



Making the Connection with Bus Rapid Transit

Infill Transit at its Best

Moderator:
Ken Sislak
DMJM Harris

Panelists

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- Joseph Calabrese – Greater Cleveland RTA
- James Hamre – Washington Metro
- Mark McLaren – HDR | S.R. Beard Associates
- Lynn Montei – Lynn Montei Associates
- Kathleen Sanchez – Los Angeles MTA
- Effie Stallsmith – Federal Transit Administration
- David Wohlwill – Pittsburgh Port Authority Transit

Joseph Calabrese

Greater Cleveland Regional Transit Authority



- General Manager
- Education
 - B.A. (economics)
Syracuse University
 - M.B.A.
University of Buffalo

James Hamre

Washington Metropolitan Area Transit Authority



- Senior Business Planner
- Education
 - B.S.
Iowa State University

Mark McLaren

HDR | S.R. Beard Associates



- Vice President

Lynn Montei

Lynn Montei Associates



- Principal

Kathleen Sanchez

Los Angeles Metropolitan Transit Authority



- Transportation Planning Manager

Effie Stallsmith

Federal Transit Administration



- Community Planner

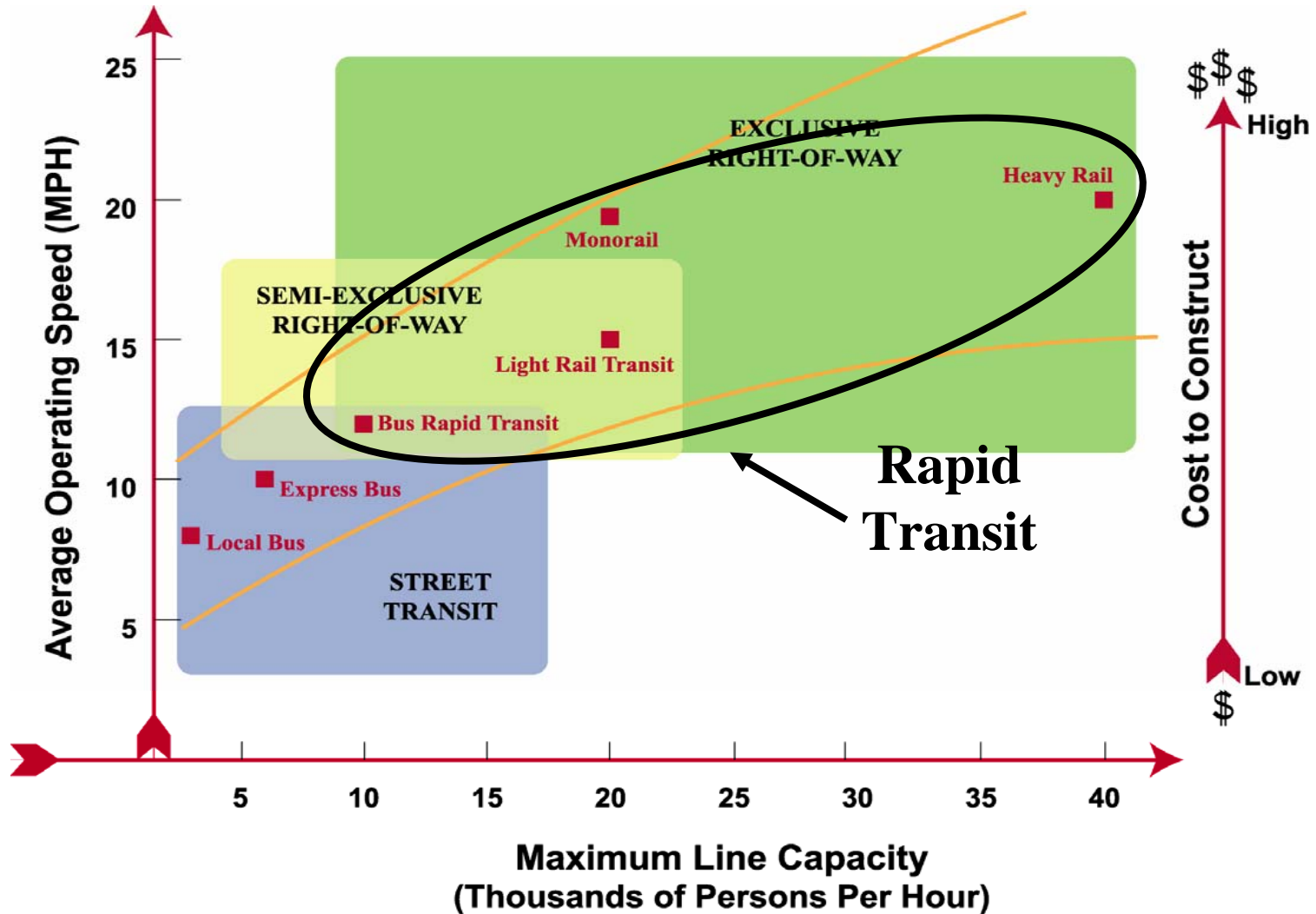
David Wohlwill, AICP

Port Authority Transit of Allegheny County



- Lead Transit Planner
- Education
 - B.A. in Environmental Studies
University of California,
Santa Barbara
 - M.S. in Urban &
Regional Planning
University of Wisconsin,
Madison.

Public Transport Tool Kit



Rapid Transit Characteristics

- Travel time savings
- Convenience
- Reliability
- Comfort
- Security
- Capacity



What is Bus Rapid Transit ?

Bus Rapid Transit (BRT) combines the quality of rail rapid transit with the flexibility of buses.



← Vehicles



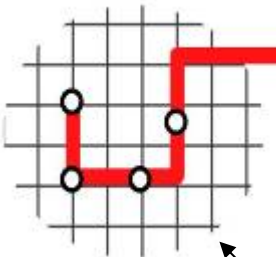
← Running Ways



← Stations & Terminals



← Systems



← Service Plan

Attributes of LRT and BRT



- Exclusive ROW
- Signal priority
- Reliability
- Fare collection
- Appealing design
- Fixed guideway



- Exclusive ROW
- Signal priority
- Reliability
- Fare collection
- Appealing design
- **Flexible routing**

Exclusive Right-of-way



Appealing Design *Stations*



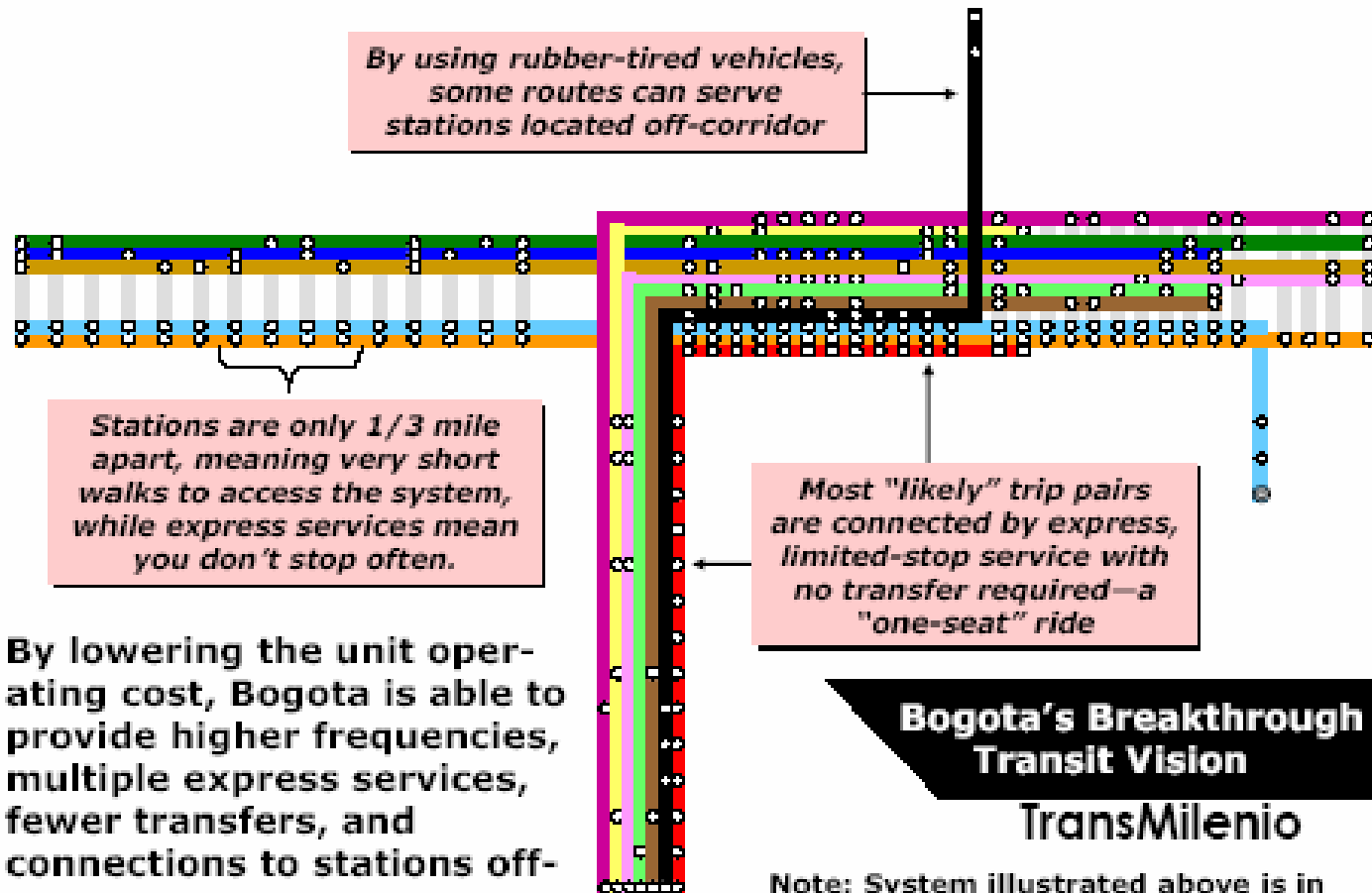
Appealing Design

Bus Rapid Transit Vehicles

- Hybrid-electric propulsion
- Sleek design
- Low-floor entry
- Doors on both sides



Flexibility of Routing



By lowering the unit operating cost, Bogota is able to provide higher frequencies, multiple express services, fewer transfers, and connections to stations off-corridor.

Bogota's Breakthrough Transit Vision TransMilenio

Note: System illustrated above is in process of major expansion.

Top Ten Myths About BRT

- Buses are noisy and smelly
- Buses are slow
- Buses cost more to operate and maintain
- Choice riders won't ride buses
- Light rail transit has more capacity
- No station area development with BRT, only rail
- Bus rapid transit won't be supported by community
- BRT is only for those cities who cannot afford rail
- World class cities have rail transit not BRT
- Bus rapid transit is not sexy or "cool"...