

WELCOME

**Mason Corridor
Bus Rapid Transit
Final Design Open House**

June 2, 2010

4pm to 7pm



Mason Corridor Express



- 20 minute trip from DTC to STC
- MAX bus every 10 to 15 minutes



MAX will provide comfortable and frequent service

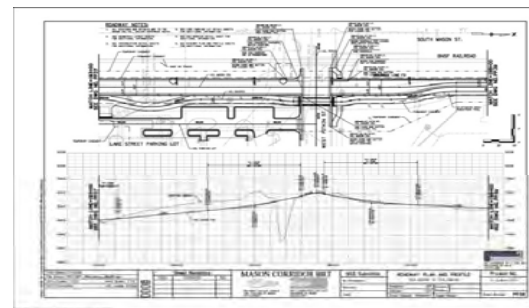


What is Final Design?

Large infrastructure projects like the Mason Corridor progress through several phases of development

- Planning and Preliminary Design (30% plans) – completed fall 2008
- BRT Final Design (65% plans) – **plans currently available for review** – detail to guideway features includes drainage, structures, retaining walls, and station features such as site layout, pedestrian circulation, lighting, and architectural elements
- BRT Final Design (90% plans) – revisions to plans based on comments - fall 2010
- BRT Construction Bid Package – competitive construction bids anticipated 2010/2011

Our project engineers are here to share and discuss specific design details



Shelter Concept – Downtown Platform



Station Vision

- Create a unique and iconic identity for MAX BRT system
- Smart, Savvy, Innovative with integrated technology
- Create a consistent element throughout the corridor
- Provide opportunities for individualization at each station
- Reflect neighborhood context – sustainable, historic, natural, and high-tech



Shelter Concept – Center Platform



Station Area Plan



Center Platform Features

dedicated guideway | Mason Trail accessibility
bicycle racks and lockers | shared parking





Art in Public Places Program

The design team is identifying opportunities to incorporate art into the Mason Corridor BRT stations.



The art will help create the visual narrative for the corridor.

Examples in other transit systems



Unique wind screens for each station will help identify neighborhoods

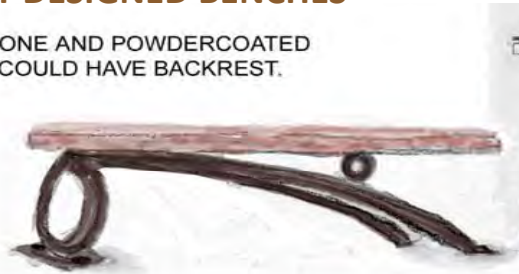


What are the possibilities?



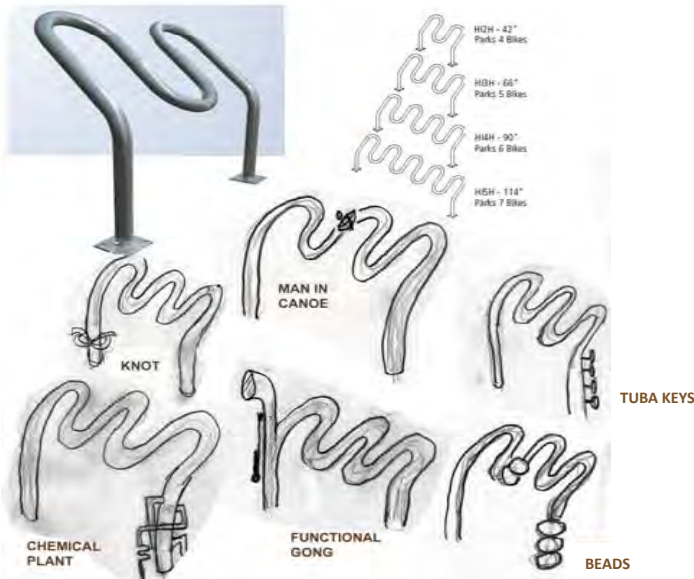
ARTIST DESIGNED BENCHES

SANDSTONE AND POWDERCOATED STEEL. COULD HAVE BACKREST.



SANDSTONE SCULPTURAL RETAINING WALL
FOR BOTH ENDS OF CENTER ISLAND STATIONS
VERTICAL AND ANGLED SLABS OF SANDSTONE WITH EVENLY CHISELED
TOPS AND UNFOLDING PATTERN
MASON CORRIDOR ROBERT TULLY 4/12/10

LIGHT POLES



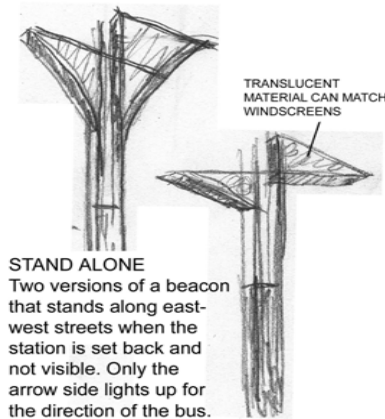
BIKE RACK JOKES

Using the standard and very functional bike rack chosen by the South Transit Center, these art ideas respond to them with small additions of humor to lighten the transit environment.



BEACONS

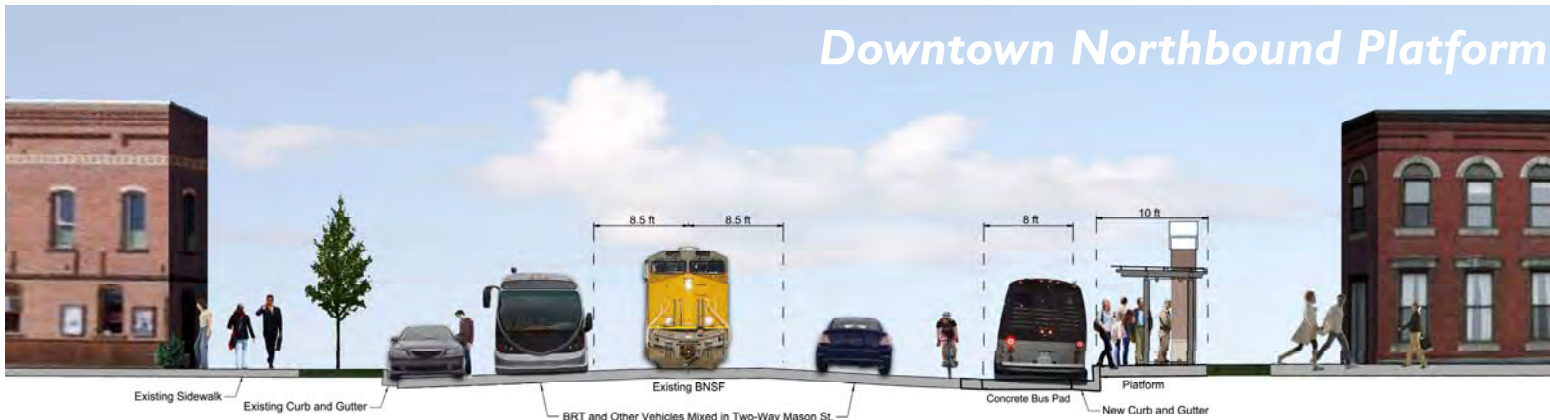
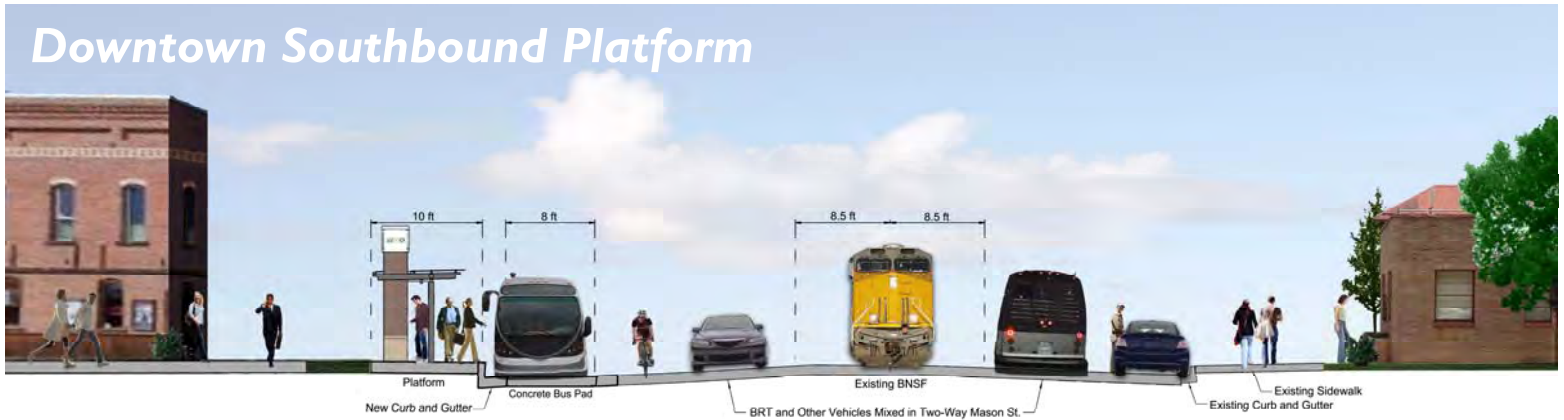
Sculptures light shortly before bus arrives



STAND ALONE
Two versions of a beacon that stands along east-west streets when the station is set back and not visible. Only the arrow side lights up for the direction of the bus.



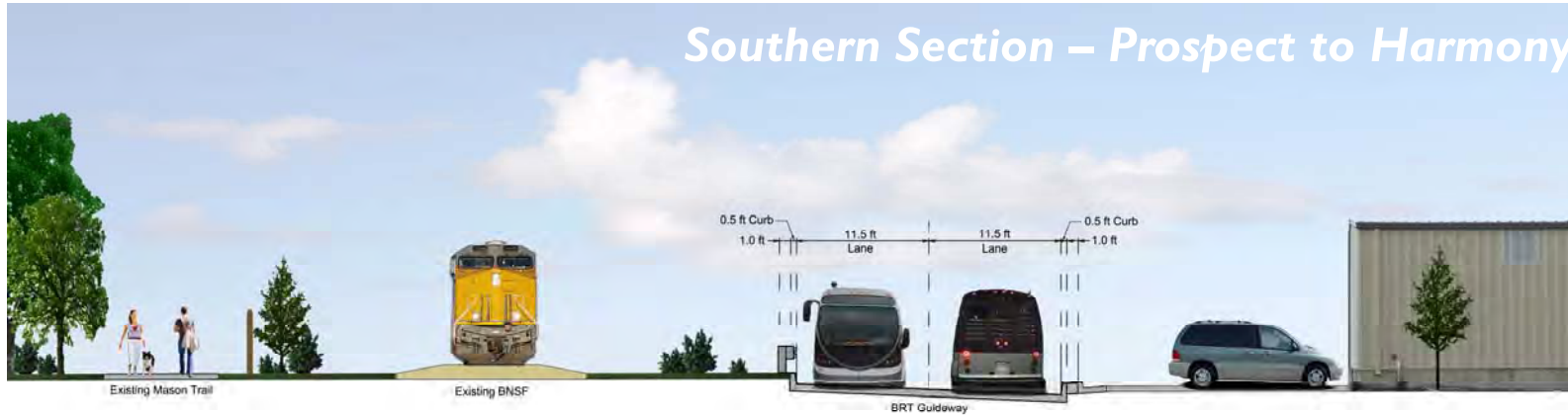
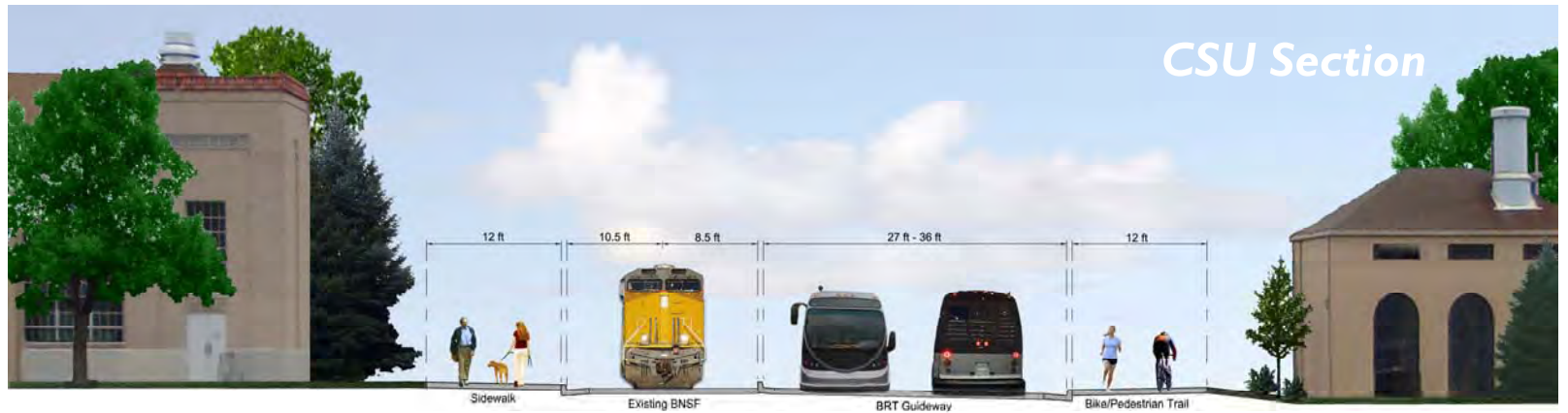
Typical Cross Sections



BRT in mixed traffic in Mason Street



Typical Cross Sections



BRT in dedicated guideway

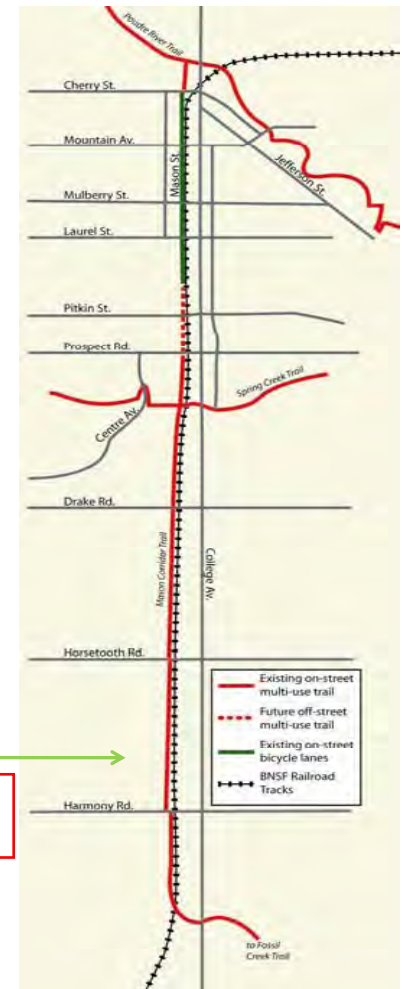
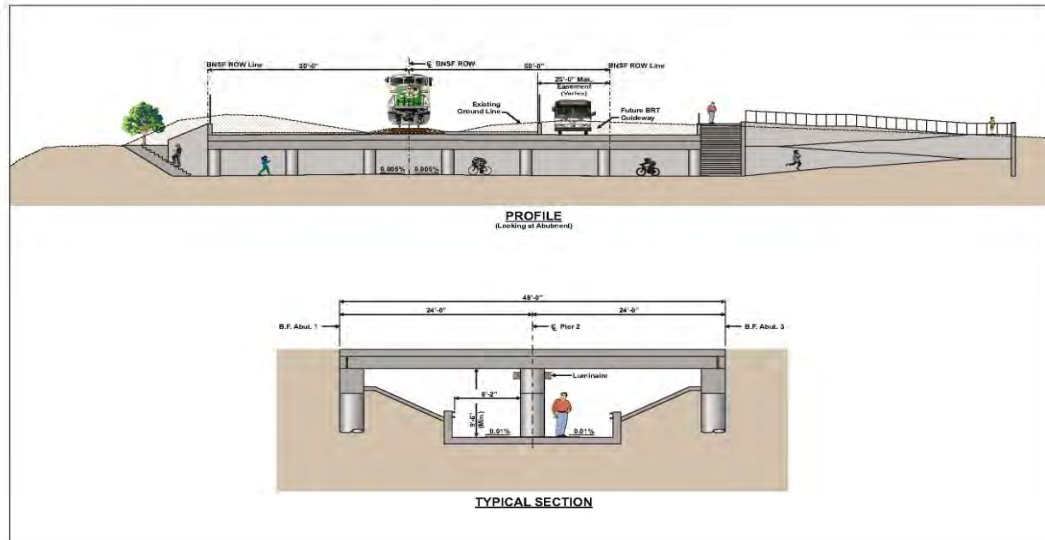


Two-Way Conversion of Mason Street

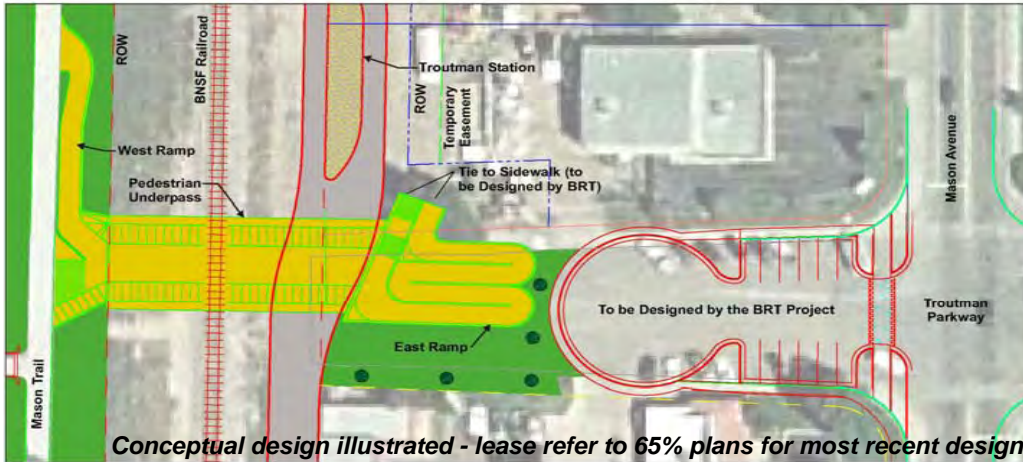
The conversion of Mason and Howes Streets to two-way operation is designed to increase operational efficiency for both the Mason Corridor/BRT system and to improve overall downtown access, mobility, and circulation for automobile users and bicyclists.



Mason Trail



Troutman Underpass



Conceptual design illustrated - lease refer to 65% plans for most recent design



Mason Trail

The MAX BRT project will extend the Mason Trail from Prospect to Laurel Street

NRRC/Bay Farm Overpass



The Natural Resources Research Center (NRRC) is a major research and employment center
Conceptual design illustrated - lease refer to 65% plans for most recent design

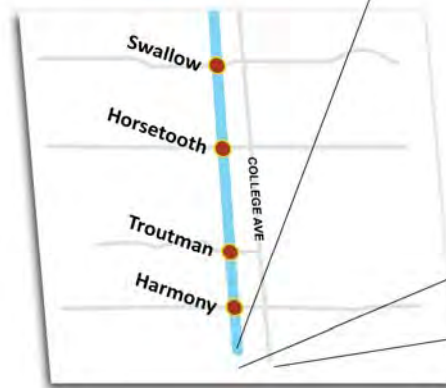


South Transit Center



- Replacing the intermodal facility at the Square Shopping Center and combining MAX BRT, local, and regional transit routes

South Transit Center



- Passenger amenities include: shelter, information desk, and services
- Park-n-Ride and bicycle parking

