Open Streets: How Transit Agencies Can Lead in Redefining Quality Mobility

The Tipping Point
When do many good, small ideas turn into one big project?

What steps can transit agencies use in this period to achieve shared goals with road authorities?

When Buses Move, Everyone Wins
As the system of TSP-enhanced signals in the region continues to grow, road authorities bring their expertise to the table to optimize flow

Increasingly, as transit is prioritized in a corridor, cities & counties are learning that keeping buses moving through the corridor helps all traffic move more smoothly

TSP can be seen as a tool for dynamic peak flow adjustments

Partners with a Cause
Cost participation plays vital roles in transit agencies’ ability to impact road reconstruction design

Difficulties with federal funding mixes can impact the ability of projects to achieve shared goals
Transit Leads From the Sidewalk Out

- Contrary to traditional road authority convention, transit design starts (and ends) with the pedestrian environment
- Focuses on access, then mobility
- This foundation leads to a stronger connection to adjacent communities, homes, and businesses than traditional road construction projects
- With a dedicated engagement plan & staff, transit agencies can play role as lead community liaison in a shared road construction project with public works agencies

Guides & Standards: The Vanguard of Reshaping ROW

- Are road authority design guides current and consistent with adopted Complete Streets policy?
- If particular transit systems have prioritized Rapid or High Frequency routes, municipal standards should reflect that prioritization
- How are transitional/flex zones described? Do they incorporate feasible & priority-commensurate transit agency operations?
- Standards are the starting point for design, not the end