Types of BRT

- BRT exists on a “spectrum” with a range of possible categories/different definitions

Seattle RapidRide

Cleveland, Eugene, Las Vegas

Latin American, East Asian examples

“Rapid” or “BRT Lite”

“Full-featured arterial BRT”

“Full BRT”
A flexible, high performance rapid transit mode combining physical, operating, and system elements with a quality image and unique identity.
Center-Running BRT

**PROS:**
- Traffic is never allowed in the bus lanes, and lanes may even be physically separated by curbs or medians.
- Both center lanes and stations on islands are highly visible, and there may be more room on platforms for shelters and other amenities.
- Stations can double as refuges for pedestrians crossing the street.

**CONS:**
- Island platforms require more space.
- Some left turns may be restricted.
- Passengers may not be comfortable waiting in the middle of the street.
**PROS:**

- Stations can be on the sidewalk, which may be more comfortable for waiting passengers.
- Fewer left-turn restrictions may be necessary.
- The lane can double as a right-turn lane at intersections.

**CONS:**

- Buses must share the lane with cars and trucks turning right, slowing buses down.
- Side-running bus lanes are often used by regular buses, so the public may be less aware of BRT.
- Sidewalk stations are less visible than stations in the street.
BRT SYSTEM EXAMPLES
# System Examples

<table>
<thead>
<tr>
<th>Primarily Side-Running</th>
<th>Primarily Center-Running</th>
<th>Hybrid</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York, NY – XXX</td>
<td>Cleveland, OH - HealthLine</td>
<td>Salt Lake City - MAX</td>
</tr>
<tr>
<td>Boston, MA – Silver Line</td>
<td>San Francisco, CA – Van Ness*</td>
<td>Eugene, OR - EmX</td>
</tr>
<tr>
<td>San Francisco, CA – Geary*</td>
<td>Vancouver, BC – Richmond 98-B</td>
<td>Seattle – Madison BRT*</td>
</tr>
<tr>
<td></td>
<td>(Converted to LRT)</td>
<td></td>
</tr>
<tr>
<td>Kansas City, MI – MAX</td>
<td></td>
<td>Las Vegas, NV - MAX</td>
</tr>
<tr>
<td>El Paso, TX – Brio</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minneapolis, MN – Red Line</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seattle, WA – RapidRide</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Snohomish County, WA - SWIFT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Jose, CA (VTA) – El Camino Real</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Planned
PRIMARILY SIDE-RUNNING BRT SERVICES
SWIFT at a glance:

- 17 miles long
- 1 mile average stop spacing
- 12 minute peak frequency
- 18 hours of weekday service
- 60 foot vehicles, all-door boarding
- 16 BRT station pairs

Service Design
KCATA
MAX BRT
Kansas City, Missouri

MAX at a glance:
- **2 lines** Main St. (5.7 miles) and Troost Ave. (8.4 miles)
- 1/3 average stop spacing
- 10 minute peak frequency
- 21 hours of weekday service
- 40 foot vehicles, single-door boarding
- 24 station pairs (Main St.) and 28 station pairs (Troost Ave.)

Service Design

1/3 mile BRT Stop Spacing

1/4 mile Underlying Service

TROOST MAX

Route 25
King County Metro
RapidRide BRT
King County, WA

*RapidRide at a glance:*

- **6 lines** and **64** total miles
- **1/2** mile average stop spacing
- **10** minute peak frequency
- **24** hours of weekday service
- **60** foot vehicles, all-door boarding
- **319** total stops and stations

**Service Design**

1/2 mile BRT Stop Spacing
Metro Transit
Red Line BRT
Minneapolis, MN

Red Line at a glance:
• 10 miles total length
• 1/2 – 2 mile stop spacing
• 15 minute headway, peak and off-peak
• 19.5 hours of weekday service
• 40 foot vehicles, all-door boarding
• 5 station pairs

Service Design
Sun Metro
Brio BRT
El Paso, TX

Brio at a glance:
- 8.8 miles total length
- 1/4 mile average stop spacing
- 10 minute peak headways
- 14 hours of weekday service
- 60 foot vehicles, all-door boarding
- 14 station pairs

Service Design
San Jose – El Camino BRT

Before

With BRT and Bus-Only Lane

BRT Station Development + Land Uses
PRIMARILY CENTER-RUNNING BRT SERVICES
Cleveland - HealthLine
Oakland, CA – East Bay BRT

Source: SF Streetsblog
HYBRID
Eugene - EmX
Salt Lake City, UT – MAX
Las Vegas, NV – MAX BRT

- Center-running portion
Las Vegas, NV – MAX BRT

- Side-running portion
Questions