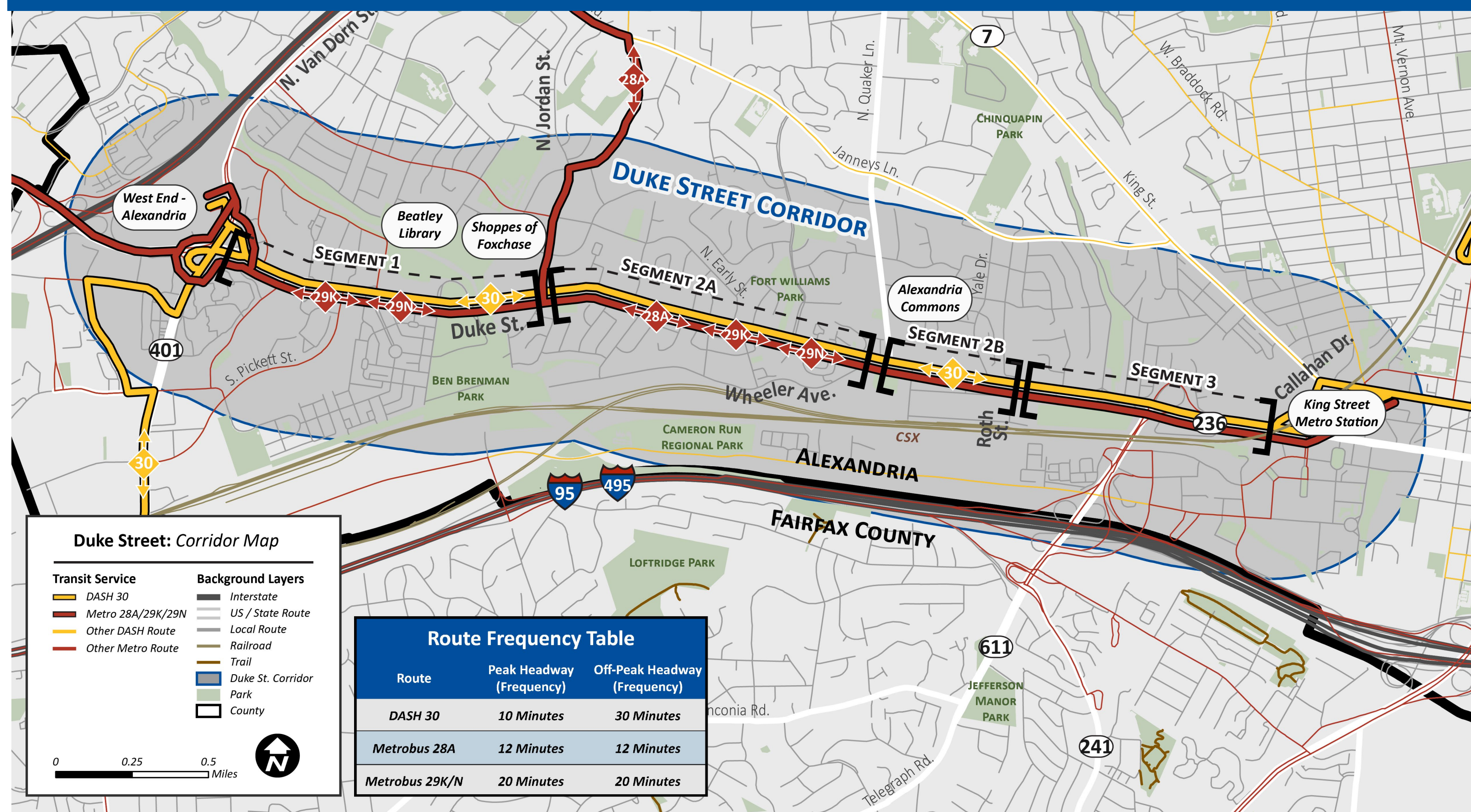
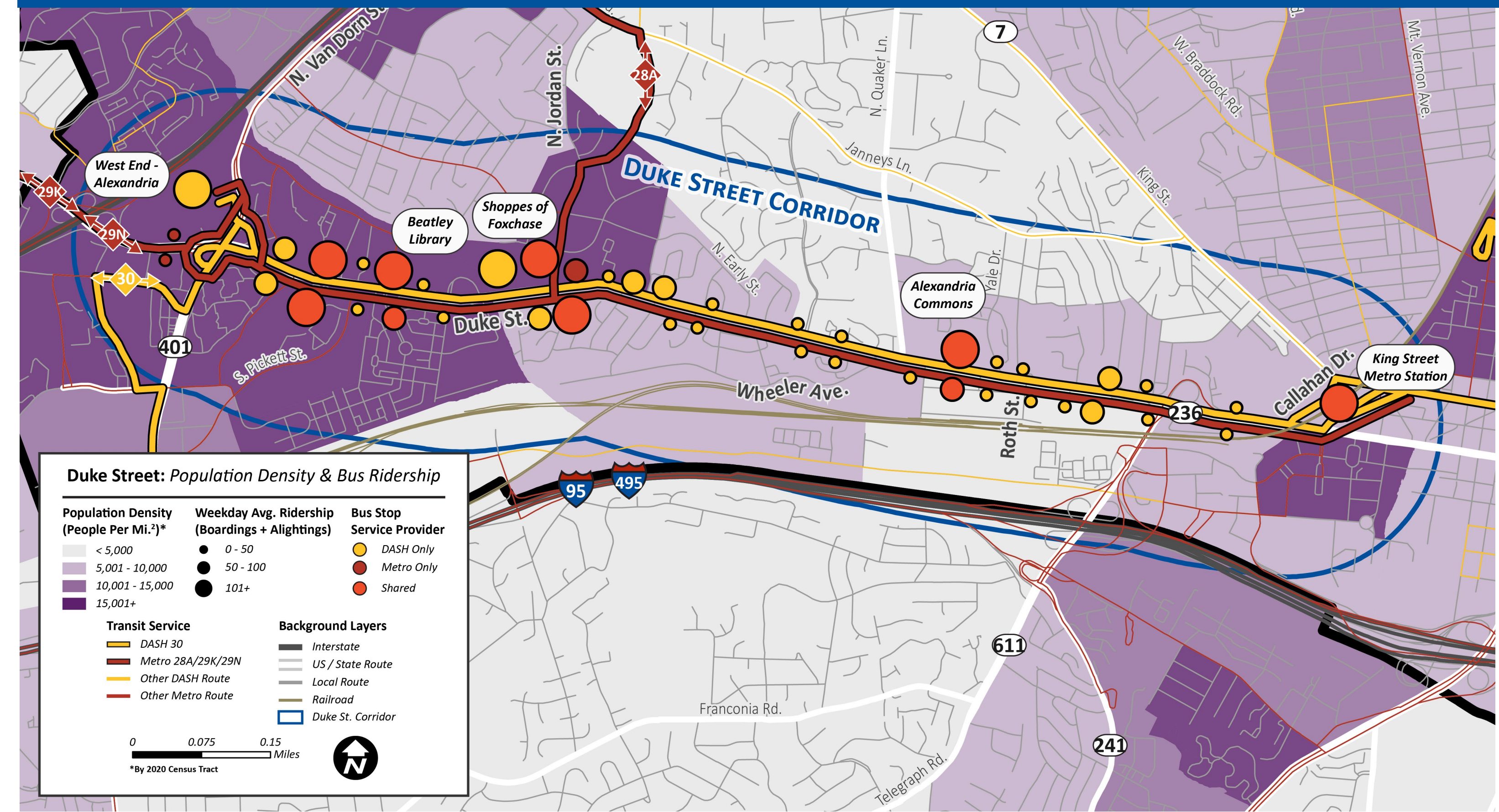


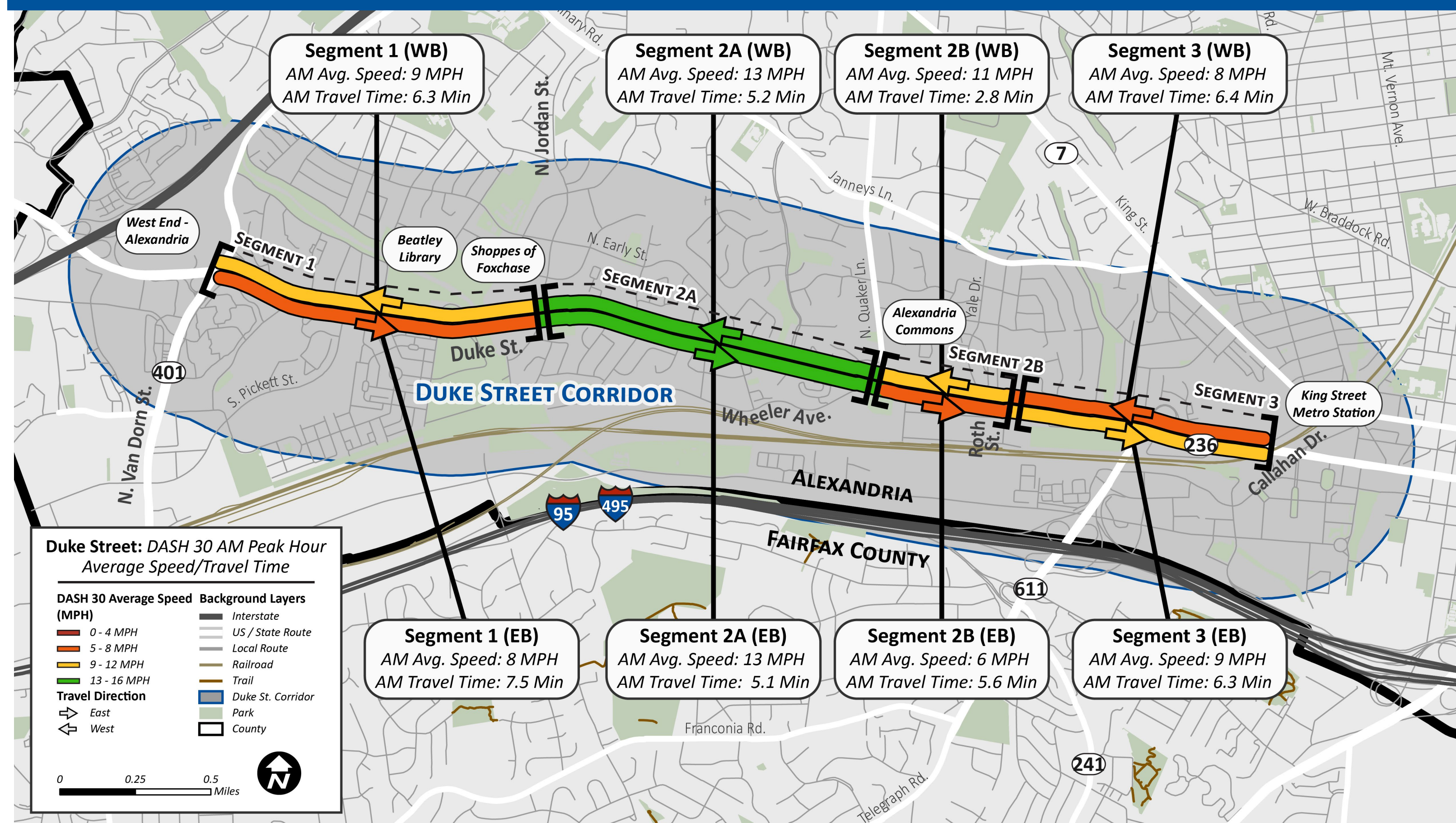
## Current Bus Routes on Corridor



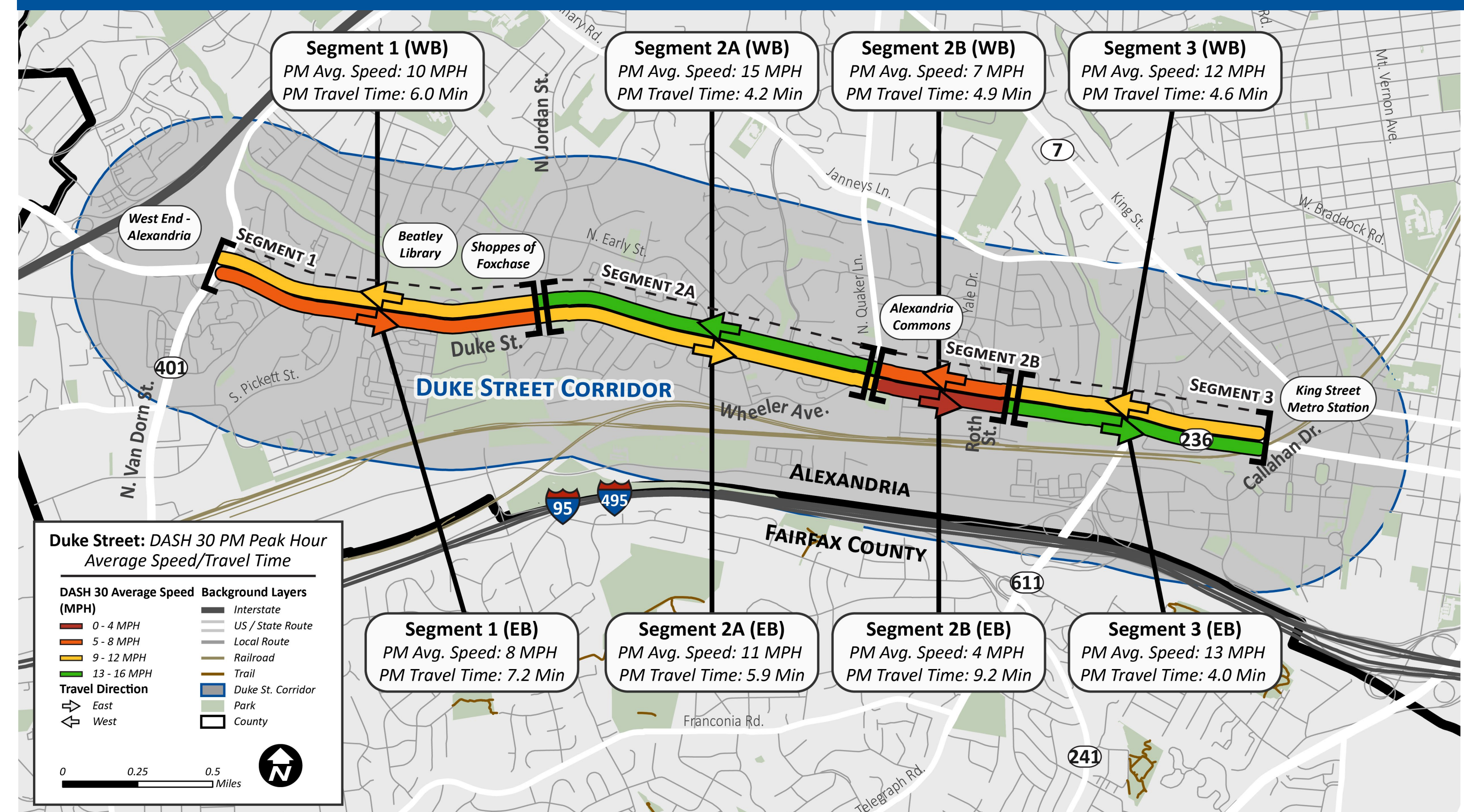
## Current Bus Ridership on Corridor



## DASH Route 30 – Morning Speeds & Travel Times

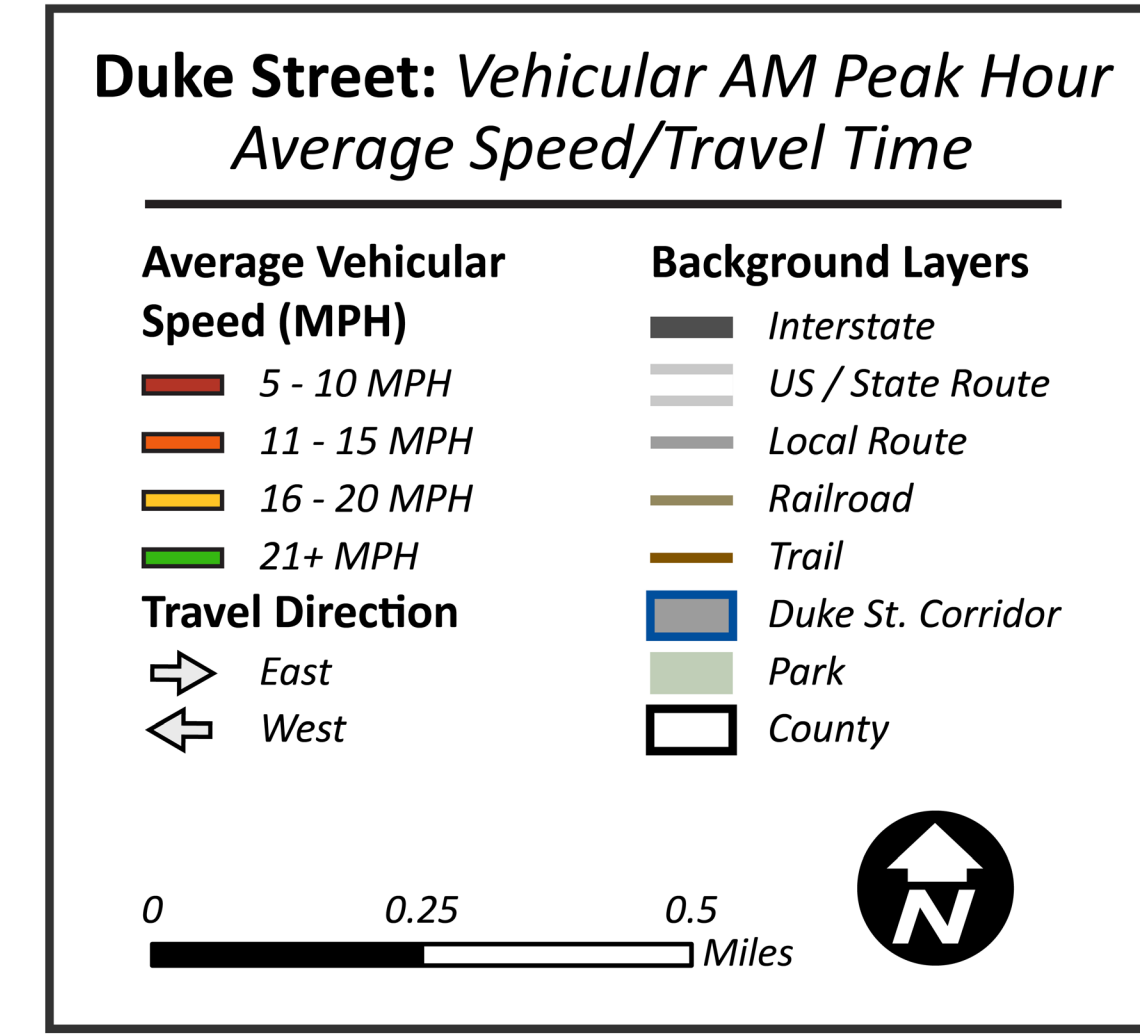
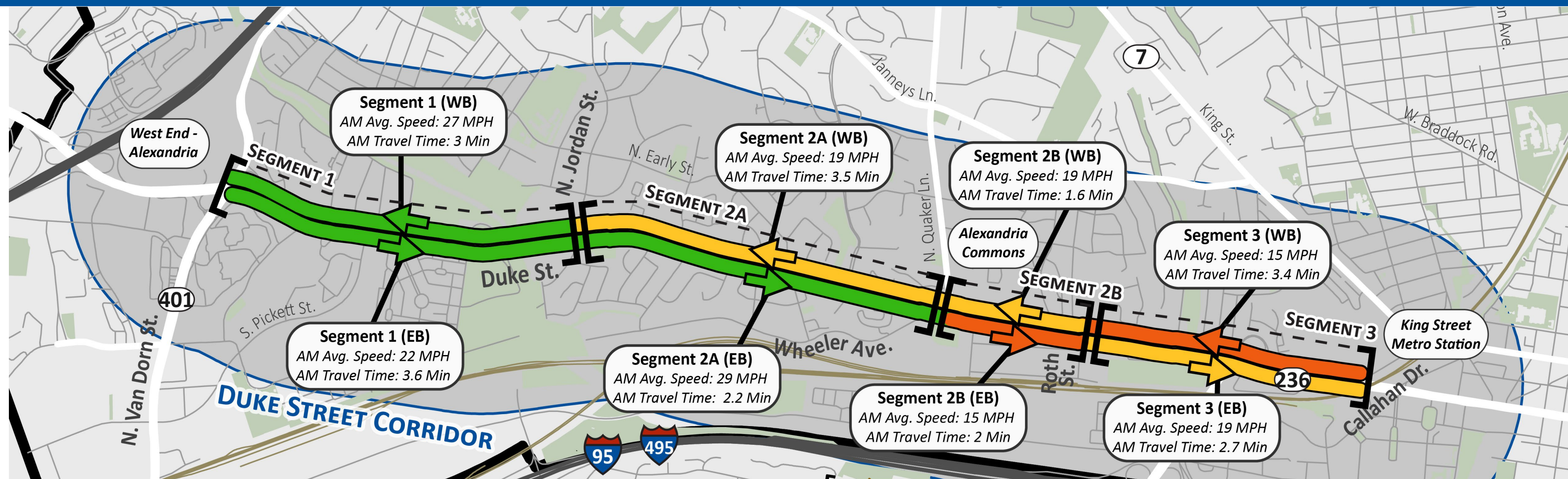


## DASH Route 30 – Afternoon Speeds & Travel Times

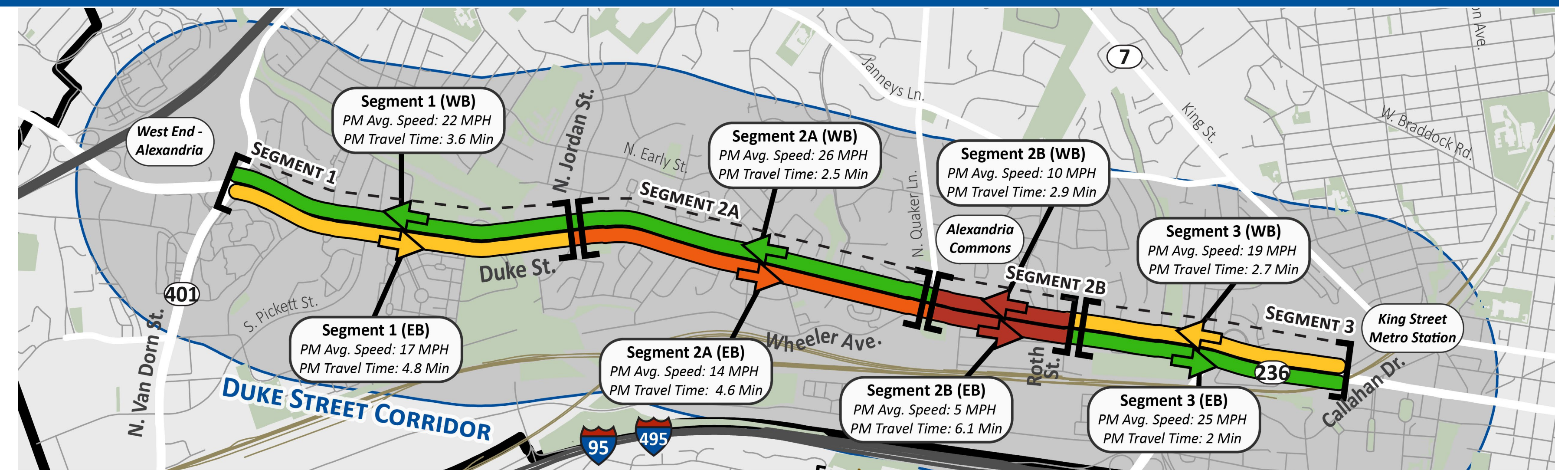
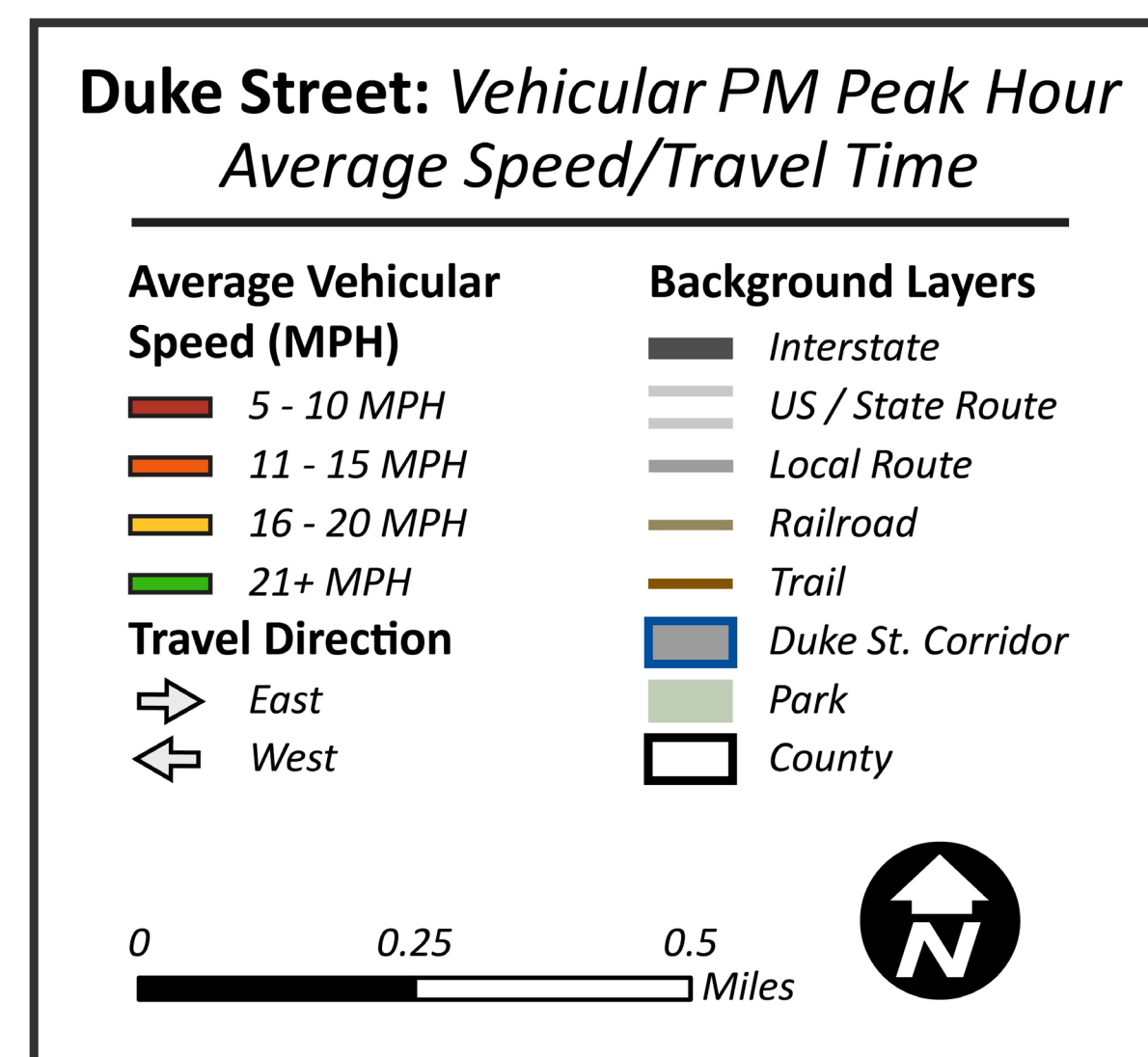




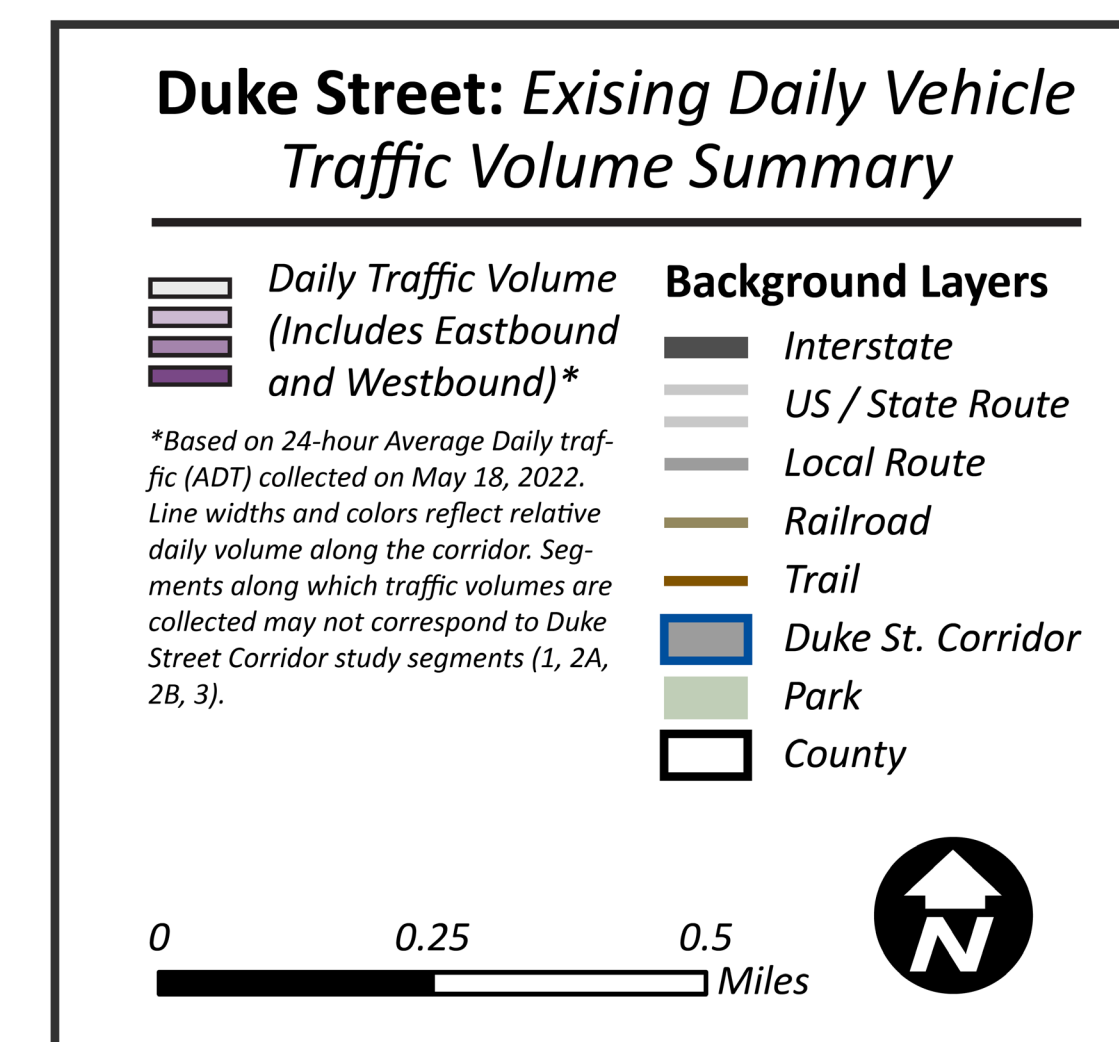
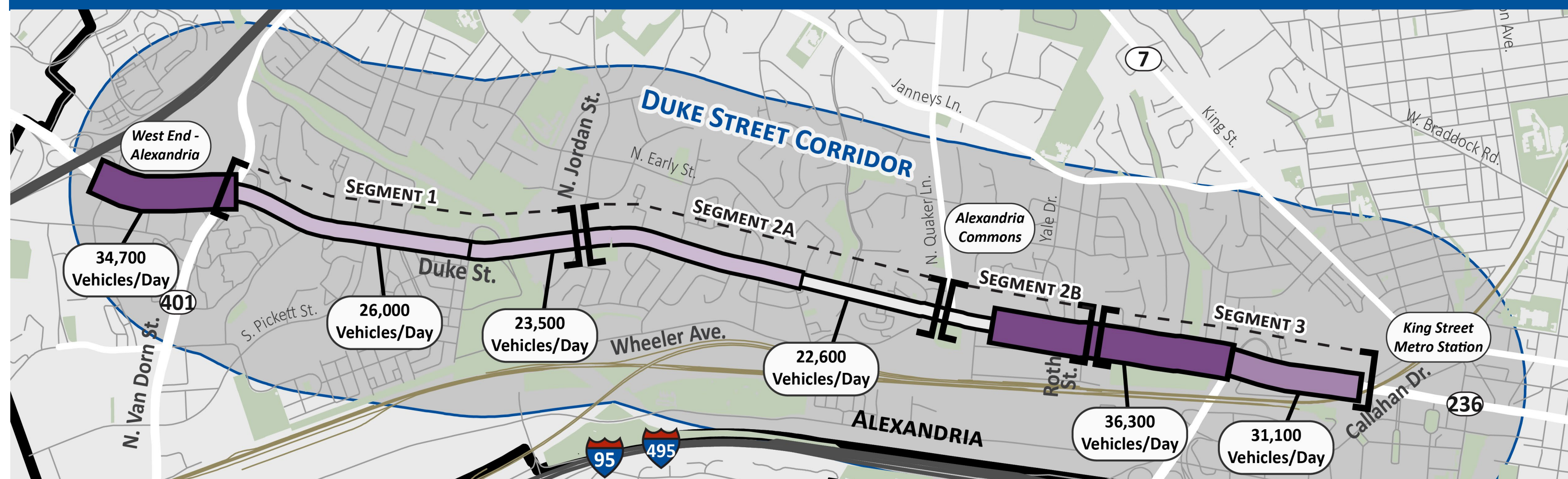
## Current Peak Hour Vehicle Travel Times and Speeds (Morning Peak Hour)



## Current Peak Hour Vehicle Travel Times and Speeds (Evening Peak Hour)



## Current Daily Vehicle Traffic Volumes (Eastbound and Westbound)



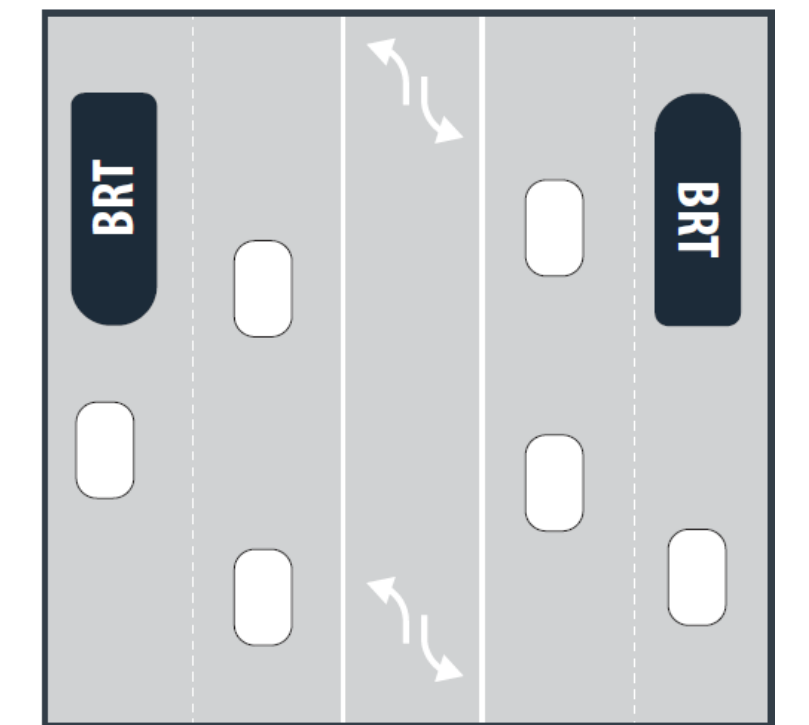
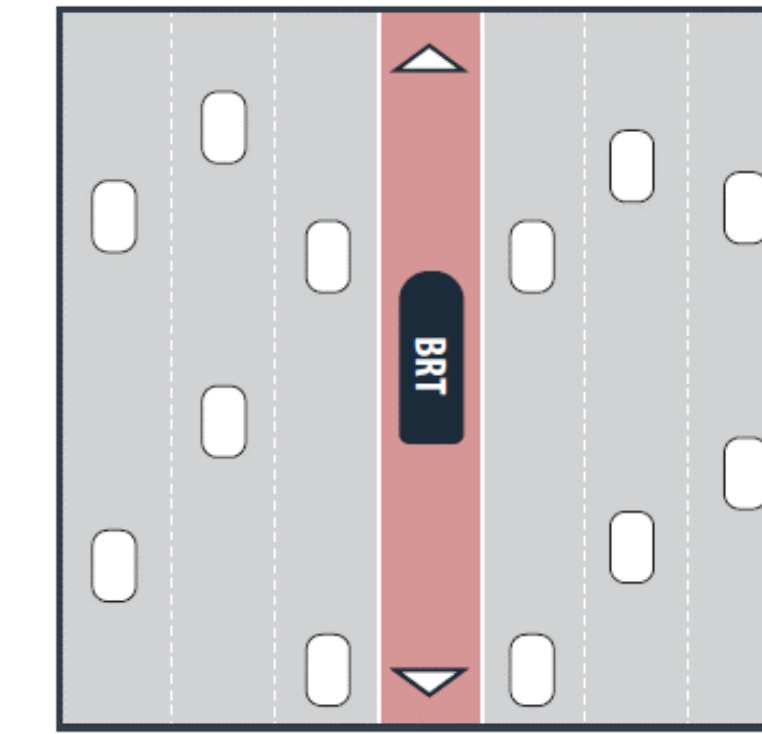
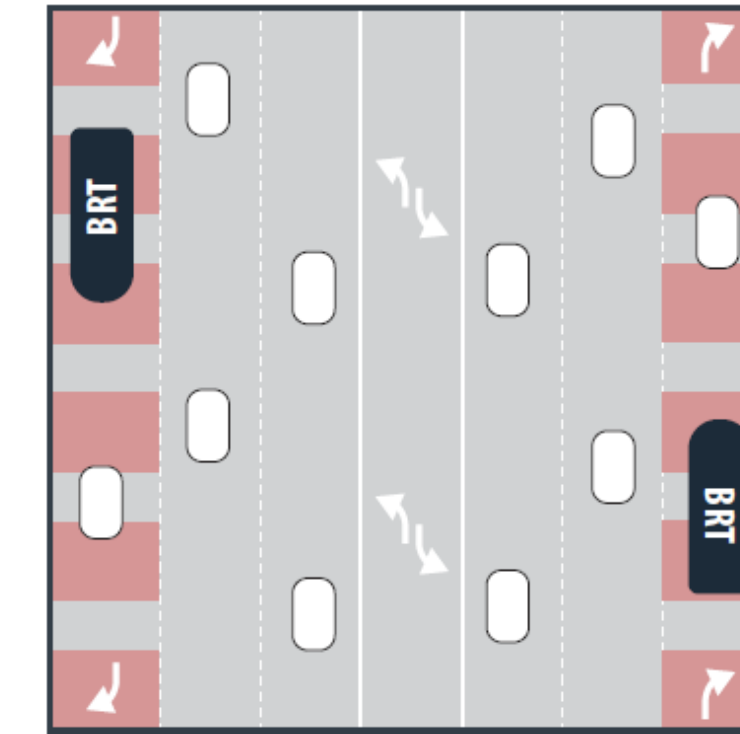
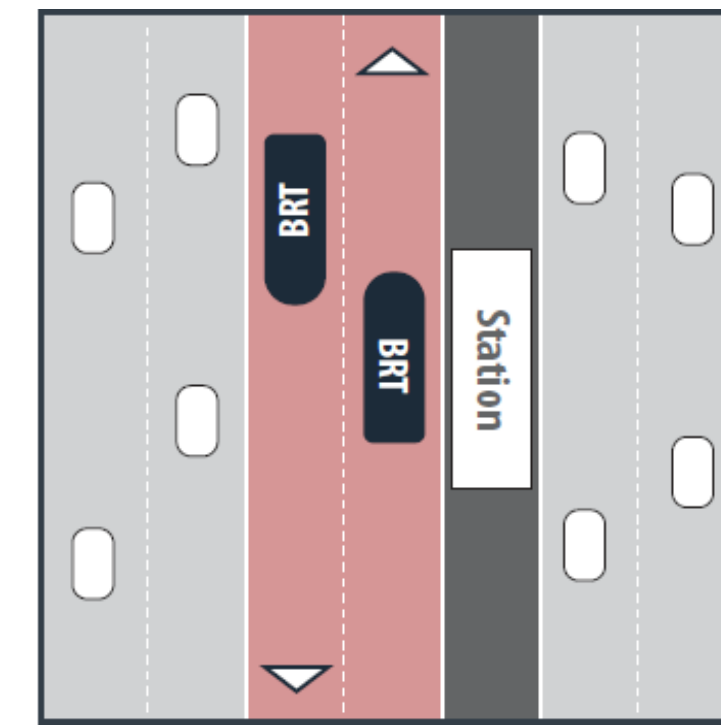


# SAFETY

## ESTIMATED CRASH REDUCTION (over a five-year period)

**Key**

- No Reduction
- 1-35% Reduced
- 35-70% Reduced
- 70-100% Reduced
- Concept does not apply for this segment



|                   | Type of Crash               | Current Crashes (2016-2020) | Center Running | Curb Running | Bidirectional/Hybrid | Mixed Traffic |
|-------------------|-----------------------------|-----------------------------|----------------|--------------|----------------------|---------------|
| <b>Segment 1</b>  | Involving buses             | 3                           | ●●●            | ●●           | -                    | ○             |
|                   | Left turn                   | 54                          | ●●●            | ●            | -                    | ○             |
|                   | Pedestrian (near bus stops) | 7                           | ●●●            | ●●●          | -                    | ●             |
| <b>Segment 2A</b> | Involving buses             | 1                           | ●●●            | -            | ●                    | ○             |
|                   | Left turn                   | 25                          | ●●●            | -            | ●                    | ○             |
|                   | Pedestrian (near bus stops) | 1                           | ●●●            | -            | ●●●                  | ●             |
| <b>Segment 2B</b> | Involving buses             | 1                           | ●●●            | -            | ●●●                  | ○             |
|                   | Left turn                   | 28                          | ●●●            | -            | ●●●                  | ○             |
|                   | Pedestrian (near bus stops) | 1                           | ●●●            | -            | ●●●                  | ●             |
| <b>Segment 3</b>  | Involving buses             | 5                           | ●●●            | ●●           | -                    | ○             |
|                   | Left turn                   | 22                          | ●●●            | ●            | -                    | ○             |
|                   | Pedestrian (near bus stops) | 1                           | ●●●            | ●●●          | -                    | ●             |

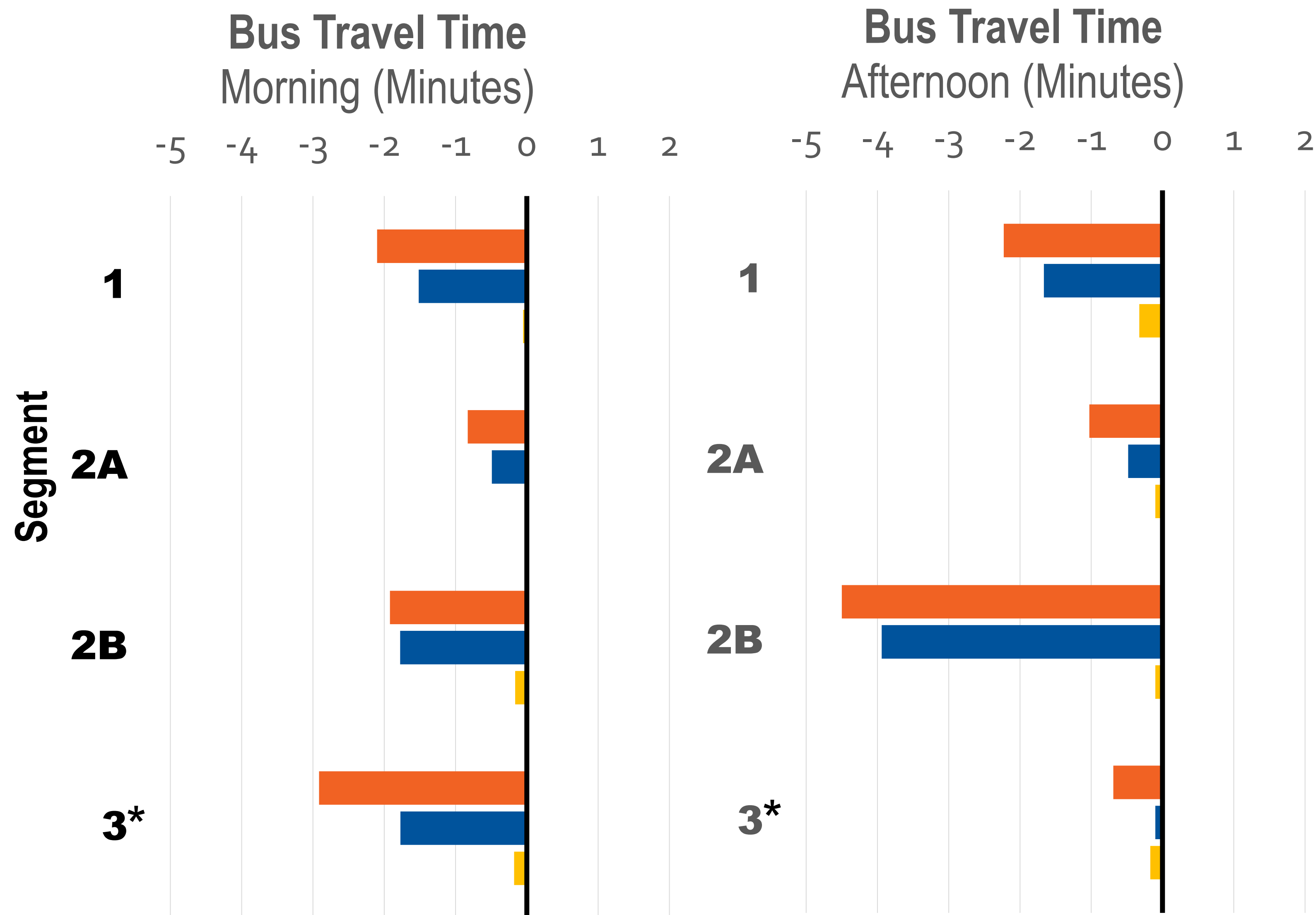
Preliminary estimates for potential crash mitigations are based on identifying types of crashes that could be directly impacted by each running way design concept.

- » The charts below show **estimated bus travel time (left)** and **vehicle travel time (right)** for each segment.
- » The travel times are an **average of eastbound and westbound directions**.

- » Times are based on a **high-level analysis of each busway concept** and are intended to provide comparative information to help differentiate the concepts at the segment level.
- » The project team will conduct **additional analyses of end-to-end corridor alternative(s)** in future phases of the project.

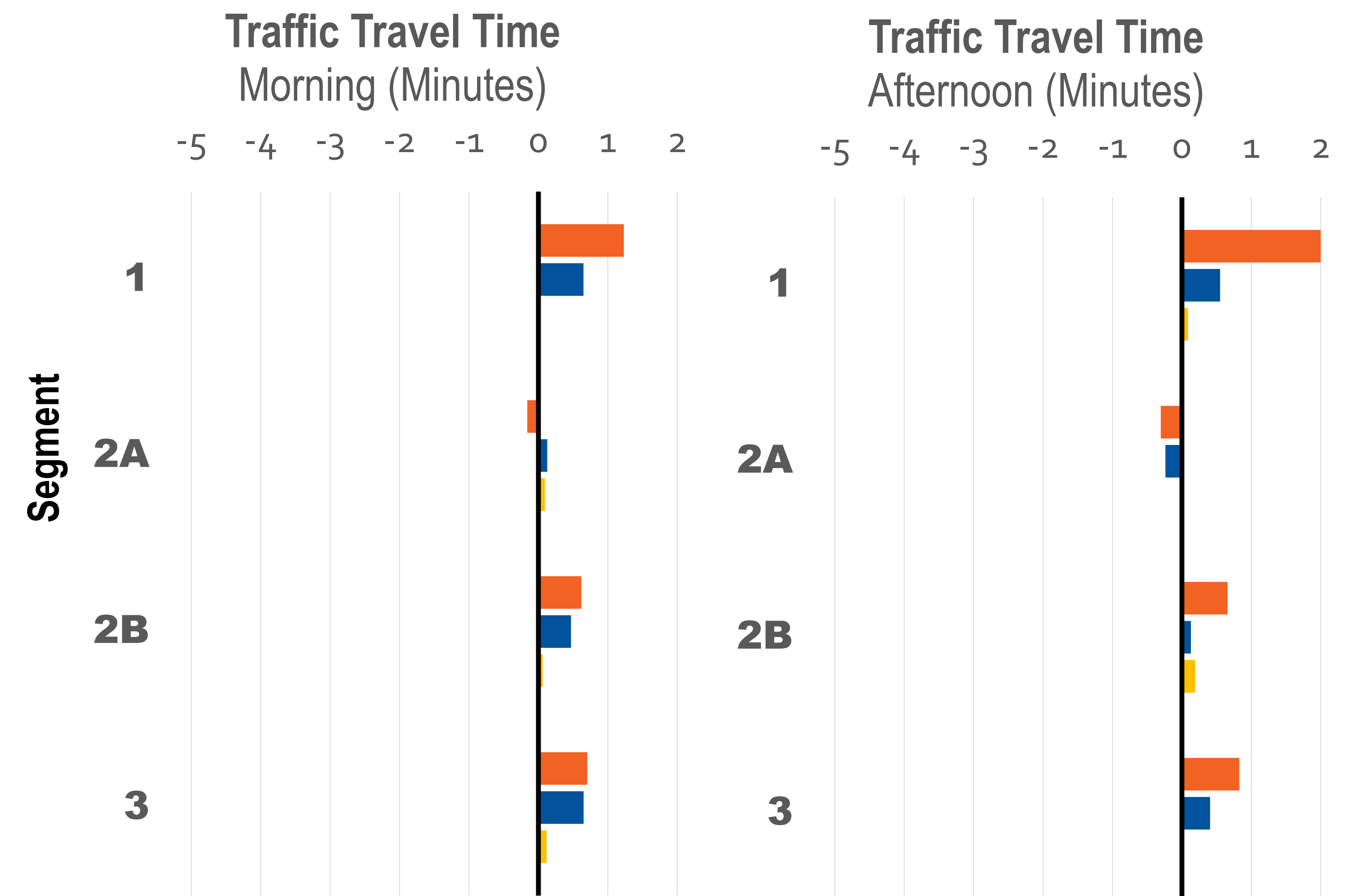
## BUS TRAVEL TIME CHANGE FROM CURRENT

Current Corridor Bus Travel Time: 24 Minutes



## TRAFFIC TRAVEL TIME CHANGE FROM CURRENT

Current Corridor Traffic Travel Time: 12 Minutes



- Key**
- Center Concept
  - Curb\* (Segments 1&3) / Bidirectional (Segment 2) Concept
  - Mixed Traffic Concept

\*Curb lane only runs westbound in Segment 3