

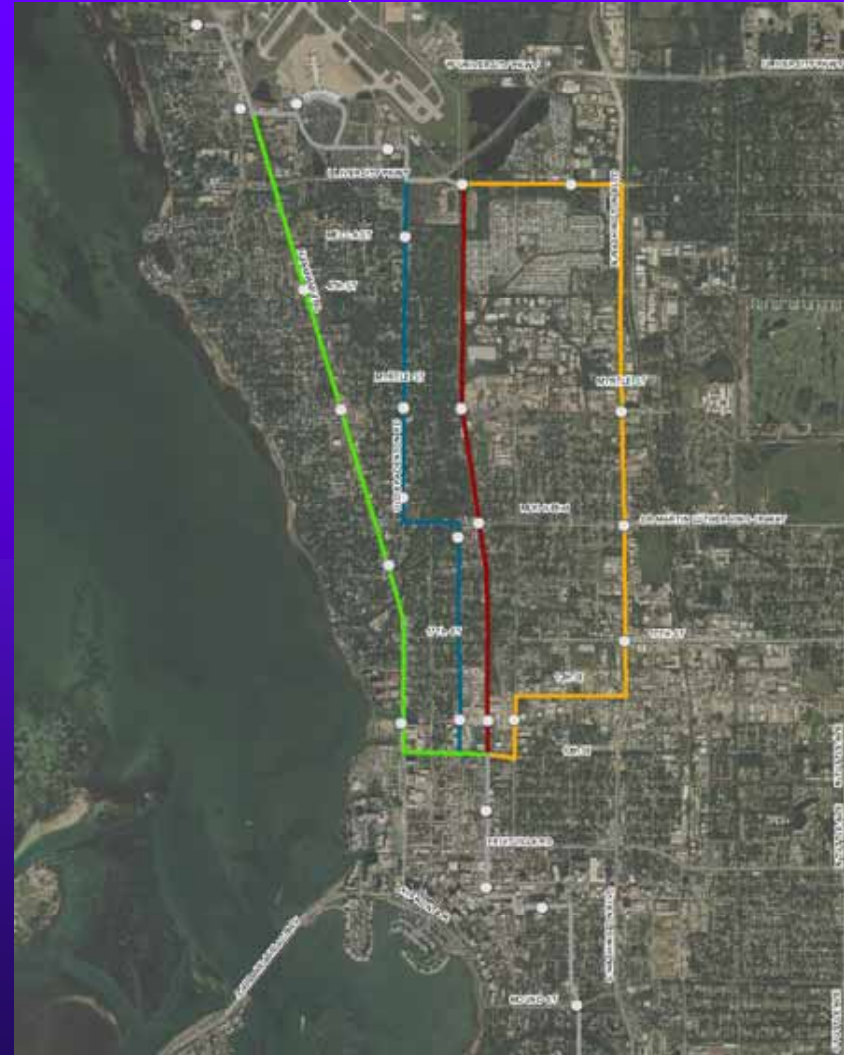
# Sarasota North-South Bus Rapid Transit Project

Sarasota-Manatee MPO Board  
*BRT Alternatives Analysis*

Sept 22, 2008

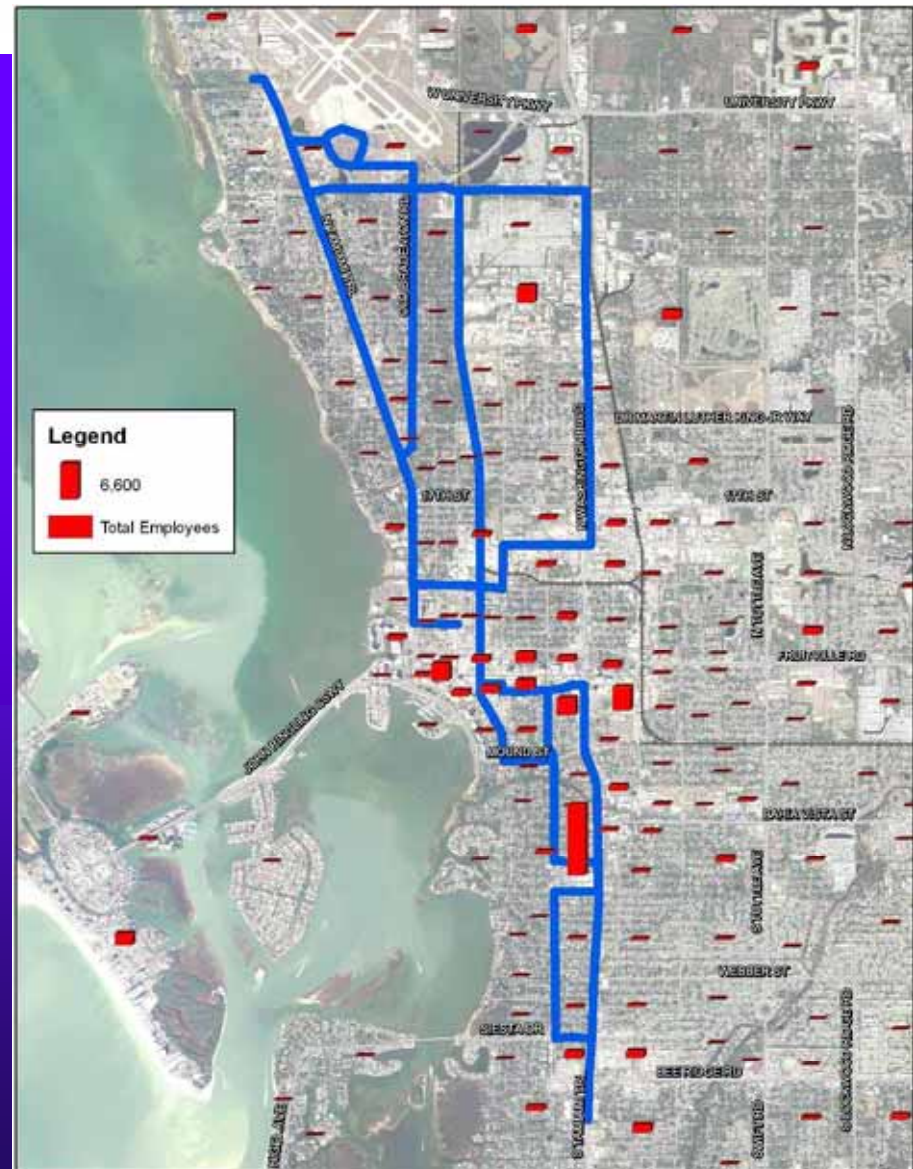
## North-South Bus Rapid Transit will:

- Improve service for several of the key markets and activity centers in the corridor
- Shorten times and through-routing to key destinations
- Services from elsewhere will benefit from increased frequency and more efficient routing



- **Reduce travel times for passengers**
- **Increase level of transit service to major attractions**
- **Improve operating efficiencies of transit services**
- **Support regional economic development by improving transit access to key destinations**

Proposed BRT project links north and south to major employment areas



# Corridor Treatment Options



Dedicated Busway Corridor

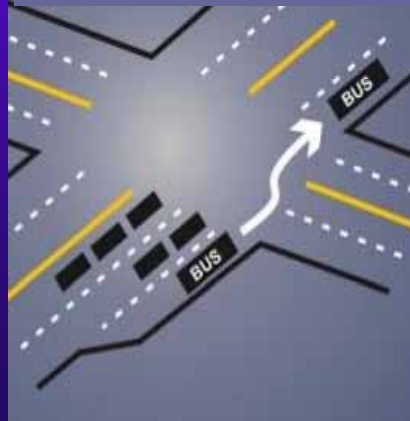


Exclusive Bus Lane in Traffic

Signal Priority



Queue Jumper Lane



Exclusive Bus Lane in Traffic



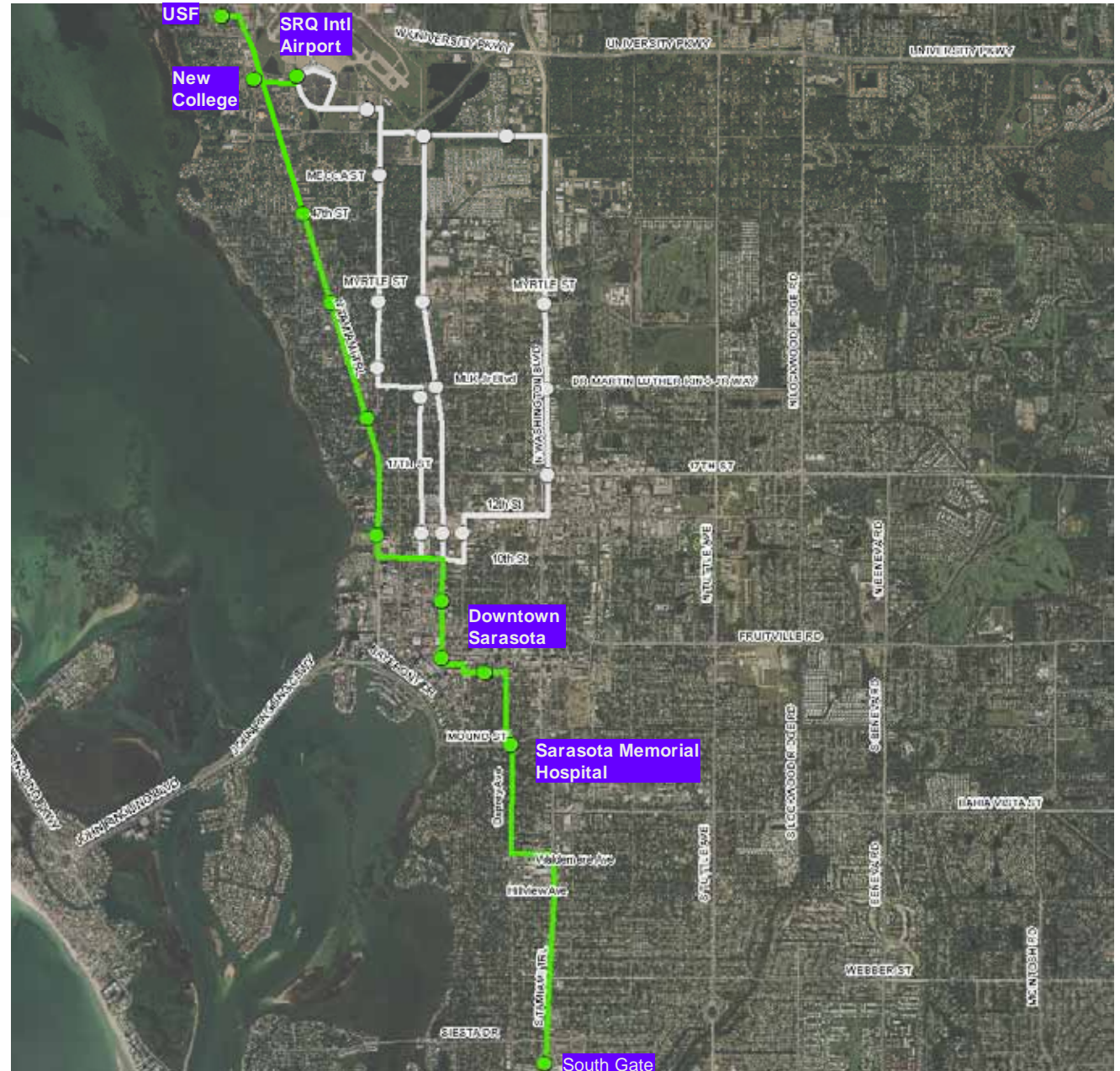
**Station design and specific locations to be finalized...**

**Customer information system and other amenities at each station.**

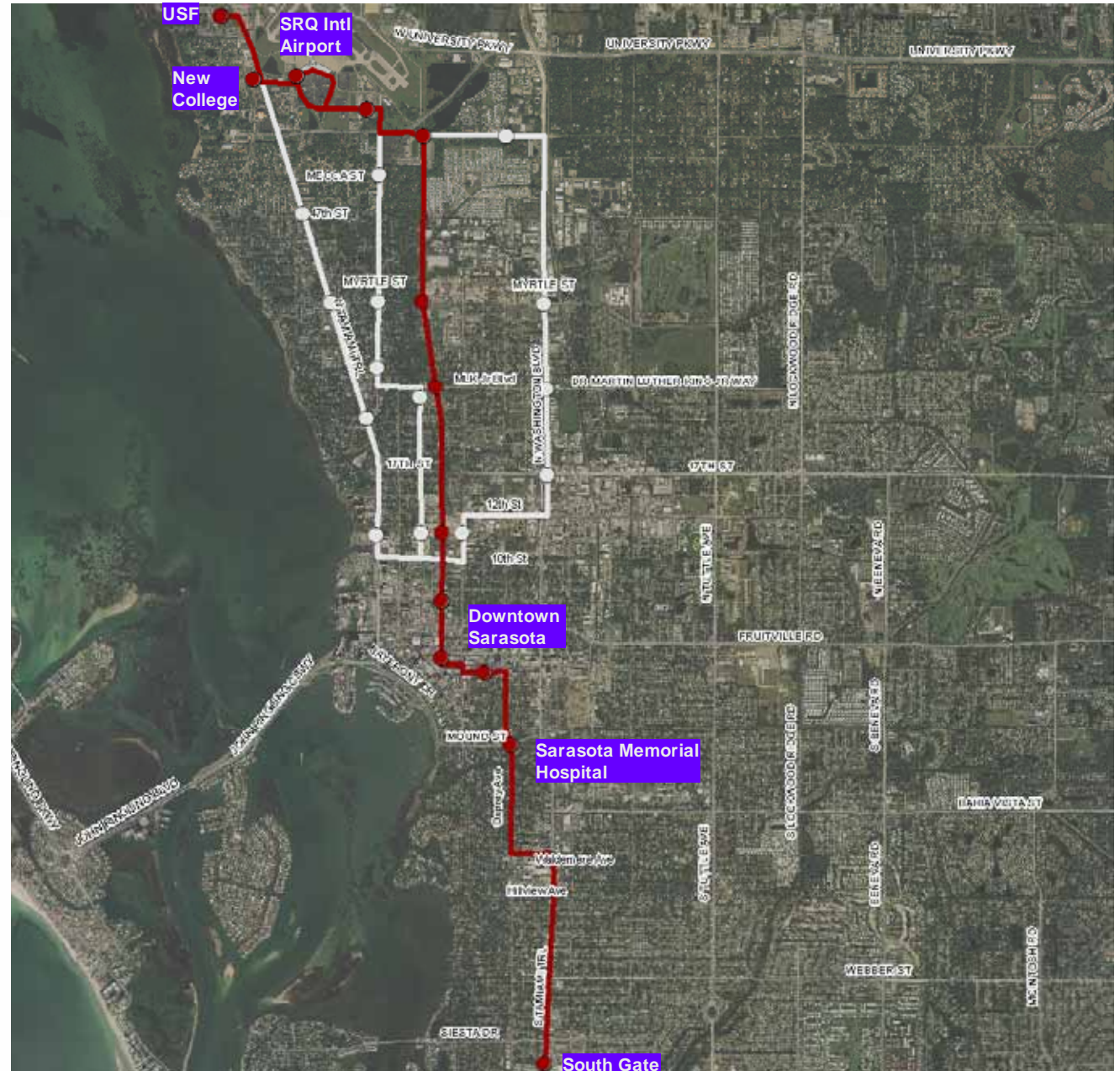


- **1 US 41** – Mixed Traffic and Dedicated Busway options
- **2 Railroad Corridor** – Dedicated Corridor
- **3 Old Bradenton** – Mixed Traffic
- **4 US 301N** – Mixed Traffic and Dedicated Busway options

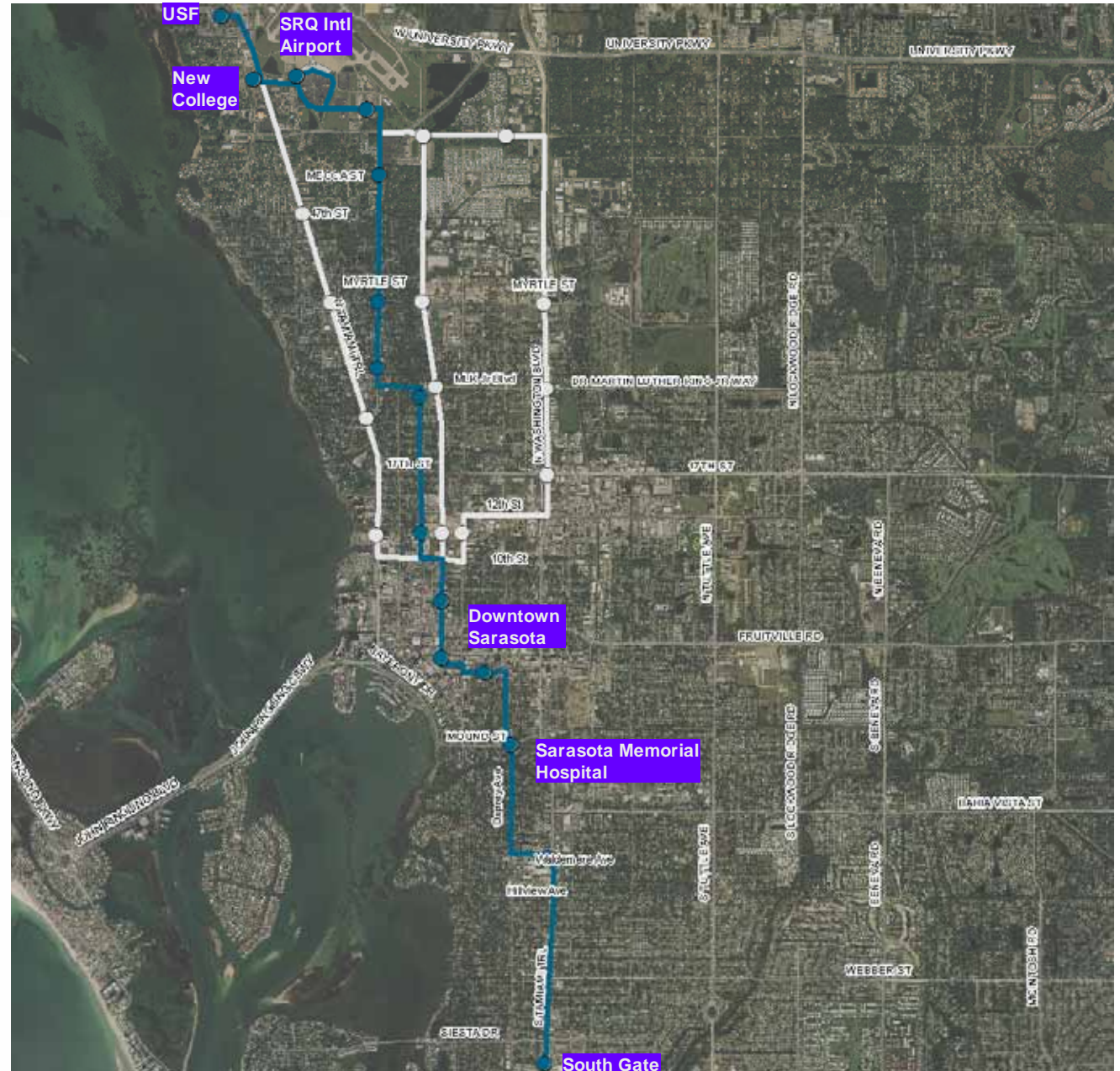
## ALTERNATIVE 1 US 41 North



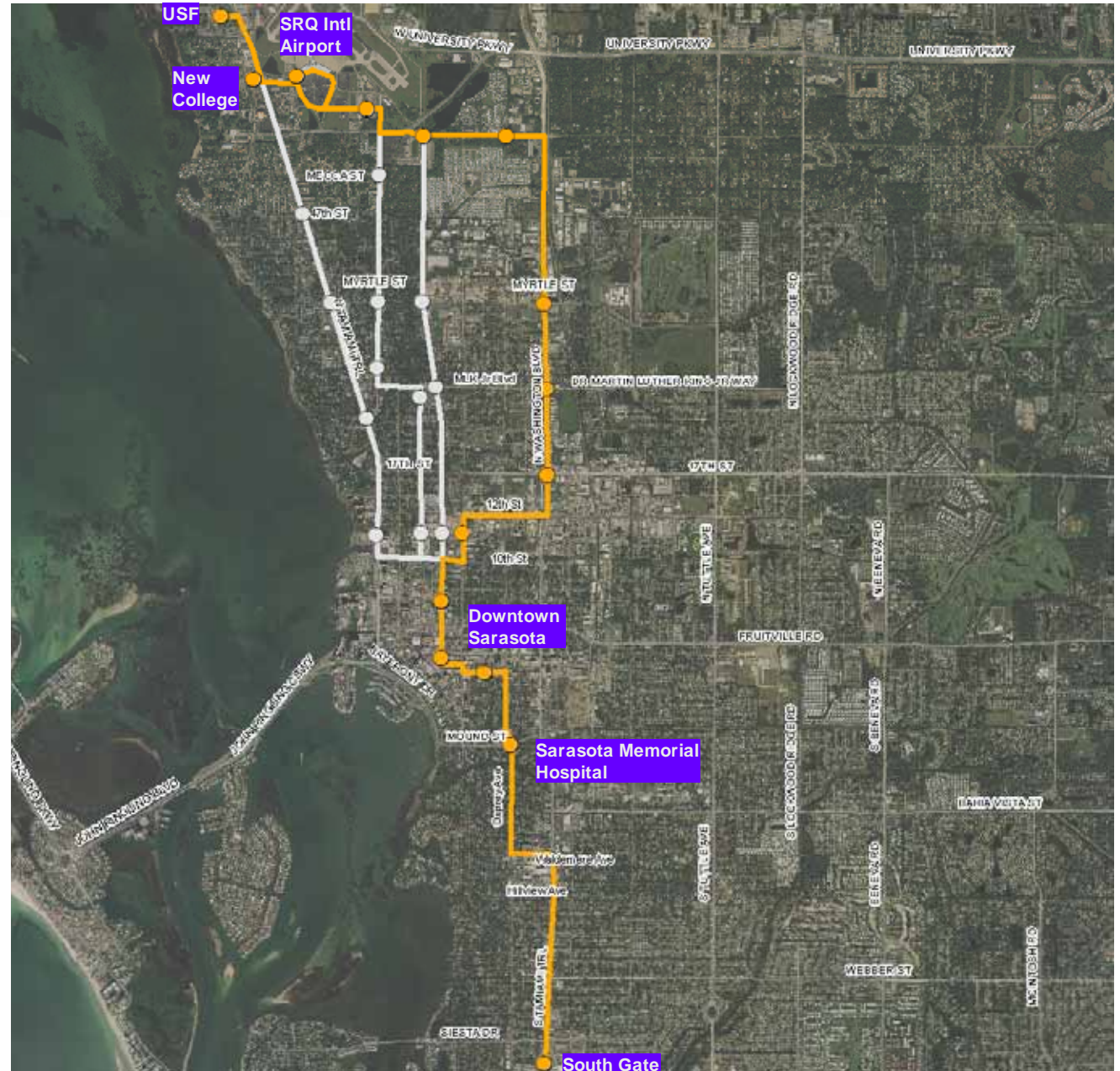
## ALTERNATIVE 2 RAILROAD CORRIDOR



## ALTERNATIVE 3 OLD BRADENTON RD



## ALTERNATIVE 4 US 301 North



# Overall Comparison Chart

5= most favorable 4= favorable 3= medium 2= unfavorable 1= least favorable	<b>Average</b>	Local Goals	Costs	Ridership	2012 Land Use	Long Term Development	Community Impacts
US 41N	<b>3.0</b>	4	2	4	4	3	1
Railroad	<b>3.5</b>	5	1	5	3	3	4
Old Bradenton	<b>2.3</b>	3	5	1	3	1	1
US 301N	<b>2.7</b>	4	2	4	2	2	2

# Comparison of Costs

	Capital Cost (in 2008 dollars) (millions)	Annual Operating Cost (millions) **
US 41N	\$58.9	\$2.5
Railroad	\$69.0	\$2.5
Old Bradenton	\$29.6	\$2.5
US 301N	\$52.0	\$2.5

\*\* currently completing operating plan and cost estimate

	Avg. Daily BRT Route Ridership	Avg. BRT Travel Time **
US 41N	1440 - 1570	31.7 - 35.2 min
Railroad	1650 - 1970	31.8 min
Old Bradenton	1240 - 1500	38.1 min
US 301N	1510 - 1710	35.1 – 36.6 min

\*\* currently re-examining all travel times

	Distance (miles)	No-Build Time (minutes) **	BRT Time (minutes) **	Auto Time (minutes) **
US 41N	8.4	41.2	31.7 - 35.2	24.4
Railroad	9.2	42.3	31.8	26.2
Old Bradenton	9.2	42.3	32.4	26.2
US 301N	10.3	47.8	35.1 – 36.6	30.4

\*\* currently re-examining all travel times

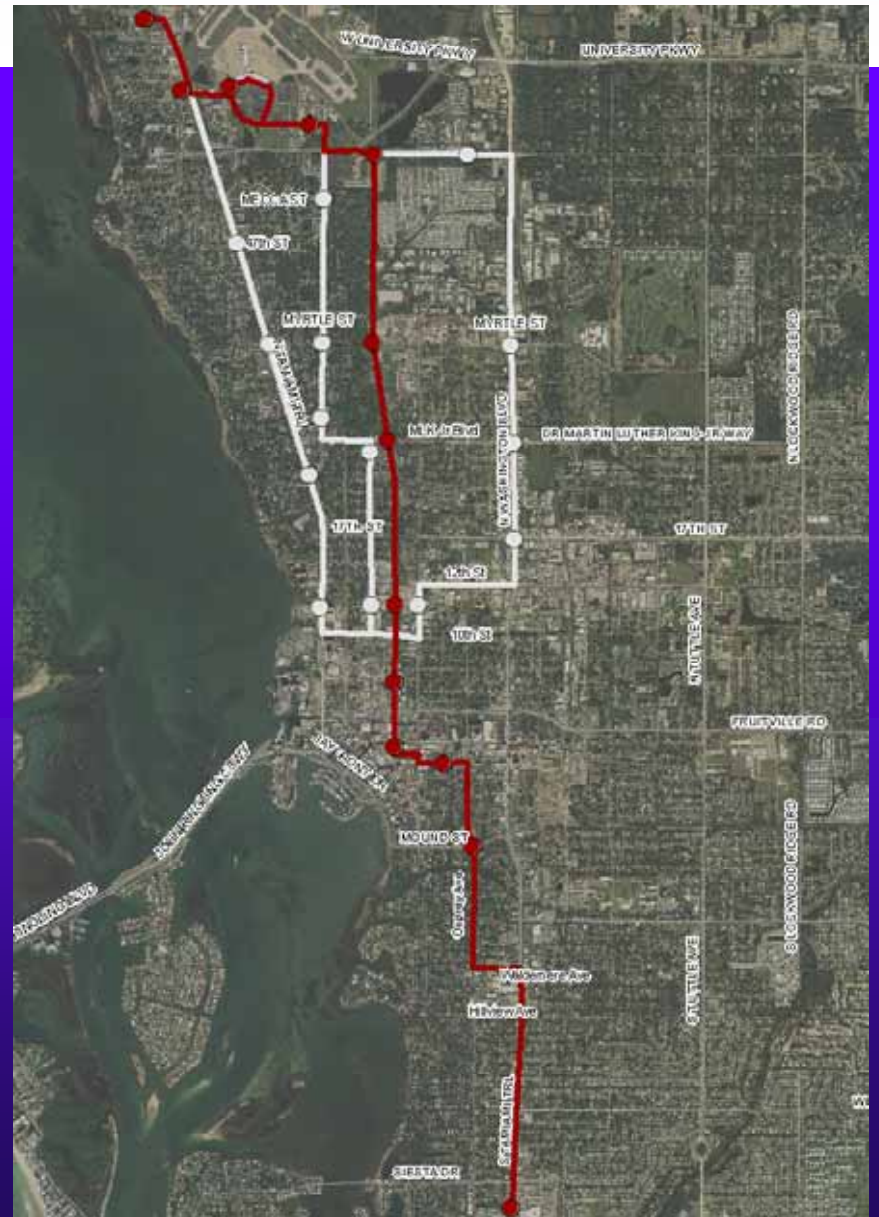
	Households within ¼ mile **	Employees within ¼ mile **
US 41N	9590	48,300
Railroad	8090	49,900
Old Bradenton	9110	49,000
US 301N	7710	55,600

\*\* 5260 HH and 44.600 employees are south of 10th Street

	Total Vacant Acres	Commercial, Industrial, Institutional	Residential and Multi-Family
US 41N	107	44	57
Railroad	129	55	68
Old Bradenton	112	34	72
US 301N	194	93	95

## Benefits of Sarasota North-South BRT:

- Best transit travel time and ridership
- Best serves key travel markets and destinations
- Least disruptive to community and traffic (comparing existing RR corridor to disruption on US41N, Old Bradenton, US301N)
- Supports development along University
- Supports Newtown redevelopment
- Potential for sustainable, transit-oriented development



## Federal Transit Administration (FTA) Small Starts Project 2008 - 2012

**Fall 2008**

- Submittal to FTA
- FTA Approval into Project Development

**2009**

Complete National Environmental Policy Act (NEPA) Review and PD&E

**2009 –  
2010**

FTA Project Construction Grant Agreement

**2011 –  
2012**

Initial Project Implementation

## All Alternatives North Central Area

