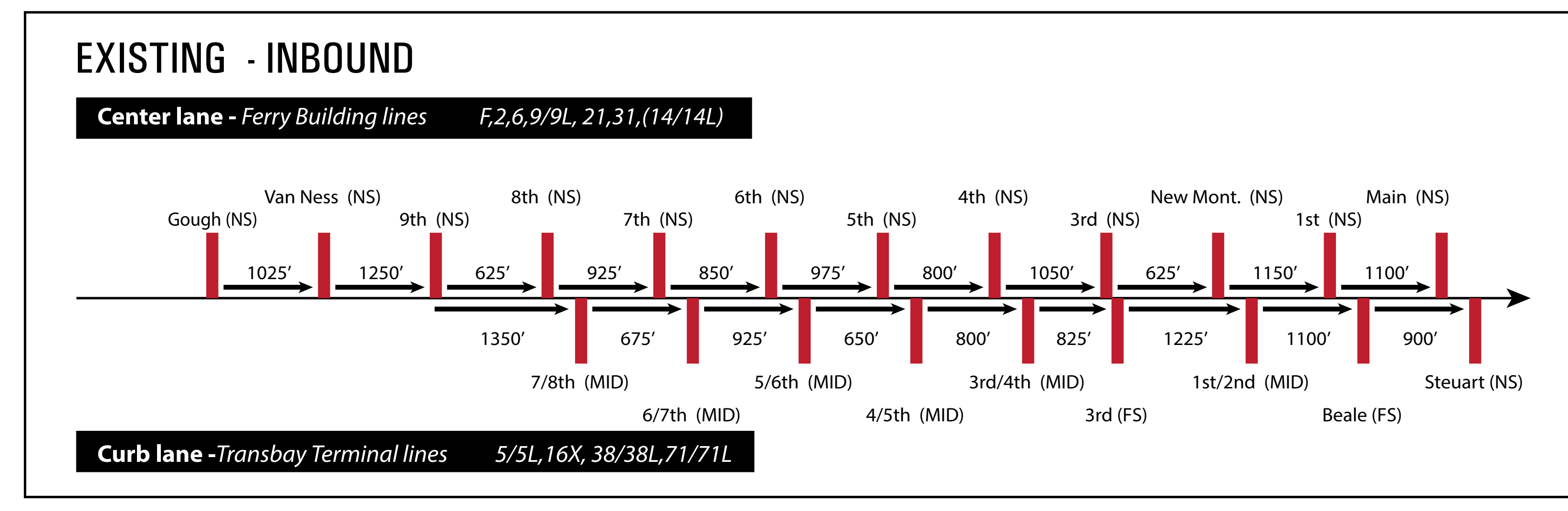


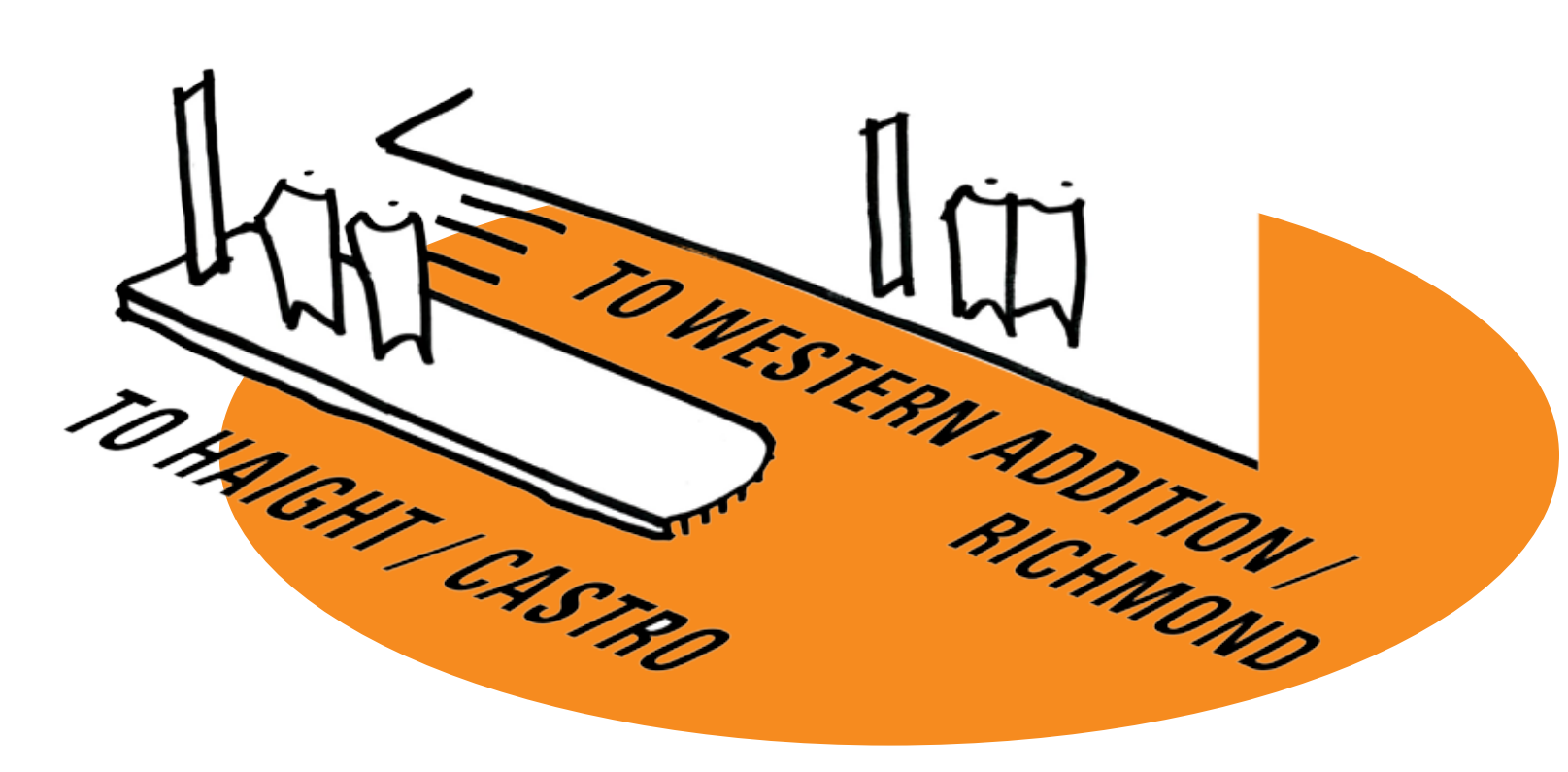
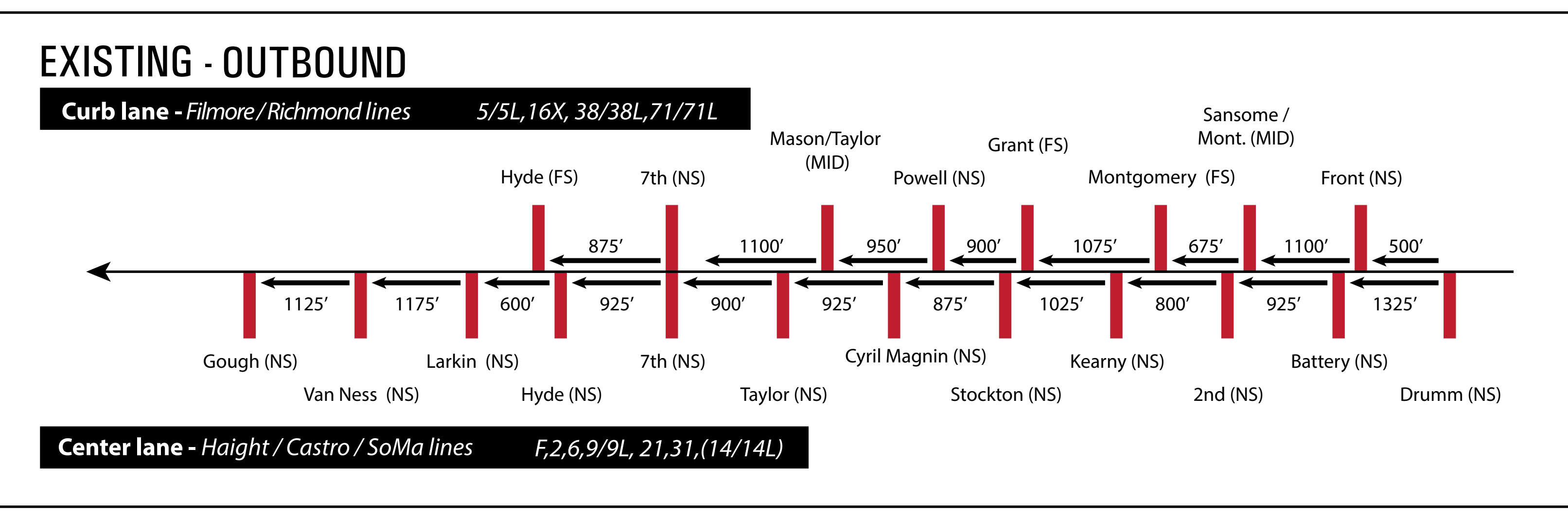
Transit Stop Spacing



-Bus stops are closely spaced 1 block apart, increasing bus waiting time

-Transit is blocked by autos in curb lane

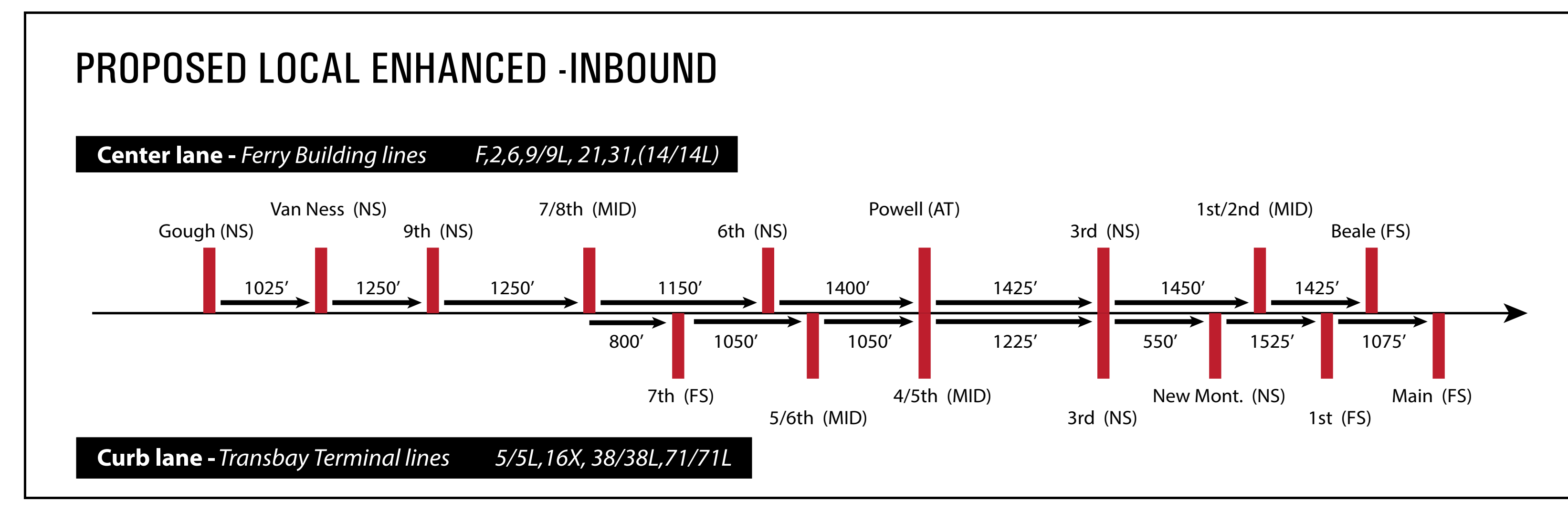
-Signal timing is synchronized with bus arrival



Local Enhanced



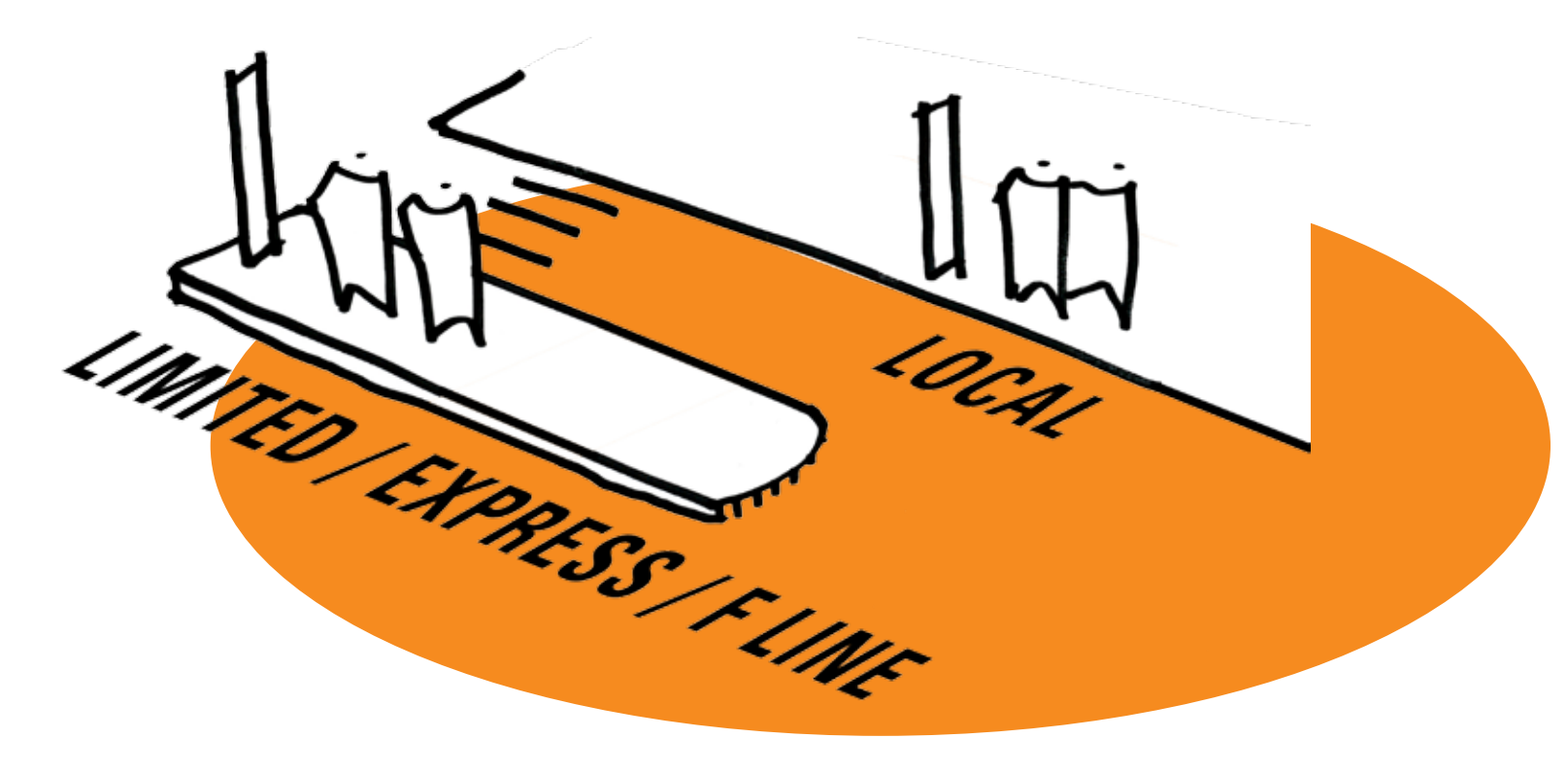
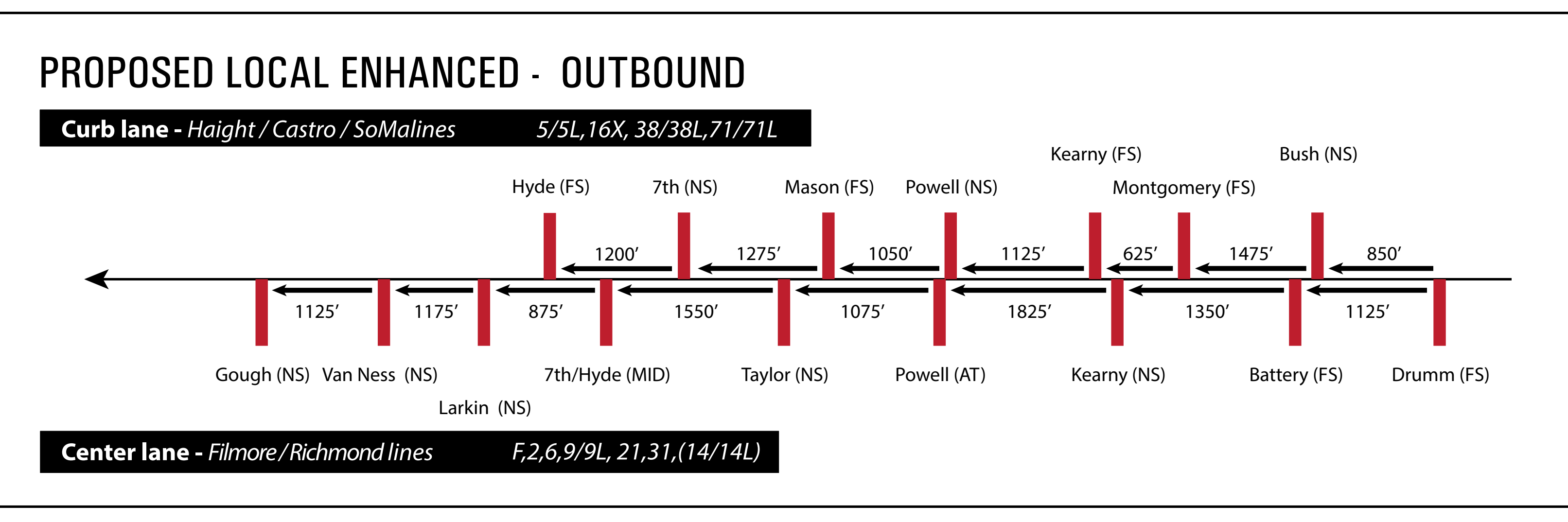
Colored transit only lane



-Bus stops are spaced 1.5 blocks apart in both curbside and center lanes

-Buses maintain existing lane assignments

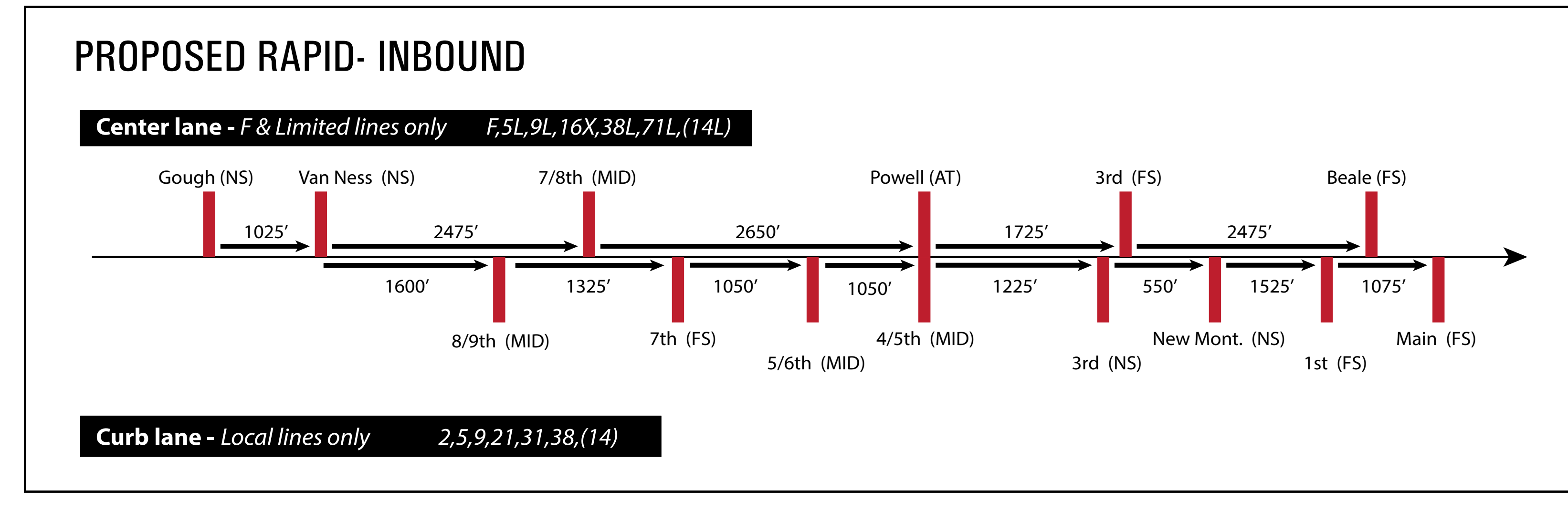
-Travel time benefit is balanced in both curbside and center lanes



Rapid



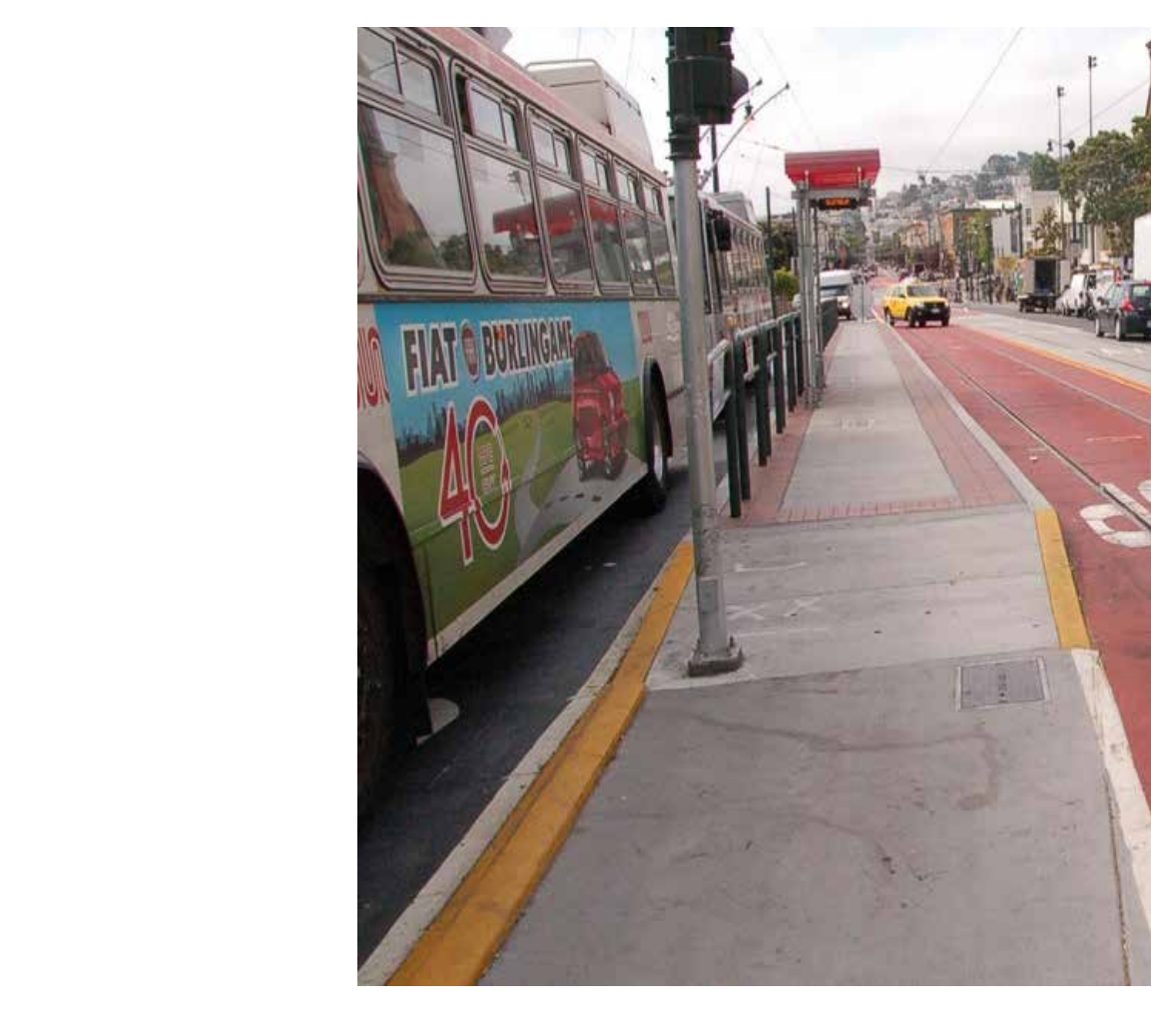
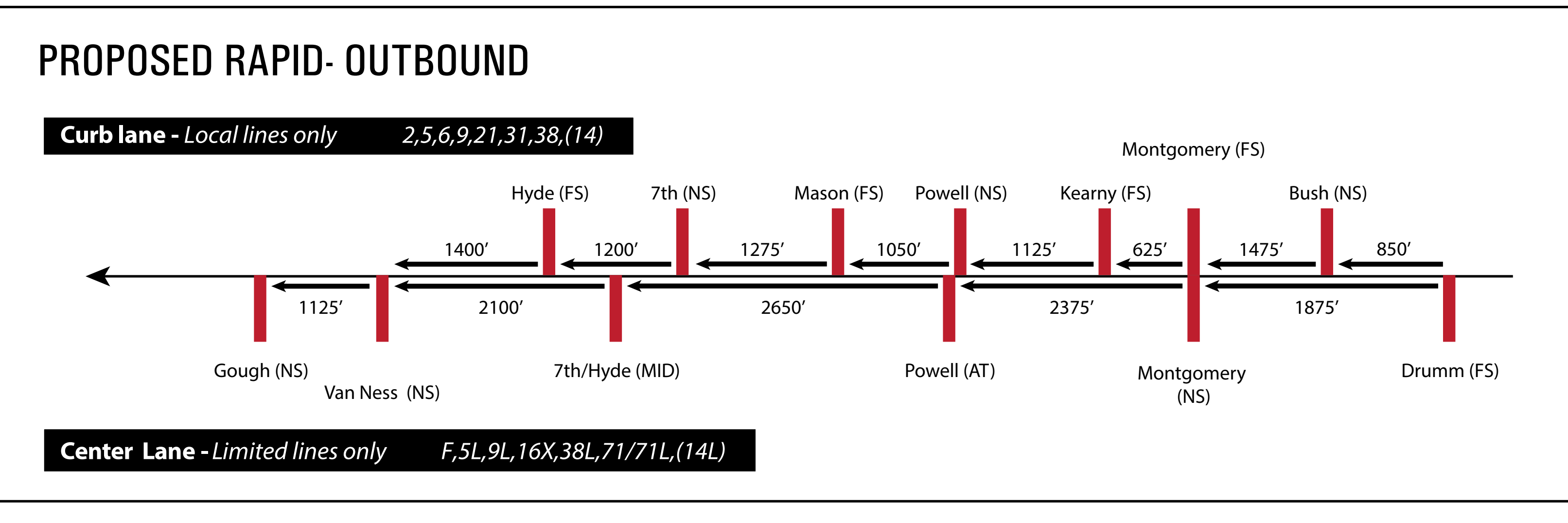
Wide boarding island with upgraded transit shelter



-Center lane bus stops are more widely spaced, every 3-4 blocks apart

-Separates Local stops and Limited stops

-Potential to create crowding issues at stations



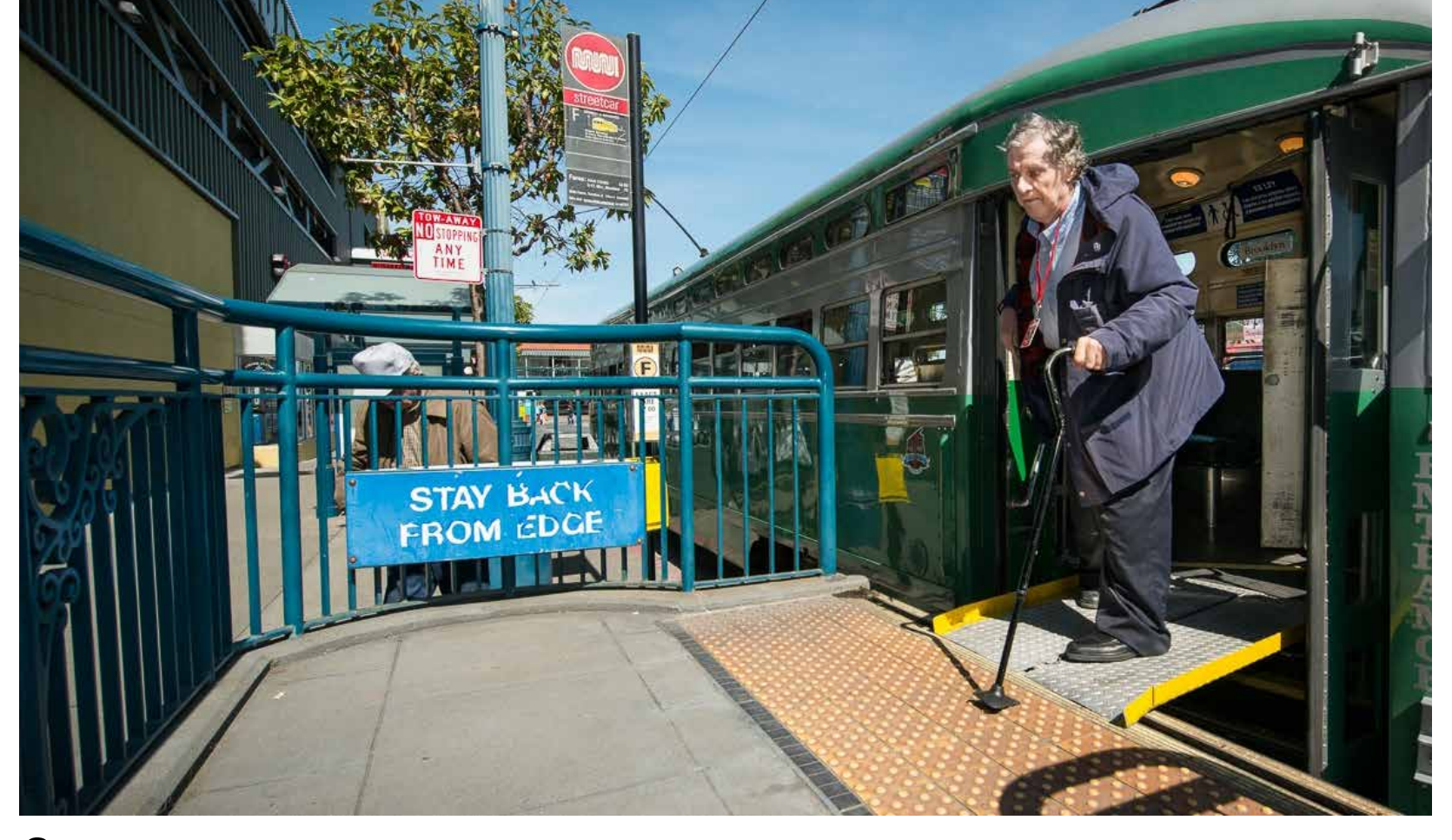
Curb ramp at bus island



Ticket vending machines



Low-floor vehicles



Streetcar ramp



Overhead signs



Physical barrier between transit and vehicular lane



Auto restricted segments

Planned Transit Improvements

- Colored transit only lane
- Wider and longer transit boarding islands for more customer and bus capacity
- ADA accessible curb ramps and streetcar access ramps (mini-highs) at all boarding islands
- Updated transit shelters
- Bus fleet upgrades to low-floor buses
- Intersection and traffic signal improvements
- Improved wayfinding signage

Improvements Under Consideration

- Auto restrictions on selected segments from 7am to 7pm, though taxis, accessibility vehicles and loading will be permitted -- *Transportation analysis required.*
- Overhead signs -- *must be compatible with Overhead Contact System (OCS) wires.*
- Ticket vending machines -- *needs study on technology and vendors.*
- Physical barriers for transit only lanes and channelized turn lanes -- *needs further study.*