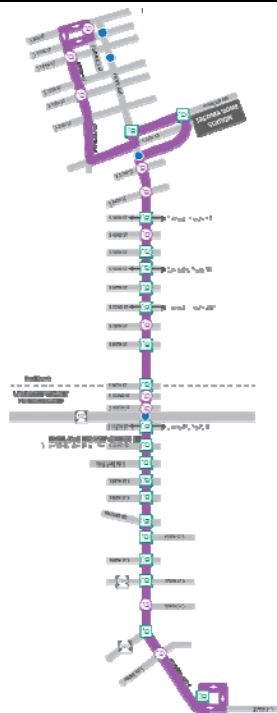


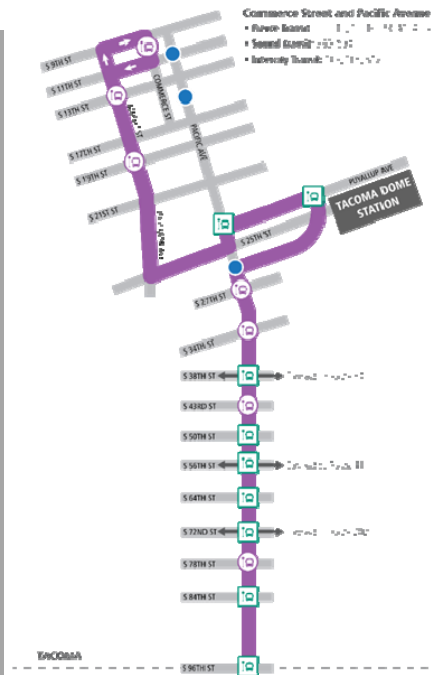


BUS RAPID TRANSIT UPDATE APRIL 17, 2018

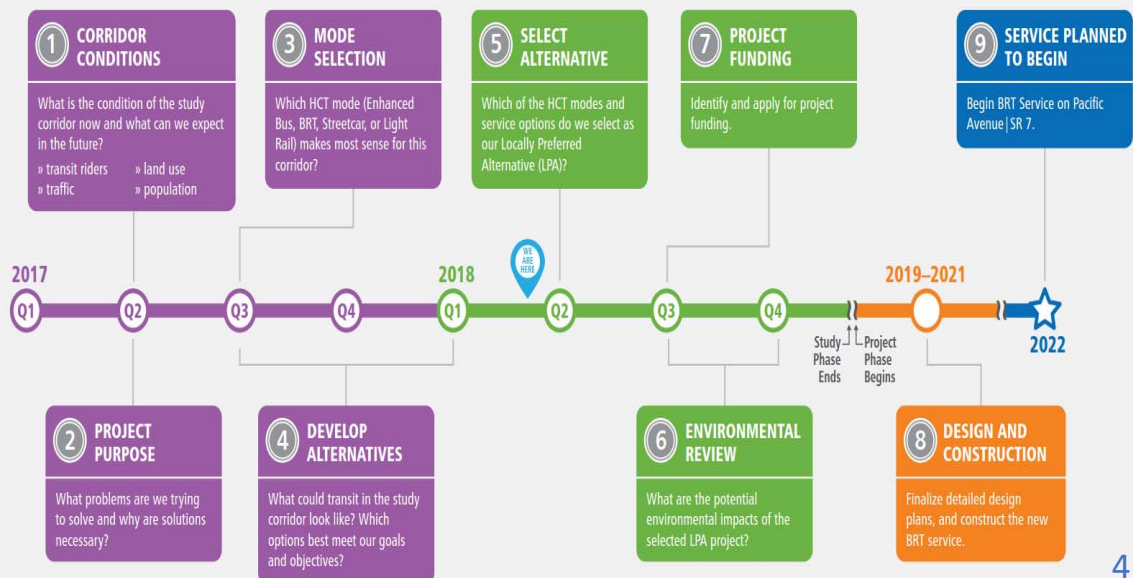


Within ½ Mile of Stops





55,735	people
31,227	jobs
41.9%	minority
21.2%	in poverty
15.9%	with disabilities
10.4%	senior (65+)
10.4%	without vehicle
4.4%	limited English



3



4

ENHANCED BUS	BUS RAPID TRANSIT (BRT)	STREETCAR	LIGHT RAIL TRANSIT
			
<p>TYPICAL STOP SPACING 3–4 Stops per mile</p> <p>AVERAGE COST PER MILE \$1–\$3 Million</p> <p>TRAVEL TIME BENEFITS 10%–15% Faster than local bus service</p>	<p>TYPICAL STOP SPACING BRT replaces Route 1 service: 3 BRT Stops per mile BRT operates in combination with local bus service*: » 1–2 BRT Stops » 4–6 Local Bus Stops per mile</p> <p>AVERAGE COST PER MILE \$4–\$20 Million</p> <p>TRAVEL TIME BENEFITS 20%–30% Faster than local bus service</p>	<p>TYPICAL STOP SPACING Streetcar replaces Route 1 service: 3 Streetcar Stops per mile Streetcar operates in combination with local bus service*: » 1–2 Streetcar Stops » 4–6 Local Bus Stops per mile</p> <p>AVERAGE COST PER MILE \$45–\$55 Million (May not be affordable, given expected funding)</p> <p>TRAVEL TIME BENEFITS 20%–30% Faster than local bus service</p>	<p>TYPICAL STOP SPACING 1 Stop per mile</p> <p>AVERAGE COST PER MILE \$180–\$200 Million (Likely not affordable, given expected funding)</p> <p>TRAVEL TIME BENEFITS 30%–40% Faster than local bus service</p>

5



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