Design Process

Planning/Conceptual Design
- Assess alternative options
- Identify preferred alternative

Preliminary Design
- Confirm right of way, utilities, etc.

Final Design
- Finalize details
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
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
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