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H

METRO Departures		5:30pm
C	West Seattle Alaska Junction	3 min
125	Westwood Village South Seattle College	9 min
H	Burien Transit Center Westwood Village	10 min

The RapidRide H Line will be rerouted in both directions off of SW 150th St between Amburgh Blvd SW and 48th Av SW beginning Sat Mar 18 due to the lack of traffic signals. Riders may expect brief delays in transit service.

connectpoint (ID.1b) Stop No. 1562 - Alaskan Way S & S Jackson St

[www.greaterdenvertransit.com](http://www.greaterdenvertransit.com)



# Greater Denver Transit Bus Rapid Transit May 2023

# Everyone is Talking About BRT!



BRT stands for 'Bus Rapid Transit'.

The 'in favor' transit technology in Denver and other U.S. cities.

Operating in locations such as Boston, Los Angeles, San Francisco, Albuquerque, Cleveland, Eugene, Kansas City, Omaha and Richmond.

The idea is to provide some of the amenities which make light rail quicker and easier to use...

...but with buses on existing streets.

Result should be cheaper.



# Stations

BRT stations should offer a similar experience to light rail stations.



Lighting.

Shelter.

Electronic information display.

Security cameras.

Seating.

Map / schedule information.

Trash can.

Level boarding.



# BRT Buses

BRT buses are very similar to regular transit buses.

Current RTD transit bus suppliers Gillig and New Flyer offer adaptations.

If right-hand boarding, any transit bus can in theory run on BRT infrastructure.



Buses may have extra doors or even doors on left side.



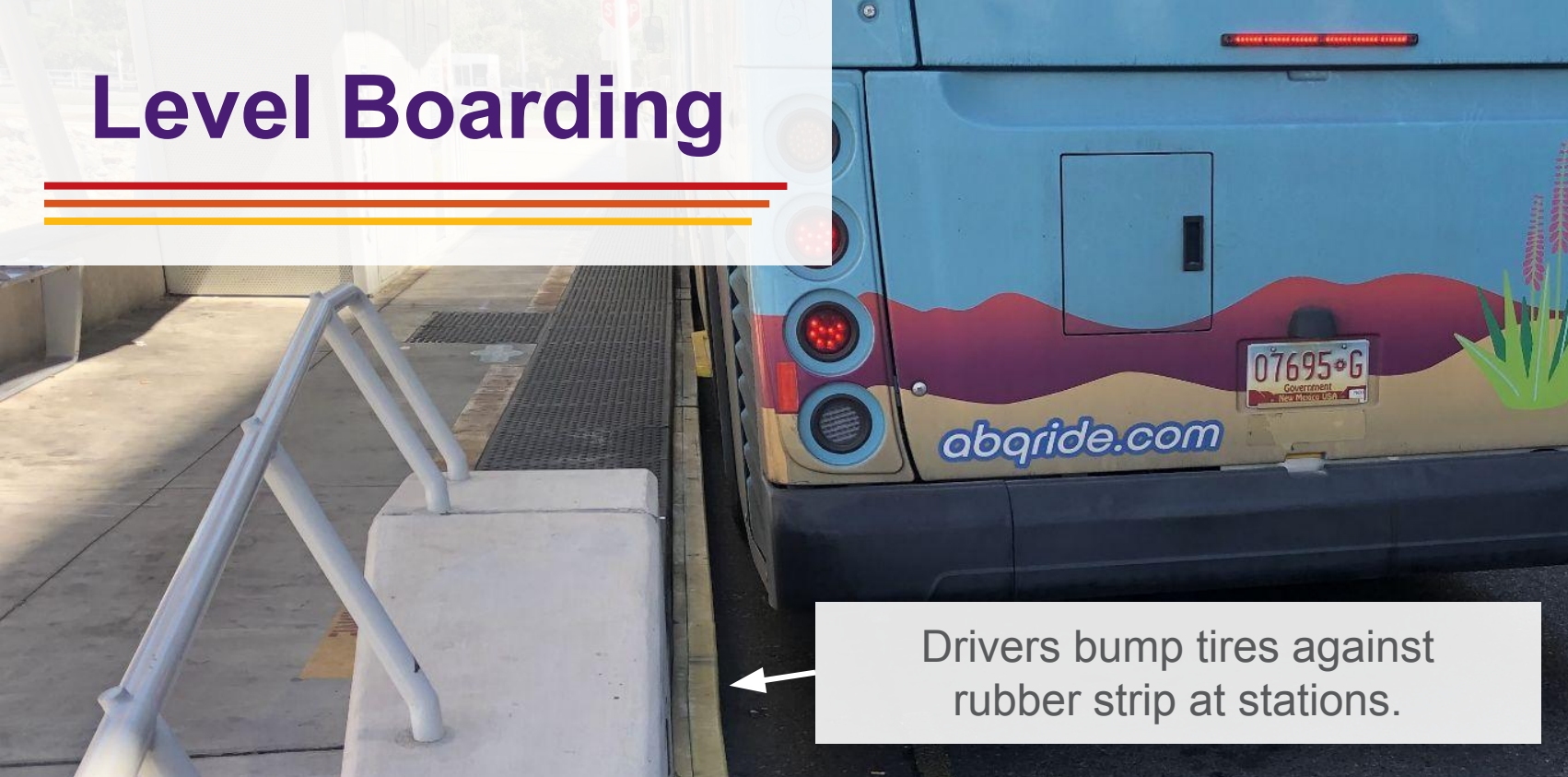
Bike space provided inside buses.



No front bike racks as dangerous for cyclists to step off BRT platforms to load / unload.



# Level Boarding



Drivers bump tires against rubber strip at stations.



"BRT Mode" increases ride height when flashers are on and governs speed (e.g. 35mph).



Regular ADA ramp provided at front door.



Buses fitted with step extensions.



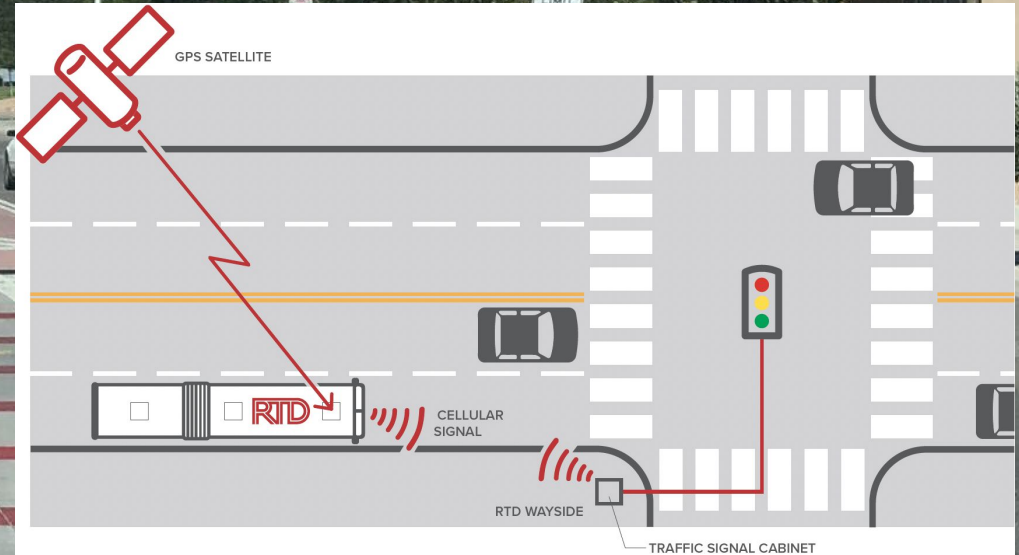
Rear and middle doors have driver operated ramps.

# Transit Signal Priority

Transit Signal Priority (TSP) allows buses to get across intersections faster.



Buses have dedicated traffic signals.



Cell / GPS signal tells intersection controller bus is approaching intersection.



# Side-Running BRT



Most prevalent BRT configuration in the United States.

Long crosswalks for pedestrians.

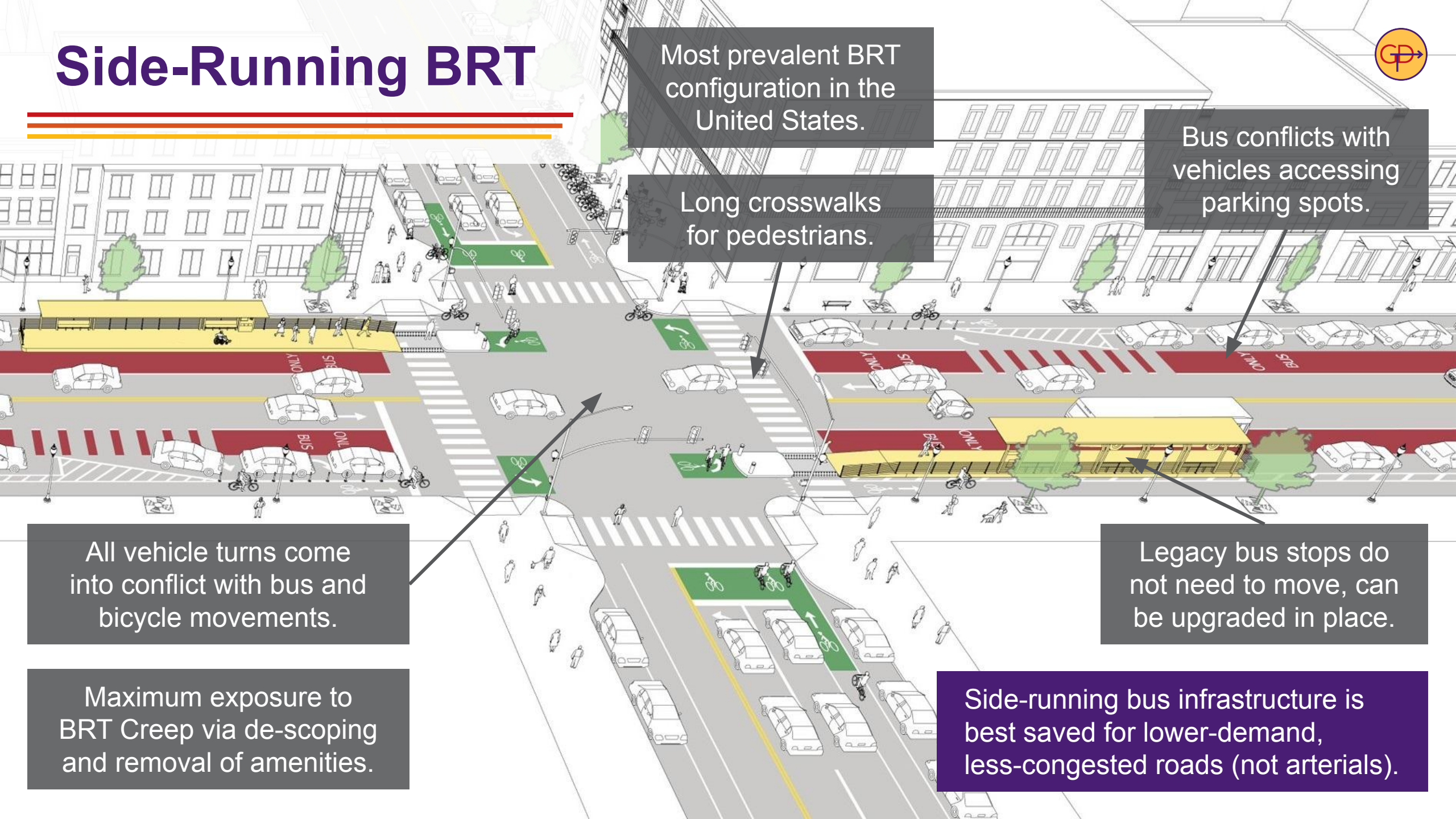
Bus conflicts with vehicles accessing parking spots.

All vehicle turns come into conflict with bus and bicycle movements.

Maximum exposure to BRT Creep via de-scoping and removal of amenities.

Legacy bus stops do not need to move, can be upgraded in place.

Side-running bus infrastructure is best saved for lower-demand, less-congested roads (not arterials).



# Center-Running BRT

BRT lanes not blocked by parallel parking moves.

Riders must cross vehicle lanes to access transit

Right turns unaffected by BRT lanes.

Left turns either have dedicated traffic signal phase or prohibited.

## Center-Running Bus Rapid Transit: How It Works

Center transit lanes and station platforms

Single-direction station platforms at intersections

Left turns allowed at signalized intersections

Less conflict between buses and autos

Curb available for bike lane, loading or parking.

Because it reduces conflicts between buses, vehicles and bicycles, GDT prefers Center-Running to Side-Running BRT.





# Side Transitway

Only 50% of pedestrians need to cross the street to access transit.

Dedicated, straight-line, right-of-way for transit.

Reduced distance to cross the street.

Because it reduces conflicts between buses, vehicles and bicycles, GDT believes Side Transitway BRT offers significant safety and operational benefits.

Both right & left turns across the transitway would have to be tightly controlled.

Transitway shields cyclists and pedestrians from vehicle traffic and noise.



# Denver's BRT Plans



Denver Moves Everyone 2050 says... “Accelerate the implementation of the BRT network identified in Denver Moves: Transit to provide faster, more reliable and frequent transit service throughout the city”.

Colfax BRT in final design phase, being progressed by DOTI.

Construction 2024-26, opening Jan 2027.

Short term plans calls for schemes on Colfax, Federal, Colorado, Speer and 38th Ave.

CDOT advancing Federal scheme.

GDT believes South Broadway and West Colfax (Broadway to Federal) BRT schemes should also be advanced.



# Conclusions



Look out for BRT projects being proposed because cost of light rail is 'prohibitive'.

BRT brings an appropriate transit upgrade up to a certain level of ridership.

BRT must as minimum feature dedicated lanes, transit signal priority, level boarding and off-board fare collection.

Look out for BRT projects being 'watered down' - BRT Creep.

Show your support for the good BRT schemes!



# Greater Denver Transit Thank You!

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