I-40 Transit Priority Shoulder concept

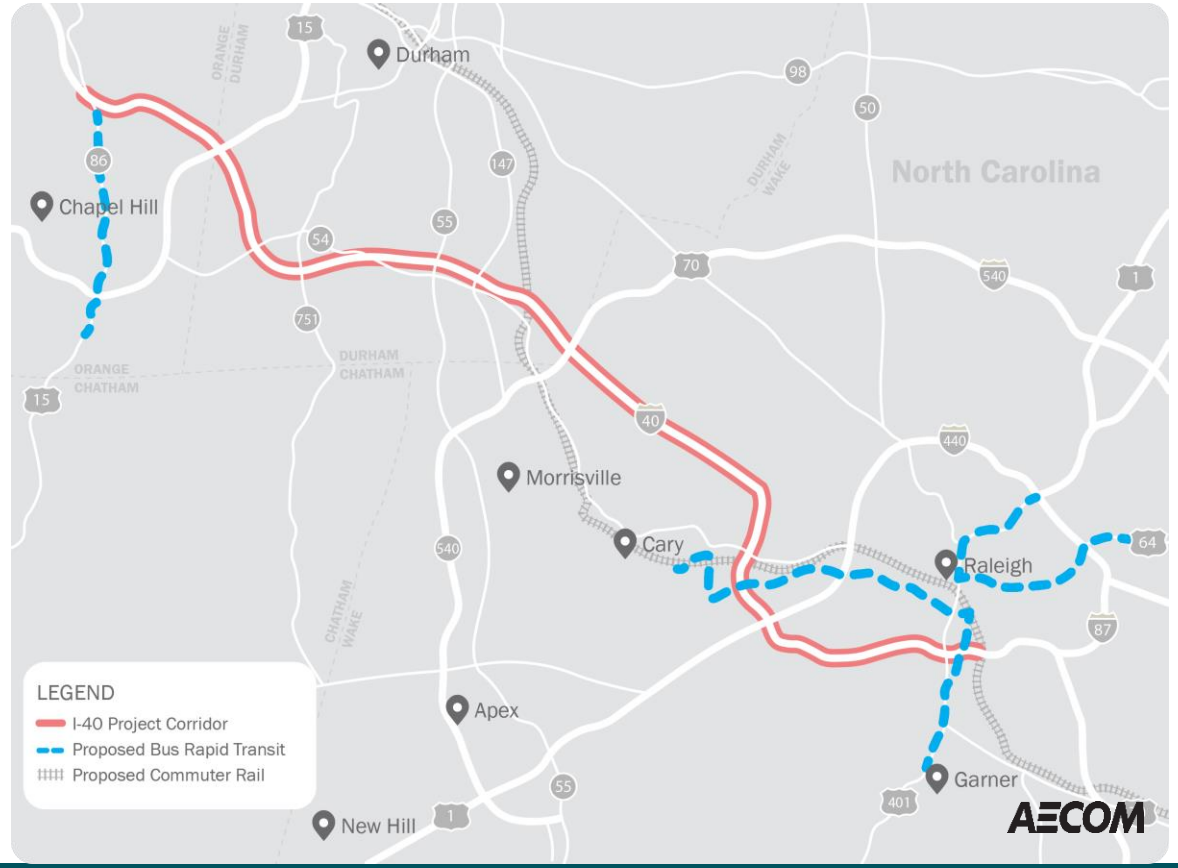
RTA REGIONAL BUSINESS LEADERSHIP

rev. February 25, 2021

I-40 Transit Priority Shoulder pre-feasibility study

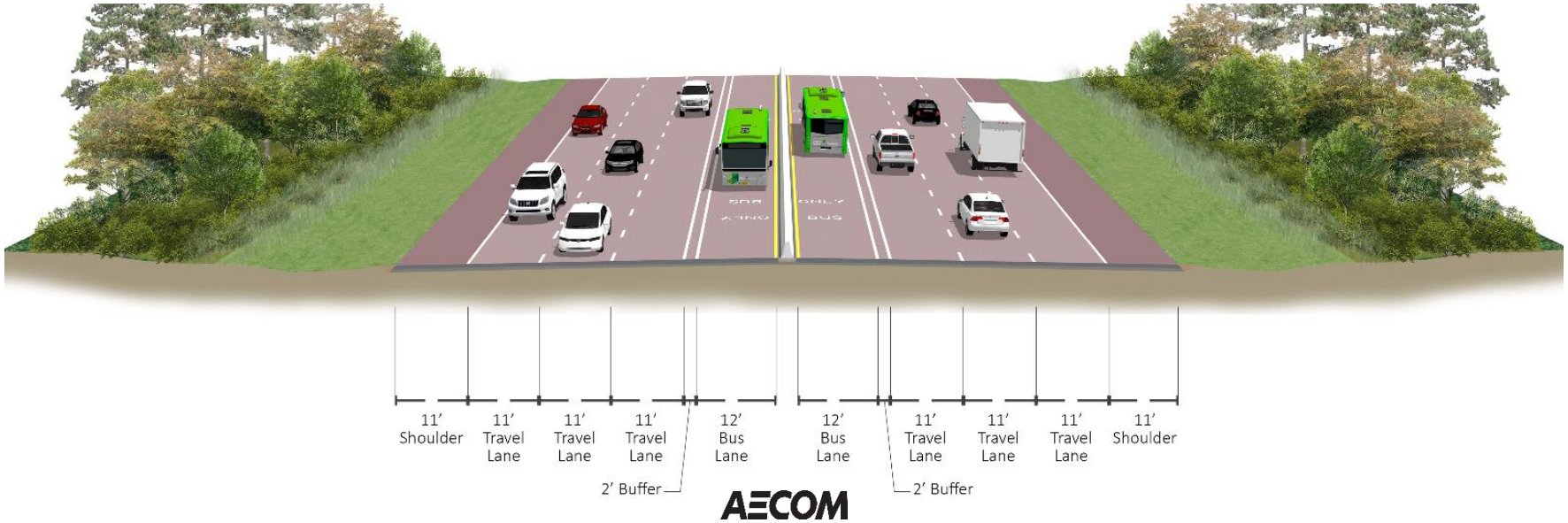
Purpose: Quickly create a lower-cost, enhanced transit opportunity along I-40

- Builds off of FAST study to create/leverage connections to regional BRT, commuter rail
- AECOM completing RTA study this winter



Transit Priority Shoulder (TPS) concept of operations

- 14’ inside shoulder, next to median
- Max 45 mph adjacent to slower-moving traffic; max 35 mph when I-40 stopped
- More than current BOSS, much less than a new dedicated express lane

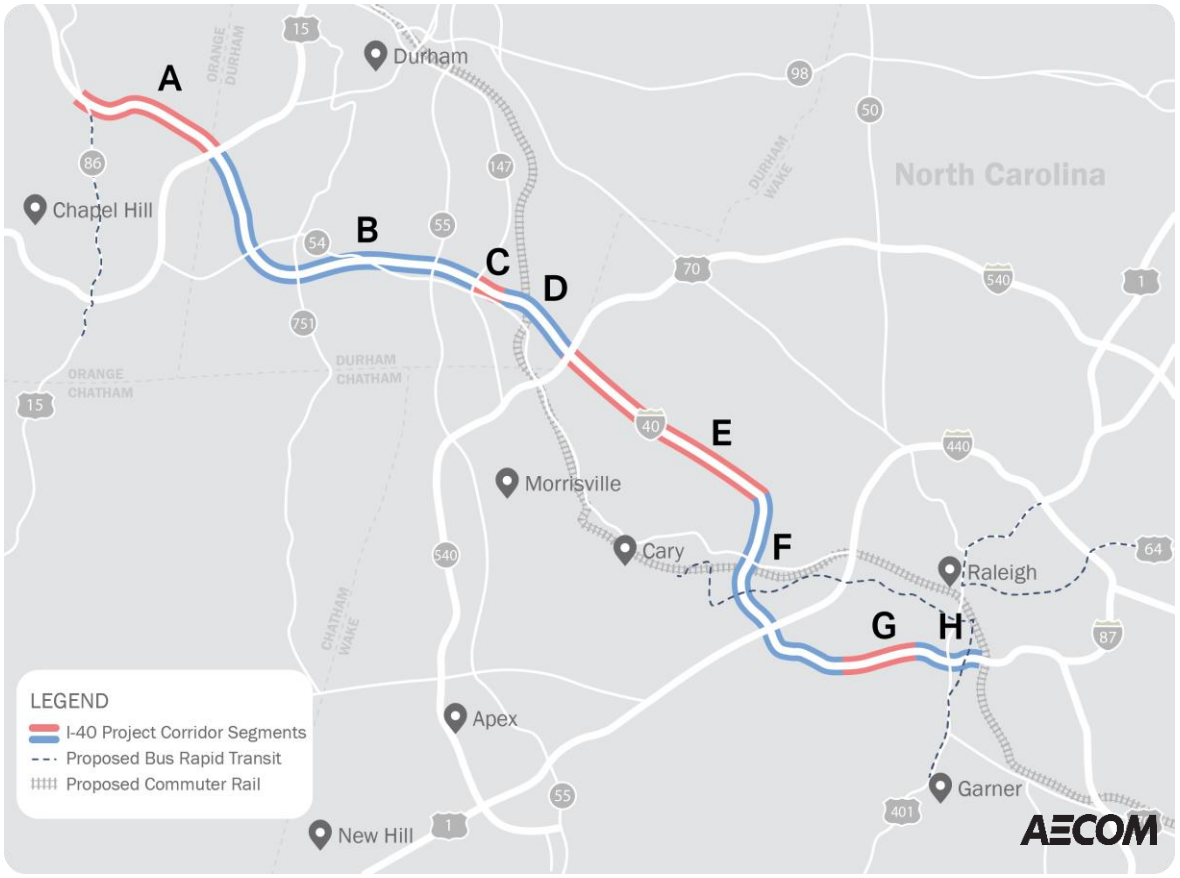


Transit Priority Shoulder (TPS) concept

Gist: Low-cost infrastructure improvement and practical transit operational treatment

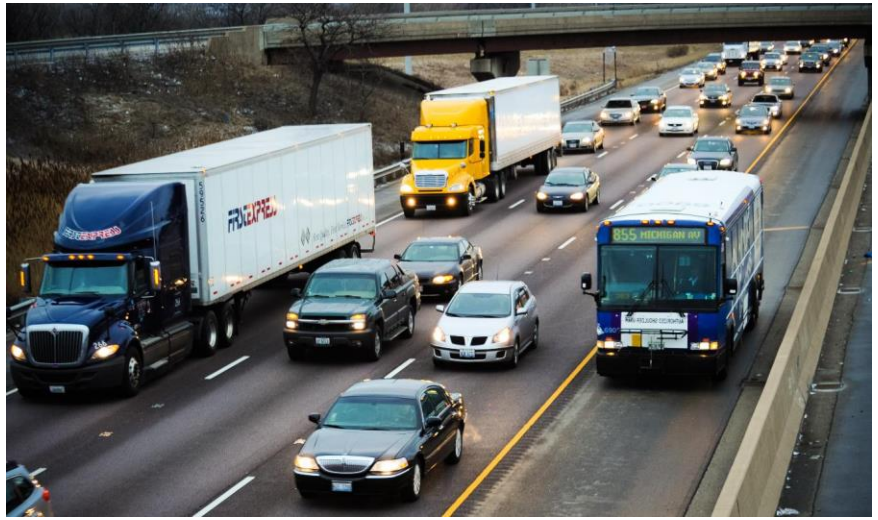
TPS seeks to strike a balance of:

- Safety
- Travel speed
- Cost
- Speed of implementation
- “Viability” and opportunity



Comparison of TPS vs. BOSS

- Inside shoulder operation for TPS eliminates on-ramp and off-ramp conflicts at interchanges
- A 5 mile TPS segment could save 5+ mins vs. BOSS
- A 5 mile TPS saves 10+ mins vs. BOSS if I-40 stopped



Transit Priority Shoulder (TPS) concept

Issues, opportunities and next steps

- Create cost estimate for one or more TPS performance options
- Issues concerning pavement depth, superelevation, sight distance, etc.
- May be able to narrow through lanes to create wider shoulder
- Could be design/operational exceptions (e.g., intermittent 12’ section, 35 MPH restrictions)

RTA and partners exploring opportunity; seeking low/moderate cost, scalable pilot

I-40 Transit Priority Shoulder concept

RTA REGIONAL BUSINESS LEADERSHIP

rev. February 25, 2021