Segment 1: Center 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
- Median buffers with space for landscaping and stormwater features
- Opportunity to relocate utilities underground

**EXISTING TYPICAL SECTION**
- Sidewalk
- Travel Lanes
- Median
- Travel Lanes
- Service Road
- Sidewalk

**CENTER RUNNING CONCEPT**
- Sidewalk
- Travel Lanes
- BRT Lanes
- Travel Lanes
- *Curb Features

**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

**KEY TRADE OFFS**
- Potential increase in vehicle travel time

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

*Curb features to be determined at a later stage in the project.
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**
- Sidewalk
- Travel Lanes
- Median
- Travel Lanes
- Service Road
- Sidewalk

**CURB RUNNING CONCEPT**
- Sidewalk
- Travel Lanes
- Median
- Travel Lanes
- BRT Lane
- *Curb Features

**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

*Curb features to be determined at a later stage in the project.*
Segment 1: Mixed Traffic
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**
- 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**

<table>
<thead>
<tr>
<th>Sidewalk</th>
<th>Travel Lanes</th>
<th>Median</th>
<th>Travel Lanes</th>
<th>Service Road</th>
<th>Sidewalk</th>
</tr>
</thead>
</table>

*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*
**Segment 1:** West End Alexandria to Jordan Street

**Benefits**

<table>
<thead>
<tr>
<th>Convenient</th>
<th>Bus schedule reliability and user experience</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safe</td>
<td>Corridor and intersection safety features</td>
</tr>
<tr>
<td>Efficient</td>
<td>Bus travel time*</td>
</tr>
<tr>
<td></td>
<td>Non-transit vehicle travel time*</td>
</tr>
</tbody>
</table>

**Impacts**

| Property impacts | 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.