DM:T Task Force
December 7, 2017
Corridor Development Timeline

Opportunity for Stakeholders and Public To Influence Project Design

Alternatives Analysis
- Locally Preferred Alternative
  - Definition of mode & alignment
  - Conceptual station locations
  - Operating plan
  - Local decision

Conceptual Design & Environmental Analysis
- Concept Design & Environmental Clearances
  - Design detail determined
  - Environmental impacts identified

Engineering & Design

Construction
- Fully Designed and Funded Project
  - Design complete
  - Finance package

Revenue Service
- Ongoing

Federal Transit Administration Project Development

We Are Here
Preliminary Recommendation of Center-Running BRT
Basis for Decision and Decision-Making Process

- Screening criteria/evaluation
- Technical requirements
- Community input:
  - Task Force
  - Technical Working Group
  - Broader public feedback
## RESULTS SUMMARY

<table>
<thead>
<tr>
<th>Category</th>
<th>Bus Rapid Transit</th>
<th>Bus Rapid Transit</th>
<th>KEY</th>
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<tr>
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<td>Good/Fair</td>
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<td>Good/Fair</td>
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<td>Auto Travel Time</td>
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<td>Person Capacity</td>
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<td>Transit Reliability</td>
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<td>Agency + Community Support</td>
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### Overall Results
- TBD
- TBD
- TBD

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colfax corridor connections
Basis: Safety and Accessibility

- Island stations calm traffic
- Pedestrian refuges reduce crossing distance
- Shorter crossing distances = less exposure to vehicle traffic
- Eliminating unprotected lefts improves pedestrian, bicycle, and vehicular safety
- Station lighting enhances security
Basis: Optimizing Person Mobility

Center-running BRT results in an increase in daily person trips on Colfax of 14%.

No Action: 40k + 26k = 66,000

Center Running BRT: 25k + 50k = 75,000

Provides the greatest expansion capacity allowing neighborhoods and businesses to grow around reliable, high-capacity transit.
Basis: Investing in Transit Performance

- Ridership more than doubles to 50,000 daily rides by 2035
- Transit travel time improved by 15 minutes compared to future baseline
- Optimal reliability for surface running transit

In 2035:
- Up to 50,000 daily riders
- Access to 280,000 jobs
- Up to 15 minute travel time improvement

Future proofing from delay as land-use, traffic, and curb uses change
Basis: Building Vital Neighborhoods Around Transit

- Opportunity for Street Trees
- Unique lighting
- Wider sidewalks
- Attractive, vertical features distinguish street
- Expanded Furniture Zone
Project Features: Street Design

Exceptions:
- Major arterial crossings w/ large truck turns
- Terminal locations

- Pedestrian crossings at signalized crossings every 700’ or less
- Left turn lanes at signalized intersections
- Prioritize curb parking/loading and expanded sidewalks
- Far-side of intersection stations
- Center running way; median to vary in width
Project Features: Full Transit Stations

- High Quality Shelters
- Off Board Payment
- Line Level Branding
- Lighting and Security
- Public Art Features
- System Traveler Information
- Protection from Traffic
Project Features: Integrated Operations

All corridor buses use one set of stations between Yosemite and Civic Center.
Areas for Further Refinement

- Station Locations
- Branding
- Station Design
- Corridor Bus Operating Plan
- Curb Use and Mitigations
- Median Treatments
- Sidewalk Expansion & ADA Improvements
- Bike Facility Crossing
- Traffic Operations and Mitigations
Center-Running BRT: Next Steps and Path Forward
Where Do We Go From Here?

- Broad-based community outreach – we need your help:
  - Community survey
  - Roadshow presentations
  - Neighborhood events
  - Newsletters
SURVEY

WWW.COLFAXCORRIDORCONNECTIONS.COM