MAJOR ELEMENTS OF BRT

Wide choice of running ways
BRT systems can operate on all types of running ways—mixed flow arterials, mixed flow freeways, dedicated arterial lanes, at-grade transitways, fully grade-separated surface transitways, managed lanes, and in tunnels.

Enhanced stations
Aesthetically designed stations make the system permanent and attractive while providing passenger amenities such as shelters, benches, lighting, ticket vending machines, security features, and next vehicle arrival information.

Innovative vehicles
Stylish and specialized buses can operate along BRT corridors, with emphasis on comfort, aesthetic enhancements, easy access, passenger circulation, and environmentally friendly propulsion. Purchase costs for higher-end BRT vehicles can range from $370,000 to $1.6 million depending on the size and propulsion technology.

Improved fare collection
Electronic fare cards, off-board fare collection, or proof-of-payment options allow for shorter dwell times and shorter overall travel times.

State-of-the-art technologies
BRT incorporates ITS (intelligent transportation system) applications such as Transit Signal Priority, advanced communication systems, automated scheduling and dispatch systems, and real-time traveler information at stations and on vehicles for faster and more convenient trips.

Improved service
BRT systems generally include rapid transit features like all-day service spans, greater spacing between stations, and more frequent service than local bus service.

Modern branding and marketing
Distinctive logos, colors, styling and technologies for vehicles and facilities help develop a system identity. BRT services can be marketed as a new bus route, a new tier of vehicles and facilities help develop a system identity. BRT

SYSTEM PERFORMANCE

Significantly decreased travel time
Exclusive transitways have been shown to operate at an average of 17 to 30 miles per hour. This can achieve an overall travel time savings as high as 55% compared to regular bus services and compares well with rail transit.

- The Silver Line Washington Street was showing reductions in mean running time as high as 25%, especially in the midday and PM peak periods.
- Las Vegas experienced 36.8 (northbound) and 42.8 (southbound) reduction in running times compared to pre-MAX bus services.
- With the implementation of BRT, travel time in Pittsburgh increased 55%.
- In Los Angeles, the MetroRapid achieved travel savings as high as 40% equally attributed to fewer stops, transit signal priority, and low floor vehicles.

Increased reliability
The use of exclusive transitways, level boarding, improved fare collection and automated vehicle location technologies allow for greater reliability.

Improved accessibility
Vehicle, station, ITS, and fare collection design options can greatly improve the accessibility of a BRT system to mobility impaired and other riders.

Increased safety and security
With modern technologies and facilities, customers report BRT systems to be safer than other local bus service.

- In Boston, the percentage of passengers rating the safety as “above average” increased 19% after the Silver Line began operating.
- In Las Vegas, 69% of riders rated MAX vehicles as “excellent” and 54% regarded safety at MAX stations as “excellent”.

Increased capacity
Because of the option of larger vehicles and greater frequency, BRT systems can offer capacities comparable to other rapid transit modes. Seated capacity on BRT vehicles can range from 40 to 85 passengers, while the maximum number of passengers that can be carried per hour per direction can range from 10,000 on arterials to 30,000 on exclusive rights of way. In Bogotá, Colombia, the TransMilenio system has demonstrated a capacity of 41,000 passengers per hour per direction in certain segments.

BENEFITS OF BRT

Increased ridership
The integration of system elements has demonstrated that BRT can attract choice riders and greatly increase corridor ridership. Ridership gains of 20% to 96% in BRT corridors have been noted in practice (see chart below).

- Boston Silver Line Phase I: a 96% increase in weekday corridor ridership with 1/4 of new riders previously using other modes.
- Pittsburgh West Busway: 1/3 of riders used an automobile previously.
- San Pablo Rapid Bus accounted for a 42.7% increase in corridor ridership.

Improved capital cost effectiveness
BRT systems can use less costly or existing infrastructure and reduce fleet requirements with better vehicle utilization. Overall, capital costs are less than other rapid transit modes, such as light rail (LRT) or heavy rail (HRT).

<table>
<thead>
<tr>
<th>System</th>
<th>Mode</th>
<th>Length (Miles)</th>
<th>Capital Cost (Millions of US$ per Mile)</th>
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<tbody>
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WHAT IS BUS RAPID TRANSIT?

Bus Rapid Transit (BRT) is an innovative, high-capacity, lower-cost public transit solution that can achieve the performance and benefits of more expensive rail modes. This integrated system uses buses or specialized vehicles on roadways or dedicated lanes to quickly and efficiently transport passengers to their destinations, while offering the flexibility to meet a variety of local conditions. BRT system elements can easily be customized to community needs and incorporate state-of-the-art, low-cost technologies that attract more passengers and ultimately help reduce overall traffic congestion.

Improved environmental quality
By capturing choice riders and using advanced vehicles with cleaner propulsion systems and emissions controls, BRT may improve air quality, noise level and reduce overall congestion.

Improved operating cost efficiency
Performance indicators such as passengers per revenue hour, subsidy per passenger mile, and subsidy per passenger can improve when BRT service is introduced to a corridor.

- Metro Rapid in Los Angeles reported high vehicle utilization, reduced subsidy per passenger mile ($0.15 to $0.18) and higher passengers per revenue mile (51 to 59.7).
- The Washington Street corridor in Boston witnessed a 15% increase in riders per passenger hour with the implementation of the Silver Line.

Transit-supportive land development
Investments in BRT infrastructure and related streetscape improvements result in significant positive development effects much like other high-quality transit modes.

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<tr>
<td>Pittsburgh</td>
<td>$300M in development around stations</td>
</tr>
<tr>
<td>Ottawa</td>
<td>$700M in development around stations</td>
</tr>
<tr>
<td>Boston</td>
<td>$650M of development occurred along the</td>
</tr>
<tr>
<td></td>
<td>Washington Street corridor</td>
</tr>
<tr>
<td>Brisbane</td>
<td>+20% gain in residential values near stations,</td>
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<td></td>
<td>initiation of several joint development projects</td>
</tr>
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This data in this brochure has been compiled by the National Bus Rapid Transit Institute (NBRTI) using evaluation reports and from the Federal Transit Administration’s publication “Characteristics of Bus Rapid Transit for Decision-Making”. These and other resources are available at www.nbrti.org.

Cover photo: Metro Orange Line, courtesy of Los Angeles County Metropolitan Transportation Authority.