What is BRT?

**U.S. Federal Transit Administration – BRT**

**Corridor-Based**
- Separated right-of-way

**Fixed Guideway**
- ROW dedicated for transit

- Substantial investment in specific corridor or right-of-way
- Defined stations
- Traffic signal priority for buses
- Short headway times
- Bi-directional services for substantial part of weekday and/or weekend
System Performance

Improvements made possible with BRT applications include:

Travel Time Savings
- Off-vehicle fare collection
- Level boarding
- Signal priority
- Dedicated right-of-way
- Queue jumper lanes
- Limited stop services

Safety and Security
- ITS technology for CCTV, call boxes, and real-time schedule information
- Enhanced station facilities and fare collection (passenger control) systems
- Automated guidance and docking systems
- Higher patronage and less waiting time in stations

Capacity
- Increased service frequency
- Larger vehicles
- Longer service hours

Reliability
- Protected right-of-way
- ITS (real-time) data communications to/from all vehicles
- Safer and faster boarding provisions – ADA compliant
- Advanced technology driver assistance in station areas
- Means to circumvent traffic congestion
System Characteristics

Running Way
BRT systems have an exclusive running way or can share HOV or Managed Lanes. They can also operate on marked lanes or in mixed traffic flow. All types of running way can be combined into a single route. Additional running way attributes may include BRT “queue jumper” lanes to circumvent heavy traffic congestion.

ITS
Buses always get the green light! ITS technology guides the integration of BRT operations into the street network. Traffic signal priority controls and appropriate signal pre-emption allow BRT transit ways to be at-grade and integrated into mixed traffic flows.

BRT transit station ITS features include “Next Bus...” messages with real-time, web-based vehicle tracking and CCTV/security enhancements.

Service and Operating Plan
BRT systems provide low headways compared to traditional bus service, typically well below 10 minutes. Routes are designed with limited station stops, resulting in increased average speed. Longer routes are also common, often serving the entire corridor from downtown to the suburbs.

Demand Responsive Operations
Special types of BRT applications with driver assistance ITS systems that provide “demand responsive” information allow BRT to provide a bus at the specific time and place desired — a great advantage during off-peak hours or in low-density service areas.
Montgomery County, MD
Median Running BRT
Miami South Busway
Dedicated Curbside Bus Lanes
Orlando I-Drive
Transit Signal Priority

Provides preferential treatment to buses, while minimizing impacts on vehicular traffic.
Bus Queue Jump
BRT Branding and Station Amenities
Infrastructure and Technology
Transit Priority
New York MTA Webster Ave BRT

- SBS Station / Bus Bulb
- Pedestrian refuge islands and greening
- Pedestrian neckdowns
- Offset bus lanes
- Transit Signal Priority
**BRT Features**

1. Enhanced station lighting for improved safety
2. Clipper Card readers on platforms speed boarding
3. New level boarding for easier access
4. Median stations reduce street crossing distance
5. Bus only lanes improve transit frequency
6. High visibility crosswalks enhance safety
7. New technology helps reduce delays