



LOCAL BUS SERVICE



More Information: tti.tamu.edu/policy/how-to-fix-congestion

Description

Local bus service is the most common type of public transportation service available and is designed to ensure a basic level of access for the general public in a local area. Buses usually follow a fixed route. They have preset routes, stops, schedules, and frequencies. In metropolitan areas, local bus routes may connect with limited-stop transit services, such as bus rapid transit or light-rail transit.

Target Market

Most local bus systems operate within a municipal or county boundary and connect major destinations with each other. Service frequency and the degree of accessibility depend on population, employment density, funding, and other factors.

How Will This Help?

- **Gives people access** to employment, education, social activities, and other destinations.
- **Provides an affordable transportation option.** Taking transit instead of driving can save a person an average of \$9,069 per year.
- **Reduces transportation-related carbon dioxide emissions** by

reducing single-occupancy vehicle use (one car transporting one person). Buses also often use clean and alternative fuels.

- **Does not require the transit agency to purchase right-of-way** because it shares the existing lanes.

Implementation Issues

"Buses are slow" is one of the most cited reasons for not riding a bus. Improved service speed may increase ridership.

Local buses typically run in mixed traffic and, on average, stop seven times per mile. Bus speed is influenced by traffic congestion, traffic signals, the bus's route, how long the bus stops at a bus stop, how long people take to board the bus, and other unexpected factors such as weather.

Many methods improve bus speed, including streamlining routes, consolidating stops, using multiple doors on the bus, using dedicated bus lanes, giving buses priority at intersections, using speedy fare-payment technologies, and having yield-to-bus laws.

COST



TIME



IMPACT



WHO



TRANSIT AGENCIES

HURDLES



TRAVEL BEHAVIOR

SUCCESS STORIES

In Austin, Texas, the Capital Metropolitan Transportation Authority launched the agency's first BRT line, MetroRapid Route 801, in January 2014.

4 out of 5



Rush-hour commuters take buses and subways to the central business district.

In Longview, Texas, Longview Transit is a small urban provider, serving 81,443 people annually.



Instead of designated bus stops, passengers use flag stops, which allow passengers to be picked up or dropped off at any safe location along the route.

