

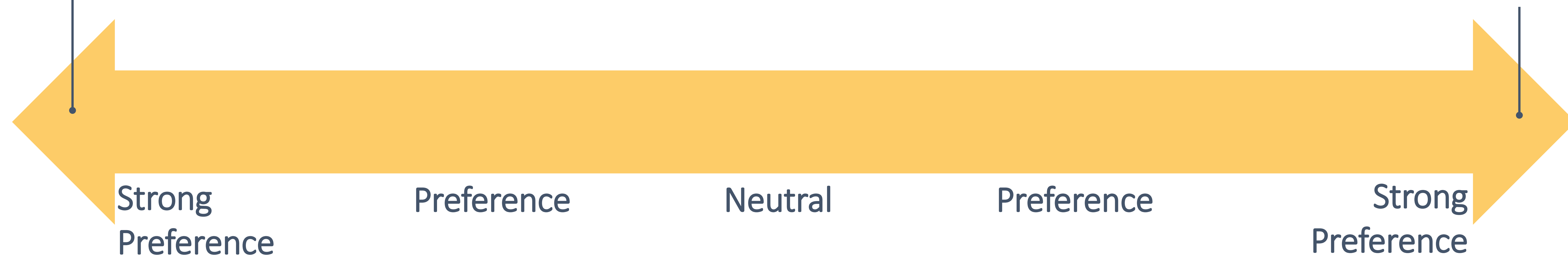
1. Where should buses run and with what frequency?

Bus Service Everywhere

The bus is available throughout the region, enabling short walks to bus stops for everyone. To provide extensive coverage, the bus runs less frequently (waits of up to an hour).

High-Frequency Service

The bus runs very frequently (for example, 10 minutes during peak times, 15 minutes during off-peak) on highly traveled corridors. To provide the high frequency, some parts of the region with low ridership may no longer have service, and some bus stops are further from where people live and work.



2. What types of trips should be prioritized (geographically)?

Connect Within Jurisdictions

Bus service should be optimized to provide the most effective connections within each jurisdiction.

Connect Across Jurisdictions

Bus service should be optimized to provide the most effective connections across all jurisdictions.



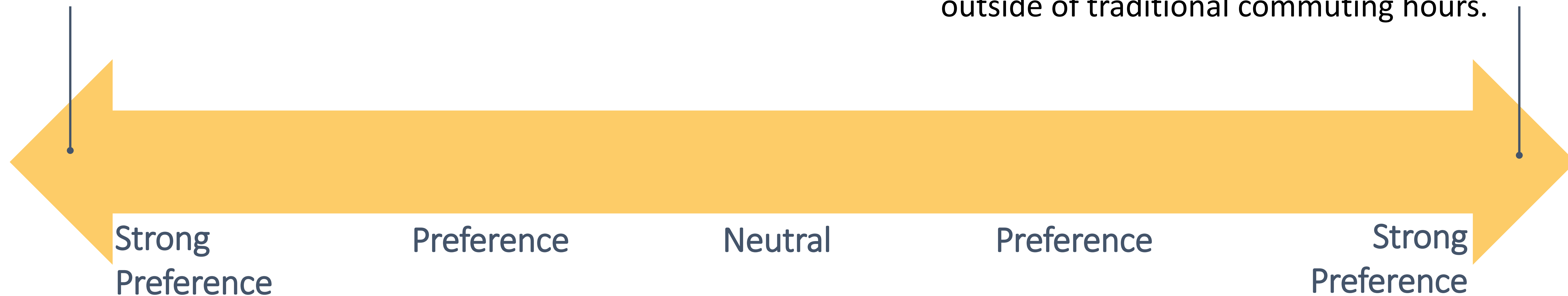
3. What types of trips should be prioritized (temporally)?

Peak Period Commute Trips

The bus should run very frequent service during the AM peak and PM peak periods, geared toward transporting commuters who work roughly from 9 AM to 5 PM. Early morning, midday, evening, and late night service would run at lower frequencies.

Equal Priority Across the Day

The bus should serve the AM and PM peak periods with the same frequency as the early morning, midday, evening and late night periods. Service during the peak periods may not meet demand, but service during off-peak periods would better serve people who use the bus outside of traditional commuting hours.



4. Should buses receive priority treatment on roadways?

No Preferential Treatment for Buses

Buses should operate in mixed-traffic, like they do today, even if providing preferential treatment would speed buses up.

Preferential Treatment for Buses

Buses should have preferential treatment on roadways, such as through bus-only lanes, transit signal priority, or other measures. This would speed up buses. Depending on the types of bus priority methods chosen, vehicles besides buses may be impacted.



5. Should regional bus service standards be created and applied?

Jurisdiction-Level Bus Service Standards

Hours of service, frequency of buses, bus service coverage, and other standards should be determined jurisdiction-by-jurisdiction as appropriate.

Regional Bus Service Standards

Hours of service, frequency of buses, bus service coverage, and other standards should be consistent across all jurisdictions.

