



Enhanced Transit Corridors Plan

Toolbox Applicability Matrix

06.07.17

		<div>Reliability</div> <div>Transit Speed</div> <div>Dwell Time</div>			
Laneways and Intersection Treatments					Context/Applicability
	Dedicated Bus Lane	●	●		Most effective in high-volume, highly-congested corridors or hot spots; cost and impacts vary depending on context and available space.
	Business Access and Transit (BAT) Lane	●	●		Provides partially dedicated bus lane while maintaining business and residence access. May be applicable where there is more than one lane in each direction.
	Intersection Queue Jump/Right Turn Except Bus Lane	●	●		Most effective at high-traffic intersections; general purpose right-turn lane enables bus to bypass traffic backups and move through intersection more quickly.
	Transit-Only Aperture	●	●		Best suited for intersections where the benefit of prioritizing transit (and bicycles) is great and the impacts of limiting vehicle traffic are lower – often where a large multi-lane street changes character to a smaller neighborhood street.
	Pro-Time (Peak Period Only) Transit Lane	●	●		Used in highly-congested locations where restricting parking during peak hours can move transit more quickly through time-limited traffic backups (e.g. access to bridgeheads during rush hour).
	Bus on Shoulder	●	●		Can be applied on freeways and highways with adequate shoulder width (10 feet or more); signage and re-striping can create a low-cost dedicated transit lane.
Multi-Modal Interaction					
	Bikes Behind Station		●	●	Most appropriate on heavily-used transit routes that are also heavily-used or protected bikeways. May require reallocation of existing roadway space, or acquisition of additional right-of-way.
	Left-Side Bike Lane	●	●	●	Appropriate for one-way streets with heavily used transit routes where traffic speed and volume requires separated bicycle facilities. Can minimize or eliminate bus/bike conflicts for right-side boarding.
	Dedicated Bike Signal	●		●	Can be applied on heavily used bicycle routes where transit/bicycle interactions present safety challenges or impact transit performance; organizes interaction among modes and can improve safety but does not necessarily improve transit travel time.
	Shared Bus/Bike Zone		●		Not a preferred treatment, but can be applied in transit stop/station areas where full separation between buses and bikes is not feasible.
Stops and Stations					
	Curb Extensions for Stations/Stops	●	●	●	Typically applied where there is on-street parking. Applicable in both mixed-flow and dedicated transit lane conditions; can be installed mid-block or at intersections.
	Level Boarding	●	●	●	Application varies based on adjacent building entrance locations, right-of-way widths and availability, and integration with the sidewalk environment; cost varies widely depending on the need for new platforms or rolling stock.
	All-Door Boarding	●	●	●	Can be combined with off-board fare collection and/or on-board electronic fare technology at each door to facilitate quick entry and compliant fare payment.
	Far-Side Bus Stop Placement	●	●	●	Stop placement depends on corridor land use, street/intersection design, sidewalk availability, driveway locations, and other conditions; most effective when used in combination with transit signal priority (TSP).
	Bus Stop Consolidation	●	●	●	May be appropriate in corridors with a large number of closely spaced stops where roadway and pedestrian conditions allow for safe access to consolidated stops.
Operations/Other					
	Rolling Stock Modification			●	Longer vehicles can accommodate more passengers, and/or on-board amenities; this may help address crowding. Modern low-floor vehicles enable level boarding and all-door boarding. May require new or retrofitted maintenance facilities.
	Street Design Traffic Flow Modifications	●	●		Applicability dependent on context and conditions.
	Transit Signal Priority and Signal Improvements	●	●		Signal adaptations may include extending a green light, triggering a transit priority phase, and/or progression changes to improve conditions for all traffic.
	Headway Management	●			Strategies may include monitoring/management for specific lines or groups of lines, or headway-based service that operates without published schedules. Often requires new software, hardware and staff.