



# Coulee Region Transportation Study

## Planning and Environment Linkages (PEL)

CAG/TAG #8 – Focus Group Update  
September 3, 2015



# Focus Groups

- ▶ Two Focus Groups
  - Bicycle & Pedestrian
  - Transit
- ▶ Two meetings each
  - Meeting 1 – study introduction and needs identification
  - Meeting 2 – strategy brainstorming and prioritization



# Bike and Pedestrian Focus Group 2

- ▶ Presentation by Tim Gustafson, AICP from T.Y. Lin
- ▶ Strategy prioritization exercise



# Agenda

1. Bike Lanes

2. Cycle Tracks

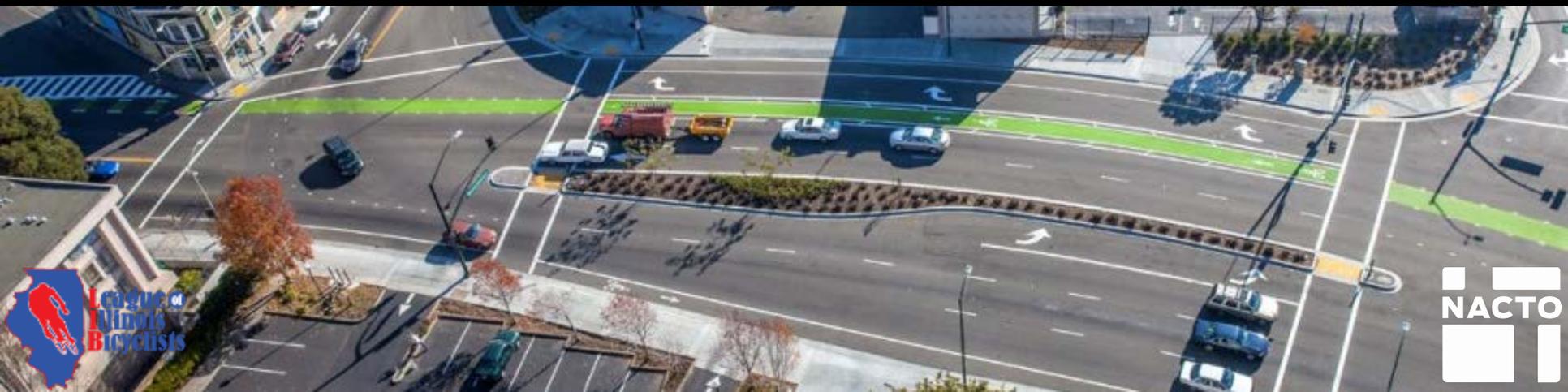
3. Intersections

4. Signalization

5. Pavement Markings

6. Bike Boulevards

7. Transit



# Choose the Right Facility for Each Environment

Vehicle Speed

Neighborhood Greenway



Bike Lanes



Buffered Bike Lanes



Protected Bike Lanes

Shared Space

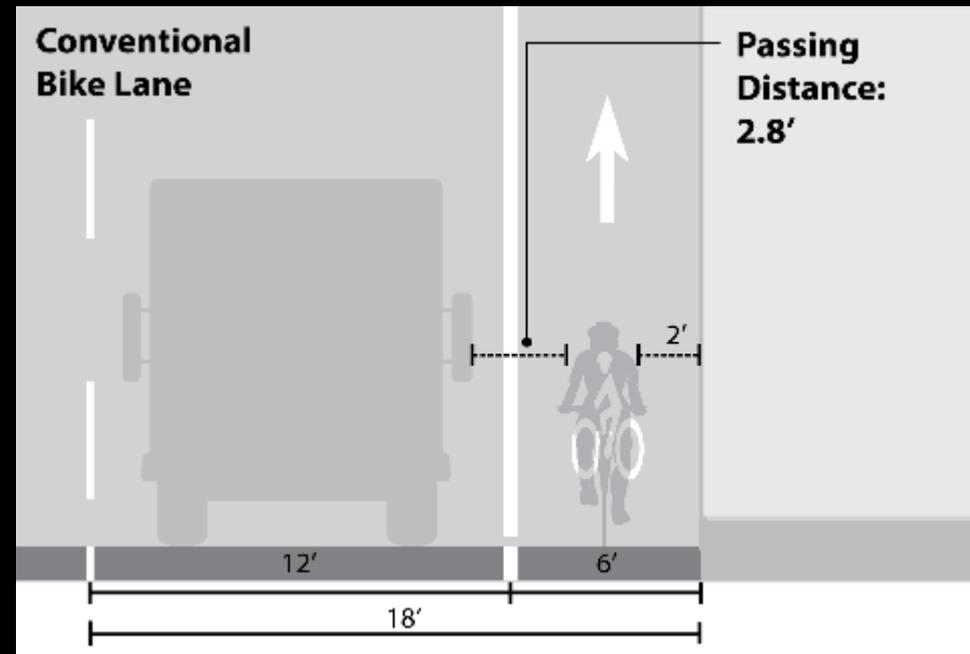
Shared Lane Markings



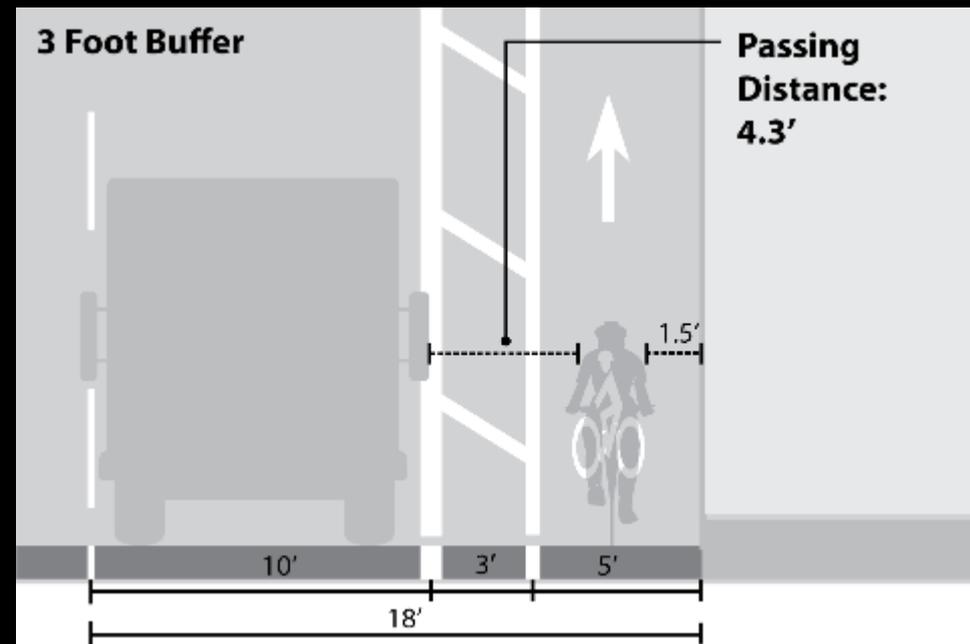
Greater Separation

Vehicle Volume

# Conventional Bike Lanes



# Buffered Bike Lanes





## One-way Cycle Track

- Separate using striped buffer, planters, or curbs
- Stakeholder outreach critical
- Pay attention to road's crown

# BIKE BOX



# TRAFFIC SIGNAL PHASING



# Bike and Pedestrian Focus Group 2



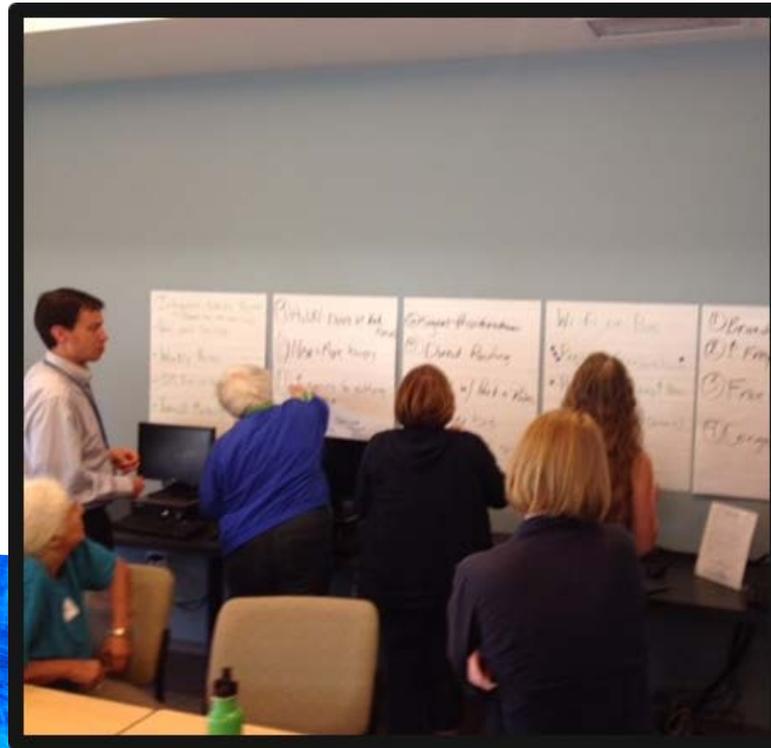
# Bike and Pedestrian Focus Group 2

- ▶ Strategy prioritization exercise
  - Top five (5) priorities
    - Increase parking cost downtown
    - Protected bike lanes
    - Bike branding/marketing
    - Youth outreach and education
    - Re-urbanization (focus on central city)



# Transit Focus Group 2

- ▶ Presentation by Karen Baker-Mathu from BayRidge Consulting
- ▶ Strategy prioritization exercise



# Bus Rapid Transit – Busways

- A Busway is a travel lane restricted to traffic other than transit vehicles
- Distinguishing feature of a Busway is its **separation** from roadway by fencing, curbing, or raised grade (see right)
- Advantages include no vying for travel lanes with other vehicles, less travel time than with standard bus service



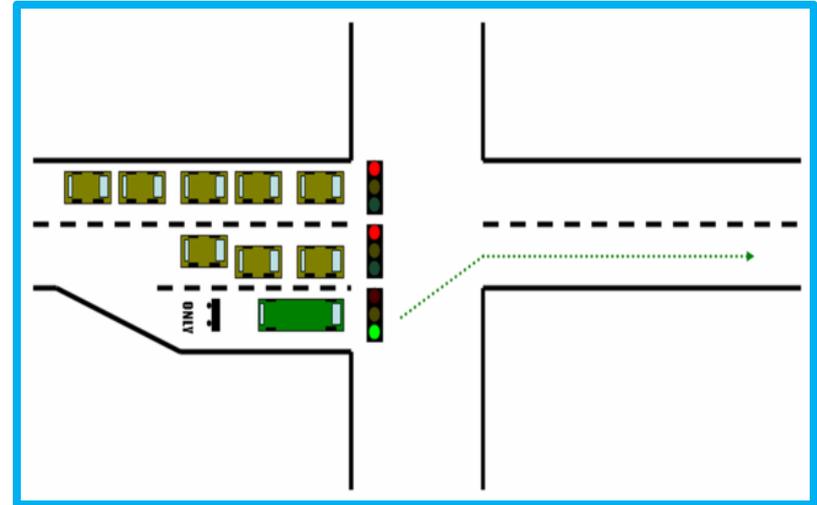
# Bus Rapid Transit – Transit Signal Priority (TSP)

- TSP refers to the use of timing traffic lights to give priority to the travel of transit vehicles. TSP may be incorporated into individual intersections or along an entire corridor.
  - GPS units on bus
  - Detection device and transmitter
- Advantages are that the implementation and maintenance are minimal and the impact on other traffic is often times imperceptible
- Travel times can be shortened by 25% - 30%



# Bus Rapid Transit – Queue jumps/ Bypass lanes

- Alternatives to TSP include queue jumps and bypass lanes, which both require a right-turn or additional right lane.
- Utilize a special bus signal that gives buses an early green light to allow it to merge into the adjacent through lane. It gives the bus a “Head Start”<sup>1</sup>
- Bypass lanes make it possible for buses to cross an intersection to a stop on the far side before merging back into general traffic.



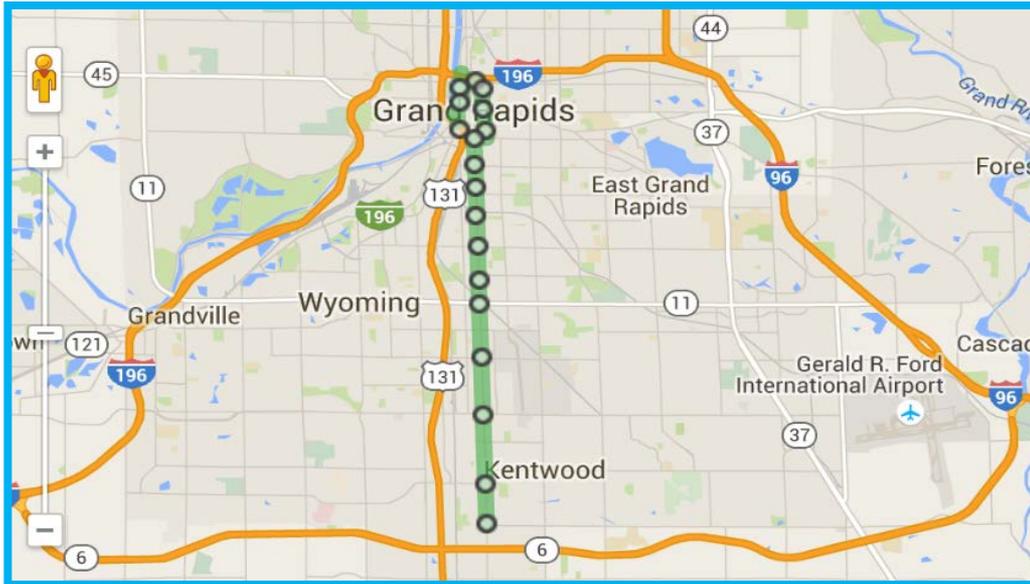
# Bus Rapid Transit

## Grand Rapids, MI: Silver Line



- ▶ Cuts a 45-minute drive to a 27-minute commute
- ▶ Bus-only lanes, stop frequency times of 10 minutes, real-time arrival & departure times at stations

# Bus Rapid Transit Grand Rapids, MI: Silver Line



- ▶ Approximate 9.5-mile line with 20 stops, connecting downtown with its southern suburbs
- ▶ About \$32 million sourced from the federal government, \$8 million from the state, remainder from property taxes

# Transit Focus Group 2

• Interaction-Specific Inquiry to (Business, Corporate, etc.)  
- Van-pool Services  
- Weekly Passes  
- GPS Bus w/ location apps  
- Transit Marketing/Bronzing

- ④ Add'l buses @ peak hours
- ⑥ New + More buses
- ⑪ ↑ service to outlying areas
- ⑫ RTA (Regional Transit Authority)

- ③ Signal Prioritization
- ⑤ Direct Routing
- ⑥ Coord. w/ Park n' Rides
- ⑦ Cleaner bus
- ⑧ ↑ hours of serv

Wi-fi on Bus  
• Regional Coordination  
• Parking - ↓ Availability, ↑ Price  
• Ride Share (On-Demand)

- ① Broader Coverage
- ② ↑ Frequency
- ③ Free Passes
- ④ Congestion Pricing

Price Incentives  
Employee Incentives  
Worse SOV Congestion  
• Priority Bus Signage

# Transit Focus Group 2

- ▶ Strategy prioritization exercise
  - Top five (5) priorities
    - Increase service to outlying areas
    - Increase regional coordination
    - Increase bus frequency
    - Intersection-specific improvements (intersection bypass lanes, priority bus signaling)
    - Coordination with park and rides



# Questions

