

Better. Faster. Coming soon.

# Arterial Bus Rapid Transit

## PENN AVENUE CORRIDOR

Arterial bus rapid transit, or BRT, is a package of transit enhancements that adds up to a **faster trip** and an **improved experience** on Metro Transit's busiest bus routes.

### *How many people will use the C Line?*

Route 19 carries 1 out of every 4 people traveling on Penn Avenue north of Olson Highway today, but makes up less than 3% of the vehicle traffic. 7,000+ weekday riders travel today on Route 19 compared to **9,000+ weekday riders in 2030 with the C Line**.

*People want more buses with more frequent service that are less crowded. How will this change what's out there today?*

Service will run more frequently than it does today—every 10 minutes, like light rail and longer buses will have additional seats and space. See all the amenities BRT will bring on the next page.

### *What will this mean for traffic?*

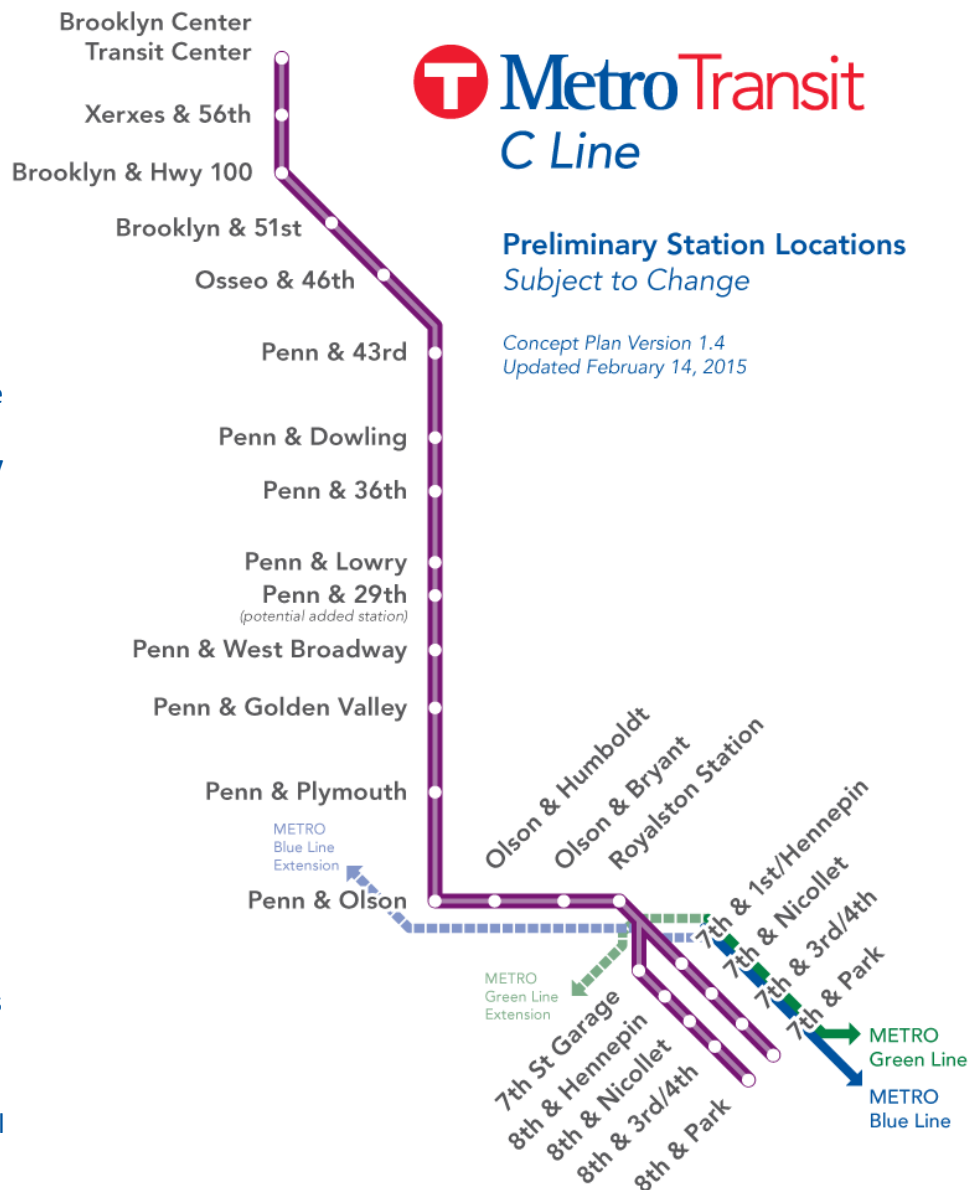
Detailed modeling shows these changes will not significantly affect traffic flow along Penn Ave.

BRT will be up to 24 percent faster than local bus service—without making major changes to the street.

At many locations, BRT vehicles will stop in travel lanes at curb extension “bumpouts.” Thanks to pre-pay boarding, taller platforms, and additional doors, passengers will board BRT quickly. Improved transit will also take hundreds of cars off the road.

### *Is boarding different?*

BRT platforms will have a raised (9-inch) curb, different from today's (6-inch) sidewalk curbs, making it easier to step onto the bus. Fares will be collected at the station, not on the bus. See the images on the next page for further information. Complete snow removal will improve winter boarding as well.

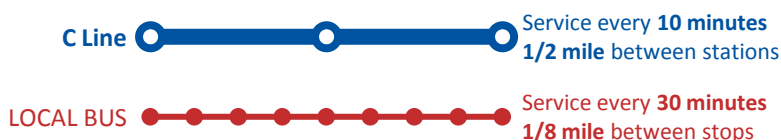


### FOR MORE INFORMATION

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## ➤ Limited Stops, More Frequent Service

The C Line would be the primary service in the corridor, with increased service on nights & weekends. Local bus would continue to run at a reduced frequency to serve local trips & off-corridor branches.



## ➤ More Green Time with Signal Priority

During rush hours today, local buses spend about 25% of their scheduled time stopped at red lights. With transit signal priority buses can “ask” traffic signals for early or extended green lights to keep moving. Traffic lights will determine whether to give BRT the extra green time.



## What makes Bus Rapid Transit different?

The C Line won't have a dedicated lane for buses. Everything else about the lines will be designed for faster travel speeds & enhanced customer comfort.

## ➤ Pre-Boarding Fare Payment for Faster Stops

For speedier boarding through all bus doors, the C Line won't have on-board fareboxes. Customers will either purchase a ticket at the station or tap a Go-To card. Roving police officers—not bus operators—will ensure customers have paid.

*Go-To card holders can tap their cards before boarding.*



*Each station will have a ticket machine, where customers can buy tickets with cash or credit.*



## ➤ Curb Extensions for Speed & Space

The C Line will run in general traffic and won't widen the roadway. Instead, the project will add curb extensions at stations.

### Typical Current Bus Stop



*Today, buses stop in the right-turn lane with little space for customer amenities*

*Merging back into traffic causes delay*

*Buses stop before crossing intersection and are more likely to be delayed by red lights*

### BRT Curb Extension Station



*BRT stops farside of intersection, progressing through signal before stopping to board passengers*

*Curb extension provides space for a BRT station and eliminates side-to-side weaving*

## ➤ Neighborhood-Scale Stations with Amenities

Stations will be equipped with more amenities for a safe and comfortable customer experience, similar to light rail. Standard features include heat, lighting, security cameras and phone, real-time bus arrival information, trash receptacles, and printed maps.

