

VIRTUAL PUBLIC MEETING

QUESTION AND ANSWER SESSION – NOVEMBER 15, 2023

Public Comment/Question	Response
Will this BRT system use articulated buses?	Yes, the Bus Rapid Transit (BRT) system will use articulated buses.
Hi, I noticed that there was a point that said "advanced ticketing station." How much will the BRT cost for riders?	The fare structure is yet to be determined but will match the no-fare policy if that is still in place.
Were there any major reasons why BRT was chosen over a light-rail system similar to Phoenix?	The main reason BRT was chosen over a light-rail system is cost. The cost of light rail has increased greatly in recent years. Currently, the cost per mile for BRT is about \$25M per mile while streetcar is about \$110M per mile.
What is the estimated cost? Also, will there be sufficient ridership to justify the cost?	<p>The estimated cost for this project is about \$140M for the five-mile, north segment.</p> <p>Ridership from other BRT systems has shown to increase over the traditional bus line by upwards of 30% or more. In addition, the current bus routes on these corridors, Route 16 and 19, are two of the highest-performing bus routes within Tucson’s transit network. We will further analyze ridership as we move into future stages of this project.</p>
I think this is a pretty exciting project. I really appreciate the work y'all have put into this. I am curious about whether or not the data gathered during this project will impact future plans. For example, are there discussions happening about having dedicated bus lanes in other parts of the city? This would make an immense difference for me, as often when I take the bus it takes me 2-5 times as long to travel to a place in town than by car.	<p>We're glad this would make a huge difference in your life. Yes, we will be looking at other corridors in the city, this is just the first corridor we will design and implement. The full alignment will ultimately go all the way to the airport and that would include other corridors to the south with a dedicated transit lane, on potential roadways including south Sixth Avenue, Kino Parkway, as well as others.</p> <p>The City also has a high-capacity transit plan that has been in place for many years, which includes seven priority corridors for high-capacity transit.</p>

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<p>Please define and describe further detail "enhanced stations" and "transit signal priority"</p>	<p>A common element of BRT systems is enhanced stations which include enhanced comfort and safety features such as better visibility, seating, lighting, level-boarding platforms, advanced ticketing, and real-time information displays.</p> <p>Transit Signal Priority (TSP) is a technology that allows BRT buses to communicate with traffic signals within the designated BRT corridor. TSP can help BRT buses move more quickly through the corridor and increase transit reliability through two methods:</p> <ul style="list-style-type: none"> • Extended Green: When a BRT vehicle is approaching a green signal that is about to turn yellow, it may request that the signal's green light be extended by a few seconds to allow the vehicle to travel through the intersection. • Early Green: A BRT vehicle approaching a red signal that is about to turn green may request that the signal turn green early, allowing the BRT vehicle to move through the intersection quickly.
<p>Would either BRT alignment allow for modernization of the Stone Avenue underpass downtown?</p>	<p>Because we're considering using 60-foot articulated BRT vehicles we're not anticipating updating or modernizing the Stone Avenue underpass at this time.</p>
<p>Would center running BRT truly affect business access? I don't know how to phrase this as a question, but if it affects businesses, then the Grant rd widening project between I-10 and Campbell should hurt businesses too since drivers can only make U-turns and left turns at specific spots since there are concrete medians and no left turns at certain intersections.</p>	<p>That's an excellent point and question. I believe that there are a number of benefits to having the center median, as well.</p> <p>We're not sure what the research there is in terms of effects on businesses. I know that sometimes, we receive pushback from businesses when access is impacted due to center medians. However, it does provide pedestrian refuge and it does have an impact on lowering the crash rates on a corridor for vehicles, pedestrians and cyclists.</p>

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<p>BRT has obvious adverse effects on property access, of the two options, center running vs, side running, which has the lesser property access effect</p>	<p>It's hard to directly measure access, it's more of a different type of limitation on access between the two options. Center-running reduces the availability of left turns onto side streets and into businesses. Side-running requires sharing the space with vehicles in a limited capacity so they can make right-turns into businesses and at intersections, but it would operate slightly slower.</p>
<p>What is being offered as far as bike infrastructure?</p>	<p>Over the last couple of years, we've heard from the community that pedestrian and bicycle access to the transit route and along the transit line is a priority. We see this project as a complete street corridor, so we will be prioritizing bicycle and pedestrian facilities as part of this design.</p>
<p>Good evening, thanks for the presentation. Is the transit propensity metric different from Move Tucson's equity analysis?</p>	<p>Essentially the transit propensity metric is different, but it's also very similar. The equity analysis is being conducted by the City of Tucson. We are coordinating with the City of Tucson's Equity Office and making sure that we are collectively sharing data.</p>
<p>If we're going to incur the cost for BRT, what would be the incremental cost of converting the route selected into a "Complete Street"?</p>	<p>The intent is to develop a complete street for the BRT project and make sure that we're following the City of Tucson's complete street policies. As we get into specific elements and specific design issues at a later stage, will evaluate those things as to what parts of the complete street metrics we can accommodate and are affordable.</p>
<p>Where can I find the recording of this meeting?</p>	<p>Hi Sophia, this presentation has been prerecorded and uploaded to our project website at https://www.tucsonrapidtransit.com/. This meeting recording will also be uploaded to this site following the meeting.</p>
<p>Do we know the difference in jobs that would be attracted to the two routes being considered?</p>	<p>Not at this time. This will be part of a further economic analysis that we complete once we get closer to developing a specific alignment. This is traditionally something that is assessed during financial planning. Once we start looking at funding, we'll begin to evaluate some of those metrics.</p>

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<p>Is it necessary to widen either of these roads? Could removing car travel lanes be an alternative?</p>	<p>The plan is to remove travel lanes in both corridors.</p> <p>For either option, the idea is to remove one vehicle travel lane for a potential dedicated BRT lane.</p>
<p>What are current ridership levels from Tohono T'dai to Ronstadt Transit Center on Stone Ave and Oracle Rd, respectively?</p>	<p>Unfortunately, right now we don't have the ridership on route 16, which is the Oracle route.</p> <p>For Tohono T'adai to downtown, I only have the full route, which extends from Marana along Ina to Thornydale, but that current average daily ridership is about 3,748. The route currently runs every 15 minutes between downtown and Tohono T'adai and then runs every half hour between Tohono T'adai and Ina.</p> <p>Route 19, which only operates every 30 min right now, and goes from Tohono T'adai to downtown has over a thousand average daily passengers.</p> <p>Post-meeting notes: As of October 2023, the ridership of each route is:</p> <ul style="list-style-type: none"> • Oracle: 2,937 daily riders • Stone: 916 daily riders
<p>For the center lane options, are there plans to implement more and safer crosswalks so people can reach the platform?</p>	<p>Yes, absolutely. For the potential center-running selection, pedestrian access is going to be key. There is going to be a need for improved and/or enhanced crossings at multiple locations.</p> <p>We're going to be evaluating station locations near the major intersections with major arterials where there may be safer pedestrian access.</p>
<p>Based on the funding source, is there any chance this northern segment can become street car or light rail?</p>	<p>Traditionally, when we do high-capacity transit projects we focus on developing the corridor in a way that positions it for upgrades if future demand warrants it. At this time, we think BRT is the appropriate technology for this corridor, but it certainly wouldn't limit a future change to something else down the road.</p>

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<p>For center-running, what sort of pedestrian crossings are being considered?</p>	<p>This will depend on which roadway is the preferred alternative.</p> <p>We would be looking at potential HAWK crossings if there's more than one lane.</p> <p>There's a lot of engineering that goes into this determination, whether it's appropriate for just a standard crosswalk or a rapid flashing beacon if there's just one lane across.</p> <p>This will ultimately depend on whether Stone or Oracle is selected as the corridor.</p> <p>In addition, initial locations, and obviously what makes the most sense, is to have stations located at intersections where people would be able to transfer to other parts of the Sun Tran network. However, as far as mid-block crossings, we haven't identified station locations yet. That is a critical next step after we select a corridor.</p>
<p>Are bicycles able to be brought into articulated buses like the streetcar or would there be only front bike racks?</p>	<p>At this point, we haven't made that determination. Quick on and off-boarding of bikes on BRT buses would help to make this system more efficient.</p> <p>Being able to bring your bike onto the BRT vehicle itself would allow for faster boardings instead of boarding upfront on a bike rack.</p>
<p>Is there a rough estimate for how many stations each route may have?</p>	<p>The typical spacing for BRT stations is roughly every half-mile. For a 5-mile corridor, we're looking at about 10 stations or more.</p>