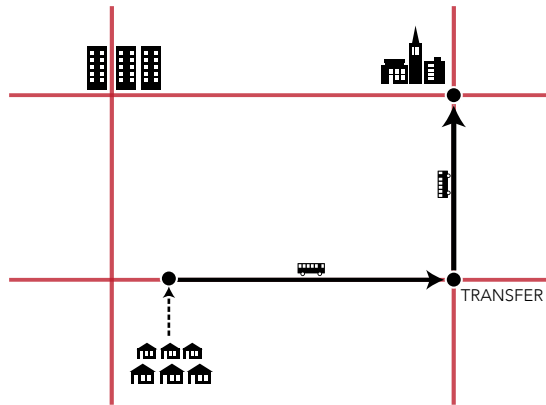


Map: Weekdays in the High Ridership Alternative

The High Frequency, High Ridership Alternative is very different from the existing network:

- Service is concentrated into fewer routes in the areas where the most people live, work and study, so that more people ride.
 - These fewer routes can be more frequent, so that a bus is more likely to be coming when someone needs it.
 - Routes also run later into the evenings, and at higher frequencies on weekends, than in the existing network or in the High Coverage Alternative. This also makes it more likely that anyone will find transit useful for the times they need to travel.
- Concentrating service into fewer routes means that less is available to spread widely, so some areas that are covered today would be a longer walk from service, or too far to walk at all, in this Alternative.
- In many cases, a place that is very close to a low-frequency route today would be walking distance from a more frequent route in this Alternative. This almost always gives people a faster travel time, despite the longer walk.
- This network includes a “frequent grid,” in which routes coming every 15 minutes cross one another. This makes transfers easy and fast, and means that people can go many more places than a single route takes them, in a reasonable travel time.



To explore this network and its relevance to your life, or the lives of people you care about:

1. Find a place you care about on the map, using the labeled streets.
2. Note which routes are nearby, by number and by color.
3. Look at the legend at bottom right, to see what frequency those routes would have on weekdays.
4. Follow the lines to see where else those routes go.
5. See page 17 for those routes’ frequencies and spans.

