



CIRCULATOR BUS TRANSIT



COST



TIME



IMPACT



WHO



CITY/PRIVATE/
TRANSIT AGENCY

HURDLES



FUNDING

SUCCESS STORIES

Washington, D.C.

The DC Circulator is a cooperative effort of the District of Columbia Department of Transportation, the Washington Metropolitan Area Transit Authority, DC Surface Transit, and First Transit. **The DC Circulator began service in**



2005 and has experienced increasing ridership each year.

Philadelphia, Pennsylvania

The Independence Visitor Center Corporation manages the downtown circulator, Phlash, in the Center City District of Philadelphia. Phlash has been in operation for 15 years.

More Information: tti.tamu.edu/policy/how-to-fix-congestion

Description

Circulator bus transit is a short-distance, circular, fixed-route transit mode that takes riders around a specific area with major destinations. It may include streetcars, rubber-tire trolleys, electric buses, or compressed natural gas buses.

Two common types of circulator bus transit are downtown circulators and neighborhood circulators. A circulator bus system targeted at tourists/visitors is more likely to use vehicle colors to be clearly identifiable.

Target Market

Most downtown circulators are oriented toward employee and tourist/visitor markets. Neighborhood circulators meet the mobility needs of transit-reliant populations, such as low-income and mobility-challenged people.

How Will This Help?

- **Improves mobility and circulation** in target areas.
- **Fosters the redevelopment of urban spaces** into walkable, mixed-use, high-density environments.
- **Improves parking availability** in areas with shortages.
- **Reduces environmental impacts** from private/individual transportation.

Implementation Issues

There are many barriers, constraints, and obstacles to successfully implement, operate, and maintain a circulator bus. However, funding is the major constraint in most programs. Inadequate funding and costs were the most common reasons that agencies did not implement or continue a circulator system.

Lack of interest is another issue for the implementation and planning of a circulator system. Low ridership and productivity may cause the service to end.

