**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**

- Sidewalk
- Parking Lane
- Service Road
- Buffer
- Travel Lanes
- Travel Lanes
- Sidewalk

**CENTER RUNNING CONCEPT**

- Sidewalk
- Parking Lane
- Service Road
- Buffer
- Travel Lanes
- Travel Lanes
- Sidewalk

**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

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

**LEGEND**

- BRT Station
- Bus-only Lanes
- Landscaping/Buffer
- Curb Features*
Segment 2A: Hybrid
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
- Some curbside bus pull off areas

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
- Sidewalk
- Parking
- Service Road
- Buffer
- Travel Lanes
- Travel Lanes
- Sidewalk

HYBRID CONCEPT (SHOWING BI-DIRECTIONAL LOCATION)
- Sidewalk
- Parking
- Service Road
- Buffer
- Travel Lanes
- Travel Lanes
- Sidewalk

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

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

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

**MIXED TRAFFIC CONCEPT**
- Sidewalk
- Parking
- Service Road
- Buffer
- Travel Lanes
- *Curb Features

* *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*
## Segment 2A: Jordan Street to Wheeler Avenue

<table>
<thead>
<tr>
<th>Key</th>
<th>No Benefit</th>
<th>Minor Benefit</th>
<th>Moderate Benefit</th>
<th>Large Benefit</th>
<th>No Impact</th>
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<th>Moderate Impact</th>
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### Benefits

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<tbody>
<tr>
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<td>Bus schedule reliability and user experience</td>
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<td>⬤</td>
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<tr>
<td><strong>Safe</strong></td>
<td>Corridor and intersection safety features</td>
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<tr>
<td><strong>Efficient</strong></td>
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<tr>
<td><strong>Vibrant</strong></td>
<td>Non-transit vehicle travel time*</td>
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<td>Business and residential access</td>
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<tr>
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<td>Parking</td>
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### Impacts

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<th>Moderate Impact</th>
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</tbody>
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*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.*