

# Segment 2B: Center Running

Wheeler Avenue to Roth Street



## EXISTING CORRIDOR

- » Two travel lanes in each direction with turn lanes
- » Primarily commercial land use
- » Sidewalks on both sides of the street

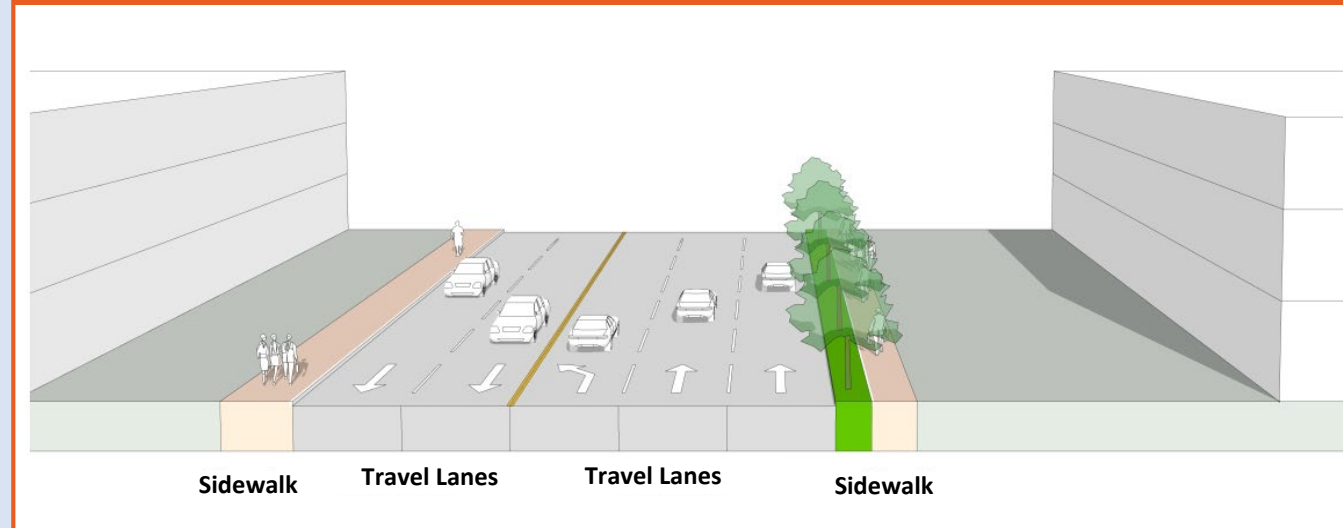
## CONCEPT

- » Two travel lanes in each direction
- » One dedicated bus lane in each direction
- » Some left-turn access restrictions
- » Median bus stations
- » Median buffer with space for landscaping and stormwater features

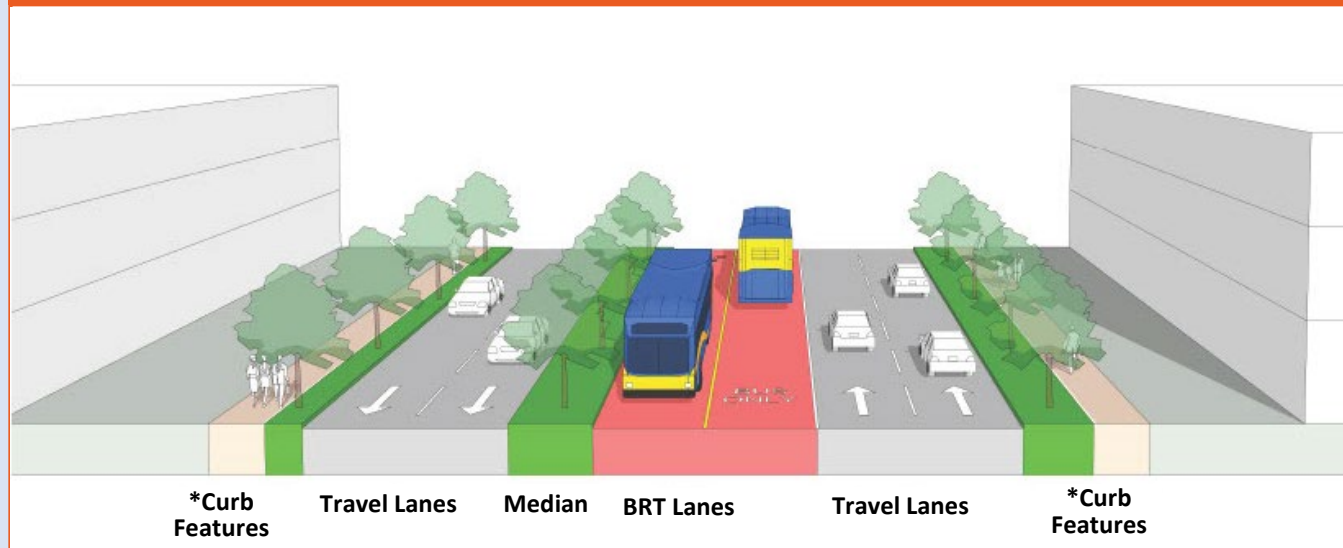
## KEY TRADE OFFS

- » Widening required
- » Potential for partial acquisition of private property related to widening
- » Left turns only allowed at traffic signals
- » Some left turns at traffic signals also eliminated

## EXISTING TYPICAL SECTION



## CENTER RUNNING CONCEPT



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

## BENEFITS



### Convenient

- » Maximum improvement to **transit reliability** and bus rider experience



### Efficient

- » 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 at queue jumps



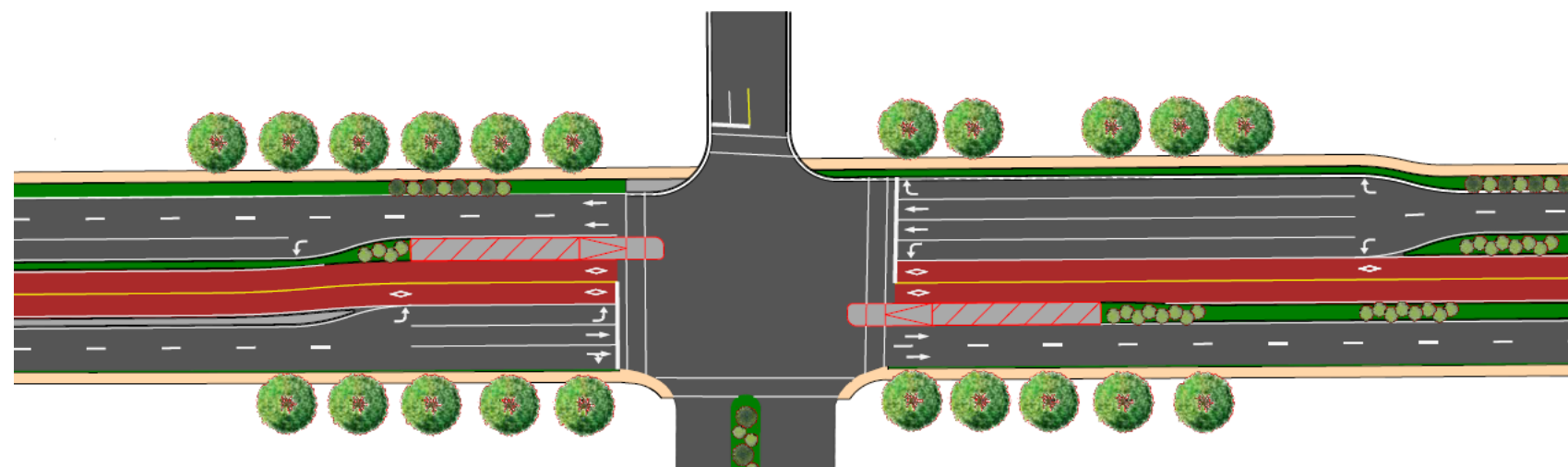
### Vibrant and Sustainable

- » Increased area for **trees, street-scaping, stormwater management**



### Equitable

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



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

**EXISTING CORRIDOR**

- » Two travel lanes in each direction with turn lanes
- » Primarily commercial land use
- » Sidewalks on both sides of the street

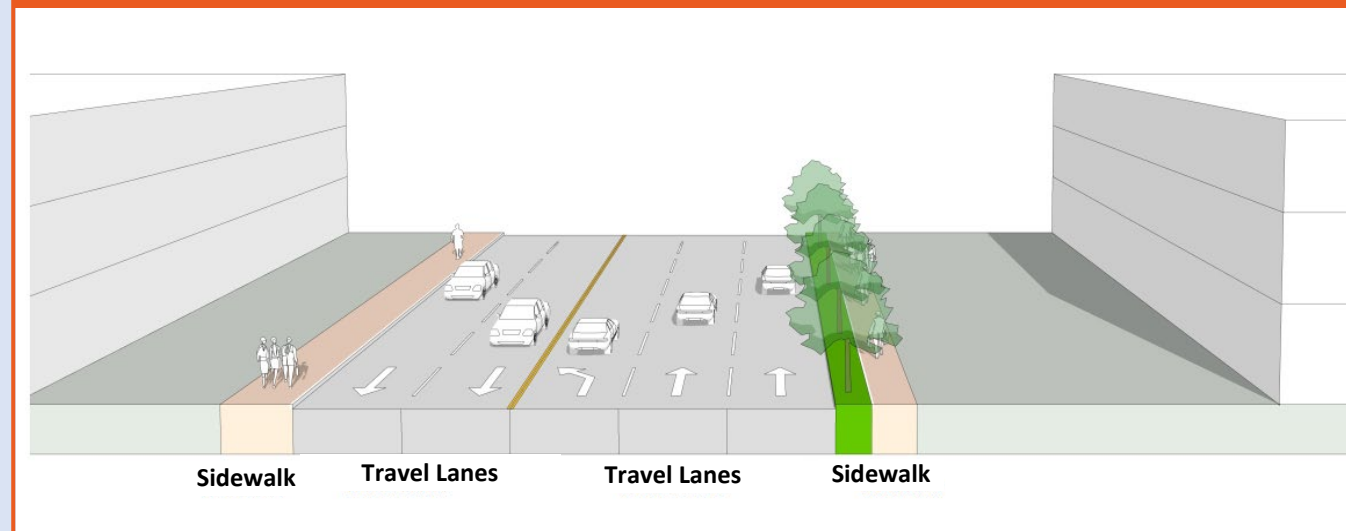
**CONCEPT**

- » Two travel lanes in each direction
- » Some left turn access restrictions
- » One bi-directional bus lane
- » Median bus stations
- » Median with space for landscaping and stormwater features

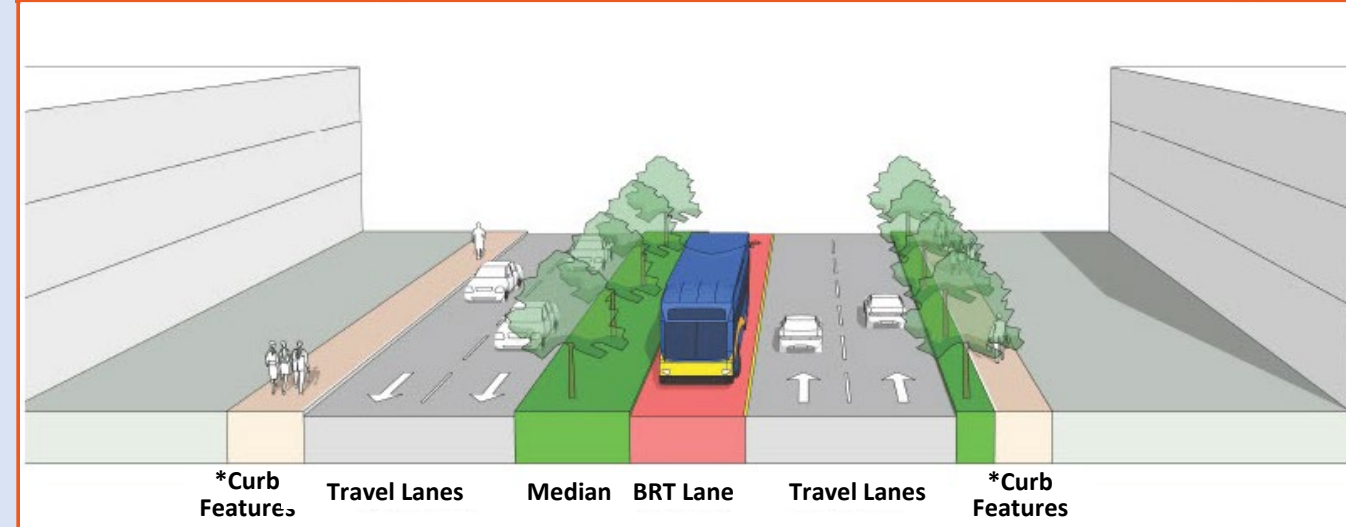
**KEY TRADE OFFS**

- » Widening required to the north side
- » Potential for partial acquisition of private property related to widening
- » Left turns only allowed at traffic signals
- » Some left turns at traffic signals also eliminated
- » Reduced transit efficiency related to bi-directional operations

**EXISTING TYPICAL SECTION**



**BI-DIRECTIONAL CONCEPT**



\*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** with shorter crossings to stations
- » Improved **vehicle safety** from separating car and transit traffic



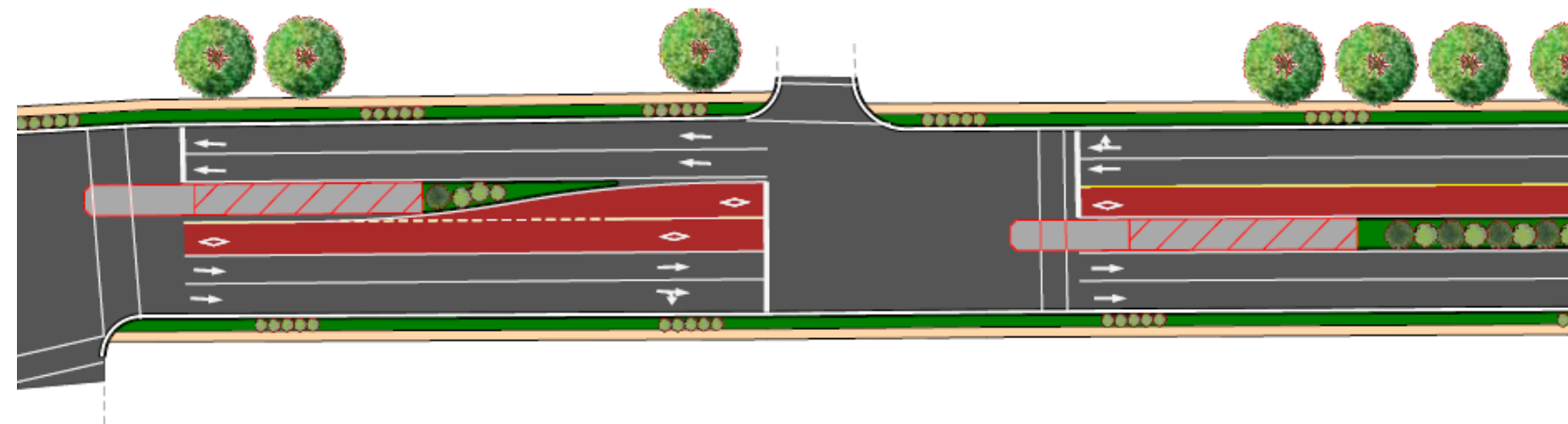
**Vibrant and Sustainable**

- » Increased area for **trees, street-scaping, stormwater management**



**Equitable**

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



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

## EXISTING CORRIDOR

- » Two travel lanes in each direction with turn lanes
- » Primarily commercial land use
- » Sidewalks on both sides of the street

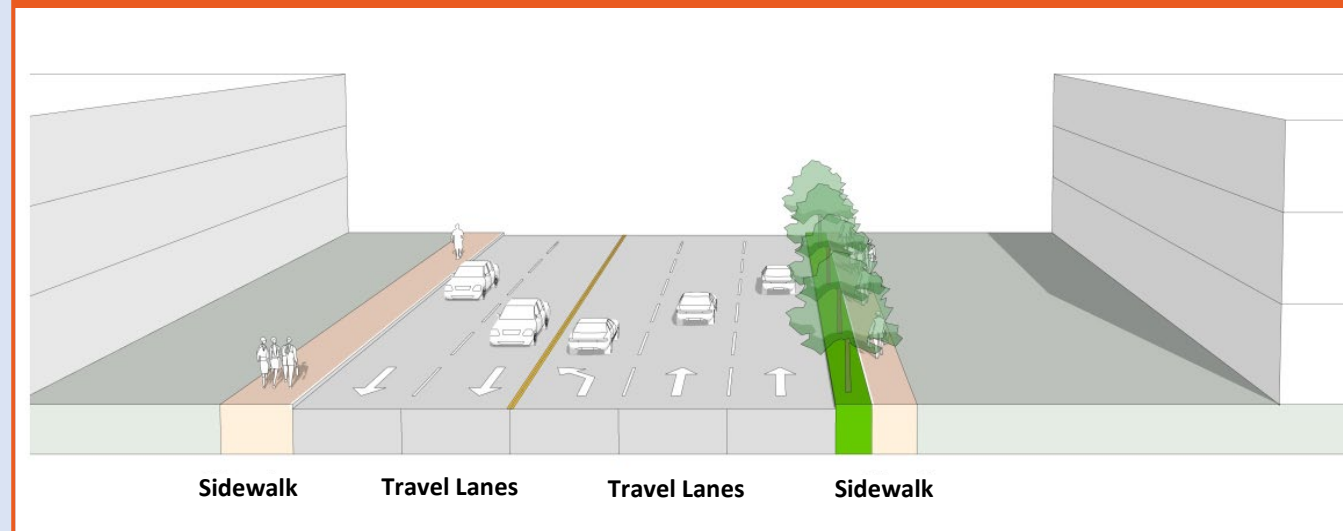
## CONCEPT

- » Two travel lanes in each direction
- » Queue jump transit lane
- » Curbside bus stations

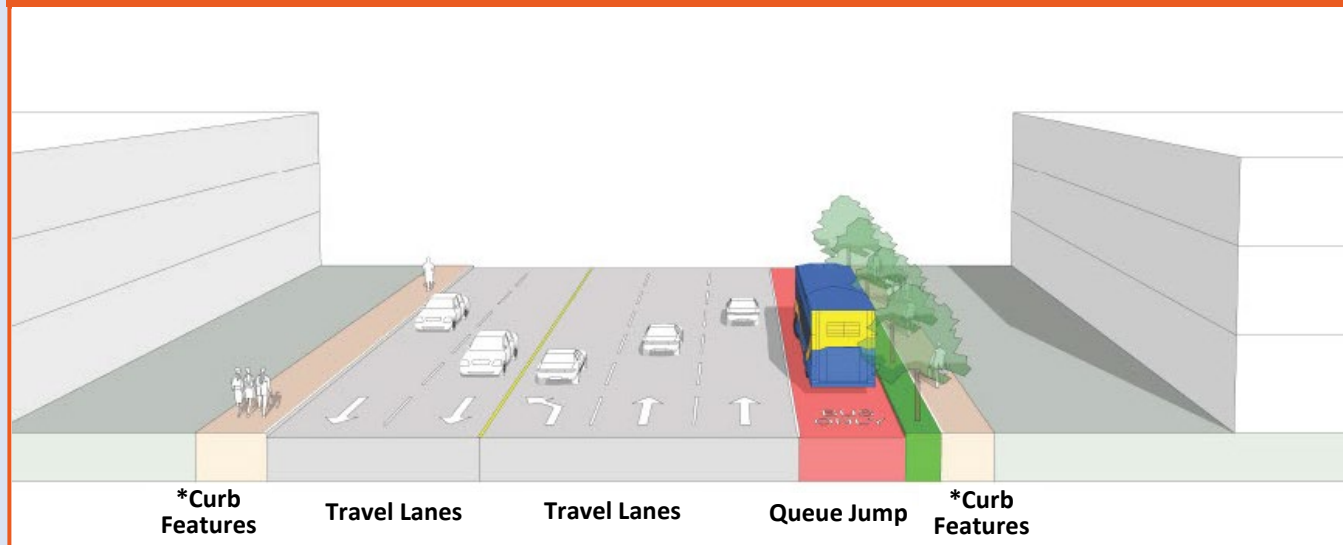
## KEY TRADE OFFS

- » Limited improvement to transit operation and reliability
- » Widening required for queue jump
- » Potential for partial acquisition of private property related to widening

## EXISTING TYPICAL SECTION



## MIXED TRAFFIC CONCEPT



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

## BENEFITS



### Convenient

- » Transit signal priority and queue jump at intersections improve **bus reliability** and bus rider experience



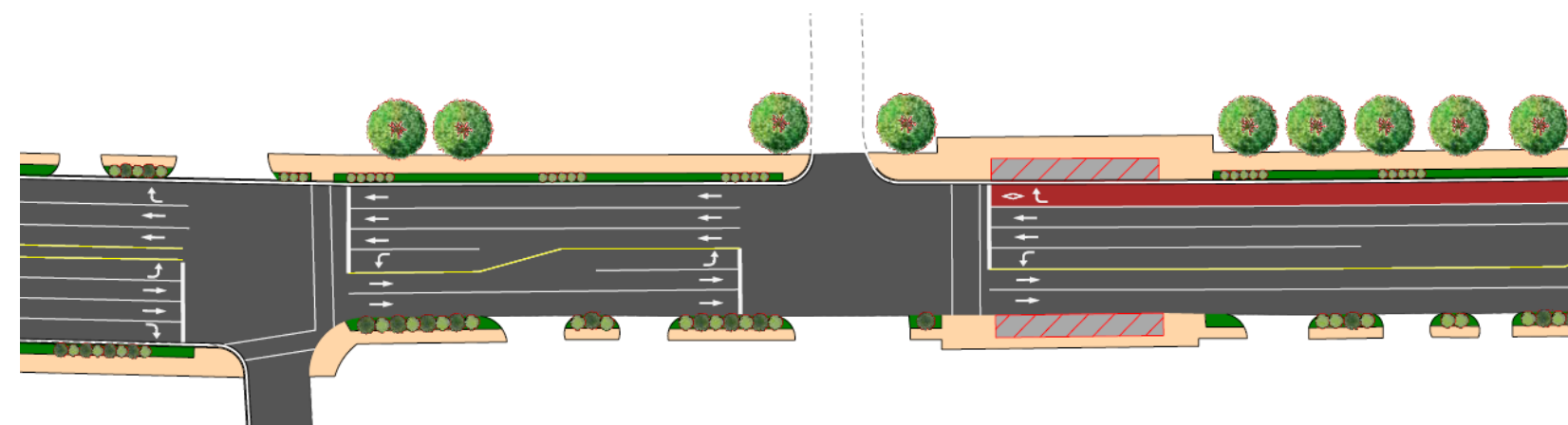
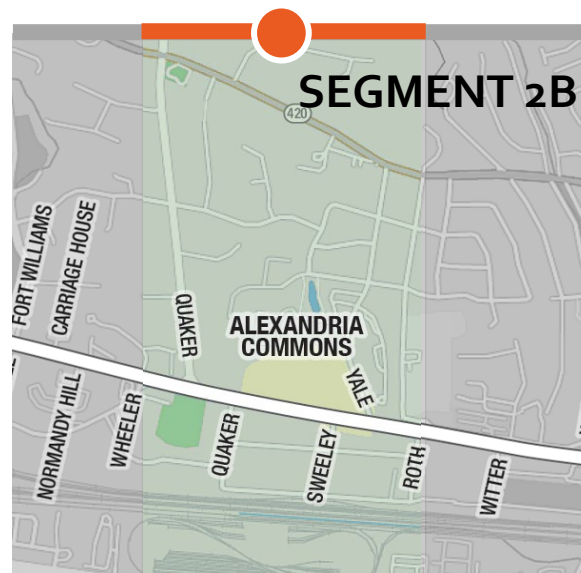
### Safe

- » Spot improvement to **vehicle safety** by separating car and transit traffic



### Equitable

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



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



Key		Benefit			Impact					
		No Benefit	Minor Benefit	Moderate Benefit	Large Benefit	No Impact	Minor Impact	Moderate Impact	Large Impact	
		<b>Center Running</b>			<b>Bi-Directional</b>			<b>Mixed Traffic</b>		
<b>Benefits</b>	<b>Convenient</b>	Bus schedule reliability and user experience								
	<b>Safe</b>	Corridor and intersection safety features								
	<b>Efficient</b>	Bus travel time*								
<b>Impacts</b>		Non-transit vehicle travel time*								
	<b>Vibrant</b>	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.