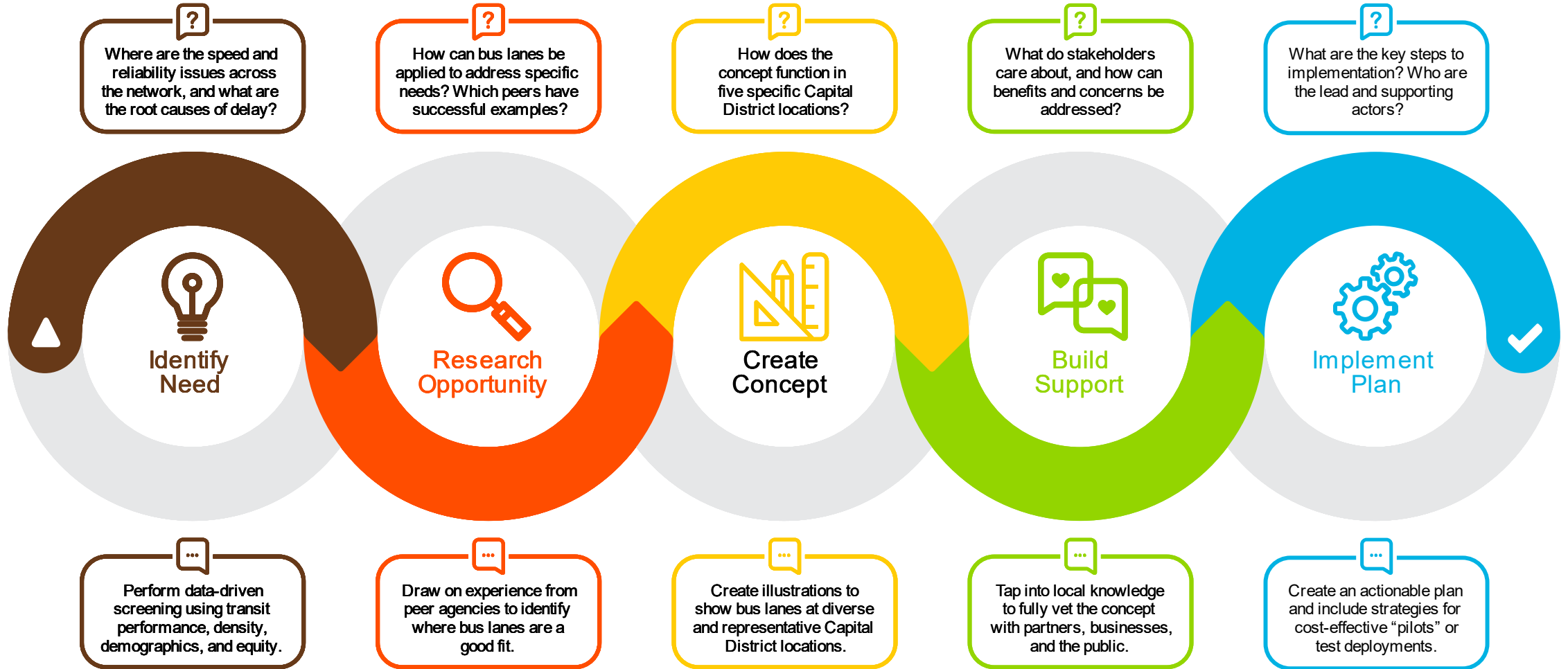


BUS LANE FEASIBILITY STUDY

STAKEHOLDER ADVISORY COMMITTEE MTG #1





PROJECT SCOPE AND SCHEDULE OVERVIEW

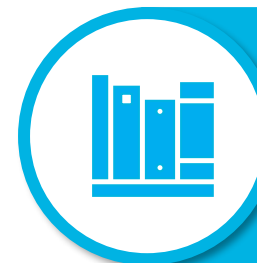
- **Task 1: Project Management**
 - Project Kick-off and coordination calls
 - Establishing the Study Advisor and Leadership Committees
- **Task 2: Review and Assess Previously Completed Plans and Capital Projects**
 - Summary of challenges and opportunities from existing studies and initiatives, and from peer cities



Regular communication to facilitate coordination and to keep the project on schedule.



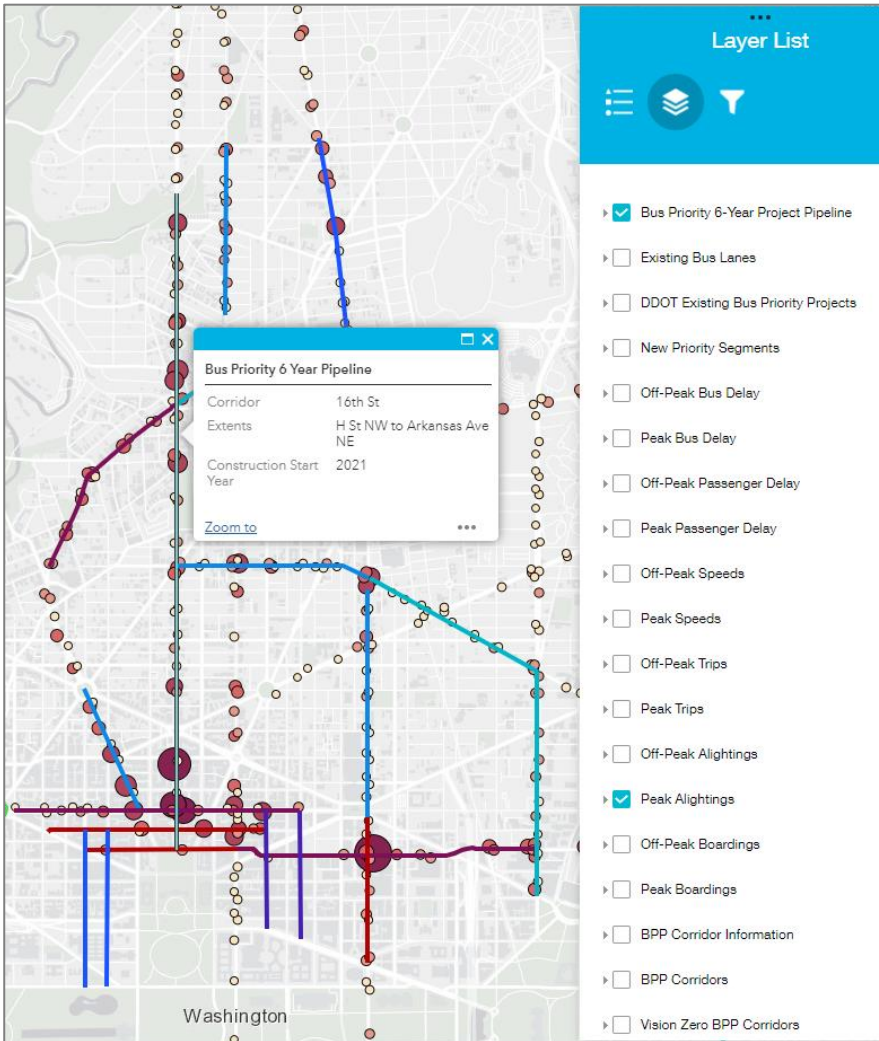
Collaborative approach and open communication to ensure CDTA/CDTC needs are being met.



Gain an understanding of key issues that could impact the implementation and lessons learned of bus lanes and bus priority within the study area.



PROJECT SCOPE AND SCHEDULE OVERVIEW



■ Task 3: Baseline Corridor Assessment and Prioritization

- Existing Conditions
 - Transit Performance
 - Quality of Life
 - Implementation
- Screening Criteria, Application, and Results
- Bus Priority Toolbox



Focus in on where the need for frequent, reliable, and quick transit exists and where the propensity to use transit is the greatest.



Develop an equitable and defensible approach to identifying and prioritizing investment.

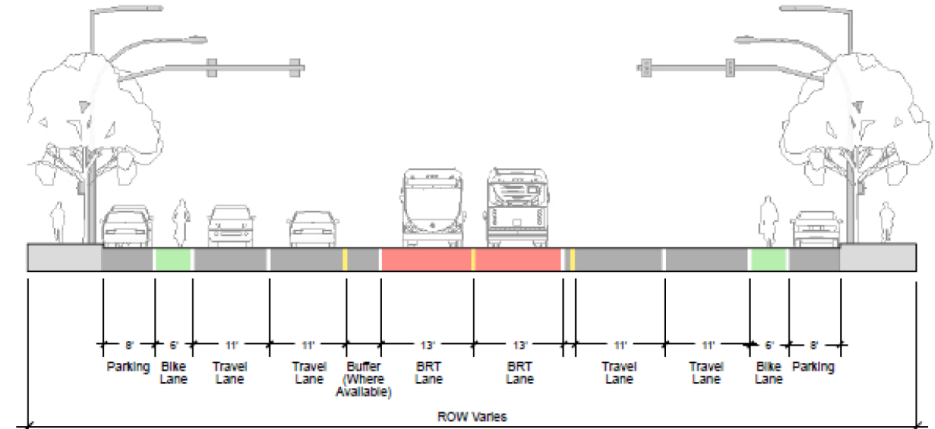
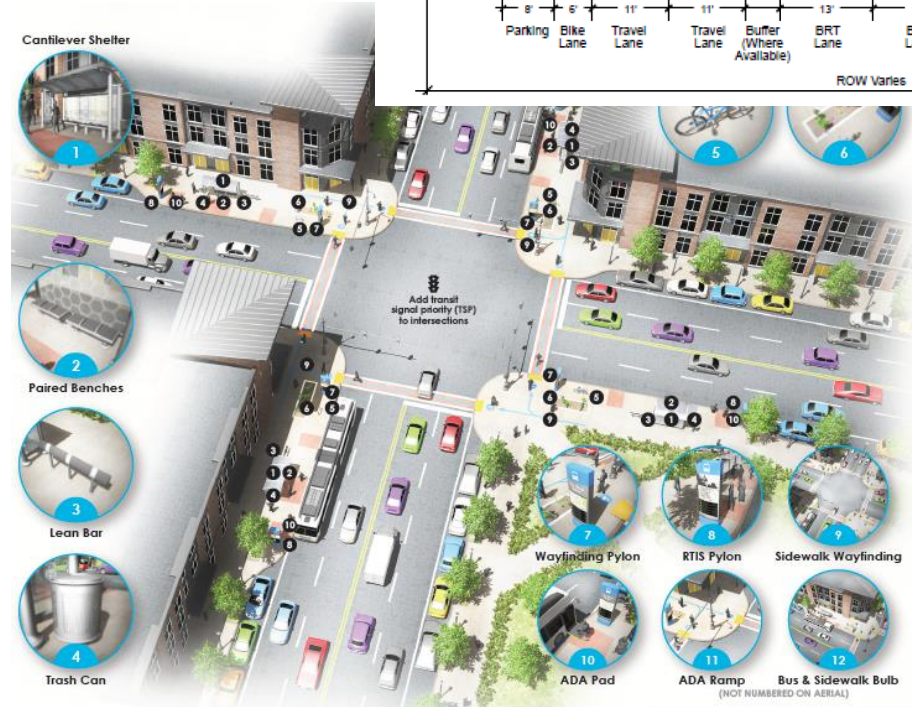


Create a resource for the future to assist in designing and implementing a bus priority network.

PROJECT SCOPE AND SCHEDULE OVERVIEW

■ Task 4: Bus Lane Corridor Evaluation and Conceptual Design

- Bus Lane Concept Identification, Evaluation, and Analysis



PROJECT SCOPE AND SCHEDULE OVERVIEW



Identify **key transit and mobility issues** throughout the south and southwest Metro area.



Reach diverse populations of **current and potential transit riders**.



Buy-in from stakeholders on the **value of transit and the eventual solutions** to the transit need.

▪ Task 5: Public Engagement

- Phase I: Occurs during Task 3.
 - Includes stakeholder engagement, open house/pop-ups, survey, and online engagement.
- Phase II: Occurs after preliminary recommendations in Task 4.
 - Includes stakeholder engagement, open house/pop-ups, survey, and online engagement.
- Phase III: Public comment period on Draft Final Report during Task 7

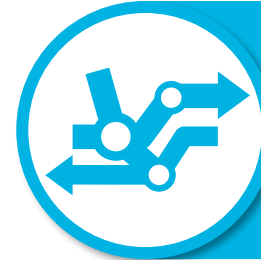
P1

P2

P3

PROJECT SCOPE AND SCHEDULE OVERVIEW

- **Task 6: Ensures that equity and accessibility are incorporated into all tasks**
 - Corridor identification
 - Screening
 - Prioritization
 - Outreach and engagement
- **Task 7: Draft/Final Reports and Presentations**

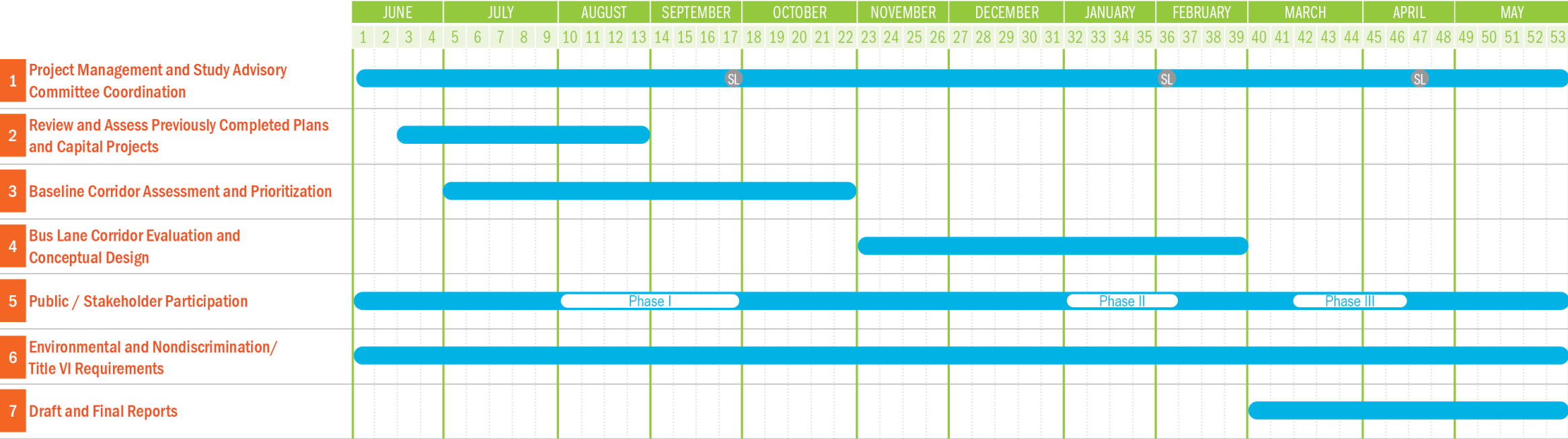


A vision for CDTA/CDTC that incorporates the values of the community and addresses the identified transit need equitably.



A visually appealing document that can be used to promote bus priority to the community and other stakeholders.

PROJECT SCOPE AND SCHEDULE OVERVIEW





PEER EXAMPLES

SUCCESS WITH BUS LANES

PORTLAND, OR – ROSE LANES



- Network approach: target locations with highest delay
 - Increase service as enhancements implemented
 - Variety of tactical strategies
- Reduced travel times from 1 to 7 minutes depending on the treatment type
- 24% gain in job access within 45 minutes by bus on average citywide

LOS ANGELES, CA – FLOWER ST BUS LANE



- 1.8 mile peak period bus lane pilot, June 2019
- Up to 80 buses/hr
- Person throughput increased 37%
- Travel time improved 30%
- 2/3rd of riders and operators reported time savings
- Bus speeds increased by 14%
- Limited impact to private vehicles

BOSTON, MA – MBTA BUS LANE PILOT



- City of Everett, MA, pilot began in 2016
- 1 mile inbound in AM peak
- Travel time savings between 8 – 11 minutes during peak times
- On average passengers saved 24 hours per weekday morning, on bad days they saved 65 hours
- 4% increase in ridership

SAN FRANCISCO, CA – RED TRANSIT LANES



- Network of bus lanes
- Church Street
 - Average travel time savings of 14% (1 minute)
 - Reduced travel time variability by 27%
 - 50% reduction in drivers violating red transit lanes
 - No significant impact to traffic
 - Police reported collisions decreased by 16%

SEATTLE, WA – RAPIDRIDE



- Network of BRT Lite
- Many strategies in concert, including bus lanes
- On average 87% ridership increase since launching RapidRide; carrying more than 43,000 riders per weekday
- 11% speed increase for travel times
- Number of on time trips has improved to 84%

BALTIMORE, MD – DEDICATED BUS LANES



- Network of bus lanes in downtown core
- Travel time savings with an average benefit of 9.3% per corridor.
- Reduced number of buses involved crashes by nearly 12%
- Bus lanes are most successful when they are in effect full-time (not just during peak periods) and are very clearly marked (painted red)

NEW YORK, NY– SELECT BUS SERVICE 14TH ST BUSWAY



- Pilot 2019, permanent 2020
- 24% improvement in travel times averaging 2.9 minutes faster
- Weekday ridership increased by 14%
- 42% reduction in crashes involving injuries
- Vehicle travel times impacted less than 1 minute

WASHINGTON DC – DDOT BUS LANES



- 2019: Peak period pilot bus lanes in downtown core (70 buses per hour and 20% of all riders in District)
 - 1mph increase in bus speeds
 - Made permanent in November 2019
 - Now operate from 7:00 a.m. and 7:00 p.m. Monday through Saturday
- Pilot provided invaluable experience for roadway owner and bus operator
- Enforcement and deliveries were issues
 - Created loading zones on the opposite side of the street
 - Signal sequencing and operations updated to accommodate right turning vehicles
 - Bus layover spaces moved outside the bus lane corridor

WASHINGTON DC – DDOT BUS LANES



- 2020: Three bus lane corridors implemented during COVID
- Two major bus corridors have bus lanes under construction
- Bus Priority Plan: 25 by 25
 - 25-miles of additional bus priority by 2025
 - TSP, queue jumps, bus lanes, stop consolidation, etc.
 - Testing automated enforcement



NEXT STEPS

NEAR TERM EFFORTS AND DELIVERABLES

NEXT STEPS

- Summer through Early Fall
 - Wrap up Task 2 and develop Priority Toolbox
 - Begin Task 3
 - Identify corridors based on:
 - Existing and planned BRT, bus volumes, hot spots, equity, etc.
 - Develop and apply screening criteria
 - Broad range of measures that can be weighted
- Outreach Phase I
 - Additional targeted stakeholder engagement
 - Survey
 - Use open house, pop-ups, website, and online engagement to drive participation