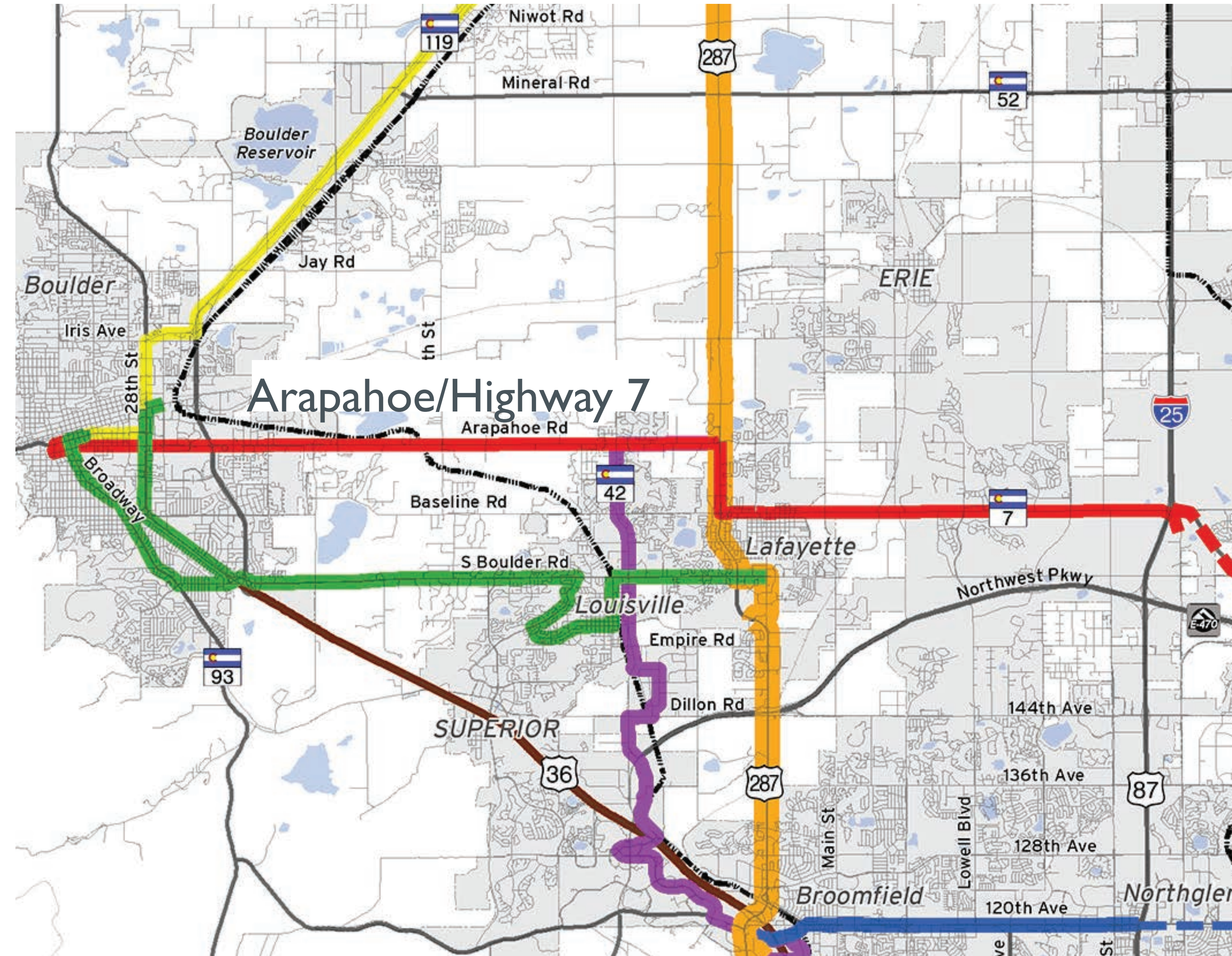


# New Options: BRT and Mobility Hubs

## Bus Rapid Transit

Bus Rapid Transit (BRT) is a rubber-tired bus transit mode that provides many of the advantages of rail service - capacity, speed, and quality - at a fraction of the cost. RTD's Northwest Area Mobility Study (NAMS) is preparing for a network of BRT routes linking Boulder to surrounding communities.

## Potential Future RTD BRT Bus Routes



Example of a BRT centerline station in Eugene, OR



Layout of Centerline BRT - Proposed in Chicago, IL



Layout of Side Running BRT - Proposed in San Francisco, CA

## Key Features of BRT Include:

- Increased transit ridership and faster bus travel time
- Exclusive lanes or queue jumps and coordinated traffic signals with transit priority to provide fast travel times. These features are important even along arterial streets and through urban centers to realize the full travel time benefit of BRT.
- High-end, stylized vehicles offer the look, feel, and increased capacity of light rail vehicles, including multiple boarding doors.
- Highly developed station areas with real-time information and off-board fare payment streamline passenger boarding.
- Opportunities to integrate the design of new bus infrastructure with streetscape improvements. This includes, but is not limited to: enhanced bike infrastructure, improved sidewalks and street crossings, as well as landscaping and improvements to the look and feel of the street itself.

## Potential Timeline



## Mobility Hubs

The goal of a Mobility Hub is to provide seamless mobility with a full integration of the transit network with pedestrian and bicycle facilities, car/ridesharing, and context-appropriate parking supply. Mobility Hubs emphasize excellent pedestrian infrastructure within a quarter to half-mile walkshed and connections to the bicycle network. Mobility Hubs are context-sensitive solutions that are adaptable to a variety of locations.

Elements of a Mobility Hub may include some of the items pictured and listed here:



- 1 Enhanced bus stops with real-time information
- 2 Designated bus lanes and priority signals
- 3 Secure bike parking
- 4 Bike parking
- 5 Car sharing
- 6 Off-street bike path
- 7 Public art
- 8 Transit and community information kiosk

- **Accessible, universal design** allows people of all physical abilities easy access to transit stops/stations
- **Shared mobility services** enable access outside of the stop walkshed
- **Integrated mobility technology** assists travelers with trip planning, arranging shared rides
- **Placemaking elements** invite social interaction and vibrant business opportunity
- **Secure, covered bicycle parking** and access to the surrounding bicycle transportation network
- **Excellent pedestrian infrastructure** within a quarter to half-mile walkshed and connections to the bicycle network

