



BUS NETWORK REDESIGNS

Bus Network Redesign (noun) - A collaborative planning effort to decide where today's bus service should go, starting from a clean slate.

If you look at a map of a local bus system in the U.S. today, chances are it will look nearly the same as it did 50 years ago. But the city itself has inevitably changed significantly. Age-old bus routes often don't address today's demand for transit

Agencies often adjust individual routes, but an increasing number of transit agencies around the country are completely overhauling their entire bus networks. Reexamining routes and redeploying resources on the corridors of greatest demand can make bus systems go where people want to go. Redesigns also present the opportunity to have a fresh conversation with the public about where transit service will be most useful.

By making these changes, cities like Columbus, Austin and Houston are dramatically increasing the number of people who can walk to frequent transit, as well as improving the experience of riding the bus itself. Particularly when combined with strategically chosen service improvements like improved frequency and extended hours of operation on key lines, or changes to fare policy, a bus network redesign can be the basis for authentic "rebranding" of an agency's products.

Undertaking a bus network redesign involves substantial political and community engagement challenges, and potential trade-offs regarding service frequency vs. geographical coverage. But if done well, the rewards are plentiful, resulting in efficient changes to an entire system. Indeed, agencies paying this type of policy attention to their buses are the only ones in the US attracting increased bus ridership.

Why embark upon a bus network redesign?

Benefits

Transit agencies that have launched bus network redesigns have often done so with the intent of creating:

MORE CONNECTIVITY

- Redesigns can help integrate the bus network, ensuring it connects well to itself and with other modes. By optimizing resources, redesign can also lend itself to a longer span of service that includes weekends. This can lead to people using transit for more than just commute trips, resulting in sustainable ridership growth.

MORE DIALOGUE

- By igniting a public conversation, bus network redesigns allow agencies to create a network that helps people get where they actually want to go. Redesigns also present an opportunity to set clear expectations for the public by communicating what transit can (and can't) do for communities, identifying where transit can thrive, and explaining where budget constraints limit what is currently possible.



MORE LEGIBILITY

- Bus network redesign can create a legible hierarchy of route types, concentrating frequency, span, and other service attributes on the most useful bus routes. Redesigns can also straighten out the bus network, minimizing confusing twists and turns and speeding up passenger trips.

MORE EQUITABLE SERVICE

- Full network redesigns present a major opportunity to re-examine which low-income, minority, or other disadvantaged communities are currently underserved by transit networks and reprioritize service to make the transit system more inclusive.

Who's in the club?

COMPLETED

Houston, METRO - Omaha, Metro - Jacksonville, JTA - Orange County, OCTA - Columbus, COTA - Baltimore, MTA - Portland, Tri-Met

IN PLANNING

San Jose, VTA - Richmond, GRTC - Anchorage, City of Anchorage - Charlotte, CATS - Austin, Capital Metro - Dallas, DART - Los Angeles, Metro - San Antonio, VIA - Indianapolis, IndyGo - Philadelphia, SEPTA - Sacramento, RT - Milwaukee, MCTS

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