

FIXED ROUTE TRANSIT

(CONVENTIONAL BUS SERVICE WITH DEFINED ROUTES AND SCHEDULES)

Design Characteristic	Perceived Benefits	Perceived Drawbacks
<u>Routing</u> - Buses run on designated streets.	Easy to understand for most people.	Less convenient for those who live beyond ¼-mile from the route. Transfers may be required.
<u>Schedule</u> - Buses adhere to published timetables.	Conducive to spontaneous (i.e., same day) travel.	Passengers need to conform to bus schedule.
<u>Access</u> – Buses may pick up/drop off passengers either at designated stops only (i.e., “posted” stop) or at any safe location along the route (i.e., “flag” stop).	Posted stops with signs make it clear where to catch the bus. Flag stops reduce walking distances to get to the bus. Fixed route system capacity is higher, so passengers are rarely denied service.	Additional time and expense to install bus stop signs. Flag stops sometimes cause confusion between passenger and driver.
<u>Fares</u> – A flat fare or zone fare may be charged.	Fares tend to be lower than for paratransit and hybrid services.	Flat fares tend to discourage short trips. Zone fares may be confusing or burdensome for some passengers.
<u>Cost</u> - Capital and operating expenses.	Operating cost per passenger is typically lower than for paratransit service.	Operating cost per service hour is typically higher than for paratransit service. Capital cost typically is higher.
<u>Complementary Paratransit</u> -- Service is required by ADA.	Provides an alternative for people who cannot use a regular fixed route bus.	Cost of additional vehicles and service may reduce fixed route service level.

PARATRANSIT

(DEMAND RESPONSIVE OR DIAL-A-RIDE SERVICE BY RESERVATION)

Design Characteristic	Perceived Benefits	Perceived Drawbacks
<u>Routing</u> – Buses follow a daily route custom designed to serve requested origins and destinations.	Buses go more directly to where passengers want to go, typically without requiring a transfer to complete a one-way trip.	Routing is unpredictable from day to day. Few opportunities for same-day or spontaneous travel.
<u>Schedule</u> - Buses accommodate passenger requests for service made in advance by phone.	Daily routes can be designed to maximize operating efficiency.	Passengers must schedule reservations in advance. Trips provided on a “first come, first served” basis.
<u>Access</u> – Buses pick up/drop off passengers at locations agreed upon at time of reservation. No posted stops.	Bus stop signs, shelters and benches are not needed. Passenger walk and wait times are minimized.	System capacity is lower than fixed route alternative, so passengers may be denied service during peak hours.
<u>Fares</u> – A flat fare or zone fare may be charged.	Fares are calculated for the passenger at time of reservation.	High operating cost per passenger tends to require higher fares.
<u>Cost</u> - Capital and operating expenses.	Operating cost per hour typically is lower than for fixed route service. Capital costs typically are lower.	Operating cost per passenger typically is much higher than for fixed route service.
<u>Complementary Paratransit</u> – Not required by ADA.	No additional cost to provide a separate service for persons with disabilities.	All riders receive high cost service mandated for disabled persons by ADA.

FLEXIBLE (HYBRID) TRANSIT SERVICE (ROUTE DEVIATION, POINT DEVIATION, CHECKPOINT DIAL-RIDE, FLEX ROUTE)

Design Characteristic	Perceived Benefits	Perceived Drawbacks
<u>Routing</u> - Buses use a combination of designated streets and custom routing.	Fixed route service maintained in traditional urbanized areas. Closer access for outlying areas on demand	Relatively new form of service may be initially confusing to some people.
<u>Schedule</u> - Buses adhere to published timetables on busy route segments and accommodate passenger requests in outlying areas.	Combines the advantages of fixed route and dial-a-ride. Passengers have a choice of spontaneous or pre-arranged travel.	Some passengers must schedule reservations in advance. Deviation trips provided on a "first come, first served" basis.
<u>Access</u> – Buses use a combination of bus stops and other pick up/drop off locations.	Fewer bus stops are needed than for fixed route system. Walk and wait times are reduced for passengers in outlying areas.	System capacity is lower than fixed route alternative. Some passengers may be denied service during peak hours.
<u>Fares</u> – A flat fare or zone fare may be charged.	Fares are calculated for the passenger at time of reservation.	Fare surcharges for route deviations result in higher fares in outlying areas.
<u>Cost</u> - Capital and operating expenses.	Flexible routing concepts can be more cost-effective than fixed routes serving lower density outlying areas.	Operating cost per passenger is higher than for fixed route service.
<u>Complementary Paratransit</u> -- Not required by ADA.	No additional cost to provide a separate service for persons with disabilities.	Some general public riders receive high cost service mandated for disabled persons by ADA.