

TRANSIT MODE DEFINITIONS

HEAVY RAIL TRANSIT



Heavy rail transit (HRT) is an electric railway characterized by high speed and rapid acceleration passenger rail cars typically operating in multi-car trains on fixed rails; separated right-of-way from which all other vehicular and foot traffic are excluded; sophisticated signaling; and high platform level entry loading. Substantial and sophisticated passenger amenities are typically provided in HRT systems.

Station Spacing: Core ~ 1/2 mile; Periphery ~ 1 to 5 miles
Runningway Type: Exclusive dedicated
Example Systems: Chicago "L", New York City Subway, BART, Washington, D.C. Metrorail



LIGHT RAIL TRANSIT



Light rail transit (LRT) is an electrically powered, high-capacity rail technology capable of operating in a wide range of physical configurations. LRT typically operates in single-vehicle or short trains in mostly or fully-dedicated runningway. Substantial and sophisticated passenger amenities are typically provided in LRT systems.

Station Spacing: 1/2 to 1 mile
Runningway Type: Mostly dedicated, minimal shared with traffic
Example Systems: Baltimore, Portland, Minneapolis, Dallas, Salt Lake City, Denver, Charlotte, Norfolk



COMMUTER RAIL



Commuter Rail is an electric or diesel propelled railway for urban passenger train service. It often runs in a corridor shared with freight and passenger rail services. Typically, commuter rail carries moderate- to long-distance commuter trips in corridors with a high density of trips with similar origins and destinations between suburbs and a central city.

Station Spacing: 2 to 5 miles
Runningway Type: Railroad
Example Systems: Virginia Railway Express, MARC, NJ Transit, Tri-Rail



BUS RAPID TRANSIT



Bus rapid transit (BRT) combines much of the quality of rail transit with the flexibility and cost-effectiveness of buses. BRT system elements are similar to those more commonly found in rail transit systems. BRT typically employs specifically branded special vehicles, sophisticated transit stations, off-board fare collection, level boarding, transit priority at intersections, and fully to mostly dedicated transit runningways.

Station Spacing: 1/4 mile or more
Runningway Type: Primarily dedicated
Example Systems: Cleveland, Eugene, Los Angeles, Boston, Kansas City

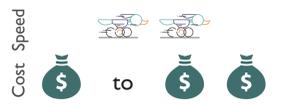


RAPID BUS



Rapid bus systems share some elements with BRT systems; however, the level of accommodation for transit vehicles and passengers is typically less than with BRT. Rapid bus typically operates in a mixture of dedicated (including HOV and managed lanes) and general purpose travel lanes. Rapid bus may benefit from transit signal priority, queue jump lanes, dedicated/specifically designed stops, and enhanced passenger amenities such as level boarding, off-board fare collection, and covered/enclosed waiting areas. Some branding is typical of rapid bus services.

Station Spacing: 1/4 mile to 2 miles
Runningway Type: Mixed flow and dedicated lane
Example Systems: Bay area, New York, Chicago, Los Angeles



EXPRESS BUS



Express bus service is typically designed to serve specific long-distance travel markets and specific employment centers to reduce travel time and increase convenience and attractiveness for its patrons. Services typically have stops only at termini and operate with limited frequency during off-peak periods.

Station/Stop Spacing: Limited stops, primarily at route termini
Runningway Type: Mostly mixed flow, may benefit from HOV or other managed lanes
Example Systems: Most major cities, GCT, REX in Fairfax County and Alexandria



LOCAL BUS



Local bus service is a comparatively low-cost, flexible, and adaptable mode to serve a wide variety of users in a distributed environment. It operates in a shared right-of-way with automobiles. Roadside bus stops are generally tightly spaced with limited amenities. Vehicle propulsion may be electric, hybrid, natural gas, or diesel. Vehicle length may vary from 28 to 60 feet.

Station Spacing: 1-2 blocks to 1/4 mile
Runningway Type: Mixed flow
Example Systems: Numerous, including GCT



FLEX SERVICE



Demand-responsive local bus or shuttle service that operates in a defined geographic area. Includes services that may not have fixed stop locations, a fixed route or a fixed schedule (or any of those elements). Service may be requested through advanced reservations (online, app-based, or phone) or in some cases, on-demand. Generally implemented in lower demand and lower density areas to provide connectivity to a transfer point or a larger transit network. Vehicle type varies based on demand.

Station/Stop Spacing: 1-3 blocks to 1/8 mile or door-to-door
Runningway Type: Mixed flow
Example Systems: Denver, Alameda County (CA), Cape Cod



TRANSPORTATION NETWORK COMPANIES



Demand-responsive service provided by a private operator using private vehicles. Most commonly includes public subsidy of all or a portion of a ride fare for trips within a certain service area and/or connecting to a transit station. Rides most commonly requested via phone app, although options are available for phone reservations and cash payments or pre-paid fares. Generally implemented in very low-density areas where other transit service is not financially viable. Generally accompanied by solutions for mobility-impaired riders.

Station/Stop Spacing: N/A, no stations
Runningway Type: Mixed flow
Example Systems: Livermore, Pinellas County (FL), Marin County (CA)

