

# Project Background



## The evolution of a premium transit service for Baton Rouge:

**2014** – Local Planning and Visioning to determine transit mode and corridor  
*Result* – Modern Streetcar (TramlinkBR) for Nicholson Drive

**2015/2016** – Streetcar Advanced Conceptual Engineering and Environmental  
*Result* – Advanced design and Environmental Assessment with Finding of No Significant Impact (FONSI)

**2017** – Election of Mayor-President Sharon Weston Broome  
*Result* – TramlinkBR project under evaluation for next steps

**Feb 2018** – Project mode transitions to Bus Rapid Transit to reduce project cost and extend the line through the City  
*Result* – Initiation of Project Definition Study to confirm alignment and project details, building on the work complete from the TramlinkBR project

**April 2019** – Project Definition Study completed  
*Result* – Defined BRT project scope, schedule and cost estimate

**September 2019** – NEPA environmental documentation commences for the redefined BRT project, along with advanced conceptual engineering  
*Expected Result* – FONSI, conceptual engineering drawings and updated cost estimate for the Plank-Nicholson BRT project

# Why BRT?

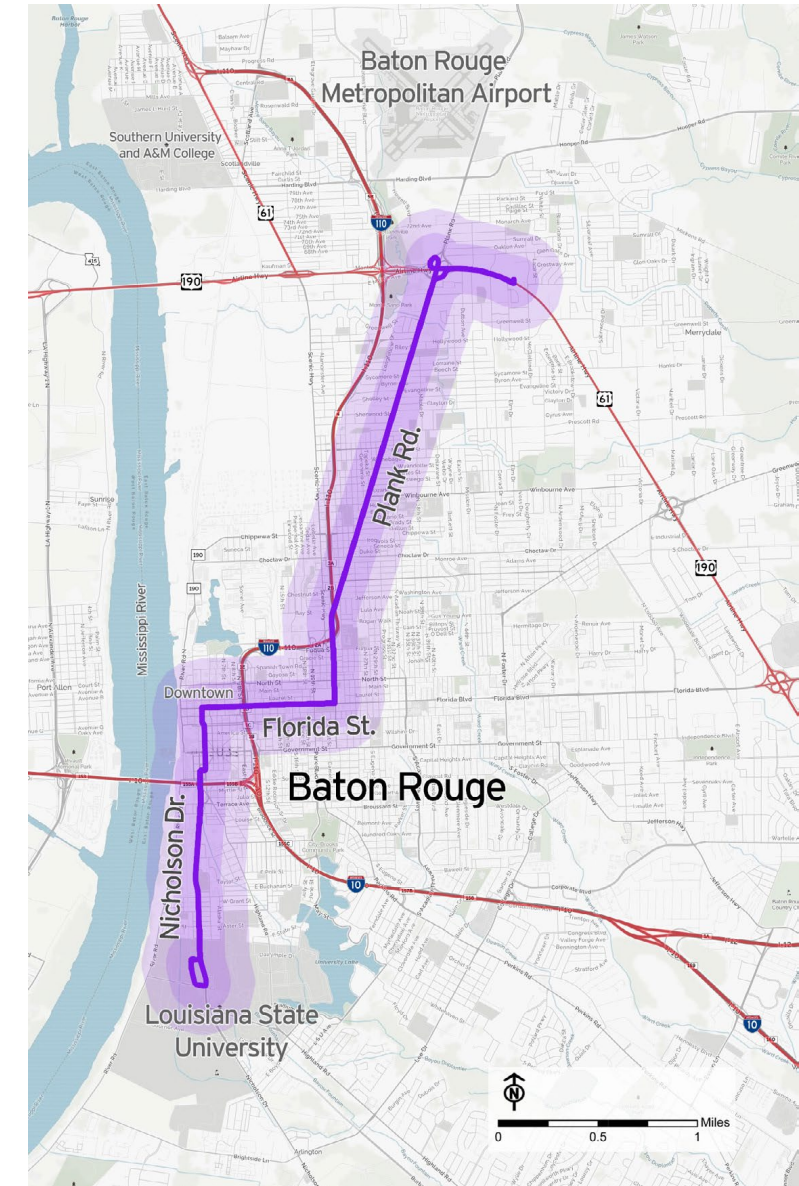
- BRT is flexible, high performance and rapid mode that combines physical, operating and technology elements into an integrated system
- Think Rail, Use Buses
  - Robust service plan – 15-minute headways or less, full-service span
  - Quality image and unique identity
  - Unique vehicles
  - Fewer stops along route
  - Improved boarding facilities
  - Technology
    - Transit signal prioritization (TSP)
    - Real time arrival signs at stations





# Alignment and Route

- Route serving major corridors
- High density residential areas
- Key travel generators
  - Downtown
  - LSU
- Simple direct route
- Fast service speeds – arterial roadways



# Operating Plan

- 15 to 30-minute headways
- Full-service span
- Fast service speeds
  - Wider stop spacing
  - Transit priority measures
- Interconnecting routes and connections to transfer centers

	Plank-Nicholson BRT	Frequency
Weekday	Early AM (5:00 a.m. – 5:30 a.m.)	30-minutes
	AM Peak (5:30 a.m. – 9:00 a.m.)	15-minutes
	Midday (9:00 a.m. – 3:00 p.m.)	20-minutes
	PM Peak (3:00 p.m. – 6:30 p.m.)	15-minutes
	Evening (6:30 p.m. – 12:00 a.m.)	30-minutes
Weekend	All Day (6:00 a.m. – 10:00 p.m.)	30-minutes

# Vehicles

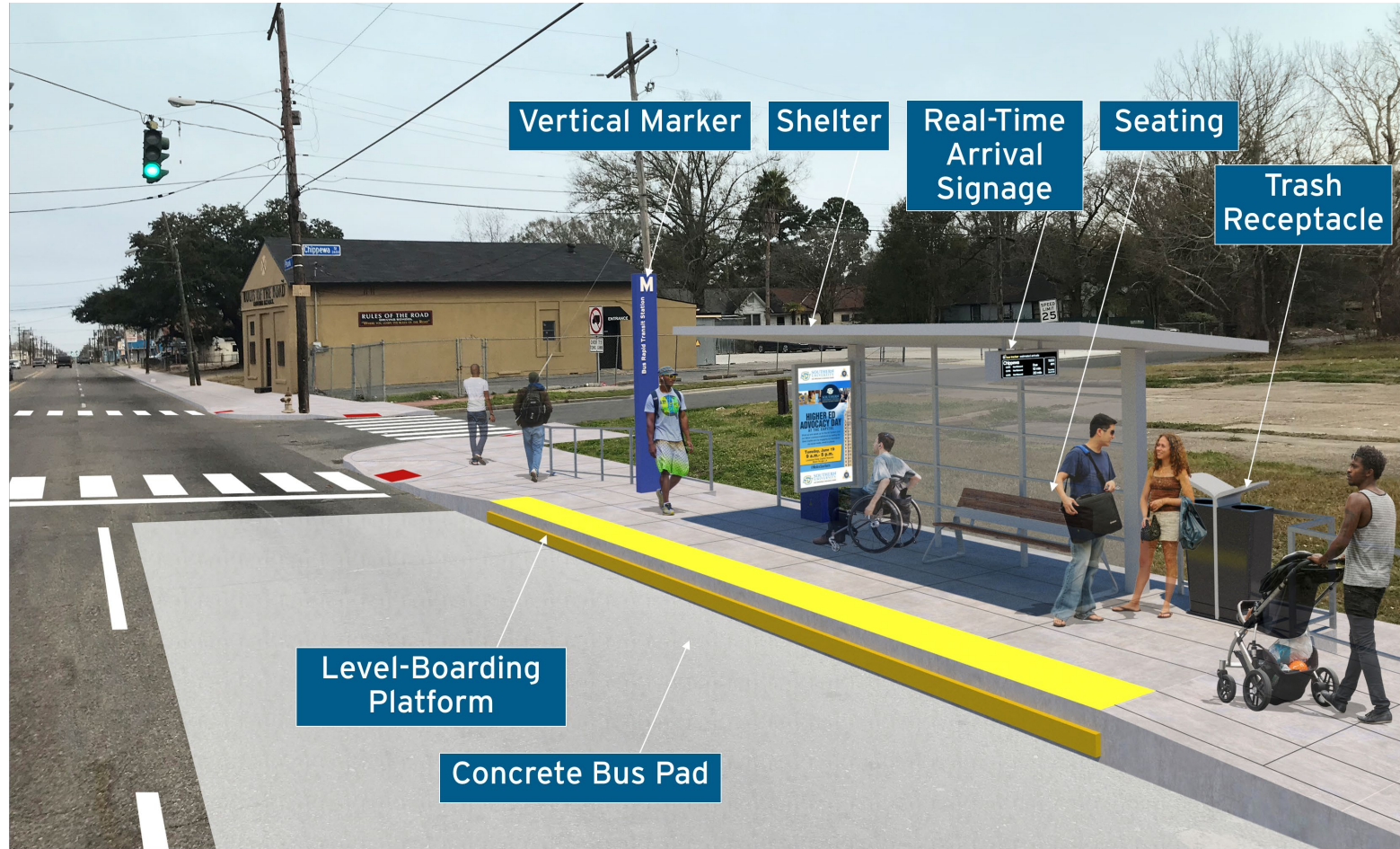
- Electric propulsion
- Passenger amenities
- Distinctive
- 35-foot





# Station Components

- Platform
- Shelter
- Marker
- Realtime arrival times
- Amenities
- Bicycle accommodations
- Typology/footprint



## Proposed BRT Station at Plank Road and Chippewa Street

# Guideway Improvements

- Mixed-traffic BRT
- Signal upgrades
  - Transit signal priority
  - ADA pedestrian signals
- Intersection improvements
  - Crosswalks
  - ADA ramps
- Sidewalks in priority areas

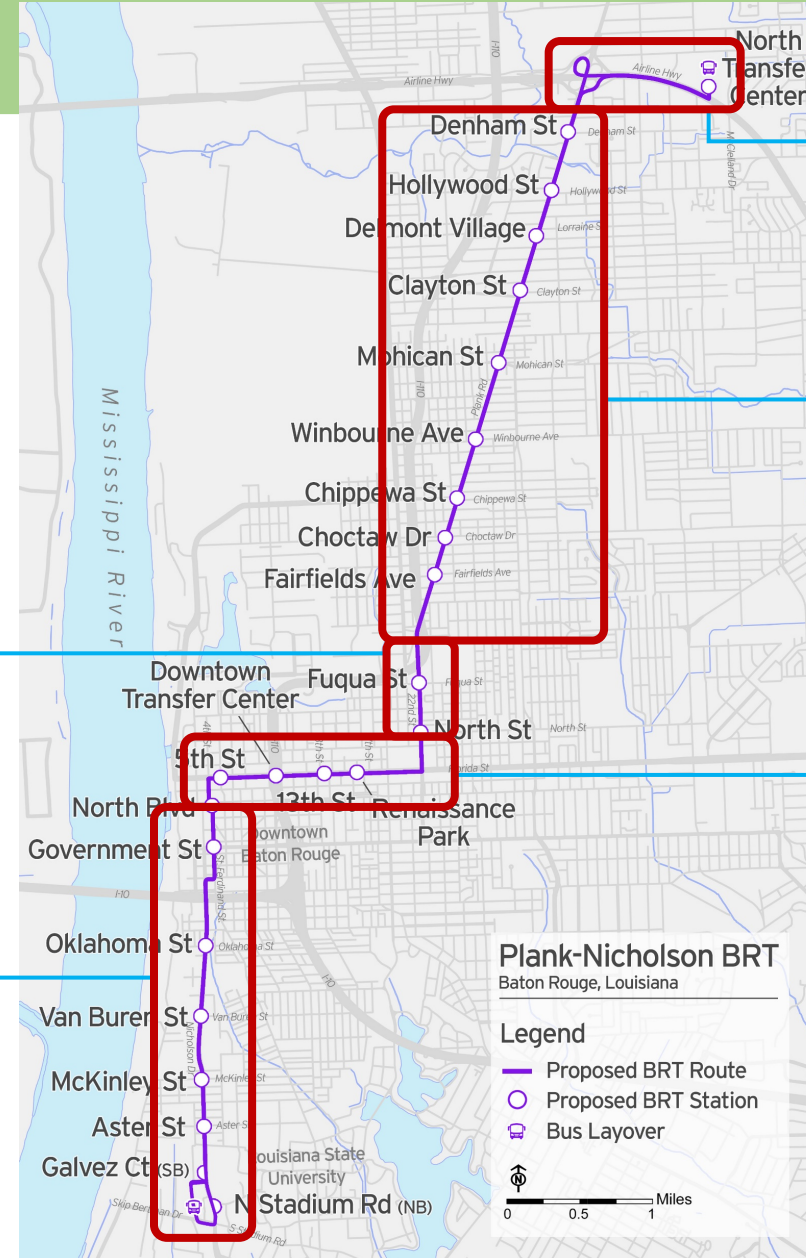




# Project Components

- 22<sup>nd</sup> Street
- Stations
  - Sidewalks
  - Transit Signal Priority

- Nicholson Drive
- Stations
  - Sidewalks
  - Transit Signal Priority
  - Road Transfer improvements



- Airline Highway
- No stations
  - No roadway improvements
  - Transit Signal Priority
  - Off-street North Transfer Center

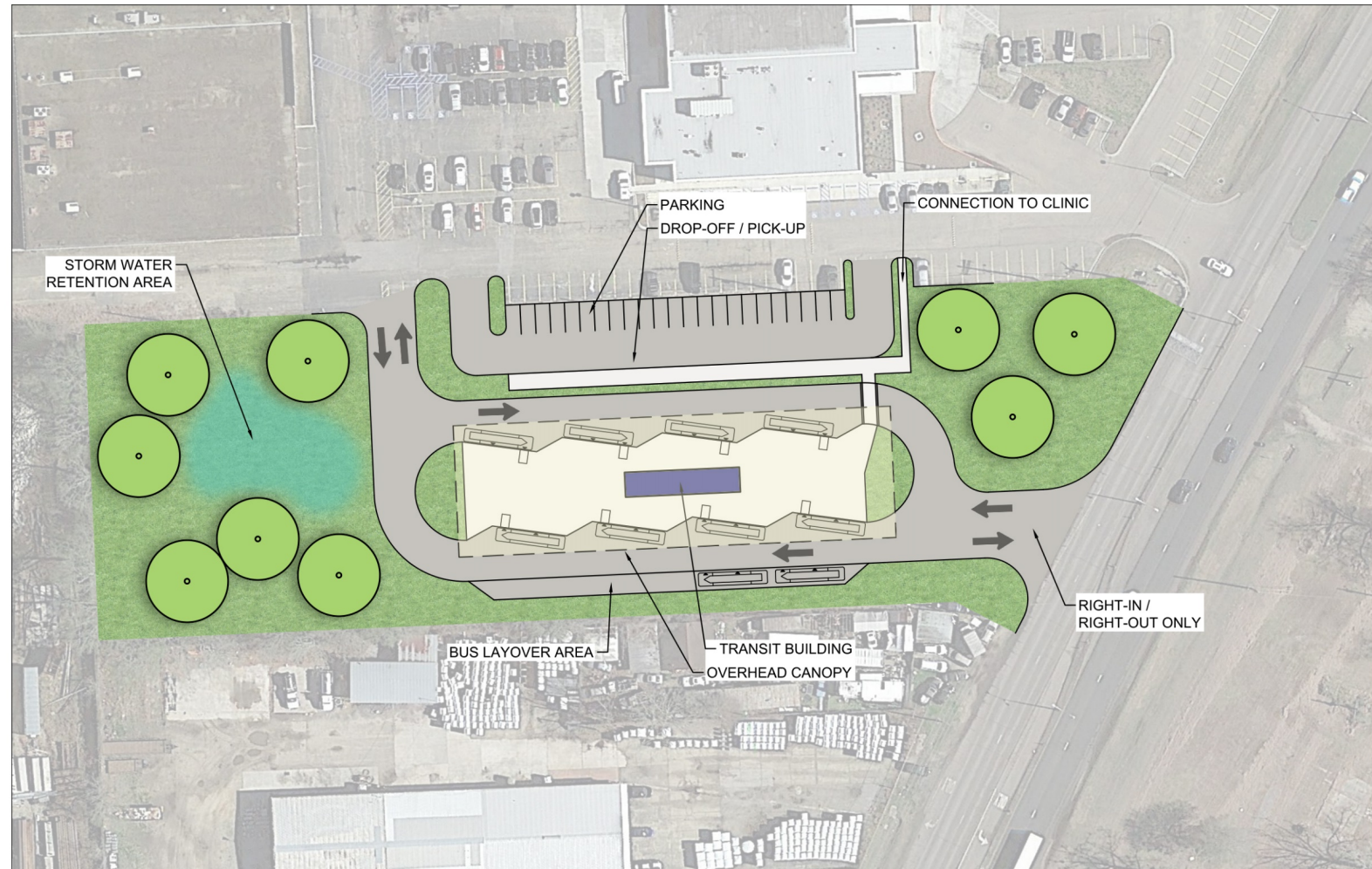
- Plank Road
- Stations
  - Sidewalks
  - Transit Signal Priority
  - MovEBR improvements
  - Road Transfer improvements

- Florida Street
- Stations
  - Sidewalks
  - Transit Signal Priority
  - MovEBR improvements



# North Transfer Center

- Multiple loading bays
- Central overhead canopy
- Enclosed waiting
- Security
- Driver relief facility
- Multimodal amenities



# Funding Sources

