

# Transit Corridor Enhancements

## BUS RAPID TRANSIT (BRT)

Bus rapid transit, or BRT, combines the flexibility of bus service with features of rail transit to provide a premium level of service and enhanced reliability. BRT systems typically operate at higher speeds and have fewer stops than regular bus service, and can operate in mixed-flow travel lanes, bus-only lanes, or on separate transit-ways.

### ADVANTAGES

- Typically about half the cost of LRT for a similar travel time benefit.
- Slightly lower than LRT operating/maintenance costs.
- Can be established more quickly, require less infrastructure reconstruction and can be implemented in pieces.
- More flexible – can accommodate route changes.

### DISADVANTAGES

- Less proven track record in attracting transit-oriented development.
- Not seen to be as permanent as LRT.
- Sometimes viewed as less attractive than LRT – resulting in lower ridership.

## LIGHT RAIL TRANSIT (LRT)

Light rail transit, or LRT, combines aspects of traditional commuter/passenger rail with streetcars. LRT systems typically operate at higher speeds and capacity than bus systems, and can operate in designated transit lanes with transit priority signals, in mixed-traffic lanes, or on existing or abandoned rail lines.

### ADVANTAGES

- Seen as more permanent than BRT.
- Sometimes viewed as more attractive and reliable than BRT – resulting in higher ridership.
- Proven track record of attracting transit-oriented development.
- Slightly faster travel times than BRT.

### DISADVANTAGES

- Typically about double the cost of a similar BRT system.
- Slightly higher operating/maintenance cost than BRT.
- Competition for federal funding is strong – more expensive systems may be more difficult to justify and take longer to implement.

