



Crafting a winning alliance for tactical bus improvements

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Aldermen, activists say buses to stay off Ashland, Western medians

August 3, 2018

By Susan S. Stevens

Shoppers, shopkeepers, and residents can rest assured that the middles of Ashland and Western Avenues will not become dedicated to buses any time in the foreseeable future, according to anti-Bus Rapid Transit (BRT) activists, Ald. Daniel Solis (25th), and Ald. Jason Ervin (28th).

Officials put on hold a five-year-old City plan to install BRT down the two busy streets' centers in order to increase bus speeds, following community opposition. There it stays, according to the leaders and the aldermen.



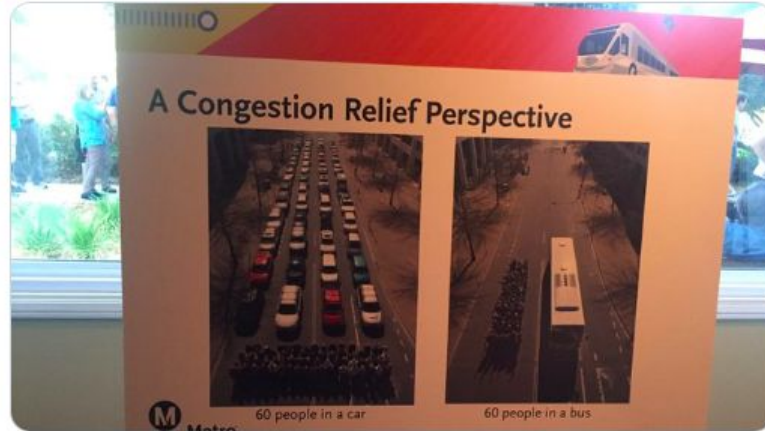
LA Metro's Rapid Bus Plan Is Tearing Eagle Rock Apart

BY RYAN FONSECA IN NEWS ON JULY 16, 2019 1:30 PM



Aug 12

Elderly lady looked at this chart. She laughed. She said that this is a joke.



14

18

210



She also said that "poor people will only use this service." After I told her that I rely on public transit to get to CSUN, she told me to "get a car and that I'm a joke." Definitely going to write an e-mail to Metro about this experience.



7:16 PM · Aug 12, 2019 from [Los Angeles, CA](#) · [Twitter for iPhone](#)

Traditional bus corridor project

Design process

Multiple rounds of study, i.e. Document existing conditions, conceptual design, 30% design, proposed full design, final design, construction, launch.

Public engagement

Multiple rounds of meetings to solicit community input into needs, concepts, and design proposals.

Cost

\$ millions; capital project (often) reliant on federal or state funds

Timeline

Typically 3-5 years from concept to implementation; contentious projects enter perpetual vortex of study

16TH STREET NW BUS LANES PROJECT



6th Citizens Advisory Group Meeting - June 2017

6th Citizens Advisory Group Meeting Presentation

Additional Meeting Materials

2016 (Planning Study Phase)

5th Citizens Advisory Group Meeting Presentation - September 2016

Public Meeting Wall Map - January 2016

Public Meeting Handout - January 2016

Public Meeting Presentation - January 2016

2015 (Planning Study Phase)

4th Citizens Advisory Group Meeting Presentation - December 2015

Draft Alternatives: 16th Street NW Transit Priority Planning Study - October 2015

3rd Citizens Advisory Group Meeting Presentation - September 2015

2nd Citizens Advisory Group Meeting Presentation - August 2015

1st Citizens Advisory Group Meeting Presentation - May 2015

Public Kickoff Meeting Summary - April 2015

Public Kickoff Meeting Presentation - March 2015

Previous Studies Documents

2016 Final Report: 16th Street NW Transit Priority Planning Study

16th Street Transit Priority Planning Study and Existing Conditions Report - October 2015

2013 Final Report: 16th Street NW Safety & Mobility

The Metrobus 16th Street Line Study - February 2009

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From “tactical urbanism”...



...To “tactical transit”



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Tactical transit lanes: Generally ~1 mile in length; using temporary materials; in areas where bus riders already make up substantial proportion of road users.

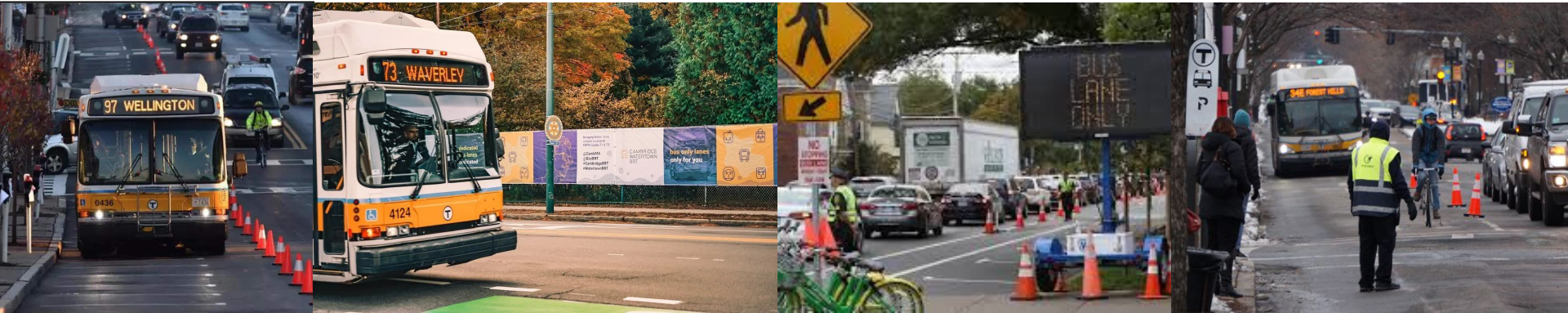
Tactical transit in the Boston region

2016: Everett “cone pilot” lane on Broadway

2017: BostonBRT technical assistance program: Everett enhancements, Cambridge/Watertown (Mt. Auburn St.), Arlington (Mass Ave.)

2018: Boston (Washington St.)

2019: Somerville (Broadway), Boston (N. Washington St. Brighton Ave.)

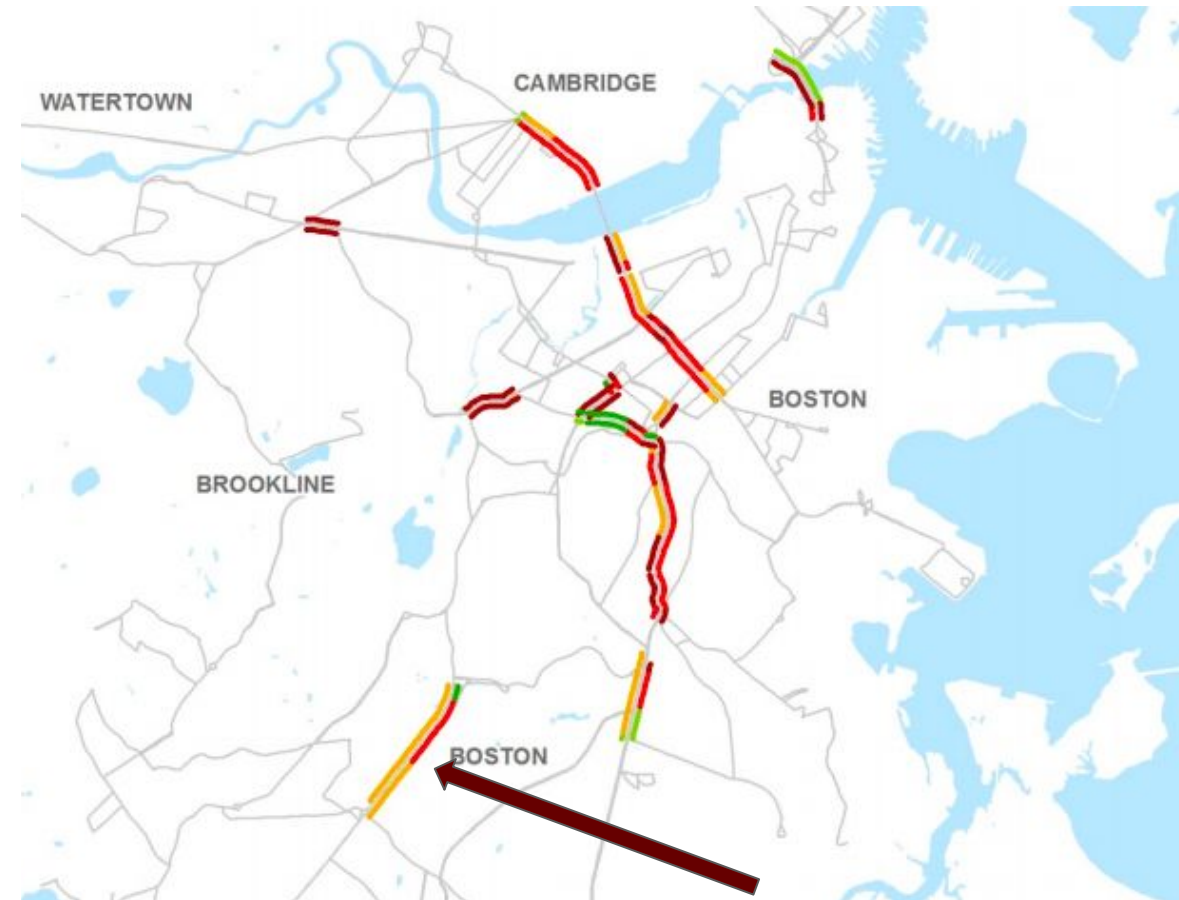


Washington St (Boston - Roslindale neighborhood)

- 1.2-mile corridor connecting to Orange Line heavy rail
- 19,000 bus trips/day on 6 bus routes
- Pilot bus/bike lane announced March 2018
- Pilot launched May 2018



A foundation of data



Bus riders = 58.4% of motorized road users in AM peak

Delay in Passenger-Hours/Mile



(Boston Region MPO, 2016)



LivableStreets Alliance staff + volunteers organized riders around the Washington Street lane for 40 hours in Oct/Nov 2017 (2x/week during peak hours)

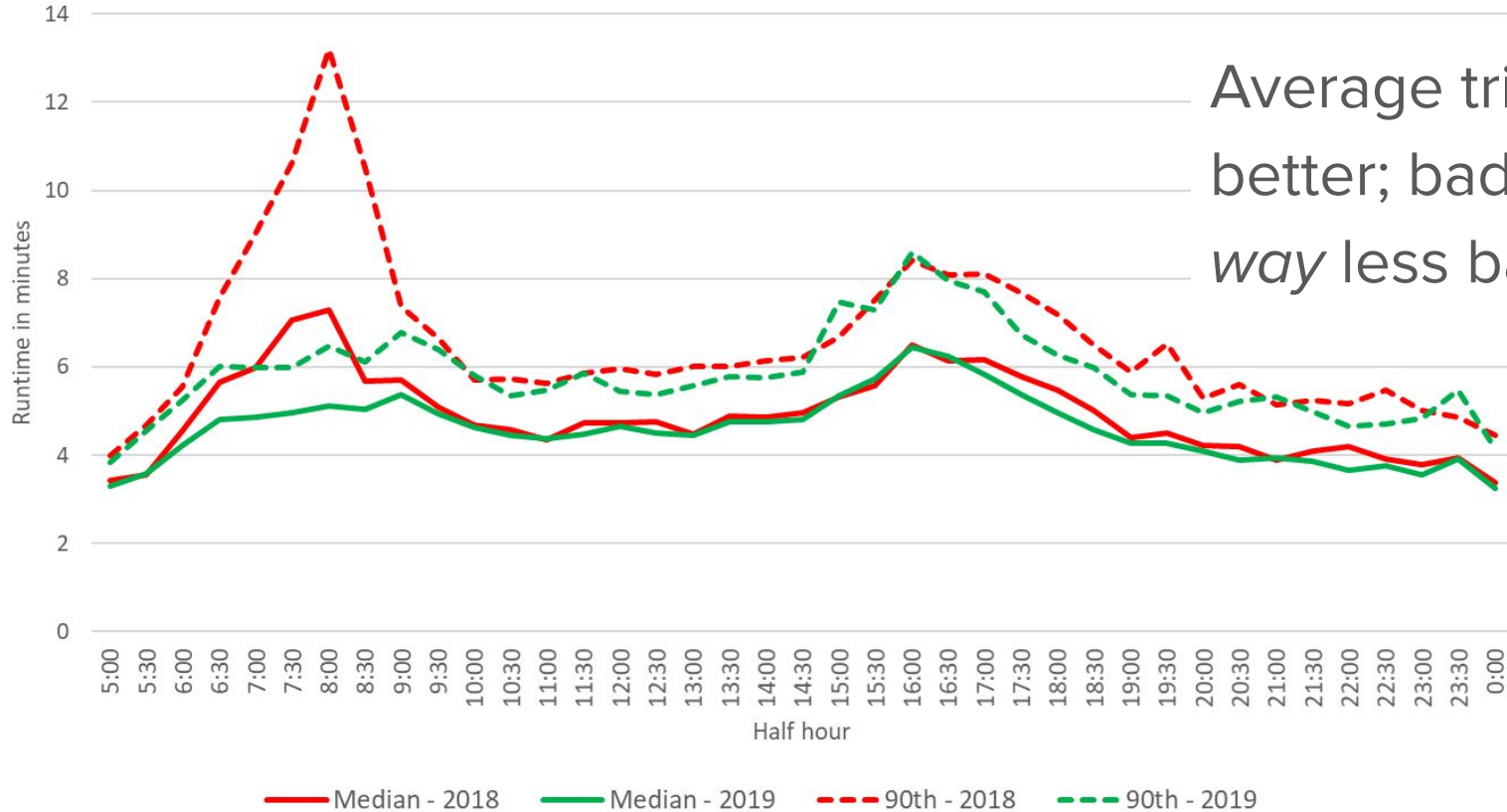




Streetfilms (national advocacy org) documented lane as celebration and pressure tactic

Pilots provide supportive data

Change in inbound run time on the Washington Street bus lane,
Jan-Mar 2018 vs Jan-Mar 2019



Average trip got
better; bad trips got
way less bad

Washington St (Boston - Roslindale neighborhood)

- Peak-hour travel time improved by 20-25%
- 94% of bus riders and cyclists supported permanent lane
- Made permanent June 2018



Success spurs success: BTD staffs up for transit

JOIN US IN TRANSFORMING BOSTON'S TRANSPORTATION SYSTEM

WE WILL BE HIRING:

- ▶ One (1) [transit coordinator](#) to set the City of Boston's overall public transportation agenda and manage the Transit Team.
- ▶ One (1) [transit planner](#) to manage corridor bus lane and bus priority projects from concept to installation.
- ▶ Three (3) operations staff to install and maintain bus lanes.

Success spurs success: New tactical projects

More bus lanes are coming to Boston

By [Adam Vaccaro](#) Globe Staff, March 7, 2019, 2:23 p.m.

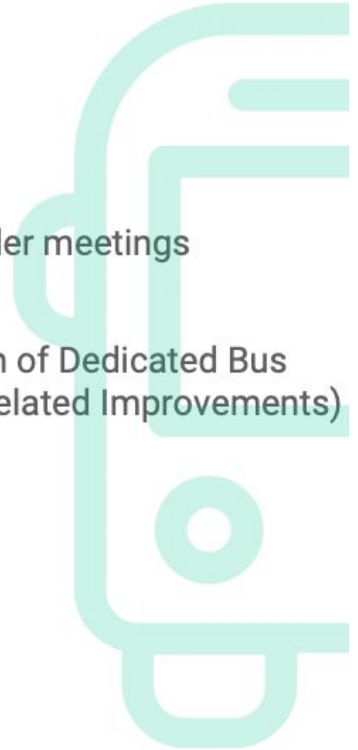
Walsh wants to pilot 2 more dedicated bus lanes

Also plans to open pickup-dropoff zone for ride hailing apps

Tactical transit compressed timeline (Arlington)

Timeline

April-June:	Field Work and Data Collection, including stakeholder meetings
May 16:	BRT Educational Forum
June-August:	Corridor Scenario Development (Conceptual Design of Dedicated Bus Lane, Queue Jumps, Bus Stop Relocation and Related Improvements)
May-October:	Stakeholder Meetings in East Arlington
August 15:	Alternatives Scenarios Forum
August-September:	Implementation
October 9-November 9:	Bus Priority Pilot
November 14:	Final Forum
November-December:	Pilot Evaluation

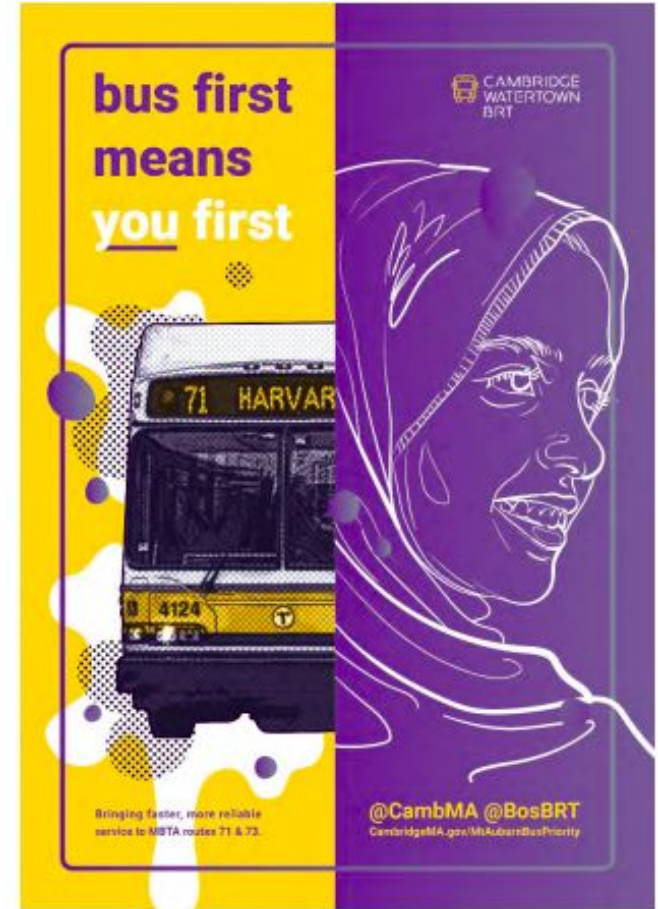


Wraparound support for small municipalities

Barr Foundation provided technical assistance to Cambridge, Watertown, Arlington, Everett:

- Planning support (ITDP, Stantec)
- Graphic design (Ad Hoc Industries)

In many regions, a state DOT, large MPO, or transit agency could provide similar assistance.



Tactical transit spreads: Main Street (Cincinnati)

- 11,000 riders/day
- Pilot launched November 2018; additional signage added January 2019
- Announced as 6-month pilot but has been extended



Cincinnati's Better Bus Coalition



Tactical transit spreads: H & I Streets NW (DC)

- 80,000 bus trips/day, up to 70 buses/hour at peak
- Pilot announced March 2019,
- Pilot launched June 2019
- **Revised and made permanent Nov. 2019**



Tactical transit spreads: Flower Street (LA)

- Up to 70 buses/hour at peak
- Announced as mitigation for closure of Blue Line rail
- Pilot launched May 2019
- Results: Travel time reductions of ~20%
- **LA Metro recommending pilot continue after Blue Line reopening, through March 2020**

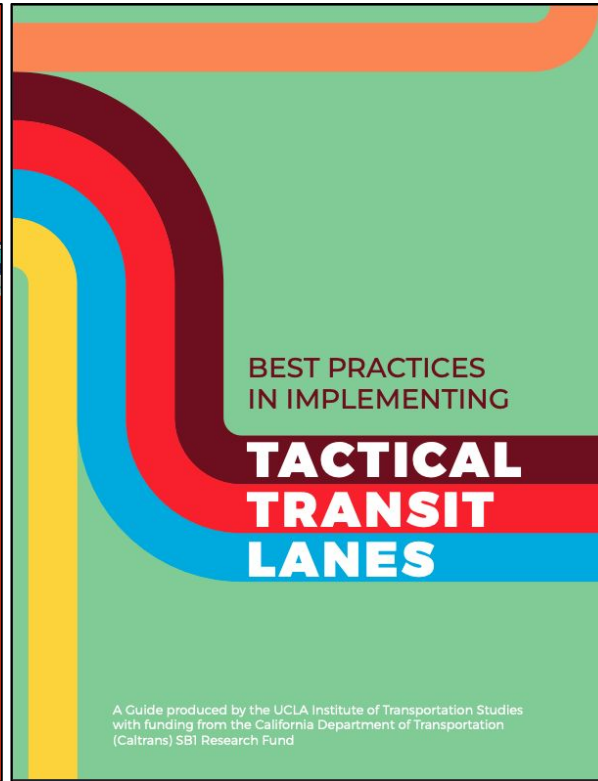
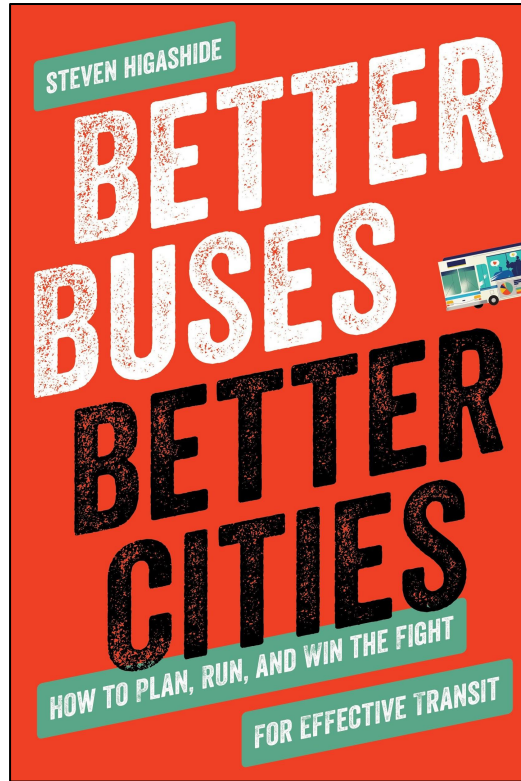


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Public engagement	Multiple public meetings to solicit community input into needs, concepts, and design proposals.	Compressed engagement prior to project launch (i.e. 1-2 meetings, surveys). Extensive surveys of transit riders, road users, stakeholders <i>during</i> pilot project, which inform project’s fate
Cost	\$ millions; capital project (often) reliant on federal or state funds	Generally <\$200,000/mile; can be operating or capital budget
Timeline	Typically 3-5 years from concept to implementation; contentious projects enter perpetual vortex of study	1.5-8 months from concept to implementation. Pilot may last anywhere from 1 week to 18 months.

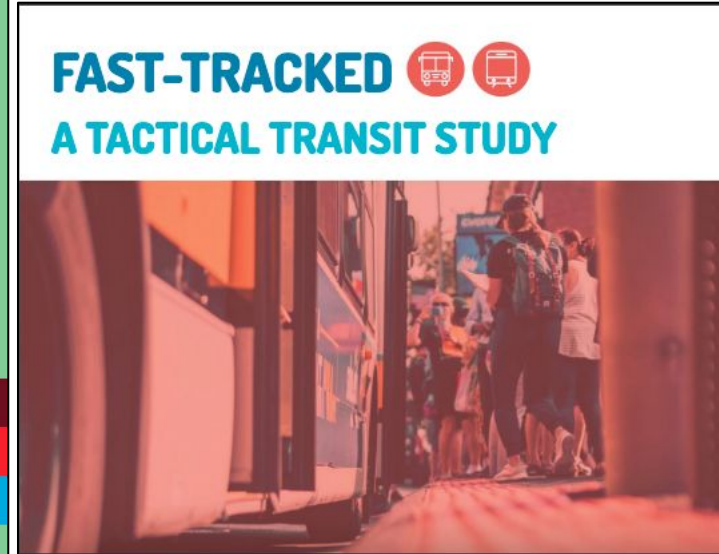
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Public engagement	Multiple rounds of public meetings = Easy for privileged stakeholders to dominate	Compressed engagement prior to project launch; extensive surveys <i>during</i> pilot project = more representative input from people “where they are” (on the bus)
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Timeline	Contentious projects enter perpetual vortex of study = Media picks up on delays; staff feel under siege.	1.5-8 months from concept to implementation = “Wow moment” gives momentum to agency staff and advocates

Further reading:



UCLA ITS



TCRP Research Report 207
(by Street Plans)



Thank you!

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