

Incremental BRT: Seizing the Opportunity

Preview of Work in Progress
May 7, 2008

by John S. Niles
Research Associate
Mineta Transportation Institute
San Jose State University

Frequently Noted: “BRT is Incremental”

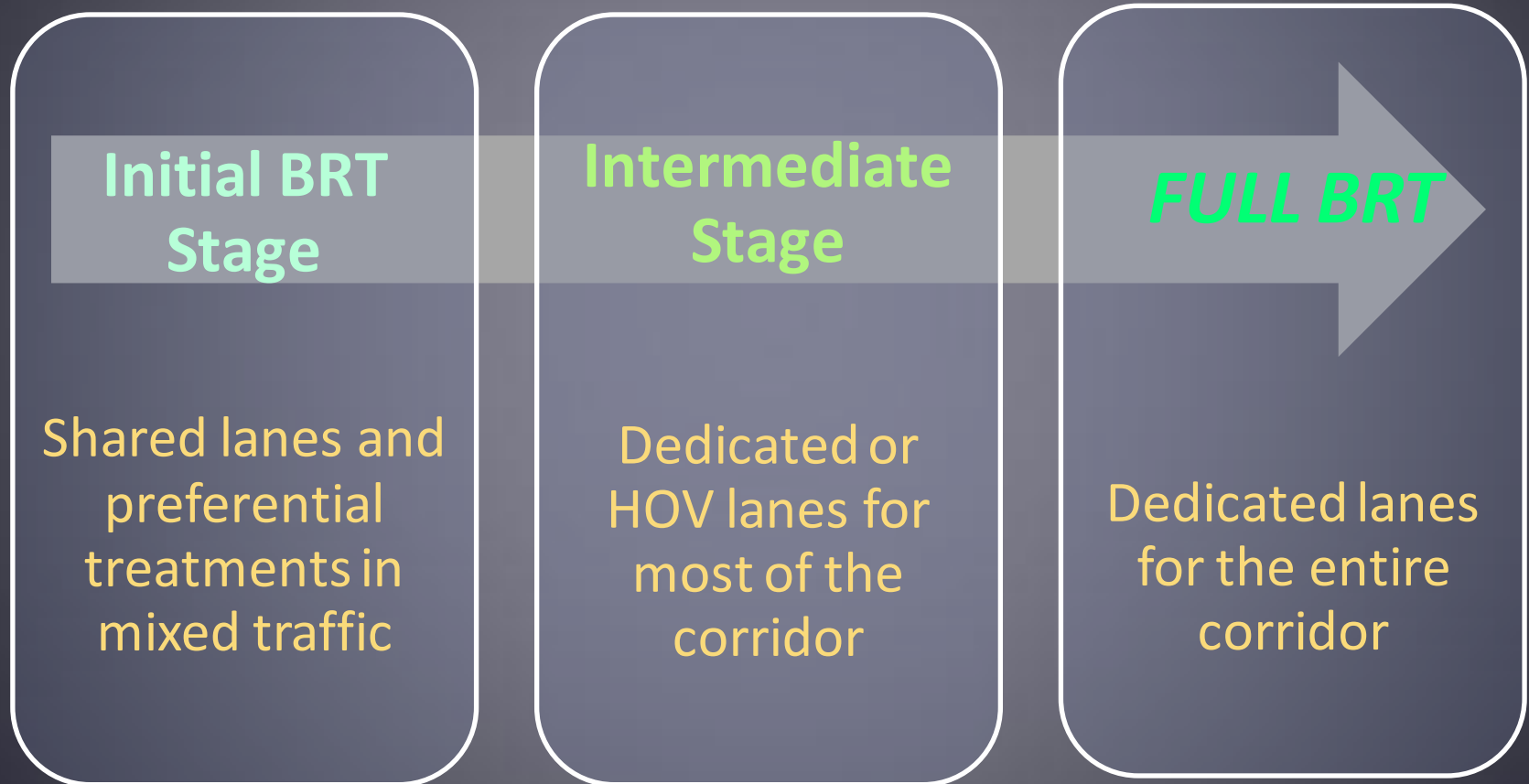
“BRT systems should be capable of early action and amenable to staged (incremental) development.”

TCRP REPORT 90 Bus Rapid Transit Volume 2: Implementation Guidelines, Chapter 2, Planning Principles

“Elements of the BRT system may be added incrementally as funding or staff support is available.”

BRT Information Clearinghouse

Common Viewpoint: Incremental Means Becoming Closer to Real BRT



BRT = “train on rubber tires”



Customer-Attracting BRT: LA County Metro Rapid Network



Incremental BRT Elements

Advanced Vehicles



Enhanced Stations, Improved Boarding



Frequent Service, Improved Route Structure, Feeder services



Real BRT



Branding & image marketing



Off-vehicle fare collection

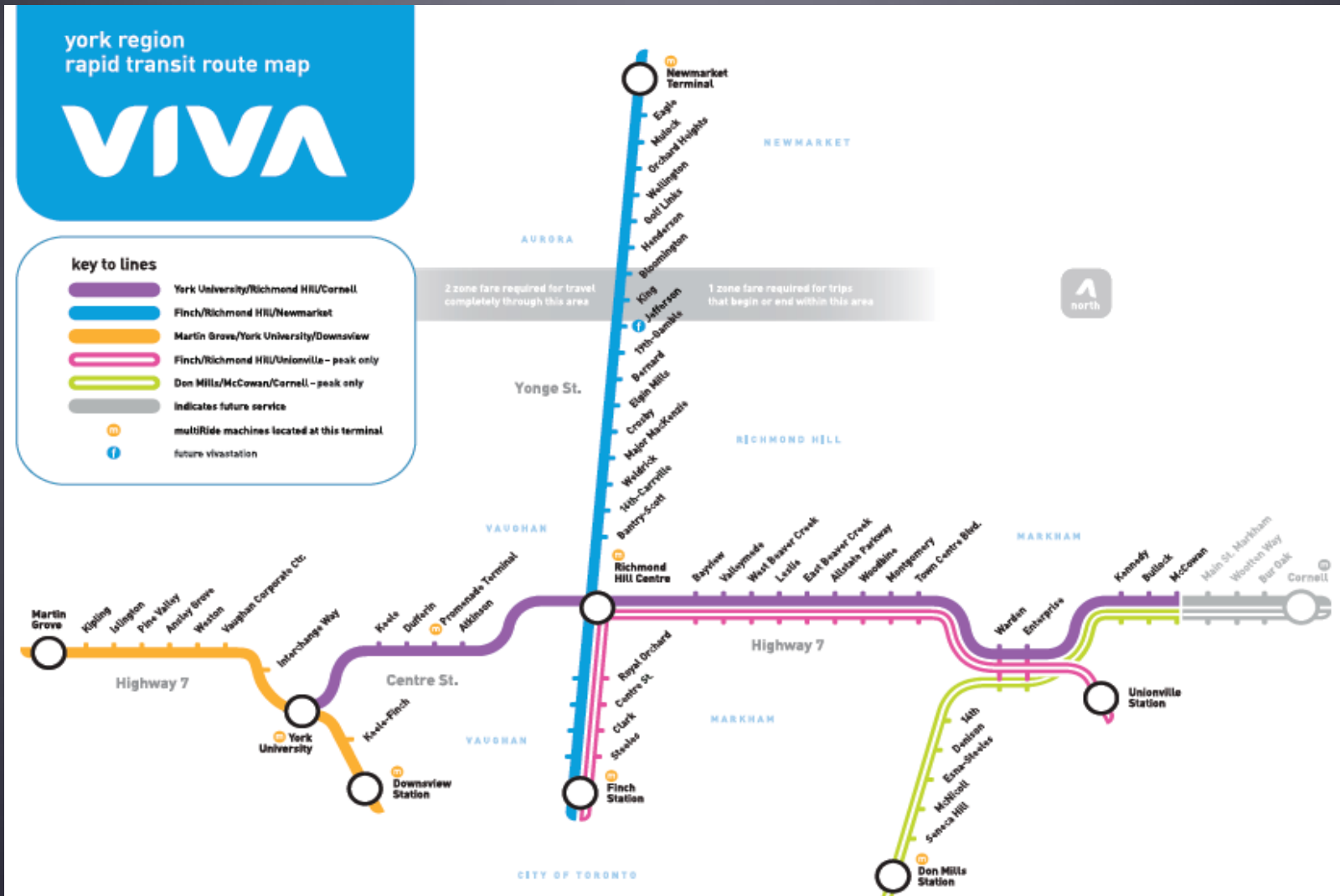


ITS

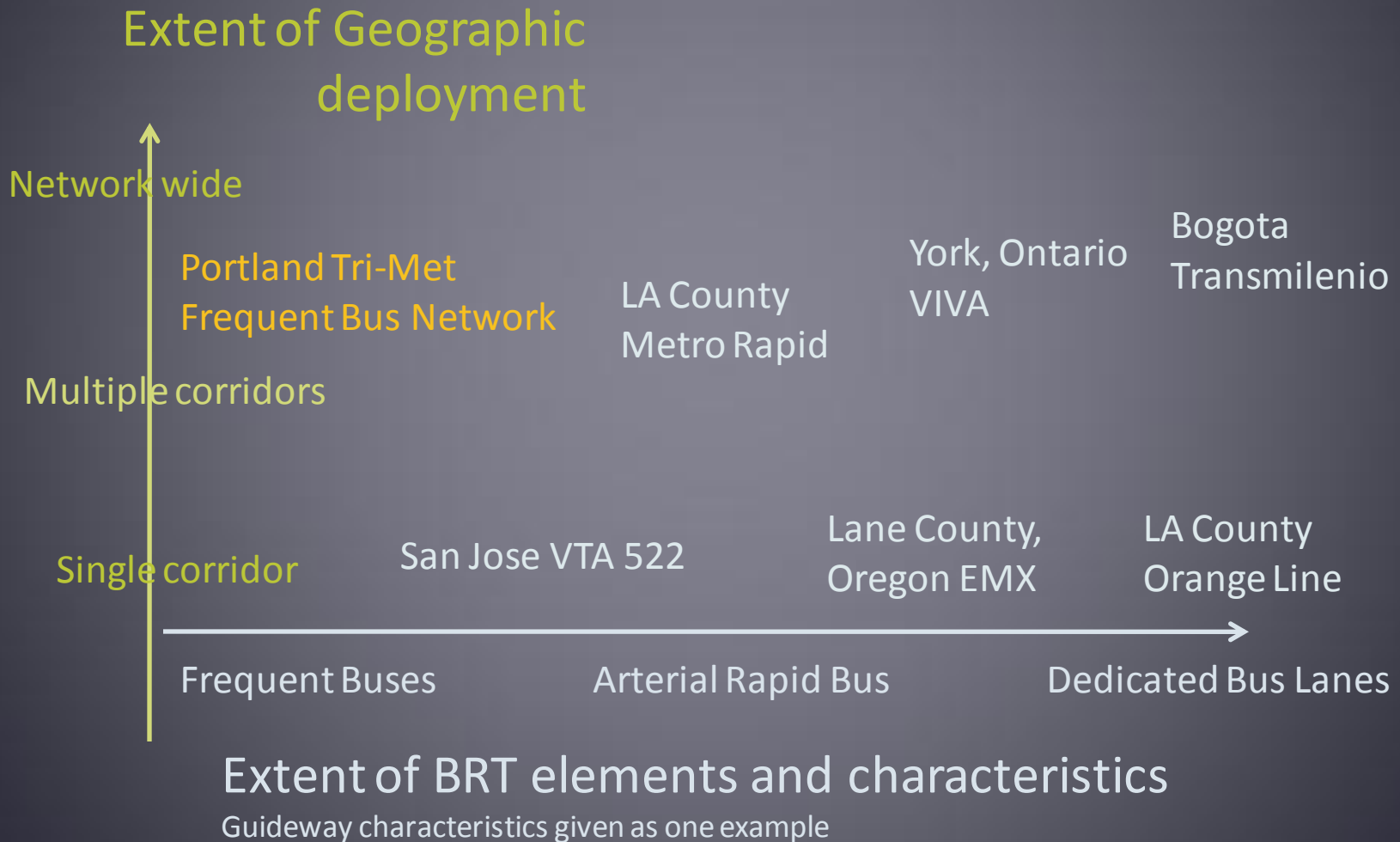


Exclusive guide way

Customer-Attracting BRT: York Region, Ontario VIVA



Two dimensions of incremental BRT



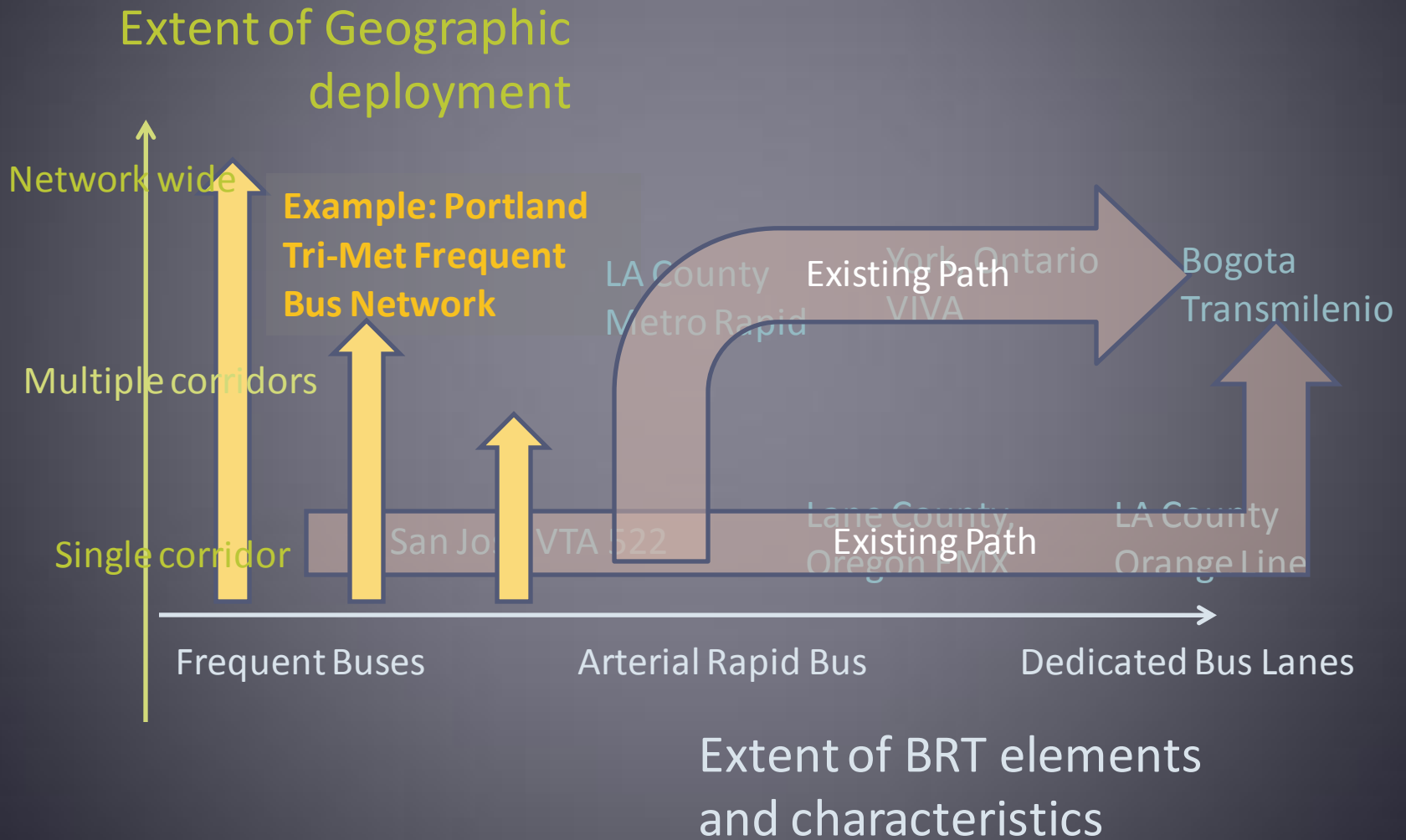
Customer-Attracting Non-BRT: Portland Tri-Met Frequent Service Network



BRT Elements for Every Route

- Off-coach fare payment
- Attractive, comfortable shelters for waiting customers
- Low-floor level loading
- Enhanced comfort on new coaches
- Fuel-efficient, low-emission propulsion
- Branding or color coding to differentiate routes
- Centralized management of bus locations & headways
- Bus priority at traffic signals
- Real-time information to customers
- Visible safety and security features

New Paths to Ridership Improvement Using BRT Elements



2-Dimensional Incremental BRT Means:

- Reduced focus on BRT as a new mode -- more a portfolio of elements to improve a bus network
- Focus on overall network performance instead of single corridor optimization
- Alternative to single corridor migration path where BRT becomes more train-like
- Enriches and complicates transit planning
- What to do depends on money, deadline for improvements, cooperation of roadway authorities, current ridership, politics, and more

Thank you very much!

Note: Preliminary findings only in this presentation;
peer reviewed final report coming later in 2008.

Further info on Incremental BRT:

www.gobrt.org

www.BetterTransport.info/brt/

206-781-4475

Email: brt@BetterTransport.info

Project Team

- John Niles, Principal Investigator; Research Associate, Mineta Transportation Institute (MTI); President, Global Telematics
- Lisa Callaghan Jerram, Research Associate, MTI
- Bill Vincent, Research Associate, MTI; General Counsel, Breakthrough Technologies Institute
- Dr. Richard Lee, Faculty, MTI; Sr. Planner, Fehr & Peers
- Charles Rivasplata, Faculty, MTI; Sr. Transportation Planner, City of San Francisco Planning Dept.
- Eric Ganther, Research Assistant, MTI
- Ramses Madou, Research Assistant, MTI