BRT Successful Examples

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What is Bus Rapid Transit?

BRT is an enhanced bus system that operates on bus lanes or other transitways in order to combine the flexibility of buses with the efficiency of rail.

BRT operates at faster speeds, provides greater service reliability and increased customer convenience.

BRT uses a combination of advanced technologies, infrastructure and operational investments that provide significantly better service than traditional bus service.

Source: Federal Transit Administration
Running Ways

Median Running Way

Busway
Running Ways

Bus Only Lane
Stations

Kansas City MAX Station

Cleveland HealthLine Station

Everett Swift Station
Stations

- Distinct design
- Convey BRT brand
- Permanent, weather protected

- Passenger info and amenities
- Spaced $\frac{1}{2}$ to 1 mile apart
- Access is important
- Raised platforms for level boarding
Vehicles

• Conventional or Stylized
• Standard or Articulated
• Multiple wide doors

• May have doors on both sides
• High or low floor
• **Conveys image and identity**
Fare Collection

• Fare Payment Process
  – On Board Payment
  – Off Board Payment
    • Conductor validated
    • Barrier enforced
    • Proof of payment

• Fare Payment Media
  – Cash
  – Magnetic Stripe
  – Smart Card
Intelligent Transportation Systems

Next Bus Arrival Signs

Precision Docking

Transit Signal Priority
Service and Operating Plans

• Service Frequency
  – 10 minutes peak
  – 15 minutes off peak

• Station Spacing
  – Preferably $\frac{1}{2}$ to 1 mile apart

• Method of Schedule Control
  – Schedule based
  – Headway based
Everett Swift has unique color scheme and logo
Existing/Planned BRT Systems

Based on NBRTI Survey (as of March 2011)
• Began June 2000
• Started with 2 routes; 21 as of today
• 342 miles
• 1,500 TSP intersections
• 10 minute headways
• Running times 10% faster than local routes
Los Angeles Metro Rapid

Los Angeles Metro Rapid Network

Legend
- Red: Existing Metro Rapid Lines - January 2010
- Yellow: Future Metro Rapid Lines
- Metro Orange Line
- Metro Rail
- MetroLink
Los Angeles Orange Line

- Began Oct. 2005
- $350M, $25M per mile
- 14.5 mile busway
- 4-5 minute headways
- Projected ridership: 7,500 per day
- Actual: 23,900 per day (Oct 2010)
Cleveland HealthLine

- Began Aug. 2008
- $197M, $27.7M per mile
- 7 miles (4.4 miles bus lanes)
- 5 minute headways
- Ridership: 12,000 per day
- 60% increase over old Route 6
• Began July 2005
• $21M, $3.5M per mile
• 6 miles (3.75 miles bus lanes)
• 10 minute headways
• Ridership: 6,000 per day
• Ridership doubled over previous service
Kansas City MAX

Timeframe

- Planning 2001
- Formal partnerships 2003
- Design & engineering 2003/2004
- Vehicles ordered 2004
- Construction 2004/2005
- Operational July 2005
• Began Jan. 2007
• $25M, $6.25M per mile
• 4 miles (2.6 miles bus lanes)
• 10 minute headways
• Ridership: 7,200 per day
Las Vegas SDX

- Began March 2010
- $54M, $6M per mile
- 9 miles (2.25 miles bus lanes)
- 15 minute headways
- Ridership: 14,000 per day
York Viva

**BRT Network**
- Viva Blue
- Viva Purple
- Viva Orange
- Viva Pink
- Viva Green
• Opened in stages
  – Sep. 05 to Jan. 06
• $150M, $2.7M per mile
• 55 miles collectively
• 70+ stations
• 15 minute headways
• Ridership: 10,000 per day
York Viva
York Viva
York Viva
Real Estate Development

**Pittsburgh East Busway**
- $500M in development
- Retail, residential, office

**Ottawa Transitway**
- $700M in development
- Retail, residential, office
Real Estate Development

Cleveland Euclid Corridor
$4B in development
Retail, residential, office

Boston Washington St.
$650M in development
Retail, residential, office, health
Mark Your Calendar

BRT Conference
Las Vegas
August 20-22, 2012
Details soon on www.nbrti.org
BRT is **not** a consolation prize. It is a high quality rapid transit alternative.
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