

















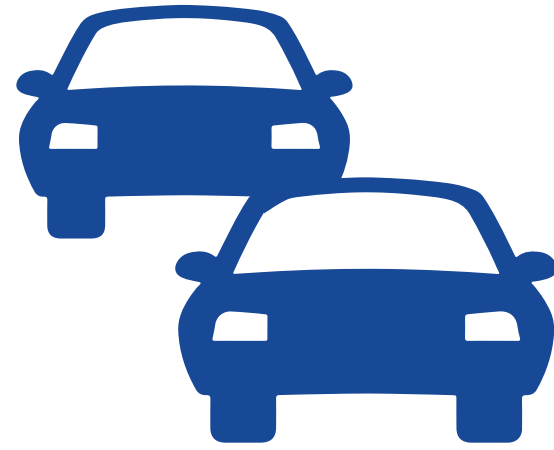













# CONCEPT COMPARISON

Priority	Concept A	Concept B
 <b>Crossing Opportunities</b>	 Raised median refuge islands in multiple locations break one longer crossing into two smaller ones.	 Raised transit boarding platforms provide a crossing refuge where transit stops are located; introduce horizontal deflection to slow traffic
	 Pedestrians only have to cross one lane of general traffic in each direction	 Pedestrians only have to cross one lane of general traffic in each direction
	 Curb extensions and bulb-outs introduce horizontal deflection and narrow the crossing distance.	
 <b>Pedestrian Roadside Experience</b>	 Curbside transit lane provides continuous buffer between roadside and general traffic.	 Curbside bicycle facility provides continuous buffer between roadside and general traffic.
	 Curb extensions and bulb-outs provide additional buffer and slow traffic (south of Iverson Avenue).	
 <b>Transit Priority</b>	 Transit vehicle travel time will be significantly improved by operating in its own dedicated lane.	 Transit vehicle travel time will be significantly improved by operating in its own dedicated lane.
	 Motor vehicle right turns from the bus lane could disrupt bus operation and impact travel time.	
 <b>Transit Access</b>	 Passengers access the bus from dedicated curbside shelters.	 Passengers access the bus from raised platforms located in the median.
	 Bus lanes provide a buffer for waiting passengers from general traffic.	 Passengers wait in raised platforms in shelters that are separated from general traffic.
	 Mid-block stops are aligned with marked and sign crossing with a raised median refuge island.	 Passengers only have to cross the street in one direction to enter or leave a bus platform.
 <b>Landscaping and Enhancement Opportunities</b>	 Raised median refuge islands provide multiple opportunities for landscape, aesthetic and branding enhancements.	 Raised center transit boarding platforms provide opportunities for landscape, aesthetic and branding enhancements.
	 Curb extensions and bulbouts provide multiple opportunities for landscape, aesthetic and branding enhancements (south of Iverson Avenue).	
 <b>Bicycle and Pedestrian Access to Businesses</b>	 Raised median refuge islands in multiple locations, curb extensions and bulb-outs (south of Iverson Avenue) provide multiple crossing opportunities to more safely access businesses.	 Raised transit boarding platforms provide crossing opportunities where transit stops are located.
	 A bicycle lane with delineators provides direct access to businesses on Gallatin Pike north of Iverson Avenue.	 A combination of bicycle lanes and protected bicycle facilities provide direct access to businesses on Gallatin Pike and Main Street for the entire length of the study corridor.
	 There is no dedicated bicycle facility on Gallatin Pike or Main Street south of Iverson.	

# CONCEPT COMPARISON

Priority	Concept A	Concept B
 <b>Safe and Accessible Bicycle Facilities</b>	 <p>A bicycle lane with delineators provides a bicycle facility on Gallatin Pike north of Iverson Avenue. An adjacent bus lane will provide a buffer from general traffic.</p>	 <p>A combination of bicycle lanes and protected bicycle facilities provide direct access to businesses on Gallatin Pike and Main Street for the entire length of the study corridor.</p>
	 <p>A system of lower speed, lower volume streets east of Gallatin Pike provides a parallel bike route from McGavock Pike to Woodland Street. A planned protected bicycle facility on Woodland Street provides a continuous north-south bicycle route.</p>	 <p>Off-street bikeways provide extra protection at transit stations and major intersections.</p>
	 <p>The parallel bicycle route is circuitous and difficult and inconvenient for residents and business west of Gallatin Pike and Main Street.</p>	 <p>The bicycle lane is only buffered from general traffic by delineators north of Hart Lane, and is not buffered at all between Hart Lane and Ordway Place.</p>
	 <p>Multiple driveways will make cycling on Gallatin Pike difficult.</p>	 <p>Multiple driveways will make cycling on Gallatin Pike difficult.</p>
	 <p>Left turns create conflicts with motor vehicles and cyclists.</p>	 <p>Left turn prohibitions with reduce conflicts with motor vehicles and cyclists.</p>
 <b>Automobile Access to Businesses</b>	 <p>Motor vehicles can make right and left turns into business as they normally would.</p>	 <p>Motor vehicles can make right turns into business, but left turns are restricted to u-turns at major intersections.</p>
	 <p>Main Street on-street parking remains intact.</p>	 <p>Main Street on-street parking is removed.</p>
 <b>Automobile Safety</b>	 <p>Raised median refuge islands, bulb-outs and curb extensions will reduce motor vehicle speeds through horizontal deflection and reduced turning radii.</p>	 <p>Left turn prohibitions will reduce motor vehicle conflicts.</p>
 <b>Automobile Travel</b>	 <p>Assumes traffic volumes will be reduced by approximately 10-20% from trips shifting to walking cycling and riding transit and approximately 10-20% of trips shifting to other routes - primarily Ellington Parkway.</p>	 <p>Assumes traffic volumes will be reduced by approximately 10-20% from trips shifting to walking cycling and riding transit and approximately 10-20% of trips shifting to other routes - primarily Ellington Parkway.</p>
	 <p>Delay at major intersections will not be significantly changed if traffic shifts to alternative modes and parallel routes.</p>	 <p>Delay at most major intersections will not be significantly changed if traffic shifts to alternative modes and parallel routes.</p>
		 <p>Delay at Eastland Avenue and Hart Lane will likely be significantly impacted because southbound right turns will be shared with through movements.</p>
	 <p>Traffic shifts will increase traffic by approximately 7-12% on Ellington Parkway. Delay at access ramps will not be significantly changed with the exception of Hart Lane.</p>	 <p>Traffic shifts will increase traffic by approximately 7 to 12% on Ellington Parkway. Delay at access ramps will not be significantly changed with the exception of Hart Lane.</p>
 <b>Curb and Right of Way Impacts</b>	 <p>Almost no curb or right-of-way impacts are anticipated with the exception of the CSX underpass.</p>	 <p>Curbs must be modified at up to nine intersections and up to four mid-block locations where transit stops are located. The curb must be modified at the CSX underpass. A new curb will be constructed at the protected bikeway proposed south of Ordway Place.</p>
		 <p>Right-of-way be impacted at up to six intersections and five midblock locations where stations are located. Parking and access impacts are likely at up to eight of those locations, and building impacts are possible at up to three locations, subject to more detailed design and evaluation.</p>