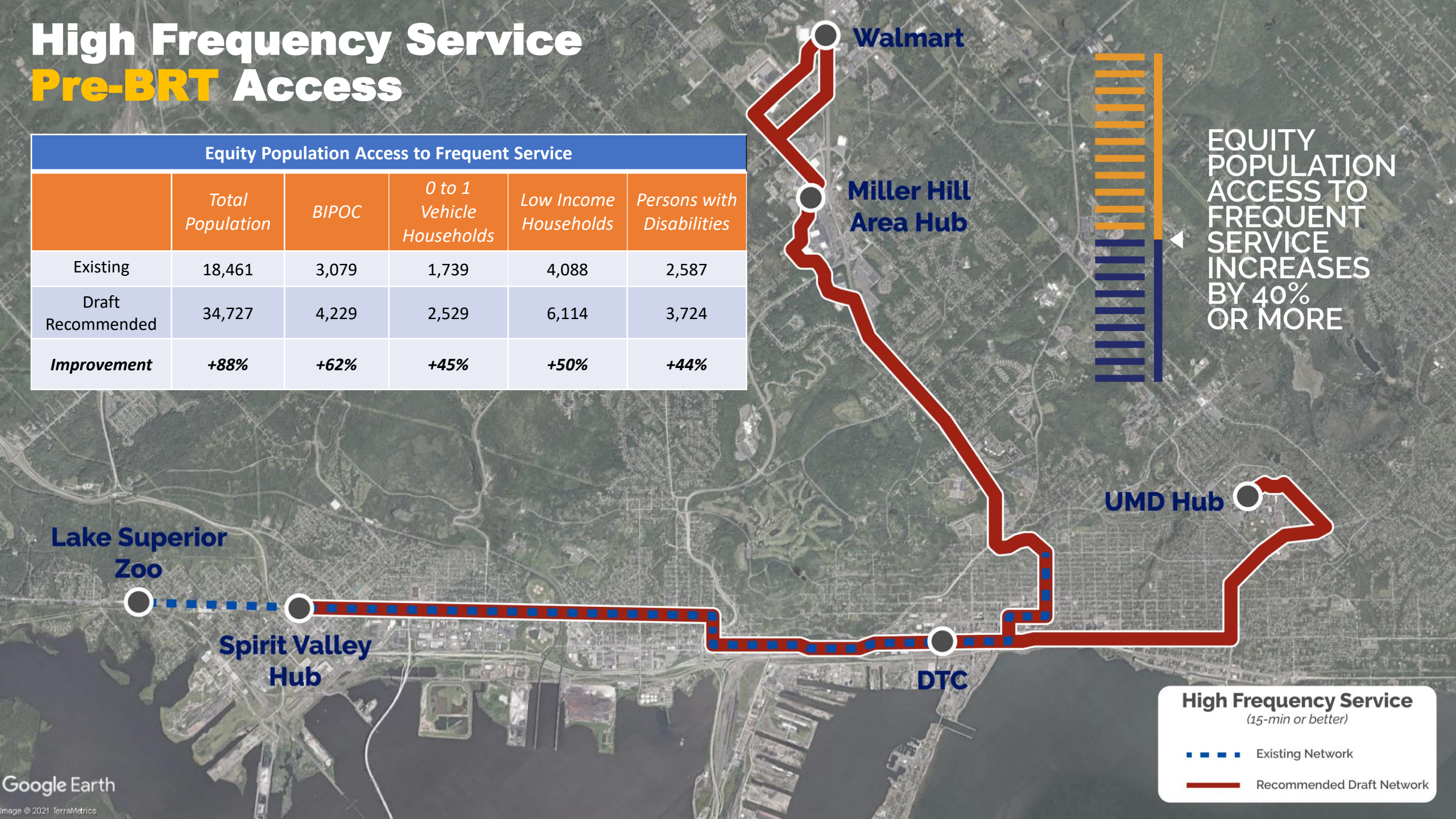
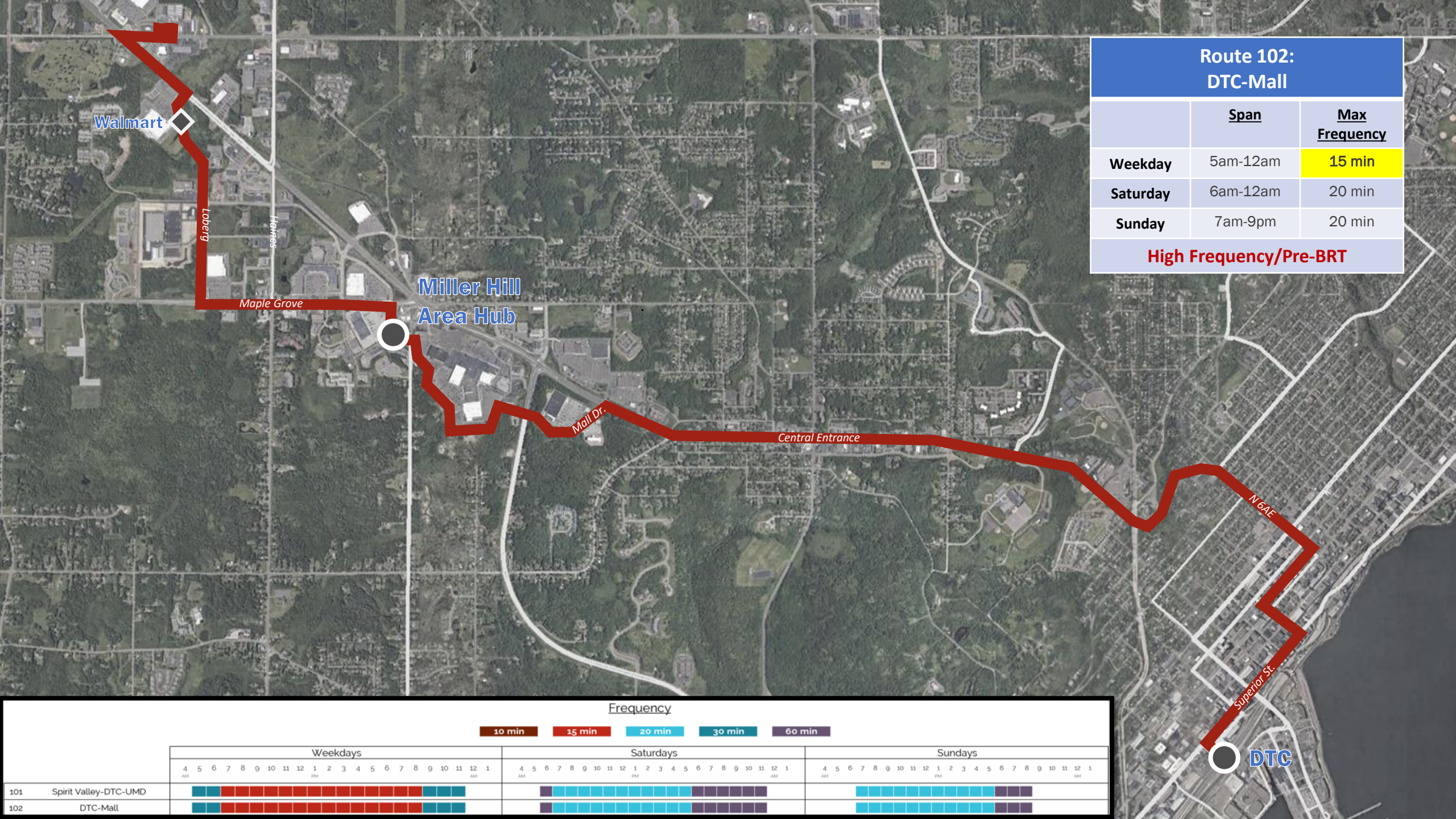
BETTER BUS BLUEPRINT

IMPROVING TWIN PORTS TRANSIT

High Frequency Service
Pre-BRT Access

Equity Population Access to Frequent Service					
	Total Population	*BIPOC*	*0 to 1 Vehicle Households*	*Low Income Households*	*Persons with Disabilities*
Existing	18,461	3,079	1,739	4,088	2,587
Draft Recommended	34,727	4,229	2,529	6,114	3,724
Improvement	***+88%***	***+62%***	***+45%***	***+50%***	***+44%***





Route 102: DTC-Mall

	Span	Max Frequency
Weekday	5am-12am	15 min
Saturday	6am-12am	20 min
Sunday	7am-9pm	20 min

High Frequency/Pre-BRT

Arterial Bus Rapid Transit (aBRT)

- What is aBRT?
  - Basically, a watered-down version of true Bus Rapid Transit
  - Uses many solutions of BRT to speed up service and make it more appealing
  - Primarily uses arterial roadways and shares lanes with other traffic (biggest difference)

- The Metro Transit A and C BRT Lines are aBRT

An example from Metro Transit

System Features Common to All Corridors

Station Design

Bus stops would be upgraded to premium transitway stations with enhanced amenities and information like LRT stations

Fare Collection

Off-board fare payment would speed boarding and increase convenience; police enforcement would enhance security

Vehicle Design

Rapid Bus vehicles would have a unique function and would look distinct from regular local and express service

Identity/Brand

A unified system brand would be developed to make rapid bus transitways recognizable and familiar

Features Tailored to Individual Corridors

Station Size

Stations and boarding platforms would be sized to projected customer demand and available space

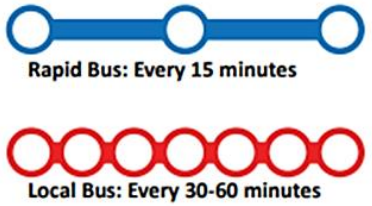
Runningway

Current road lanes would not change but spot improvements would allow buses to move more quickly in traffic

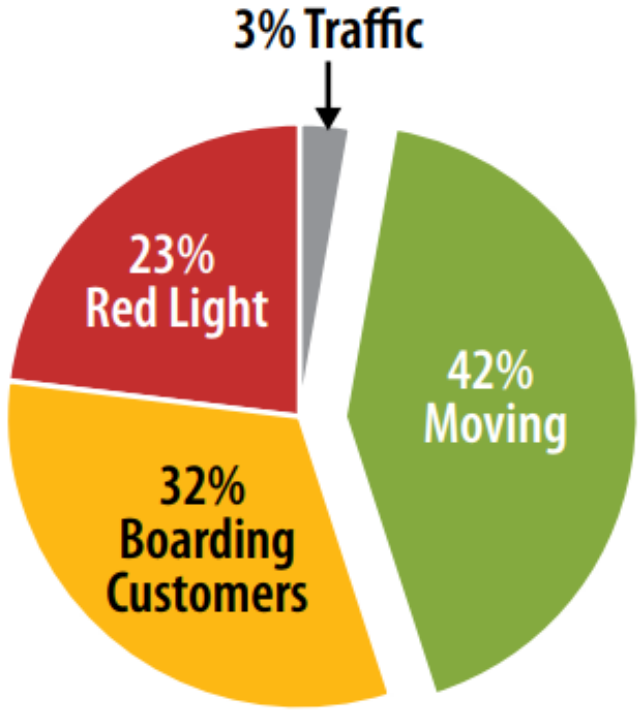
Signal Priority

Signal priority would allow buses additional green time when needed to minimize delay and increase speed

Service Plans



Limited stop service plans respond to corridor demand. Buses would run every 15 minutes or better, 7 days per week



Percent of time stopped or moving along typical study corridor routes

Areas of Persistent Poverty Grant

- “The Areas of Persistent Poverty program seeks to provide funding for planning, engineering, technical studies, or financial plans that will result in improved public transportation, new routes and facilities, and innovative technologies in communities experiencing a high poverty rate”
- DTA requested $350,000 for a Bus Rapid Transit Feasibility and Corridor Study
  - Stop/station locations
  - Preliminary design
  - Branding
  - Identify environmental and political obstacles, community impacts
  - Funding plan

Moving Towards aBRT

- Pre-BRT
  - Begin with BRT-levels of frequency, brand as premium
  - Interim step until capital improvements are implemented to become more of a true a-BRT system.
- An incremental approach to developing out the aBRT system
  - Unknown capital cost and funding sources
  - Potential to combine with planned roadway projects
- Does not need full-scale BRT stations at every stop
  - But still ensuring scalability for future ridership growth

Bellingham Washington Example

GO Lines = Every 15 Minutes

- BLUELINE
- GOLDLINE
- GREENLINE
- PLUMLINE *


Translucent vertical panels with decorative options
Decorative translucent roof panels
Station marker with integrated information panel (color/pattern TBD)
Lean rail with accent panel (color/pattern TBD)
Optional handrail
Explore raised or at-grade bike lane behind station
Sloped and angled concrete bench
Translucent side panel for weather protection
Concrete ramp (both sides of platform)
Concrete raised platform
+6"
+6"
+6"
+0"
+14"
+0"
RideKC MAX


wsp
FedEx


County Rd 2


PENN &
DOWLING
METRO
C Line
DOWNTOWN
ELECTRIC


RTD
COLORADO

A rendering of 38th Street & Pacific Avenue on Pierce Transit's future BRT route.

VIEW AT 2ND STREET

VIEW AT SUPERIOR STREET