




Central Ave Bus-Only Lane Pilot

City Council Meeting

September 8, 2020

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Annual Strategy Meeting

Focus on Mobility Accessibility & Connectivity

- Improve congestion mobility, connectivity and accessibility issues
- Improve the reliability and efficiency of the public transit system



UNDERSTAND **DISCUSS** **EVALUATE**

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In the News!



Mayor Bowser Bolsters Bus Transit with New Car Free Lanes

Thursday, July 9, 2020

(Washington, DC) – Today, Mayor Muriel Bowser and the District Department of Transportation (DDOT) announced plans to install Car Free Lanes in high-traffic corridors that will support improved efficiency in bus travel and create space for bicyclists.



20 Miles of Bus Lanes and Car-Free Busways Coming to New York City

While it falls short of a more ambitious proposal pitched by the MTA recently, a new plan to expand bus priority on the streets of New York City would mark a significant expansion of a trend that started on 14th Street in Manhattan.

Charlotte's shared bike-bus lane pilot program rolls out Monday


The city's first shared bus and bike only lane will be on 4th Street in uptown.



TRAFFIC

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Envision My Ride


Envision My Ride (EMR) launched in 2016 to redesign CATS existing bus system.

Goals:


- Transition from a hub-spoke network
- Develop a more frequent & direct bus network

Implement improvements through **3-phase** approach:

- 1. Structural**
- 2. Frequency**
- 3. Reliability**

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3 Phases

1. Structural

March 2018 (*Opening of LYNX BLE*)

- 22 existing routes adjusted
- 9 new routes established
- 4 new cross-town routes

October 2018

- 24 additional routes adjusted

2. Frequency


February 2020


- Increase frequency on 4 routes to 15 minutes
- MetroRapid (I-77 Express Lanes)

3. Reliability


Fall 2020

- CATS to conduct Bus Priority Study as EMR's 3rd phase
- Central Avenue Bus-Only Lane Pilot Program (1st component of the study)






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Phase 3: Bus Priority Study

Goals:

- Identify bus enhancements on major corridors to improve speed and reliability
- Bus treatments recommended may include:
 - Bus only lanes
 - Queue jumper
 - Transit signal priority
 - Adjustments to bus stop amenities and spacing
- 1st Step = Implementing Bus-Only Lane Pilot Projects






Queue Jump

A queue jump is a tool known to improve transit operations on a busy street.

It typically consists of an additional travel lane at an intersection. To allow transit vehicles (like buses) to merge smoothly back into the regular through-lanes, a transit-only signal is used, giving buses a brief head start ahead of traffic.

Excerpt from South Lamar Blvd. Corridor Improvement Program. Picture from www.actransit.org.



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Other Pilots: Bus-Only Lanes




Boston Area
City of Everett. (Upper right) City of Arlington, MA cone pilot. Photo MBTA. to: (Left) City of Boston cone pilot.

Denver, CO




Cambridge, MA



Arlington, MA





Photo: Jesse Costa/WELM

Photo: Ann Rasmussen

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Permanent Treatments

Washington DC




Portland



New York City





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Corridor Finalists

4th St Pilot


- Shared bus/bike lane between McDowell St & Charlotte Transportation Center
- December 2019

Central Ave. Pilot


- Bus only lane between Eastland Transit Center & Eastway Dr.
- Fall 2020
- Future phases will look at implementing a bus only lane on entire Central Ave. corridor




A
30" x 36"




B
36" x 36"



C
R3-5a
30" x 36"



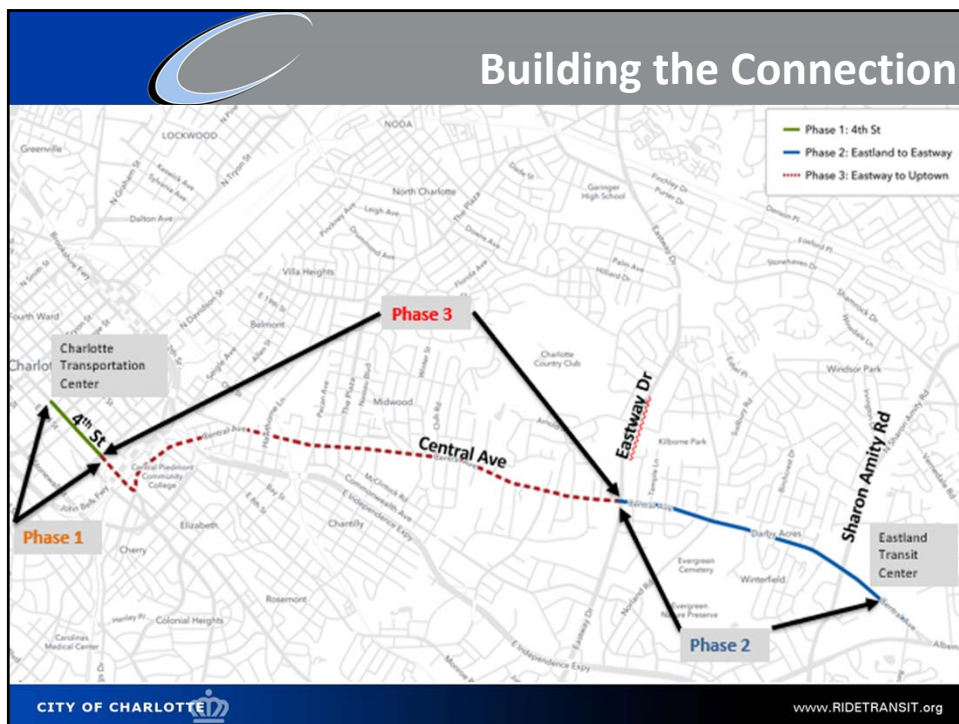
4th St near the Charlotte Transportation Center



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Central Ave near the Eastland Transit Center

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Phase 1: 4th Street

Operational Results:

- Buses traveled over **30% faster** between McDowell and the Transit Center
- On time performance at the transit center improved, making service more reliable for customers
- Vehicular travel times increased slightly during AM Peak, not impacted remainder of the day

Survey results:

- 15%** of bus riders would **increase** their transit usage if more bus lanes were implemented
- 83%** of cyclists felt an improved sense of comfort

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Phase 2: Central Ave

October 2020

- Phase 2: Central Ave from Eastland Transit Center to Eastway Drive
- Includes lane restriping, signal work, and signage installation
- Evaluating increased bus frequency along Route 9



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Phase 3: Central Ave

2021

- Phase 3: Central Avenue from Eastway to Uptown (**Constrained**)
- CATS & CDOT will begin work to develop design plans in Fall 2020
- **Bus Priority Study** will continue to identify additional design treatments



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Next Steps


Phase 2: Eastland to Eastway


- Public Engagement
- Perform impact analysis

Phase 3: Eastway to Uptown

- Design & engagement to begin Fall 2020
- Approval of Bus Priority Study consultant contract at Sept. 14 Council Business Meeting
- Kittelson & Associates will lead effort






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Questions?







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