

# Bus Rapid Transit (BRT)

## What is BRT?

BRT is a bus-based rapid transit system that mirrors many of the features of a light rail network such as similar service capacity, frequency and speed. The principle difference being flexibility and cost savings associated with using buses versus train.

## Why BRT?

The current system design has met, even exceeded its capacity. The BRT will provide the structure to effectively and efficiently meet current demand and the significant transit ridership growth targets established in London's 2030 Transportation Master Plan.

## What will London's BRT System look like?

There are two service components of London's BRT redesign.

1. Two BRT routes, operating north/south and east/west. The north/south would use Richmond/Wellington corridors and the east/west would use Oxford/Dundas corridors. The corridors are defined as the spine of the system.
2. Enhanced local feeder services supporting the BRT corridors. The local feeder services will be defined through the review and restructuring of existing 40 fixed routes.

## How will BRT investment be funded?

The \$381.8 million in capital investment is expected to be shared equally by the City of London, Province of Ontario and the Government of Canada.

## What will London's BRT provide?

When fully implemented, London's BRT will improve travel time performance, increase passenger capacity of the transit network and improve the quality of service for transit passengers.

This will be accomplished through the following:

- higher service frequency along the BRT corridors
- higher operating speeds
- limited key stops along the BRT corridors
- transit priority measures – queue jumps, traffic signal priority, HOV lanes
- distinctly branded high capacity buses
- enhanced passenger stations
- enhanced/integrated local feeder service

## What is the Business Case Supporting BRT?

The Business Case assesses in quantitative and qualitative terms, the expected return on investment, considering financial, mobility, environmental, economic and social community impacts. The estimated return on investment is \$1.80 in benefits for every \$1.00 invested, which equates to an 11.3% rate of return over a 30 year period.

## What are the next steps in implementing London's BRT?

There are a series of next steps which include:

### Route Review – 2014-2015

Completion of a route (system) review that will address:

- new route system design/definition with the BRT corridors serving as the spine to the system
- development of service standards, which will serve to define the development, delivery and performance of the service

The route review, which will include extensive public consultation, is scheduled to be completed by the first quarter of 2015.

## Environmental Assessment – 2014-2015

The required Rapid Transit Corridors Environmental Assessment (EA) of the north/south corridor is currently underway and is targeted to be completed in two years. The EA will confirm the:

- overall need/justification and the form of the rapid transit strategy; and
- design for the implementation of the strategy along the north/south corridor.

The east/west EA will be completed subsequent to the completion of the north/south EA.

## Conceptual Design of the BRT Corridors (System Spine).

### Legend

- ◆ High Potential Development Node
- Proposed BRT Station
- H Hospitals
- North/South Corridor (12.5km)
- East/West Corridor (14km)
- Central Area

