

Skinny Streets Big Appetite: Geometry Driven BRT Along US 192



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Project Overview

The BRT-specific guideway designs and operation protocols will accommodate a median running busway for the entire 22-mile long corridor. Critical elements, such as how an express BRT bus will safely overtake a non-express bus and transit stations requiring a smaller footprint, were identified and resolved using a combination of innovative geometry and transit signal operations. The result provides an opportunity to reliably run several BRT lines serving different travel markets within the same median running busway without significant Right-of-way or negative traffic impacts to the general purpose lanes.

Design Concept Highlights Include:

- Innovative crossover movements at midblock transit stations to allow right side boarding with conventional operations and a single transit station serving bidirectional transit lines
- Transit stations located at midblock provide safer pedestrian crossings by allowing pedestrians to cross the street in two stages
- Innovative Transit Signal Priority (TSP) to accommodate several transit service lines within the same constrained guideway
- Bus overtake zones to allow express buses safely pass non-express buses, maintaining the reliability of a BRT system

