

## WHAT IS BRT?

**BRT IS A HIGH-CAPACITY BUS-BASED RAPID TRANSIT SYSTEM THAT DELIVERS FAST, HIGH QUALITY, RELIABLE, SAFE, AND COST-EFFECTIVE SERVICES AT A RELATIVELY LOW COST.**

It achieves that through dedicated bus lanes that are typically median-aligned and having off-board fare collection, level boarding, bus priority at intersections, with faster and more frequent operations.

## WHAT IS THE BRT STANDARD?

The BRT Standard is both a framework for understanding BRT and an evaluation tool for corridors based on international best practices. **The Standard functions as:**

### A COMMON DEFINITION OF BRT

The Standard includes a carefully reviewed definition of the key features of BRT that result in high-performing systems, recognizing the importance of design and infrastructure, as well as well-run and resourced operations.

### AN EVALUATION TOOL

The Standard can be used to evaluate an operational corridor to show where there are gaps in design that can be rectified or problems in operations that need to be addressed.

### A PLANNING TOOL

The Standard provides best-practice technical guidance for designers, planners, municipalities, advocates, and development banks to consider and guide decision-making.

### A RECOGNITION SYSTEM

The Standard celebrates cities that made difficult decisions, took bold action, and are leading the way with implementation by certifying a BRT corridor as BRT, Bronze, Silver, or Gold.

## WHAT'S NEW IN 2024?

The 2024 edition of the BRT Standard reflects a better understanding of what public transport needs to deliver, especially in challenging times. **The biggest changes include:**

- Attention to Electrification, Greening Measures, and Resiliency
- Expanded Focus on Gender, Safety, and Access
- A New Focus on Business Operations
- Improved Scoring for Diverse Systems
- Improved Passenger and Customer Experience
- Higher Emphasis on Operational Deductions



Access the new BRT Standard and stay up-to-date on related resources at

**ITDP.ORG**

Have a specific question or inquiry?

Email us at

**BRTSTANDARD@ITDP.ORG**



**WE'RE  
BACK!**

**WELCOME TO  
THE BRT  
STANDARD  
2024 EDITION**

2024

This is the fifth edition of the **BRT Standard** and, in the ten years since its debut, over 153 corridors have opened in 91 cities in 24 countries. While bus rapid transit (BRT) is now a far more familiar concept in many cities, our collective understanding of what constitutes BRT has also evolved. In this edition, we incorporate the lessons we have learned while addressing new and evolving challenges in a rapidly changing world, including climate change, public health following the pandemic, and inequities in access.

BRT is particularly well-suited to help address these challenges, and the updated BRT Standard provides a valuable map for accomplishing this. The Standard's goal is to help cities create resilient rapid transit systems for all, especially people with disabilities, women, caregivers, and people of different ages.

# SCORECARD

## DESIGN (+100 Total Points)

<b>+ BRT BASICS</b>	<b>Maximum Score 35</b>
Dedicated Right-of-Way	7
Busway Alignment	7
Off-board Fare Collection	7
Intersection Treatments	7
Platform-level Boarding	7
<b>+ SERVICE PLANNING</b>	<b>Maximum Score 18</b>
Multiple Routes	4
Control Center	3
Demand Profile	3
Hours of Operations	3
Multi-corridor Network	2
Business Model	3
<b>+ STATIONS AND BUSES</b>	<b>Maximum Score 23</b>
Passing Lanes at Stations	3
Minimizing Bus Emissions	3
Stations Set Back from Intersections	2
Center Stations	2
Pavement Quality	2
Distance Between Stations	2
Customer-friendly Stations	3
Greening Measures and Resiliency	1
Number of Doors on Bus	2
Independent Docking	2
Sliding Doors at BRT Stations	1
<b>+ COMMUNICATIONS</b>	<b>Maximum Score 8</b>
Branding	2
Passenger Information	4
Passenger Communication and Data Collection	2

<b>+ ACCESS AND INTEGRATION</b>	<b>Maximum Score 16</b>
Universal Access	3
Integration with Other Public Transport	2
Pedestrian Access and Safety	4
Secure Bicycle Parking	1
Bicycle Lanes	2
Bikeshare Integration	1
Personal Security and Gender-based Violence	3

## OPERATIONS (-77 Total Points)

<b>- POINT DEDUCTIONS</b>	<b>Maximum Score -77</b>
Poorly Maintained Infrastructure	-14
Overcrowding	-10
Low Commercial Speeds	-10
Lack of Enforcement of Right-of-Way	-7
Significant Gap Between Bus and Platform	-7
Long Signal Cycles	-7
Bus Bunching / Reliability	-6
Buses Running Parallel to BRT Corridor	-4
Low Peak Frequency	-3
Low Off-peak Frequency	-3
Low Peak Passengers	-3
Pedestrians and Cyclist Fatalities along Corridor	-2
Permitting Unsafe Bicycle Use	-1

## SUMMARY

THE BRT STANDARD SCORECARD IS DIVIDED INTO TWO MAIN SECTIONS:

### THE 'DESIGN' SECTION

For a total of +100 points

defines the critical features of BRT design and planning.

### THE 'OPERATIONS' SECTION

For a total of -77 points

is essential to understanding the quality of the BRT services once the corridor opens.

The combination of both is equally important to achieve our climate and equity goals and allow users of the Scorecard to use it in different ways in order to recognize a corridor as Gold, Silver, or Bronze BRT.