



# Bus Rapid Transit



## Why BRT?

- Offers “rail-like” feel
- Enhances bus image
- Improves bus travel times (up to 25%)
- Increases ridership (over 30%)
- Will double access to BART to 7.5 minutes during peak demand!

### Livermore Amador Valley Transit Authority

**Scheduled Service Start Date:**  
Summer 2008

**Phase I:**  
Lawrence Livermore National Labs to Dublin/Pleasanton BART Station

**Project Financing:**  
Total Project Costs:  
\*\$22M

**\*Secured:** \$8M  
(buses & design)

**\*Project Un-funded Costs**  
\$4M

**Federal funding contributions sought**

### Vehicle

- Sleek, modern design
- Level boarding at both doors
- Manufactured by Gillig Corp.

### Traffic Signal Priority

- Allows faster travel for the vehicle
- Utilizes existing technology to detect when a bus is present to extend “green”

### Off-Vehicle Fare Collection

- Off-Vehicle Fare Collection
- Raised platform docking stations to include ticket vending machines for prepayment of fare allows simultaneous boarding at both doors

### Fewer Stops/Faster Boarding/Improved Transit Planning

- Fewer Stops/Faster Boarding
- Rail-like service with the flexibility of a bus
- Increased frequencies and improved on-time performance
- Automatic passenger count technology
- Intelligent Transportation System uses global positioning satellites to monitor and improve on-time operation; helps track rider data to aid in planning future service; provides real-time information to passengers via the internet and electronic on-street signage

