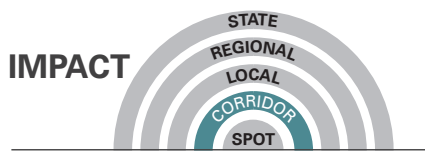
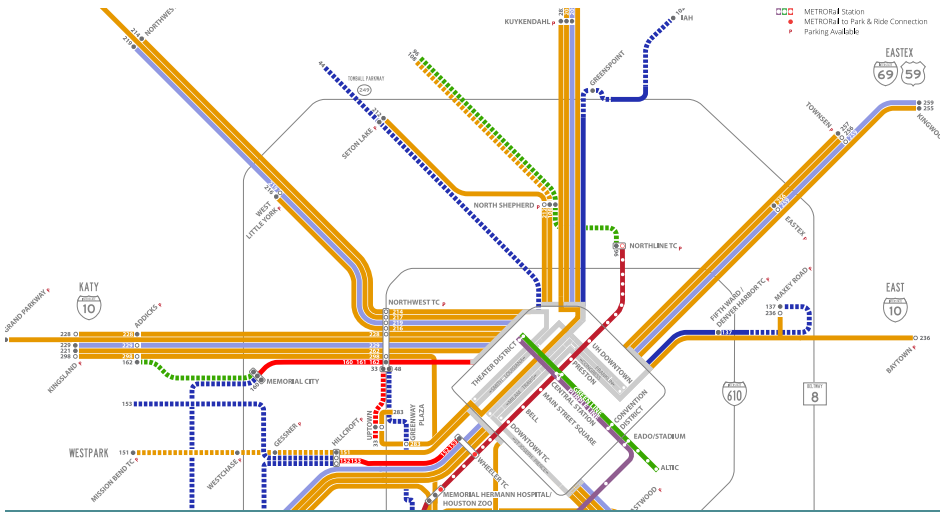


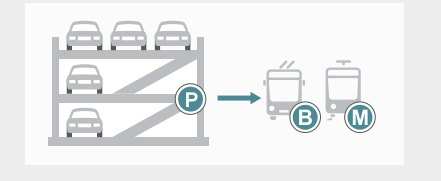


EXPRESS BUS SERVICE



SUCCESS STORIES

Houston, Texas—The Metropolitan Transit Authority of Harris County offers express bus service from 29 park-and-ride facilities. **In Houston, the express services have direct access to the HOV network throughout the city, making express bus service a competitive alternative to the personal automobile.**



Austin, Texas—The Capital Metropolitan Transportation Authority developed express bus service on US 183 using a church parking lot as an interim park-and-ride location until demand grew enough to warrant the construction of a dedicated facility in 2006. **Ridership has increased steadily, offering express service from northwest Austin to downtown, local bus connections, and MetroRail service.**

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

Description

Express bus service is a fixed-route service that picks up passengers from park-and-ride lots in suburban areas and takes them to a central urban location. Express bus service runs on longer-distance trips during work-week rush hours and has limited or no service during midday.

These commuter routes have limited stops, use high-occupancy vehicle (HOV) lanes for faster travel, and stop at the central business district in the city. Fares for the service may be comparable to park-and-ride fares, which are slightly higher than local fixed-route service.

Target Market

Express bus service focuses on commuters from suburban areas, including students and employees working in the central city or any major employment or commercial center. These commuters would otherwise use freeways to travel to and from work during the week.

How Will This Help?

- **Reduces the number of single-occupancy vehicles** on major freeways and highways.
- **Provides an alternative to personal automobiles.**
- **Improves passengers' time management.** Passengers can use the bus's Wi-Fi while riding.

Implementation Issues

Express routes must be well planned before they go into service. Planners should survey potential users to determine schedules and routing, and should offer service near one or more park-and-ride lots.

In areas with limited ridership, sustainability can be an issue, so it is critical to market and disseminate information about the service accordingly.

Additionally, these types of routes need access to HOV, high-occupancy toll, or managed lanes. To encourage people to take the express bus, it should take less time than a personal vehicle.

