Summary of Project

• BRT assessment
• Part of broader transit study
• Four major corridors
  – I-75, US 301, US 41
  – Fletcher, Fowler, Busch
  – Dale Mabry, Veterans, Himes
  – Selmon, SR 60, S. Brandon
Defining Alternatives

• Preliminary analysis
  – Densities
  – Transit orientation
  – Major activity centers
  – Density threshold assessment
  – Transit orientation index

• Team work session

• Brainstorming sessions
Recommended Alternatives for Evaluation

- 3 alternatives for each corridor
- Network connectivity
### Evaluation Criteria

#### Feasibility Assessment

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Criteria</th>
<th>Measure</th>
<th>Weights</th>
<th>5</th>
<th>3</th>
<th>1</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Ridership</td>
<td>1. Current ridership</td>
<td>Average weekday ridership per mile</td>
<td>2</td>
<td>&lt;200</td>
<td>100-200</td>
<td>&lt;100</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Potential future ridership</td>
<td>Projected weekday ridership per mile (as available from MPO model data)</td>
<td>2</td>
<td>&gt;500</td>
<td>250-500</td>
<td>&lt;250</td>
<td></td>
</tr>
<tr>
<td>B. Capital Cost Effectiveness</td>
<td>1. Right-of-way (ROW) availability</td>
<td>General assessment of ROW availability</td>
<td>1</td>
<td>High</td>
<td>Med</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Potential for coordinated improvements</td>
<td>Review of roadway improvement plans (including ITS improvements)</td>
<td>1</td>
<td>High</td>
<td>Med</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. Order-of-magnitude cost</td>
<td>Sketch-level estimated cost per mile</td>
<td>2</td>
<td>High</td>
<td>Med</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>C. Operating Cost Efficiency</td>
<td>1. Intersection delay potential</td>
<td>Average signalized intersection Level of Service in corridor</td>
<td>2</td>
<td>High</td>
<td>Med</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Level of congestion</td>
<td>Average roadway Level of Service in corridor</td>
<td>1</td>
<td>D or better</td>
<td>E</td>
<td>F</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** The table outlines the evaluation criteria for feasibility assessment, including objectives, criteria, measures, weights, and thresholds. The scores are based on the criteria and thresholds provided.
## Evaluation Criteria

### Feasibility Assessment

<table>
<thead>
<tr>
<th>Objectives</th>
<th>Criteria</th>
<th>Measure</th>
<th>Weights</th>
<th>5</th>
<th>3</th>
<th>1</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>D. Rider Potential</td>
<td>1. Density threshold assessment (DTA)</td>
<td>DTA index based on residential and employment densities</td>
<td>2</td>
<td>High</td>
<td>Med</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Transit orientation index (TOI)</td>
<td>TOI index based on Census demographic characteristics</td>
<td>2</td>
<td>High</td>
<td>Med</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>E. Accessibility</td>
<td>1. Access to activity centers</td>
<td>Number of major activity centers per mile</td>
<td>1</td>
<td>&gt;2</td>
<td>1-2</td>
<td>&lt;1</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2. Transit connectivity</td>
<td>Number of transfer opportunities with existing, non-parallel local &amp; planned premium transit services per mile</td>
<td>1</td>
<td>≥2</td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>3. Regional connectivity</td>
<td>Number of transfer opportunities with inter-county services or connection to adjacent counties</td>
<td>1</td>
<td>≥2</td>
<td>1</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td></td>
<td>4. Pedestrian access</td>
<td>Average bicycle/pedestrian Level of Service in corridor</td>
<td>1</td>
<td>High</td>
<td>Med</td>
<td>Low</td>
<td></td>
</tr>
</tbody>
</table>
BRT Levels

- **BRT**
  - Express bus
  - Local bus
  - Use of shoulders
  - Use of existing medians
  - Mixed traffic w/ signal priority
  - Exclusive w/ signal priority
  - Light rail
  - Heavy rail

- **Investment Cost**
- **System Performance**
Next Steps…

- Corridor evaluation (May/June )
- Review meeting (July )
- Final Report (August)