



CORRIDOR PLANNING

Our Expertise

We intuitively understand how people use transit corridors and design transit to effectively serve them. Whether it's developing comprehensive corridor plans, identifying segments for **priority treatments**, or configuring local services along corridors, we apply our **data-driven** and **stakeholder input processes** to develop actionable results for implementation.

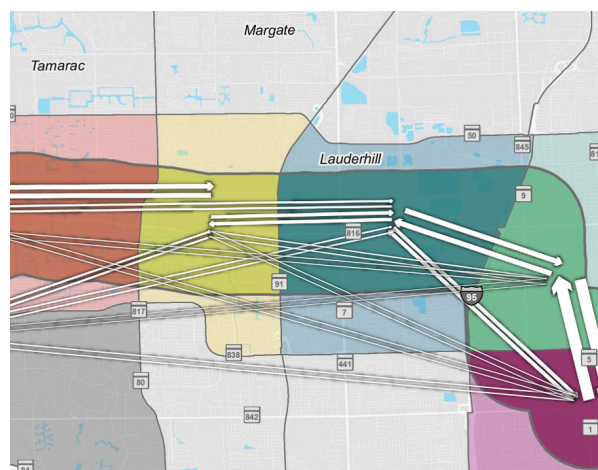
Our strong **transit planning capabilities** and **transit market assessment tools** enable us to understand how people use and access a corridor and design services that can effectively serve it.

We use **market assessment** and **service planning techniques** to conduct **scenario-based planning** to maximize the effectiveness of alternatives toward meeting established goals and objectives in our **corridor study** efforts.

Our Specialties

- Bus Rapid Transit (BRT) studies
- High capacity transit studies
- Priority treatment analyses (transit signal priority, bus-only lanes, etc.)
- Commuter and express bus service planning
- Managed lanes bus planning
- Alternatives analyses and operations planning

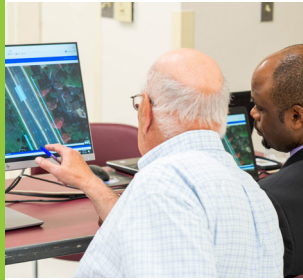
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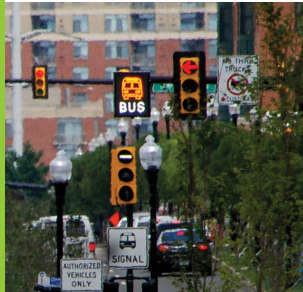
Orlando Transit Corridor Study

Foursquare ITP conducted a transit corridor study on State Road 436 in Orlando, Florida. We evaluated existing transit services and provided a detailed market analysis of the corridor, as well as developed operating and financial plans for BRT and feeder services for the proposed high-frequency network. This included a demographic analysis compared with metropolitan areas statistics, analysis of general route metrics, and concluded with a summary of bus stop facilities and spacing along the corridor. The operating plan developed runtimes for multiple BRT alternatives, incorporated priority treatments, and detailed frequencies and spans to meet demand. Ridership forecasting was conducted using both STOPS and TBEST.



Montgomery County BRT Planning

The MD 355 BRT Study, built upon Montgomery County, Maryland's "Get on Board BRT" program, analyzed alternatives and initial designs for a 22-mile corridor slated for BRT. The project encompassed alignment development, station location decisions, design, engineering, environmental review, alternatives evaluation, and public engagement. We led the BRT and local bus feeder service operations planning and cost analysis, the public and stakeholder engagement, and developed the strategic evaluation framework and analysis of alternatives.



Washington, DC TSP Evaluation

Foursquare ITP evaluated the effectiveness of transit signal priority (TSP) and queue jumps on several corridors in Washington, D.C. To determine TSP's effectiveness, we conducted a before-and-after analysis of bus runtimes, on-time performance, and speeds on several major corridors. In the second phase, we evaluated bus runtimes and throughput to determine where to expand TSP. We also evaluated the effectiveness of existing queue jumps in the District and studied where additional queue jumps would prove beneficial. Both efforts involved processing, analyzing, and visualizing large datasets of bus runtimes and speeds from WMATA's APC and AVL systems. The templates developed for both are being used by WMATA staff for future analysis.



I-66 Transit and TDM Plan

Foursquare ITP developed baseline conditions, transportation demand management (TDM) needs, and future transit services on the I-66 corridor as part of *Transform 66: Outside the Beltway Multimodal Solutions*. Baseline conditions include the road network; local bus, commuter bus, heavy rail, and commuter rail; and carpooling, vanpooling, slugging, and park and rides in the I-66 corridor for 2022, 2030, and 2045, as well as population and employment estimates and travel pattern analyses. The needs assessment informs transit and TDM recommendations along the I-66 corridor for implementation in 2022 and beyond.



HRT Naval Station Light Rail Study

Foursquare ITP helped develop detailed existing conditions analyses and informed the development of Tier I and Tier II alternatives for both BRT and Light Rail services. We also helped create the evaluation methodology and conducted the screening for both the Tier I and the Tier II analyses. Additionally, we helped develop the public involvement plan, public outreach, and the intercept survey at Norfolk International Airport. We led the development of both conceptual level (Tier I) and detailed (Tier II) bus operating plans for fixed-guideway (BRT) buses, feeder buses, and naval base shuttles.



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