I'm not robot

reCAPTCHA

Continue

75 bus schedule weekend

If you are like many other people, modern society has imposed itself on you and you are more busy than ever. Whether in business or in personal life, there seems to be a damp number of appointments and tasks to complete in a limited time. It's helpful to take the first step in managing time efficiently and make a program. Choose a format for planning. Computer software, a day-timer type of planner, or just a piece of paper; any format will work that uses time blocks and has room for appropriate appointments and tasks. It's important to choose a format that you feel comfortable working with so that you can keep it and follow it about your schedule. Compile all the bookings and times you need to be there, as well as their tasks and deadlines, for a certain period of time. Prioritize appointments and tasks and schedule the most important ones accordingly. Less important items should be worked on in your program after the most urgent. Plan your schedule so you can be efficient in using time. For example, schedule all bookings together elsewhere in the city to avoid more trips and waste time. Don't over-engage your time. Expect that things sometimes won't go exactly as planned, so the program in some time buffer. This will prevent a domino effect of lost activities and appointments when one does not remain on time. Schedule based on your personality and strengths. If you are usually more productive in the morning, top-load the program with items in the morning. If it takes you a long time to go on Mondays, plan an easier day. Plan enough personal and rest time. People are more productive in general when they get plenty of rest, eat right and exercise. Burning oil at midnight is not effective long-term programming, and usually ends up backfiring. Work a program that keeps you excited and ready for more. Tips Consider using your calendar and time management software, such as Microsoft Outlook, to manage busy schedules and communicate them to others. You have a day off with nothing to do, but watch a bunch of back-to-back movies? The free TheaterTag service will use the chosen showtimes movies to help you match them all in one day of movie-hopping. TheaterTag doesn't do everything automatically; instead, it allows you to choose a theater from your area, select the movies you want to see, and then show you the show times for each movie. Then, you can drag and drop movies into a timeline of the day, allowing you to you realize the perfect schedule to see all the movies in one sitting. If you want, you can even extend the time slot of each movie to account for 5 or 10 extra minutes for bath breaks or popcorn reserves. Hit the link to check out the webapp. TheaterTag You can contact Whitson Gordon, author of this post, at whitson@lifehacker.com. You can also follow him on Twitter and Facebook. You might a commission for purchases using our links. learn more. Mastering Apple Music I'm not sure when that next episode of St. Vincent is aired? Here are some places you can check out. 23 Jul 2015 Beats 1 has been running for a few weeks now, and while having a variety of fantastic programming, it's sometimes hard to figure out. Here's what we know so far about the Beats 1 program, as well as a few different ways to check what's next. Here's the Beats 1 schedule during the week and on weekends This is the schedule we've been able to piece together from a few weeks of listening. It's largely consistent week-to-week, but keep in mind that this could change any-time fun live radio. Monday - Thursday Monday to Thursday, here's what you're looking for for the appointment (times listed in EDT). Each of the three main DJs has the show broadcast twice – once live, once on replay – twelve hours away. The three Beats 1 city stations have two 1-hour blocks and are always broadcast live. Application and Chart are also broadcast live, but only play in blocks of an hour. Finally, every working day you get a 1-hour programming block of specialty content that includes recurring shows, such as Elton John's Rocket Hour (Monday), St Vincent's Mixtape Delivery Service (Tuesday), Joshua Homme's Alligator Hour (Wednesday), and Ellie Goulding (Thursday). If you miss the original broadcast, this block is rebroadcast 11 hours later. Here's the program, Monday to Thursday: 12AM-2AM: Zane Lowe (rebroadcast) 2AM-3AM: CHART 3AM-5AM: Julie Adenunga (rebroadcast) 5AM-6AM: Beats 1 London 6AM-8AM: Ebro Danden (rebroadcast) 8AM-9AM: Beats 1 London 9AM-10AM: [Speciality show to next day] (rebroadcast) 10AM-11AM: CHART 11AM-12PM: Beats 1 NYC 12PM-2PM: Zane Lowe 2PM-3PM: Beats 1 NYC 3PM-5PM: Julie Dedenuga 5PM-6PM: Beats 1 to 6PM-8PM: Ebro Darden 8PM-9PM : APPLICATION with Travis Mills 10PM-11PM: [Special Show of the Day] 11PM-12AM: Beats 1 LA On the weekend Starting Friday morning ET, Beats 1 programming shakes a bit. In the morning, Beats 1 has a weekly release show to talk about new songs and albums, followed by three one-hour back-to-back shows from the three primary DJs. From there, you will see a regular rotation of the city's three stations; several recurring shows, such as Abstract Radio, WRTJ, Anna Lonoe, One Mix, A-Trak's Day Off Radio, Gratitude, MSFTS FREQUENCY, Suelection, Vice Music, OTHERtone, and Money Pizza Respect; and specialized weekend shows, would be Dr. Dre's Pharmacy. Here's the show of the program in the last weekends in Eastern Time: FRIDAY [Before this, follow the schedule of the week] 11AM-12PM: RELEASE 12PM-1PM: Zane Lowe (with Julie and Ebro in the studio) 1PM-2PM: Julie Denuga (with and Zane in the studio) 2PM-3PM: Ebro Daren (with Julie and Zane in the studio) 3PM-5PM: [Specialty content varies] 5PM-6PM: Beats 1 to 6PM-8PM: [Speciality [Speciality [Speciality[Speciality]5PM-6PM: Beats 1 to 6PM-8PM: [Speciality [Speciality [Speciality [Speciality varies] 8PM-9PM: Beats 1 LA 9PM-10PM: WRTJ 10PM-12AM: Abstract Radio with Q-Tip SATURDAY 12AM-1AM: Anna Lunoe 2AM-3AM: One Mix 3AM-5AM: A-Trak's Day Off Radio 5AM-6AM: Beats 1 London 6AM-8AM: [Friday 6PM specialty content rebroadcast] 8AM-9AM: Beats 1 London 9AM-10AM: Elton John's Rocket Hour (rebroadcast) 10AM-11AM: GRATITUDE 11AM-12PM: Beats 1 NYC 12PM-2PM: MSFTS FREQUENCY 2PM-3PM: Beats 1 NYC 3PM-5PM: Abstract Radio (rebroadcast) 5PM-6PM: Beats 1 LA 6PM-8PM: [Specialty content, varies] 8PM-9PM: Beats 1 LA 9PM-10PM: One Mix (rebroadcast) 10PM-12AM: Soulection SUNDAY 12AM-1AM: A-Trak's Day Off Radio (rebroadcast) 2AM-3AM: WRTJ (rebroadcast) 3AM-5AM: MSFTS FREQUENCY (rebroadcast) 5AM-6AM: Beats 1 London 6AM-8AM: [Saturday 6PM specialty content rebroadcast] 8AM-9AM: Beats 1 London 9AM-10AM: St Vincent's Mixtape Delivery Service (rebroadcast) 10AM-11AM: Vice Music 11AM-12PM: Beats 1 NYC 12PM-2PM : Souplection (rebroadcast) 2PM-3PM: Beats 1 NYC 3PM-5PM: OTHERtone 5PM-6PM: Beats 1 to 6PM-8PM: Money, Pizza, Respect (repeat Mon @3AM instead of Julie Dedenuga) 8PM-9PM: Beats 1 to 9PM-10PM: Vice Music (rebroadcast) 10PM-11PM: RECOGNITION (rebroadcast) 11PM-12AM: Beats 1 LA to check for upcoming specialty shows Beats 1 has already released a bunch of recurring specialty shows, but if you want to learn more about them, Beats 1 site is the best place to go. The site lists next month's special artists (and links to their Connect pages, where you can find playlists from their shows), and in the mouse over or touch, it will show you when they play on Beats 1. On your iPhone or iPod touch, you can also access the Music > Radio app and press the Beats 1 banner to see the next twelve hours of shows and a list of currently featured shows. To listen to Beats 1 shows that you've lost Add Beats 1 to your calendar If you want to keep track of the shows that have passed, and what shows are coming soon, you can add this awesome fan-made calendar by Marc Boquet. Scrape the next twelve hours of upcoming songs and add them to a calendar you can subscribe to via iCal, Fantastical, or the calendar app of your choice. Any questions? Shout in the comments. Hopefully, though, this information program can help you catch what's coming into your time zone! We may earn a commission on purchases using our links. learn more. Although the Operations Department of a typical transit agency drives the buses you see on the street and the Department of Repair Maintenance them, it is the responsibility of the different departments known as Programming/Planning/Service Development, which actually decides what service is operated. Transit planning usually includes the following sections: long-term trying to predict will be the metropolitan area in twenty to thirty years (population, employment, density, traffic congestion are some of the variables that we examination) by using complex modeling software that starts to work forward from today using different basic scenarios. To qualify for federal money transportation each MPO (metropolitan planning organization) or similar rural entity, which have designated transportation planning control on a specific area, you must create and periodically update a long-term transportation plan. In the long-term plan, the DPE usually describes what kind of environmental area is expected to have in the future, how much transportation money is expected to be available, and the projects on which the money will be spent. Major projects are described in detail, while minor changes are usually described in general terms. In general, to be considered for federal funding, transportation projects, both transit and related to automobiles, must be in the area of the long range transportation plan. After you can see from Reading Los Angeles's latest Long Range Transportation Plan, the document is as much a marketing document - designed in a way to generate political support that will hopefully come with funding - so is a planning document. In addition to the usual sources of funding that transit agencies count on each year by law, there are also additional funding programs that are granted on a competitive basis. Many of these programs are administered by the federal government; in addition to the New Starts Program, which provides funding for fast transit projects, there are many more; The grant program page on the Federal Transit Administration website lists twenty-one different programs in addition to the New Starts program. One of the most useful programs was the JARC (Job Access and Reverse Commuters) program, which provided funding for transit service to non-traditional commute times (e.g. late night service or service that helps downtown residents access to jobs in the suburbs). Unfortunately, since 2016, the JARC programme is no longer in force for new grants; funding has been converted into more extensive formula grants. Transit planners spend time preparing detailed requests for funding from these different programmes. Short-term planning is what the average public transport consumer is most familiar with. Short-term planning usually involves preparing a list of route changes and planning after service change up to a period of about three to five years. Of course, any change in route or programme is limited by the financial cost of such changes compared to the agency's expected operational funding available for the given period. services, including the addition or decrease of routes, changes in route frequency and changes in the service range of a route are generally worked by the Agency's service planners. Ridership data generated either from the checkers program, which manually ride each route and record all ons and offs, or from Passenger meter systems (PCAs) are widely used by planners to ensure that the Agency's resources are implemented in the most efficient way possible. In addition to ridership data, planners also use demographic and geographic data, often viewed through cartographic software, such as ESRI, to identify opportunities for new routes. Occasionally, transit agencies hire consulting firms to conduct comprehensive operational analyses, which sometimes lead to large-scale route changes. A 2015 example of such a change, aimed at improving the stake, took place in Houston, TX. Unfortunately, today's economic climate has meant that most major service changes are service cuts; Planners use specific service reduction strategies in an attempt to minimize ridership losses resulting from discounts. Several routine program adjustments are generally made by agency programmers. Examples of such adjustments include adding additional operating

time to routes, adding additional trips during periods of overcrowding (or eliminating trips that have low ridership), and adjusting departure times in response to changes in circumstances along a particular route (for example, a high school may change the start time). Optimizing vehicle and driver timetables sometimes requires changing travel time by a few minutes, regardless of external factors. At most transit agencies, programmers are given the ownership of a line, and are expected to keep up with the ever-changing dynamics of the route. Because a public transportation agency is an unusual hybrid of private business (because the agency wants to attract more business by increasing its ridership) and the government (because the agency has to provide basic mobility services for people who cannot drive or who cannot afford to drive), transit planning is a difficult profession. Should transit focus on providing transportation to those who have no other choice, or should they strive to become a competitive alternative to the car? Unfortunately, it is difficult to serve both alternatives simultaneously. This difficulty is often compounded by political interference in the transit planning process, which often forces transit agencies to operate inefficient bus routes and build sub-optimal rapid transit projects. Projects.