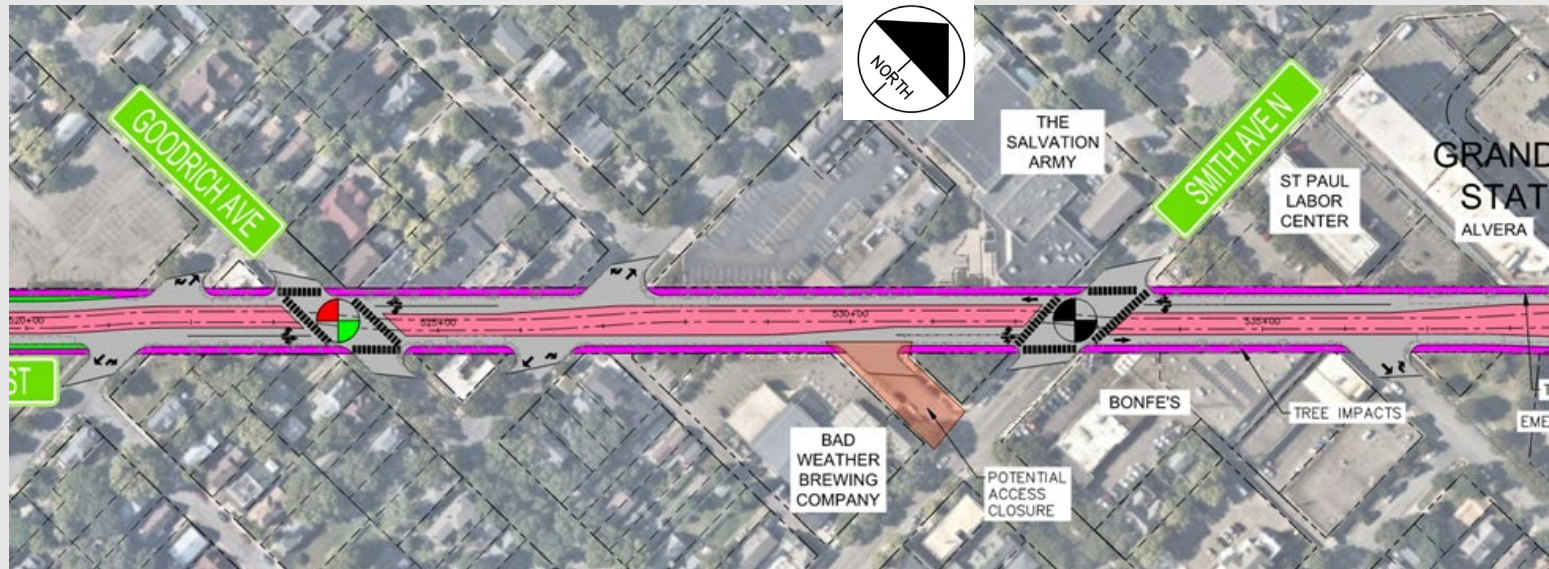


# Speed and Reliability

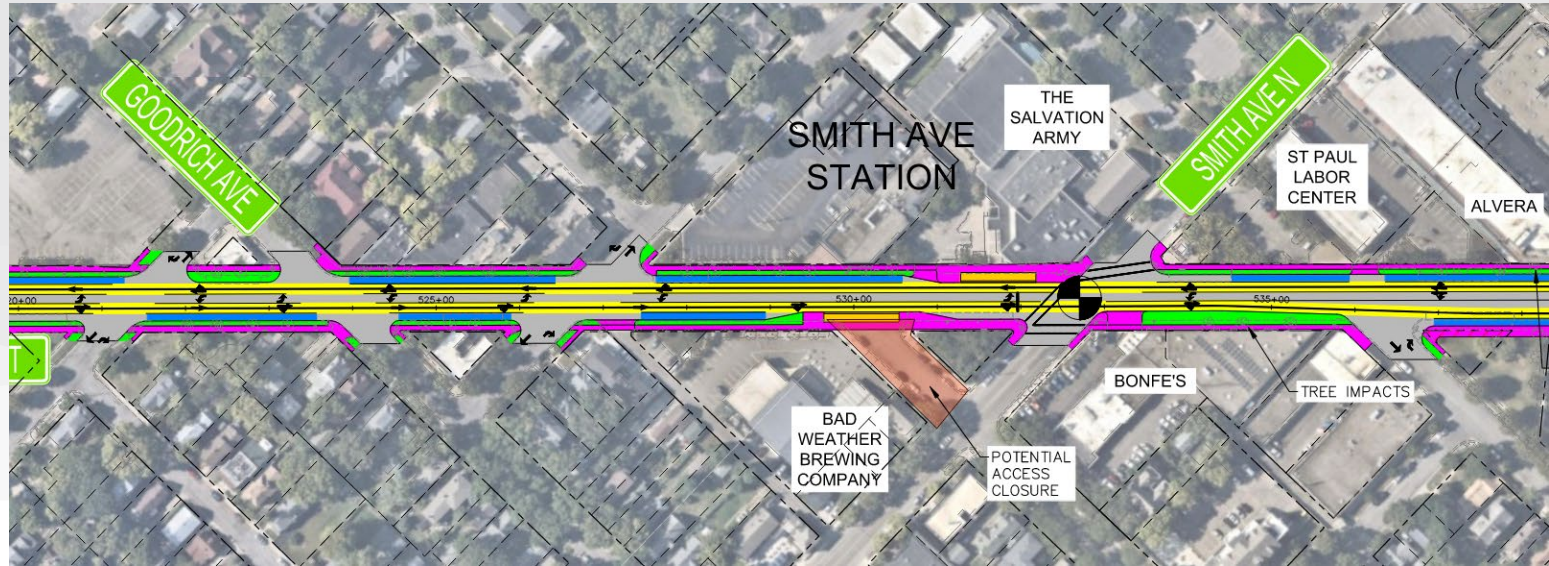
## Option 1:

- Less likelihood of vehicles blocking transit lanes



## Option 2:

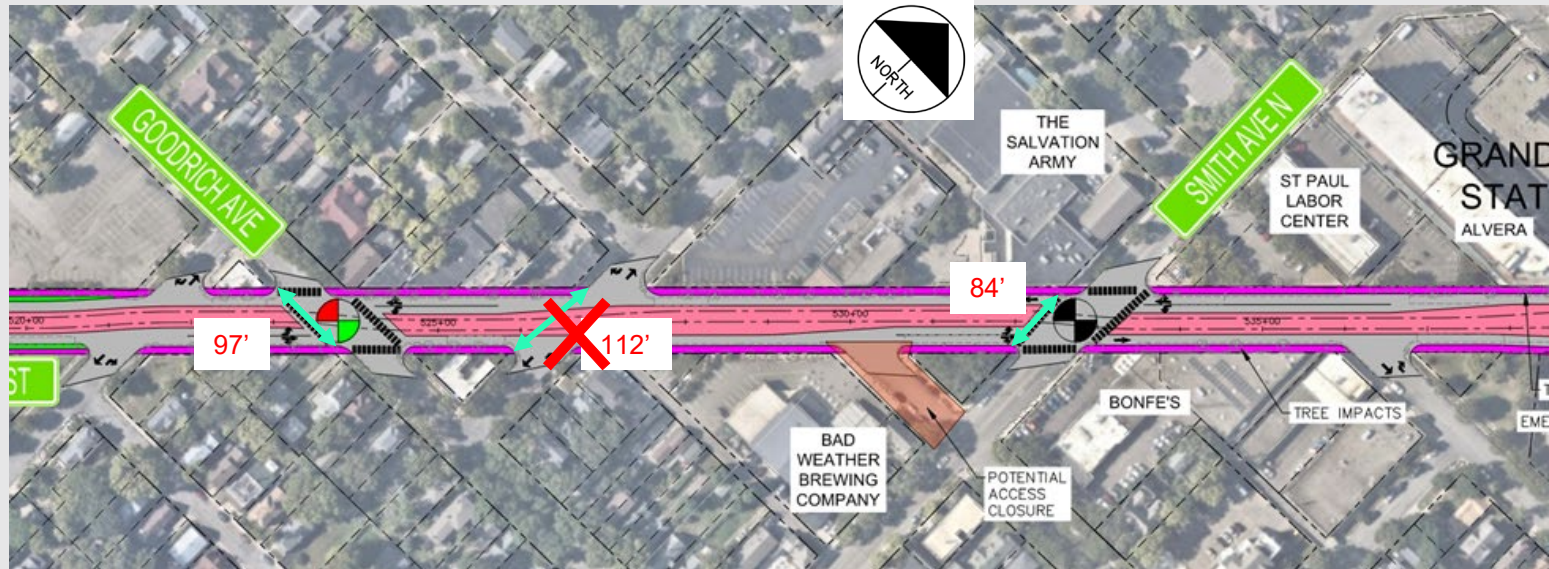
- Higher possibility of vehicle blocking track
- Sensitive to traffic congestion



# West 7<sup>th</sup> Crossing Distance

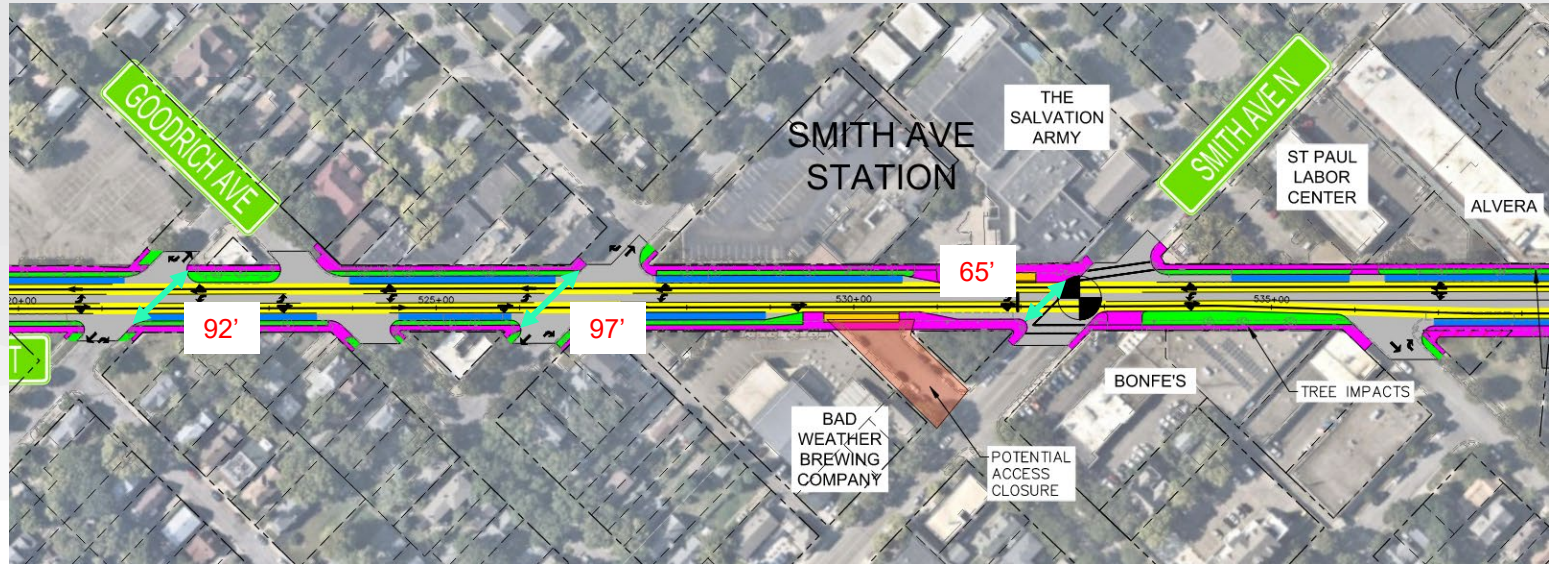
## Option 1:

- Longer crossing distances
- Pedestrians must cross traffic lanes to access station



## Option 2:

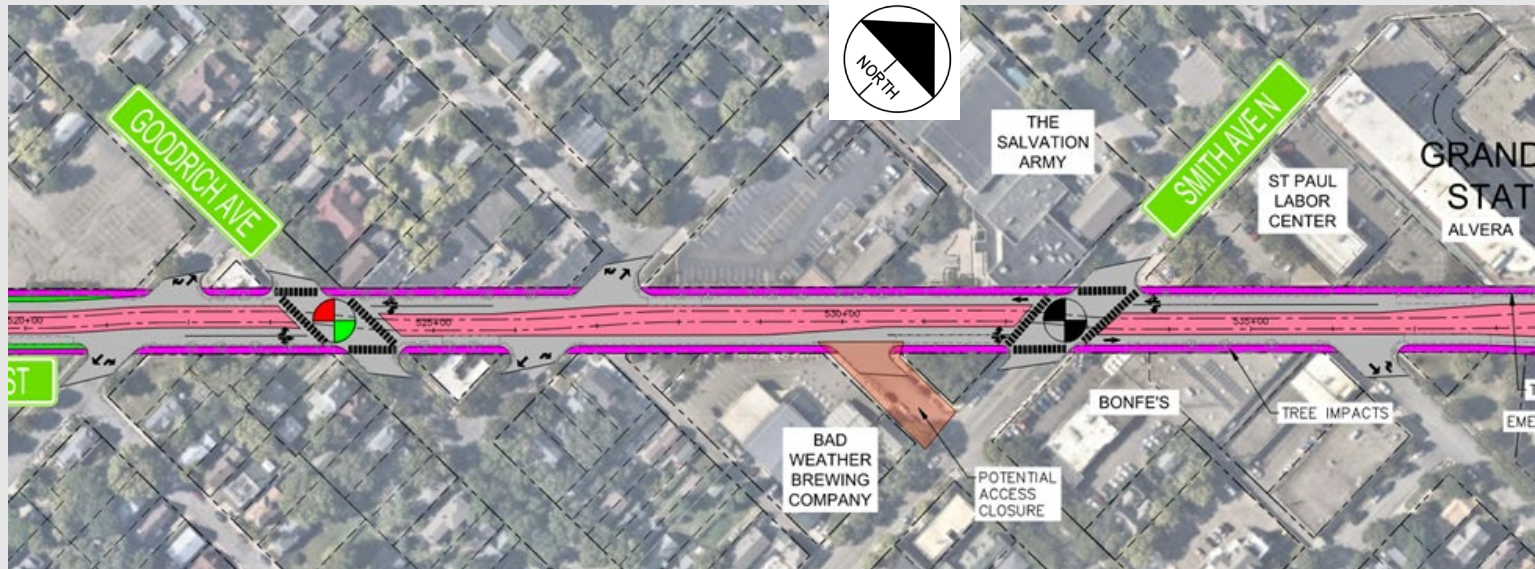
- Shorter crossing distances
- Opportunity for curb extension
- Access to station from curb



# Boulevard/Green Space

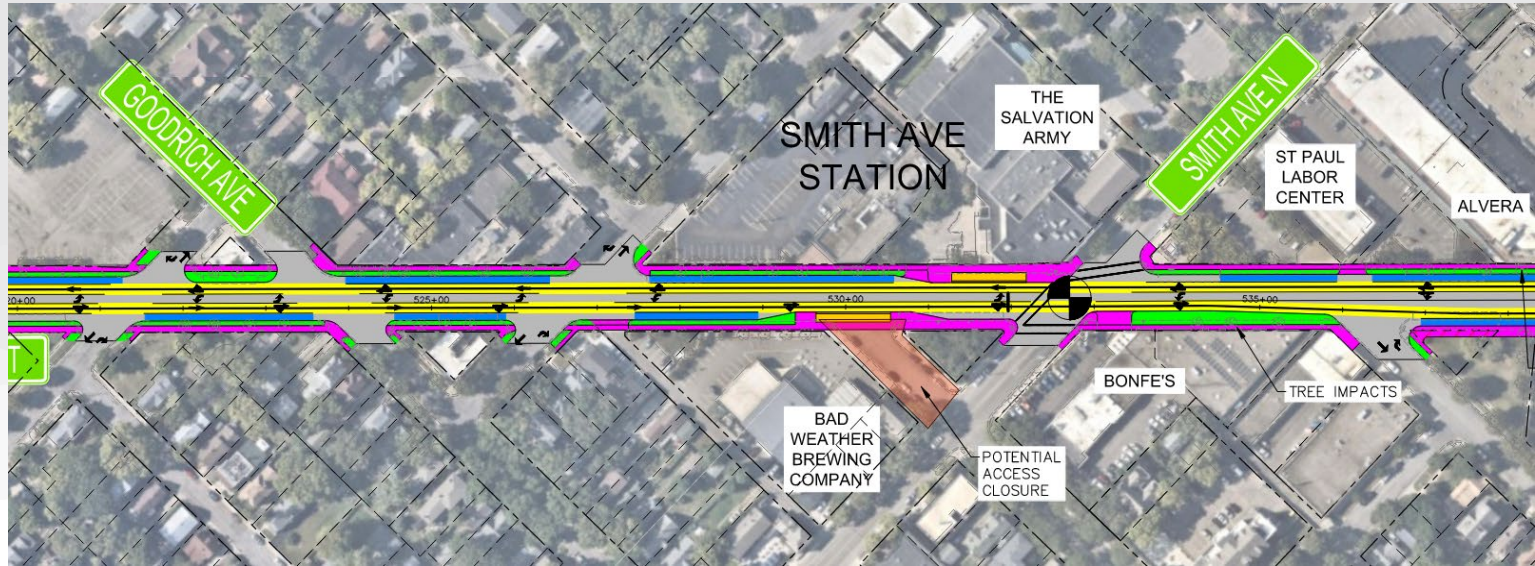
## Option 1:

- Little to no boulevard space available in station or turn lane areas



## Option 2:

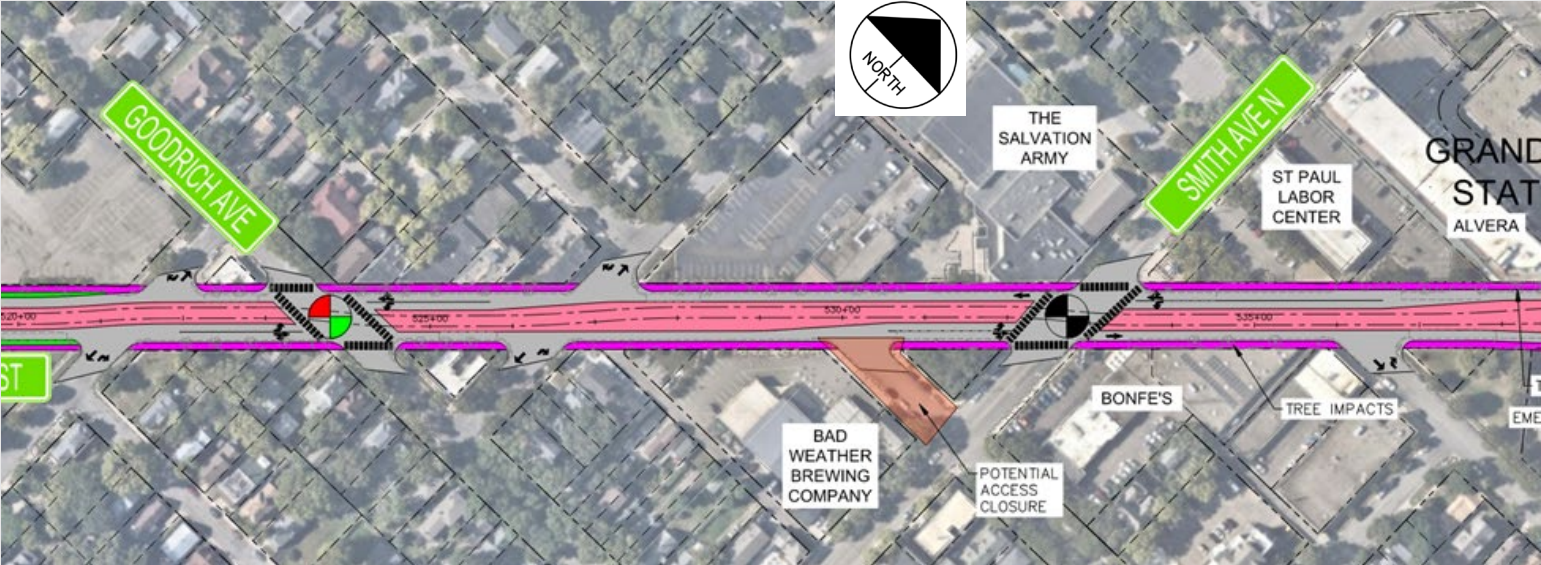
- Available boulevard space
- Space for landscaping and trees
- Snow storage
- Added separation for pedestrians



# Parking Availability

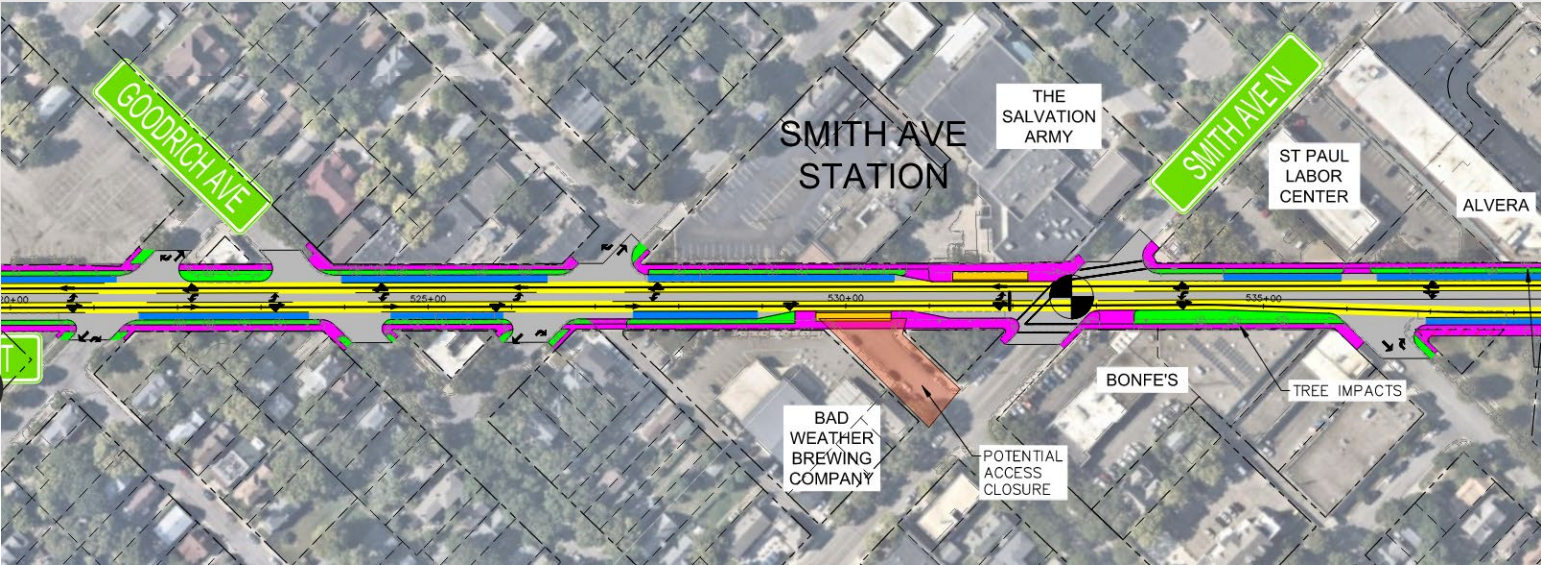
## Option 1:

- Very limited parking (~35 spaces)



## Option 2:

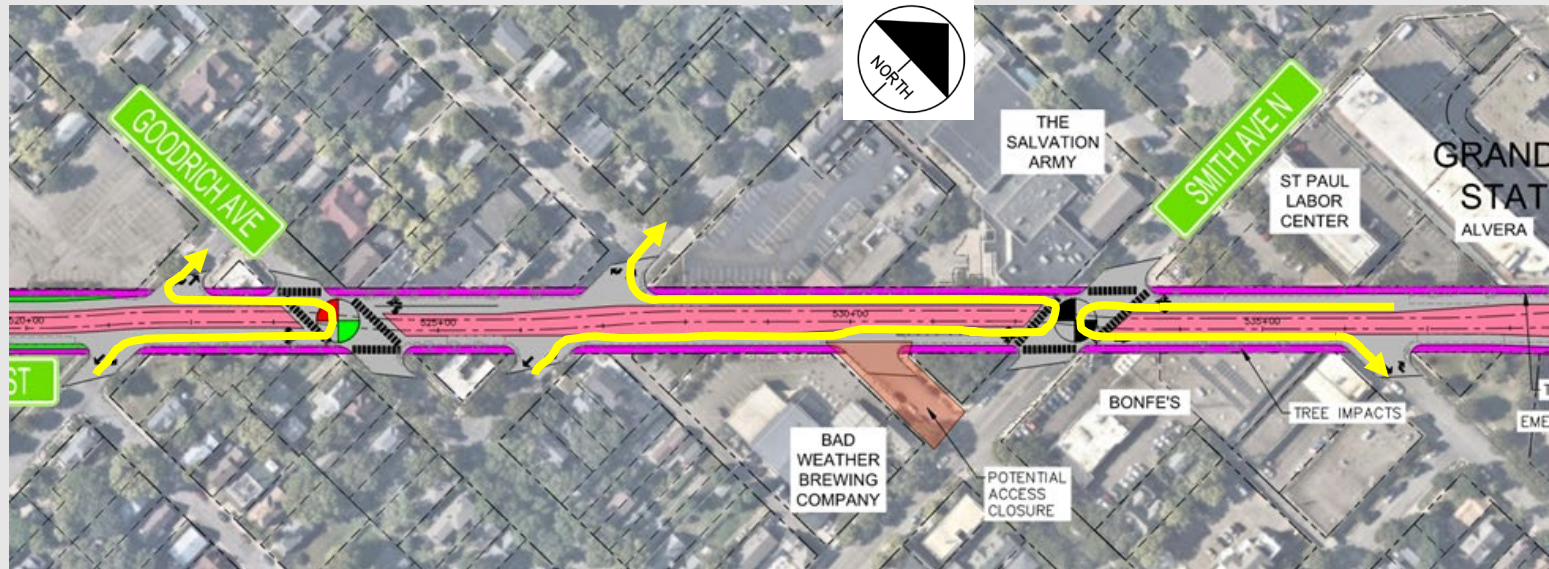
- Street parking available (~400 spaces)



# Access Comparison

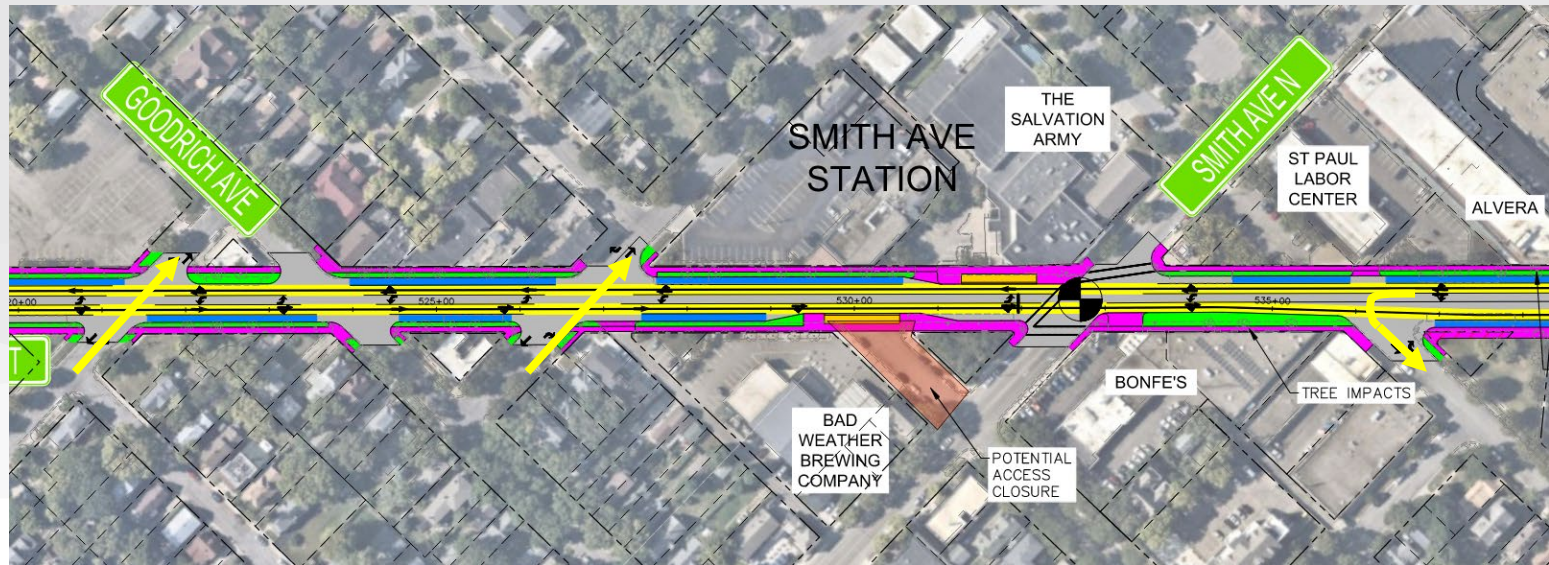
## Option 1:

- Limits thru traffic across corridor
- Limits left turns from corridor
- Full access at traffic signals only



## Option 2:

- Allows thru traffic and left turns throughout corridor



Existing signalized intersection

Proposed signalized intersection