


Webinar

A Blueprint for BRT Success: Lessons from Two Cities



Simultaneous Interpretations



A screenshot of a mobile application interface. At the top, the text 'Simultaneous Interpretations' is displayed in white on a yellow background. Below this, a dark grey navigation bar contains several icons: a green share icon, a white chat icon, a white record icon, a white globe icon labeled 'Interpretation', and a white three-dot menu icon labeled 'More'. A yellow arrow points from the top-left text to the 'Interpretation' icon. A white-bordered box is overlaid on the right side of the screen, containing a list of languages: Spanish, Portuguese, Chinese, Bahasa Indonesia, and English. A second yellow arrow points from the bottom of this box back to the 'Interpretation' icon.

Spanish
Portuguese
Chinese
Bahasa Indonesia
English

Share ^

Chat

Record

Interpretation

More

BRT Standard

Context and categories

Background



2012



2013



2014



2016



2024

Agreement between international **leaders and experts** in the design and implementation of BRT system, aiming to:

- **Define the characteristics** for a corridor to be qualified as a BRT corridor;
- **Recognize best practices;**
- **Allow comparison** between corridors around the world;
- **Evaluate** the project and operations.



Gold

85 points or above



Silver

70–84.9 points



Bronze

55–69.9 points



BRT Basics Certified

20-54.9 points

BRT Standard 2024 new languages



- Bahasa Indonesia
- Chinese
- Portuguese
- Spanish
- And more are to come.

Subscribe to our newsletter to stay tuned!

The BRT Standard Scorecard

DESIGN (+100 Total Points)

THE BRT BASICS

35 points maximum

Requirements considered essential to qualify a corridor as a BRT.

SERVICE PLANNING

18 points maximum

Requirements of how specific services should operate for the corridor and how the infrastructure is being tailored for the service planned.

STATIONS AND BUSES

23 points maximum

Requirements of the interface between vehicle, stations and users to support passengers experience.

COMMUNICATIONS

8 points maximum

Requirements related to the system communication and service's information provided.

ACCESS AND INTEGRATION

16 points maximum

Requirements that evaluates the corridor connectivity with the sustainable mobility network to guarantee access for all.

The BRT Standard Scorecard

DESIGN (+100 Total Points)

THE BRT BASICS

35 points maximum

SERVICE PLANNING

18 points maximum

STATIONS AND BUSES

23 points maximum

COMMUNICATIONS

8 points maximum

ACCESS AND INTEGRATION

16 points maximum

OPERATIONS (-77 Total Points)

1. Poorly Maintained Infrastructure (-14 points)
2. Overcrowding (-10 points)
3. Low Commercial Speeds (-10 points)
4. Lack of Enforcement of Right-of-Way (-7 points)
5. Significant Gap Between Bus and Platform (-7 points)
6. Long Signal Cycles (-7 points)
7. Bus Bunching / Reliability (-6 points)
8. Buses Running Parallel to BRT Corridor (-4 points)
9. Low Peak Frequency (-3 points)
10. Low Off-peak Frequency (-3 points)
11. Low Peak Passengers (-3 points)
12. Pedestrians and Cyclist Fatalities along Corridor (-2 points)
13. Permitting Unsafe Bicycle Use (-1 points)

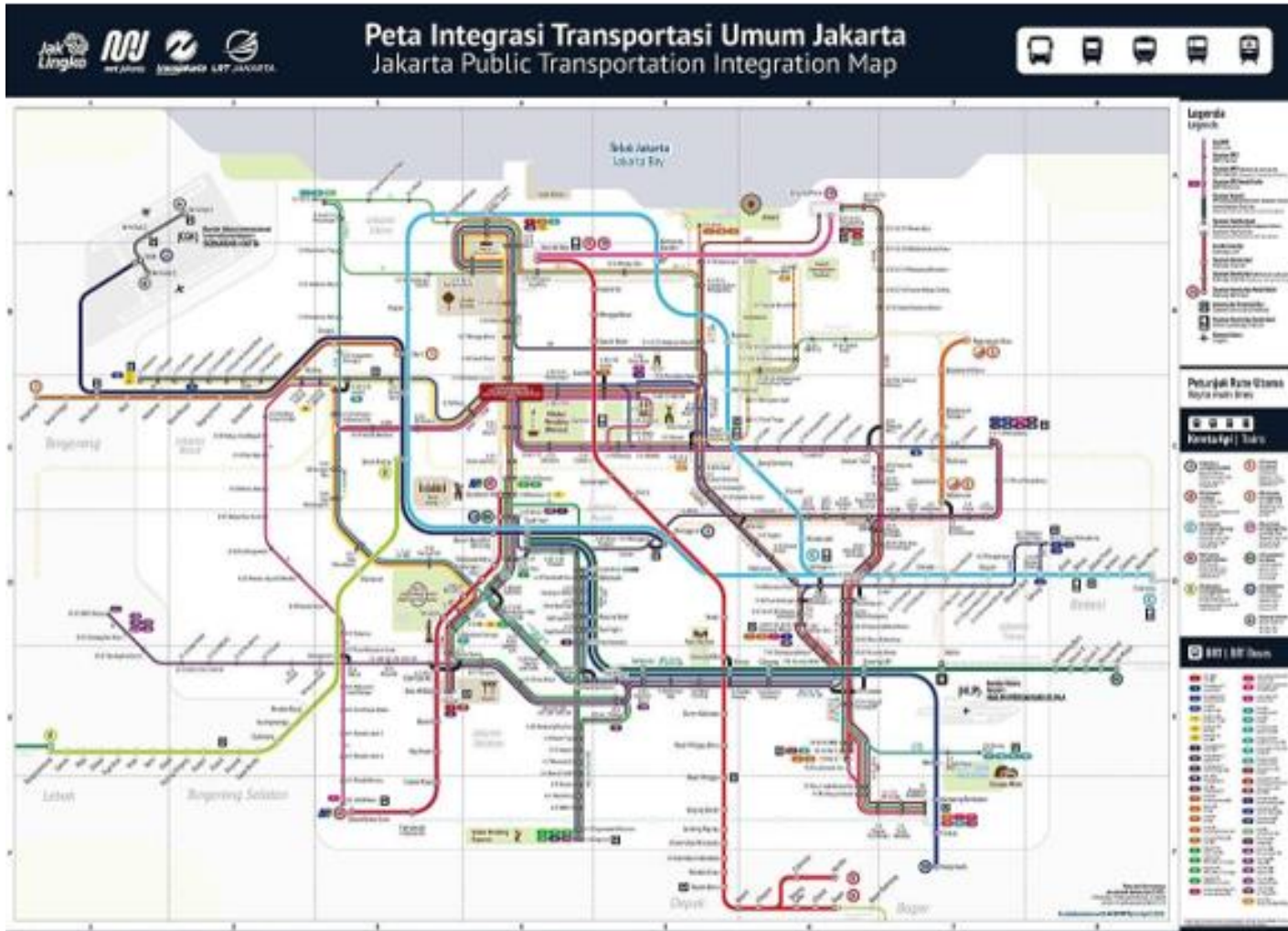
Minimum requirements

- At least **3 km with dedicated lanes**;
- **4 or more** points in "Dedicated ROW";
- **4 or more** points in "Busway alignment";
- **20 or more** points across all **BRT Basic elements**:

- Dedicated Right-of-Way
- Busway Alignment
- Off-board Fare Collection
- Intersection Treatments
- Platform-level Boarding

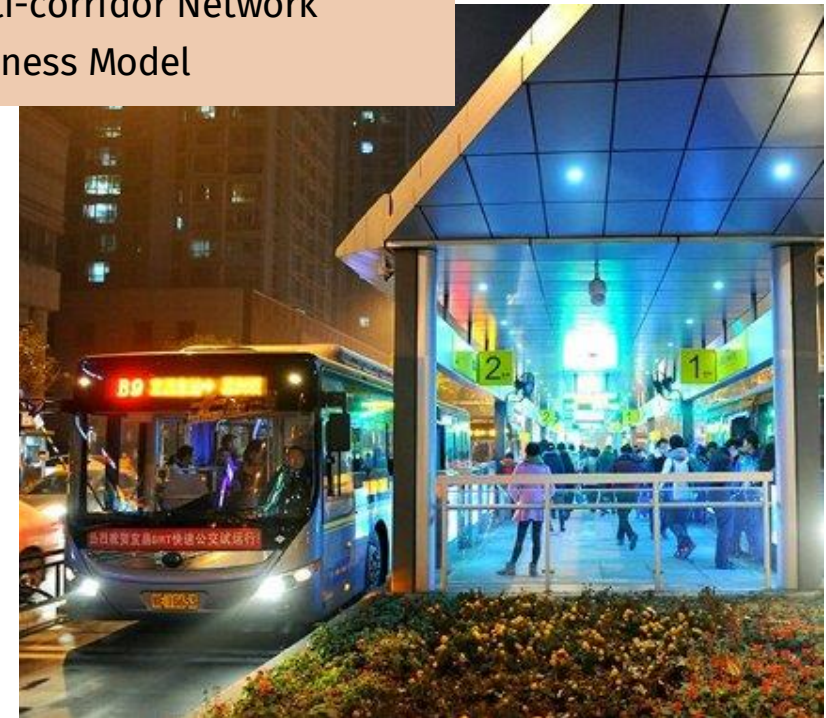


Service planning



Jakarta, Indonesia. Credit: TransJakarta BRT

- ❑ Multiple Routes
- ❑ Control Center
- ❑ Demand Profile
- ❑ Hours of Operations
- ❑ Multi-corridor Network
- ❑ Business Model



Yichang, China. Credit: ITDP China

Stations and buses



Colombia. Credit: Center for Clean Air Policy



Medellin, Colombia. Credit: Alejandro Arango

- ❑ Passing Lanes at Stations
- ❑ Minimizing Bus Emissions
- ❑ Stations Set Back from Intersections
- ❑ Center Stations
- ❑ Pavement Quality
- ❑ Distance Between Stations
- ❑ Customer-friendly Stations
- ❑ Greening Measures and Resiliency
- ❑ Number of Doors on Bus
- ❑ Independent Docking
- ❑ Sliding Doors at Stations



Salvador, Brazil. Credit: ITDP

- ❑ Branding
- ❑ Passenger Information
- ❑ Passenger Communication and Data Collection



Guangzhou, China. Credit: ITDP



Peshawar, Pakistan. Credit: @ADB_HQ/Twitter



Johannesburg, South Africa. Credit: ITDP

Access and integration



Peshawar, Pakistan. Credit: ADB



Rio de Janeiro, Brazil. Credit: ITDP

- Universal Access
- Integration with Other Public Transport
- Pedestrian Access and Safety
- Secure Bicycle Parking
- Bicycle Lanes
- Bikeshare Integration
- Personal Security and Gender-based Violence



Dar es Salaam, Tanzania. Credit: ITDP Africa

Operational deductions



- Poorly Maintained Infrastructure
- Overcrowding
- Low Commercial Speeds
- Lack of Enforcement of Right-of-Way
- Significant Gap Between Bus and Platform
- Long Signal Cycles
- Bus Bunching / Reliability
- Buses Running Parallel to BRT Corridor
- Low Peak Frequency
- Low Off-peak Frequency
- Low Peak Passengers
- Pedestrians and Cyclist Fatalities along Corridor
- Permitting Unsafe Bicycle Use



Peshawar, Pakistan.
Credit: ADB Flickr



Pune, India.
Credit: ITDP

BRT Standard 2024 scores



Mexico City, Mexico.
Credit: ITDP



Guadalajara, Mexico.
Credit: Jalisco



Richmond, USA. Credit: ITDP



San Francisco, USA.
Credit: [Pi.1415926535](https://www.p1415926535.com)



Merida, Mexico.
Credit: ITDP Mexico



Trolebús elevado, Mexico.
Credit: Gobierno CDMX



Niteroi, Brazil.
Credit: Diário do Transporte



Insurgentes Línea 1, Mexico city



MiMacro Periférico, Guadalajara



Van Ness, San Francisco



Trolebús elevado línea 10 (TE-L10), Mexico city



IE – Tram Plancha Kanasín, Merida



Pulse, Richmond



TransOceância, Niterói

We would like to hear from you!



What categories of the BRT Standard would you like to learn more about it?



www.menti.com

code: 5968 7826



Thanks!

::: Beatriz Rodrigues | beatriz.rodrigues@itdp.org :::

::: itdp.org :::

