



CCT Typical Section Comparison along King Farm Boulevard

Attribute	Option 1: Center Transitway	Option 2: Adjacent Transit Lanes
Location of CCT lanes	Middle of existing median	Edge of existing median, adjacent to auto lanes
Left turns for autos	Dedicated turn lanes created in median – turns are restricted when the bus is present.	Left turns are made from CCT through lane – turns will need to yield to buses and cars approaching from the opposing direction.
Median openings	4 to be closed. Only right turns allowed and unsignalized pedestrian crossings** <ul style="list-style-type: none"> • Irvington Offices entrance • Ingleside west entrance • Reserve Champion Drive • Elmcroft Boulevard 	4 to be closed. Only right turns allowed and unsignalized pedestrian crossings** <ul style="list-style-type: none"> • Irvington Offices entrance • Ingleside west entrance • Reserve Champion Drive • Elmcroft Boulevard
Signals	4 new full signals <ul style="list-style-type: none"> • Piccard Drive • Ingleside east entrance • Crestfield Drive* • Grand Champion Drive 	4 new full signals <ul style="list-style-type: none"> • Piccard Drive • Ingleside east entrance • Crestfield Drive* • Grand Champion Drive
Green space	Two 12-foot wide green spaces located at edge of existing median, between CCT lane and King Farm auto lane	24-foot green space down middle of existing median, between CCT lanes
Trees and landscaping	Trees spaced between SWM bio-retention facilities located in two 12-foot wide green spaces. Trees not placed as frequently due to shared space with SWM. Trees also not symmetrical because the number of trees is reduced due to turn lane for autos created in median space.	Trees placed symmetrically down both sides of 24-foot green space, within 6 feet of the transit lanes
Stormwater management	Provided within two 12-foot wide green spaces at edge of median. SWM areas reduced due to turn lane for autos created in median space	Provided within 12-foot width, down center of median, within green space, and between 6-foot tree strip
Sidewalk and trail	Minor modifications made to pedestrian curb ramps on outside of King Farm Blvd. Sidewalk or trail is not provided in median due to space and safety concerns.	Minor modifications made to pedestrian curb ramps on outside of King Farm Blvd. Sidewalk or trail is not provided in median due to space and safety concerns.



Attribute	Option 1: Center Transitway	Option 2: Adjacent Transit Lanes
PROPOSED KING FARM BOULEVARD IN SUMMARY	<ul style="list-style-type: none"> ▪ Would have 3 separate roadways (2 lanes each) separated by 2 green space/ trees/ SWM/ pedestrian refuge areas. ▪ Would reduce green space/trees/SWM to provide left turn lanes for autos. 	<ul style="list-style-type: none"> ▪ Would have 2 wider roadways (3 lanes each) with one green space/ trees/ SWM/ pedestrian refuge area in the middle. ▪ Would allow autos to make left turns from the dedicated CCT through lane.

* Change since AAC Meeting #1

** Change since AAC Meeting #2