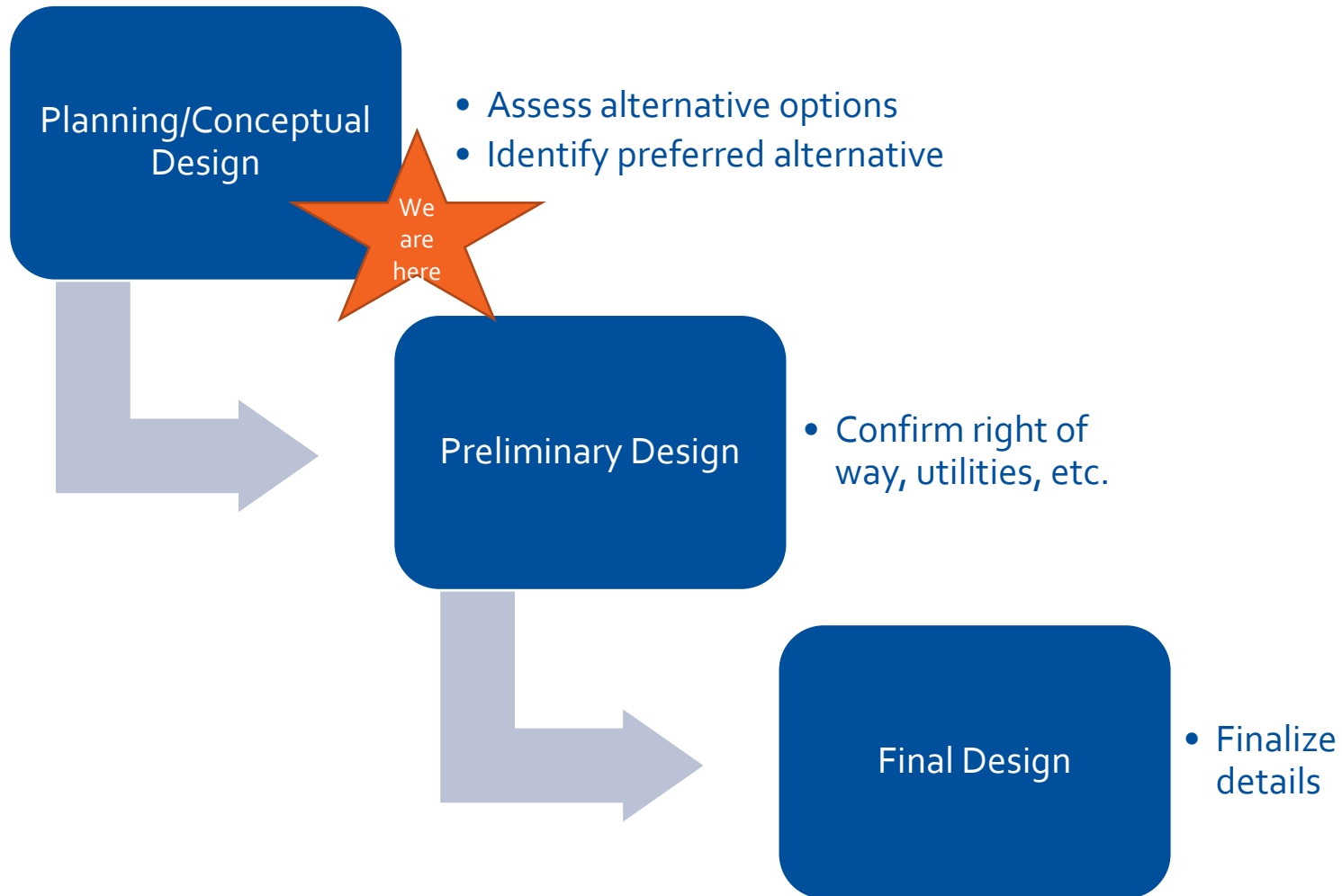




Design Update

Design Process



Corridor Concept A

as of March 2023



- Between Wheeler and Roth – Eastbound Center Transit Only Lane, Westbound Mixed Traffic
- Between Witter and Telegraph – Eastbound Mixed Traffic, Westbound Center Transit Only Lane
- Design May Continue to Evolve

Corridor Concept B

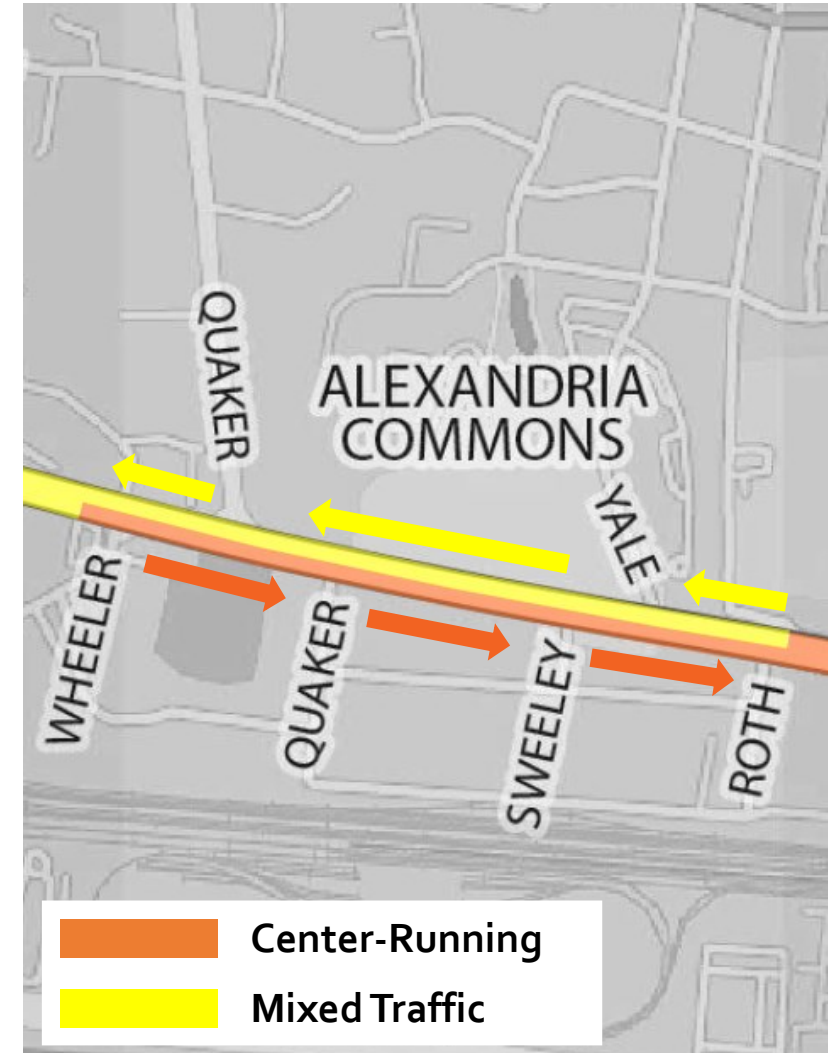
as of March 2023



- Between Wheeler and Roth – Mixed Traffic in Both Directions
- Between Roth and Telegraph – Eastbound Mixed Traffic, Westbound Curb Transit Lane
- Design May Continue to Evolve

Corridor Concept A: Segment 2B

- Why Single Center Transit Lane?
 - Challenges with Bi-Directional
 - Required significant widening at Sweeley for BRT station
 - Operational concerns with existing mix of service
- Why Eastbound?
 - Direction of most delay
 - Helps bus avoid Telegraph queuing
 - More future ready for development



Corridor Concept A: Segment 3

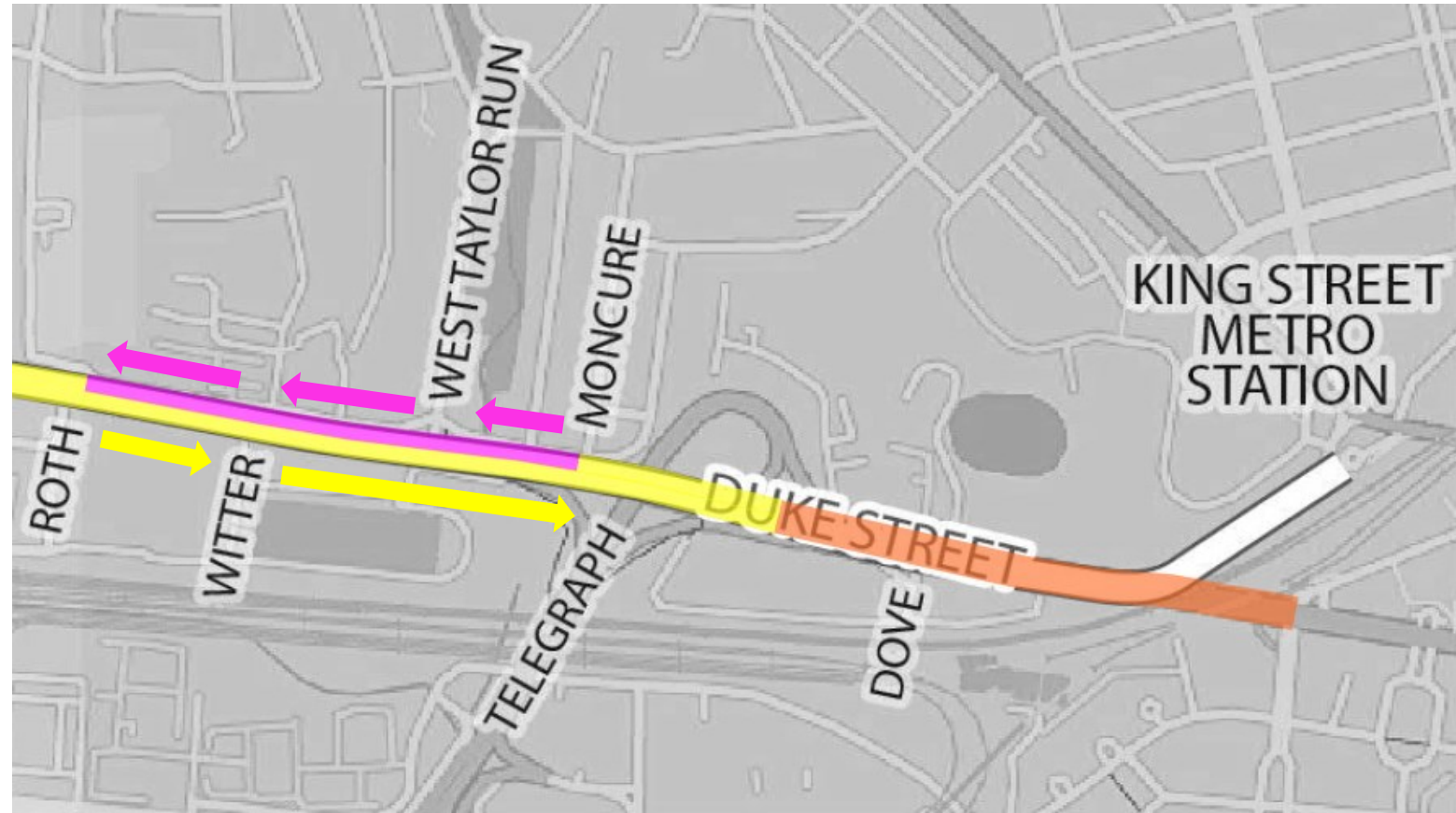
- Eastbound Mixed Traffic to balance most important improvements to buses while maintaining traffic flow



- Center-Running
- Mixed Traffic

Corridor Concept B: Segment 3

- Why not all Curb Transit Lanes?
 - Preliminary presentation highlighted challenges with ramp traffic in Eastbound
 - Center supports Eastbound King Street Metro access



- Center-Running
- Curb-Running
- Mixed Traffic

Corridor Stations



- Adjustments to balance right of way constraints, activity centers, and logical stop spacing
- Maximum spacing 0.5 miles, minimum spacing 0.25 miles, average spacing 0.4 miles
- .4 miles ~ 4 min max walk to a stop if on Duke Street