

# **BRT Planning: Staff Team Evaluation**

- Oct. 13, 2017 -

## **BRT Corridor: Staff Evaluation** (Metro Transit, Traffic Engineering, Planning, MPO)

- **Red highlighted text: Serious technical, engineering/design or funding/scheduling challenges**

### Central (Park St – Webster)

- Existing ridership – **6,906** (Park St to Webster)

- Central area BRT service will be a component of any Phase 1 start-up project.

### North

- Existing ridership - **2,628** Blair St. to Northport Dr. (including ridership Blair to Dickinson, which is common to North and East corridors)

- Requires a new busway/bridge to connect East Washington Ave. to Sherman Ave. (including relocated NTP to Sherman Ave).

- Requires bridge over Yahara River, requiring coordination with WSOR and extensive environmental study; technical feasibility of bridge uncertain. Busway along RR corridor would impact Yahara River Bike Path.

- Parking removed on E Wash between Square and Yahara River.

- **Significant Increase to operating cost, as service would be completely new due to new alignment.**

- Areas of Land Use Change (from Comp Plan): 288 acres

### South

- Existing ridership – **2,665** University Ave to Caddis Bend

- **Park St is state connecting highway; WisDOT responsible for street reconstruction and also must approve of cross section. Project not in WisDOT 6-year budget, but reconstruction should be done as part of BRT project because pavement is distressed - in fair-to poor condition throughout corridor.**

- Would require parking removal for side running or median option

- If local funding needed for street reconstruction, add up to \$15 million, increasing cost per mile to between \$10-13 million per mile.

- Side running would require parking removal and bus lanes added between W Wash and railroad. Existing bus lanes south of railroad, some parking removal required.

- **Park Street Volume-to-Capacity ratio 0.94-1.5; roadway capacity is constrained.**

- South Transfer Point is over capacity; expansion for BRT would require RE acquisition.

- **Increases to operating costs, as a Park St. corridor service does not currently exist. Routes 4, 5, 13 do not cover entire corridor, meaning they could not be replaced.**

- Areas of Land Use Change (from Comp Plan): 247 acres

### East

- Existing ridership – **2,460** Blair to East Towne (including ridership Blair to Dickinson, which is common to North and East corridors)
- East Towne terminal is located on private property and may need to be expanded.
- Parking removed on E Wash between Square and Hwy 30 (removal of parking and curb extensions at intersections).
- Relatively low infrastructure needs (East Washington pavement in very good condition due to recent reconstruction).
- Areas of Land Use Change (from Comp Plan): 591 acres

### West

- Existing ridership - **9,484** Park St. to Junction Rd. (assuming Mineral Point Road alignment)
  - Relocated West Transfer Point required if Mineral Point Road route chosen.
  - Intersection improvements required at University Bay Drive.
  - Little impact to bicyclists, pedestrians, and parking.
  - Mostly replacing, organizing existing service so little to no impact on vehicle operations other than TSP and possible intersection priority treatments (e.g., Campus/Johnson, Campus/U Bay Dr).
  - Areas of Land Use Change (from Comp Plan): 745 acres
- Consultations with transit officials in Minneapolis and Grand Rapids, MI: Successful Phase 1 Small Starts application dependent upon clear system vision, local funding commitment and technical readiness.

#### **Staff Team Recommendation for Phase 1 Route: East-West corridor (termini TBD)**

- Staff Team Rationale for East-West: Highest ridership, serves RESJ populations and destinations, technical readiness and complexity, capital and operating cost considerations, highest redevelopment impact potential, traffic capacity considerations

### **Planning Resources Available**

- Transport 2020 funds (federal/state funds) to be used for BRT Project Development, FTA Small Starts Application and NEPA completion.

<u>Grant</u>	<u>Description</u>	<u>Federal</u>	<u>State</u>	<u>Total</u>
WI-26-0012:	2006 Section 5314—Transport 2020 Alternative Analysis	\$ 860,750	\$ 860,750	\$1,721,500
WI-39-0002:	2007 Section 5339—Transport 2020 Alternative Analysis	\$ 140,984	\$ 140,984	\$ 281,968
		\$1,001,734	\$1,001,734	\$2,003,468

In addition to those federal/state funds, there is another \$532,500 federal grant that does not yet have any committed match. If the City is able to secure \$532,500 non-federal funds to match, we would have \$3,068,468 total funding for BRT implementation.

### **2018 BRT Planning Process Recommended**

- In order to advance the recommended BRT Phase 1 system, an extensive planning process is recommended. Professional planning and project development consultant services will be solicited. The procurement process will begin in the first quarter of 2018, and it is anticipated that this work will be completed in 12-18 months. The scope of this detailed planning effort is anticipated to include numerous elements, including, but not limited to:

#### **BRT Project Development (FTA Small Starts Application)**

- Planning/project development of high-capacity BRT Phase 1 corridor
  - Develop operating plan alternatives
  - Prepare ridership estimates
  - Preparation of FTA Small Start Application
- Development of capital and operating costs for Phase 1 BRT corridor
  - BRT corridor: infrastructure and facilities
  - park-and-ride facilities and other transfer facilities/opportunities
  - local Metro bus improvements to support the BRT service
  - shuttle and/or circulator services
  - bus/transit system maintenance facility
- Traffic Impact Analysis for Phase 1 corridor (incl. downtown/UW Campus street circulation analysis)
- Financial Plan (incl. capital and operating budget plan)
- Public Outreach/Participation Plan