

WELCOME

PLANK-NICHOLSON BUS RAPID TRANSIT PUBLIC OPEN HOUSE

AT THE MEETING:

- Review project displays
- Talk with project staff and ask questions
- Provide your thoughts and comments



What is Bus Rapid Transit?

Bus Rapid Transit (BRT) is a high-quality and cost-effective bus-based transit system that delivers fast, reliable and efficient service with:

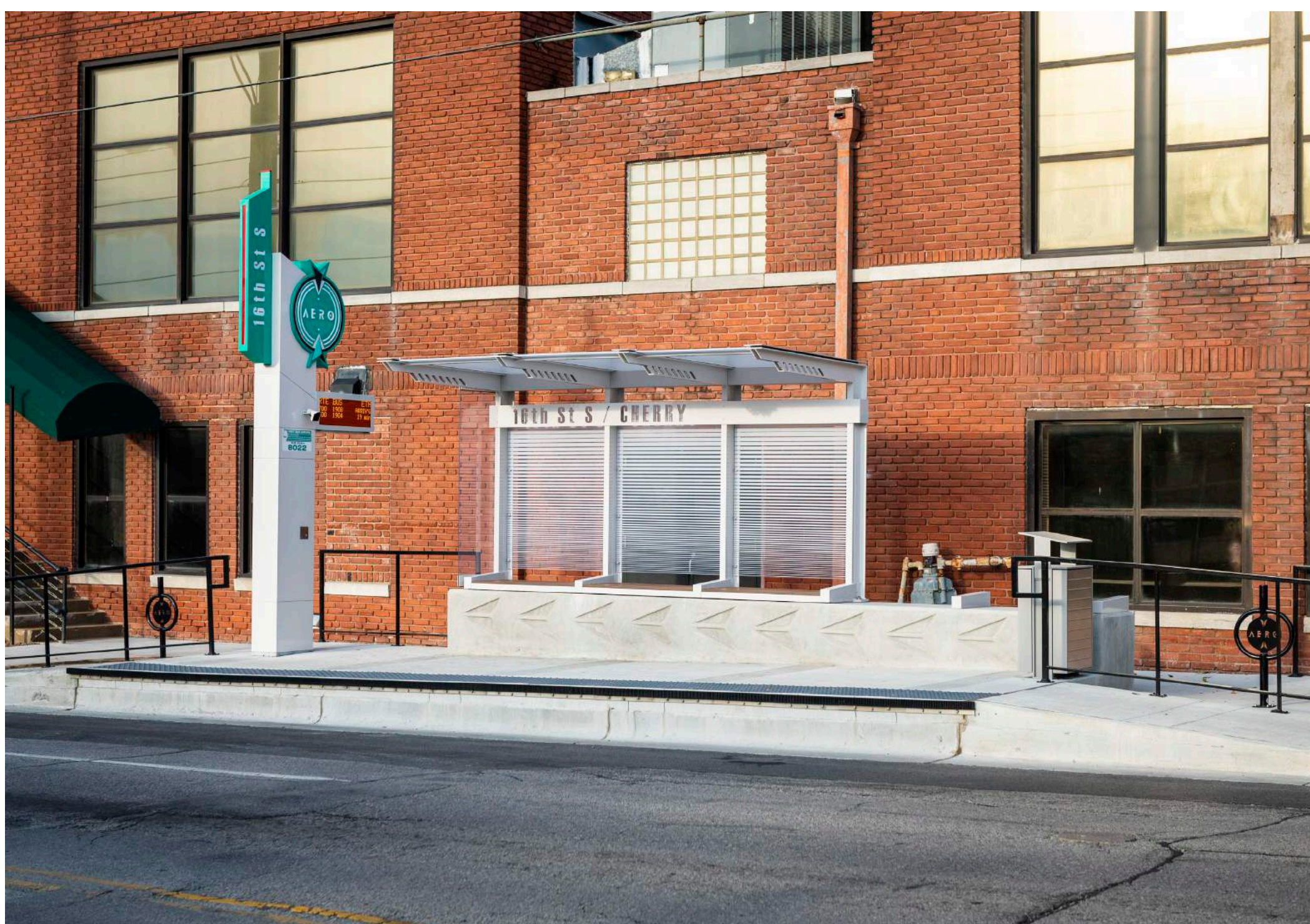
- Unique branding
- Specialized vehicles
- Traffic signal priority
- Enhanced stations
- Level boarding platforms
- More frequent service
- Fewer stops
- Displays and signage



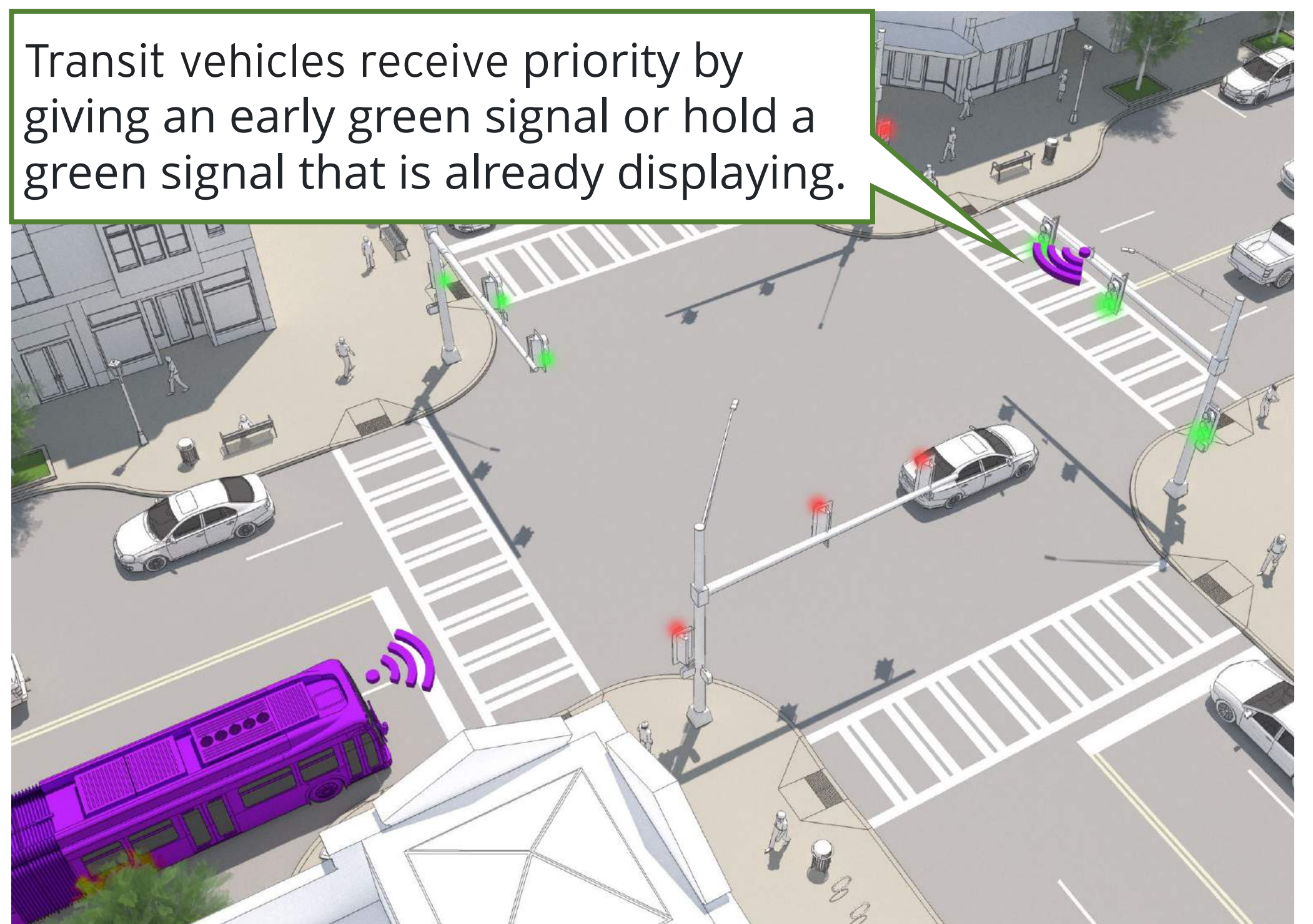
Specialized Vehicles



Level Boarding Platform



Enhanced Stations



Traffic Signal Priority

Plank-Nicholson BRT Vision and Goals

VISION

Provide a premium Bus Rapid Transit (BRT) system that conveniently and efficiently links the north and south side of Baton Rouge with the central business district.

GOALS

Provide a new modern, efficient and reliable transit option that increases the attractiveness and utilization of transit riders.

Address the transportation needs of residents and workers by improving mobility between neighborhoods, employment centers, and major destinations.

Enhance multimodal connections by integrating BRT with the existing and planned transit system, bicycle facilities, pedestrian network and planned passenger rail system.

Support neighborhood revitalization and economic development by leveraging the Plank Road Corridor Master Plan, downtown investments, and Nicholson Drive growth to drive transit-oriented development.

Increase pedestrian activity and calm traffic to provide safer street conditions that generate transit ridership, improve aesthetics and support small business activity.

"We believe that the BRT system will provide a reliable, attractive and efficient way for people to access vital services and job opportunities."

*Sharon Weston Broome, Mayor-President,
City of Baton Rouge and East Baton Rouge
Parish*



Plank-Nicholson BRT Corridor

The BRT will run in a mixed-traffic lane and connect north and south Baton Rouge neighborhoods and business districts with downtown.

Route

- Plank Road
- 22nd Street and Florida Street
- Nicholson Drive

Termini

- North: CATS future North Transfer Center
- South: LSU campus

Stations

- Stops about every four blocks

Local service

- Local service (Route 41) will be removed on Plank Road
- Connects with other routes at CATS Terminal at 22nd Street

Service levels

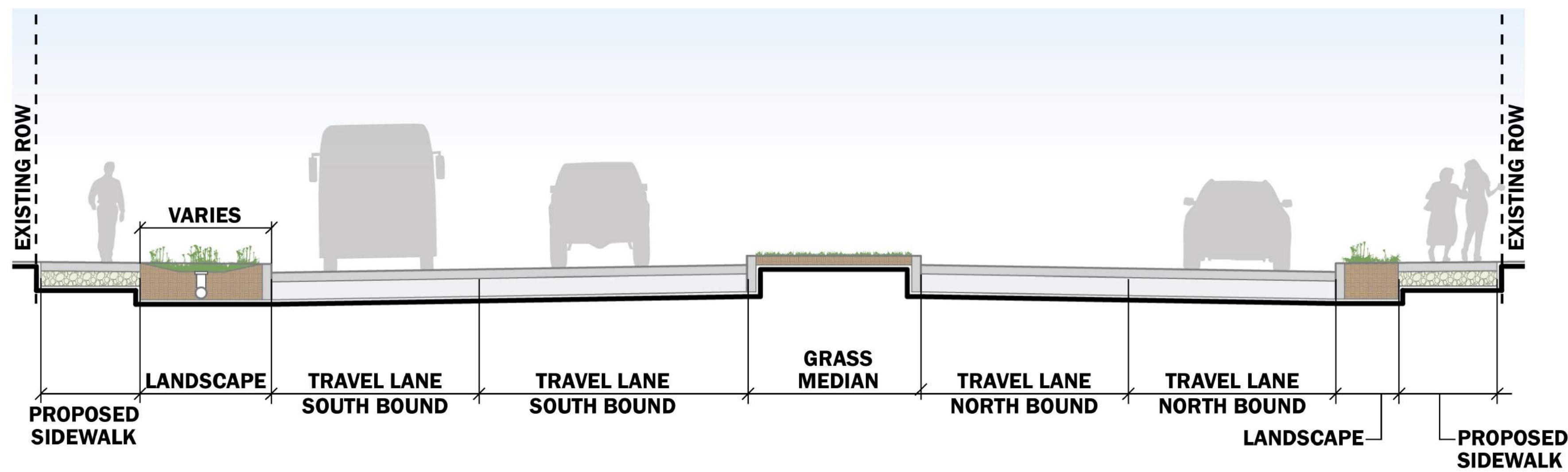
- 15-minute headways during the AM peak (5:30 a.m. to 9:00 a.m.) and PM peak (3:00 p.m. to 6:30 p.m.).
- 20-minute headways during the midday and 30-minute headways in the early morning, late evening and night.
- Service will run from 5:00 a.m. to 12:00 a.m. Monday-Friday.
- Service will run Saturday and Sunday at 30 minutes throughout the day (6:00 a.m. to 10:00 p.m.)



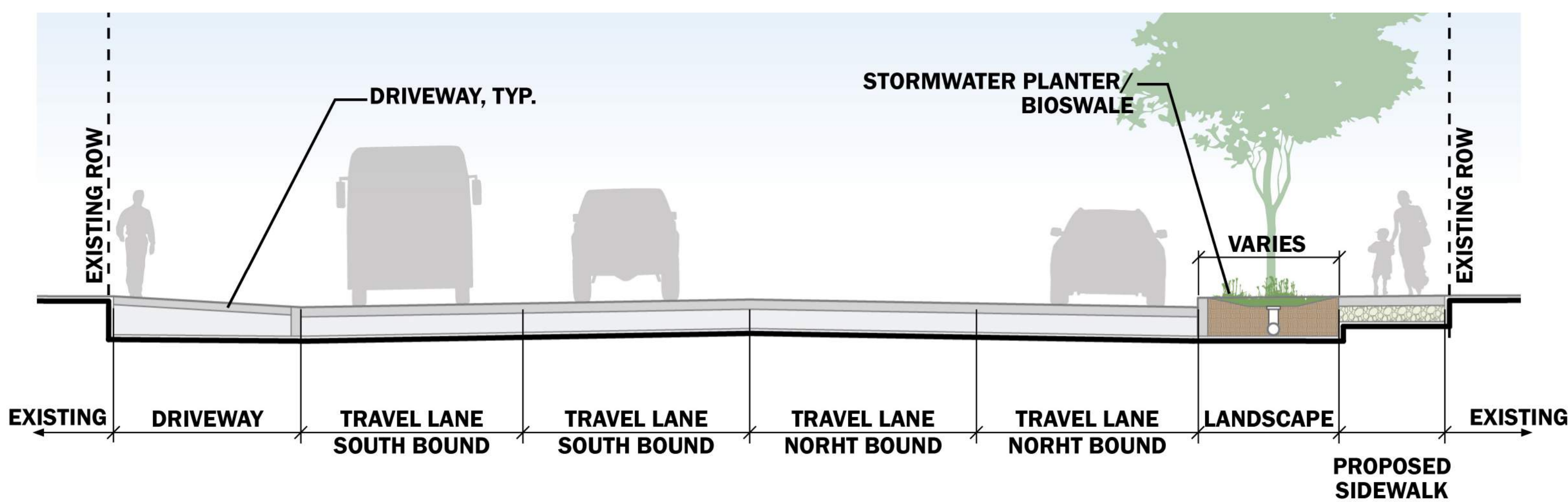
Plank-Nicholson BRT Corridor

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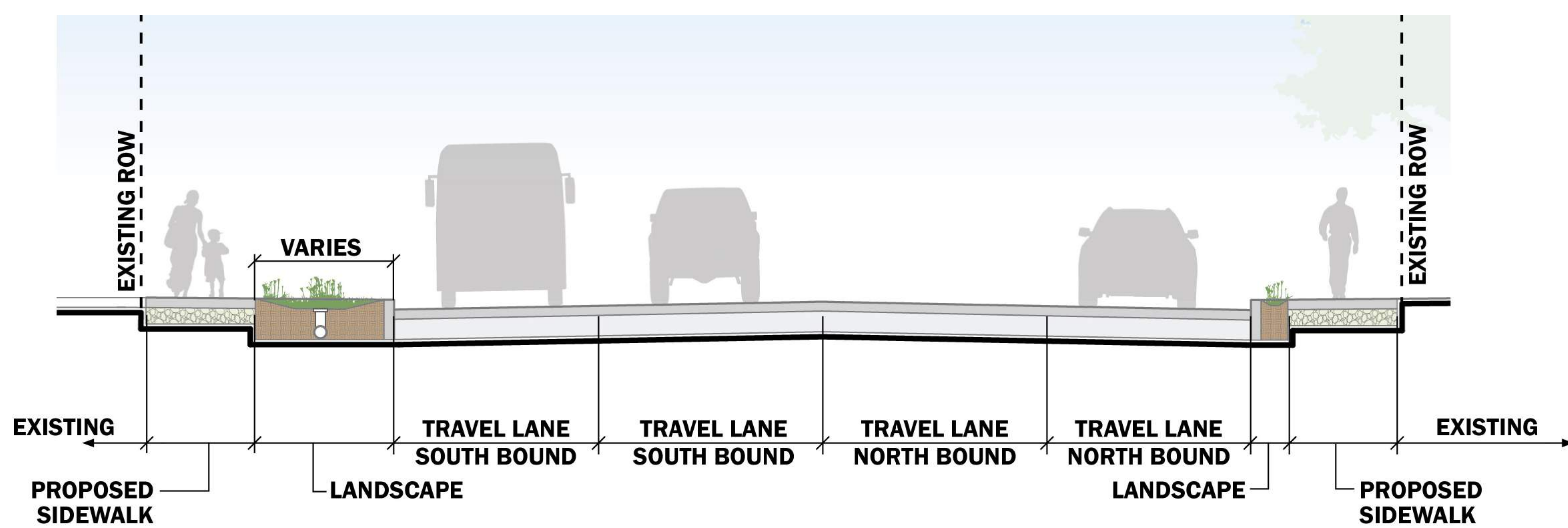
Plank Road - Clayton to Dawson



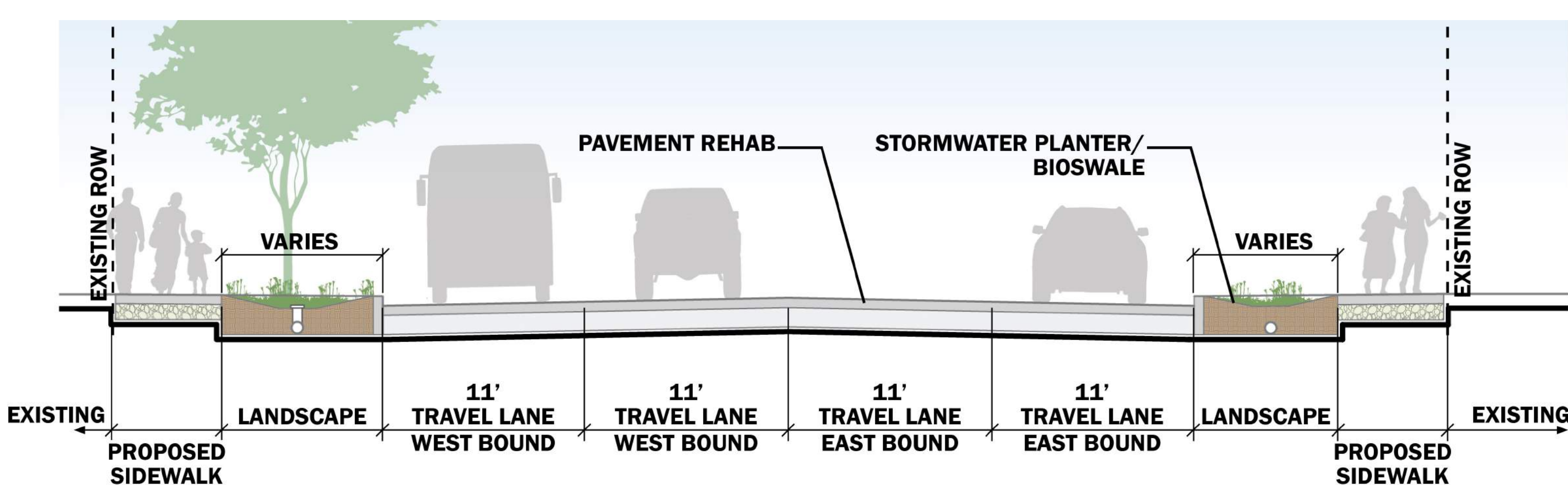
Plank Road - 22nd to Clayton



22nd Street



Florida Street



In addition to the bus related improvements, the project includes additional corridor enhancements:

Pavement Rehab

- New pavement surface along Florida Street from 11th to 22nd

Intersections

- ADA compliant ramps
- Traffic signal upgrades
- Signalized pedestrian crossings
- Improved crosswalks

Mobility

- Additional corridor sidewalks

Street Lighting

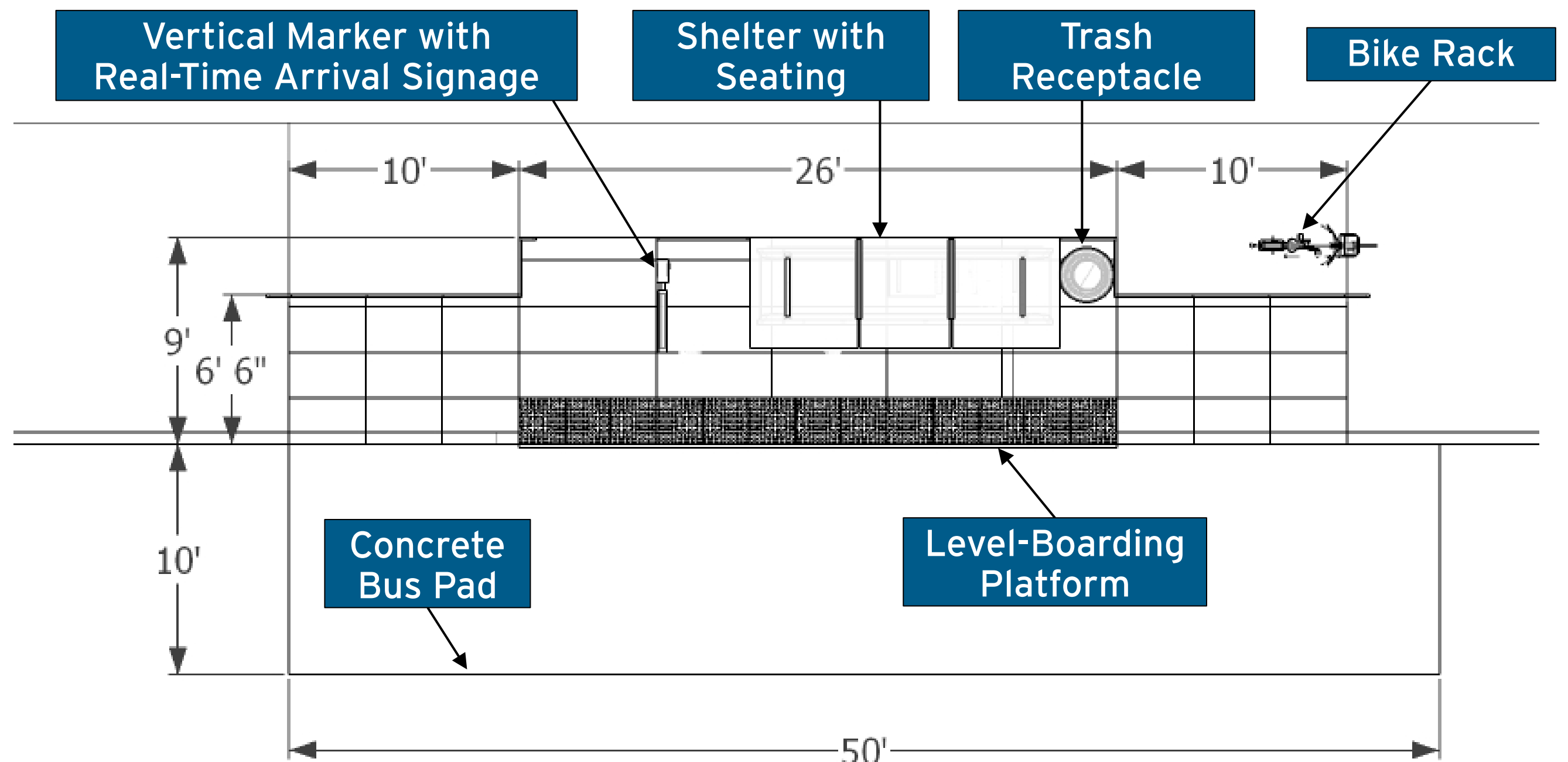
- Roadway lighting improvements

Station Design / BRT Vehicles

Station Features

- Level-Boarding Platforms
- ADA Access Ramps
- Real-Time Arrival Signage
- Enhanced Shelter
- Seating
- Bike Racks

Typical Platform Plan



Vehicle Features

- 35-foot Low Floor Bus
- Battery Electric Power
- Custom BRT Branding
- Clean and Quiet Ride

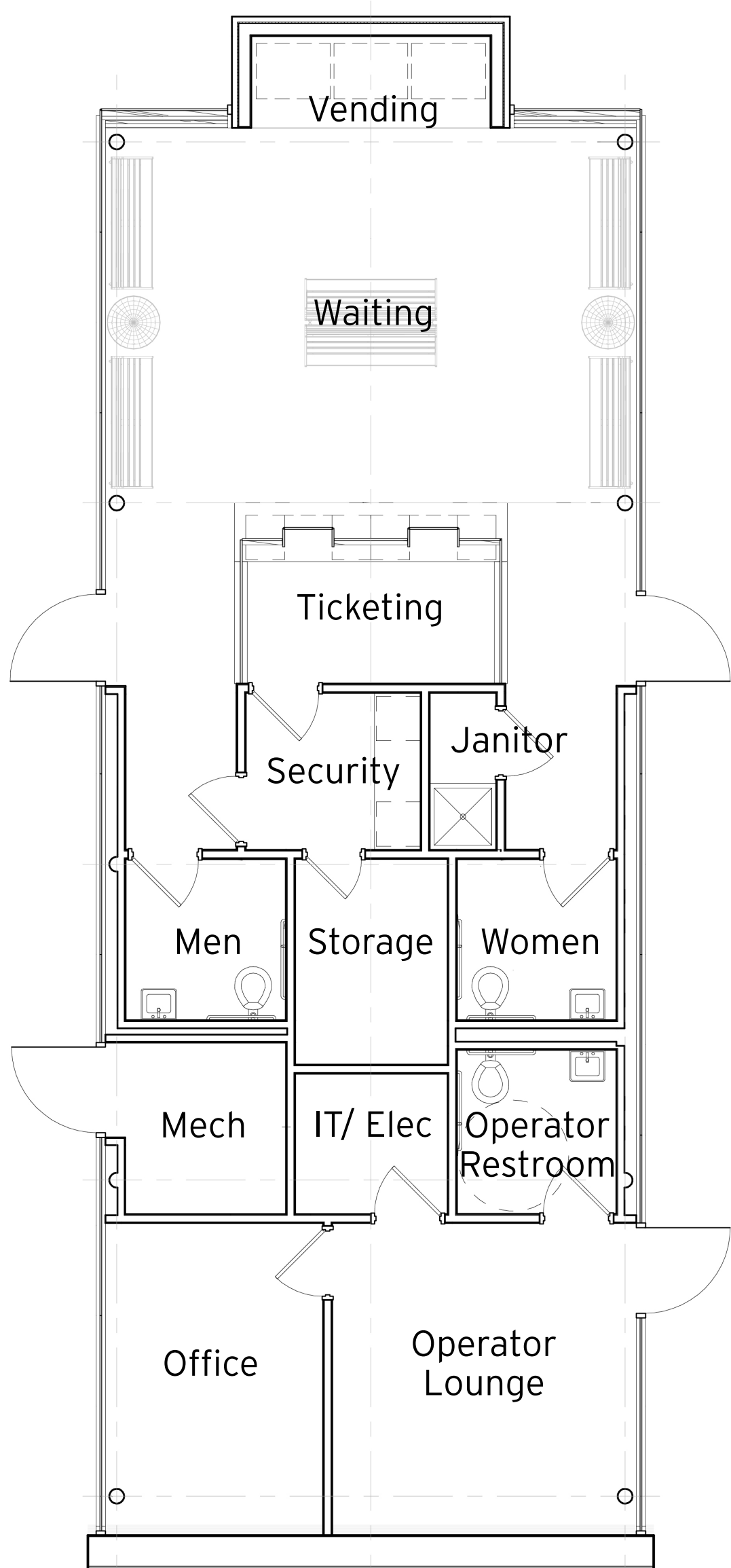


North Transfer Center

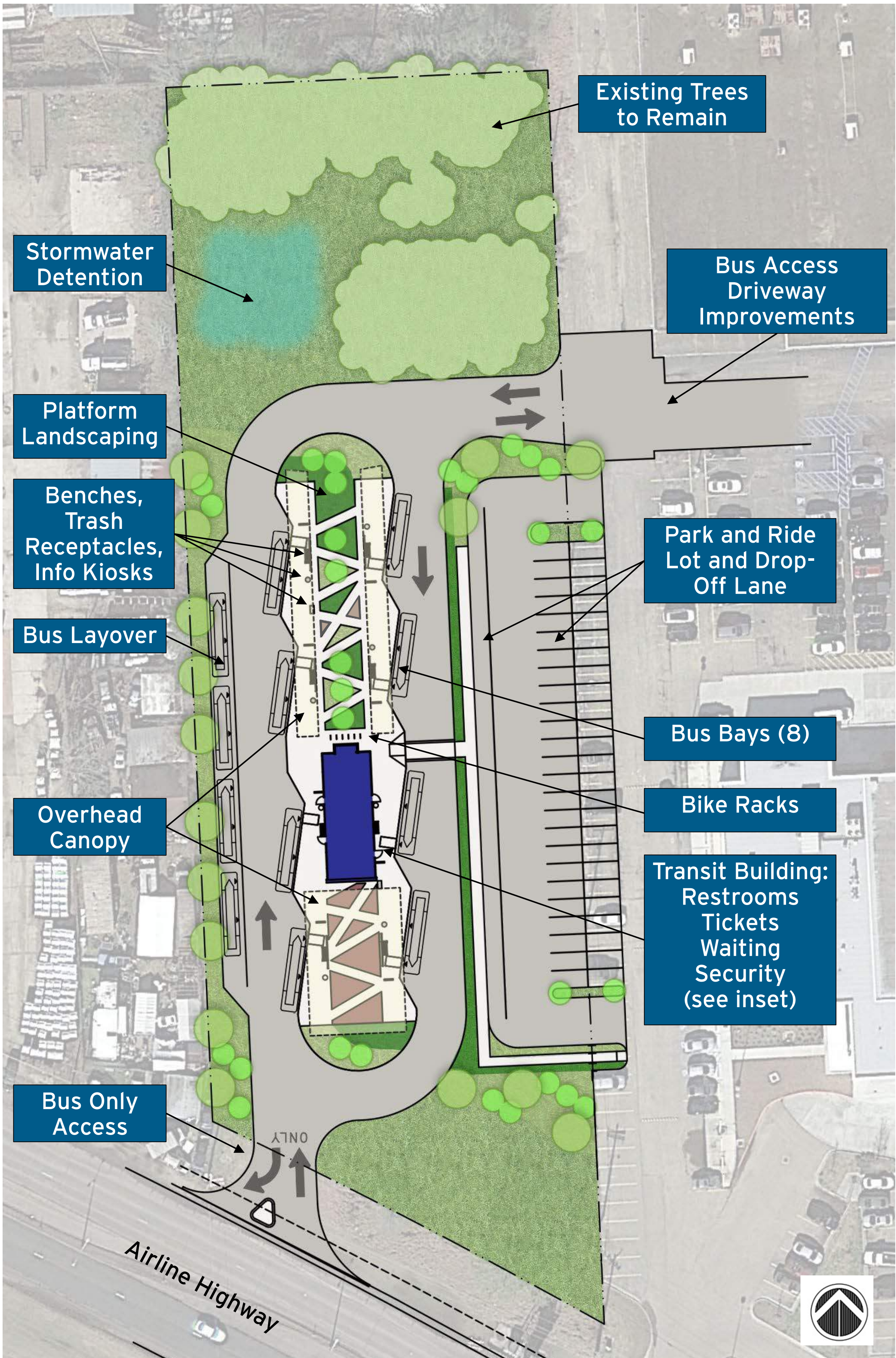


North Transfer Center

The North Transfer Center will accommodate a number of transit routes and provide premium amenities, waiting areas, and park-and-ride facilities next to the urgent care clinic.



Transit Building



Future North Transfer Center

Project Branding

What do you think we should call the BRT system?
Write your ideas on a post-it and place it on this board!

Funding, Costs, and Schedule

The Plank-Nicholson BRT project will be funded through a mix of federal, state, and local sources.

Funding Sources

Federal Sources

- Better Utilizing Investments to Leverage Development (BUILD)
 - Stations and related infrastructure
- Federal Transit Administration (FTA)
 - 5307, 5339 Program Funds - North Transfer Center, Vehicles
- Federal Highway Administration (FHWA)
 - Surface Transportation Program (STP) - North Transfer Center
 - LaDOTD Allocated Funds - Traffic Signals, Florida St. Overlay

State Sources

- LADOTD Road Transfer Program Funds
 - Roadway Improvements on Plank Road

Local Sources

- MOVEBR Funds
 - Roadway, Sidewalk, Traffic Signals

Opinion of Probable Cost

Costs	Locally Preferred Alternative	Percent of Total
Construction (roadway, traffic signals, stations, ROW improvements)	\$38.4 M	72%
Vehicles	\$4.3 M	8%
Professional Services/Owner's Reserve/Project Contingency	\$11.0 M	20%
Total Capital Cost	\$53.7 M	100%
Annual Operating Cost	\$2.3-4 M	

MOVEBR Program Funds

MOVEBR funds will be used to fund enhancements to the Plank Road, 22nd Street, and Florida Street corridors such as ADA improvements at the intersections, crosswalks, streetlighting, traffic signal upgrades, and sidewalk improvements.

Schedule

	2019			2020				2021				2022				2023				2024			
Project Phase and Activity	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Detailed Planning																							
NEPA (Approved dCE)																							
Preliminary Engineering																							
Final Design - North Transfer Center																							
Final Design - Corridor																							
Approvals/Permitting																							
Construction - North Transfer Center																							
Construction - Corridor																							
Vehicle Procurement																							
Testing																							
Construction Contingency																							
Revenue Operations																							

We are here