North Central Florida Regional Planning Council

RTS

**RTS Misson Statement:**
To provide our community with a safe, courteous and reliable transportation alternative.

REGIONAL TRANSIT SYSTEM Gainesville, FL (352) 334-2600

# Regional Transit System (RTS)
# BRT Feasibility Study Project Kick-Off

## Project Management Team Meeting

## May 22, 2008

the city of GAINESVILLE

Alachua County Florida www.AlachuaCounty.us

UF UNIVERSITY of FLORIDA
*The Foundation for The Gator Nation*

SANTA FE COMMUNITY COLLEGE

Tindale-Oliver & Associates, Inc.
Planning & Engineering

National BRT Institute

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# Agenda

- Welcome and Introductions
  - National Bus Rapid Transit Institute (NBRTI)
- Overview of Scope of Work
- Budget & Schedule
- Discussion
  - PIP
  - Corridors
- Next Actions

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# What is a *BRT* system?

***BRT*** *is an integrated bus-based "rapid" transit system typically utilizing highly-flexible service and advanced technologies to improve customer convenience and reduce delays.*

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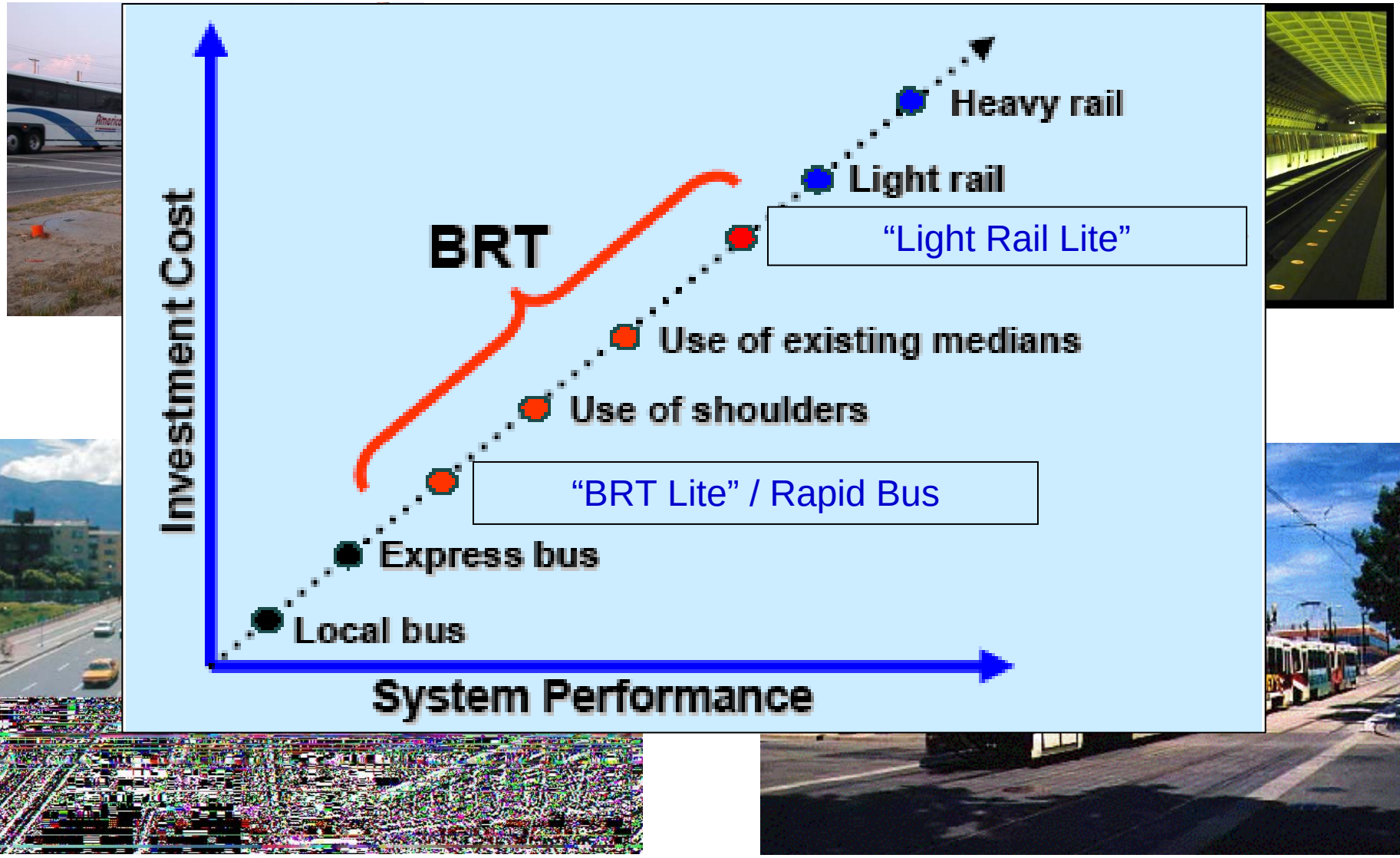
# BRT and LRT


Investment Cost
System Performance
Heavy rail
Light rail
BRT
"Light Rail Lite"
Use of existing medians
Use of shoulders
"BRT Lite" / Rapid Bus
Express bus
Local bus

# The National Bus Rapid Transit Institute (NBRTI)

# The National Bus Rapid Transit Institute

- Housed at the Center for Urban Transportation Research (CUTR), University of South Florida (USF)
- Established in 2001 to work in partnership with the Federal Transit Administration to support the development of BRT in the U.S.
- Core Program Areas:
  - Clearinghouse and Outreach
  - Technical Assistance and Support
  - Research and Demonstration

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# Clearinghouse

- Brochure
- Quarterly Newsletter
- Website www.nbrti.org
- Journal of Public Transportation – Special Edition
- Articles in trade magazines
- Nationwide Survey




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# Technical Assistance and Support

- Immediate response to requests from FTA and the transit industry
- Industry committee and conference support
- BRT college-level curriculum
- Peer-to-Peer program
- Field visits
- Project evaluations


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# Technical Assistance and Support - Field Visits

- Planned in conjunction with FTA and other partners
- Facilitates knowledge transfer and documentation of international best practices
- Domestic locations:
  - Las Vegas
  - Los Angeles
  - Boston
- Overseas locations:
  - South America
  - China
  - India


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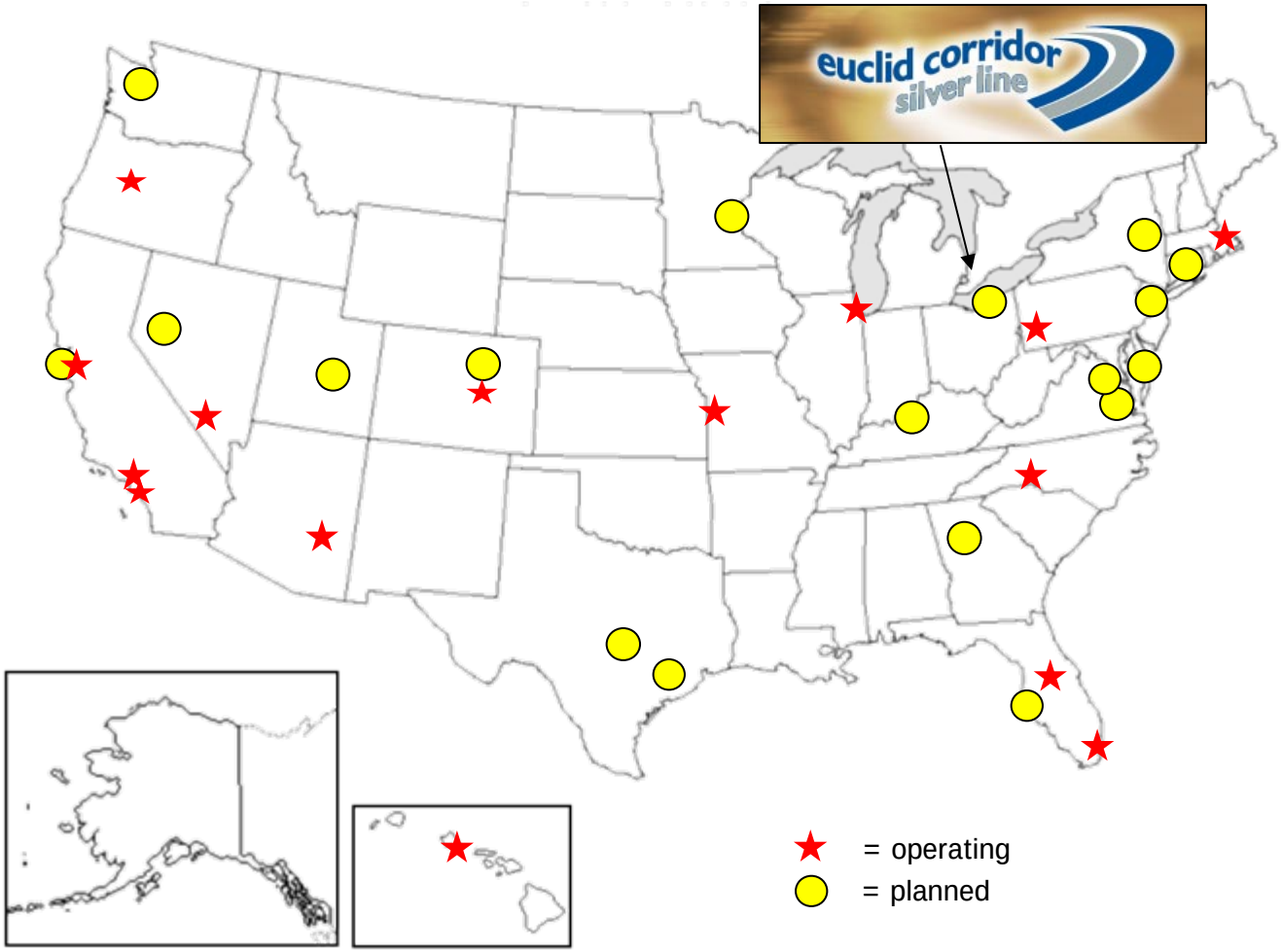
# At least 12 U.S cities are operating BRT and more than 100 are planning or implementing

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# *BRT* Systems

## United States:

- Alameda, CA
- Albany, NY
- Boston, MA
- Charlotte, NC
- Cleveland, OH
- Chicago, IL
- Dulles Corridor, VA
- Eugene, OR
- Hartford, CT
- Honolulu, HI
- Louisville, KY
- Miami, FL
- Montgomery County, MD
- San Juan, PR
- Pittsburgh, PA
- Santa Clara County, CA
- Los Angeles, CA
- Las Vegas, NV

**…and more**

## World:

- Curitiba, Brazil
- Brisbane, Australia
- Adelaide, Australia
- Ottawa, Canada
- Leeds, England
- …and more

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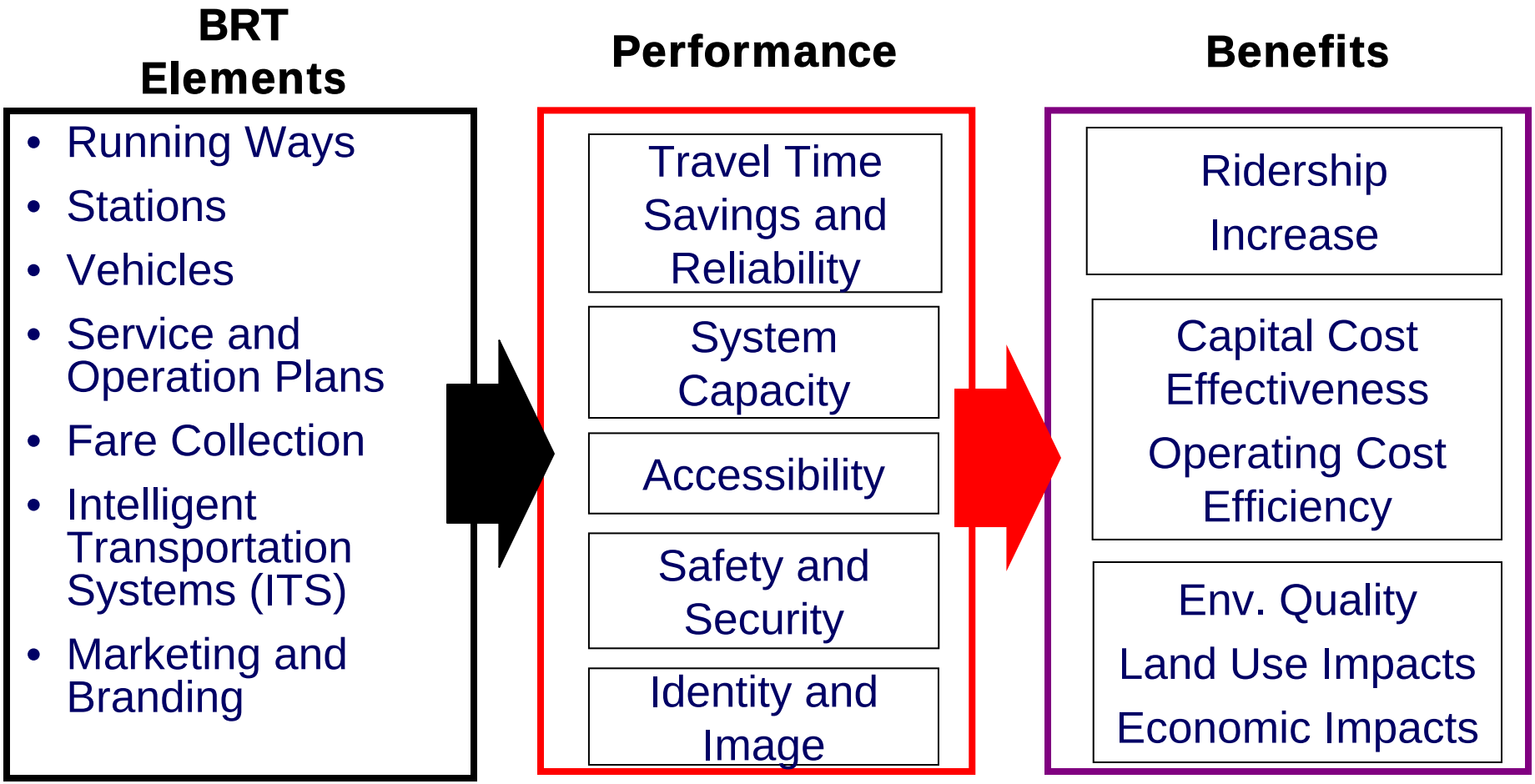
# A Systematic Approach to Harnessing the Benefits of BRT

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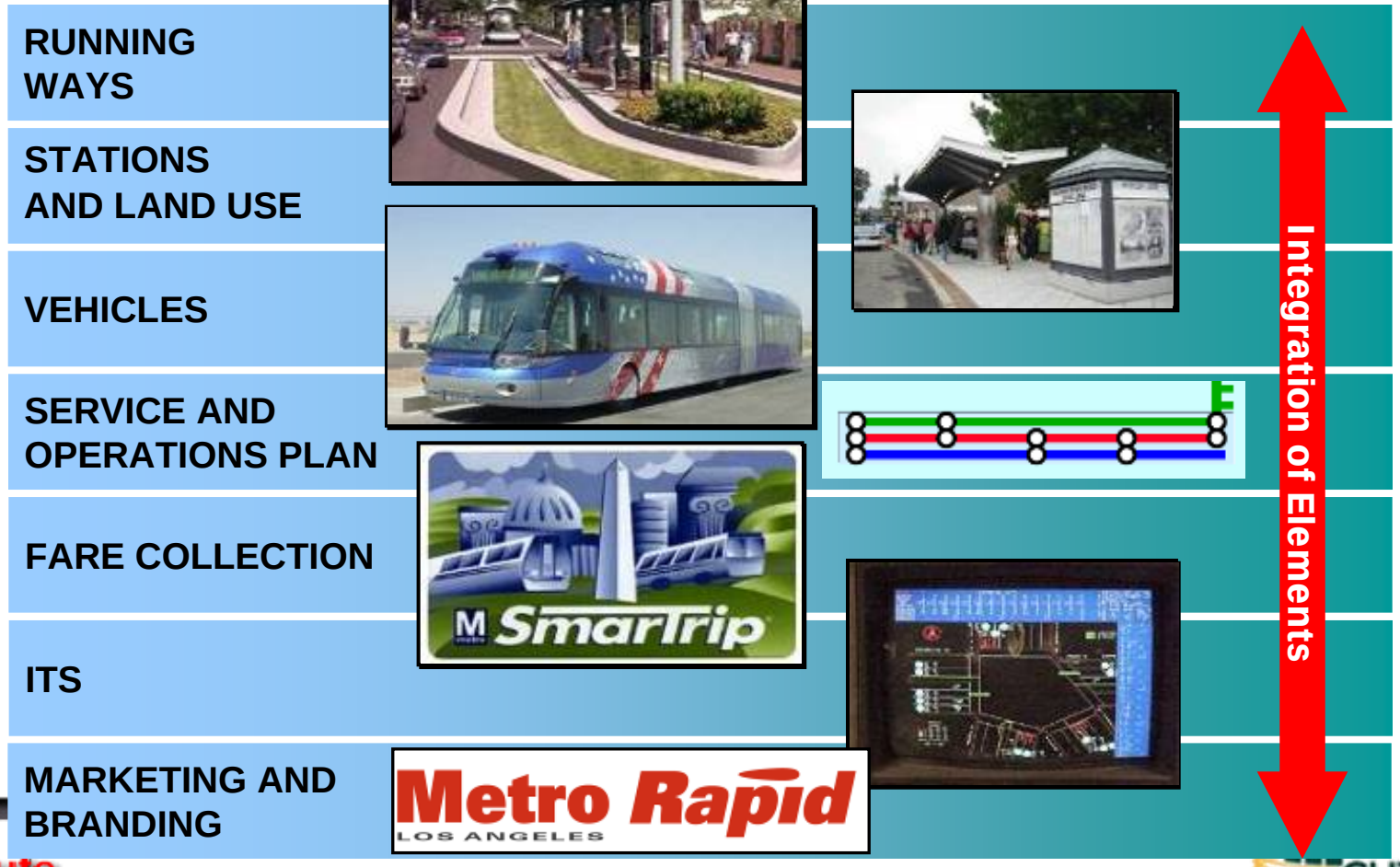
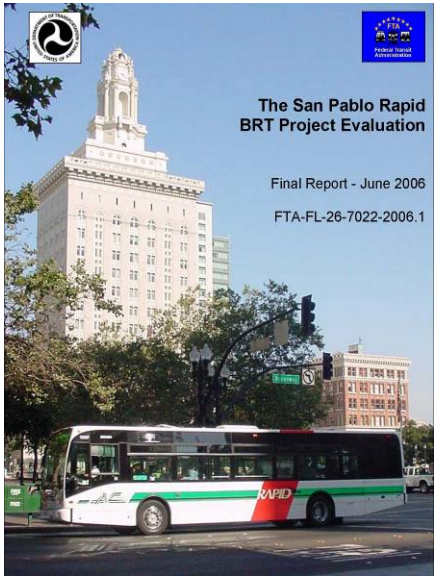
# BRT as an Integrated System of Elements

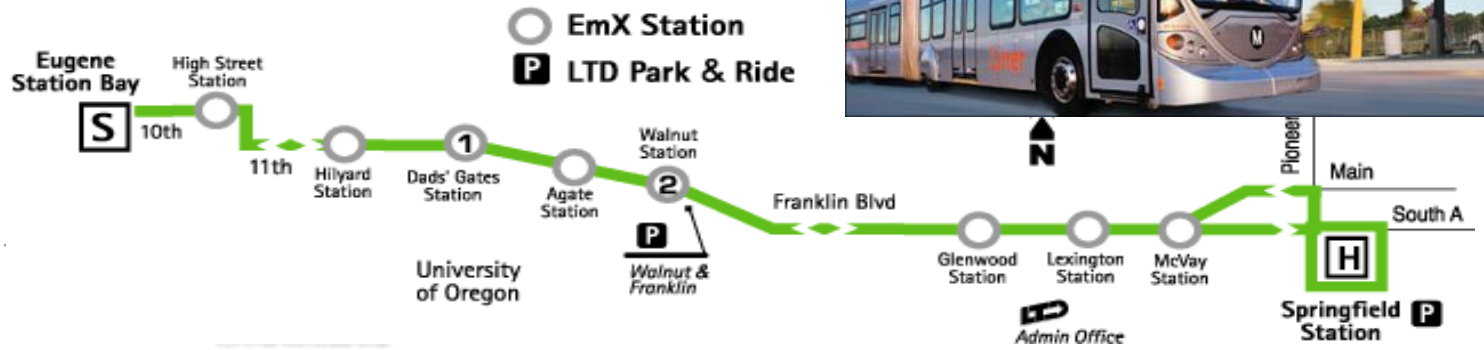


# Technical Assistance and Support - Project Evaluations

- Full evaluations of completed BRT projects, documenting successes and lessons learned
- Completed evaluations of systems in Miami and Oakland
- Evaluations of Metro Orange Line in LA and EmX in Eugene are underway





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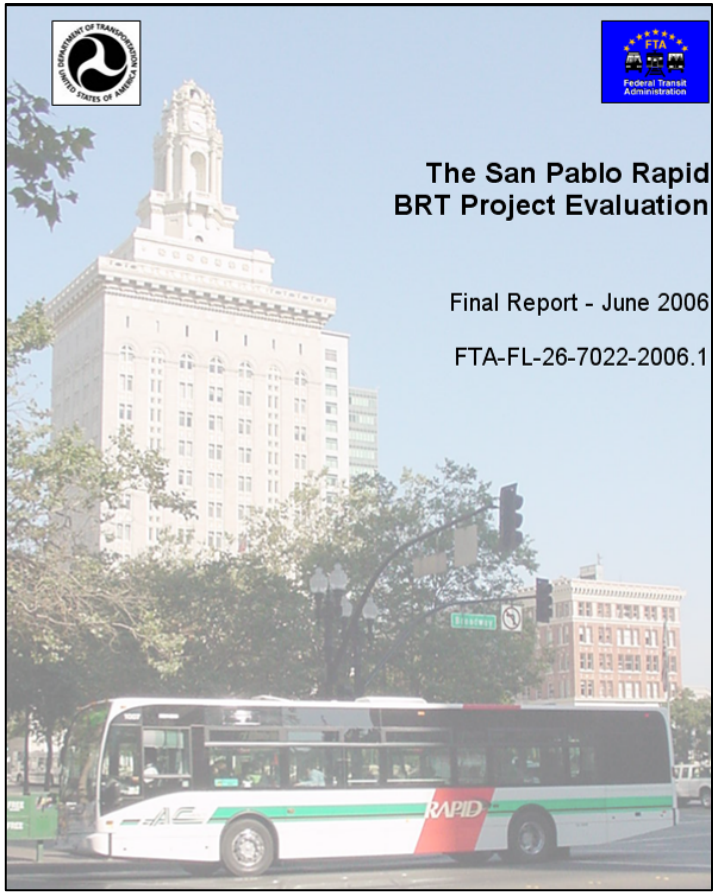
# Oakland San Pablo Rapid BRT Evaluation

- Operation began June 2003
  - Replacement of 72L (local route)
- 14 miles in length
  - Provides service to 7 cities
- Operates in mixed traffic
- 26 stops at major intersections
  - Spaced average of 0.54 miles apart
- Runs 6 am to 7 pm on headway-based schedule of 12 minutes
- Total project capital cost approximately $3.2M (or $228,571/mile)

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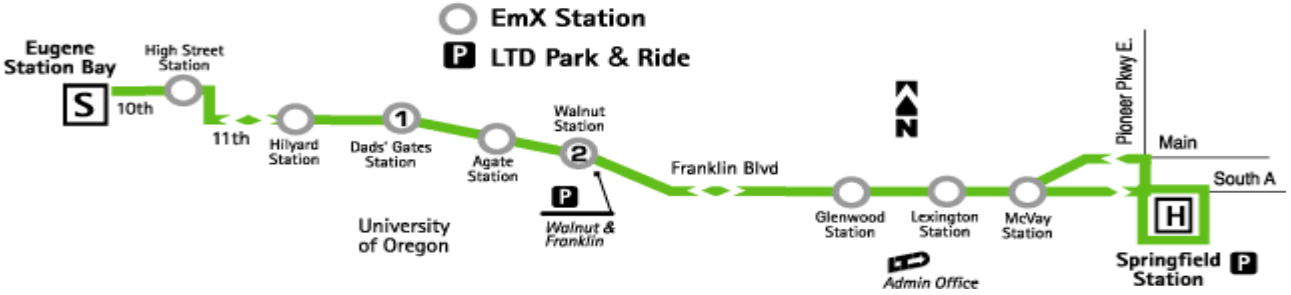
# Eugene EmX Green Line
# BRT Evaluation

- Operation began January 2007
- Replacement of local route 11
- 4 miles in length
- Total project capital cost approximately $24M (or $6M/mile)
- Backbone of future EmX lines
  - Links downtown Eugene and downtown Springfield
  - High traffic, pop density, transit ridership

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# Website

## *www.nbrti.org*


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# Eugene Oregon / University of Oregon

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# Franklin Corridor Summary Statistics

| Objective | Phase 1 Year 2020 Predicted Result |
|---|---|
| Corridor transit mode share | +44% |
| Transit travel time | -43% |
| Transit time vs. auto time | -6% |
| Transit operating cost in corridor | -21% |
| Auto travel time on corridor | -1% |

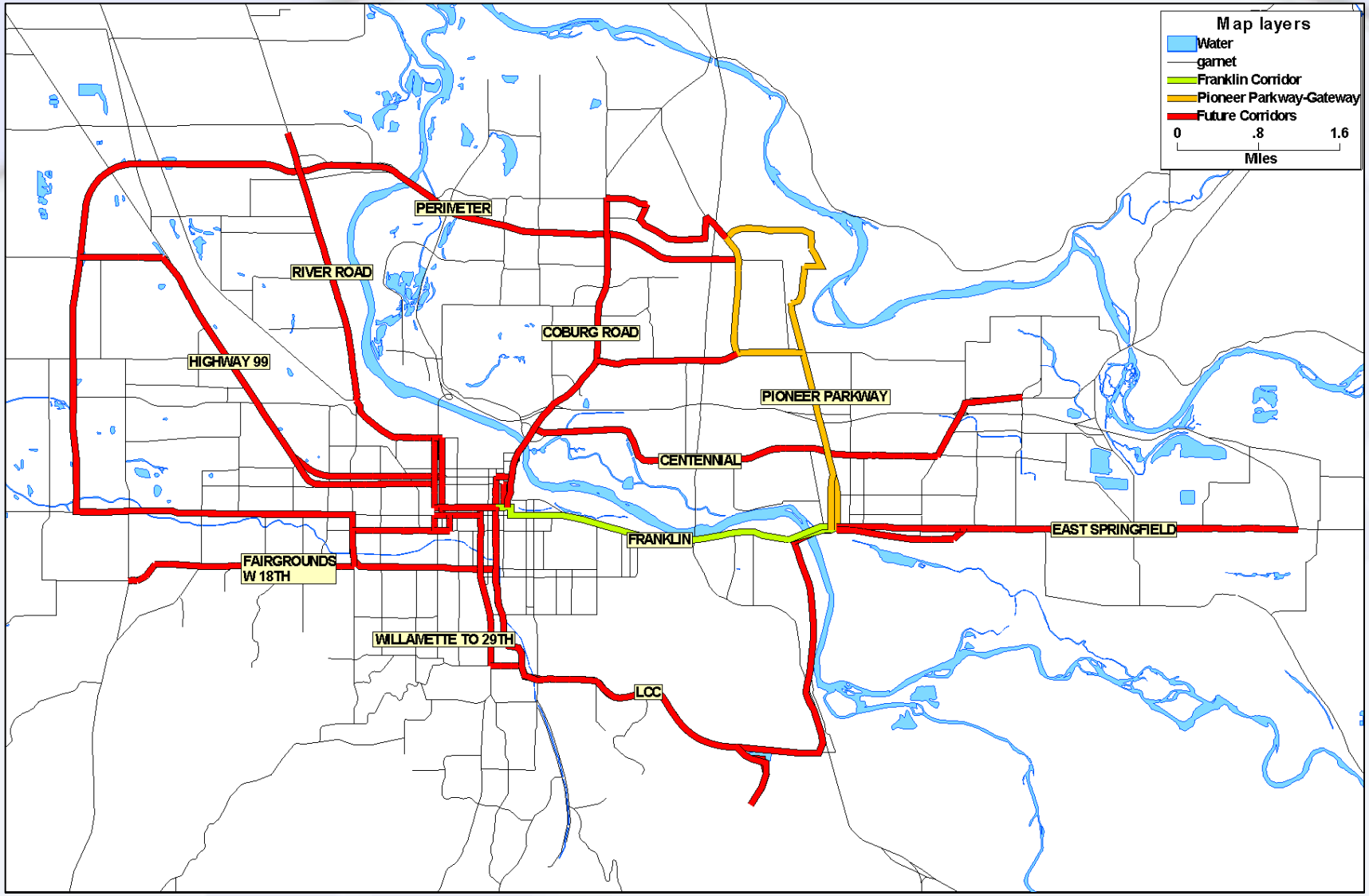
+55%


EmX
a service of
LANE TRANSIT DISTRICT

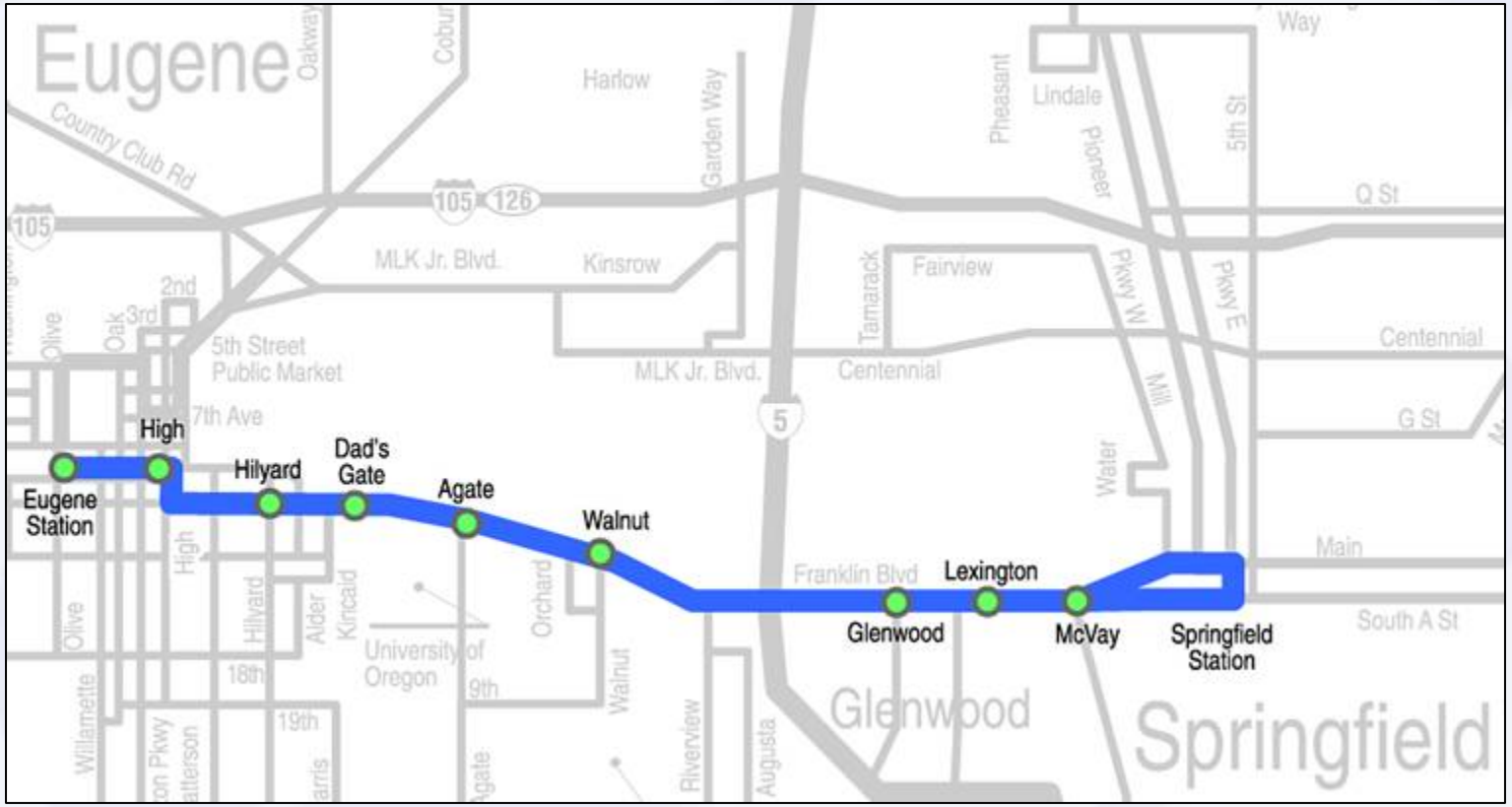
# Lane Transit District Background

- LTD began service in 1970
- 220,000 metro area population
- 9,200,000 annual boardings, ridership doubled in 15 years
- High service level and ridership per capita
- 1,100 bikes/day and 8,500 wheelchairs/month (same as Seattle)

# EmX System Map



# Franklin EmX Corridor



# Roadwork


# Eugene Segment

# Roadwork

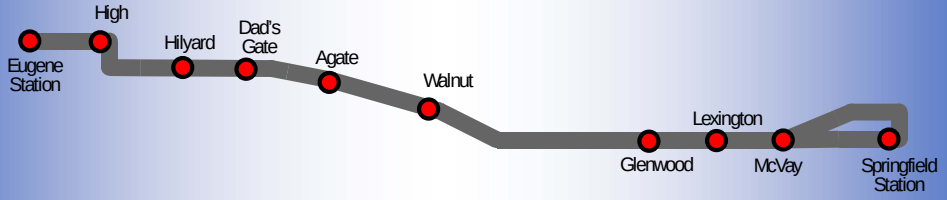

## Franklin Segment


Deb's


ONLY
U
TURN
PERMITTED
UNIVERSITY


HIRONS
7 ELEVEN
MARKET CHOICE
6102

# Public Art


Eugene Station
High
Hilyard
Dad's Gate
Agate
Walnut
Glenwood
Lexington
McVay
Springfield Station

# EmX Stations

# EmX Vehicle Exterior


# EmX Vehicle Interior

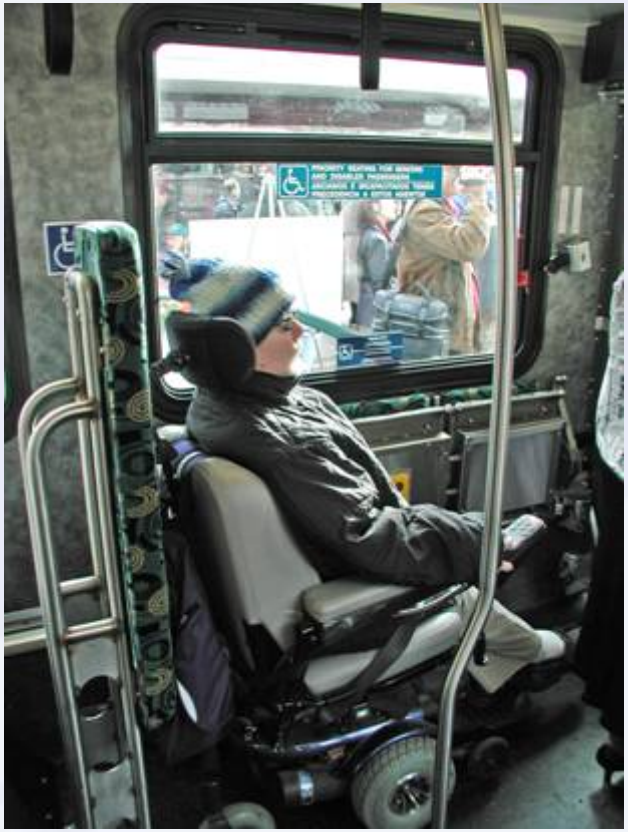
# Ramp

**Stowed Position**

**Deployed Position**

# Wheelchair securement

Forward facing and rear facing



# Bikes

- Bikes use back door
- Designated, marked bike area

# Green Transit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# Tasks

Task 1: Project Management & Coordination

Task 2: Develop a Public Involvement Plan (PIP) and conduct public workshops

Task 3: Collect Data and coordinate with local transportation organizations

Task 4: Identify Potential Corridors for Rapid Transit Consideration

Task 5: Develop Criteria Screening Process for Corridor Evaluation

Task 6: Conduct Technology Assessment

Task 7: Conduct Corridor Selection and Refinement

Task 8: Prioritize Alternative Service/Configurations

Task 9: Select Final Priority Corridors and Prepare Implementation Plans

Task10: Develop BRT Project Schedule and Milestones

Task11: Prepare Draft – Final Report

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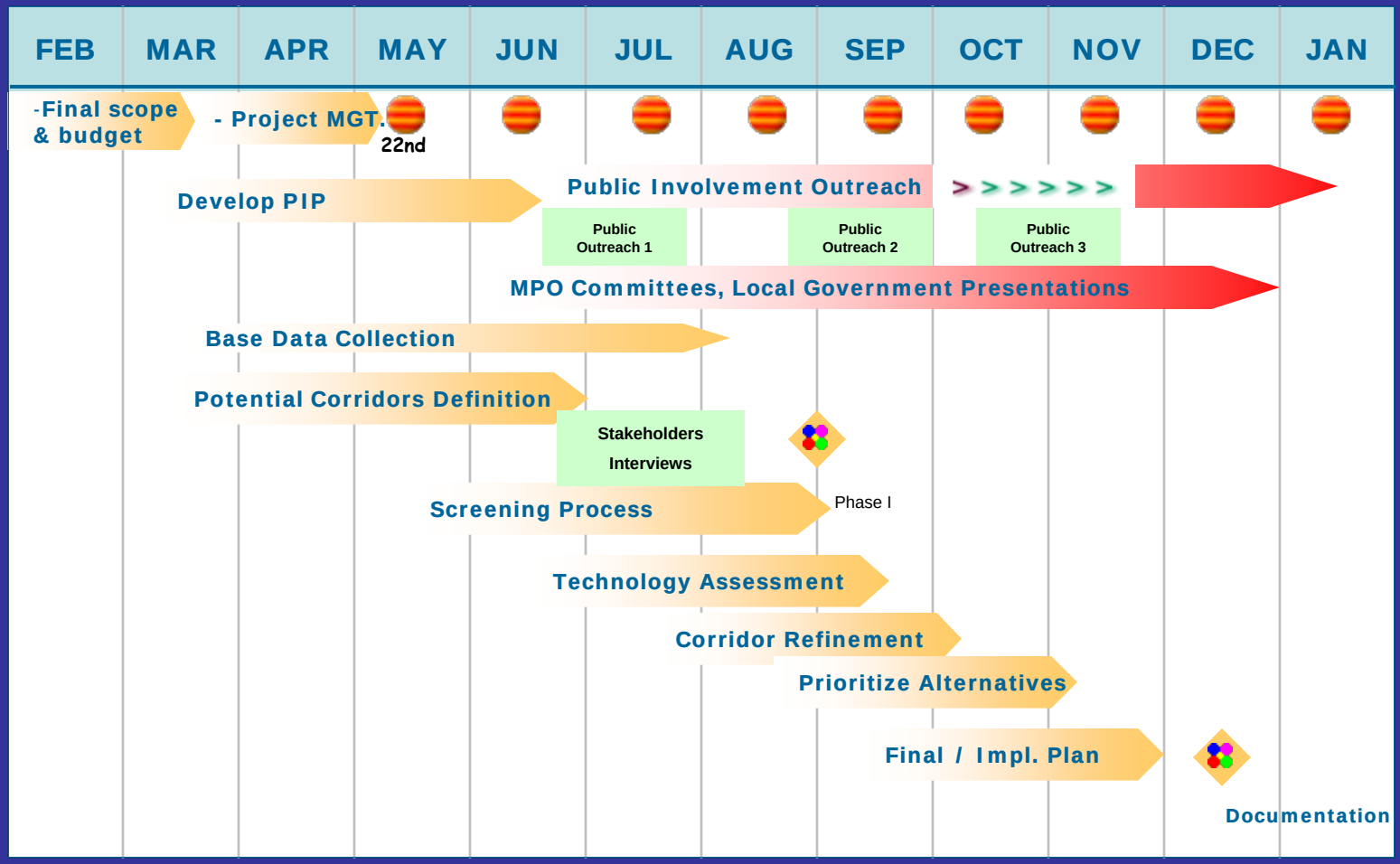
# RTS BRT Study Schedule



# Public Involvement Program (PIP)

- Workshops
  - What is it?
  - Where, Why, How?
  - Priority Corridors / Recommendations
- Presentations
- MTPO Process
- What is it? CH 12 Access TV
- Videos
- Expectations
- Setting Stage
- Relevance
- “system plan”

# Pre Selected Corridors

1) SW 20th Avenue/SW 62nd Boulevard
2) University Avenue/Newberry Road
3) 13th Street
4) SW 23rd Terrace and SW 35th Place
5) Archer Road (from Tower Road to SW 13th Street)
6) Depot Avenue (from SW 13th Street to Waldo Road)
7) Waldo Road (from Depot Avenue corridor to Airport industrial Park)
8) Hawthorne Road/State Road 20 (from Waldo Road to SE 43rd Street)

# Criteria Consideration

- existing and future transit demand
- existing transit services and infrastructure
- future transit market potential
- existing and future corridor residential and employment densities
- existing and future roadway and intersection geometries
- existing and future traffic conditions and travel flows
- compatibility with regional and local plans
- environmental/ROW constraints
- environmental justice

# Evaluation Criteria Example

## Initial Screening Matrix

| Objectives | Criteria | Measure | Weight | Thresholds 5 | 3 | 1 | Score |
|---|---|---|---|---|---|---|---|
| A. Ridership | 1. Current ridership | Average weekday ridership per mile | 3 | High | Med | Low | |
| B. Capital Cost Effectiveness | 1. Right-of-way availability | Pinellas County GIS parcel data | 1 | High | Medium | Low | |
| | 2. Potential for coordinated improvements | Percent of corridor with planned roadway improvements | 2 | High | Medium | Low | |
| C. Operating Cost Efficiency | 1. Intersection delay potential | Number of signalized intersections per mile | 2 | High | Medium | Low | |
| | 2. Level of congestion | Average roadway Level of Service in corridor | 1 | D or better | E | F | |
| D. Development Potential | 1. Density Threshold Assessment | DTA index based on residential and employment densities | 3 | High | Medium | Low | |
| E. Accessibility | 1. Neighborhood accessibility & transit dependency | TOI index based on Census demographic characteristics | 1 | High | Medium | Low | |
| | 2. Transit connectivity | Number of transfer opportunities with existing non-parallel PSTA routes per mile (with focus on BRT network connectivity.) | 1 | High | Medium | Low | |
| | 3. Regional connectivity | Number of transfer opportunities with inter-county services or connection to adjacent counties. | 1 | ≥2 | 1 | 0 | |

# PMT Insight?

# Next Steps

- Schedule PMT Meets
- Define PIP
  - Education / Awareness Outreach Forum
- Data Collection

# Pioneer Parkway (with transit lanes)