

### 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

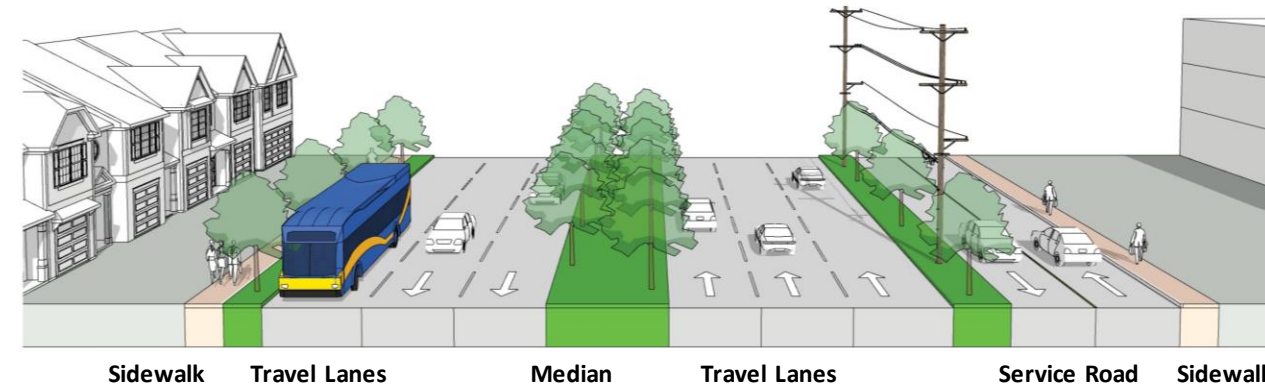
### CONCEPT

- » 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

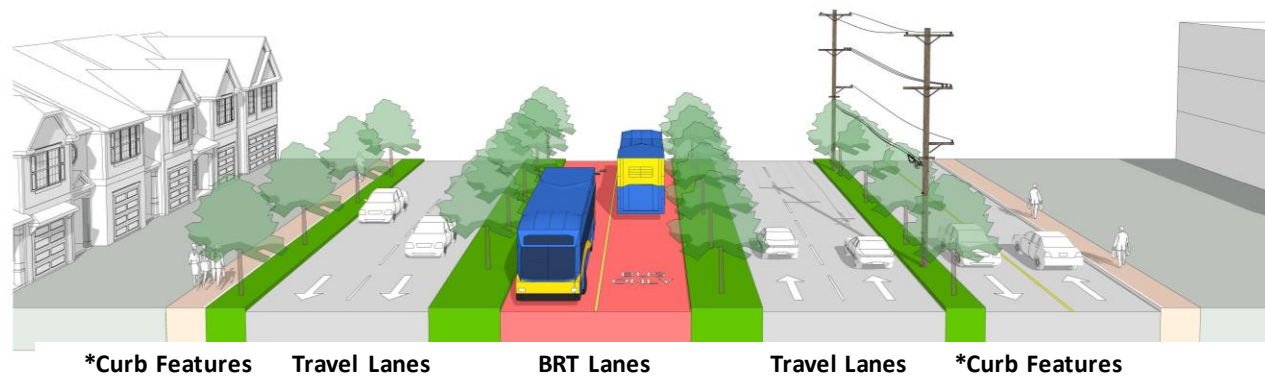
### KEY TRADE OFFS

- » Potential increase in vehicle travel time

### EXISTING TYPICAL SECTION



### CENTER RUNNING CONCEPT



\*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



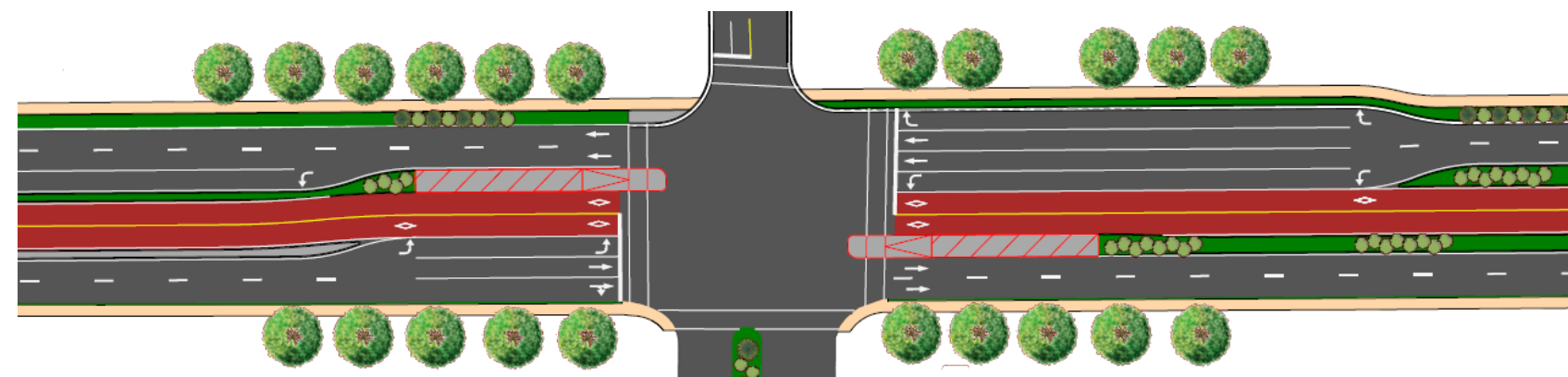
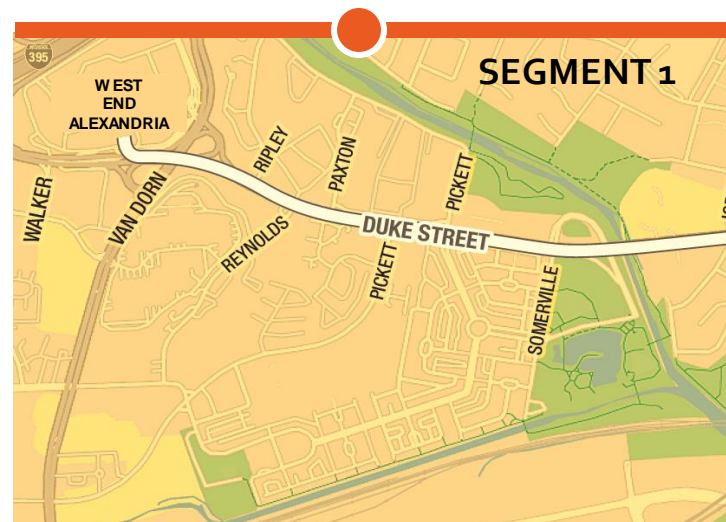
#### Vibrant and Sustainable

- » 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



AlexandriaVA.gov/  
DukeInMotion



### 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

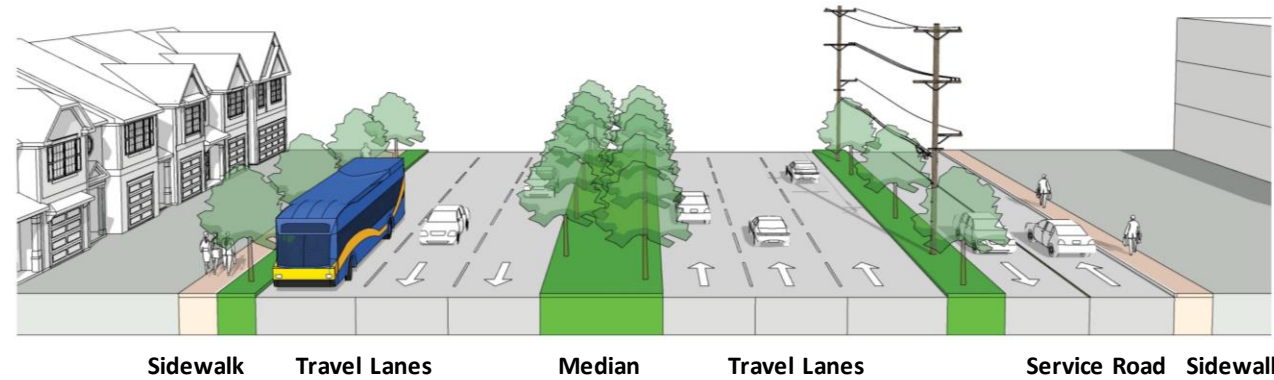
### CONCEPT

- » 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

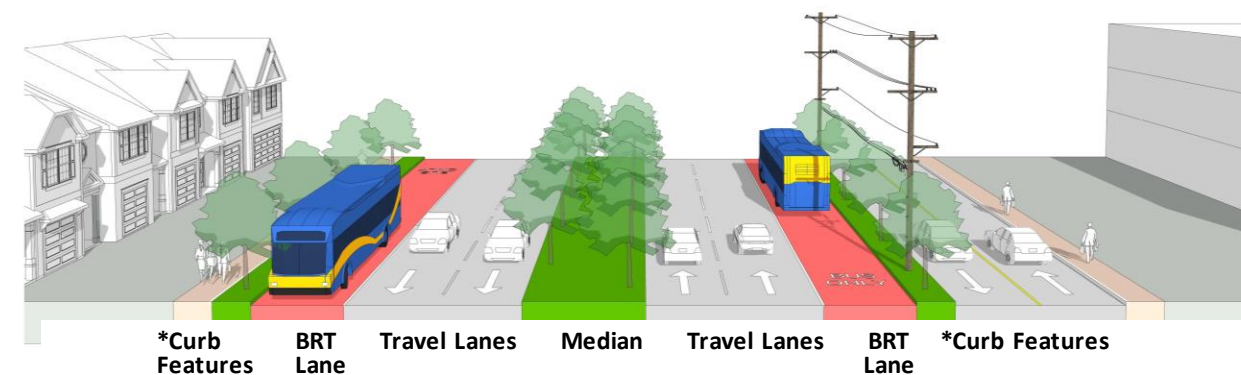
### KEY TRADE OFFS

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

### EXISTING TYPICAL SECTION



### CURB RUNNING CONCEPT



\*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



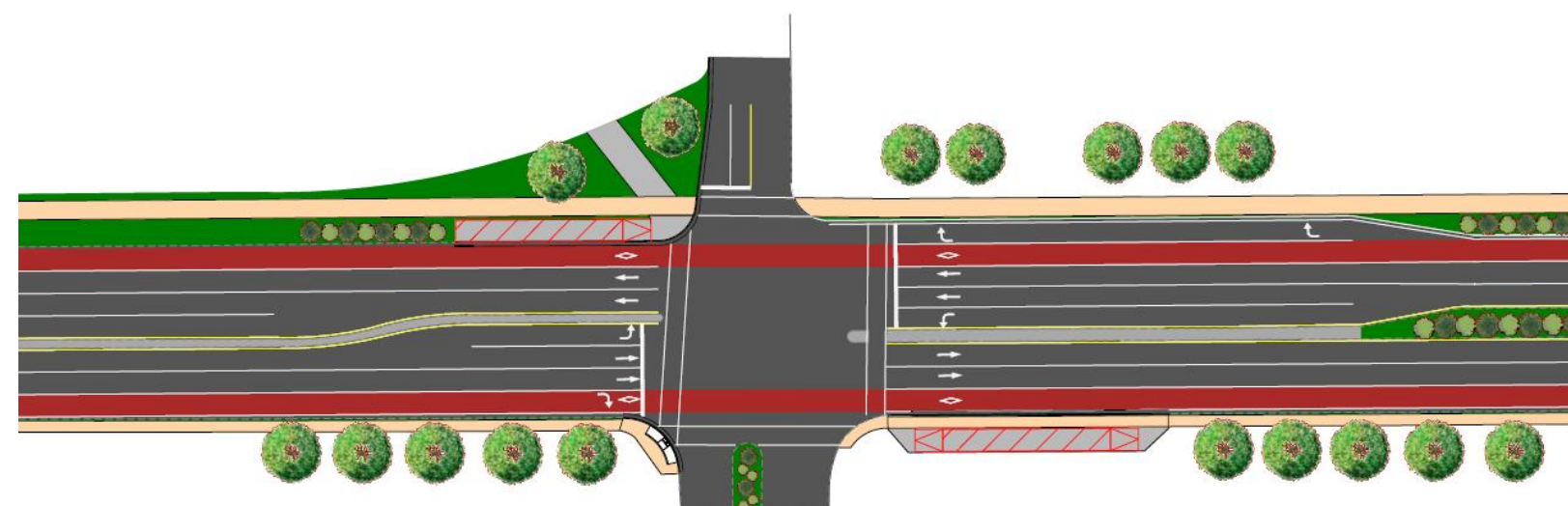
#### Vibrant and Sustainable

- » 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

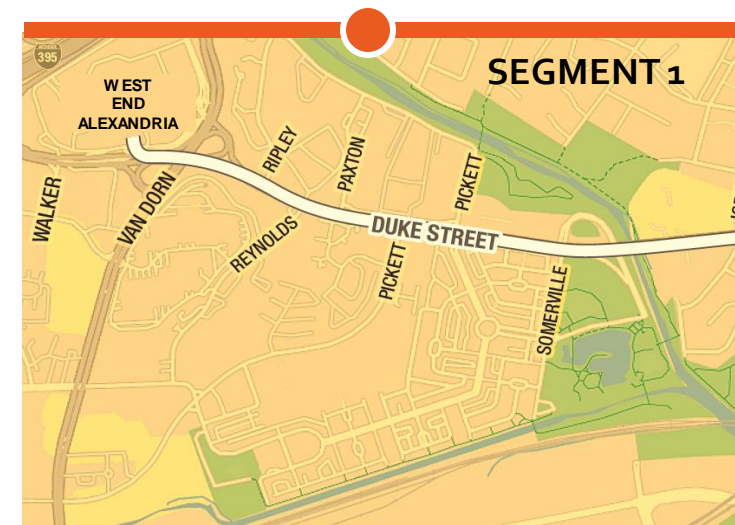
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## CONCEPT

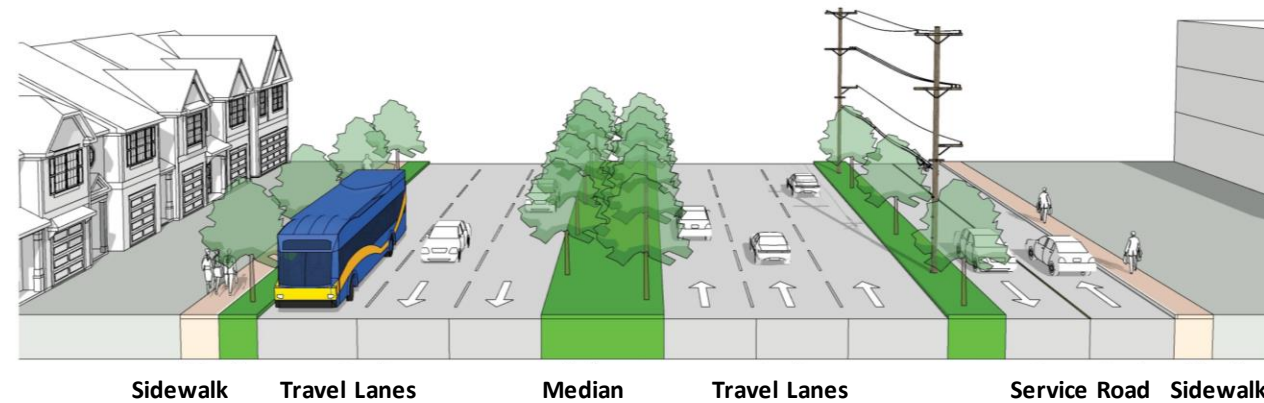
- » Three travel lanes in each direction
- » No dedicated bus lane in either direction
- » No change to median
- » Opportunity to relocate utilities underground

## KEY TRADE OFFS

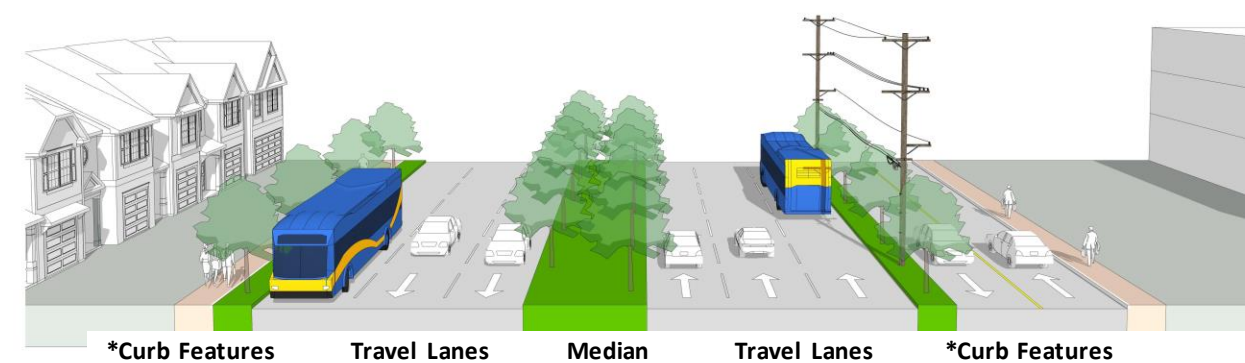
- » Limited/reduced improvement to bus operation and reliability
- » No changes to vehicle safety in the corridor



## EXISTING TYPICAL SECTION



## MIXED TRAFFIC CONCEPT



\*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



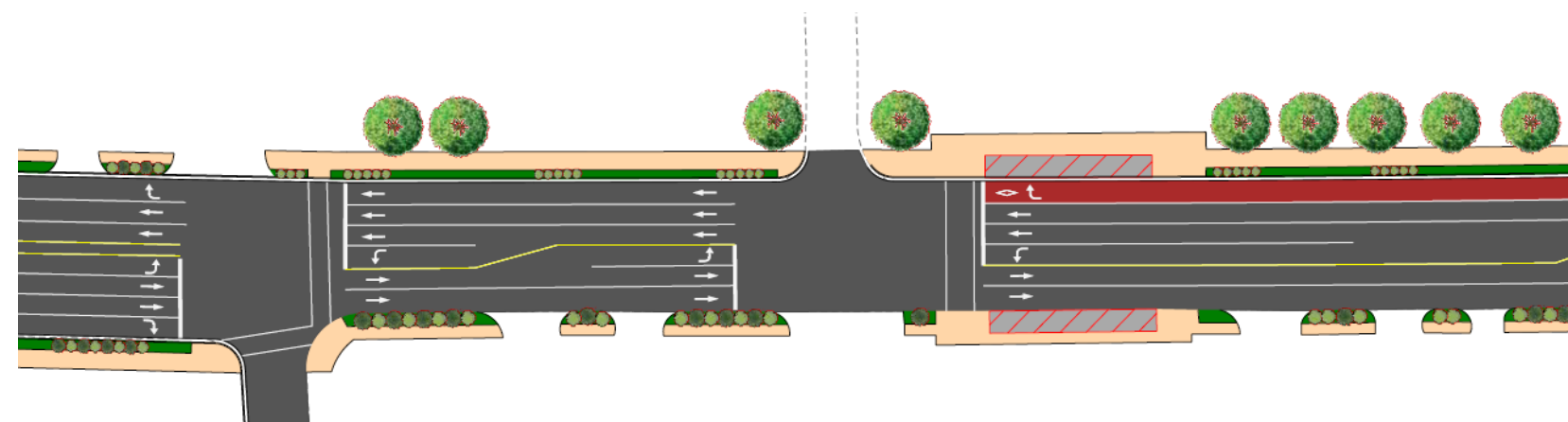
### Vibrant and Sustainable

- » 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\*

Key		<div> <div>No Benefit</div> <div>Minor Benefit</div> <div>Moderate Benefit</div> <div>Large Benefit</div> </div> <div> <div>No Impact</div> <div>Minor Impact</div> <div>Moderate Impact</div> <div>Large Impact</div> </div>			 Center Running	 Curb Running	 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*			●●	●	●
		Property impacts			●	●	●
		Business and residential access			●	●	●
	Vibrant	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.