Core Transit Improvements

Transit Stop Spacing

EXISTING - INBOUND
- Curbside bus stops every 1 block apart.
- Increasing bus waiting time.
- Buses maintain existing curbside and center lanes.
- Lane assignments.
- Travel time benefits.
- Transits blocked by autos.
- Ticket vending machines.
- Wide boarding island with upgraded transit shelter.

EXISTING - OUTBOUND
- Center lane bus stops are sometimes passed by autos.
- Signal timing is synchronized with bus arrival.
- Auto restricted segments.
- 1.5 blocks apart.
- Center lane bus stops.

PROPOSED LOCAL ENHANCED - INBOUND
- Proposed local enhanced - between curbside lane and center lane.
- Ticket vending machines.
- Low-floor vehicles.
- Planned transit improvements.

PROPOSED LOCAL ENHANCED - OUTBOUND
- Proposed local enhanced - between curbside lane and center lane.
- Ticket vending machines.
- Colored transit only lane.

PROPOSED RAPID - INBOUND
- Proposed rapid - between curbside lane and center lane.
- Auto restricted segments.
- 1 block apart.
- Center lane bus stops.

PROPOSED RAPID - OUTBOUND
- Proposed rapid - between curbside lane and center lane.
- Auto restricted segments.
- Colored transit only lane.

Planned Transit Improvements
- Colored transit only lane.
- Wider and longer transit boarding islands for more customer and bus capacity.
- ADA accessible curb ramps and streetcar access ramps (moi-high) at all boarding islands.
- Updated transit shelters.
- Bus fleet upgrades to low-floor buses.
- Intersection and traffic signal improvements.
- Improved wayfinding signage.

Improvements Under Consideration
- Auto restrictions on selected segments from 7am to 7pm, though taxis, accessibility vehicles and loading will be permitted - transportation analysis required.
- Overhead signs - must be compatible with Overhead Contact System (OCS) wires.
- Ticket vending machines - needs study on technology and vendors.
- Physical barriers for transit only lanes and channelized turn lanes - needs further study.