

## MOBILITY INNOVATION TESTS

# Third Street Pop-Up Mobility Lane

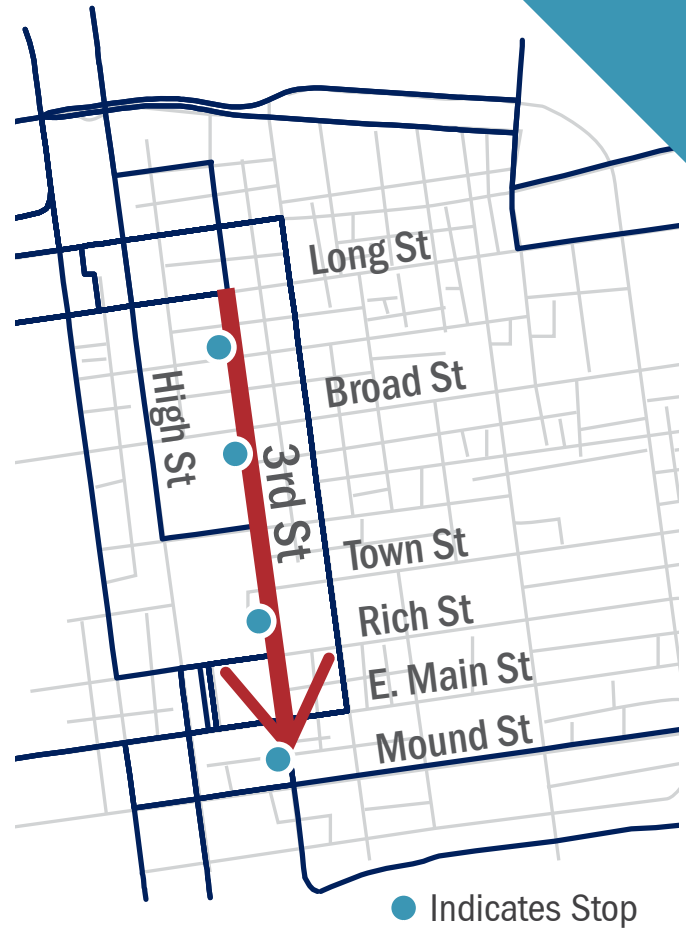
Fact Sheet

## WHAT IT IS

The Third St. pop-up mobility lane is a two-week test dedicating the right curbside lane of traffic to bus, bike and scooter riders only. It takes place along Third St. from Long St. to Main St., approaching Mound St. from July 22 through August 2 between 3 p.m. and 6 p.m. Monday through Friday.



Washington Street, Roslindale neighborhood, Boston, Massachusetts.  
Photo credit: Livable Streets Alliance.



## WHY

Currently, Third Street during the PM rush hour is one of the city's most heavily congested corridors. Buses must merge into and out of traffic at stops, slowing service and adding to gridlock, while bike and scooter riders must navigate these merging movements and other obstacles. The Third Street pop-up mobility lane will test the idea that buses, bikes and scooters traveling in their own dedicated lane provides more consistent and predictable travel conditions for everyone.

**July 22 – August 2**  
**3 p.m. – 6 p.m.**  
**Monday – Friday**

## WHAT TO EXPECT



### PEOPLE RIDING BUSES

The test will help free buses from rush hour traffic congestion. COTA customers can expect buses that are more likely to stay on schedule, and will experience shorter average travel times on Third Street during weekday afternoon rush hours. Note that bus operators will be instructed not to pass people riding bicycles or scooters.



### PEOPLE RIDING BIKES AND SCOOTERS

During test hours, the existing bike lane will widen to 11-12 feet and be protected from regular traffic using orange cones. Regular motor vehicle traffic, parking and delivery vehicles will be prohibited in the shared lane. Buses will share the lane, but are a small number of total vehicles. Often, bike and scooter riders will have the shared lane to themselves. Bus drivers are being instructed not to crowd or pass people riding bikes or scooters.



Bike and scooter riders are encouraged to

- ▶ Take the full shared lane and move at a comfortable speed
- ▶ Pass stopped buses if there is a safe opening to do so (COTA buses flash their hazard lights when picking up passengers, and turn on their left turn signal when the bus is about to move)
- ▶ Allow a minimum of three feet when passing other vehicles. Never pass transit buses on the right because this presents a danger to yourself and to people exiting or boarding the bus



### PEOPLE DRIVING

Drivers will be prohibited from merging or entering the lane prematurely when turning right. Right turns will still be permitted at most streets and alleys. Orange cones will separate the lanes and parking will be prohibited from 2:30 p.m. to 6 p.m. Monday through Friday during the two-week period. Extra patrols will enforce these restrictions during the test. Buses will not merge into and out of travel lanes with cars (except at specific locations).

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### ENFORCEMENT AND SAFETY

COTA will provide additional operator training in advance of the test. Bus operators are being advised to travel with bicyclists at an average speed of 9-10 mph and instructed not to crowd or pass bicyclists or scooter riders. Temporary signage will notify riders how to use the lane; orange cones will separate the pop-up mobility lane from car traffic; and special duty parking and traffic enforcement will be onsite for the entirety of the two-week test.

### MOBILITY INNOVATION TESTS OVERVIEW

This series of tests involves low-cost, temporary changes using the principles of tactical urbanism.

In May 2019, the Mid-Ohio Regional Planning Commission (MORPC) released results of its insight2050 Corridor Concepts study, an analysis undertaken to equip Central Ohio communities with tools to prepare for the region's growth over the next several decades. In concert with the study results and following proposals from community members at the Purple Aisle Transportation Innovation Weekend in November 2018, the city and COTA are pursuing this series of iterative, evidence-based tests using principles of tactical urbanism to develop an even better transportation system and meet future needs. Project partners are looking at innovative ways to move more people faster and testing those ideas.

These tests will allow the City, COTA and their partners to collect and analyze data and feedback from all types of roadway users to understand what permanent solutions may be possible or what further tests are appropriate.



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