**EXISTING CORRIDOR**

- Three travel lanes in each direction
- Median with trees
- Sidewalk on both sides of the street (northern sidewalk along elevated service road)
- Some areas with service roads
- Bicycle sharrows on service road

**CONCEPT**

- Two travel lanes in westbound (WB) direction
- Three travel lanes in eastbound (EB) direction
- A dedicated bus lane in each direction
- Median buffer with space for landscaping and stormwater features

**KEY TRADE OFFS**

- Potential increase in vehicle travel time

**EXISTING TYPICAL SECTION**

**CENTER RUNNING CONCEPT**

**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, street-scaping, stormwater management

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

**LEGEND**

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

*Curb features to be determined at a later stage in the project.
Segment 3: Curb Running
Roth Street to King Street Metro Station

**EXISTING CORRIDOR**
- Three travel lanes in each direction
- Median with trees
- Sidewalk on both sides of the street (northern sidewalk along elevated service road)
- Some areas with service roads
- Bicycle sharrows on service road

**CONCEPT**
- Two travel lanes in westbound (WB) direction
- Three travel lanes in eastbound (EB) direction
- Dedicated bus lane in WB direction
- No change to median

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

**CURB RUNNING CONCEPT**
- EB Travel Lanes
- Median
- WB Travel Lanes
- BRT Lane

**KEY TRADE OFFS**
- Potential increase in vehicle travel time (WB)

**SEGMENT 3**

**BENEFITS**

- **Convenient**
  - Dedicated bus lane improves transit reliability and bus rider experience

- **Efficient**
  - Dedicated curbside transit lane provides travel time savings for bus riders in the westbound direction

- **Safe**
  - Improved vehicle safety from separating car and transit traffic and reducing conflict areas

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

**LEGEND**
- BRT Station
- Bus and Turn Lane
- Landscaping/Buffer
- Curb Features*

*Curb features to be determined at a later stage in the project.
Segment 3: Mixed Traffic
Roth Street to King Street Metro Station

**EXISTING CORRIDOR**
- Three travel lanes in each direction
- Median with trees
- Sidewalk on both sides of the street (northern sidewalk along elevated service road)
- Some areas with service roads
- Existing bicycle sharrows on frontage road

**CONCEPT**
- Three travel lanes in each direction
- No dedicated bus lane in either direction
- No change to median
- Queue jump areas at spot locations along the corridor

**KEY TRADE OFFS**
- Limited/reduced improvement to bus operation and reliability
- Limited improvements to vehicle safety in the corridor

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

**MIXED TRAFFIC CONCEPT**
- Travel Lanes
- Median
- Travel Lanes
- *Curb Features

**BENEFITS**

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

**Safe**
- Spot improvement to vehicle safety by separating car and bus traffic at queue jumps

**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 3:** Roth Street to King St Metro Station

### Key

<table>
<thead>
<tr>
<th>No Benefit</th>
<th>Minor Benefit</th>
<th>Moderate Benefit</th>
<th>Large Benefit</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Impact</td>
<td>Minor Impact</td>
<td>Moderate Impact</td>
<td>Large Impact</td>
</tr>
</tbody>
</table>

### Benefits

- **Convenient**
  - Bus schedule reliability and user experience

- **Safe**
  - Corridor and intersection safety features

- **Efficient**
  - Bus travel time*
  - Non-transit vehicle travel time*

### Impacts

- **Vibrant**
  - Business and residential access
  - Parking

### Property impacts

*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.*