

EXISTING CORRIDOR

- » Three travel lanes in each direction
- » Median with trees
- » Sidewalk on both sides of the street
- » Some areas with commercial service roads
- » Some curbside bus pull off areas

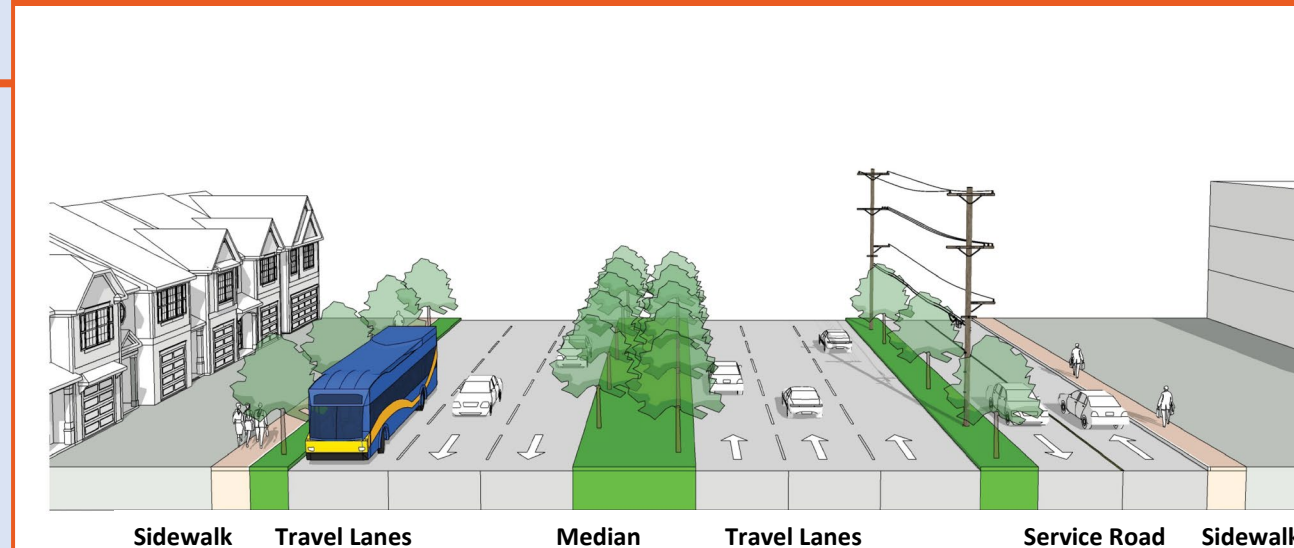
CONCEPT

- » Two travel lanes with turn lanes in each direction
- » A dedicated bus lane in each direction
- » Median buffers with space for landscaping and stormwater features
- » Opportunity to relocate utilities underground

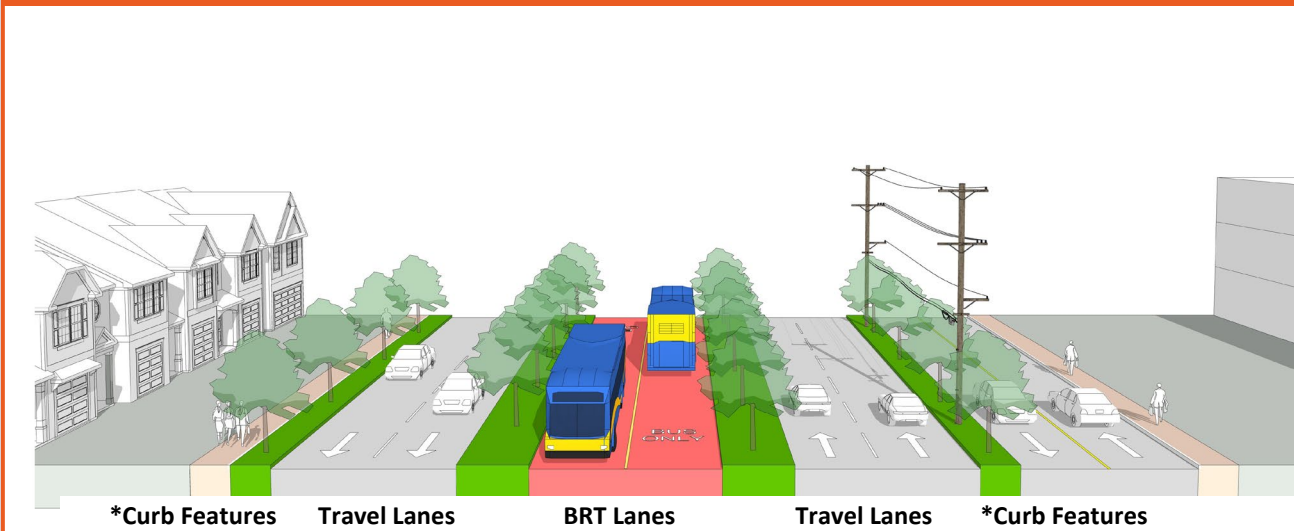
KEY TRADE OFFS

- » Potential increase in vehicle travel time

EXISTING TYPICAL SECTION



CENTER RUNNING CONCEPT



*Curb features to be determined at a later stage in the project.

BENEFITS



Convenient

- » Provides maximum **transit reliability** and bus rider experience improvements



Efficient

- » Provides maximum **travel time savings** for bus riders



Safe

- » Improved **pedestrian access and safety** with shorter crossings
- » Improved **vehicle safety** from separating car and bus traffic and reducing conflict areas



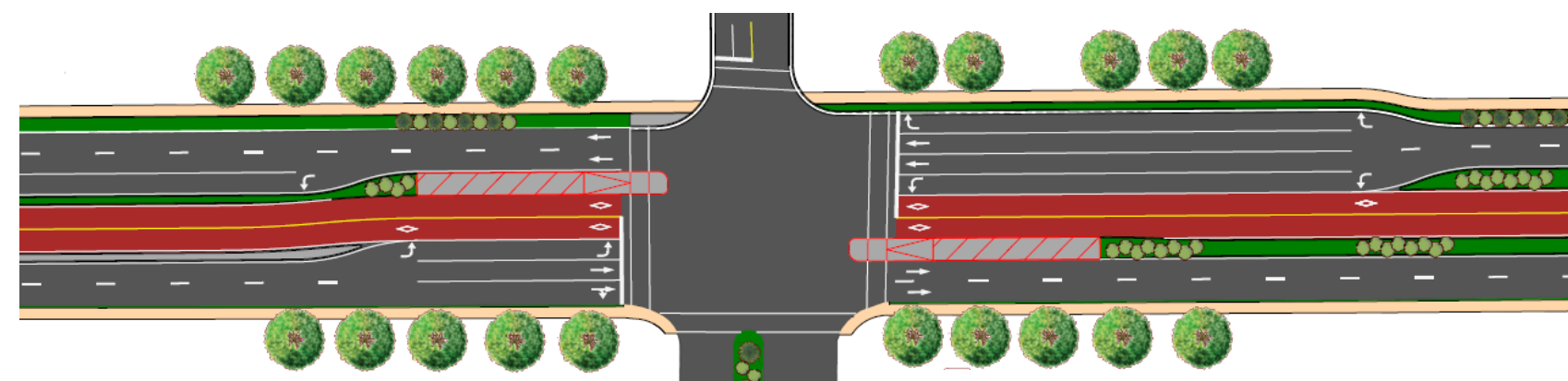
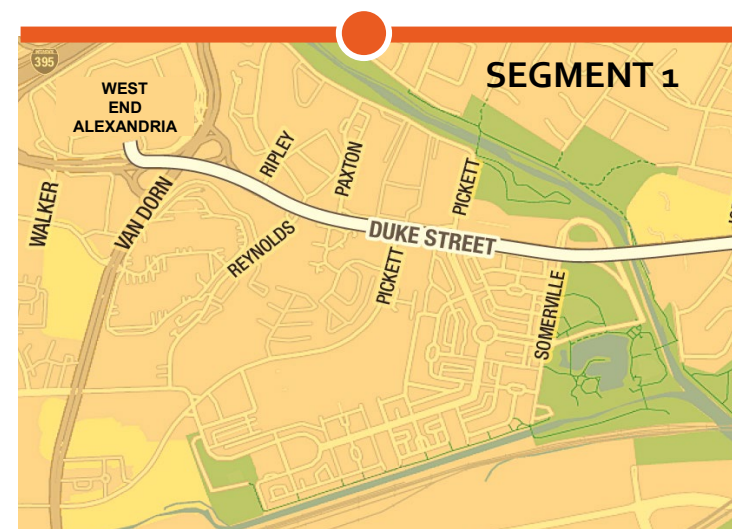
Vibrant and Sustainable

- » Increased area for **trees, streetscaping, stormwater management**



Equitable

- » Enhanced stations located near **high ridership/high need communities**



LEGEND	
	BRT Station
	Bus-only Lanes
	Landscaping/Buffer
	Curb Features*

Segment 1: Curb Running

West End Alexandria to Jordan Street



EXISTING CORRIDOR

- » Three travel lanes in each direction
- » Median with trees
- » Sidewalk on both sides of the street
- » Some areas with commercial service roads
- » Some curbside bus pull off areas

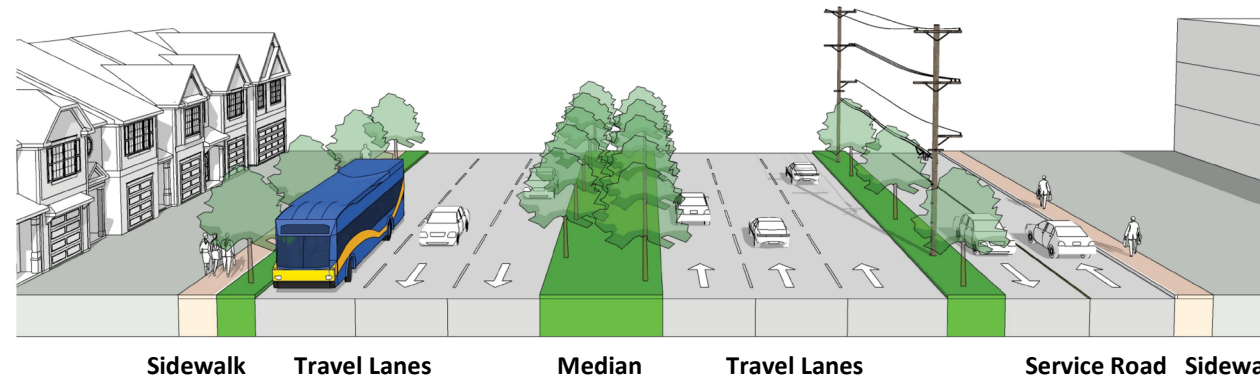
CONCEPT

- » Two travel lanes with turn lanes in each direction
- » A dedicated bus lane in each direction with vehicles sharing the bus lane to make right turns
- » No change to median
- » Opportunity to relocate utilities underground

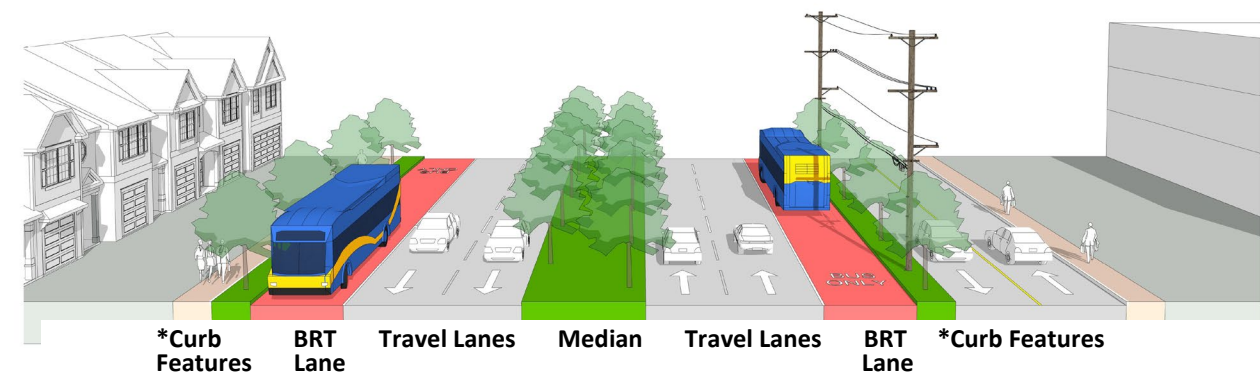
KEY TRADE OFFS

- » Potential increase in vehicle travel time
- » Right turning vehicles use bus lanes, which reduces bus reliability

EXISTING TYPICAL SECTION



CURB RUNNING CONCEPT



*Curb features to be determined at a later stage in the project.

BENEFITS



Convenient

- » Dedicated bus lanes improve **transit reliability** and bus rider experience



Efficient

- » Dedicated bus lane in each direction with vehicles sharing the bus lane to make right turns provides **travel time savings** for bus riders



Safe

- » Improved **pedestrian access and safety** with improved station areas



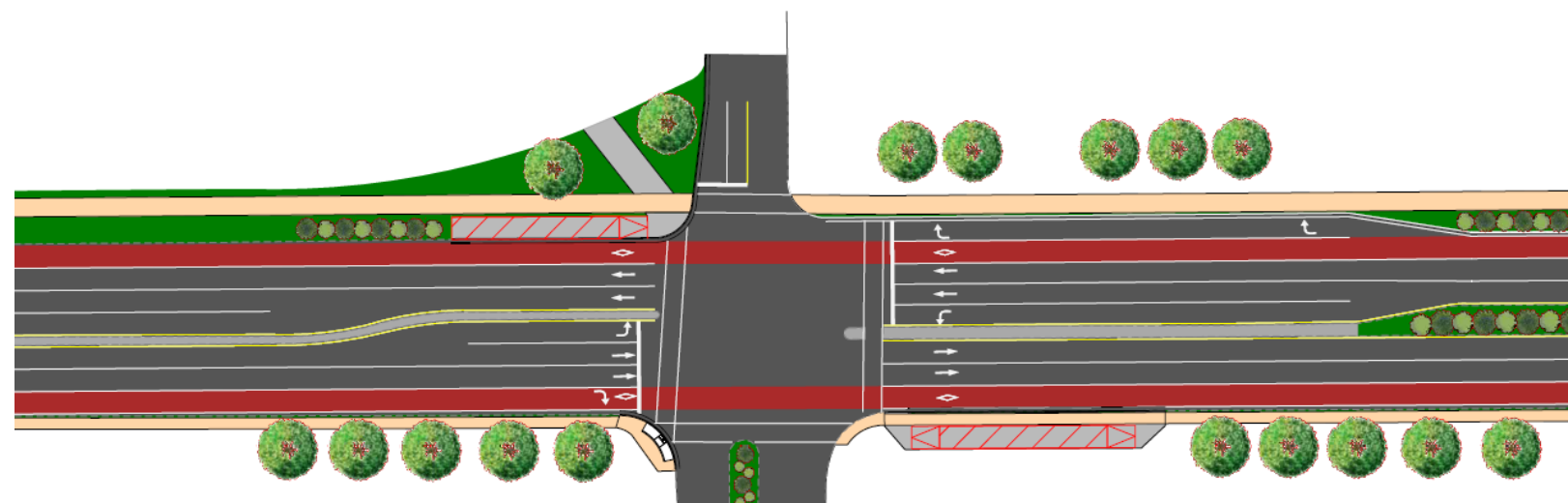
Vibrant and Sustainable

- » Center median and **tree canopy** remain



Equitable

- » Enhanced stations located near **high ridership/high need communities**



LEGEND	
	BRT Station
	Bus and Turn Lanes
	Landscaping/Buffer
	Curb Features*

EXISTING CORRIDOR

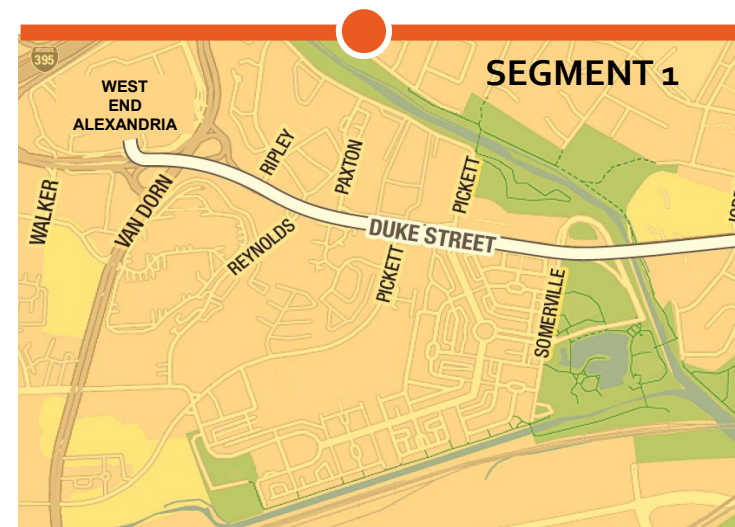
- » Three travel lanes in each direction
- » Median with trees
- » Sidewalk on both sides of the street
- » Some areas with commercial frontage roads
- » Some curbside bus pull off areas

CONCEPT

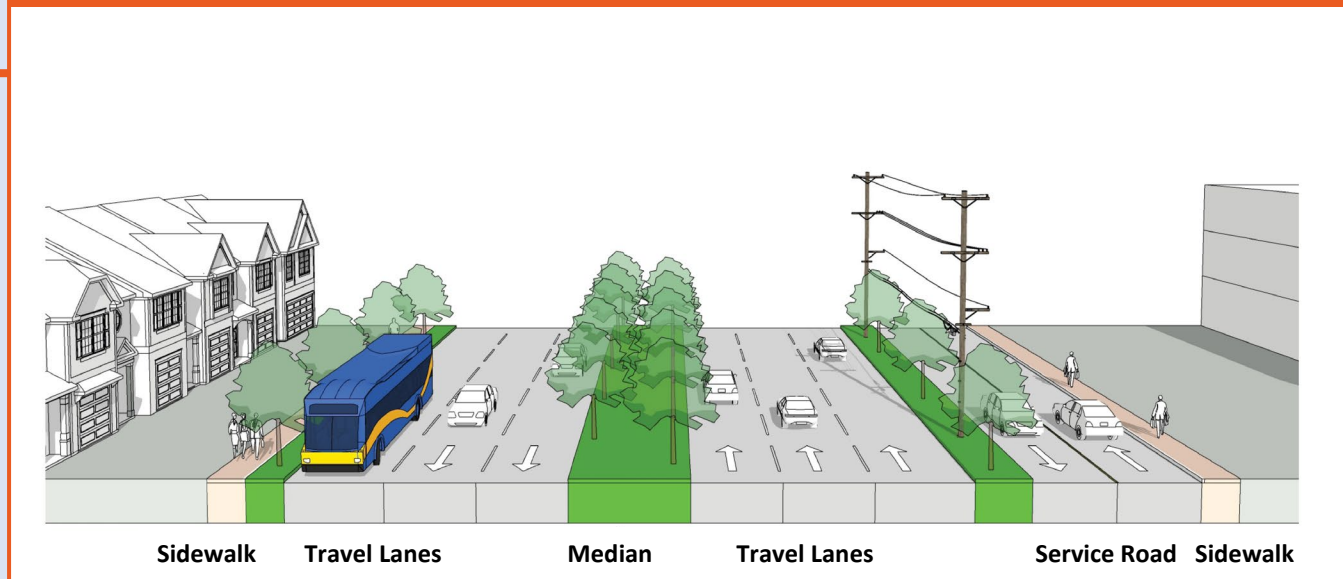
- » Three travel lanes in each direction
- » No dedicated bus lane in either direction
- » No change to median
- » Opportunity to relocate utilities underground

KEY TRADE OFFS

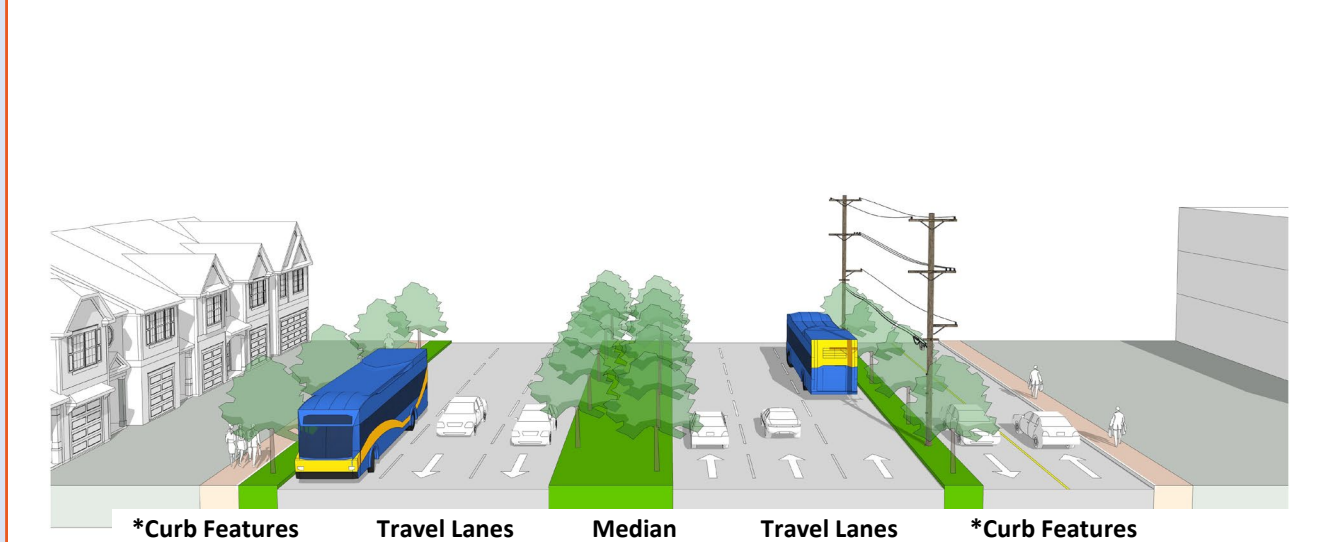
- » Limited/reduced improvement to bus operation and reliability
- » No changes to vehicle safety in the corridor



EXISTING TYPICAL SECTION



MIXED TRAFFIC CONCEPT



*Curb features to be determined at a later stage in the project.

BENEFITS



Convenient

- » Transit signal priority at intersections improve **transit reliability** and user experience



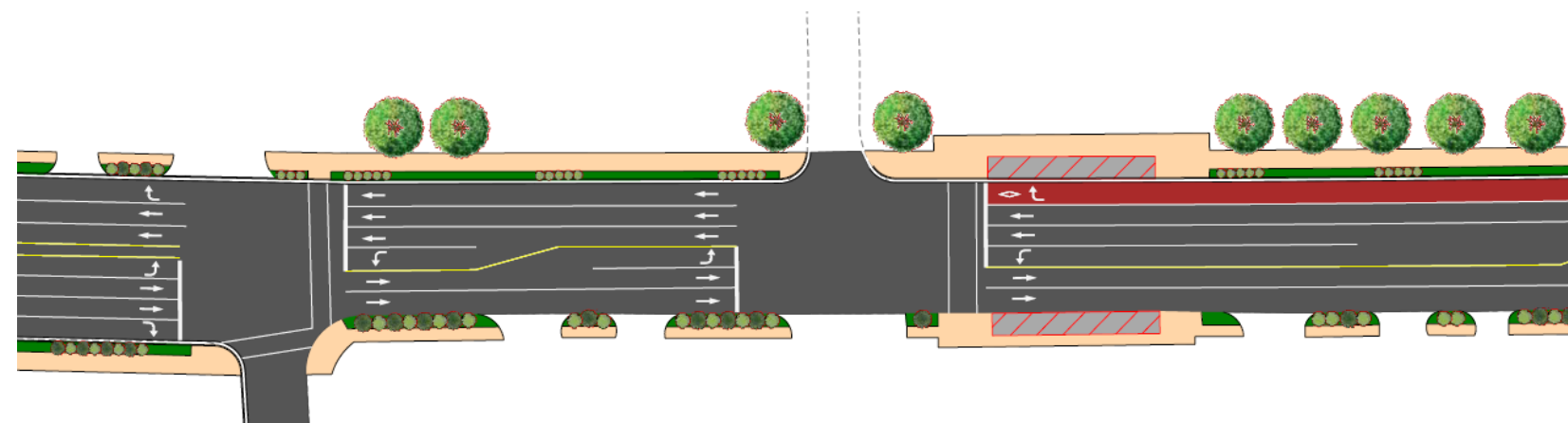
Vibrant and Sustainable

- » Center median and **tree canopy** remain



Equitable

- » **Enhanced stations** located near **high ridership/high need communities**



LEGEND	
	BRT Station
	Bus-only Lanes (Queue Jump)
	Landscaping/Buffer
	Curb Features*

Key	No Benefit	Minor Benefit	Moderate Benefit	Large Benefit
	No Impact	Minor Impact	Moderate Impact	Large Impact



Center Running



Curb Running



Mixed Traffic

Benefits	Convenient	Bus schedule reliability and user experience			
	Safe	Corridor and intersection safety features			
	Efficient	Bus travel time*			
Impacts		Non-transit vehicle travel time*			
		Property impacts			
	Vibrant	Business and residential access			
		Intersection access and parking			

*High level estimated relative benefit/impact based on bus running way configuration, signal delay. More detailed corridor end-to-end travel time will be provided once the corridor alternative(s) are determined.