

Fresno Bus Rapid Transit (BRT) Project



Presentation to:

People of Fresno

Presented by:

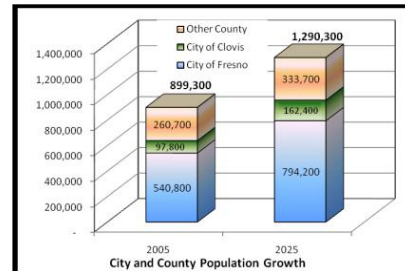


April 1st, 2nd, & 8th, 2009

Need

Fresno area faces major transportation challenges which include:

1. Rapid **growth**
2. Increasing traffic **congestion**
3. High **transit dependency** due to large number of low income, low auto households
3. Poor **air quality**
4. Loss of **farmland/open space** due to sprawl [100,000 acres at risk under current growth scenarios]



Purpose

1. Enhance **mobility** by expanding travel options
2. Improve **speed, reliability** and **convenience of transit** in key transit corridors
3. Encourage new forms of development that **reduce sprawl and auto emission**
4. Begin first phase of **multi-corridor transit improvement program**



Goals And Objectives

1. Provide area residents **better access to work, education, health care, recreation**, and other essential services
2. Make transit a **viable, attractive, and affordable alternative** to private auto travel; reduce auto dependency
3. Reduce vehicle miles of travel, leading to **improved air quality** and **reduced congestion**
4. Design and operate a **safe, accessible** system for bus riders, bicyclists, and pedestrians
5. Improve **connectivity to other transit services and other modes**, including bicycles, park and ride facilities, and planned new modes (E.G. High speed rail)
6. Better **serve the transit dependent** and fairly distribute limited public resources
7. Support long-term **economic development** and sustainable development
8. Establish A transportation system that is **sustainable and cost-effective**



What Is Bus Rapid Transit (BRT)?

1. “Bus Rapid Transit” (BRT) is a new form of public transportation that **improves** the **speed, reliability,** and **identity** of bus transit
2. Combines **special** kinds of **stops, buses, services,** and **amenities**
3. BRT is similar to light rail transit (LRT), but with **greater operating flexibility** and potentially **lower costs**



Local Bus



Bus Rapid Transit (BRT) Vehicle



BRT Vehicles

- Higher Capacity Vehicles
- Low Floor, Clean Air Vehicles
- Faster Boarding and Exiting
- Fare Validators
- Next Stop Display and Announcer
- Bicycle Racks



Los Angeles, California



Eugene, Oregon



Las Vegas, Nevada



Cleveland, Ohio



Jacksonville, Florida



St. Paul, Minnesota



Maryland

BRT Stations

Amenities Could Include:

- Café/News stand at Transit Centers
- Car, Moped and Bicycle Sharing
- E-locker & Bike 'n' Ride Parking
- Customer Service Center
- Real Time Bus Arrival
- News and Information Monitors
- Enhanced Crosswalks
- Seating and Lean Bars
- Ticket Vending Machines
- Info/Help Kiosk
- Landscaping
- Bicycle Parking

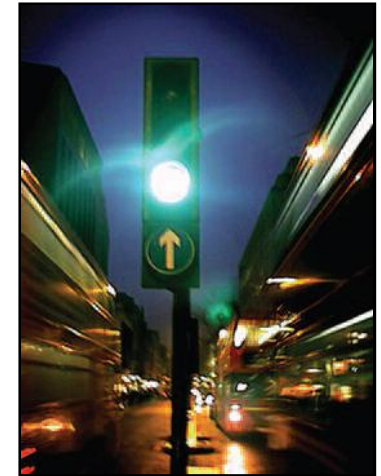
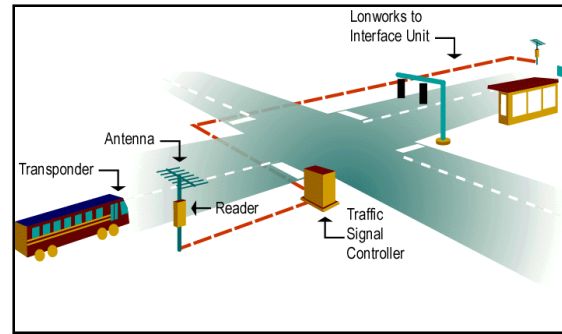
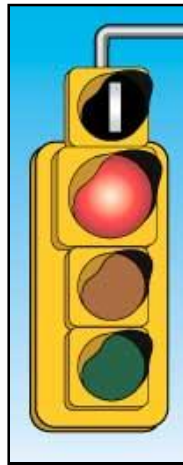


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Traffic Signal Priority (TSP)

TSP is an operational strategy that facilitates the movement of transit vehicles, either buses or streetcars, through traffic-signal controlled intersections

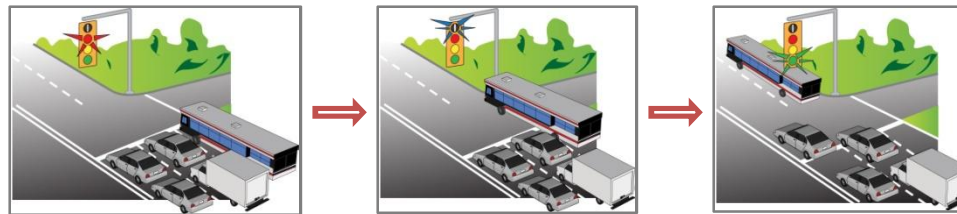
(Source: Transit Signal Priority (TSP): A Planning and Implementation Handbook, May 2005)



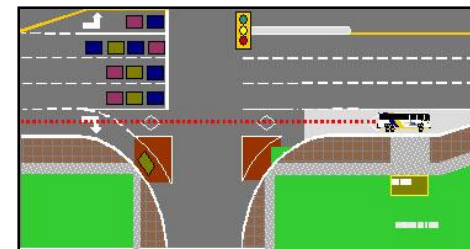
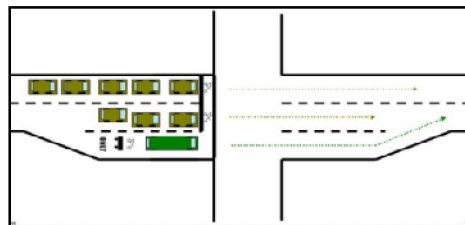
Queue Jump Lane

A *queue jump* lane is a short stretch of bus lane combined with traffic signal priority. The idea is to enable buses to by-pass waiting queues of traffic and to cut out in front by getting an early green signal. A special bus-only signal may be required.

The queue jump lane can be a right-turn only lane, permitting straight-through movements for buses only. A queue jump lane can also be installed between right-turn and straight-through lanes. (Source: FTA.gov)



Queue Jump/TSP Illustration



Queue Jump Signal for MAX – Las Vegas



Branding



Real Time Information



Los Angeles, CA



Portland, Oregon



Singapore

Level Boarding



Dedicated/Striped Bus Lanes



AC Transit Concept –
Oakland, CA



Wilshire Blvd., Los
Angeles - Concept

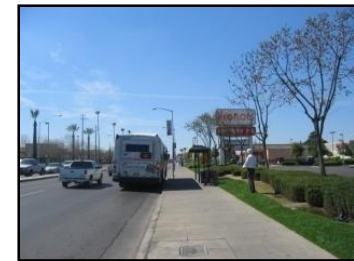


<i>PRIOR STUDIES</i>	<i>YEAR OF STUDY</i>							
	1994	2001	2002	2004	2005	2006	2007	2008
TRANSIT MASTER PLAN								
TRANSIT LONG RANGE MASTER PLAN								
FRESNO GENERAL PLAN								
FRESNO MASS TRANSPORTATION PRE - MIS								
TRANSIT SHORT RANGE MASTER PLAN								
PUBLIC TRANSPORTATION INFRASTRUCTURE STUDY (PTIS) – PHASE 1								
TRANSIT SHORT RANGE MASTER PLAN								
BUS RAPID TRANSIT (BRT) MASTER PLAN								



Study Issues

- **Project limits** and detailed alignment
- Types and **extent of improvements** (dedicated lanes, queue jumps, station locations)
- **Traffic and transit operations** along arterials
- Potential **environmental impacts/concerns**
 - Loss of traffic lane; intersection operations
 - Traffic diversion
 - Parking removal
 - Air quality, noise, and visual effects
 - Accommodation of pedestrians and bicycles
 - Local access and circulation
 - Others





FTA Very Small Start Program



Other (fares and local sales tax for operations)



Measure C

Funding Sources



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Kimley-Horn and Associates, Inc.

Next Steps and How to Stay Involved

– Important Upcoming Events

- Technical evaluation of alternatives (April – July 2009)
- Public review and agency adoption of LPA (June – July 2009)

– Contacts

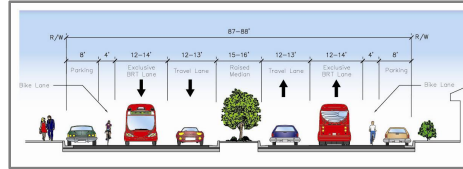
- Write to FAX at 2223 G Street, Fresno, CA 93706
- Call FAX at 621-RIDE
- www.fresno.gov/FAX and www.fresnocog.org



VOTE ! - Options for Kings Canyon Rd./Ventura Ave.

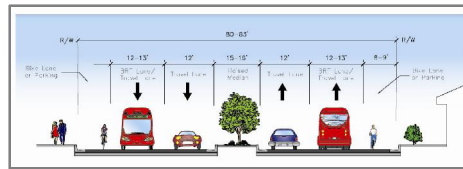
Option 1

- Dedicated transit-only lanes between SR-41 and Willow Ave. and shared transit/vehicle lane from Willow Ave. to Fowler Ave.
- Converting one traffic lane in each direction to transit-only lane between SR-41 and Willow Ave.
- Keeping the on-street parking
- Potential Capacity Improvements at Major Intersections
- Station amenities



Dedicated Transit-Only Lanes between SR-41 and Willow Ave.

YES



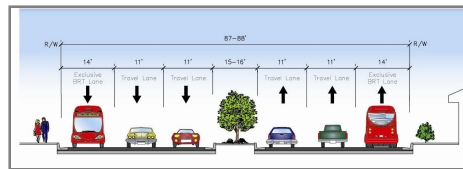
Shared Transit/Vehicle Lane between Willow Ave. and Fowler Ave.

NO



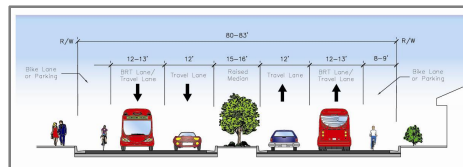
Option 2

- Curb running dedicated transit-only lanes between SR-41 and Willow Ave. and shared transit/vehicle lane from Willow Ave. to Fowler Ave.
- Removing on-street parking
- Station amenities



Dedicated Transit-Only Lanes between SR-41 and Willow Ave.

YES



Shared Transit/Vehicle Lane between Willow Ave. and Fowler Ave.

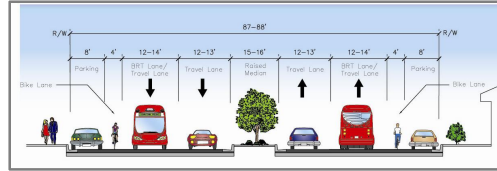
NO



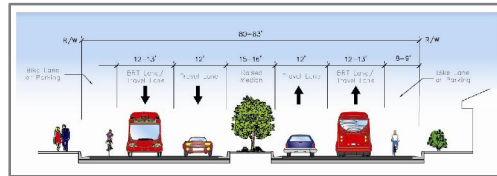
VOTE ! - Options for Kings Canyon Rd./Ventura Ave.

Option 3

- Shared Transit/Vehicle lane between SR-41 to Fowler Ave.
- Keep the on-street parking
- Station amenities



Shared Transit/Vehicle Lane between SR-41 and Willow Ave.



Shared Transit/Vehicle Lane between Willow Ave. and Fowler Ave.

YES



NO

