

# DRAFT - High-level Summary of Coffman Busway Design

## Alternatives All Design Alternatives

- Separated (protected) bike lanes
- Pedestrian access improvements
- Some level of impact to single occupant vehicles
  - No left turn lanes at some intersections
- Elimination of traffic signals in some areas
- Significant impact to on-street vehicle parking
- Some impact to existing corridor character
  - Trees
  - Landscaping

## Center-running Transit Lanes

- Minimal transit conflicts with vehicles/bikes/pedestrians
- Efficient transit operations
- Significant impact to existing corridor character
- Significant restriction to single occupant vehicle access
  - No left-turns to or from driveways or at some intersections
- High potential for great impact to the existing corridor
  - Trees
  - Landscaping

## Side-running Transit Lanes

- Moderate transit conflicts with vehicles/bikes/pedestrians
- Efficient transit operations
- Slightly less significant impact to existing corridor character
- Inconvenience to single occupant vehicle access
  - Left-turns prohibited at some intersections
- Moderate potential for great impact to existing corridor
  - Trees
  - Landscaping

## Mixed-traffic Transit Lanes

- Moderate transit conflicts with vehicles/bikes/pedestrians
- Efficient transit operations (slightly less than Side-running but not significantly less)
- Reduced impact on existing corridor character
- Less on-street parking will need to be eliminated
- High potential for enhanced features in some parts of the corridor.
  - Bike facilities
  - Pedestrian facilities
  - Trees
  - Landscaping
- Other parts of the corridor have a moderate potential to see great impact.