Better Buses Benefit Pennsylvania's Cities

October 18, 2016

APA PA

PortAuthority

Bus Transit in Pennsylvania

- 26 Fixed-Route Bus Systems
- 3,000 revenue vehicles
- 7.3 million revenue hours of operation in FY2014
- 272 million individual rides in FY2014

Bus transit comprises most of the transit in Pennsylvania

- In FY2014, fixed-route bus service accounted for 75% of the revenue hours and 61% of the transit riders in Pennsylvania with other fixed route service provided by rail transit systems.

Disadvantages of Conventional On-Street Bus Service

- Lack of visibility, particularly for occasional transit users
- Limited or no amenities for transit riders
- Prone to delay in traffic which increases travel times
- Traffic delays lead to unreliable and uneven service
- Short spacing of bus stops reduces bus speeds
- High operating costs
- Poor image
- Difficult to capture the value of transit where development occurs in a corridor

Examples of Actions to Improve Effectiveness and Appeal of Bus Service

- Real-time schedule information (Nationwide)
- Transit Signal Priority (Chicago)
- Stations and bus shelters with amenities (Kansas City and Minneapolis)
- Off-board fare collection (Cleveland)
- Branding of vehicles, stations & signage (Eugene, OR)
- Dedicated transitways (Los Angeles)
- Stylized vehicles (Seattle and Las Vegas)
- Coordinating Transit-Oriented Development with bus rapid transit (Oakland, CA)

Wide Range of Applications

- Small and Large Cities (Fort Collins, Colorado and Chicago)
- Minimal investments and major projects (New York City Select Bus and Los Angeles Orange Line busway)

Three Pennsylvania Cities' Approaches

- Philadelphia
  - Roosevelt Boulevard Route for Change – Dan Nemiroff, AICP, Southeastern Pennsylvania Transportation Authority
- Allentown
  - Enhanced Bus/Bus Rapid Transit Study – Owen O'Neill, Lehigh and Northampton Transportation Authority
- Pittsburgh
  - Downtown - Uptown - Oakland - East End Bus Rapid Transit – Justin Miller, AICP, City of Pittsburgh

IMPLEMENTING "BRT LITE" SERVICE ON ROOSEVELT BOULEVARD

Dan Nemiroff, AICP
SEPTA Service Planning

APA-PA
October 18th, 2016

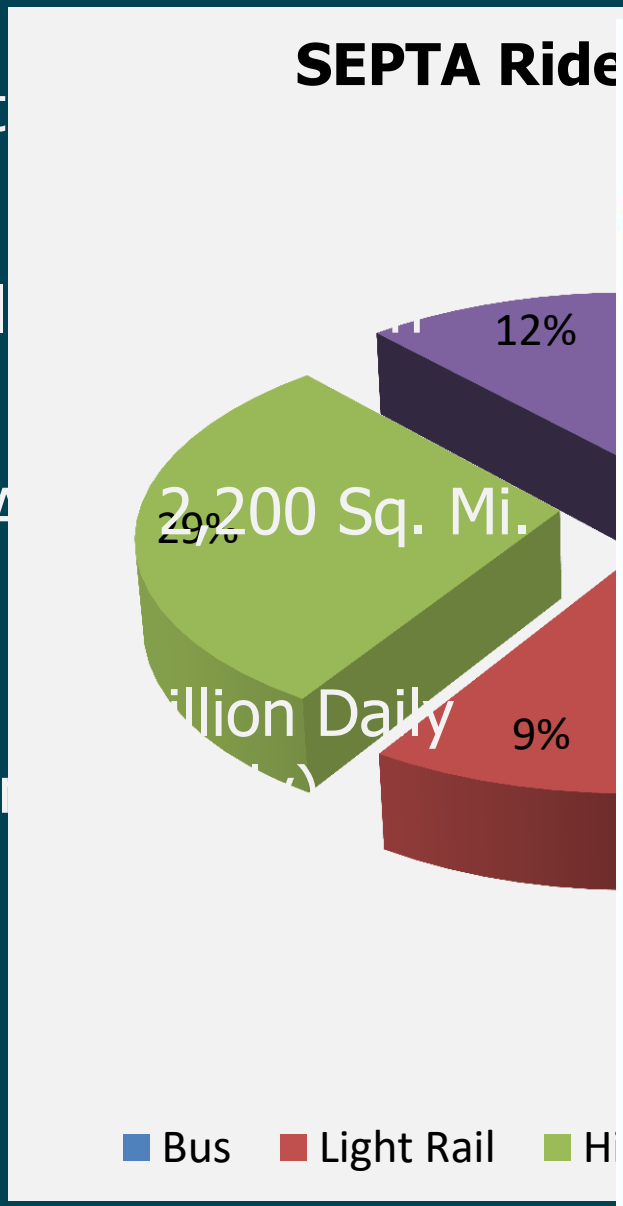
ABOUT SEPTA

6th Largest

Area Popul

Coverage A

Ridership:
(330 Millio



ROOSEVELT BOULEVARD BASICS

- Proposed in 1903 as part of the City Beautiful movement
- Connects the northeastern territory of the city to the central portion
- Original sections completed between 1903 and 1914 at a cost of $3.5 million
- Became part of the Federal Highway System in 1926 when the US 1 designation was added
- Subsequent additions took the Boulevard into Northeast Philadelphia and Bucks County and led to road widenings and other improvements
- Roosevelt Expressway constructed in 1931 to link Roosevelt Boulevard to the Schuylkill Expressway
- One of the most congested roads in the United States
- Two of the worst intersections in the U.S. (Red Lion and Grant)

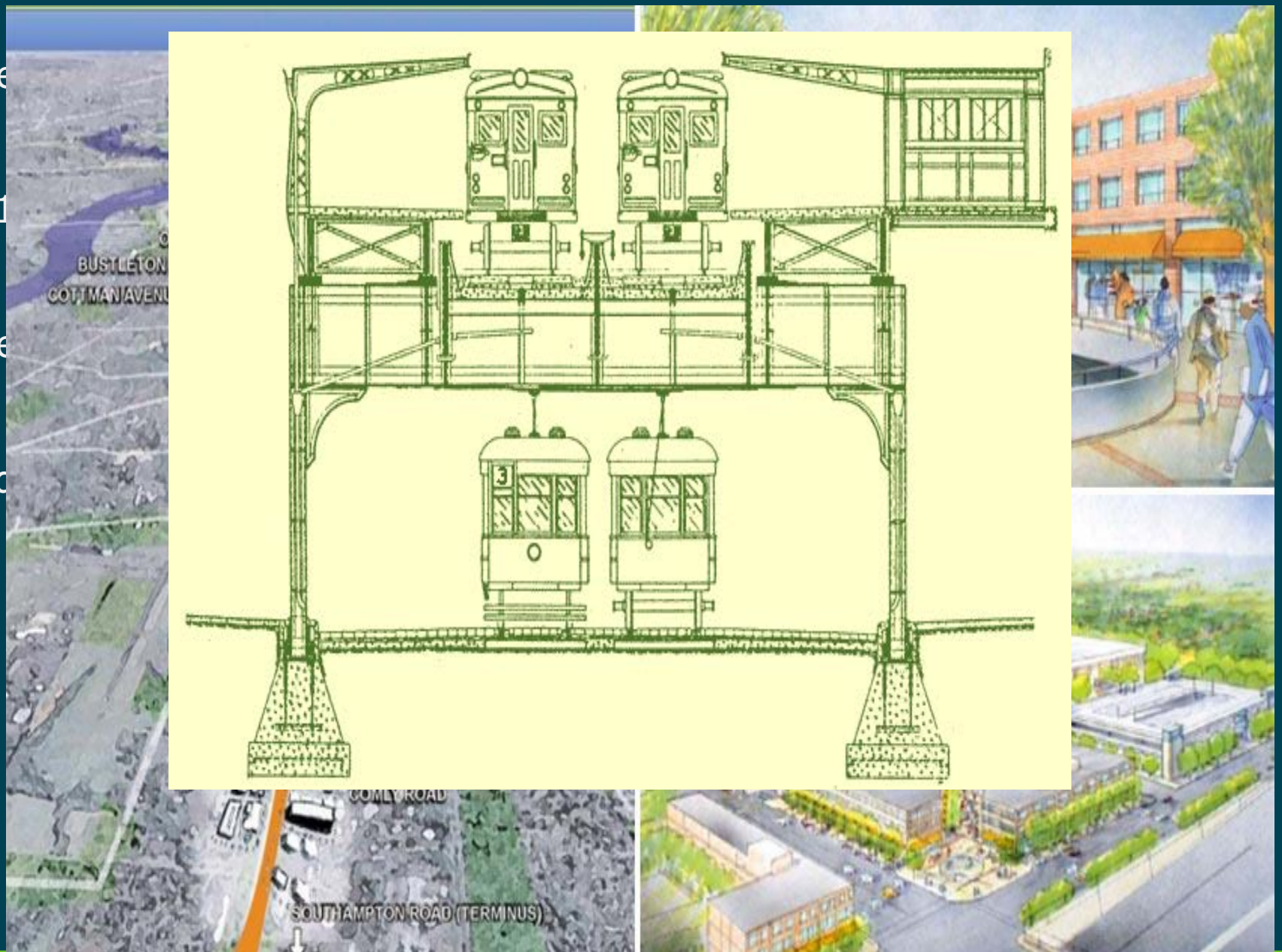
RECENTLY COMPLETED STUDIES

Roose

U.S. 1

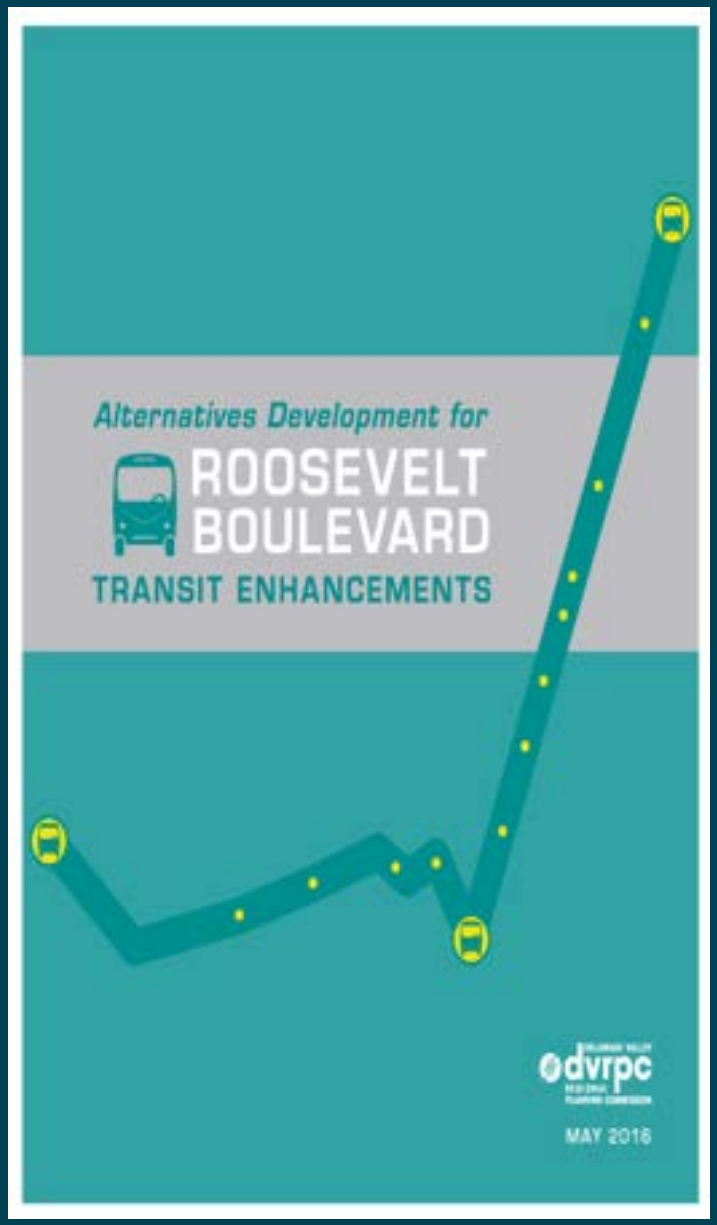
Roose

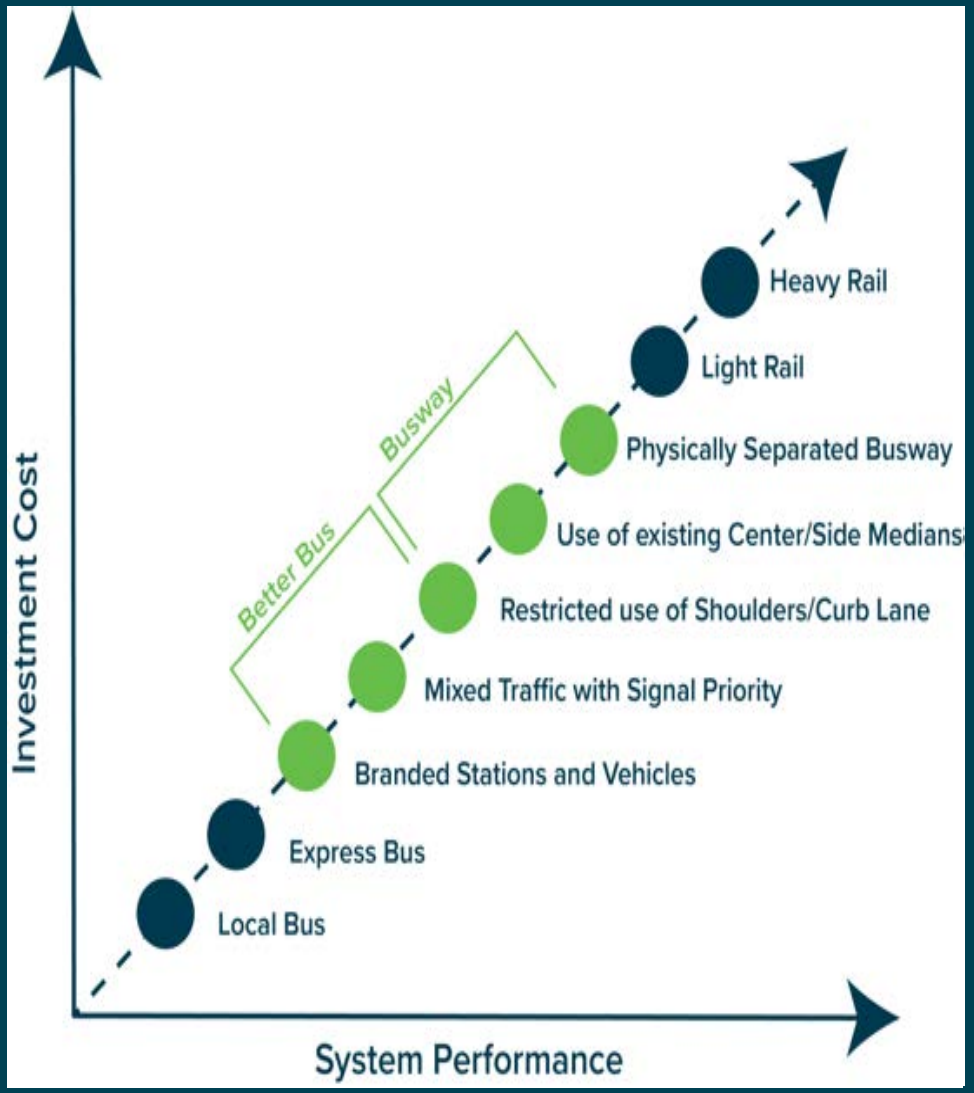
Philad



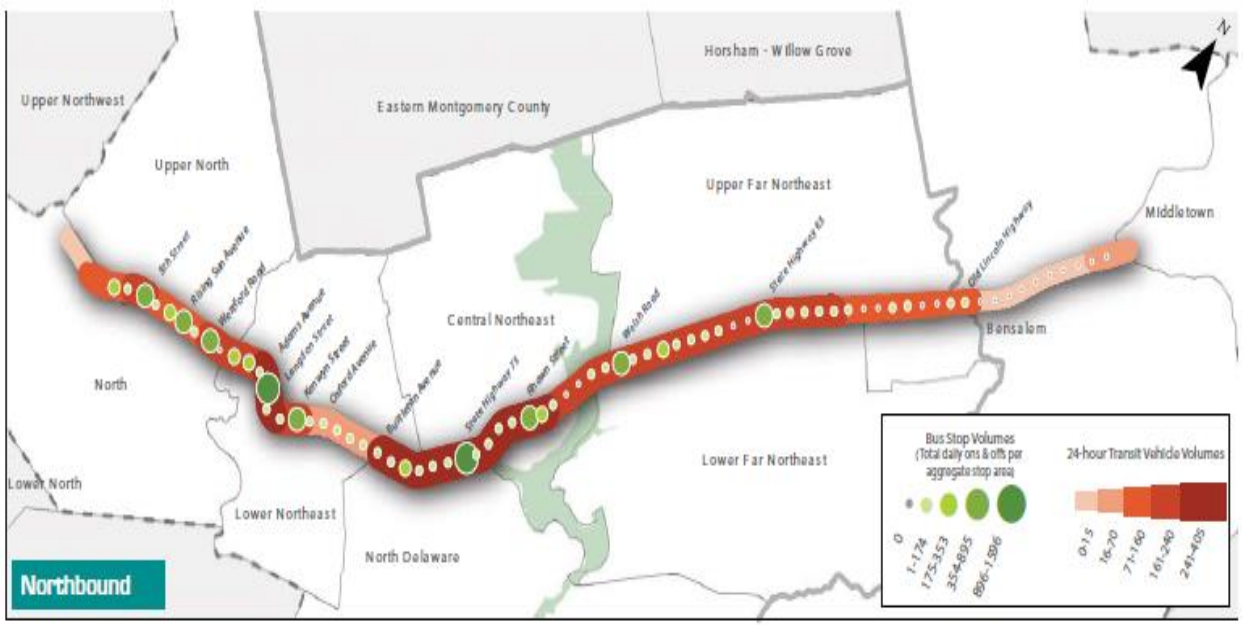
CURRENT CONFIGURATION

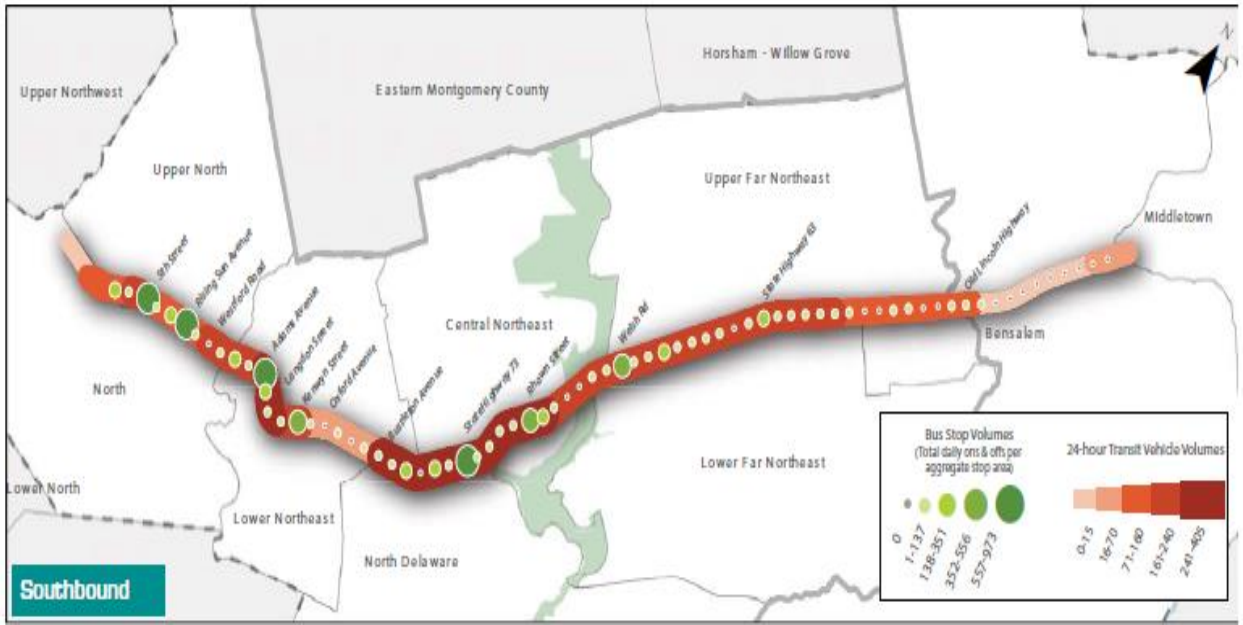
DIFFERENT APPROACH





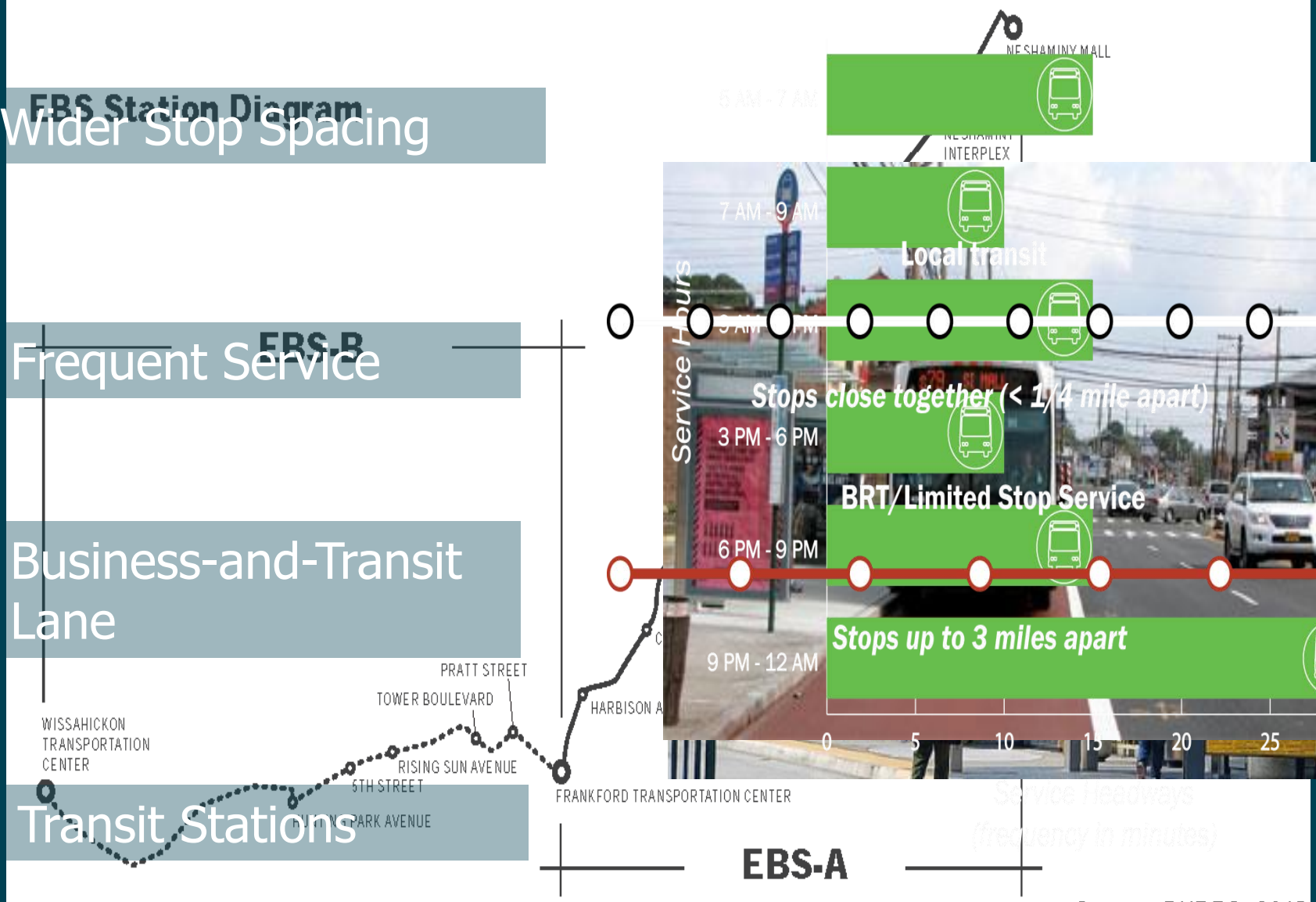
CURRENT TRANSIT CLIMATE





RECOMMENDATION – "ENHANCED BUS SERVICE"

- Wider Stop Spacing
- Frequent Service
- Business-and-Transit Lane
- Transit Stations



Source: DVRPC, 2015

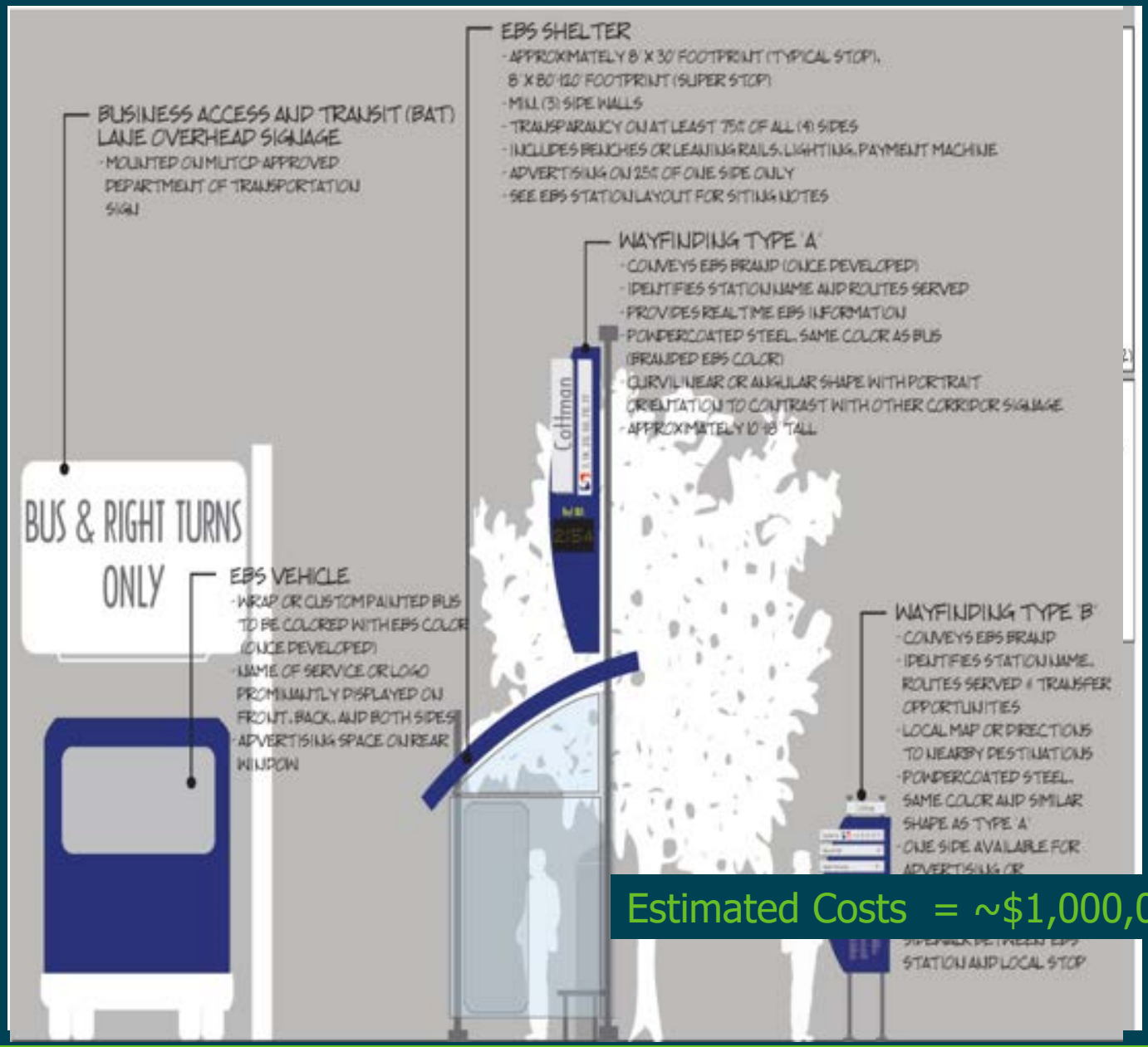
OTHER RECOMMENDED ENHANCEMENTS

Transit Signal Priority

All-Door Boarding

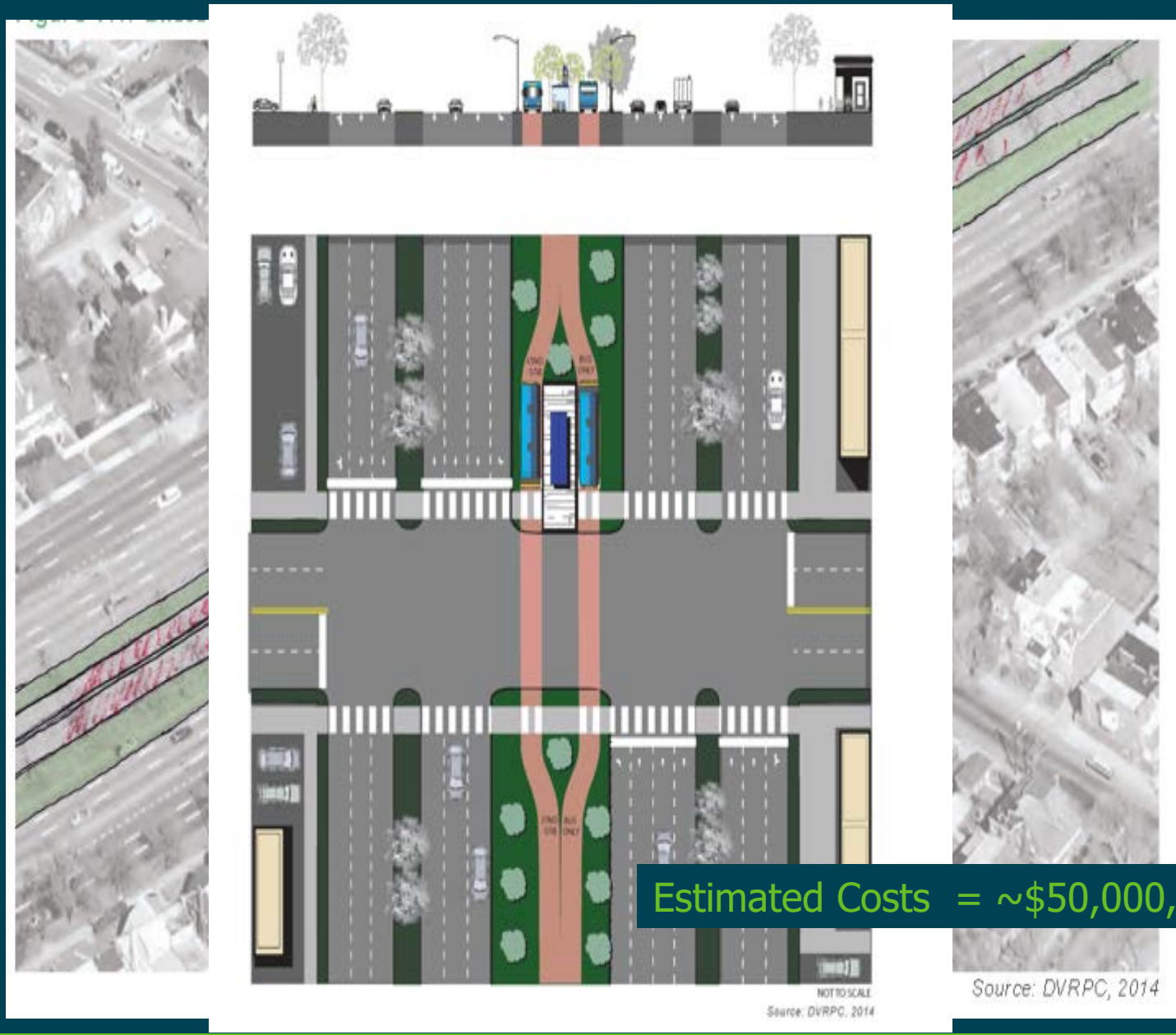
Real-Time Information

STATION DESIGN – ENHANCED BUS



Estimated Costs = ~$1,000,000

LONG-TERM RECOMMENDATION – FULL BRT



Estimated Costs = ~$50,000,000

QUESTIONS

How to make infrastructure changes to property SEPTA does not own?

How to brand a new transit mode?

How to coordinate with other stakeholders, property owners, and the general public?

How to pay for the costs of design, construction, and operation?

TIGER AWARD

Multi-modal in approach (car, ped, bike, transit)

Focus on transportation and economic development throughout the corridor and in the neighborhoods

All major parties on the same page and at the table

Big picture but with shorter-term actions

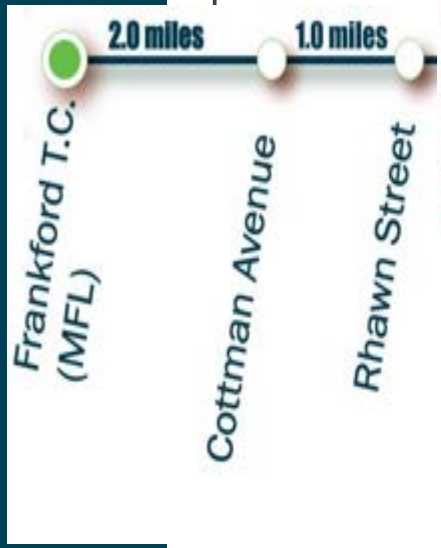
Philadelphia's Study for a Better Roosevelt Boulevard

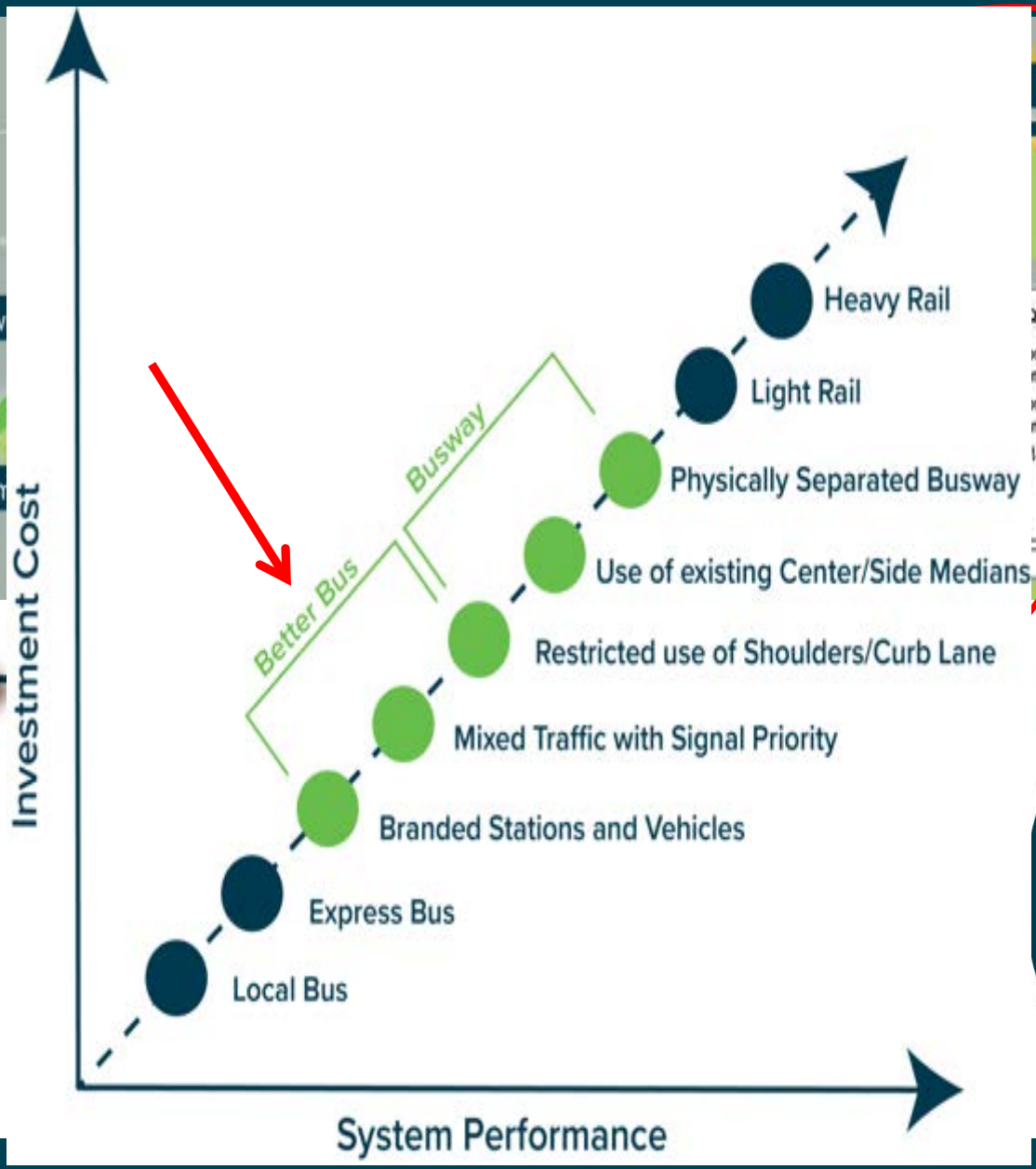
3 Years

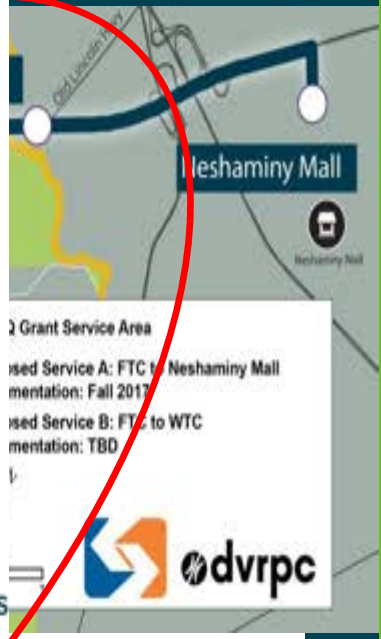
$3,000,000

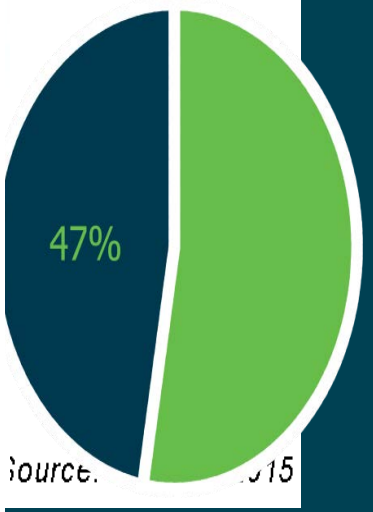
Interim Action – Establishing Enhanced Bus Service on Roosevelt Boulevard

IMPLEMENTATION – BRT LITE (X BUS)









OTHER ENHANCEMENTS

All-Door-Boarding
Custom branding for mode & route
(work done through TIGER grant,
Spring 2017 announcement)
pilot coinciding with large scale
adoption of SEPTA Key

STATION DESIGN/CONSTRUCTION - CMAQ AWARD

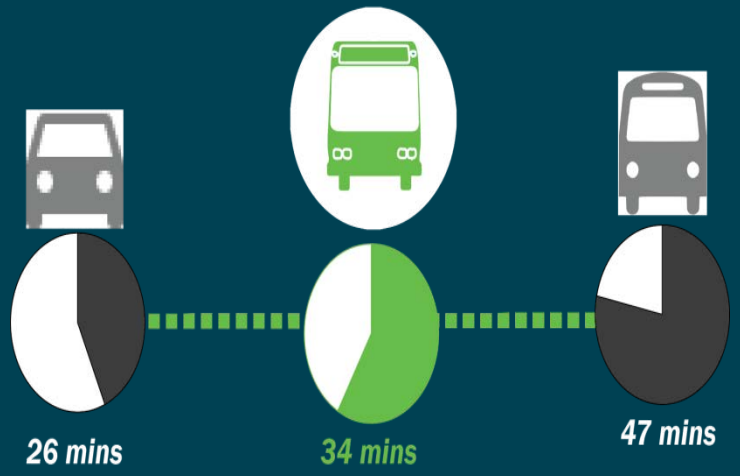
Covers
stations
Bouleva

Station
coopera
City/SE

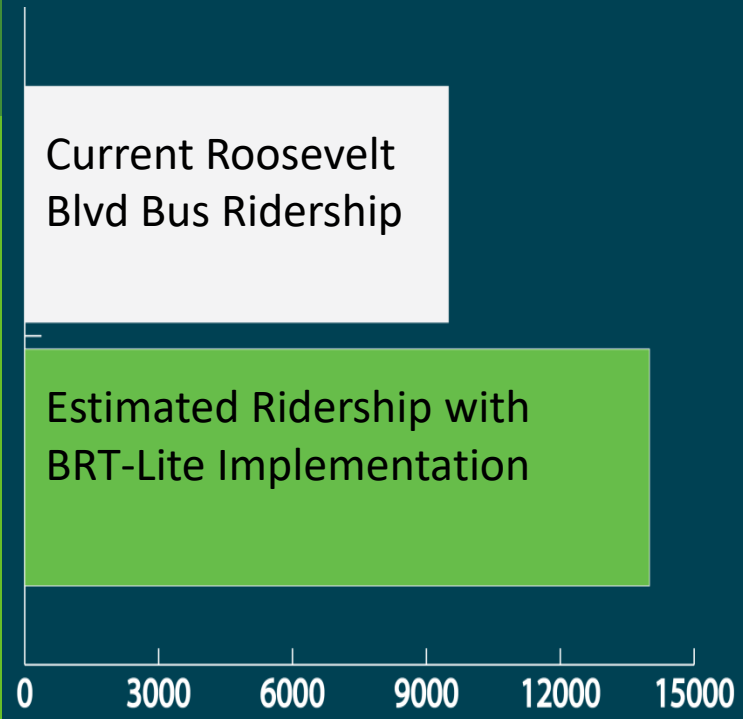
for

ESTIMATED BENEFITS

Trip reduction time of 13 minutes (28%) off of current end-to-end runtime

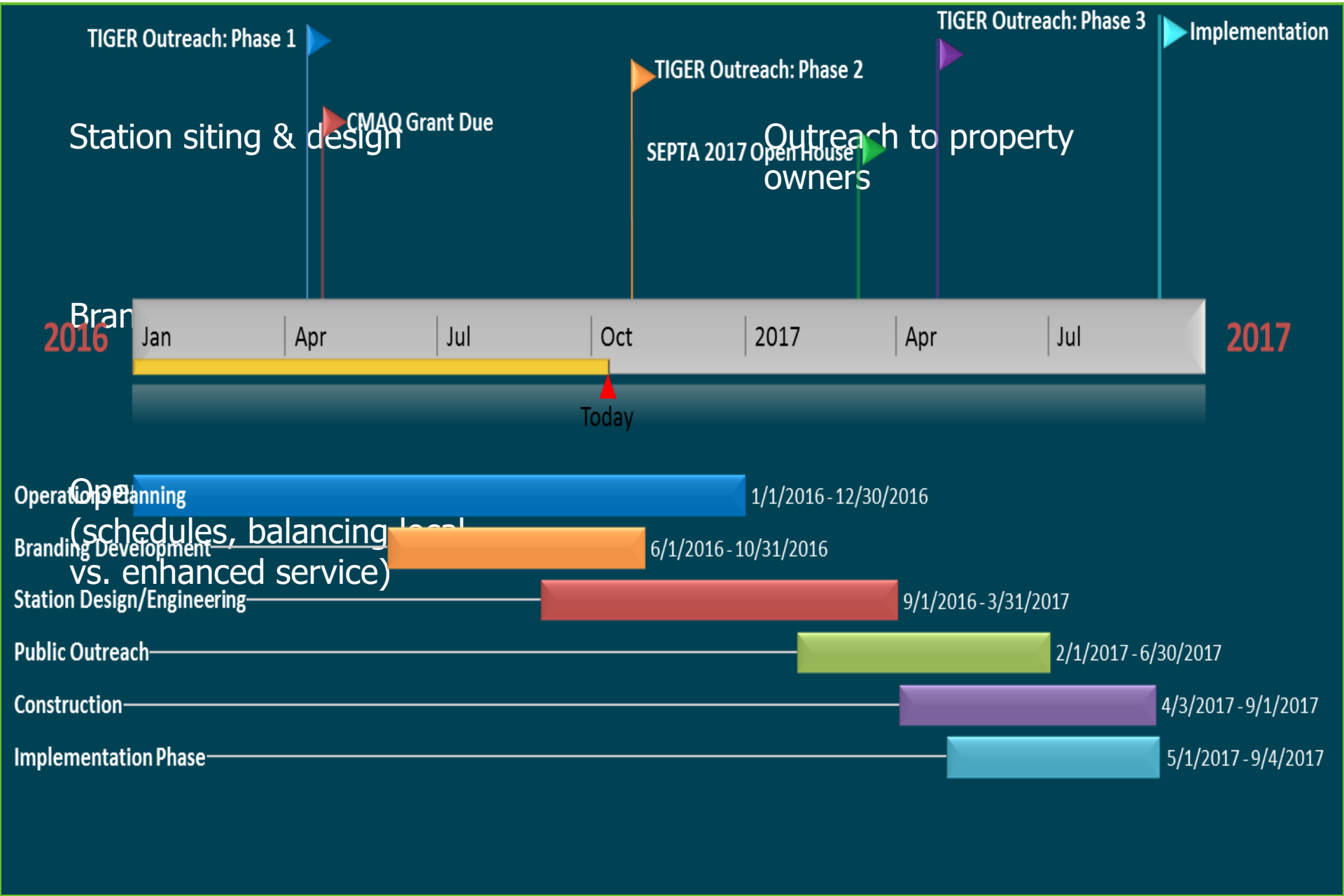


Approx. 4,500 new riders a day,



Balancing Local/Enhanced Service will allow us to run 30% more service for same cost

ONGOING ACTIVITIES



FUTURE EFFORTS

Finish implementation of FTC to Neshaminy Service (estimated for Fall 2017)

Improvements to FTC and Neshaminy Mall to support service

Planning work for lower portion of Roosevelt Boulevard* (EBS-B)

Future investigation into other appropriate corridors (BRT LRP)

THANK YOU

Dan Nemiroff, AICP
SEPTA Service Planning

Lehigh Valley Enhanced Bus/ Bus Rapid Transit Plan

Services

- Fixed Route (LANtaBus)
  - 24 fixed routes, 65 peak buses
  - Approximately 18,000 trips per day
  - 9,000 work commutes
  - 9,000 trips for shopping, medical, other quality of life needs
  - 2,000 seniors daily
- Paratransit (LANtaVan)
  - Operated by Easton Coach Company
- Carbon County Community Transit (CCCT)

Moving LANTA Forward Study

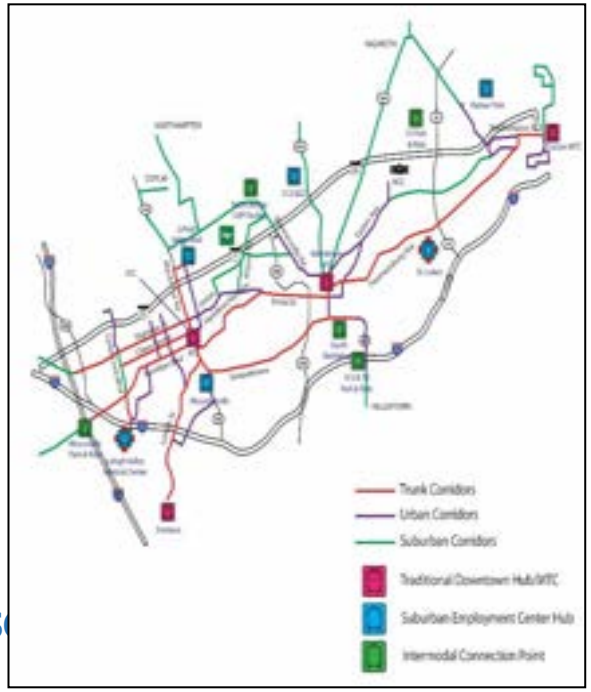
- 12 Year Strategic Vision
- Adopted 2010
- Three Elements
  - Service Plan
  - Marketing Plan
  - Land Use Outreach Tools

Why *Moving LANTA Forward*?

- Transit service levels have not kept pace with demand
- Residential and commercial development
- Goals of Regional Vision – LVPC's *Comp Plan -The Lehigh Valley 2030*
  - Mitigate congestion and sprawl
  - Link land use and transportation decisions
  - Preserve open space and revitalize urban centers
- Organizational Vision – *LANTA Strategic Plan 2004-2015*
  - LANTA services should address changing mobility needs, support regional economic development and environmental goals
  - LANTA will play an important role in the region's transportation network

Summary of Recommendations - Service Plan

- Core Service Improvement Plan
  - Improved frequency and span
  - Metro system re-design
  - Establishes hierarchy of corridors
- Expanded Service Coverage Plan
  - Network of satellite hubs
  - Flexible services connect to fixed route at
  - Improved connections to commuter bus s
- Enhanced Bus Modes Plan
- Land Use Outreach



Enhanced Bus/Bus Rapid Transit Study

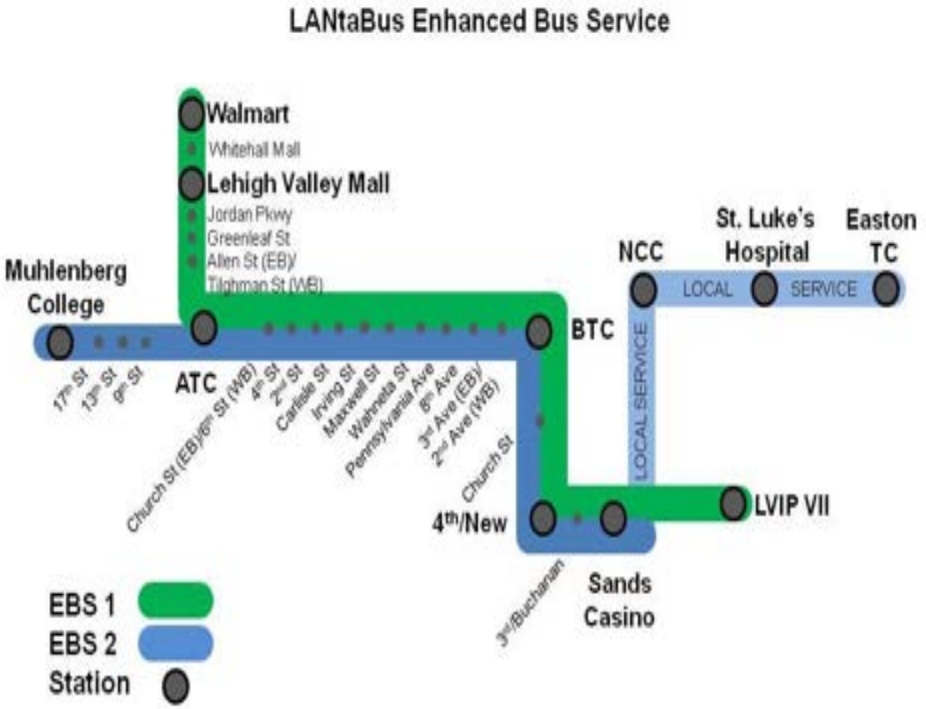
- Funded through congressional designation
- Study conducted by team led by AECOM Techn Services
  - HDR – Land Use Policy Research
  - Taggart Associates – Public Outreach
- Study commenced in summer 2012
- Numerous Advisory Committee meetings throughout process
- Two series of public meetings
- Revised Draft Final Report and Executive Summary submitted

Study Process

- Identified “Priority Transit Corridors” – 100’s routes
- Established overall goals of program
- Developed Evaluation Criteria based on:
  - Program goals
  - LANta Board of Directors and Study Advisory Committee input
  - Federal Transit Administration (FTA) required criteria for a BRT project

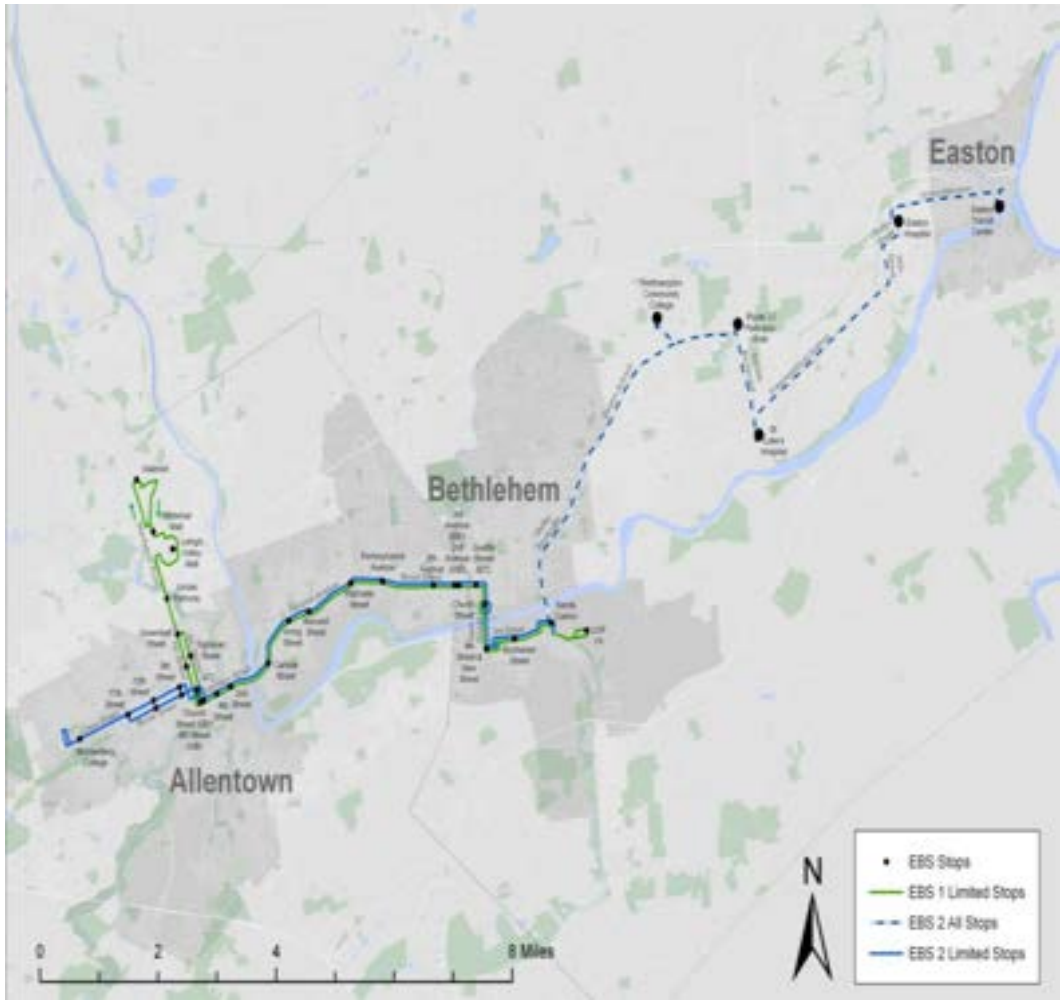
Study Process

- Identified Recommended
  - Service Plan
  - Roadway Treatments/Capit
  - Implementation Plan



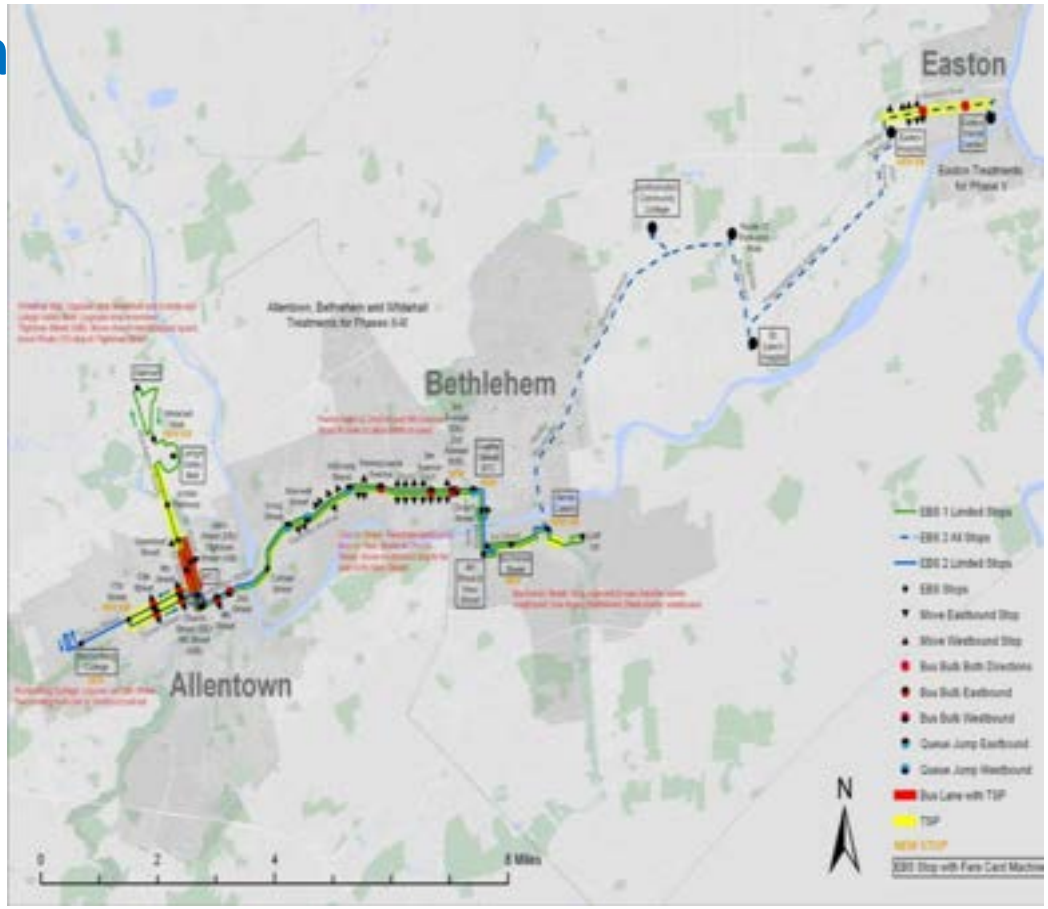
Summary of Recommendations

- Two route system



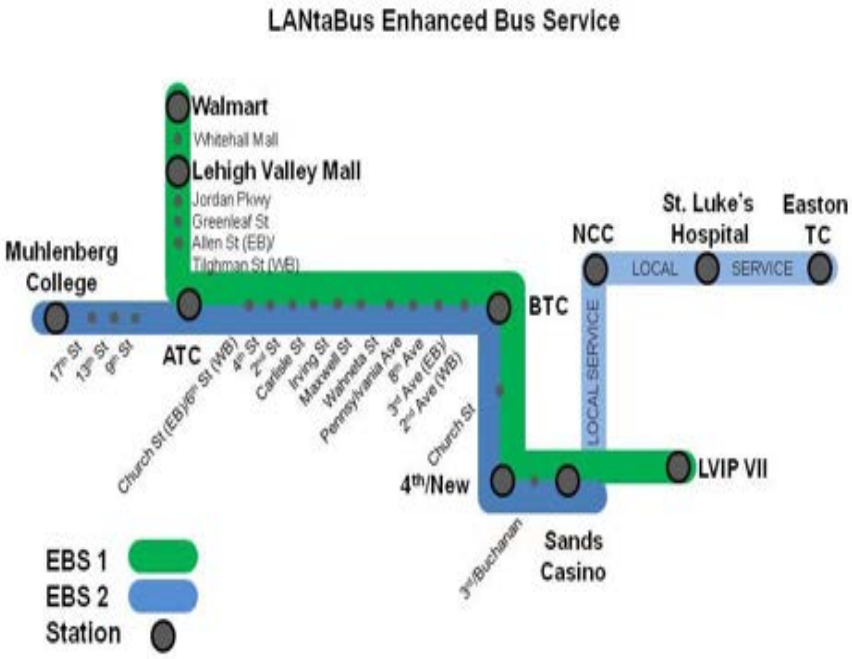
Recommended Program of Treatments

- Improved Stop Amen
- Bus Bulbs
- Queue Jumps
- Bus Lanes
- TSP



Phased Implementation Approach

- Phase I – Implement EBS 1 as local
- Phase II – Add limited stop service EBS 1
- Phase III – Implement EBS 2 between West Allentown and S Bethlehem
- Phase IV – Increase frequency
- Phase V – Add limited stop in Easton
- Phase VI – Add limited stop along EBS 2



Land Use Guidelines

- Plan recognizes that feasibility depends on land use
- Set of guidelines developed by HDR covering:
  - Density of employment/residential
  - Design elements
  - Pedestrian environment
- Guidelines for three development environments
  - Urban
  - Transitional
  - Suburban

Urban

Transitional

Transitional

Status

- Currently developing detailed service plan for Phase 1 for implementation late 2017/early 2018
- Developing branding scheme
- Developing coordinated implementation strategy for roadway improvement elements


APA
PA


LANta

Pittsburgh BRT Project Coordination

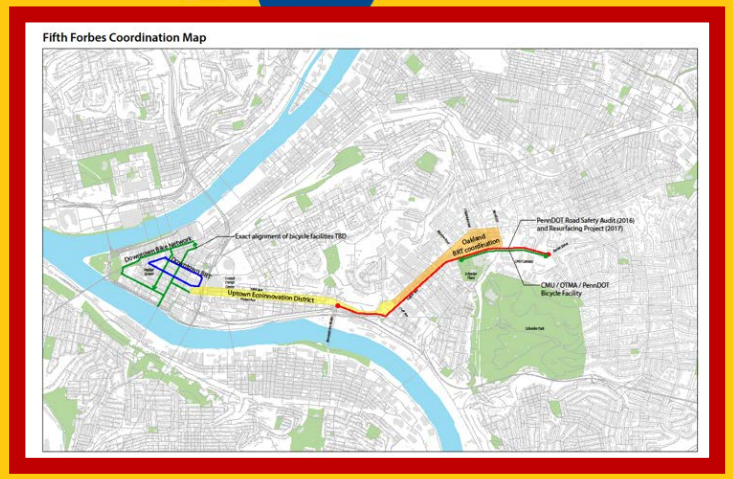
pittsburgh city planning
William Peduto, Mayor
Raymond W. Gastil, AICP, Director

Port Authority

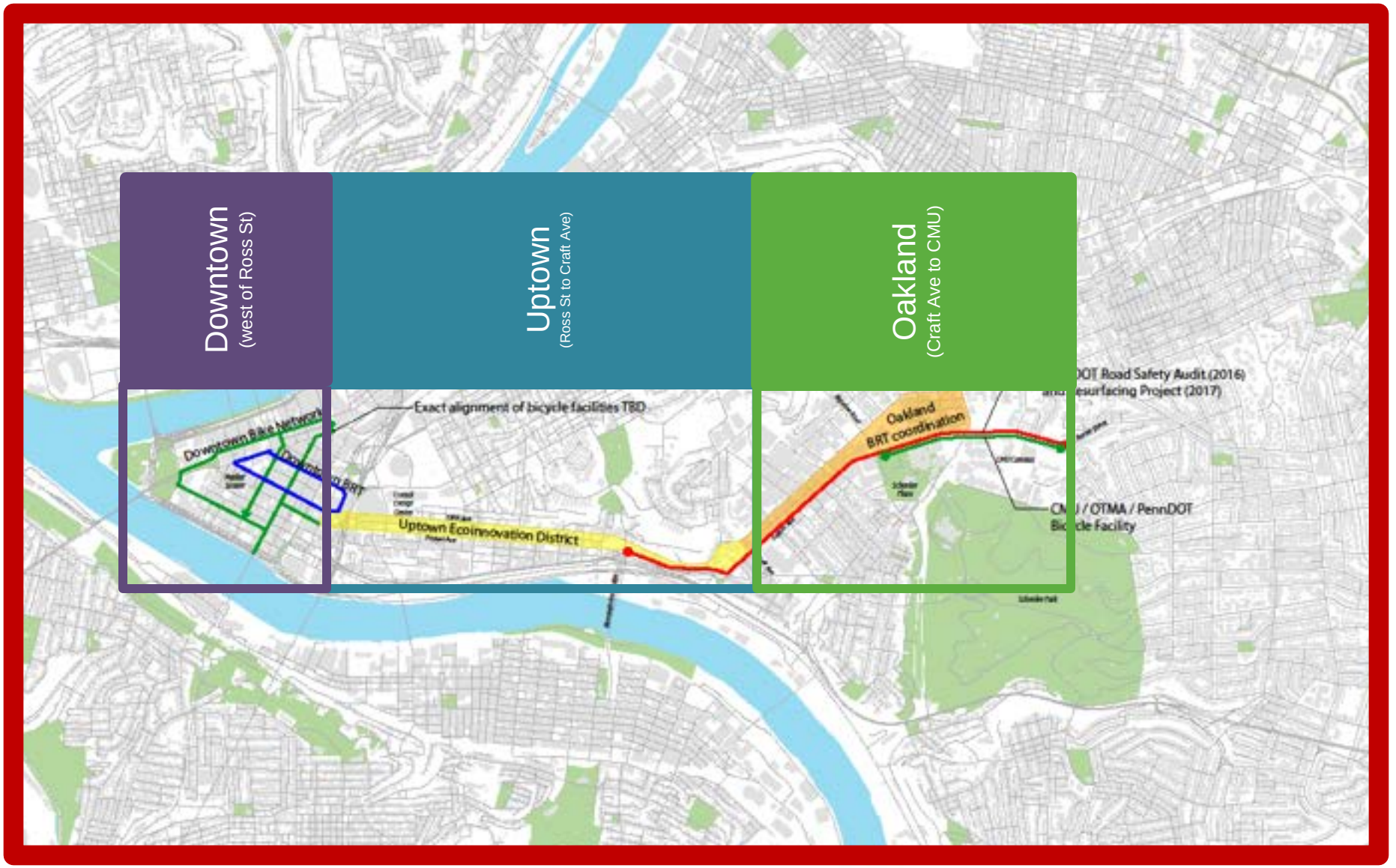
Project Context

Project Context

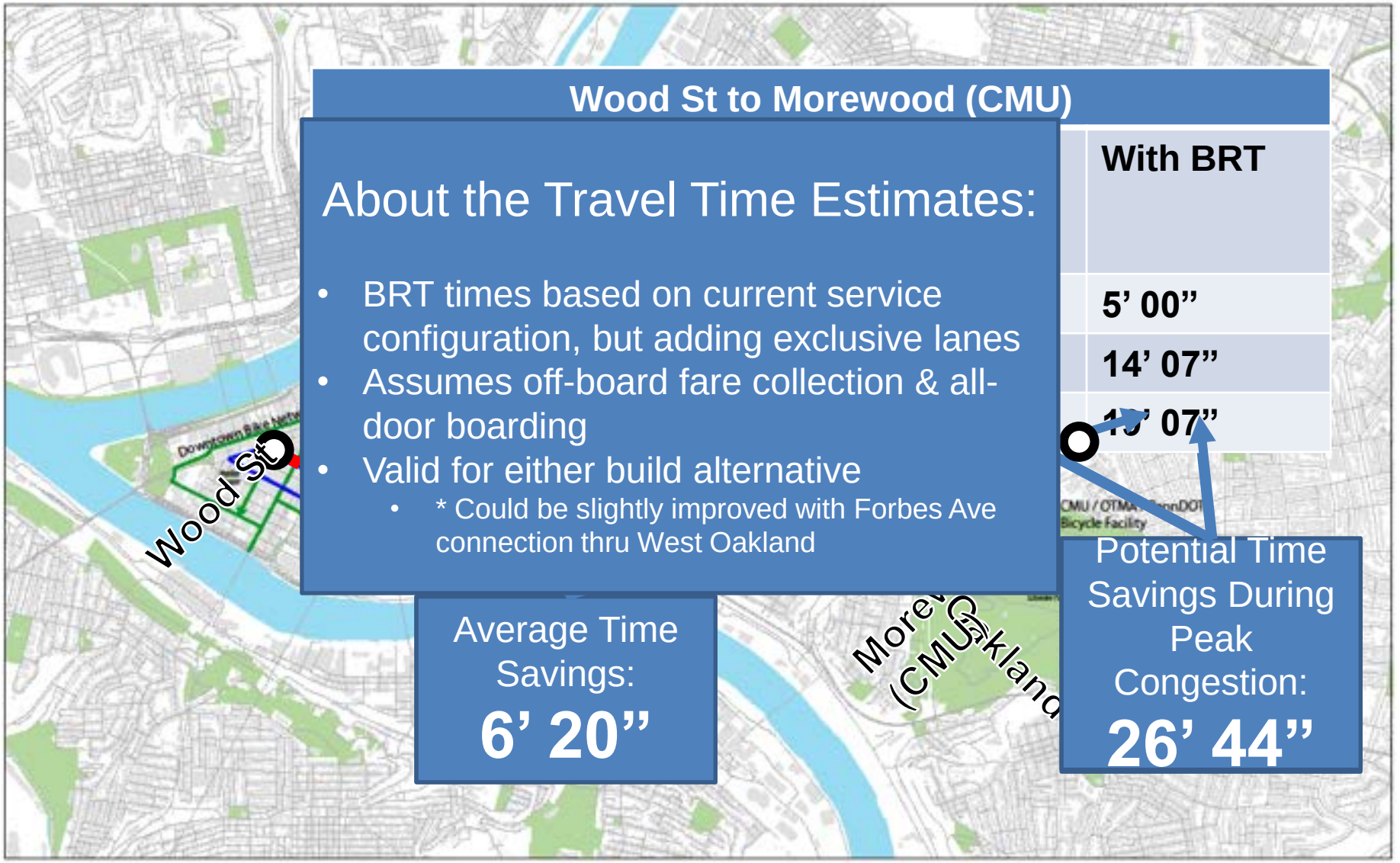
Project Context



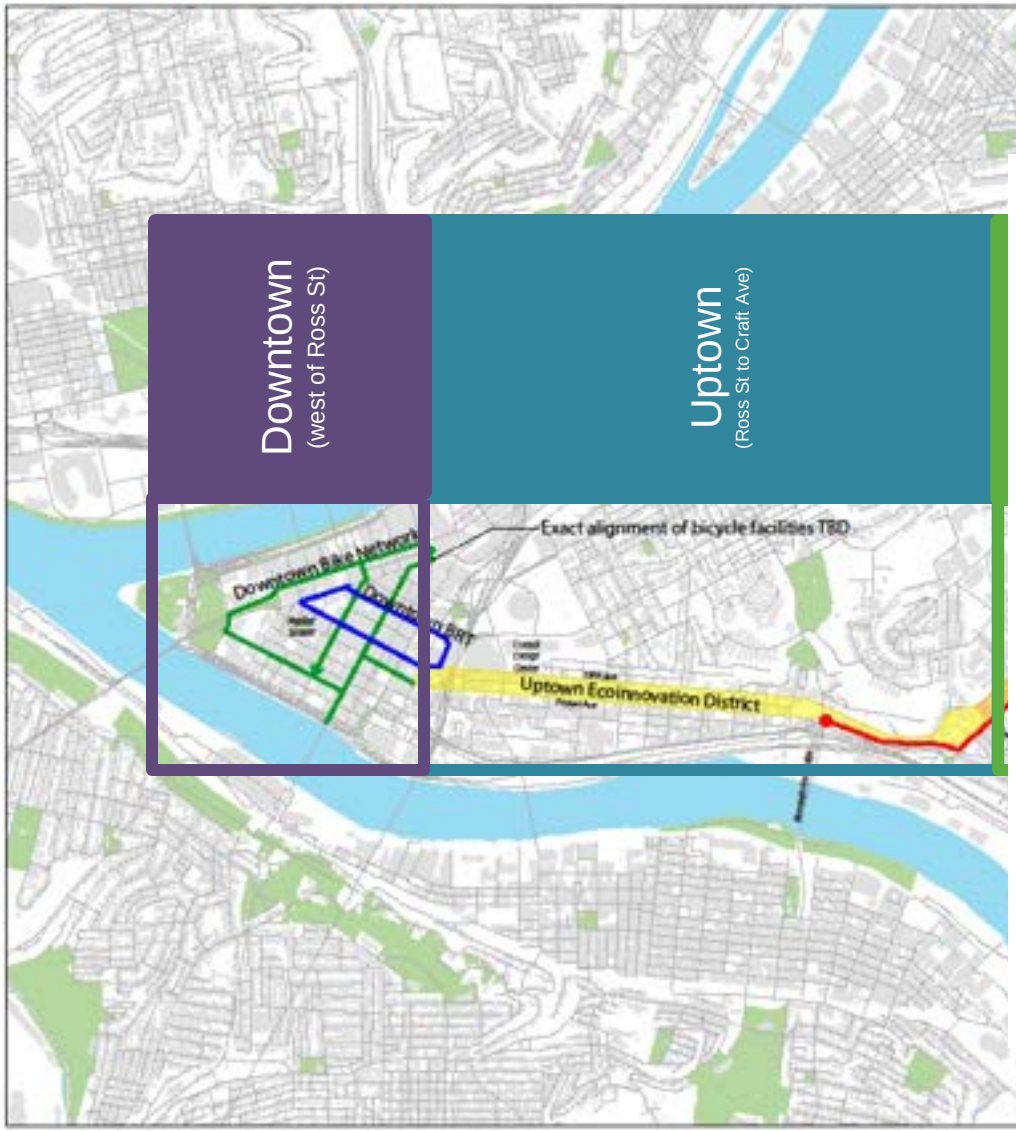
Project Context



BRT: Travel Time Impacts



Is it just about speed, speed, speed?



How can we make the most of the transit-oriented development opportunities available, with a strong equity focus?

FIRST THINGS FIRST…

WHAT IS AN ECOINNOVATION DISTRICT plan?

A community plan focused on equitable growth, economic development, and sustainability.

Centered around Uptown/West Oakland, this EcoInnovation District plan will be created WITH and FOR THE COMMUNITY. This includes ensuring that improvements in Uptown/West Oakland reinforce the work already underway in neighboring communities.

Creating
an
equitable
and
sustainable
community.

NEXT QUESTION:

HOW DOES THIS RELATE TO THE BUS RAPID TRANSIT (brt) PLANNING THAT began A WHILE AGO?

There was some planning for BRT but that process has been put on hold so that this community plan can shape potential transit improvements and not the other way around.

Planning for transit improvements will be folded into your vision for the community.

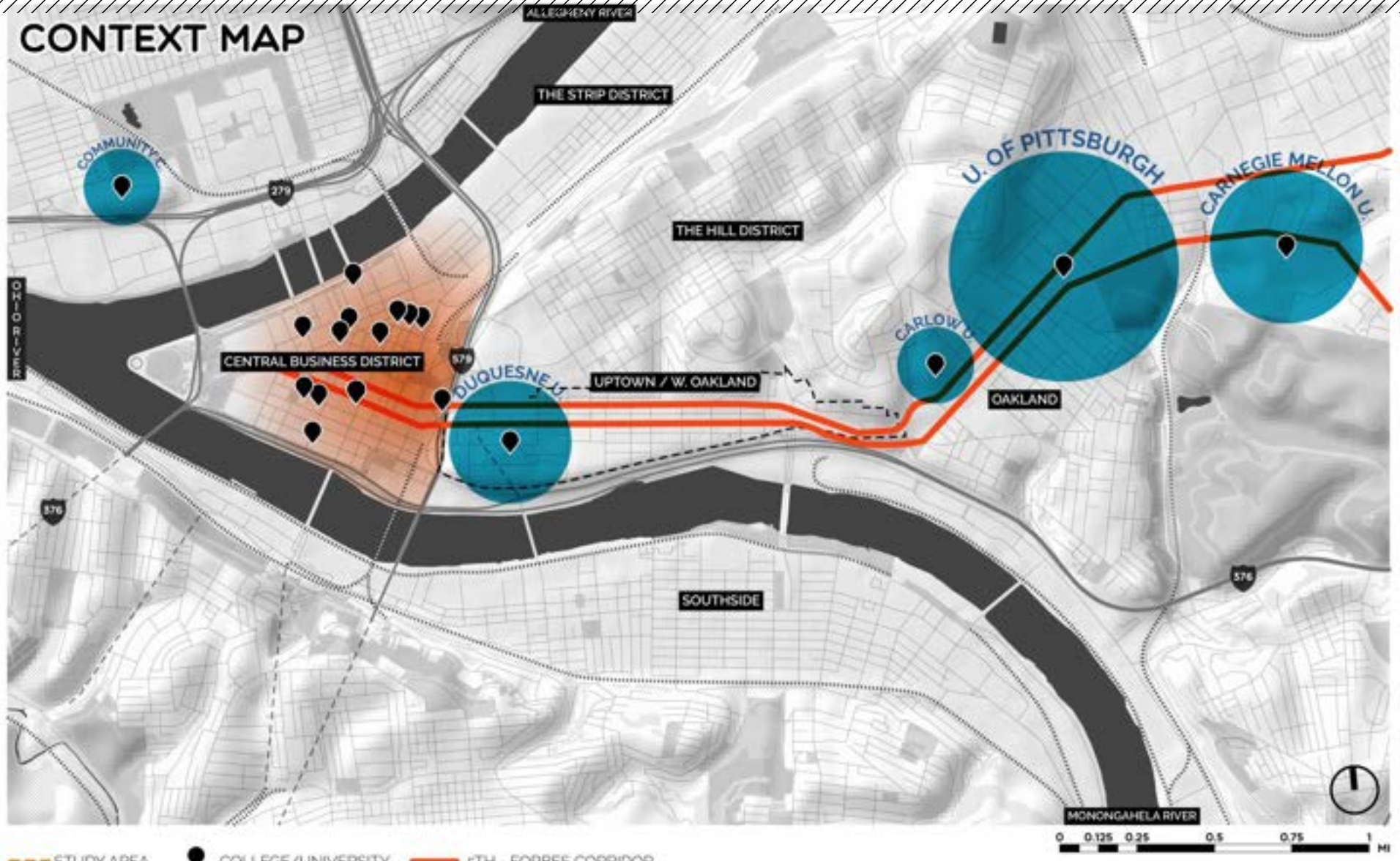
The UPTOWN / WEST OAKLAND area today is:

> 204 acres

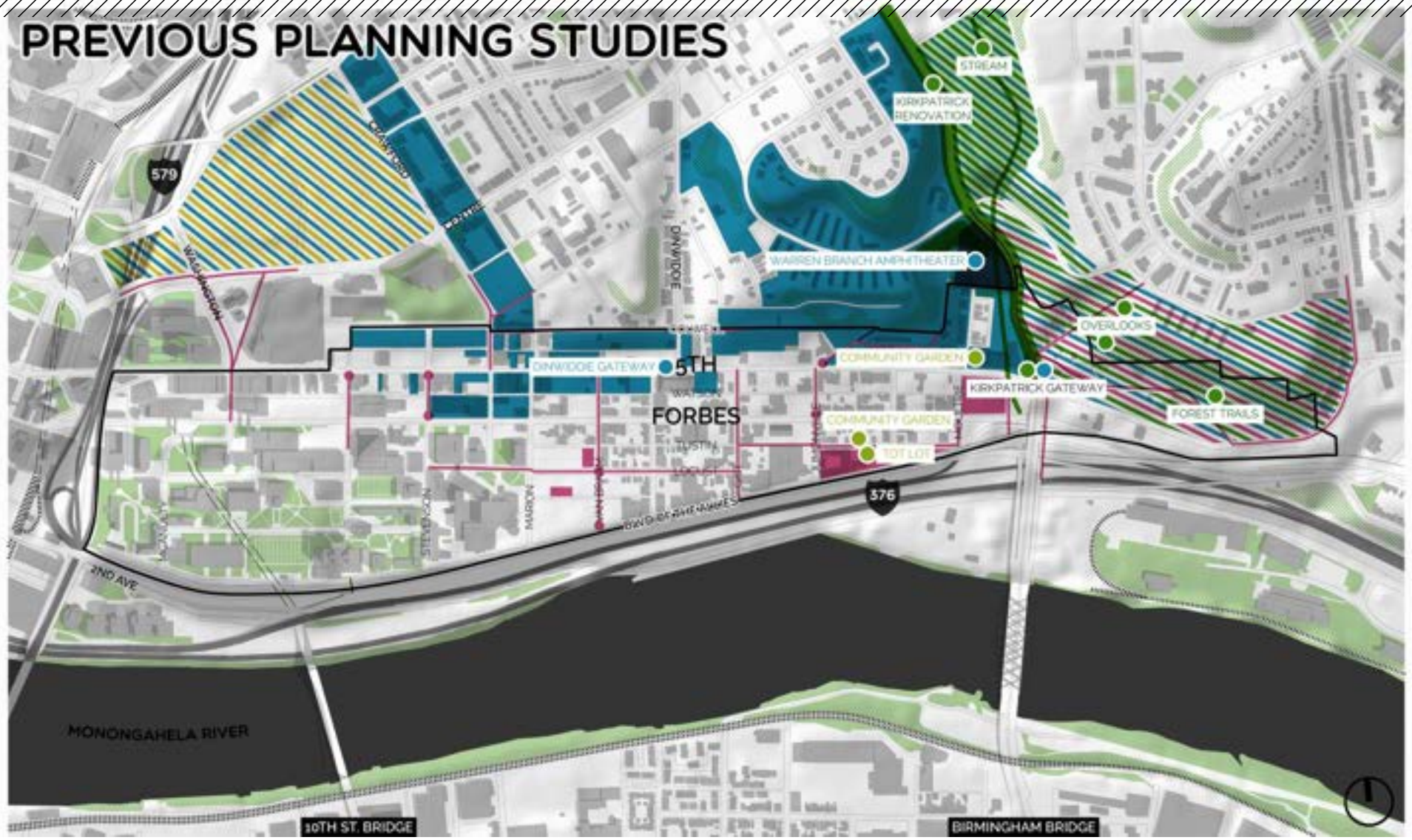
> about 1,000 residents

(not including students)

> 81 businesses

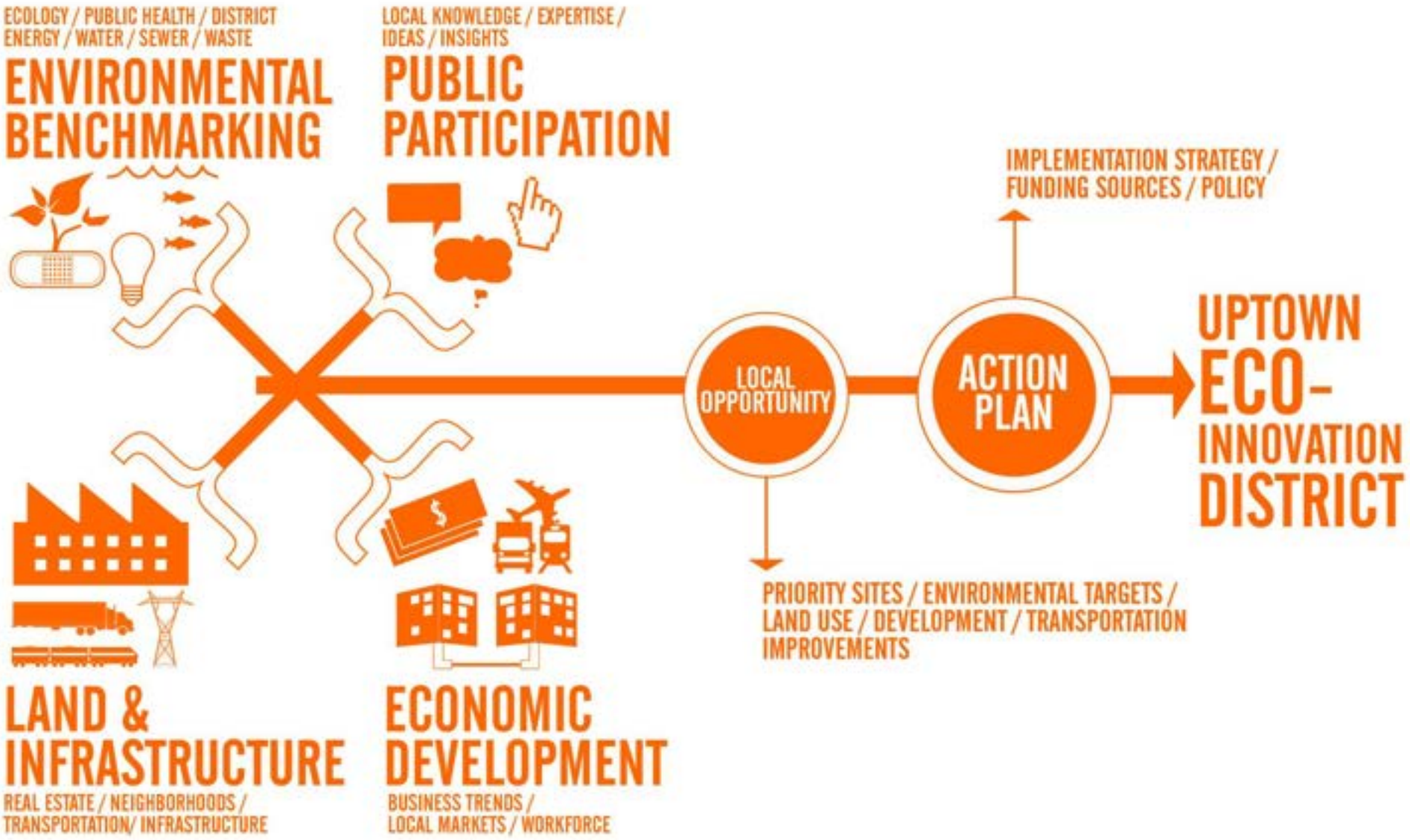

CONTEXT MAP
ALLEGHENY RIVER
THE STRIP DISTRICT
COMMUNITY C
279
THE HILL DISTRICT
U. OF PITTSBURGH
CARNEGIE MELLON U.
OHIO RIVER
CENTRAL BUSINESS DISTRICT
579
DUQUESNE U
UPTOWN / W. OAKLAND
CARLOW U
OAKLAND
376
SOUTHSIDE
MONONGAHELA RIVER
0 0.125 0.25 0.5 0.75 1 MI
STUDY AREA
COLLEGE/UNIVERSITY
5TH - FORBES CORRIDOR
COLLEGE/UNIVERSITY CAMPUS
CENTRAL BUSINESS DISTRICT

PREVIOUS PLANNING STUDIES



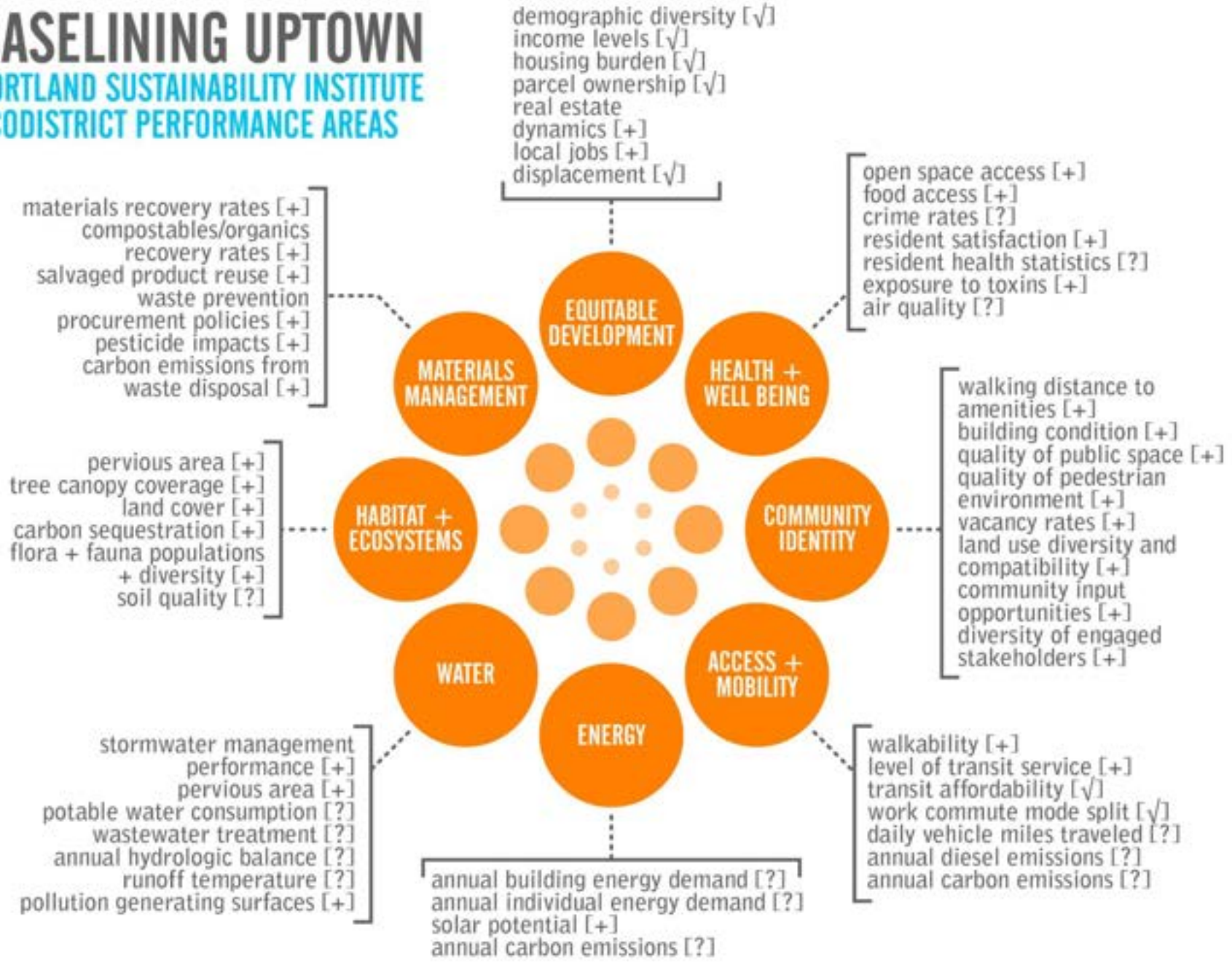
- This map summarizes proposals from other plans that address uptown.
- while uptown is included in these plans, it is not the focus.
- this is an opportunity to specifically address the challenges facing uptown and its residents and businesses.

OUR PROCESS:


ECOLOGY / PUBLIC HEALTH / DISTRICT ENERGY / WATER / SEWER / WASTE
ENVIRONMENTAL BENCHMARKING
LOCAL KNOWLEDGE / EXPERTISE / IDEAS / INSIGHTS
PUBLIC PARTICIPATION
IMPLEMENTATION STRATEGY / FUNDING SOURCES / POLICY
LOCAL OPPORTUNITY
ACTION PLAN
UPTOWN ECO-INNOVATION DISTRICT
PRIORITY SITES / ENVIRONMENTAL TARGETS / LAND USE / DEVELOPMENT / TRANSPORTATION IMPROVEMENTS
LAND & INFRASTRUCTURE
REAL ESTATE / NEIGHBORHOODS / TRANSPORTATION/ INFRASTRUCTURE
ECONOMIC DEVELOPMENT
BUSINESS TRENDS / LOCAL MARKETS / WORKFORCE

BASELINING UPTOWN

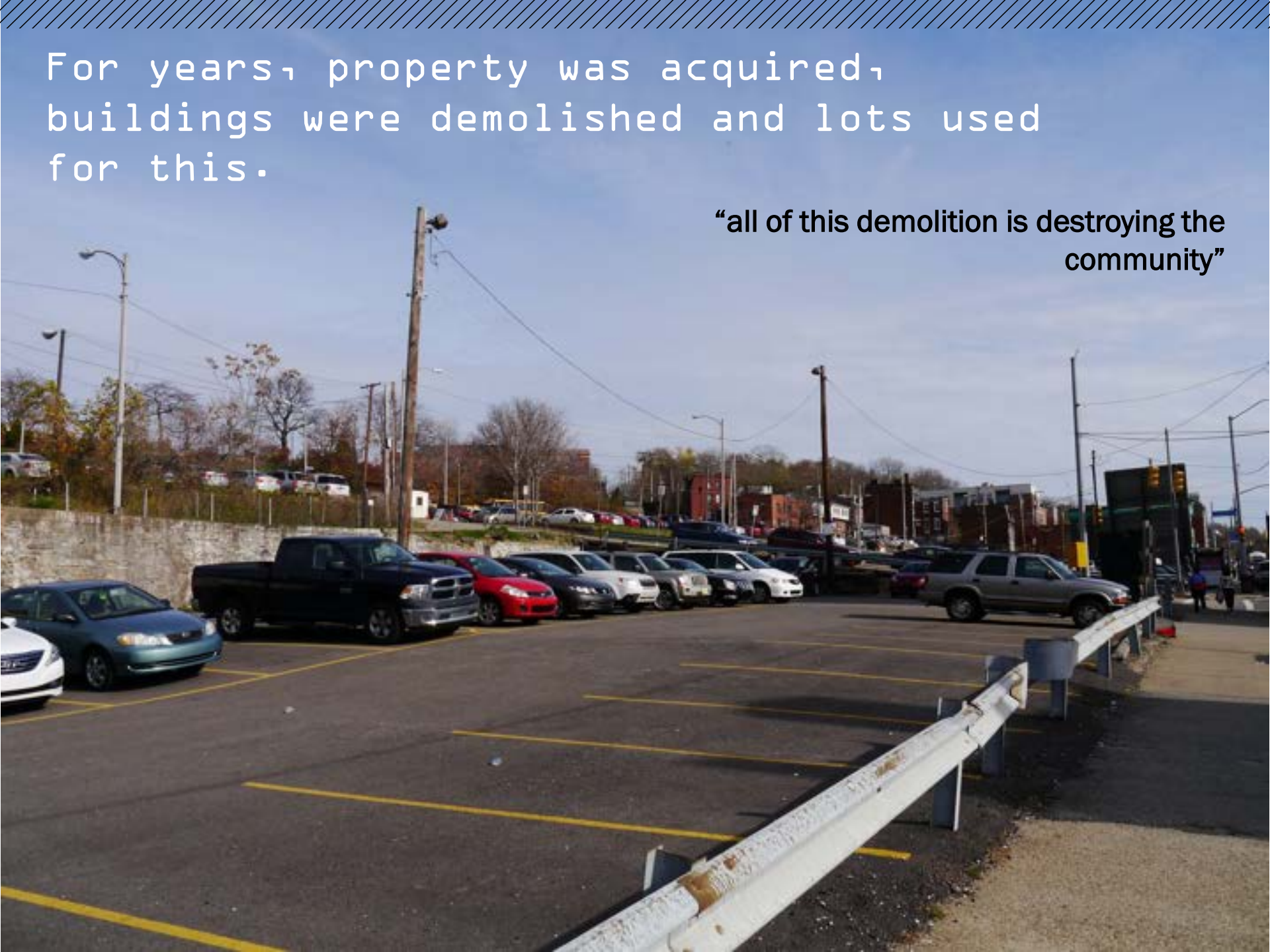
PORTLAND SUSTAINABILITY INSTITUTE
ECODISTRICT PERFORMANCE AREAS



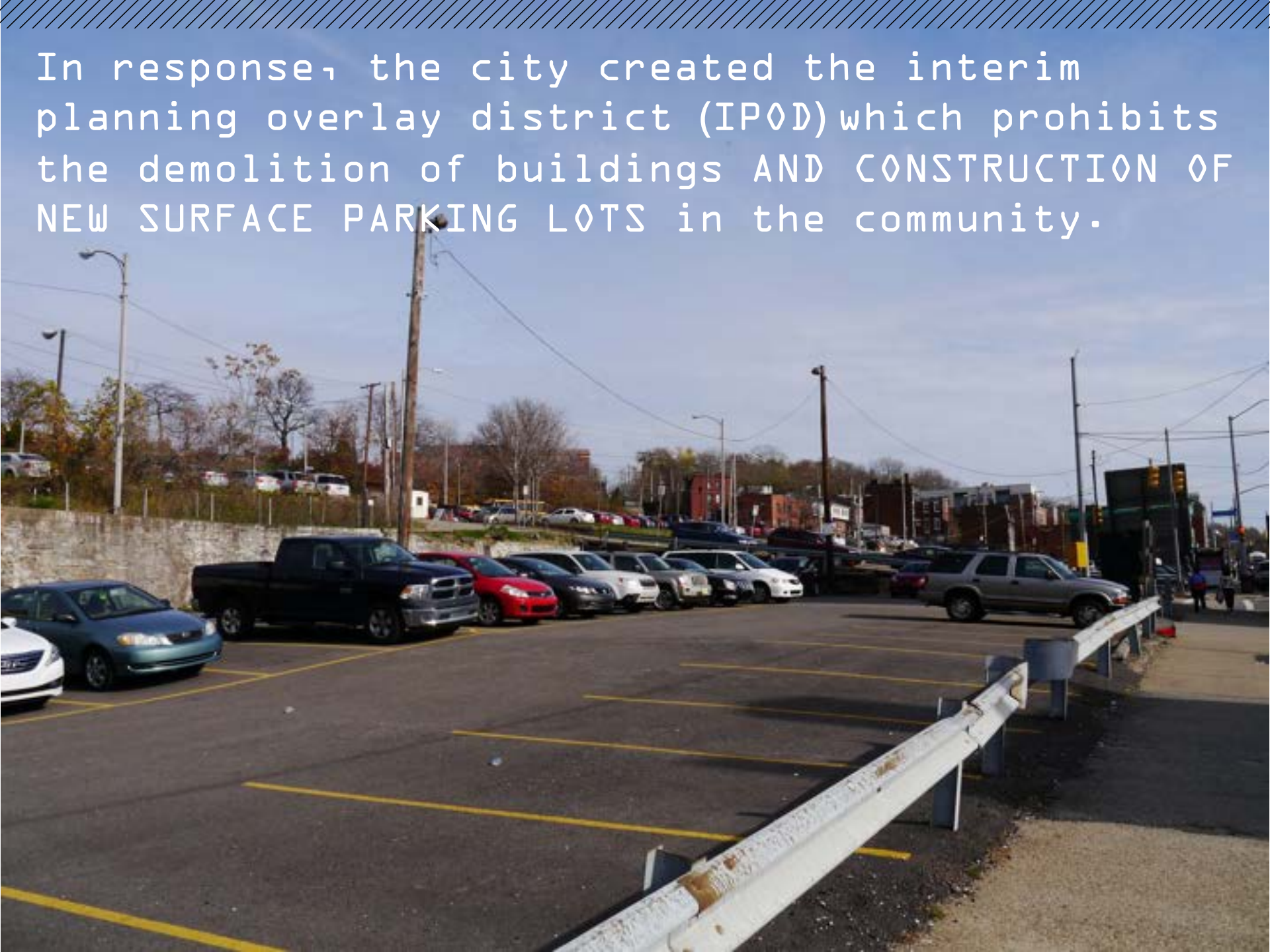

This is how much of the area is currently vacant.
VACANCY:
(Buildings + Land)
23%
of Study Area

For years, property was acquired, buildings were demolished and lots used for this.

"all of this demolition is destroying the community"



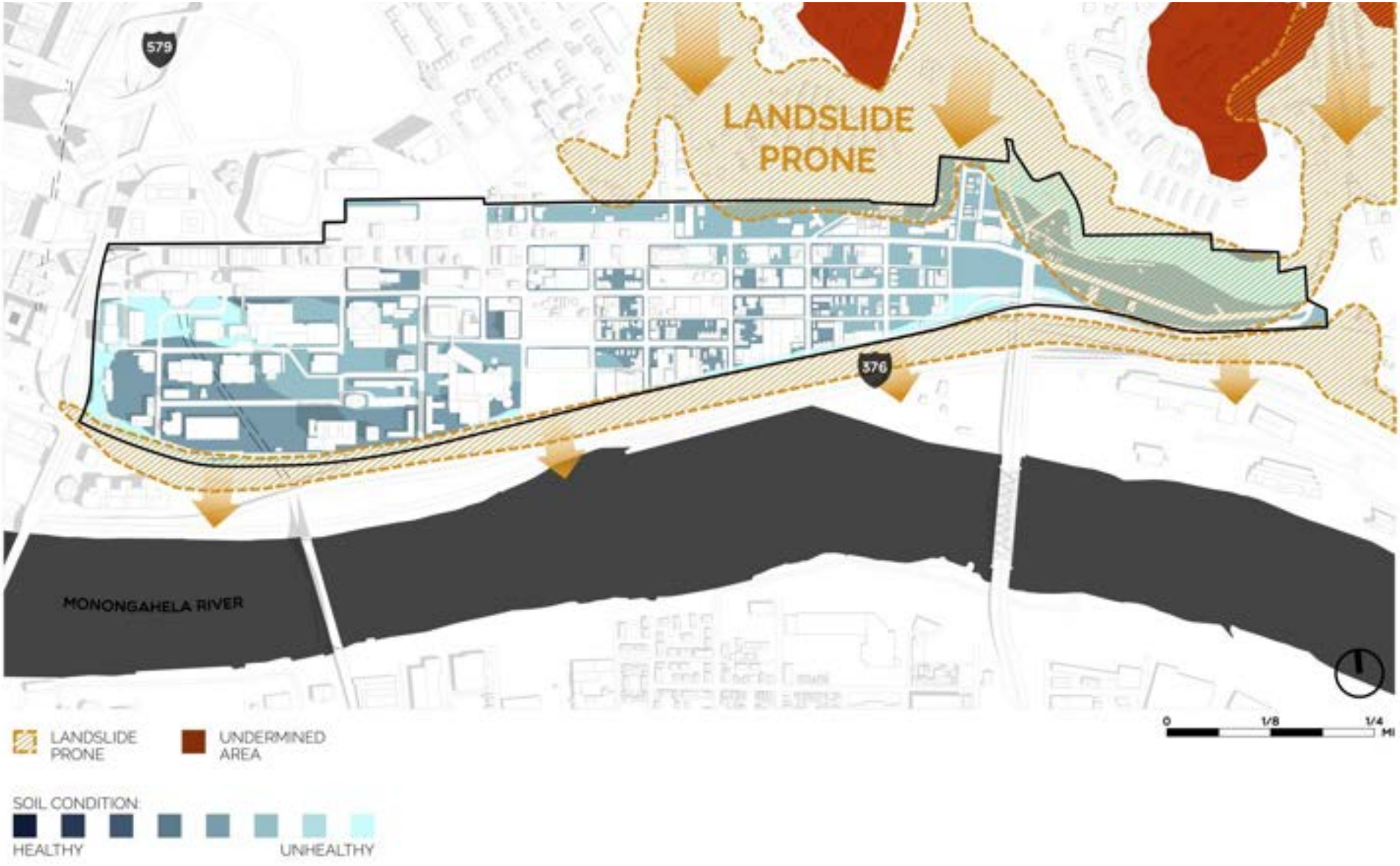
In response, the city created the interim planning overlay district (IPOD) which prohibits the demolition of buildings AND CONSTRUCTION OF NEW SURFACE PARKING LOTS in the community.




So what about open space? Is there enough to meet the needs of all residents?

Simply put, no. There are larger parks nearby but very few in the community.

not just open space but landscapes that help to solve regular issues like flooding. Since there are steep hillsides, we should design to better manage stormwater.

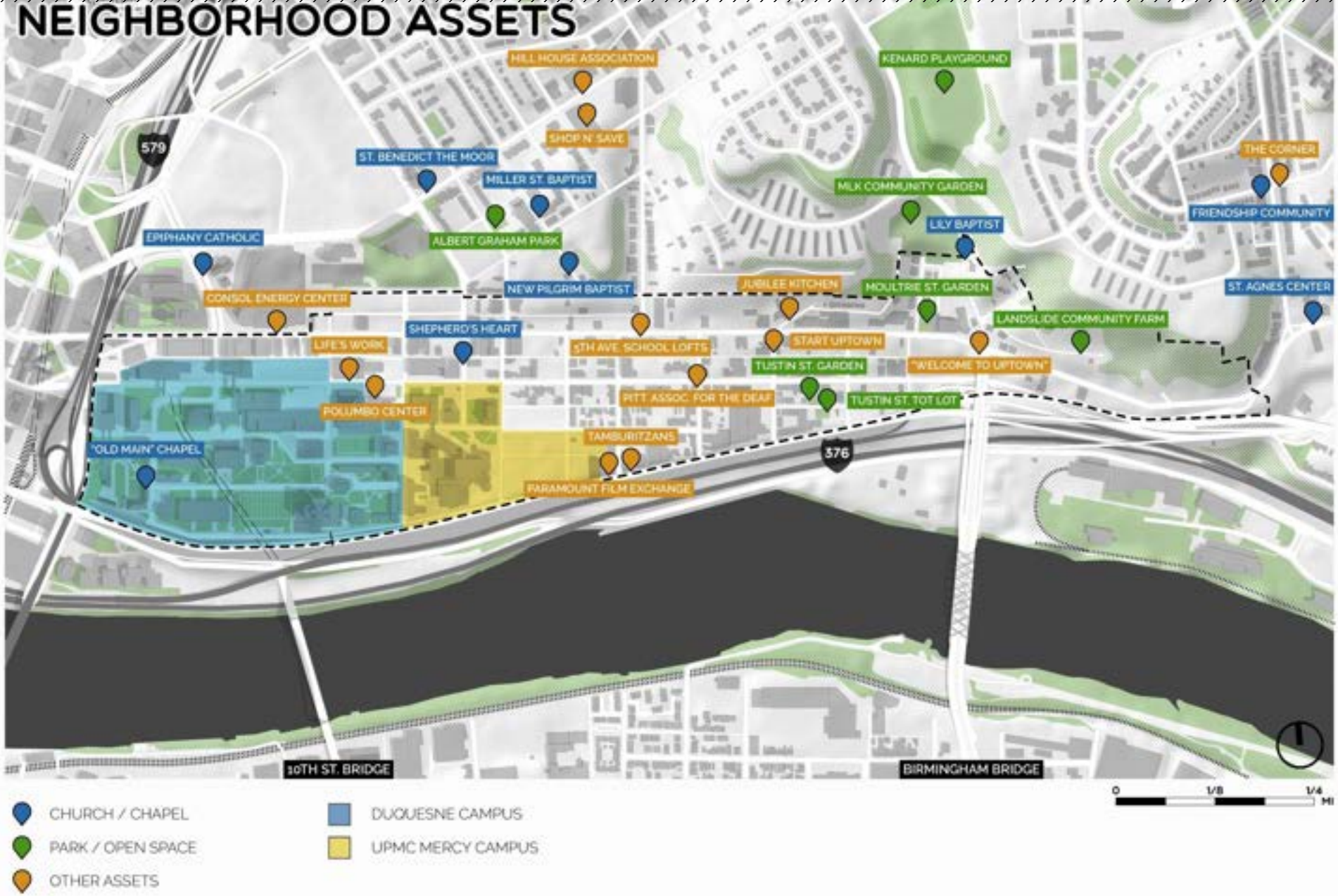



HERE ARE the impacts. This is from a
storm just TWO months ago.

But despite these challenges, the area has so much going for it, including historic buildings…

…A committed group of active residents organizing for positive and inclusive change…

NEIGHBORHOOD ASSETS



…AND significant NEIGHBORHOOD assets.
Here are just a few.

WE' VE LEARNED A LOT FROM A YEAR' S WORTH OF CONVERSATIONS

OUTREACH SUMMARY (TO DATE)

PUBLIC EVENT ATTENDEES 400

FOCUS GROUP MEETINGS 17

INTERVIEWS ..... 50 +

SURVEYS 700

WEB USERS 2,488

WEB PAGE VIEWS 7,536

COLLAB MAPS COMMENTS 164

WHAT WE' VE HEARD: (a snapshot)

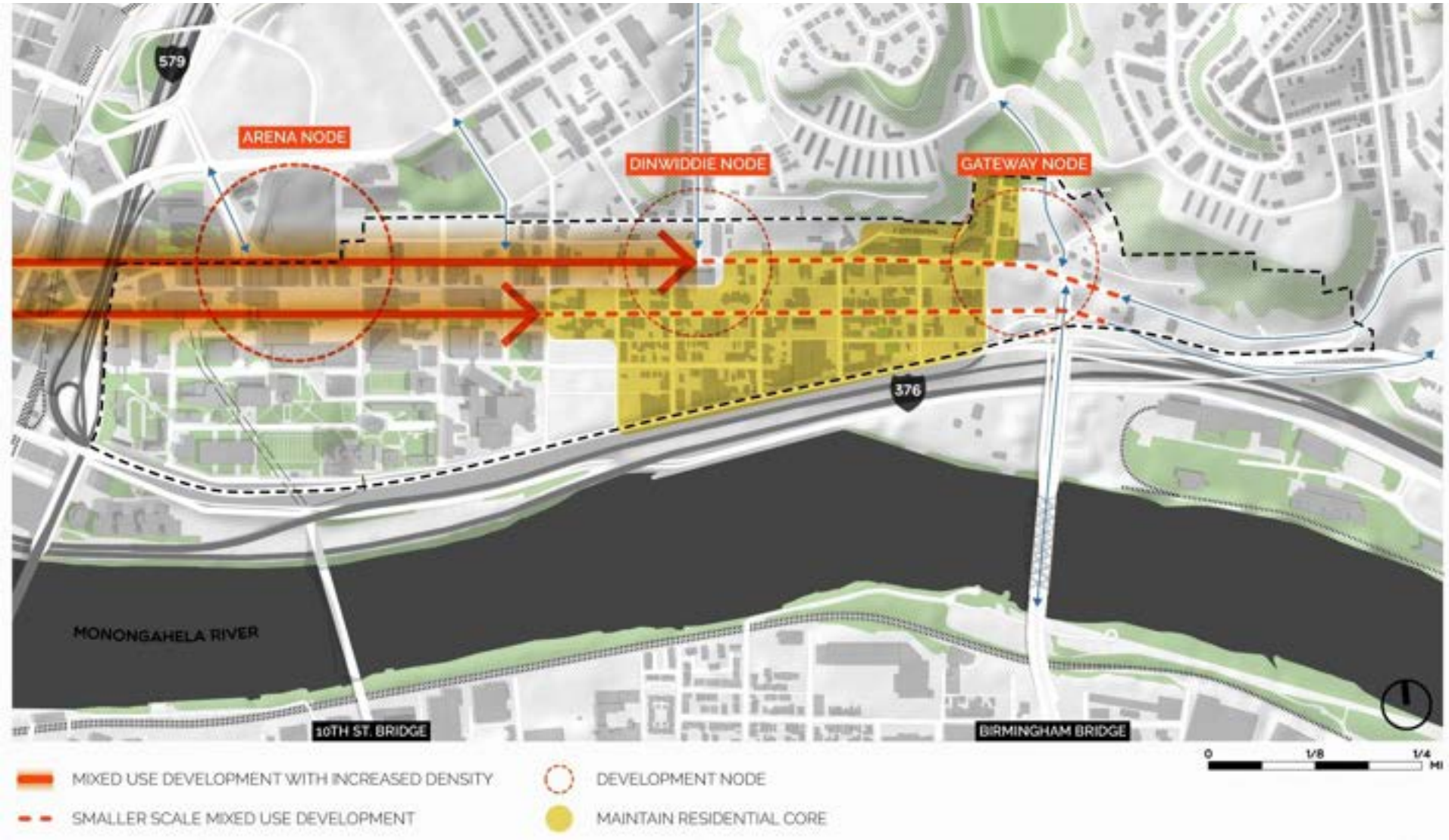
POSITIVE	NEGATIVE
GROWING MOMENTUM	CHANGE IS HAPPENING TOO QUICKLY CONCERNS ABOUT EQUITY AND GROWTH OF THE AREA
LOCATION, LOCATION, LOCATION	THERE IS TOO MUCH PASS-THROUGH TRAFFIC / BOTTLENECKS TRAFFIC SPEED AND SAFETY ARE MAJOR ISSUES SIDEWALKS AND STREETS ARE IN POOR CONDITION NOT PEDESTRIAN OR BICYCLE FRIENDLY
THERE IS GOOD ACCESS TO PUBLIC TRANSIT	QUESTIONS ABOUT BRT ALTERNATIVES LACK OF BIKE INFRASTRUCTURE
COMMITTED BASE OF RESIDENTS	SOME RESIDENTS ARE NOT ENGAGED NEED TO BUILD TRUST WITH RESIDENTS
EXISTING ARTS ENCLAVE COLLABORATION ACROSS CITY / INSTITUTIONS / PARTNERS	
HISTORIC STRUCTURES	MANY ARE / HAVE BEEN LOST DUE TO DEMOLITION
HOME TO START-UPS / ENTREPRENEURS	LACK OF AVAILABLE SPACE FOR NEW START-UPS LIMITED AMENITIES / COMMERCIAL SERVICES
THERE ARE OPPORTUNITIES TO REDEVELOP!	MUCH OF THE LAND IS CONTROLLED BY A FEW OWNERS SITE CONTROL! THERE ARE LIMITED HOMES AND SITES FOR SALE UPTOWN DOES NOT YET HAVE A STRONG IDENTITY PARKING DOMINATES THE COMMUNITY
5TH / FORBES ARE IMPORTANT CONNECTOR STREETS	THESE STREETS EXPERIENCE FLOODING / MAJOR TRAFFIC

Big picture ideas that keep surfacing:

> **NEW / IMPROVED PARKS:** @ 5th / Dinwiddie, around the Tustin Garden / along Colwell and through the Hillside

> **CONNECT TO THE RIVER & TAME THE ALLIES:** Green spaces that connect to the Heritage Trail

> **MORE DENSITY AND MORE PRESERVATION:** More density along 5th toward Downtown / protections for the existing community



> **PROTECT AFFORDABILITY:** Tax exemptions, Land trust? Coordinated rehabilitation programs, inclusionary zoning

THE IDEAS ARE SPLIT INTO 4 THEMES

1. PRESERVE & STRENGTHEN THE EXISTING COMMUNITY

- Affordable housing, jobs for residents, invest in what makes the community unique

2. ENCOURAGE BALANCED, EQUITABLE, & GREEN DEVELOPMENT

- Sustainable & equitable development, density, innovative zoning code

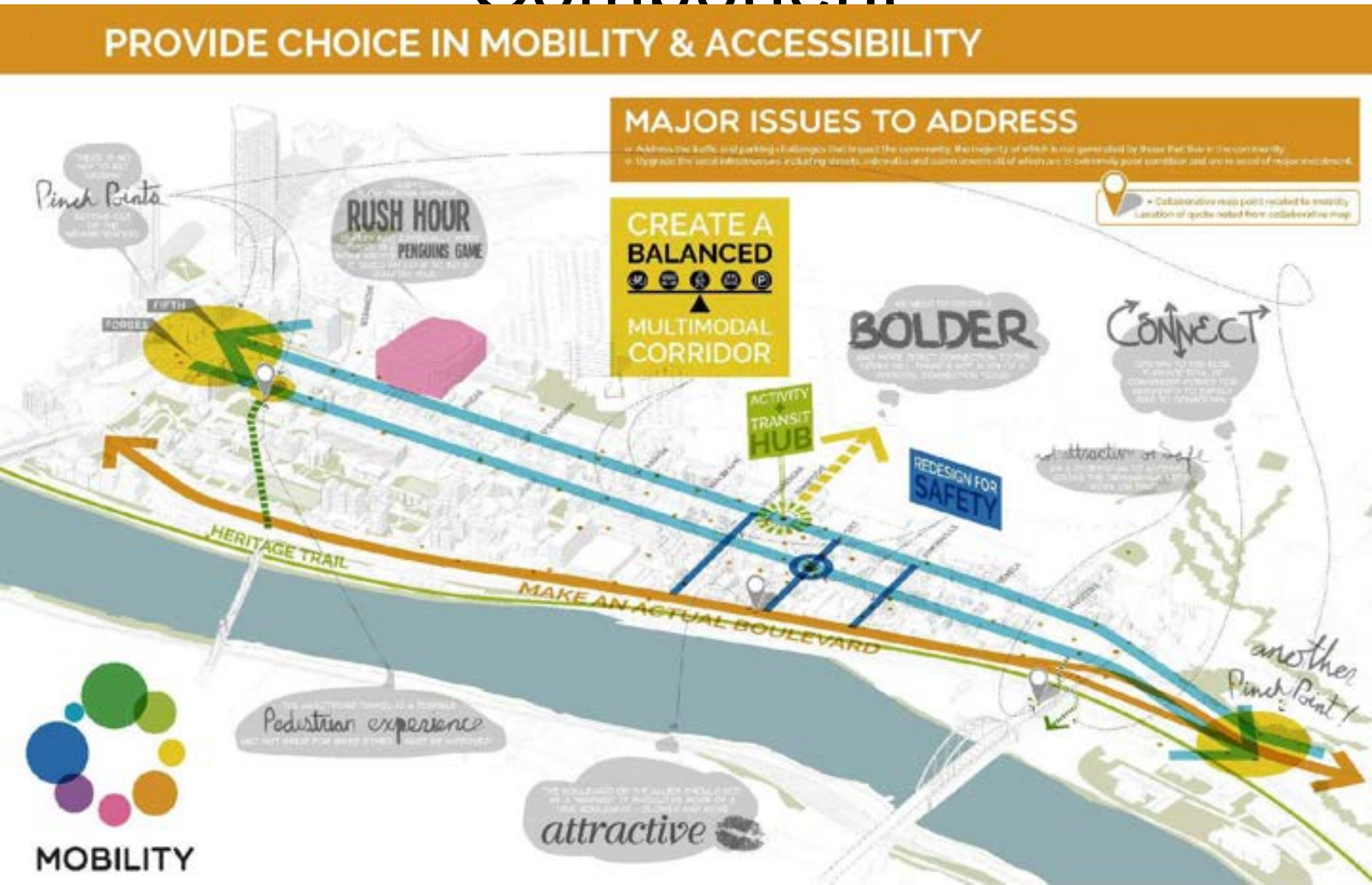
3. PROVIDE CHOICE IN MOBILITY

- Increase choice (complete streets), safer active mobility, transit improvements

4. INVEST IN SUSTAINABLE INFRASTRUCTURE

- More greenery, updated water infrastructure, district energy, waste management

EcoInnovation Mobility Component



Uptown BRT Alignment Focus Groups

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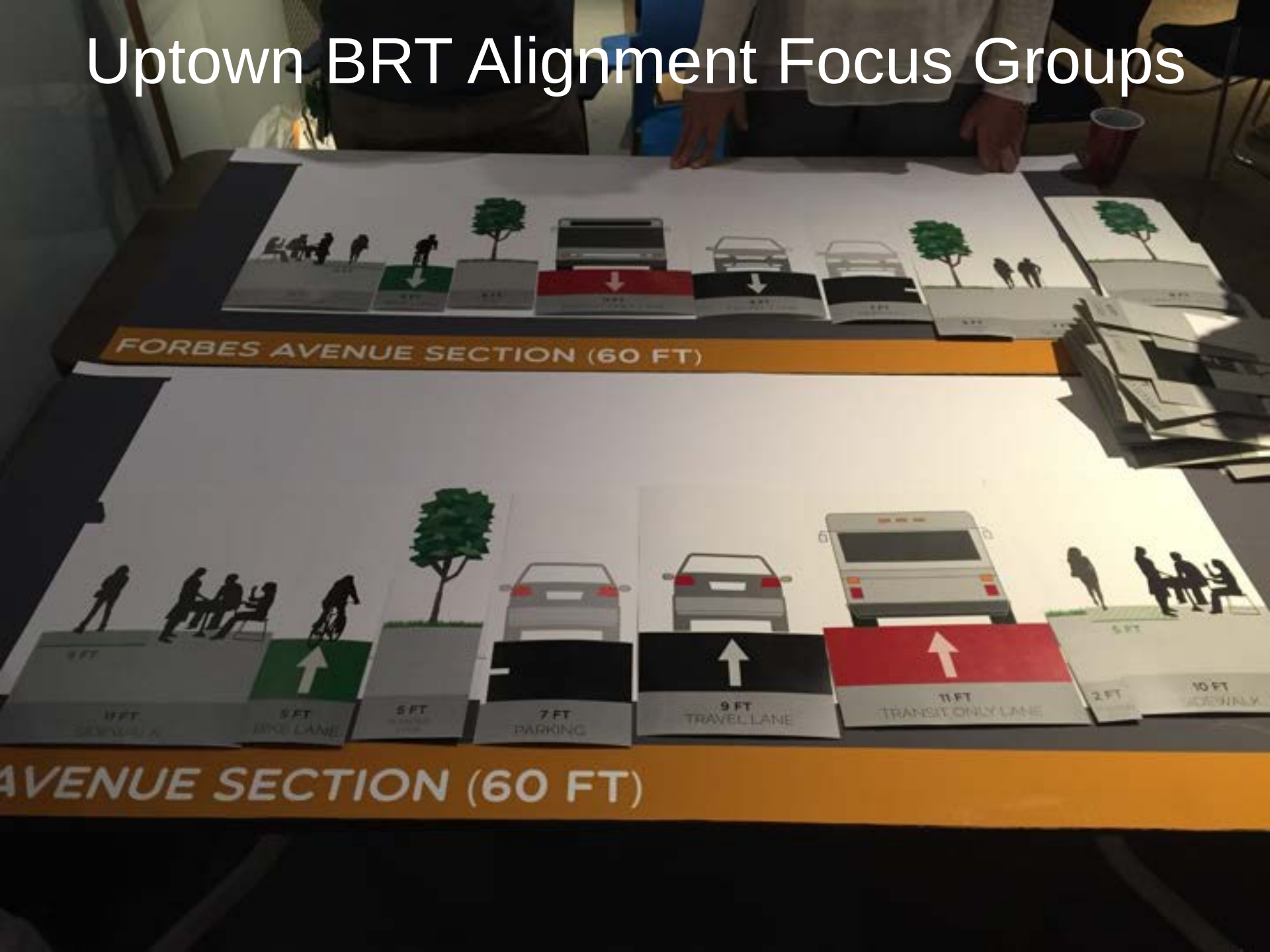
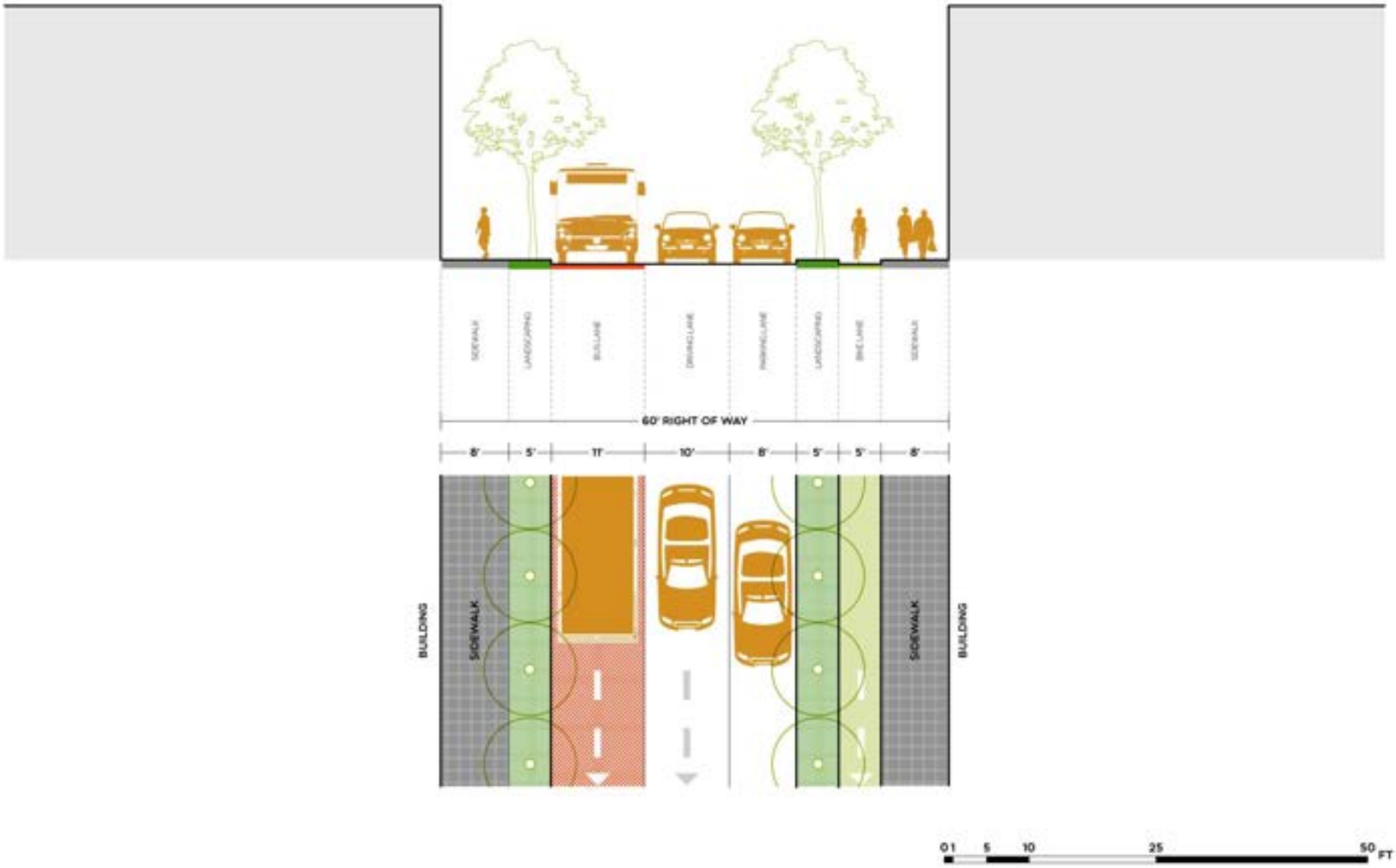


5TH AVENUE PROPOSED CROSS-SECTION

TYPICAL SECTION

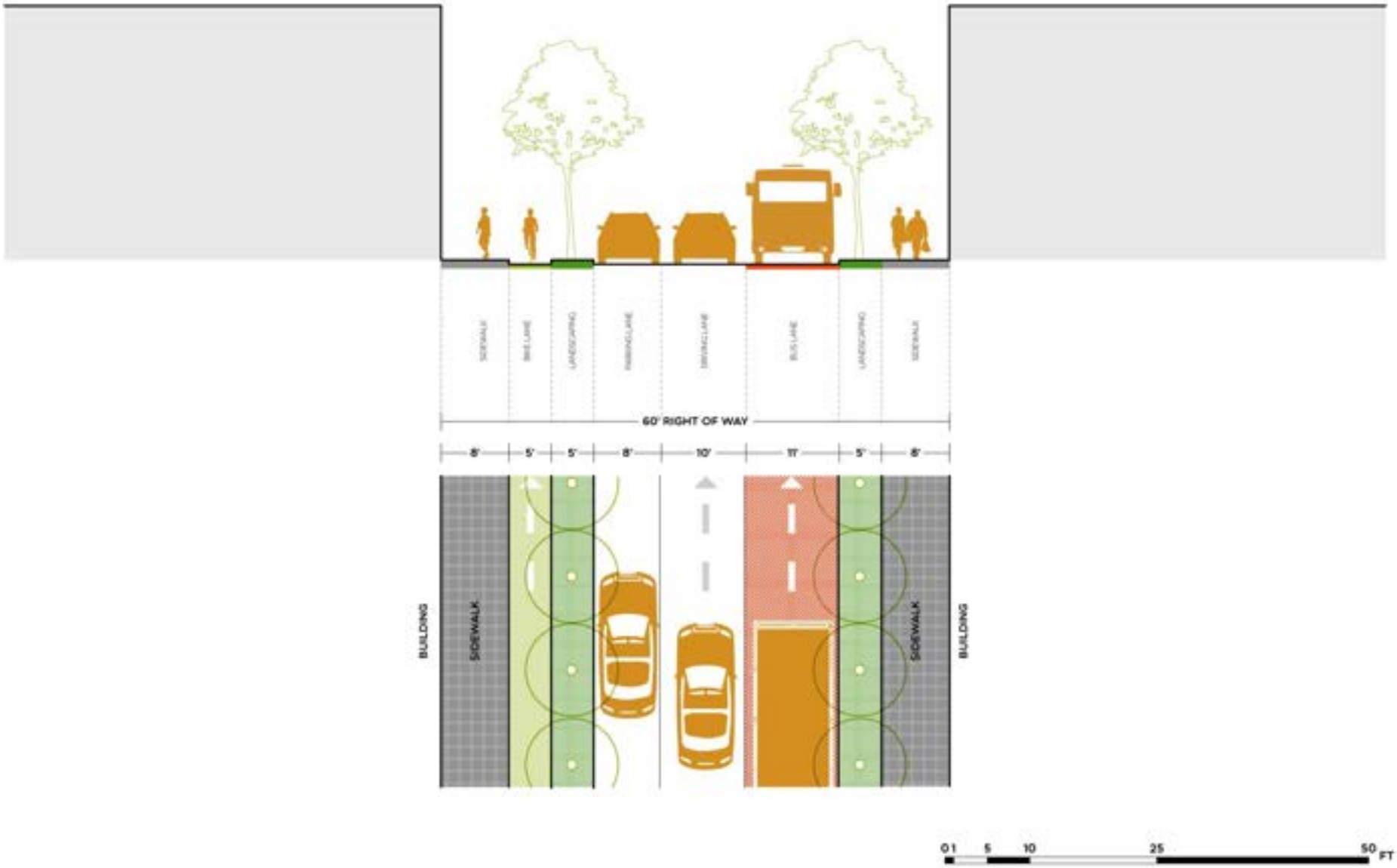
1 BUS LANE - 1 DRIVING LANE - 1 PARKING LANE - ONE WAY CYCLE TRACK



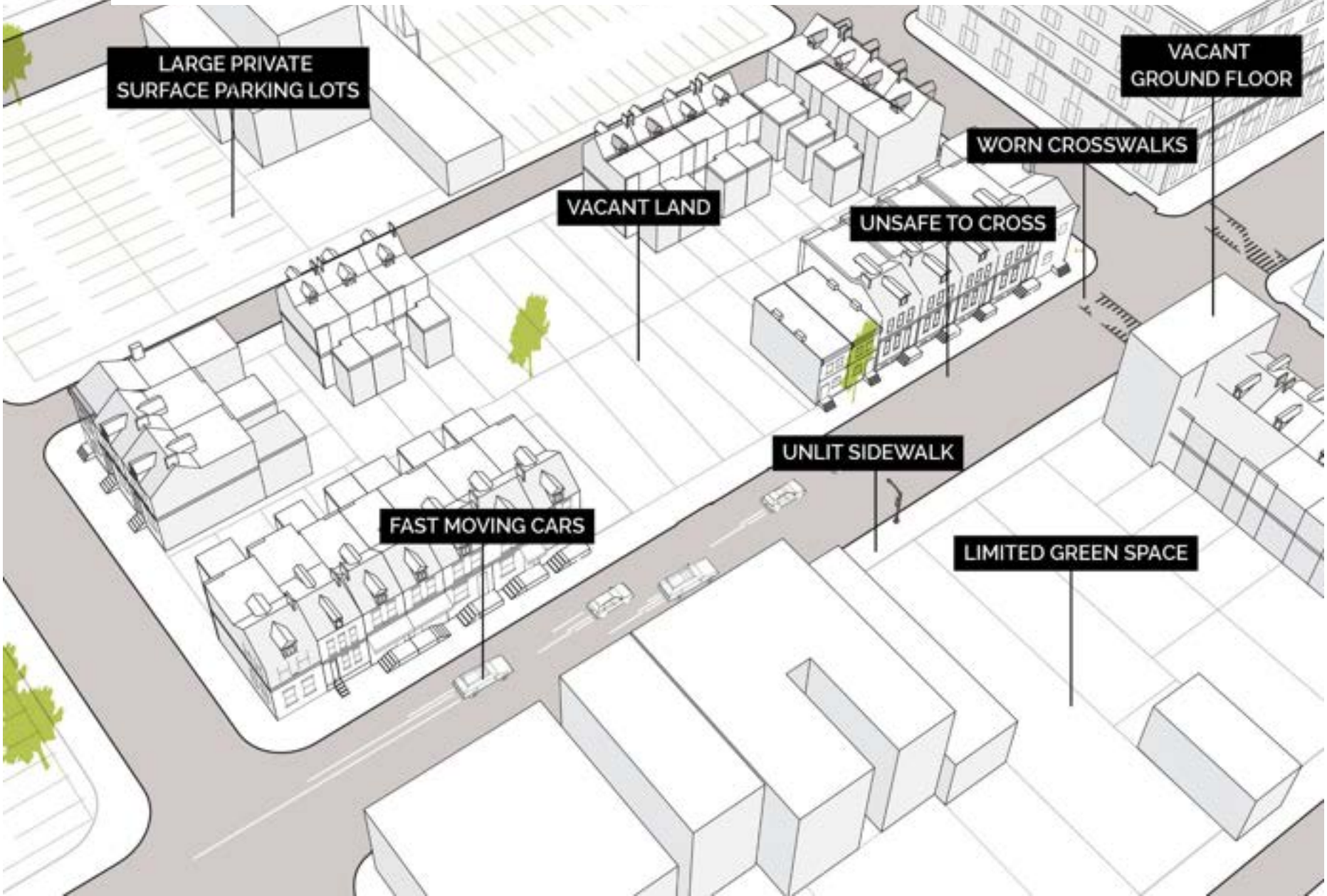
FORBES AVENUE PROPOSED CROSS-SECTION

TYPICAL SECTION

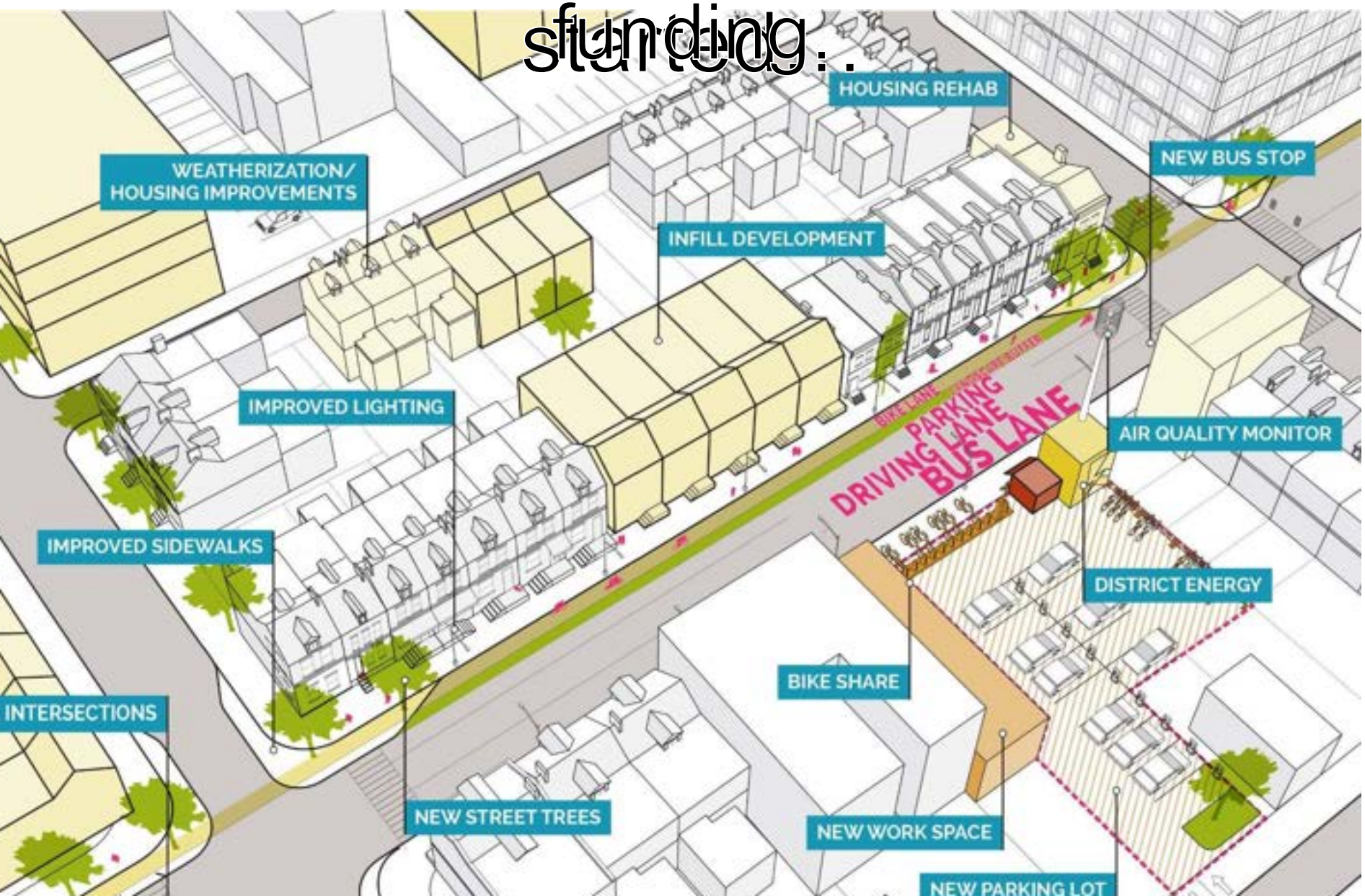
1 BUS LANE - 1 DRIVING LANE - 1 PARKING LANE - ONE WAY CYCLE TRACK



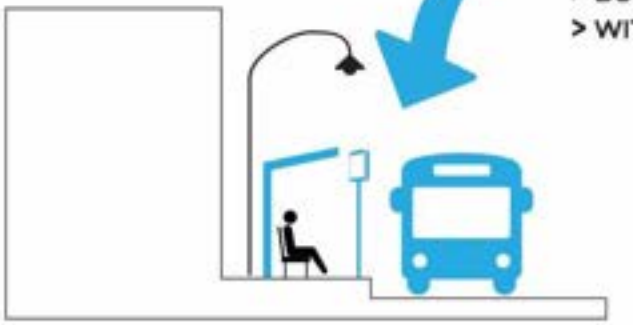
We need more than just BRT…



…and leverage even more funding…

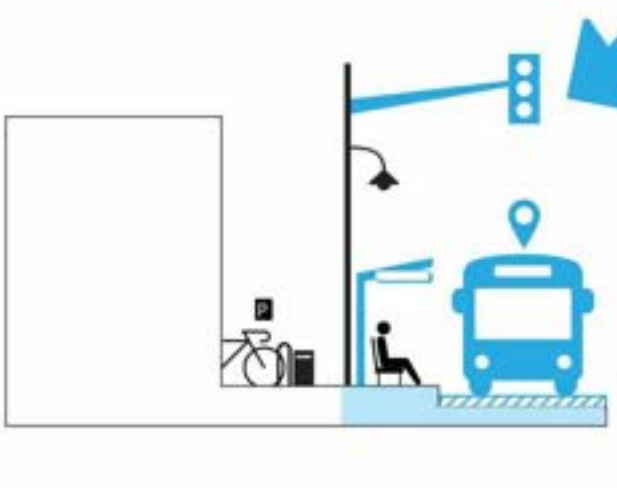


A DEDICATED BUS LANE OPENS UP FUNDING WE WOULD NOT HAVE ACCESS TO OTHERWISE TO FIX THESE ISSUES WITH OUR STREETS AND INFRASTRUCTURE



WHAT IS TYPICALLY FUNDED:

> BUS STOP IMPROVEMENTS INCLUDING SIGNAGE, A BENCH & MAYBE A SHELTER
> WITH LIMITED $$ AVAILABLE, UPGRADES CAN TAKE YEARS
AND THESE UPGRADES DON'T INCLUDE STREET or INFRASTRUCTURE IMPROVEMENTS



A DEDICATED BUS LANE ENABLES US TO:

> REBUILD THE STREETS & SIDEWALKS
> CREATE SAFE AND VISIBLE CROSSWALKS
> REPLACE / UPGRADE TRAFFIC SIGNALS
> IMPROVE / UPGRADE LIGHTING
> UPGRADE WATER / SEWER INFRASTRUCTURE
> CREATE FULL BUS SHELTERS
> CREATE SPACE FOR BICYCLES
> CREATE A SAFE, WALKABLE COMMUNITY


THANK YOU!
> ?