

EXISTING CORRIDOR

- » Two travel lanes in each direction
- » Residential and commercial service roads
- » No center median
- » Sidewalk on both sides of the street
- » Some curbside bus pull off areas

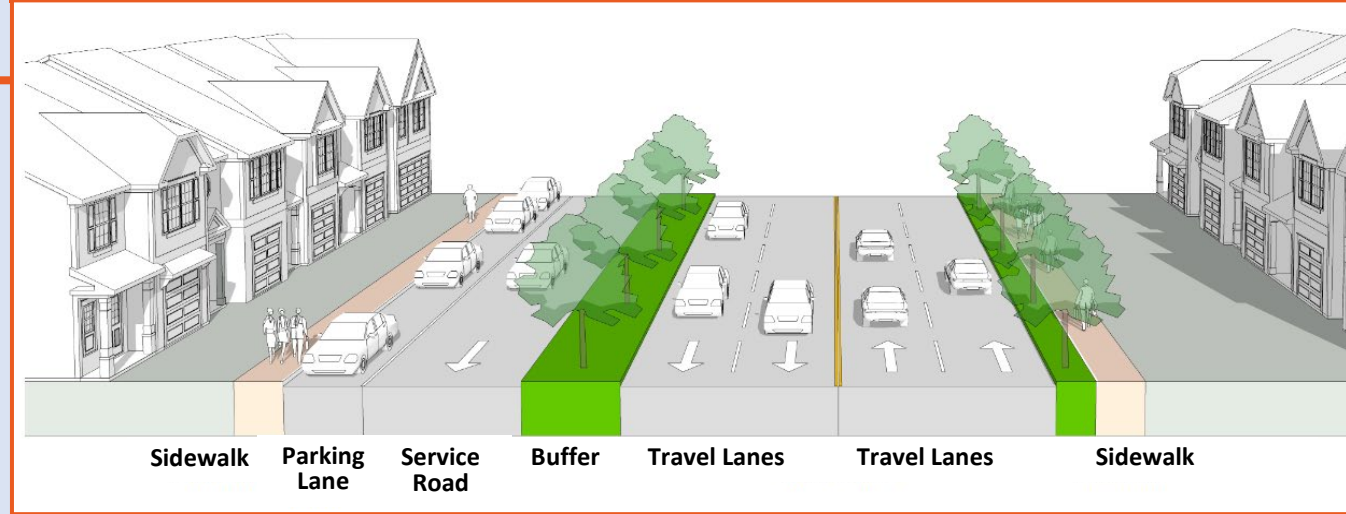
CONCEPT

- » Two travel lanes in each direction
- » A dedicated bus lane in each direction
- » Median bus stations
- » Some median space for landscaping/stormwater features

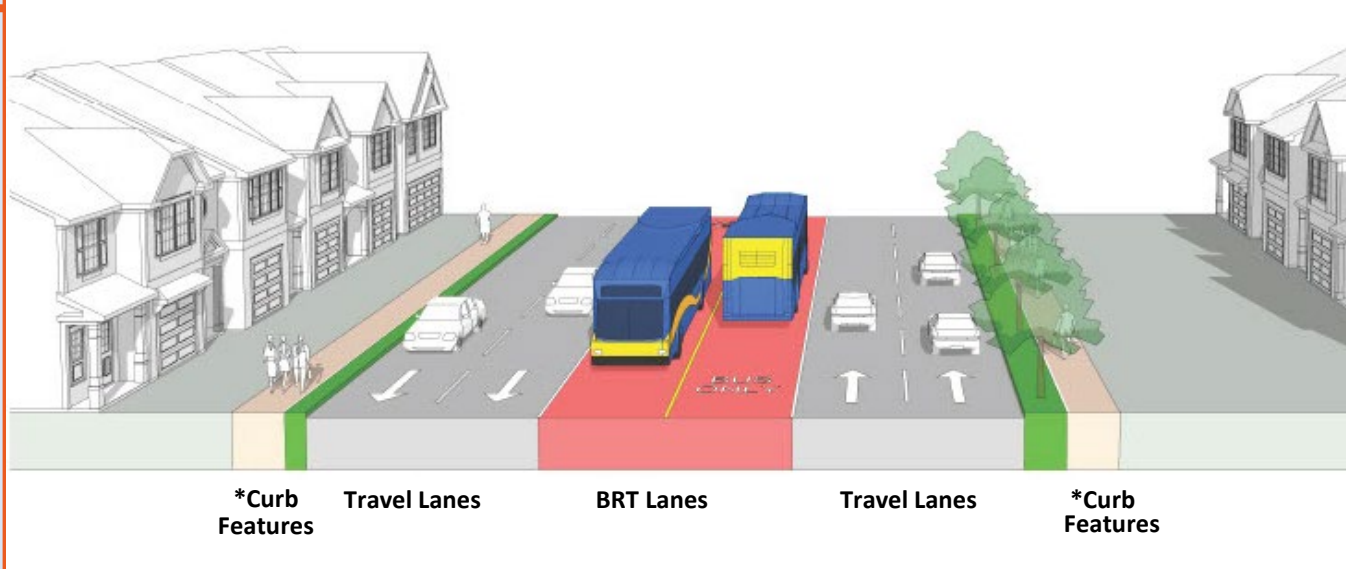
KEY TRADE OFFS

- » Center bus lanes require widening
- » Widening impacts service roads and related access/parking
- » Potential for partial acquisitions of private property related to widening
- » Left turns only allowed at traffic signals

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**
- » Improved **vehicle safety** from separating car and transit traffic



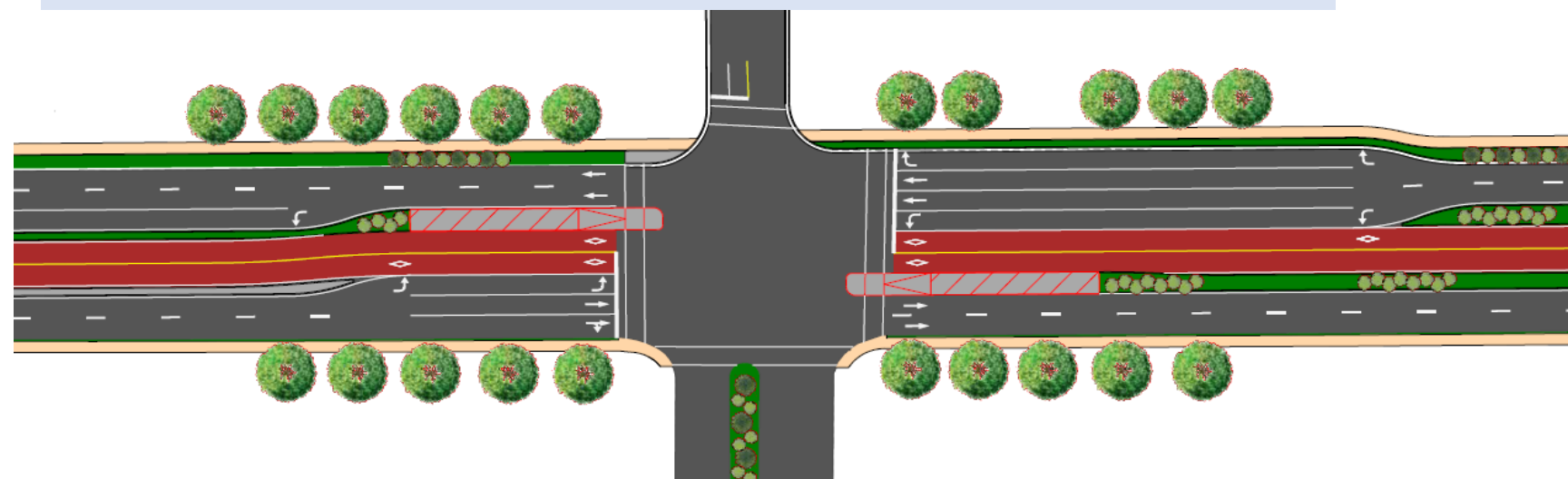
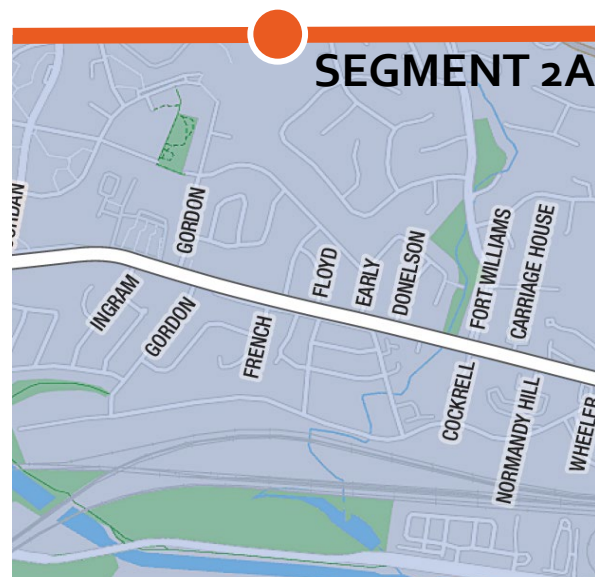
Vibrant and Sustainable

- » Areas 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*

EXISTING CORRIDOR

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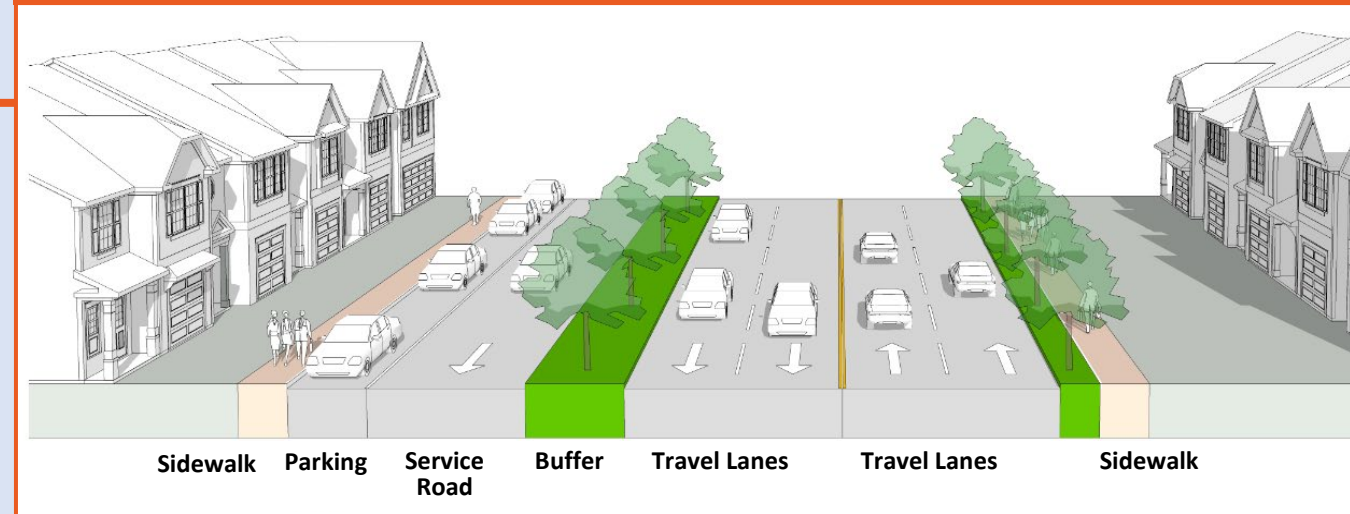
CONCEPT

- » Two travel lanes in each direction
- » Transitions from two-way bus lanes to mixed traffic to bi-directional bus lane (see map below)
- » No impacts to residential service roads
- » Mix of median and curbside bus stations

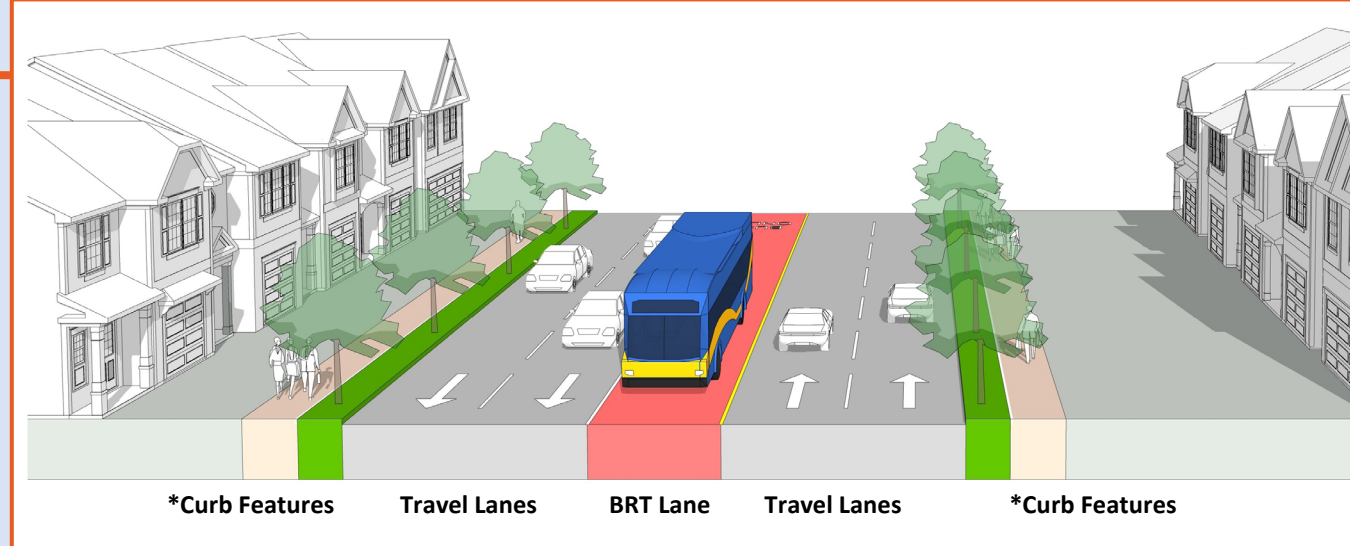
KEY TRADE OFFS

- » Widening required in bus lane locations
- » Widening impacts commercial service road
- » Reduced bus efficiency
- » Locations where bus lanes are proposed would only allow left turns at traffic signals

EXISTING TYPICAL SECTION



HYBRID CONCEPT (SHOWING BI-DIRECTIONAL LOCATION)



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

BENEFITS



Convenient

- » Improves **transit reliability** and bus rider experience



Efficient

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



Safe

- » Improved **pedestrian access and safety** at center station locations



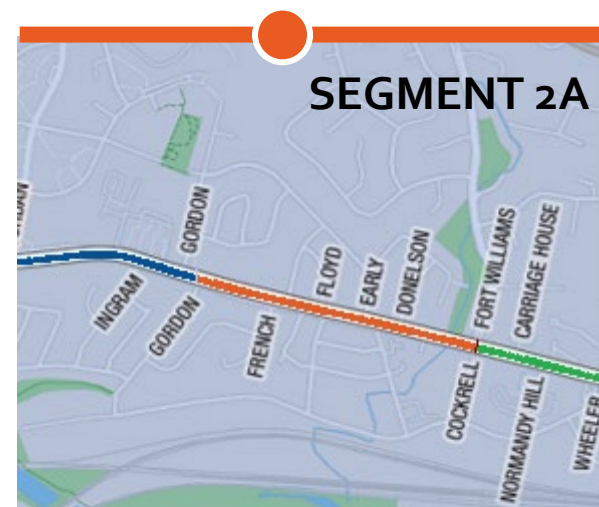
Vibrant and Sustainable

- » Areas for **trees, streetscaping, stormwater management** at center station locations

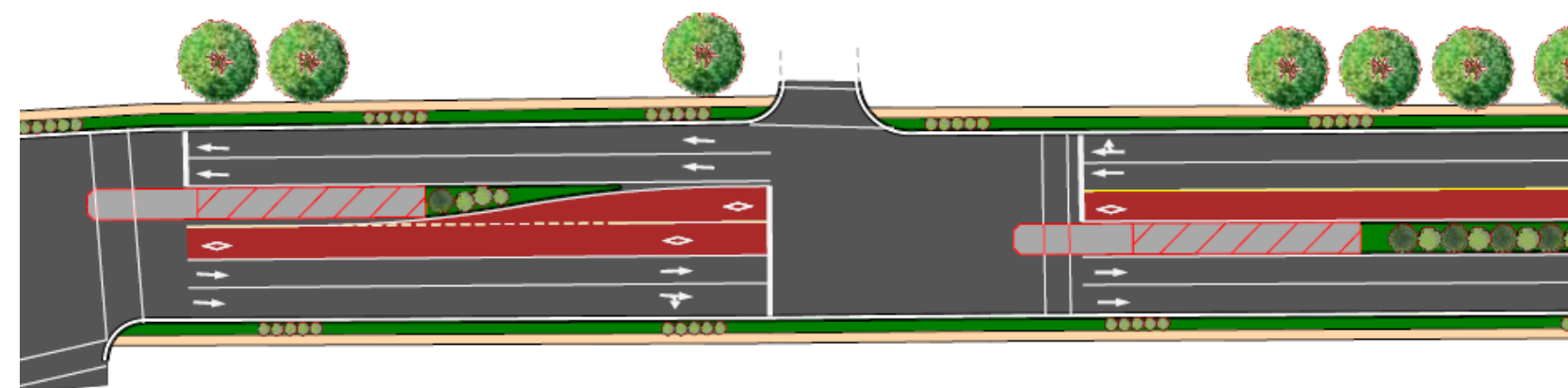


Equitable

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



Center Running Mixed Traffic
Bidirectional



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

Segment 2A: Mixed Traffic

Jordan Street to Wheeler Avenue



EXISTING CORRIDOR

- » Two travel lanes in each direction
- » Residential and commercial service roads
- » No center median
- » Sidewalk on both sides of the street and on one side of the frontage road
- » Some curbside bus pull off areas

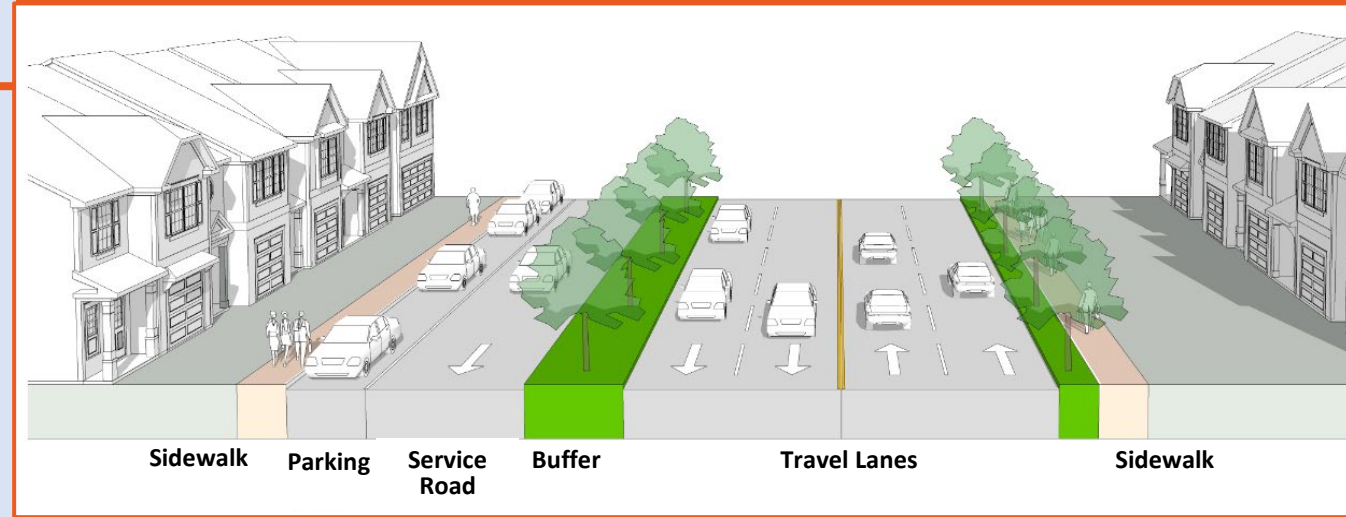
CONCEPT

- » Two travel lanes in each direction
- » Curbside bus stations
- » No change to service roads

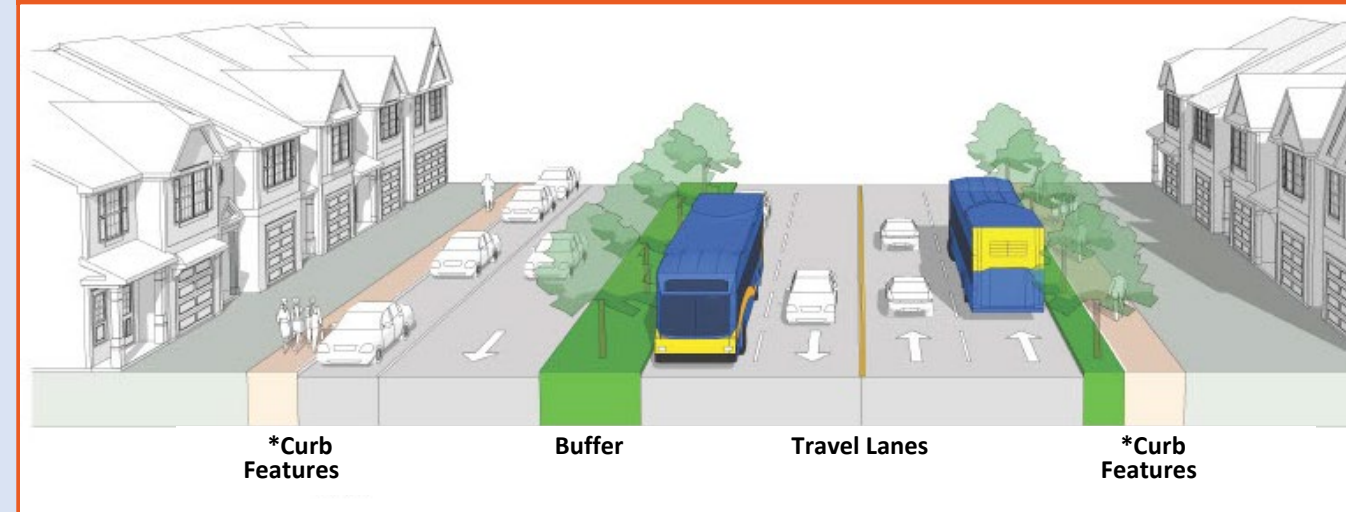
KEY TRADE OFFS

- » Potentially minor improvement to bus operation and reliability
- » Corridor safety not significantly changed

EXISTING TYPICAL SECTION



MIXED TRAFFIC CONCEPT



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

BENEFITS



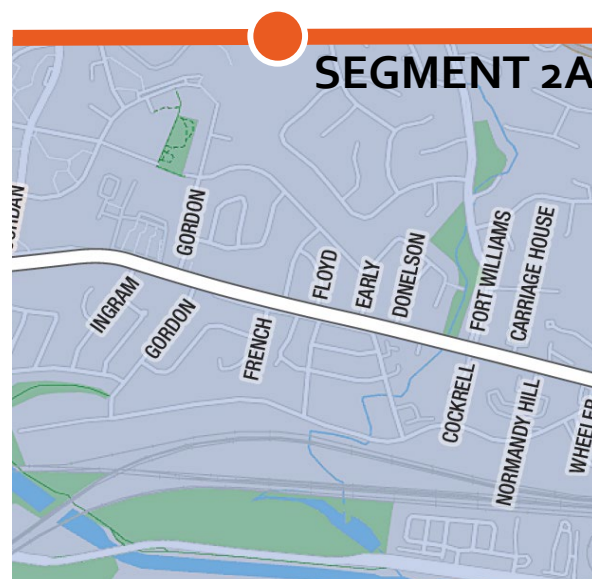
Convenient

- » Transit signal priority at intersections improves **transit reliability** and bus rider experience



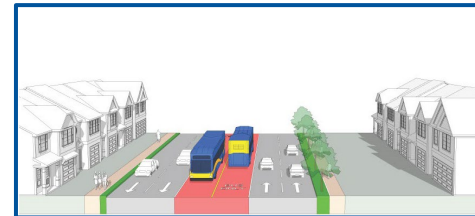
Equitable

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

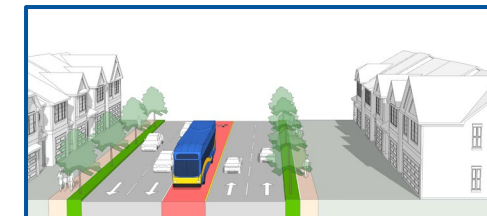


LEGEND	
	BRT Station
	Landscaping/Buffer
	Curb Features*

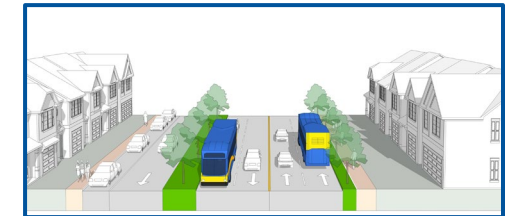
Key	No Benefit	Minor Benefit	Moderate Benefit	Large Benefit
	No Impact	Minor Impact	Moderate Impact	Large Impact



Center Running



Hybrid



Mixed Traffic

		Center Running	Hybrid	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*			
	Vibrant Property impacts			
	Business and residential access			
	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.