



## Regional Transit System

# Transit Comments on the County Long-Term Concurrency Management System (LTCMS)

10/2/08



## LTCMS - Transit Concerns

- Need higher densities to support transit
  - Need at least 15 dwelling units / acre to support a ten minute bus service frequency
- Need TOD implementation strategies to guide growth toward supporting efficient transit services
- No data & analysis to support the need for BRT and no existing transit service for comparison
- No assurance of continual operating revenues



## LTCMS - Transit Concerns

- BRT approach would require expensive transit capital investments before providing evidence of demand for transit service
- No Capacity Available for Transfers
  - Due to overcrowding on existing transit services, new transit services need to connect origins to destinations rather than connect to existing transit services



- The investment in BRT services requires higher densities, frequent bus service, transit stations, higher capacity buses, park & ride lots, integration with traffic signals, dedicated lanes and more.
  - A seven mile route would cost over \$1.3 million annually to operate
  - BRT buses would cost an additional \$3 million for that same seven mile route
  - Dedicated Transit lanes min. \$10 million / mile



# BRT Feasibility Study

- Intent is to identify corridors that support BRT service and meet FTA Criteria
- Federal Transit Administration Criteria (9)
  - Existing ridership in corridor exceed 3,000 trips/day
  - Ineligible for FTA funds without existing service



# Long Range Transit Plan

- Transit success is more likely with a phased approach that emphasizes an increase in services and facilities as demand for service increases
  1. Express Bus Service from/to Park & Ride Lots
  2. BRT from Park & Ride Lots near I-75