

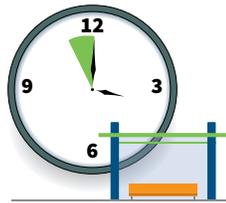
LOCAL BUS INFORMATION HANDOUT

Instructions: The US 29 corridor includes local bus services that will ultimately connect to the high frequency BRT network. Consider how the local bus service concepts (as seen below) could be applied to improve existing local bus routes (Ride On and WMATA) to create a more efficient transit network. We will discuss this as a group at our upcoming CAC meeting, but think about these concepts as you ride the existing local bus service. Note: This is a voluntary activity that is independent of the Station Siting Activity.

LEVEL OF SERVICE ENHANCEMENTS

ADJUST FREQUENCY

Frequency refers to how often a bus arrives at any given stop and is determined based on the level of demand for transit. Adjustments may be made to frequency of local service to enhance connections with BRT service, minimize waiting time, or meet increased demand.



ADJUST HOURS

Hours of Service refers to the hours the bus route provides service during the day and the days on which it operates. Adjustments may be made to the hours of operation for local services to match the BRT service, or to meet increased demand.



NEW SERVICE TYPES

EXPRESS SERVICE

Provide express service that connects neighborhoods directly with major activity centers.



NEIGHBORHOOD CIRCULATOR

Create neighborhood circulators connecting communities to the BRT service.



LIMITED STOP OVERLAY

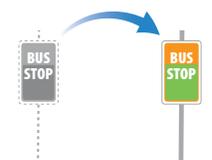
Provide local service to supplement limited-stop BRT service and improve service coverage.



ROUTE ADJUSTMENTS

STOP RELOCATION

Relocate bus stops to improve access to the BRT service, or consolidate bus stops to improve travel time.



ROUTE REALIGNMENT

Realign local services to better serve localized demand, improve connections to the BRT service, and avoid congestion.



EXTEND ROUTE

Extend local service to provide connections to activity centers, transfer hubs, or BRT stations.

