Bus on Shoulder Feasibility Study: Update

- Study is examining the technical, operational, geometric, and policy options regarding part-time shoulder running for transit bus operations along I-205 and SR-14
- Result in findings and recommendations on its viability and, if warranted, a recommended BOS concept for the corridors

Study Area and Background

SR-14 from 164th to I-205

I-205 from 18th Street to I-84

- I-205 BOS was recommended in the 2008 Clark County HCT Study
- Access and Operations Study adopted by the by the RTC Board in November 2014 recommended looking at BOS as a low cost option to improve bus service reliability and ridership on SR-14 and I-205

Study Need

- Existing commuter service on I-205 and SR-14
- Growing travel demand and congestion over last five years
- Limited major roadway investment
- Studies to identify strategies to improve the efficiency of the existing transportation system
  - Ramp Meter study (WSDOT)
  - Freeway Operations study (RTC)
  - Auxiliary Lanes (ODOT)
  - Bus on Shoulder Feasibility study (RTC)

Bus Operations

- Buses can use the freeway shoulder when mainline speeds are less than 35 mph
- Buses allowed 15 mph faster
- Shoulders retain their primary use as a safety refuge for vehicles that must make an emergency stop, and emergency response

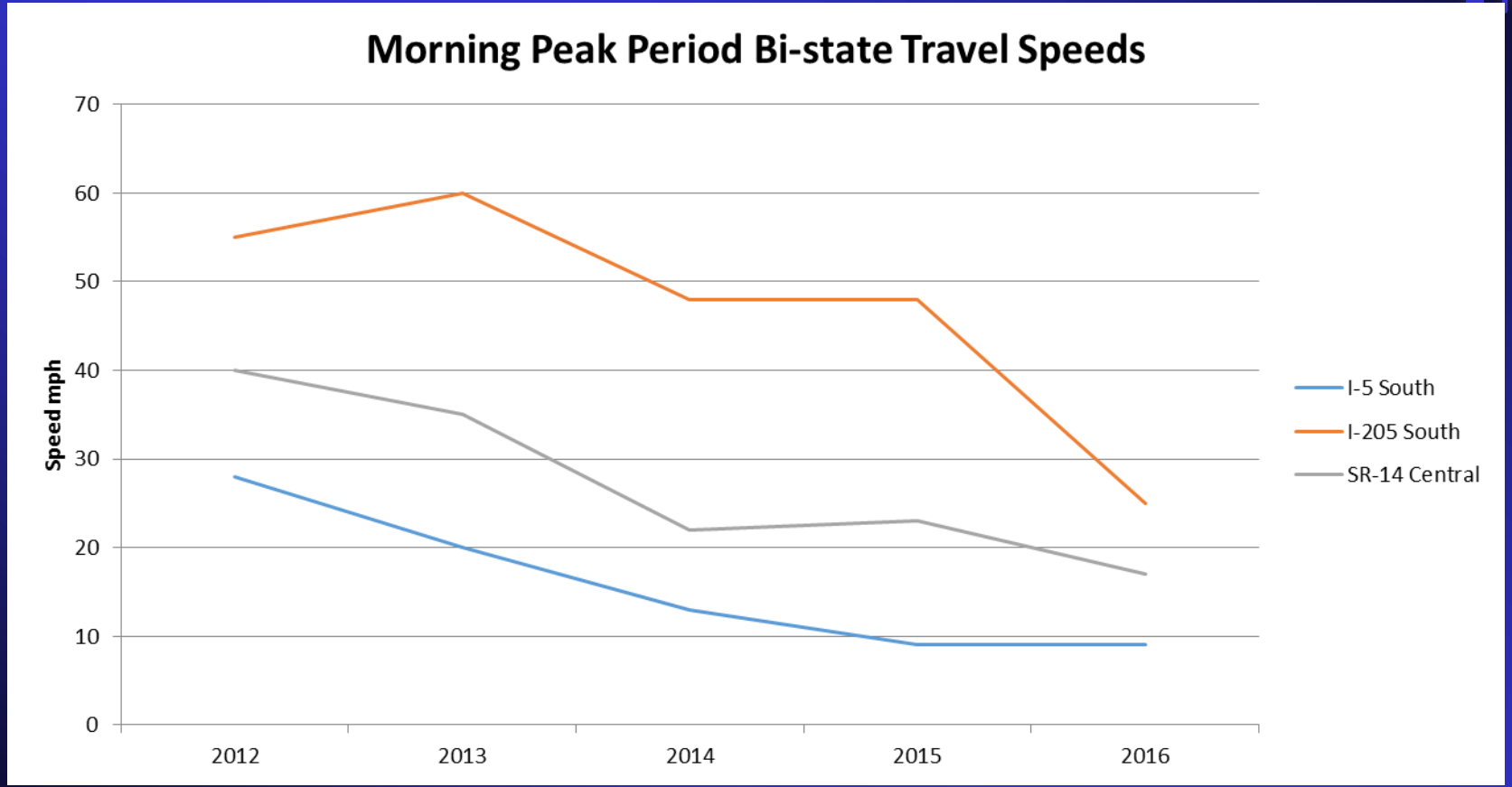
BOS Safety

- Documented safety
  - Minnesota recorded less then 20 crashes over 10 years on system of nearly 200 BOS lane miles
  - 3 year evaluation in Miami showed no increase in crashes with BOS
  - I-405 in Puget Sound reported no changes to safety
- Safety derived from:
  - Limiting use to routes with professional drivers who are trained in BOS
  - Visibility that bus drivers have sitting higher in traffic (vs auto)
  - Established maximum operating speeds based on safety

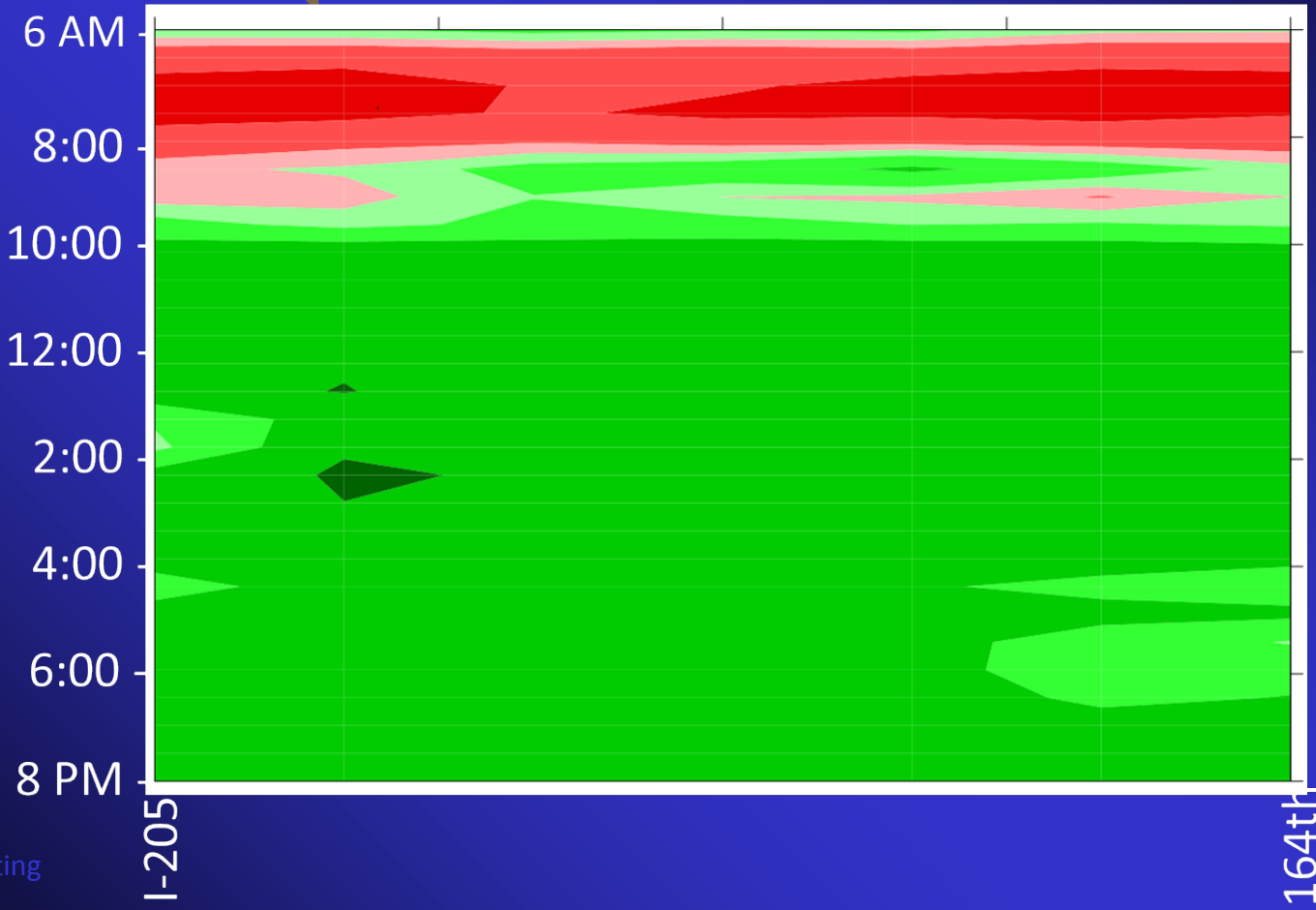
Bus on Shoulder Workshop

- December 5 and 6 at the Rose Besserman Room at Fisher's Landing Park and Ride
- December 5, Afternoon Session One: High-level focus with policy, management, and technical staff
- December 6, Morning Session Two: Technical focus with engineering, technical and operations staff and other stakeholders

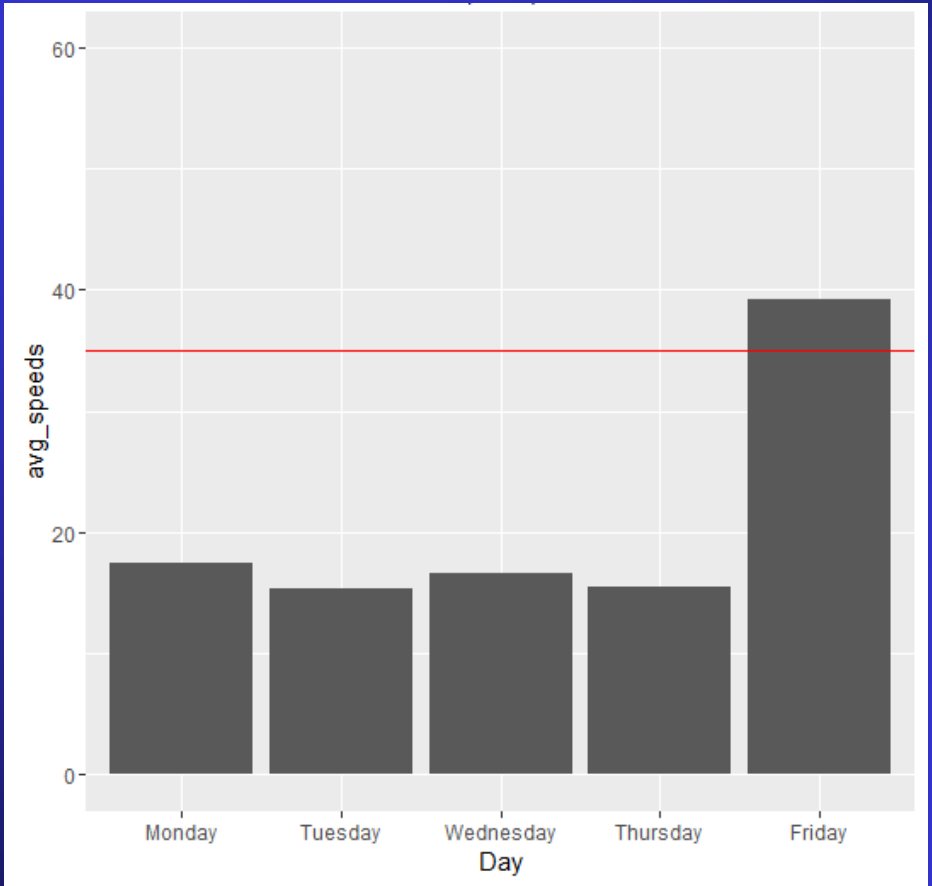
Deteriorating Speeds



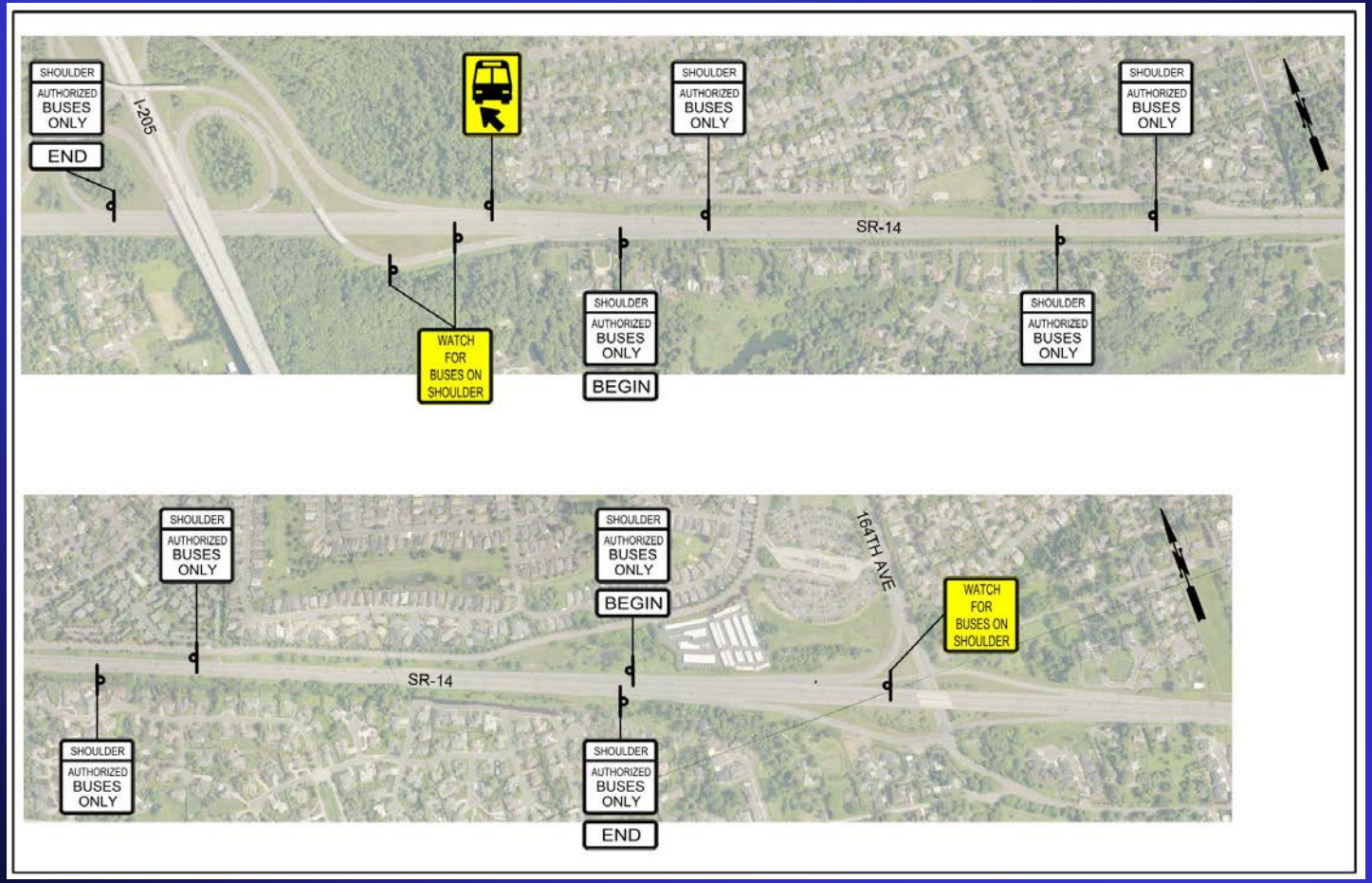
SR-14 Westbound



SR-14 Westbound Speeds – 7 AM



SR-14 BOS Improvement Concept



Next Steps

- Nick Thompson of the project team, briefed C-TRAN Board on January 10
- C-TRAN and WDOT collaborating on SR-14 pilot project
- Draft BOS Feasibility Report in March
- Report recommendations to RTC Board for discussion