

PROPOSED STATION DESIGN

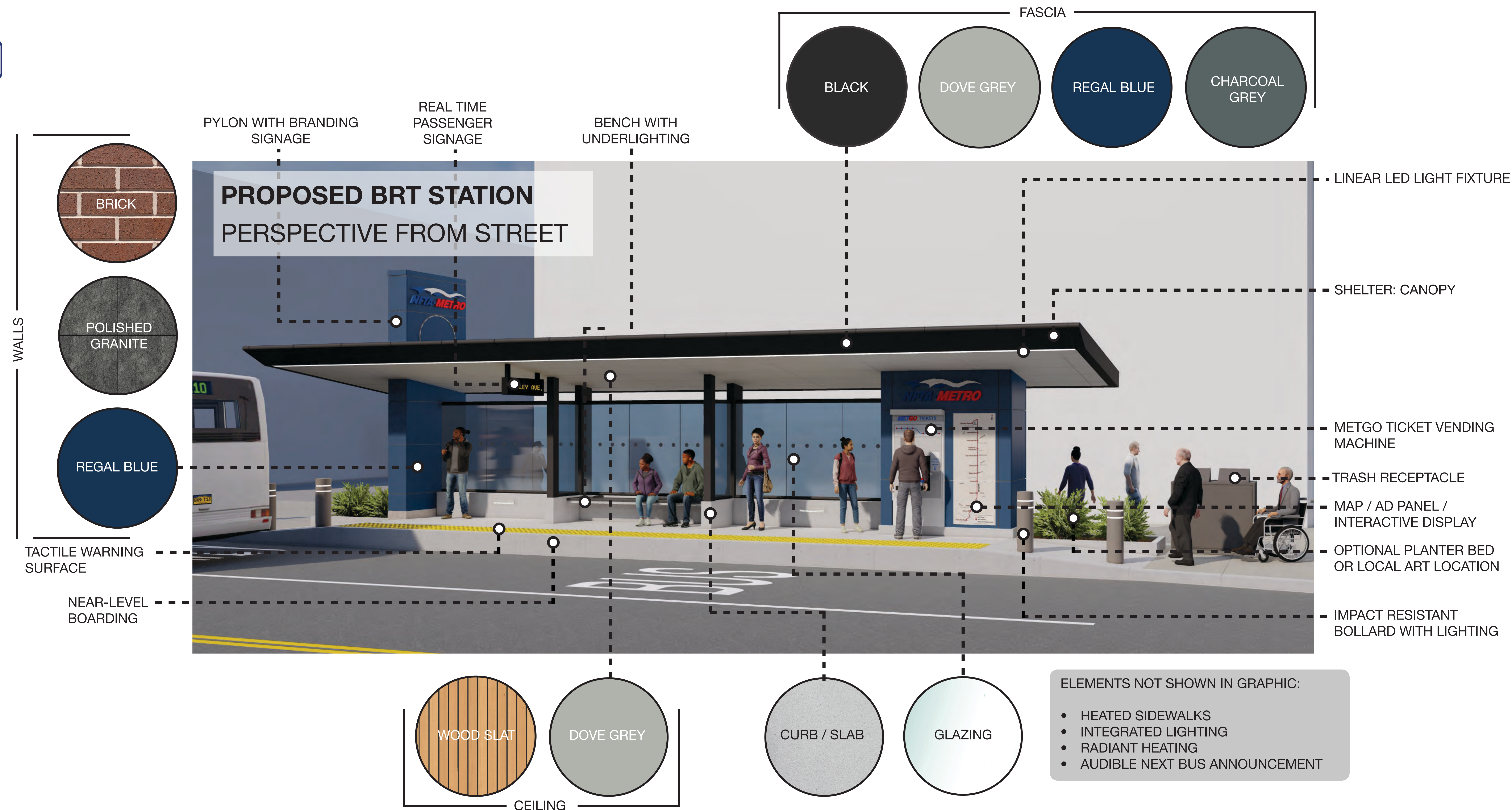
From the start of the project, NFTA has consulted with various stakeholders to gather input on what should go into a **BRT station**.

NFTA selected specific elements to have at every BRT station:

- Weather protection
- Lighting
- Heating
- Travel information
- Branding

This matches what NFTA has heard from the public. People want a safe, clean, and comfortable place to wait for the bus.

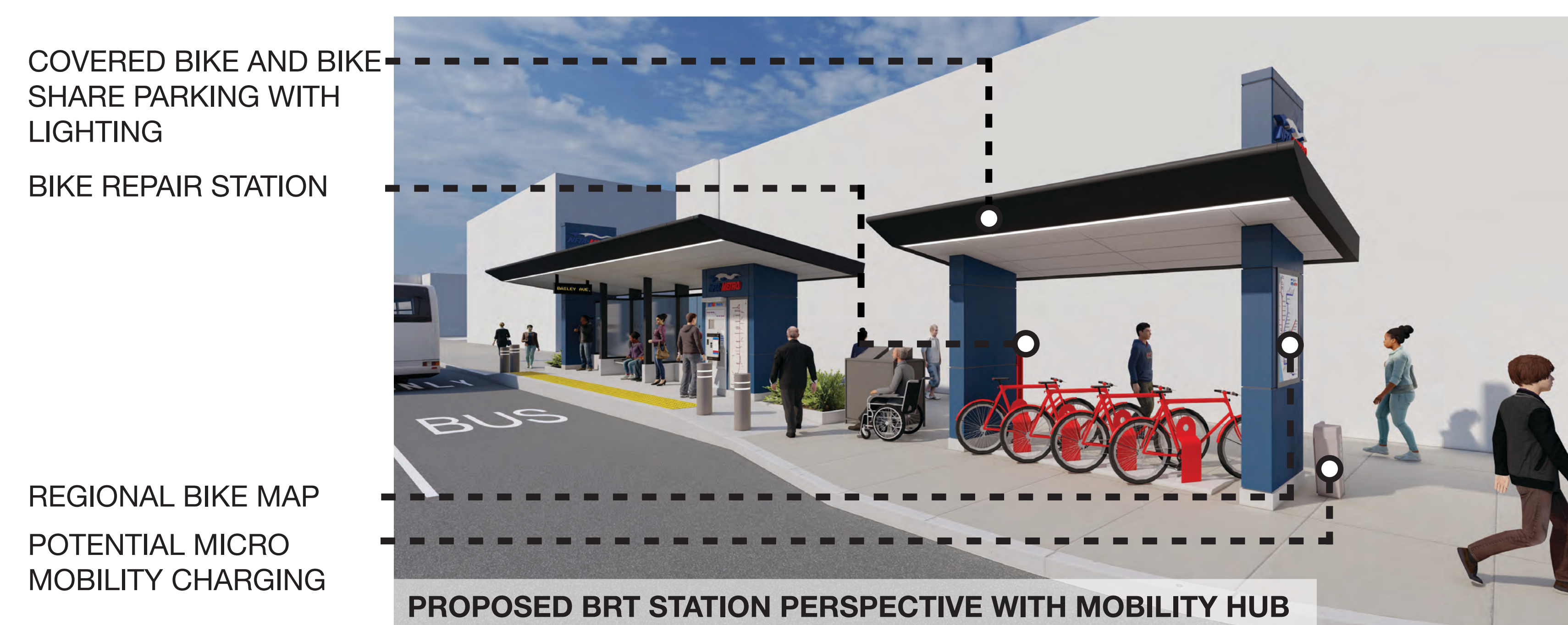
The next steps are to make decisions on the “look and feel”, based on colors, materials, and style.



PROPOSED MOBILITY HUB

A place where various travel options come together.

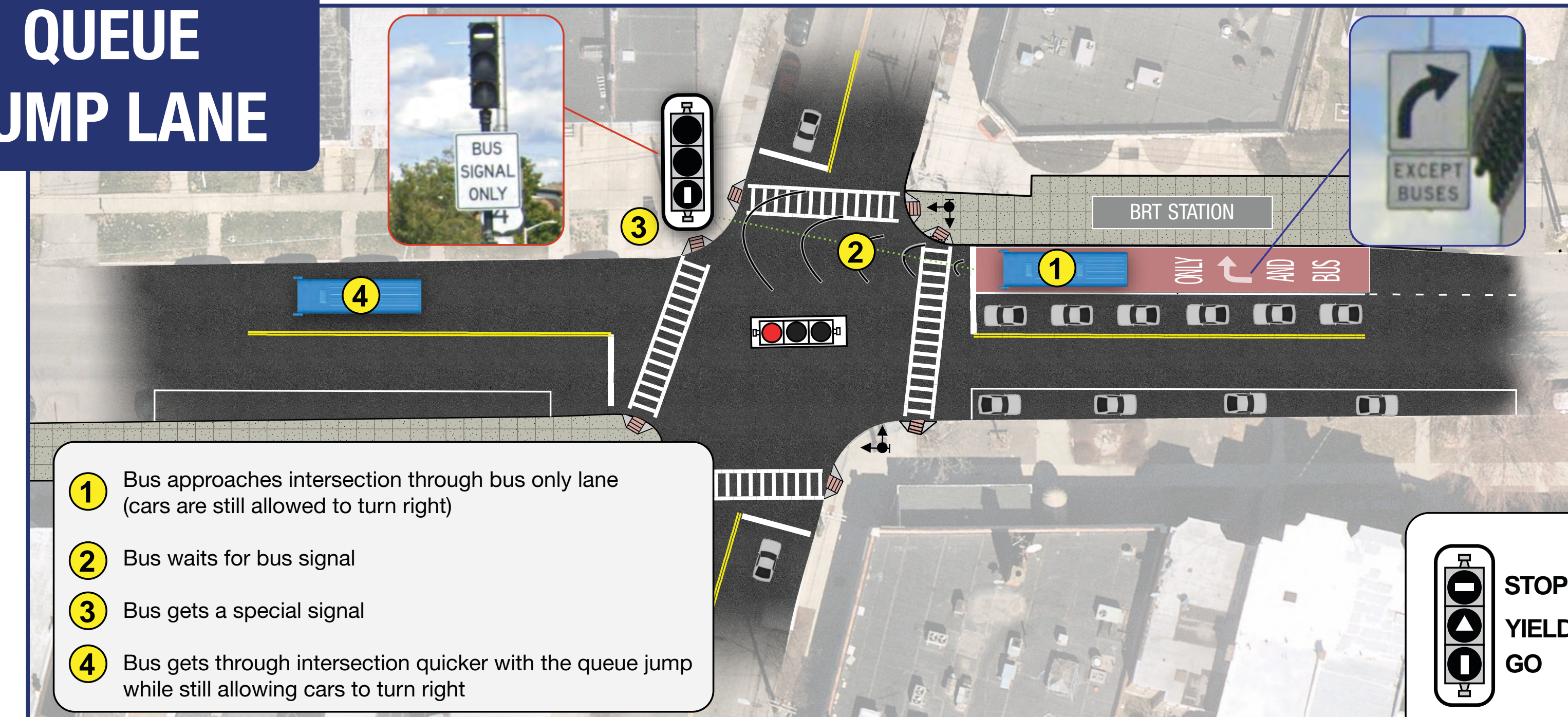
- Transit (BRT / local buses)
- Bikes (racks or bikeshare)
- Future mobility options (e.g. scooters, carshare)



A **queue jump lane** lets buses move past congestion, or “the queue”, at an intersection.

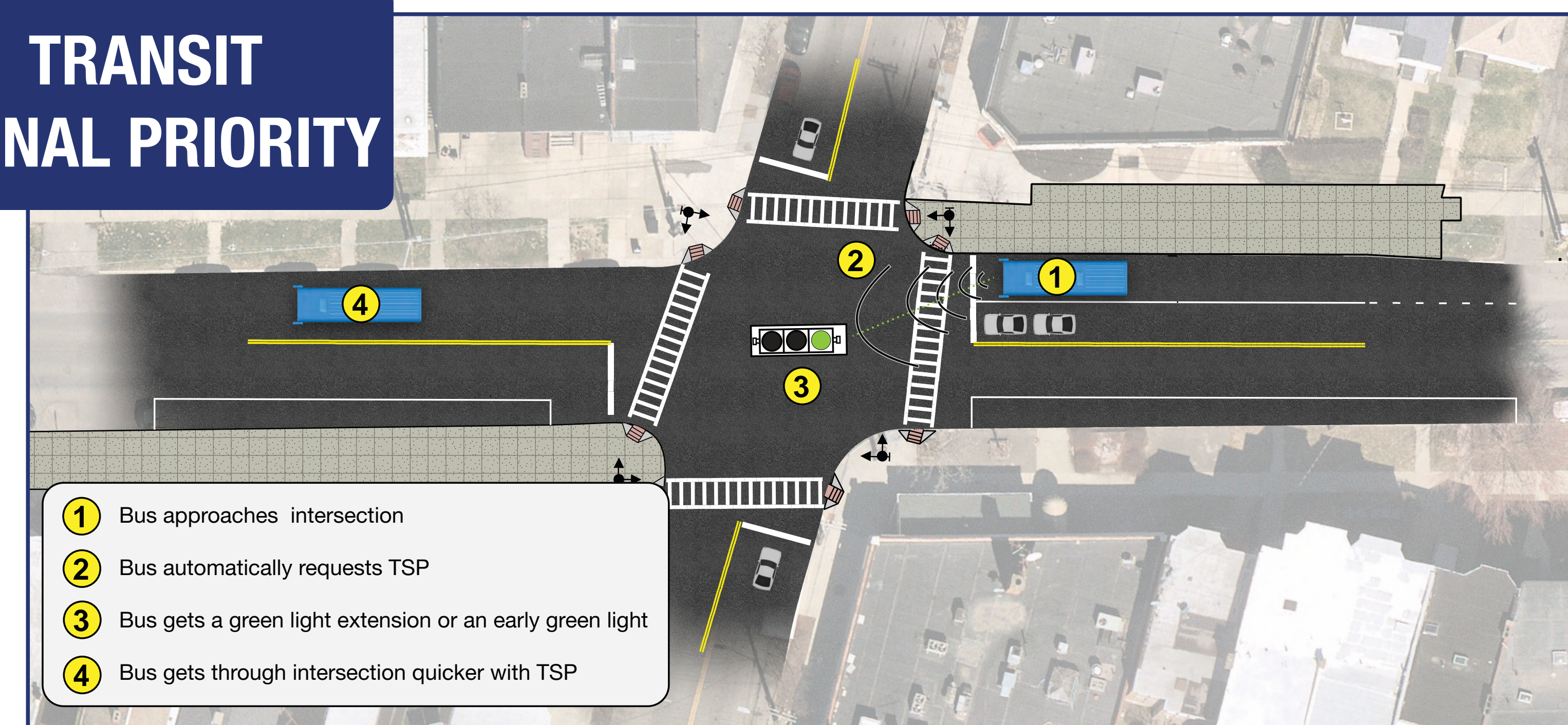
These can be paired with special **bus only signals** to let buses get a head start.

QUEUE JUMP LANE



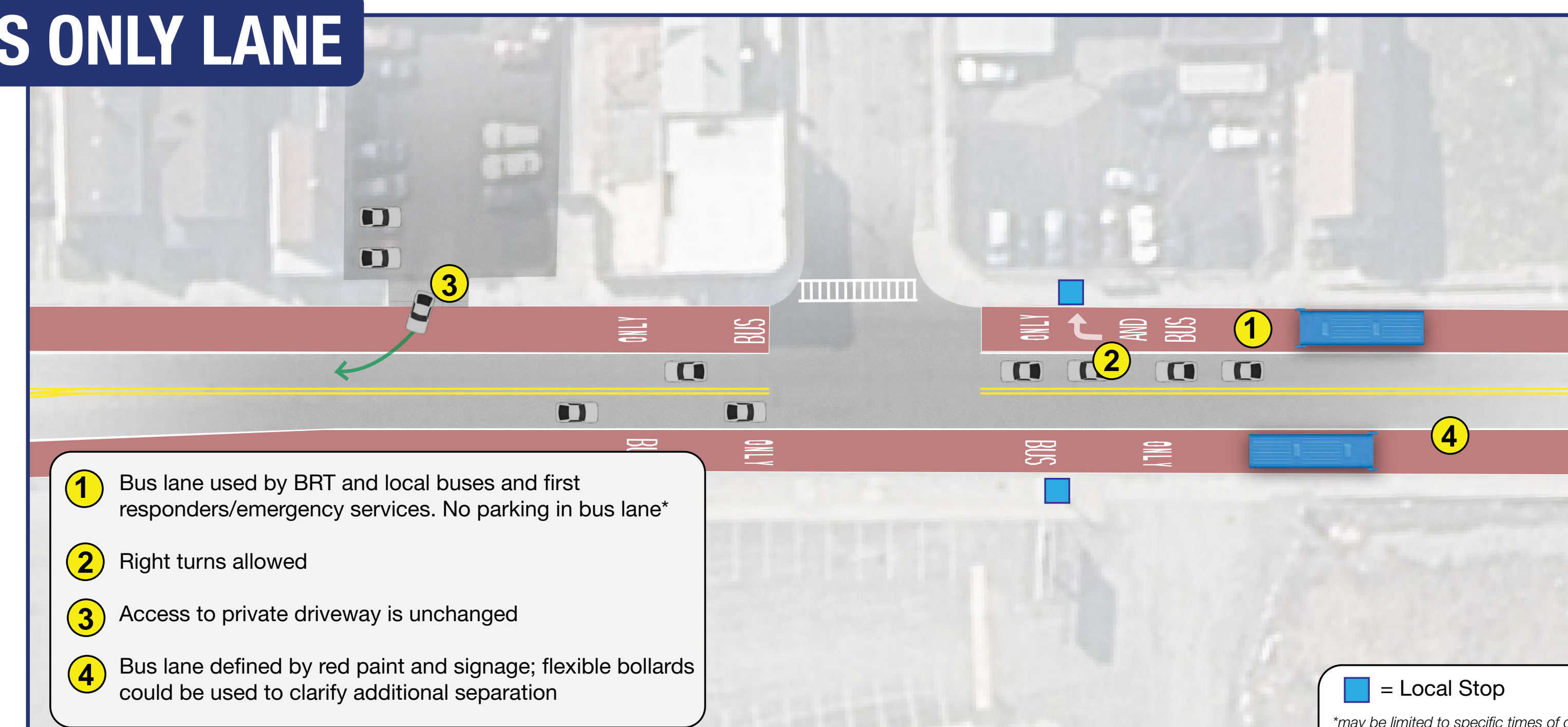
TSP, or **Transit Signal Priority**, lets buses move through intersections more quickly and keeps buses on time.

TRANSIT SIGNAL PRIORITY



Bus only lanes keep travel lanes clear for buses, preventing the bus from slowing down and helping it stay on schedule.

BUS ONLY LANE

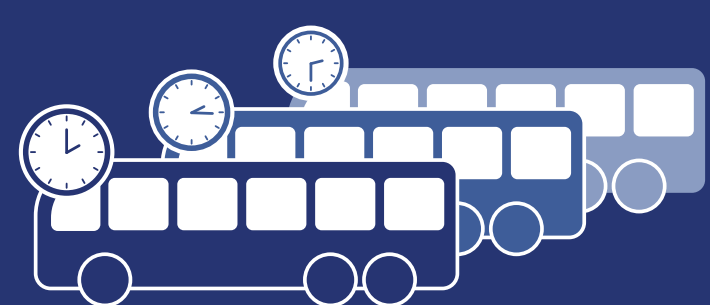


SERVICE PLAN AND BUSES

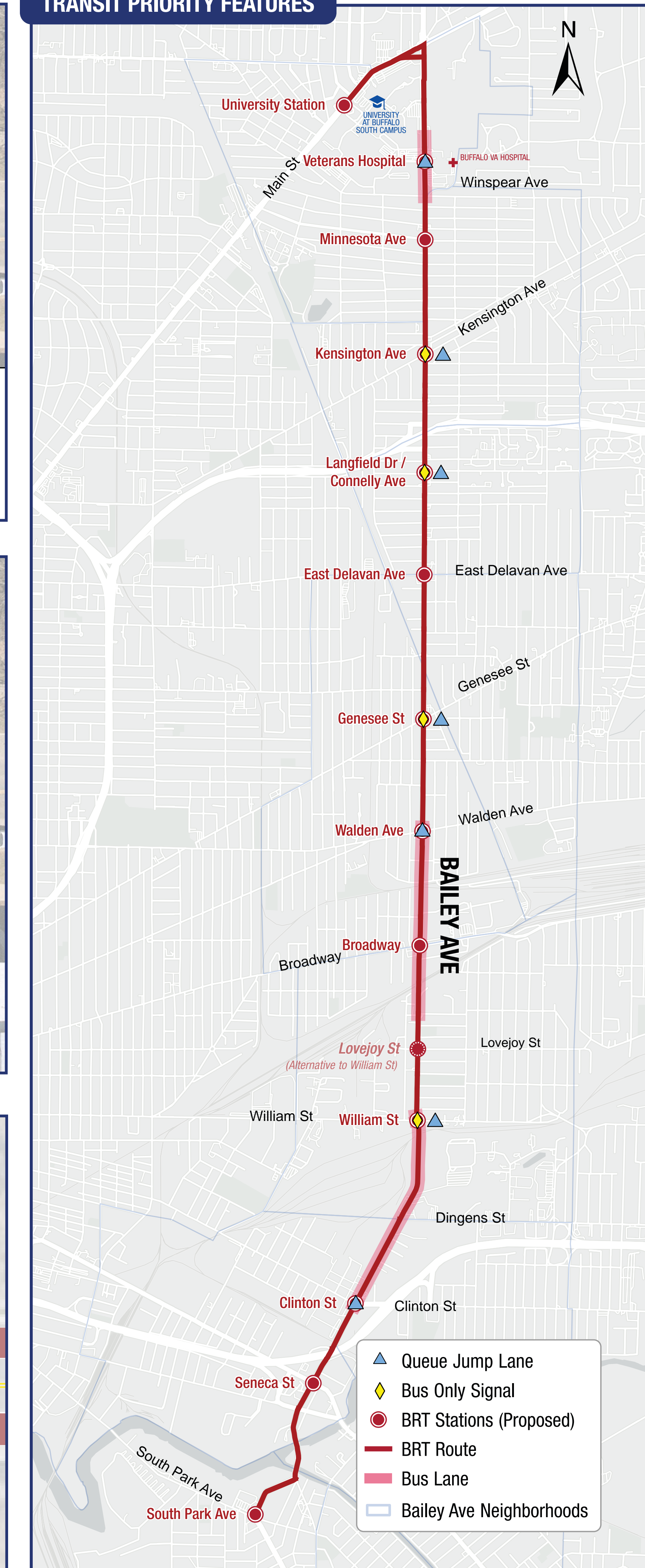
A core element of a Bus Rapid Transit system is that **BRT buses** come more frequently. NFTA is evaluating BRT buses every 10 minutes during the peak periods and between 15 and 20 minutes off peak.

Local buses would continue to serve all bus stops in the corridor but would come a little less frequently. NFTA is evaluating local buses every 30 minutes during most of the day weekdays and midday on Saturdays, and every 60 minutes at all other times.

Buses will be **branded** to help riders identify them more easily. Bailey Ave BRT will have **low emission vehicles**.



TRANSIT PRIORITY FEATURES



Increasing pedestrian safety will save lives and improve access to businesses and community institutions.

A – PEDESTRIAN RAMPS

- Pedestrian ramps create a smooth and safe transition from the sidewalk to the roadway
- New curb ramps must comply with the Americans with Disabilities Act

B – CROSSWALKS

- High-visibility crosswalks make crossing the street safer and easier
- According to the Federal Highway Administration, high-visibility crosswalks can reduce pedestrian injury crashes by up to 40%

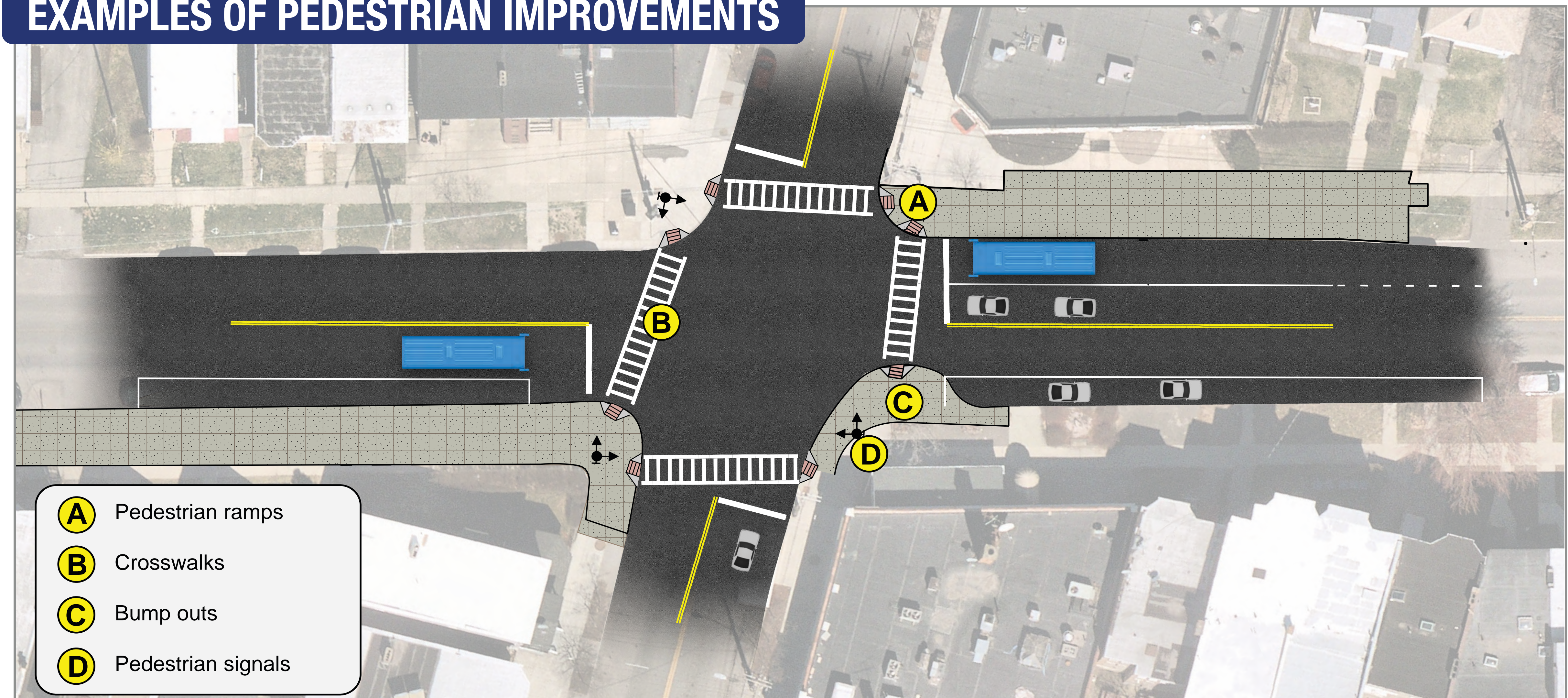
C – BUMP OUTS

- Bump outs are sections of sidewalk that bulge out at intersections to provide more room for pedestrians
- Bump outs reduce the distance a person needs to walk to cross the street and help pedestrians be more visible to oncoming drivers

D – PEDESTRIAN SIGNALS

- Pedestrian signals tell people when and when not to cross the street
- Pedestrian signals are usually synced with traffic signals to ensure it's safe to cross the street

EXAMPLES OF PEDESTRIAN IMPROVEMENTS



Land uses and building types shape the placement of lights, trees, and street furniture. NFTA defined “streetscape typologies” to reflect the needs of each segment.

