



Clayton County Transit Feasibility Study

Transit Modes Explanation

Paratransit



CHARACTERISTICS

- Reservation-based system
- Door-to-door service
- Typically for persons with disabilities
- Specialty vehicles
- Variable routing and scheduling based on reservations
- Also known as Demand Response, Dial-a-Ride

Deviated Flex Route



CHARACTERISTICS

- Local bus service
- Rural/suburban areas
- May deviate from route to pick up passengers (requires reservations)
- Deviations are typically 1/4- to 1/2- mile from route
- Connects with other routes
- Low to medium frequency
- Smaller service area
- Few fixed stops with many potential stops based on reservations

Local Bus (Fixed Route)



CHARACTERISTICS

- Traditional bus service
- Urban/suburban areas
- Low to high frequency
- Roadside bus stops
- Frequent stops
- Lower speeds
- Travel in regular traffic



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Transit Modes Characteristics

Express Bus¹

CHARACTERISTICS

- Medium-to-high capacity vehicles
- Charter bus style vehicles
- Travel in regular traffic
- Limited stops concentrated at ends of route
- Higher frequency during peak commute periods
- Minimal service during non-peak commute periods
- Longer distance travel
- Commuters
- Park-and-Ride
- Potential amenities: wireless internet, radio, or television
- May operate on managed lanes



Bus Rapid Transit^{1,2}

CHARACTERISTICS

- Operated on roadways
- May have exclusive lanes
- Urban/regional service
- Stylized vehicle design
- High capacity vehicles
- Traffic signal priority
- High frequency (10- to 15-minute headways)
- May have higher average speeds if in exclusive lanes
- Larger, more substantial stations
- Special branding
- Level boarding at stations
- Potential for off-board fare collection



Streetcar¹

CHARACTERISTICS

- Operated on rails
- May have exclusive lanes
- Urban service
- Stylized vehicle design
- High capacity vehicles
- Traffic signal priority
- High frequency (10- to 15-minute headways)
- May have higher average speeds if in exclusive lanes
- Larger, more substantial stations
- Special branding
- Level boarding at stations
- Potential for off-board fare collection



¹ Premium bus services; ² Fixed-guideway services



Clayton County Transit Feasibility Study Transit Modes Characteristics

Light Rail²

- Separated ROW or on roadway
- Operated on rails
- Fewer cars (1-3)
- Medium speed (10-30 mph)
- Medium to high frequency
- Frequent stops
- Larger, more substantial stations
- Special branding
- Off-board fare collection
- Low level or high platform loading



Heavy Rail²

- Separated ROW
- Operated on rails
- Multiple cars (4-10)
- Higher speed (25-40 mph)
- Higher capacity than LRT
- Medium to high frequency
- Less frequent stops
- Significant stations
- Sophisticated signaling
- Off-board fare collection
- High platform loading
- Can be elevated, at grade, or subsurface (subway)
- MARTA is an example



Commuter Rail²

- Separated ROW
- Operated on rails
- Multiple coaches (2-8)
- Higher speed (30-50 mph)
- Low frequency
- Long-distance travel
- Less frequent stops
- Significant stations
- Special branding
- On- or off-board fare collection
- Low level or high platform loading



High Speed Rail²

- Separated ROW
- Operated on rails
- Multiple coaches (8-12)
- Very high speed (100-150 mph)
- Low frequency
- Long-distance travel between metropolitan areas
- Few stops
- Significant stations
- Special branding
- Off-board fare collection
- High platform loading



Photo courtesy of California High-Speed Rail Authority