Aligning Service with Transit Streets
Systemwide Approaches Go Farther

Frequent, Predictable, Convenient

Ridership Reinforces Permanence
Equity Goes Beyond Coverage
Complete Trips Need Complete Networks
Easy to Ride, Easy to Run
Transit Service Strategies

Networks
Operating for Speed & Reliability
Supportive Infrastructure
Street Network
Radial Network

- Oriented around Central Business District
- “One-seat” ridership
- Limited trunkline capacity
Multi-Hub Network

- Feeder to Rail / Rapid
- Targeted Priority Projects
- Difficult to provide frequency and coverage
Street Network

- Structured around transfers & frequency
- Serves poly-centric urban areas well
- Straight routes ease operations
Houston New Bus Network

- 95% population within ¼ mile of frequent bus
- Local bus ridership ↑ 4.3%
- System ridership ↑ 11%
Austin: Cap Remap
Austin Ridership ↑ 5.4%
Let the bus go straight.
Route Simplification
Haight St, SF
- Contraflow: two blocks
- 1-2 minutes travel time savings
From Stops to Stations
(i.e. Stop Consolidation)
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Board through All Doors.
Move Fare Payment Off-Board.
All-Door Boarding

AVGAGE SYSTEMWIDE BUS SPEED VS BOARDINGS

- Average systemwide speed (mph)
- Passenger boardings per hour of bus runtime

Source: American Public Transportation Association®
All-Door Boarding saves time!

**ALL-DOOR BOARDING REDUCES DWELL TIME**

After implementing all-door boarding, average dwell times fell and became less variable. Source: SFMTA²⁴
Bring the Curb to Meet the Bus.
Longer Stop Spacing needs Walkable Neighborhoods.
Matching Streets to Goals for Mobility
Using Transit to Anchor Urban Growth