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Bus Rapid Transit Goals and Performance Objectives June 2002

Bus Rapid Transit Overview

Bus rapid transit (BRT) is a concept that uses rubber-tired vehicles to emulate the positive service characteristics and image of a rail system. The system is intended as a cost-effective major upgrade in transit service that is appropriate for the size and characteristics of the Eugene/Springfield community. BRT adds capacity to the transportation system, works well with the community's other transportation and land use strategies, and will provide increasingly important benefits into the future.

The system is composed of high-frequency, fast transit service along the major corridors, and small-bus neighborhood service that connects with the corridor service at neighborhood activity centers. The BRT corridor service, as proposed, eventually would be implemented on many major arterials within the community.

Bus Rapid Transit Design Elements

The following are the preferred design elements for BRT service. While it is the goal of every BRT corridor plan to meet all of these design elements, it is recognized that it may not be possible to do so in all cases. For example, it may not be feasible in many corridors to achieve exclusive transit right-of-way along the entire length of the BRT corridor.

Corridor Service

- Use exclusive bus lanes or bus guideways.
- Provide transit signal priority at signalized intersections.
- Use wider stop spacing.
- Improve stops and stations and provide a higher level of passenger amenities.
- Use prepaid fares.
- Provide 10-minute service during the daytime on weekdays.
- Use vehicles for BRT service that convey a "rail-like" image, are environmentally friendly, can carry bicycles, and facilitate fast and efficient passenger boarding and deboarding.

Neighborhood Service

- Provide convenient neighborhood service that connects with the corridor service at neighborhood activity centers.
- Use small, environmentally-friendly vehicles for the neighborhood connector service.
- Continue to provide direct access to major activity centers (such as downtown Eugene) from nearby neighborhoods.

Goals and Performance Objectives

Goal 1: Improve vehicle travel time, service reliability, rider comfort and convenience, and the image of the service in order to achieve an increase in the transit market share of trips along BRT corridors.

- Increase peak-hour, peak-direction transit mode split (the percentage of trips taken by transit) along BRT corridors by at least 30 percent within ten years of implementation (e.g., from 10 percent to 13 percent of all person trips along the corridor), and by an additional 10 percent during the following ten years.
- Reduce peak-hour bus travel time along BRT corridors by at least 20 percent within ten years of implementation and by an additional 10 percent within the following ten years, compared with running times that would have occurred without BRT.
- Show no significant increase in vehicle travel times from year to year.
- Improve vehicle travel times to at least match car travel times along BRT corridors within 20 years of BRT implementation.
- Provide convenient neighborhood connector service that links neighborhood residents with the BRT line and nearby activity centers.
- Reduce vehicle emissions along BRT corridors compared with levels that would have occurred without BRT.
- Achieve 99 percent on-time performance for BRT service.
- Improve LTD approval ratings of “excellent” in community surveys by at least 10 percent within five years of BRT implementation.

Goal 2: Reduce the operating cost for transit service along BRT corridors.

- Reduce the annual direct operating cost for service along BRT corridors by at least 10 percent during the first ten years and by 15 percent thereafter, compared with costs that would have been required for an equivalent level of non-BRT service.

Goal 3: Increase the person-carrying capacity of BRT corridors.

- Increase the carrying capacity of BRT corridors by an average of 30 percent with the implementation of BRT.
- Develop a system that will facilitate future conversion to rail or another higher-capacity transit mode, if and when such a change becomes feasible.

Goal 4: Design the BRT service to support planned land use patterns.

- Provide convenient service to land use nodes along BRT corridors.
- Provide neighborhood connector service to link nearby residential, commercial, and employment areas with the BRT corridor service.
- Provide convenient access to major activity centers along BRT corridors.

Goal 5: Where feasible, incorporate “non-transit” enhancements as part of BRT projects, including improvements in traffic safety, traffic flow, bicycle and pedestrian facilities, and aesthetics.

- Consider improvements to bicycle facilities along BRT corridors.
- Provide bicycle parking at BRT stops, where feasible.
- Consider the addition of sidewalks adjacent to the BRT service where they now do not exist.
- Work with state and traffic engineers to identify possible improvements to traffic safety and traffic flow along BRT corridors.
- Add landscaping along the BRT line, where appropriate.
- Consider including fiber optics or other communication and utility upgrades as part of BRT corridor construction.

Implementation Guidelines

In meeting the project goals, the design for BRT corridors should carefully consider the following:

- Cost.
- Pedestrian, bicycle, and traffic safety.
- Impact on businesses.
- Impact on residences.
- Traffic congestion.
- Parking.
- Movement of freight.
- Auto capacity.
- Access for persons with disabilities.