

### 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

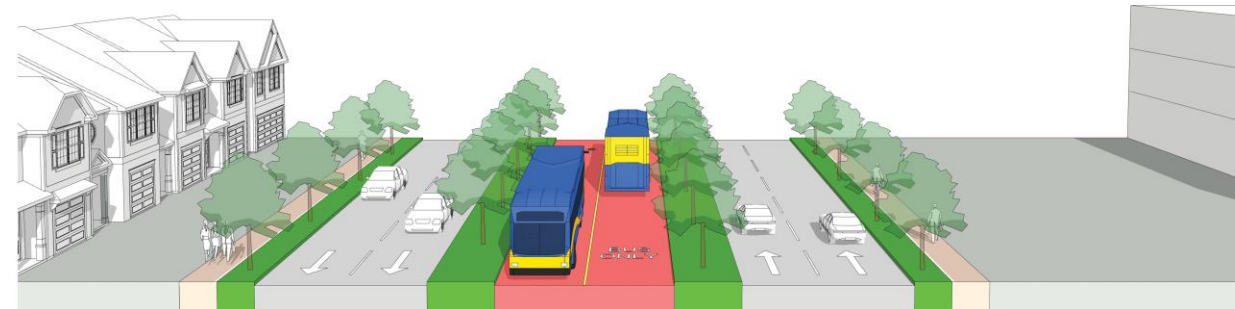
- » Number of general travel lanes reduced
- » Potential increase in vehicle travel time

### EXISTING TYPICAL SECTION



Sidewalk    Travel Lanes    Median    Travel Lanes    Service Road    Sidewalk

### CENTER RUNNING CONCEPT



\*Curb Features    Travel Lanes    BRT Lanes    Travel Lanes    \*Curb Features

\*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



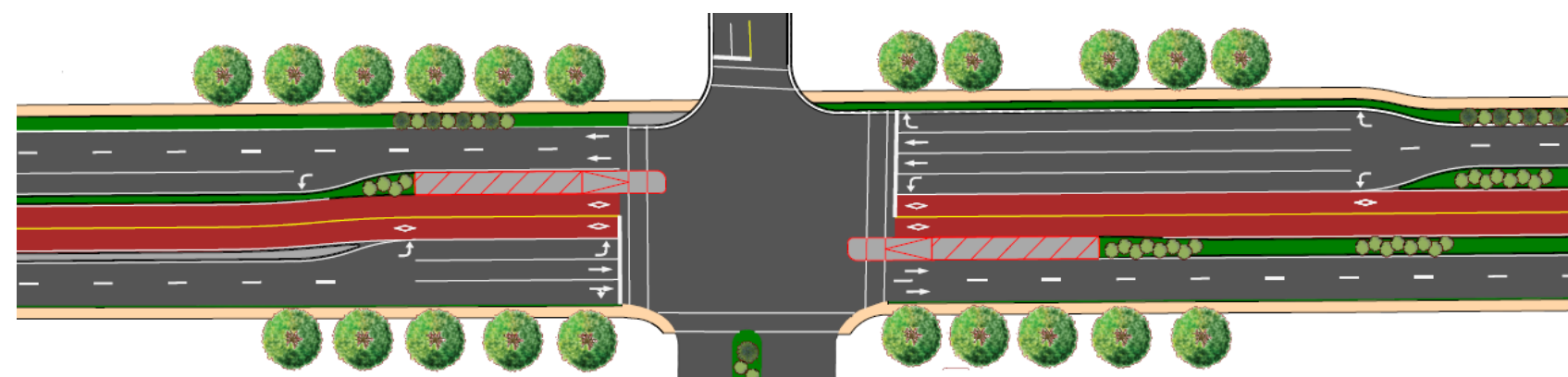
#### Vibrant and Sustainable

- » 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 frontage roads
- » Some curbside bus pull off areas

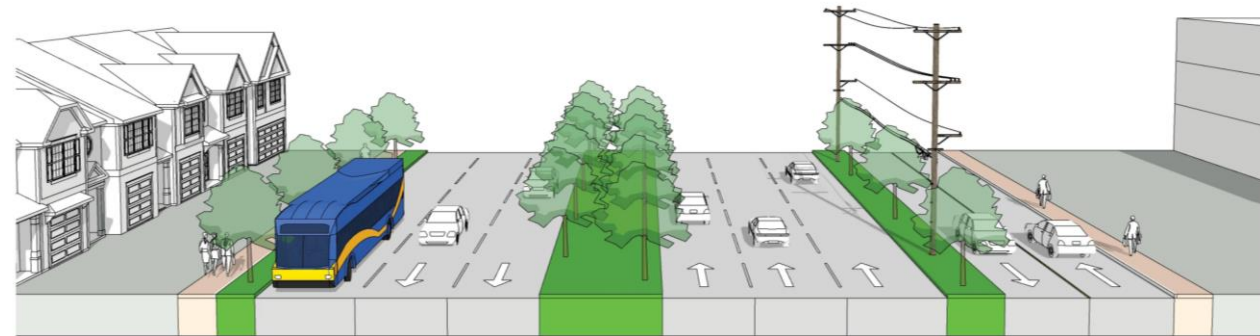
## CONCEPT

- » 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

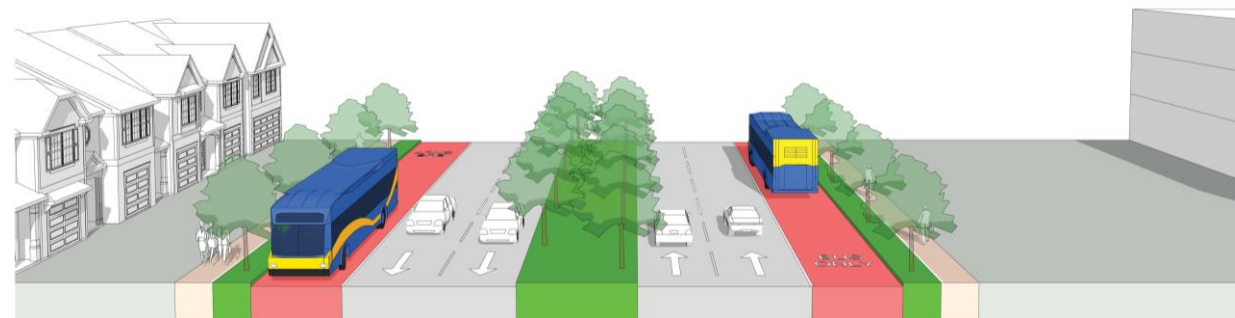
- » Potential increase in vehicle travel time
- » Number of general travel lanes reduced
- » Right turning vehicles use bus lanes, which reduces bus reliability

## EXISTING TYPICAL SECTION



Sidewalk    Travel Lanes    Median    Travel Lanes    Service Road    Sidewalk

## CURB RUNNING CONCEPT



\*Curb Features    BRT Lane    Travel Lanes    Median    Travel Lanes    BRT Lane    \*Curb Features

\*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



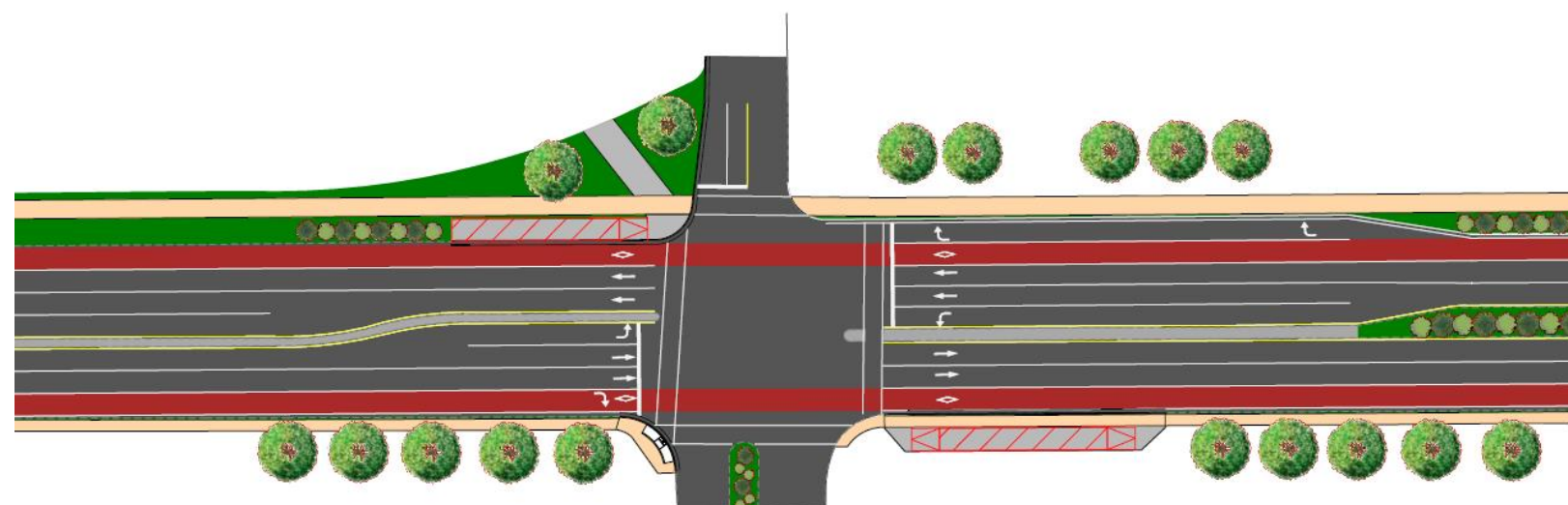
### Vibrant and Sustainable

- » 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
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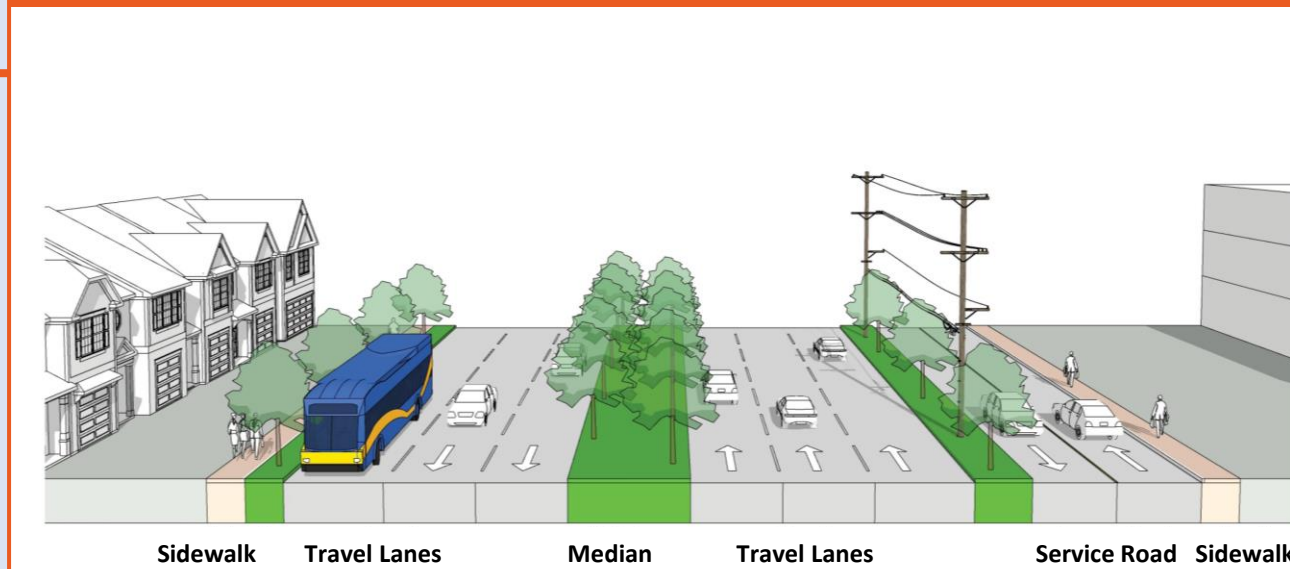
**CONCEPT**

- » 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**

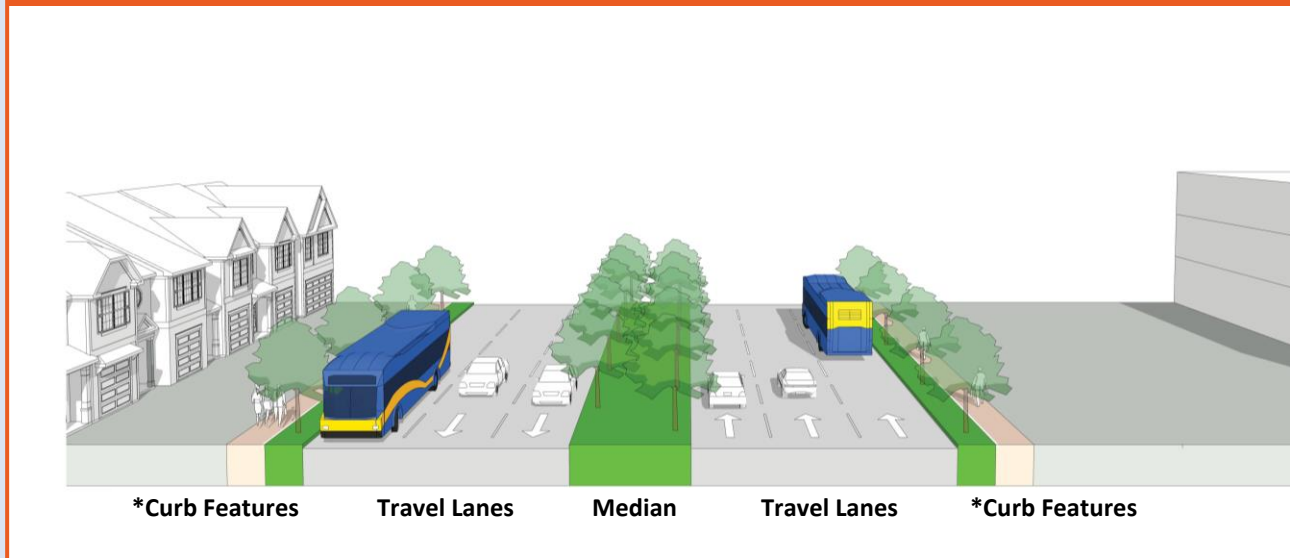
- » Limited/reduced improvement to bus operation and reliability
- » No changes to vehicle safety in the corridor

**EXISTING TYPICAL SECTION**



Sidewalk    Travel Lanes    Median    Travel Lanes    Service Road    Sidewalk

**MIXED TRAFFIC CONCEPT**



\*Curb Features    Travel Lanes    Median    Travel Lanes    \*Curb Features

\*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



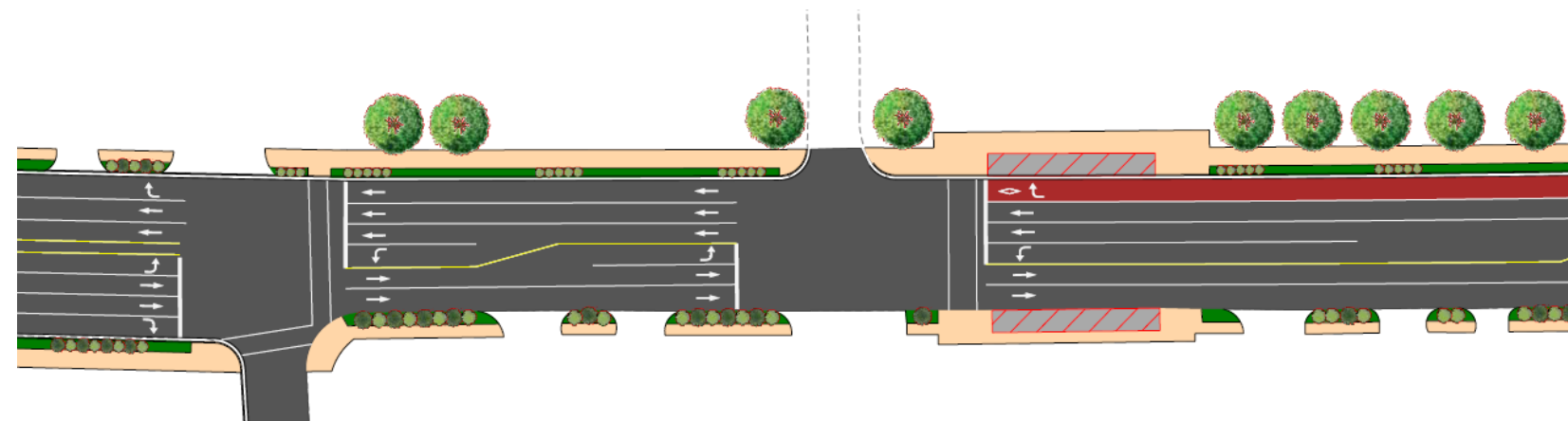
**Vibrant and Sustainable**

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



**Equitable**

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

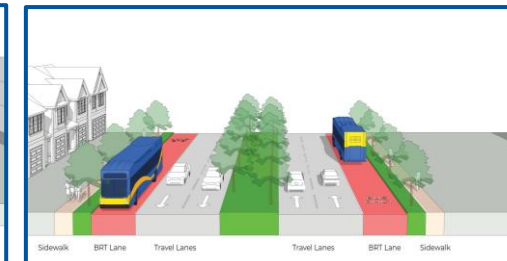


LEGEND	
	BRT Station
	Bus-only Lanes (Queue Jump)
	Landscaping/Buffer
	Curb Features*

<b>Key</b>	No Benefit	Minor Benefit	Moderate Benefit	Large Benefit
	No Impact	Minor Impact	Moderate Impact	Large Impact



**Center Running**



**Curb Running**



**Mixed Traffic**

<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*			
		Property impacts			
	<b>Vibrant</b>	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.