



# PROJECT EXPERIENCE

## BUS PRIORITY AND BUS RAPID TRANSIT



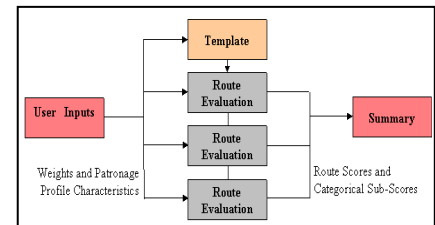
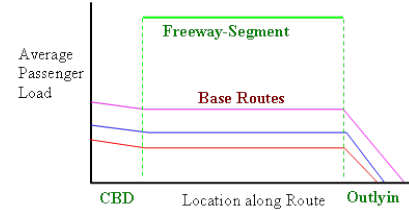
Note: Some of the highlighted projects below are from personal experience prior to the establishment of JzTI

### Bus ROUTE RANKING TOOL Melbourne VIC Australia 2006 (while with Maunsell Australia Pty Ltd)

The Bus Route Ranking Tool (BRRT) is a spreadsheet model developed for VicRoads—the State of Victoria’s road planning and management organization—to assist them in selecting the most worthy regional bus service corridors for investment in bus priority measures. The model employs a standardized scoring system based on three major categories of evaluation assessing the comparative need and benefit for bus priority upgrades. A set of 15 specific variables fall within the 3 main categories:

- Existing Route Demand
- Strategic Long-Term Importance
- Operational Factors and Overall Performance

The BRRT model was tested and refined based on an initial list of twenty-two regional routes—including a variety of segment types—and yielded a logical set of results highlighting each route’s strengths and weaknesses.



### ROUTE 140 BUS PRIORITY STUDY London England UK 2003 (while with MVA Ltd)



The Route 140 Bus Priority Study examined opportunities for improving the performance of a heavily-patronized bus corridor from Heathrow Airport to the London Boroughs of Ealing and Harrow. This entailed a detailed examination of slow points along the corridor and physical assessment of the viable opportunities for various types of priority measures, including:



- Traffic-Segregated Bus Lanes where viable
- Queue-Jump Lanes and Pre-Signals
- Bus-Only Roadways with Access Controls
- Reconfiguration of Parking/Access Lanes in congested corridors

### WEST FAIRMOUNT PARK MASTER PLAN: BRT CORRIDOR Philadelphia PA 2005 (while with Kise Straw & Kolodner Inc)

Frank’s role on this project—entailing the planning for redevelopment of the Centennial District of Fairmount Park (led by MGA Partners)—included examination of Parkside Drive and the proposed ‘Centennial Drive’ for their potential to accommodate a premium public transit service stretching from Center City through the Park to 52<sup>nd</sup> Street. A separate effort (with Olin Partnership) entailed evaluation of options for the continuation of this service along the Benjamin Franklin Parkway through the city’s museum district.



### MEMORIAL DRIVE REDEVELOPMENT STUDY Atlanta GA 2002 (while with Glattig Jackson Inc)



As part of the planning for revitalization of this declining traffic-choked suburban retail corridor (led by Urban Design Workshop and Robert Charles Lessor Co), Frank helped to examine the potential for incorporating a Bus Rapid Transit service within the highway’s median. This included cross-sectional design and the examination of signaling and operational options.