can be a powerful tool to improve the efficiency and effectiveness of the regional transportation system. Through 2025, this fund program will be $1 billion. $20 billion | SACOG TLC discretionary grant program supports transportation improvement projects that enhance connections between development projects and transit hubs. | }
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<td><strong>Salt Lake City, UT</strong></td>
<td>2 light rail lines (17 miles-23 stations), one originates in downtown and serves major regional travel corridor, other connects downtown with university and medical center. Both routes provide downtown circulation. 43 Park and Ride lots; 12 at light rail stations. Regional bus service to outlying and rural communities in neighboring counties. Downtown free fare zone includes 5 light rail stations. Summer downtown circulator shuttle. Winter bus service to ski resorts. Demand-responsive service provided by each county.</td>
<td>Commute from outlying communities to downtown. Light rail and bus network downtown provides access to office buildings, government services, convention center, university, airport, library, etc.</td>
<td>Dedicated right of way for light rail. Planning underway for BRT and commuter rail. Fare free zone in downtown Salt Lake City. Downtown Intermodal center under construction to accommodate light rail extension, heavy rail, intercity bus, and new commuter rail service. Downtown free shuttle under consideration to increase transit usage to state government buildings in north part of downtown.</td>
<td>n/a</td>
<td>n/a</td>
<td>Utah Transit Authority operates all transit across 6 county area. Bus connections at all light rail stations. 47 routes operate in downtown and connect to 5 downtown light rail stations.</td>
<td>n/a</td>
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</tbody>
</table>

| **Saint Louis, MO** | 1 light rail line (38 miles-28 stations) serving two corridors, 21 express bus routes. | MetroLink light rail connects suburbs, airport, Air Force base, and major downtown activity centers, including tourist and recreational destinations. MetroLink circulates through downtown (5 stations). | Dedicated right of way for light rail. Park-and-Ride lots at many MetroLink stations and some MetroBus centers. | n/a | n/a | Metro coordinates all transit services in the Saint Louis metro region, crossing city, county, and state (MO-IL) boundaries. | n/a |

| **San Diego, CA** | 1 commuter rail line, 19 express bus routes, 2 light rail lines (47 miles-49 stations), downtown loops. MTDB, now SANDAG, is an umbrella organization with several service contracts to local operators. | Downtown circulation; travel to downtown for employment, recreation, and retail district; regional tourism. Commuters to downtown come from Mexico border towns via Trolley. | San Diego is famous for developing a light rail system that was delivered early and under budget. Transit First policy focuses on network of regional transit activity centers, greater use of HOV/HOT lanes, signal priority. BRT allows SANDAG to expand high speed, high quality transit service without capital investments of rail. To integrate transit and land use planning, the San Diego Association of Governments (land use) was merged with the MTDB (transit operations). These two agencies now form a larger umbrella organization overseeing county wide land use and transportation planning. Under Transit First, funding priority is given to transportation projects that support smart growth. SANDAG is beginning to plan for a region of transit villages linked by BRT and light rail. | n/a | n/a | Individual transit operators are all coordinated by the Metropolitan Transportation System. Transit village program | n/a |
Fresno Public Transit Infrastructure Study
Candidate Case Study City
Evaluation Matrix

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<td>Seattle, WA</td>
<td>Downtown waterfront streetcar line; Downtown bus tunnel and Fare Free Zone; commuter rail; commuter express bus; regional HOV network; auto and passenger ferry network; Park and Ride lots; ongoing light rail and monorail replacement projects.</td>
<td>Commuter rail and express bus brings commuters from outlying communities; buses serve and connect urban growth centers; buses connect suburbs with downtown Seattle; waterfront streetcar serves tourists; downtown bus tunnel alleviates downtown traffic and aids in circulation; fare free zone allows existing bus services to function as a downtown distribution system. HOV network.</td>
<td>WA State Growth Management Act requires cities to develop only where adequate infrastructure is provided. Regional growth management strategy focuses growth within an Urban Growth Area, with 24 designated &quot;Urban Centers&quot; and 9 &quot;Industrial/Manufacturing Centers.&quot; Transportation investments complement regional growth strategy. Regional agency publishes transit-supportive design guidelines. Regional transit agency has dedicated TOD program.</td>
<td>Regional growth strategy ties transportation, housing, and economic development together. Jobs growth, as well as transportation investments, focused on urban centers and industrial/manufacturing centers.</td>
<td>Urban design programs for regional and subregional centers. Grant programs to support the creation of infrastructure. Developers and cities must demonstrate that adequate public infrastructure exists to support new development.</td>
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<td>Sunderland, UK</td>
<td>1.3-mile underground tunnel and stations downtown; dual-mode diesel-electric buses. Fare free zone allows existing bus services to function as a downtown distribution system. HOV network.</td>
<td>Train lines generally run to the north and south of the city. There are only 6 train lines and a radial tram line from the city to the western suburb of Glenelg. This tram line is the remnant of the former extensive tramway system in Adelaide. The northeast O-Bahn in Adelaide is the largest full-scale operational guided busway in the world and has proven to be a huge success in terms of increasing patronage. The O-Bahn has also sustained this patronage while patronage on the remaining bus, tram and train network has declined.</td>
<td>18 trams (9 new ones on order), over 7000 bus stops and 214 natural gas buses, 85 stations including 17 Park n Ride facilities</td>
<td>Pursuing urban regeneration and providing affordable quality residential areas with good access to services and facilities. Looking at new design approaches to the built form to improve energy efficiency of transport and livability of suburbs. Trying to promote public transport by: - more compact communities, - encouraging multiple land use centers, - combining housing and employment, - priority for public transit, - increase opportunities for non car-based transport.</td>
<td>Government has a number of strategic planning projects to give clear directions for spatial development in the State’s metropolitan and regional areas, integrate social, economic and environment policies and to guide private sector development through local Development Plans.</td>
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Regional growth strategy ties transportation, housing, and economic development together. Jobs growth, as well as transportation investments, focused on urban centers and industrial/manufacturing centers.

Regional agency publishes transit-supportive design guidelines. Regional transit agency has dedicated TOD program.

Regional growth management strategy focuses growth within an Urban Growth Area, with 24 designated "Urban Centers" and 9 "Industrial/Manufacturing Centers.” Transportation investments complement regional growth strategy.

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<td><strong>Auckland, New Zealand</strong></td>
<td>3 suburban rail corridors servicing southern and western suburbs – no rail link to northern suburbs or airport. Total of 92km of track with longest line extending 47km from downtown. Regional train connection to south (Wellington, Christchurch). Suburban and regional bus services. Busway (also known as busway rapid transit - BRT) due for completion in 2006 to service northern suburbs comprising 5.3mile length, 5 rapid transit stations, high frequency services and park and ride facilities. Exclusive bus lanes in downtown NightRider bus service (1am to 3am Friday and Saturday nights) 3 ferry services operating from Quay Street in the downtown (near Britomart) and connects to northern suburbs</td>
<td>Northern suburbs not currently well served by prioritized public transport route. Travel to northern suburbs is via only one Harbor crossing (bridge). Much of the current rail patronage is for non-CBD trips, with rail services providing a means of travel to regional sub-centers such as Newmarket, New Lynn, Henderson and Otauhu. The opening of Britomart has resulted in greater proportion of rail travel to the CBD (30% increase in rail patronage across the Auckland region)</td>
<td>Newly opened Britomart interchange. The rail line was recently extended to better service downtown and integrate with bus and ferry services. Bus priority. Regional bus terminus. Central transit corridor. 40 rail stations with some 600 park and ride parking spaces. Fleet of 19 Diesel Multiple Unit train cars. Major overhaul of public transport is proposed to reach new mode share targets and overcome congestion issues: Establishing exclusive corridors or rights of way for Rapid Transit services Electrifying and double tracking one corridor, electrifying 2 corridors construction of a fourth rail line upgrade of signaling on all lines. Station refurbishments Rail line extensions Upgraded bus fleets</td>
<td>Regional Growth Strategy, which identifies the best means of accommodating Auckland's growth over the next 50 years. Strategy aims to minimize the effects of growth on the environment by developing more compact land use patterns and intensification of land use along the transport corridors by providing more housing choices, with better public transport, cycling and walking accessibility. Growth is to be focused at Strategic Growth Management Areas (SGMA -on heavy rail lines). Infill development along rail lines to precede expansion. Revitalization of downtown - Auckland's CBD into the future' significant increase in population and employment.</td>
<td>Rezoning of land in downtown to increase residential growth. Incorporating new land use zone in priority SGMAs to encourage higher density development. A world-class, multi-functional indoor arena that seats up to 12,000 people is being built at Quay Park in downtown Auckland adjacent to the Britomart. A taxbase was introduced recently for downtown property owners to assist in the funding of development projects in Auckland’s central business district.</td>
<td>ARTNL, Auckland Regional Transport Network Ltd, was formed by six of the Auckland region’s councils, to own, lease, develop and manage passenger transport infrastructure within the region.</td>
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<tr>
<td><strong>Calgary, Canada</strong></td>
<td>Busway, bus only lanes, 5 light rail lines (18 miles), Park and Ride lots, and transit priority measures. Express bus service to employment areas. Provides circulation downtown with an elevated busway. Innovative school transit/field supervision program. Transit serves commuters and local communities.</td>
<td></td>
<td></td>
<td>Exemplary transportation planning model with significant public input. Full-service single government structure.</td>
<td>n/a</td>
<td>All operations coordinated by single agency.</td>
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</table>

**Regional Pop Total Area** (sq mi) 833.853 951.395 **Pop in Urban Areas** (sq mi) 554.045 551.395 **Employment Pop/Acre** (Total) 8.54 4.96 **Annual Pgr Trips** 44,100,000 70,100,000 **Annual Trips per capita** 38 74 **Unemployment (%)** 7.8 4.9 **Regional Pop Total Area** (sq mi) 1,158.891 911,046 **Pop in Urban Areas** (sq mi) 911,046 911,046 **Employment Pop/Acre** (Total) 7.58 7.58 **Annual Pgr Trips** 44,100,000 70,100,000 **Annual Trips per capita** 38 74
## Fresno Public Transit Infrastructure Study
### Candidate Case Study City Evaluation Matrix

<table>
<thead>
<tr>
<th>Candidate City</th>
<th>Regional Transit Network</th>
<th>Regional Needs Served by Transit System</th>
<th>Supporting Infrastructure</th>
<th>Supportive Land Use Programs</th>
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<th>Recommendation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Copenhagen, Denmark</strong></td>
<td>Light rail, bus and pedestrianization scheme.</td>
<td>Concentrate growth around rail network.</td>
<td>Street closure for pedestrian and transit access along with bus station to serve regional trip.</td>
<td>Urbanization policies targeting growth to within 1 kilometer of a rail station.</td>
<td>Not explicitly</td>
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<td>Total Area (sq mi)</td>
<td>Urban Area (sq mi)</td>
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<td>Unemployment (%)</td>
<td>Pop/Acre (Total)</td>
<td>Annual Pager Trips</td>
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<td>1,619,381</td>
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<td>1,068</td>
<td></td>
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<td></td>
<td>2.57</td>
<td>350,000,000</td>
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<tr>
<td><strong>Ottawa, Canada</strong></td>
<td>Busway</td>
<td>75% of downtown trips are on transit served by Ottawa's busway system. Busway serves commuters, with many commute - only lines. Service, like Calgary, based on potential ridership benefits versus cost. Innovative night safety program. Transsecure is a night time program where a couple of things happen - bus drivers are allowed to stop at locations that are closer to a rider's destination in addition to regular stops, and there are also bicycle night patrols that ride from stop to stop, making sure that people walking from the bus stop to their destination are safe.</td>
<td>Dedicated right-of-way allows for a one stop ride with no transfer to nearly all regional employment centers. Buses can enter and leave busway to pick up and drop off passengers.</td>
<td>Strong regional focus. Development centered around Transitway bus stations; TOD and high bus frequencies allow people using Transitway to access personal services and shopping.</td>
<td>No</td>
<td>All operations coordinated by single agency. Transsecure transit neighborhood watch program increases night safety by giving buses the ability to stop at non-standard locations, closer to riders' destinations.</td>
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<td>1,063,664</td>
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<td>2,053</td>
<td>990,969</td>
<td>1,184</td>
<td>1.31</td>
<td>2.57</td>
<td>74,700,000</td>
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<tr>
<td><strong>Perth, Australia</strong></td>
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<td>Regional Pop</td>
<td>Regional Transit Network: 4 electrified rail lines - some of which operate along the median of motorways with grade separated bus interchanges. This all comes after the metropolitan passenger rail network was completely closed between 1979 and 1983. It was then re-opened and later in 1991 electrified resulting in a huge increase in public transit usage. The bus system continues to be the predominant public transport mode in Perth and is able to fill the gaps in the rail network.</td>
<td>Rail lines are linked by a network of buses, which do not compete with the rail system - they complement it instead. Many train stations, like Warick, Kelmscott, Stirling, Midland and Fremantle, have major bus connections. This allows for an integrated public transport system that is more efficient and covers a greater area. The Fremantle CAT service commenced operation in August 2000 and operates daily, connecting parking lots on the periphery of the city center, the railway station and other major destinations. Its primary objectives are to improve public transport access to and circulation within the city center and to minimize city center parking demand and vehicle circulation. Three buses operate on a ten minute frequency and the service is free to all users.</td>
<td>2 bus terminals, 4 main electrified train lines (electrified in 1991), 95 km of electrified bi-directional track, tourist tram service, ferry services, and a free bus service called CATS (central area transit service, that services the free transit zone in the central business district), Plans to improve the network include: Establishing a new bus rapid transit route between Morley, Perth City, South Street and Murdoch, and from Fremantle to Rockingham. Reserving land for future rapid transit extensions to Alkimos, Ellenbrook, Mundijong, Rockingham and Mandurah, via Beeliar.</td>
<td>Land use strategies to increase population densities in areas surrounding train stations. An example of this is Subiaco, an inner suburb of Perth. The new southern railway line through Atwell and Leda and the extension of the northern line to Butler and Brighton has allowed these places to be planned as rail-based urban villages. An electrified rail line extension is planned to Mandurah (a coastal area some 74km south of Perth) to cater for the rapid population growth being experienced (7.8% compared to 1.2% nationally) - expected to more than double annual no. trips made by rail in Perth.</td>
<td>The CAT service is jointly funded by the state government and the City of Fremantle.</td>
<td>Transperth manages Perth's public transport system which is fully integrated across all bus, train and ferry services. This means that all modes represent and carry the Transperth brand, and accept the same ticket irrespective of the service used.</td>
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<td>Regional Pop</td>
<td>Regional Transit Network: 2 bus terminals, 4 main electrified train lines (electrified in 1991), 95 km of electrified bi-directional track, tourist tram service, ferry services, and a free bus service called CATS (central area transit service, that services the free transit zone in the central business district), Plans to improve the network include: Establishing a new bus rapid transit route between Morley, Perth City, South Street and Murdoch, and from Fremantle to Rockingham. Reserving land for future rapid transit extensions to Alkimos, Ellenbrook, Mundijong, Rockingham and Mandurah, via Beeliar.</td>
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<td><strong>Vancouver, Canada</strong></td>
<td>Regional Transit Network: Downtown loop, 2 light rail lines (17 miles), 3 Bus Rapid Transit routes; serving major growth corridors; commuter rail.</td>
<td>Access to downtown and distribution. Commuter rail serves downtown workers, whereas SkyTrain provides local, non-work trips in addition to commuting trips. B-Line and SkyTrain developed to serve major corridors, connecting downtown to other growth centers as well as providing major crosstown routes.</td>
<td>SkyTrain is an elevated rail system. The B-Line is a bus rapid transit application on local streets that connects to the SkyTrain automated metro rail system and SeaBus ferry. The B-Line and SkyTrain serve major corridors linking downtown Vancouver to the airport, university, and outlying communities (including via West Coast Express, a commuter rail line). The B-Line and SkyTrain loop through the downtown environment.</td>
<td>Regional growth management plan, the Livable Region Strategic Plan (1999), concentrates 70% of future growth within metropolitan area. Designates regional network of growth centers. Mandates transportation infrastructure funding to support growth management goals. Vancouver has a Downtown Transportation Plan (2002).</td>
<td>Coordinated with LRSP, which calls for investment in network of town centers; equitable distribution of jobs in local communities; and investing in transportation.</td>
<td>New “transit village” study looking at ways to improve access to SkyTrain stations. Regional pedestrian, bicycle and greenways project ensures connectivity from local community to the transit system.</td>
<td></td>
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| Zurich, Switzerland     | Area wide transit prioritization strategy and street enhancement program. | improve speed and reliability throughout city. Improve coverage in central city area. | Extensive transit preferential street program including signals, bus lanes, integrated walking and bicycling network, and street design standards | n/a                          | n/a                          | System developed as a distributed grid to serve as many residents as possible geographically, as opposed to concentrating investment at a few rail stations with limited catchment areas. With expanded and more reliable bus service, over 70% of the city is covered. |}

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<tbody>
<tr>
<td>1,200,000</td>
<td>664</td>
<td>n/a</td>
<td></td>
<td></td>
<td>2.82</td>
<td>269,000,000</td>
<td>224</td>
<td></td>
</tr>
</tbody>
</table>


US metro size area data based on 1990 census data: [http://www.census.gov/population/censusdata/90den_ma.txt](http://www.census.gov/population/censusdata/90den_ma.txt)


Australian population, employment, and metro size area from 2001 census

Canadian population, employment, metro size area based on 2001 Community Profiles

New Zealand population, employment, and metro size area from 2001 census

US annual passenger trips from NTD 2003 Agency Profiles

San Diego passenger trips include Trolley, MTS bus, and NCTD

Seattle passenger trips include King County Metro, Sound Transit, Seattle Monorail,exclude Ferries (24.5 M)

Phoenix passenger trips based on multi-agency regional total

US Population and metro size area UZA: [http://www.census.gov/geo/www/ua/ua_nati_100302.txt](http://www.census.gov/geo/www/ua/ua_nati_100302.txt)