

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

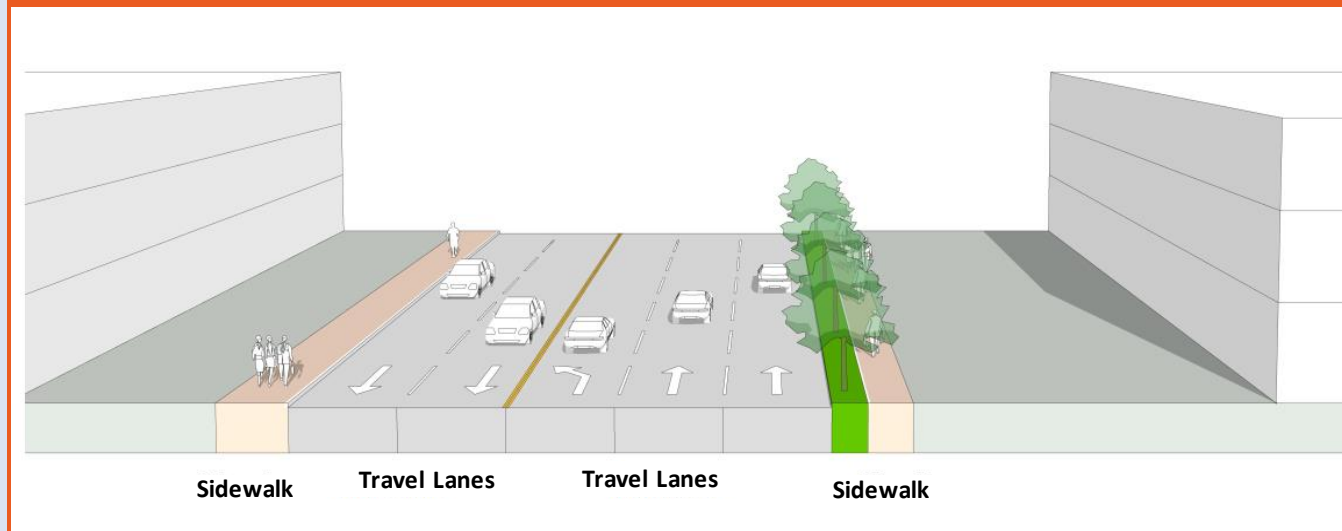
CONCEPT

- » 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

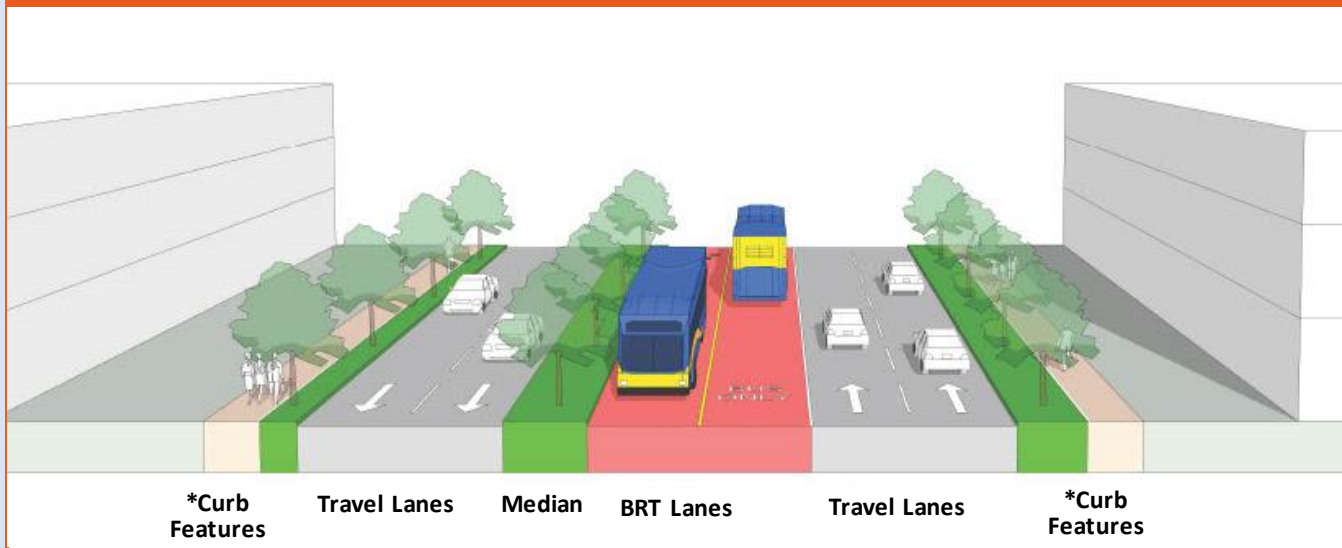
- » Widening required
- » Potential for partial acquisition of private property related to widening
- » Left turns only allowed at traffic signals
- » Some left turns at traffic signals also eliminated

EXISTING TYPICAL SECTION



Sidewalk Travel Lanes Travel Lanes Sidewalk

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



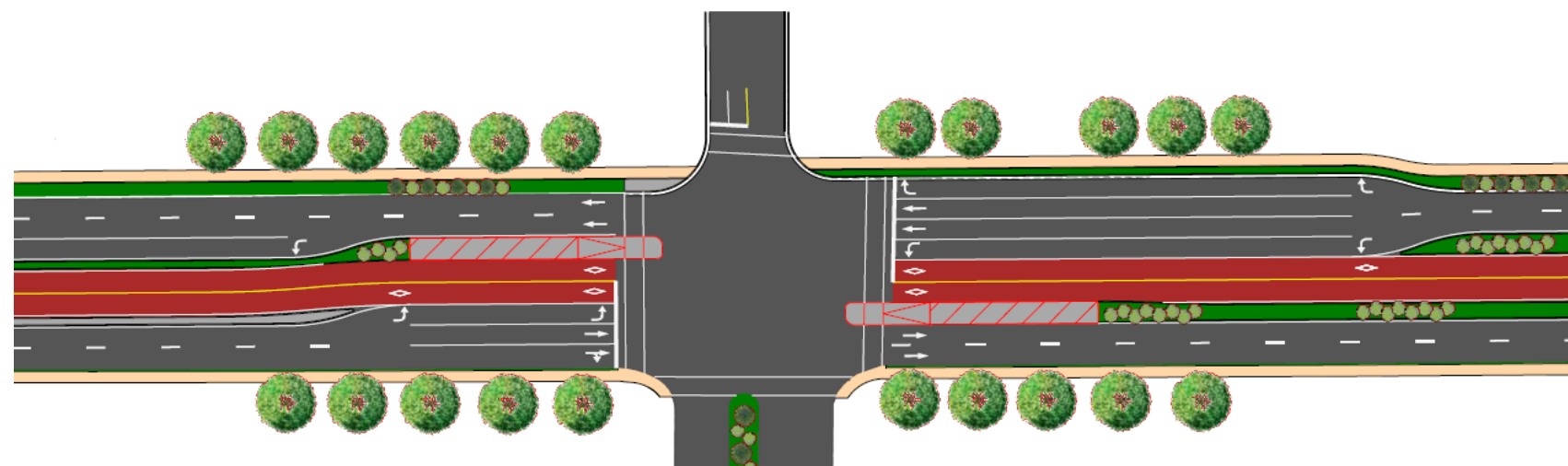
Vibrant and Sustainable

- » 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

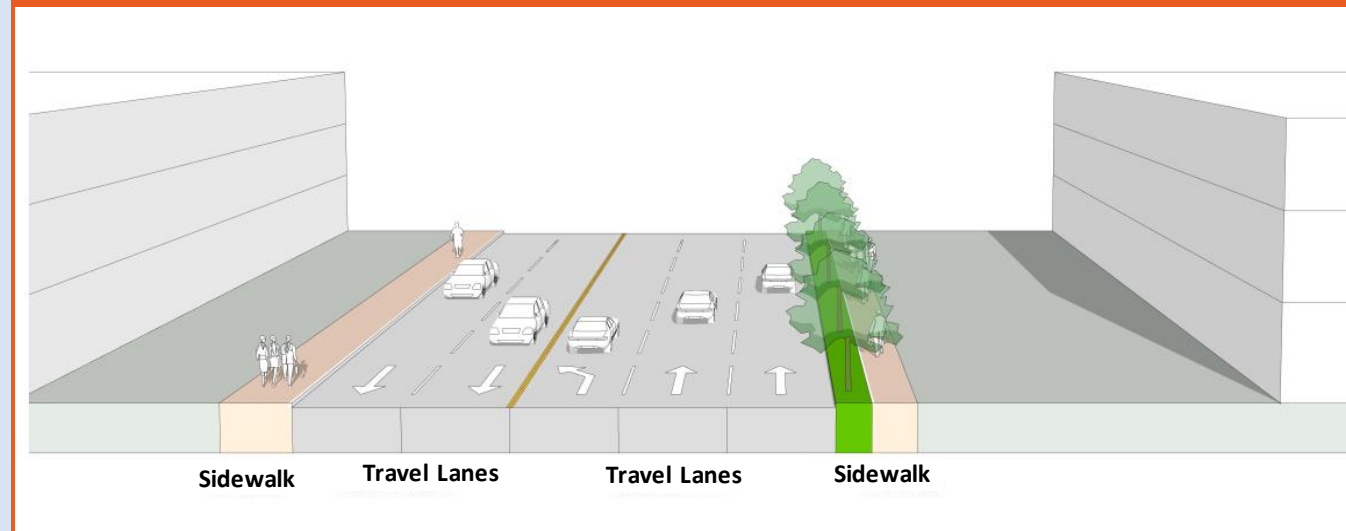
CONCEPT

- » 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

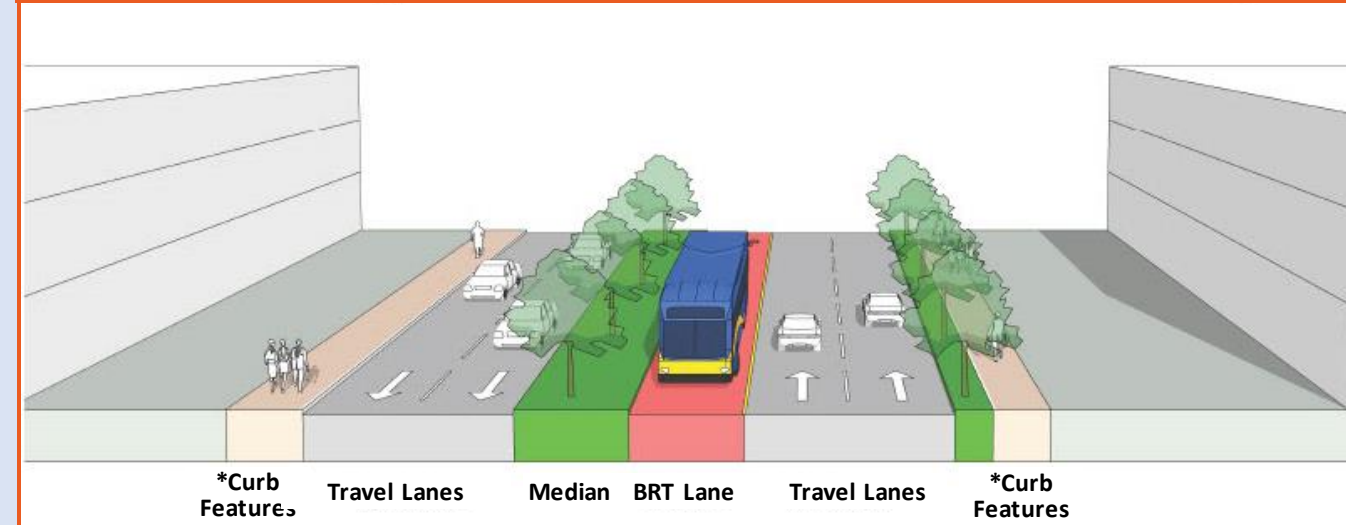
KEY TRADE OFFS

- » 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



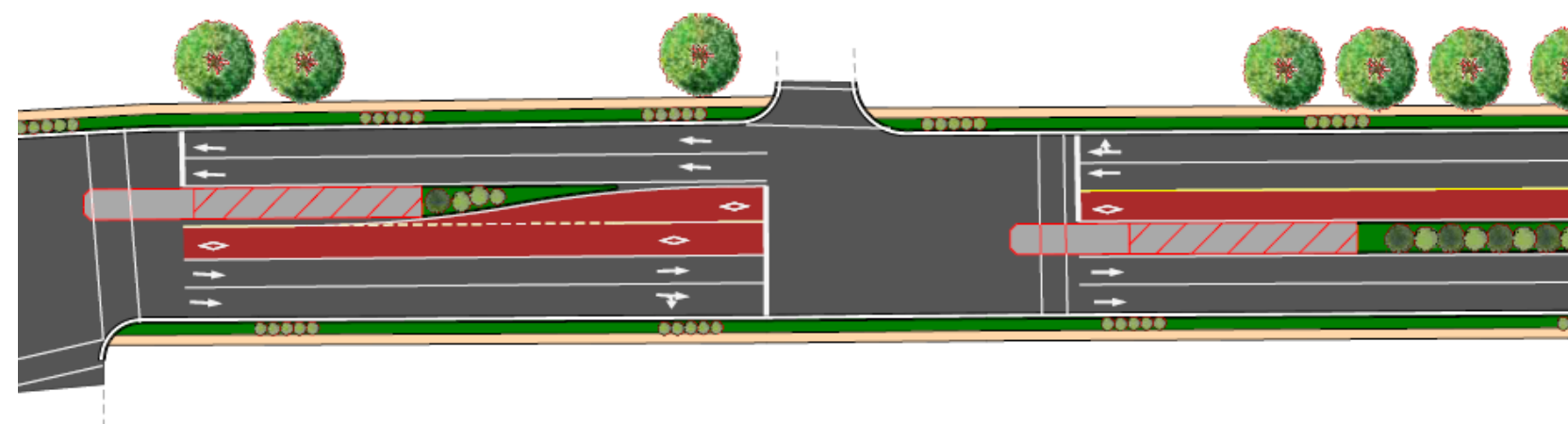
Vibrant and Sustainable

- » 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

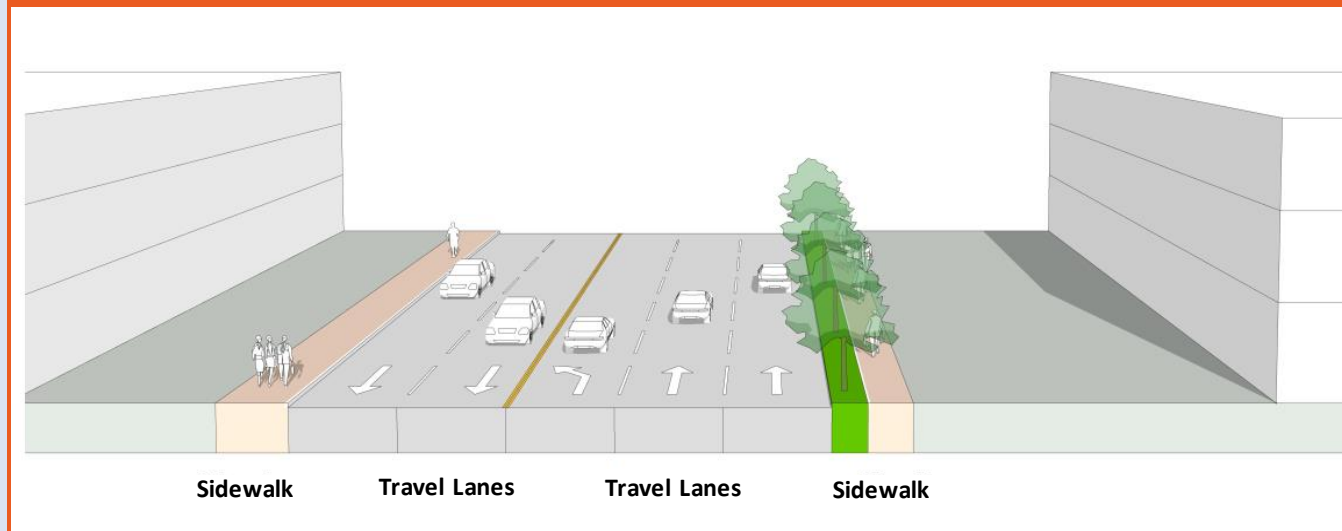
CONCEPT

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

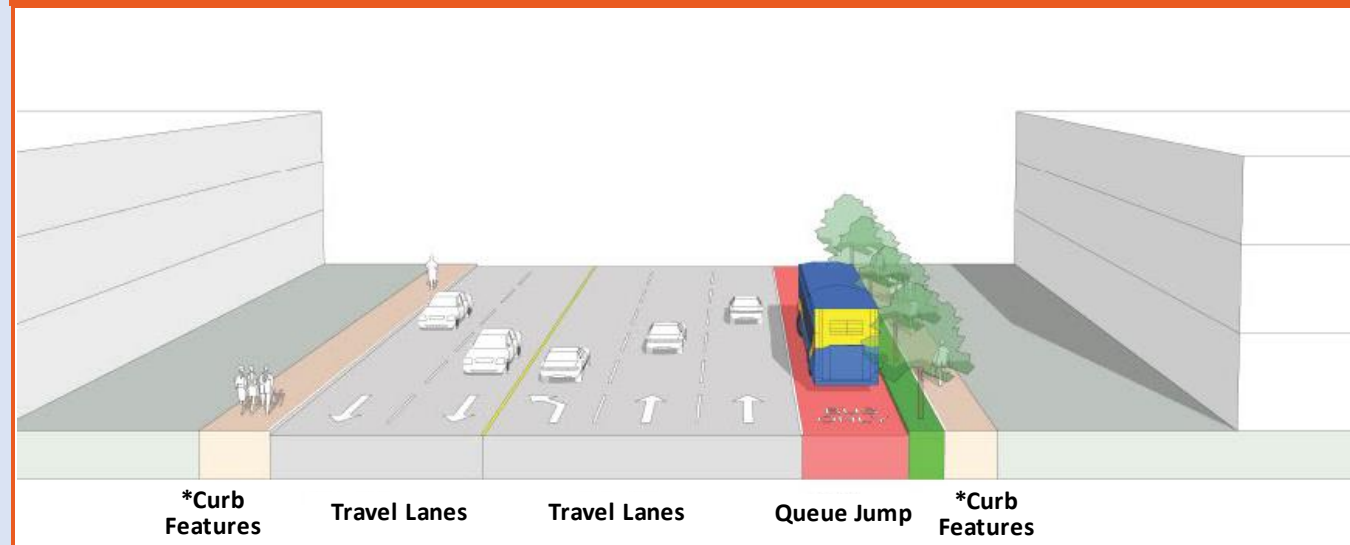
KEY TRADE OFFS

- » 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



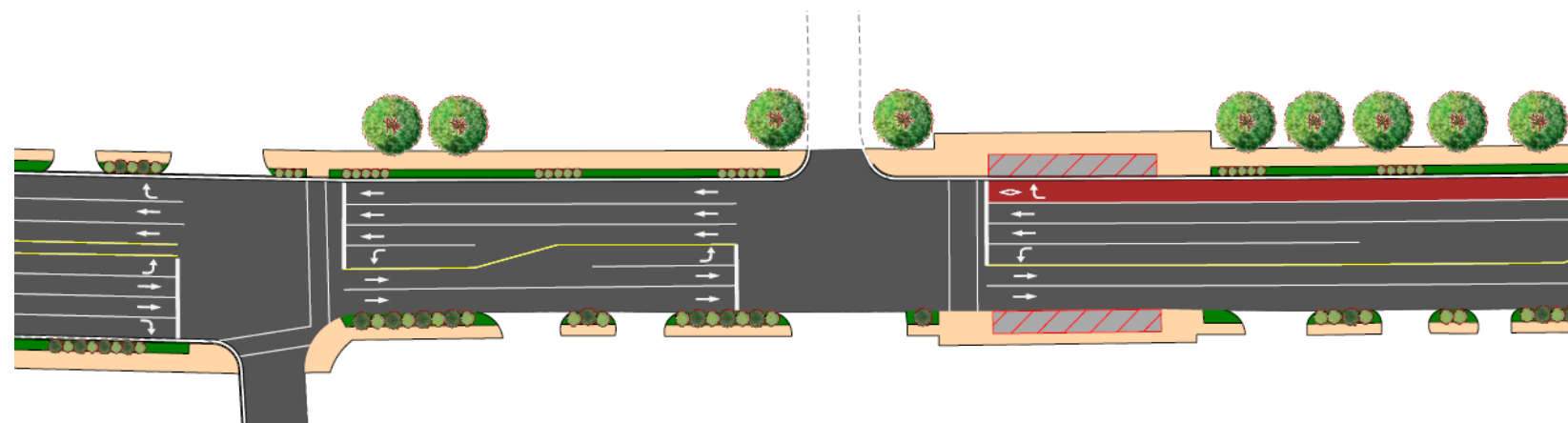
Safe

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



Equitable

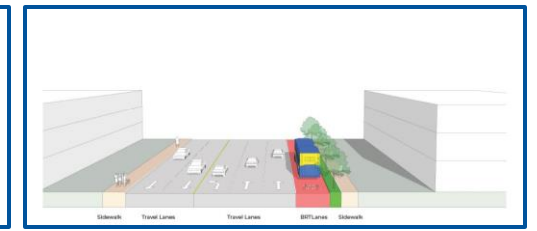
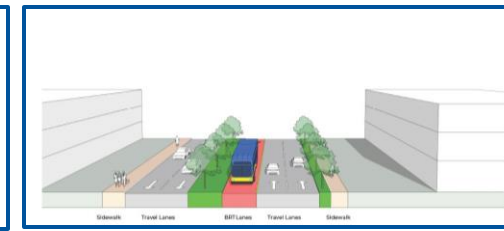
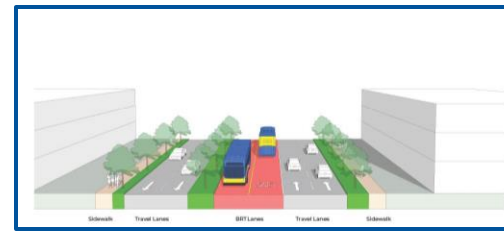
- » Enhanced stations located near **high ridership/high need communities**



LEGEND

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

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



Center Running

Bi-Directional

Mixed Traffic

		Center Running	Bi-Directional	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.