

Segment 2A: Center Running

Jordan Street to Wheeler Avenue



AlexandriaVA.gov/
DukeInMotion



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

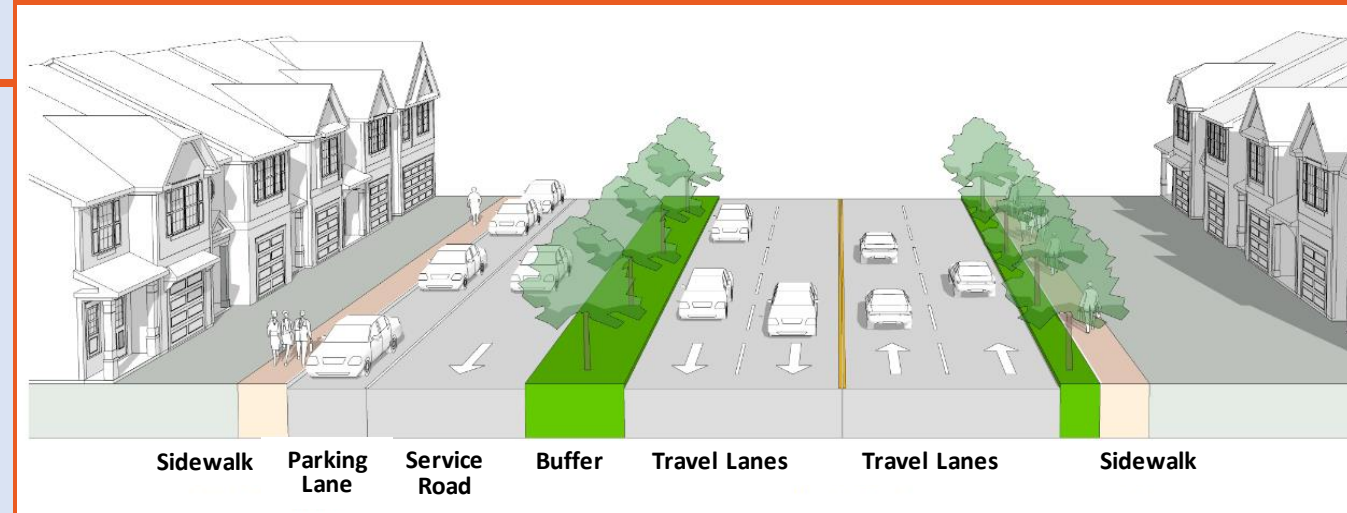
CONCEPT

- » Two travel lanes in each direction
- » A dedicated bus lane in each direction
- » Median bus stations
- » Some median space for landscaping/stormwater features

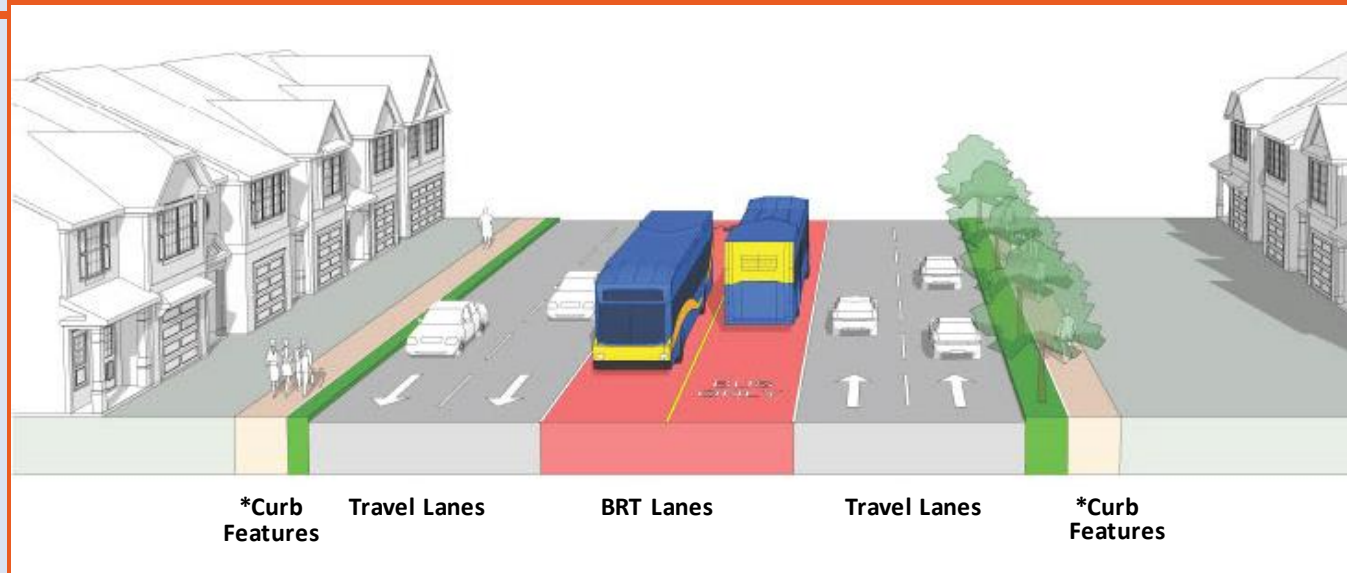
KEY TRADE OFFS

- » 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



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**
- » Improved **vehicle safety** from separating car and transit traffic



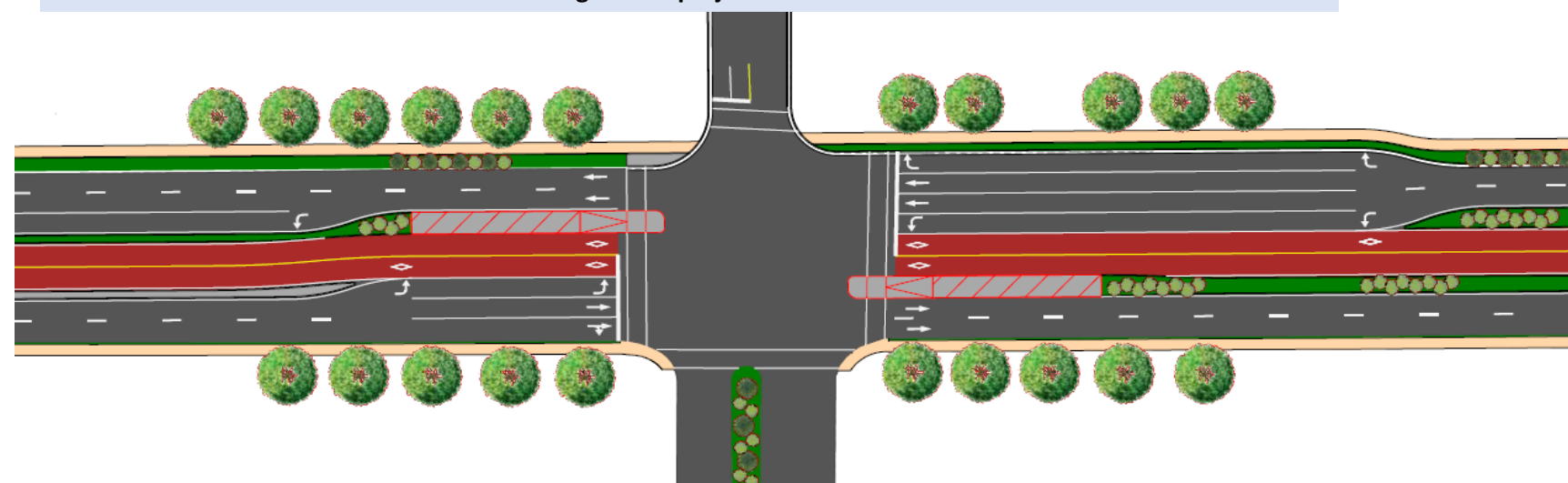
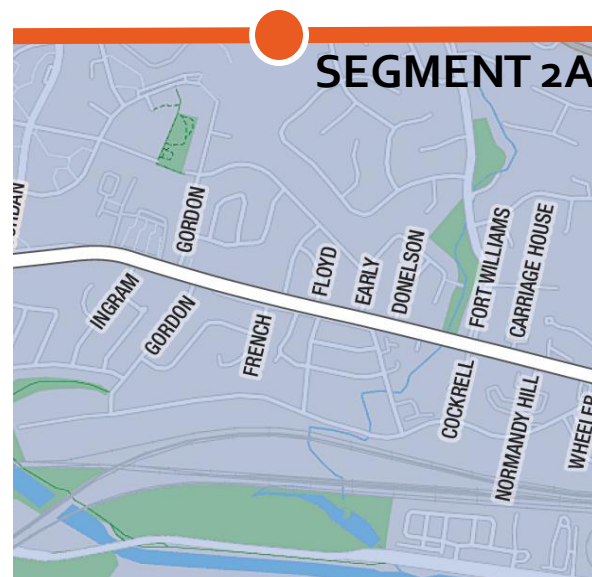
Vibrant and Sustainable

- » Areas for **trees, streetscaping, stormwater management**



Equitable

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



LEGEND

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

Segment 2A: Hybrid

Jordan Street to Wheeler Avenue



EXISTING CORRIDOR

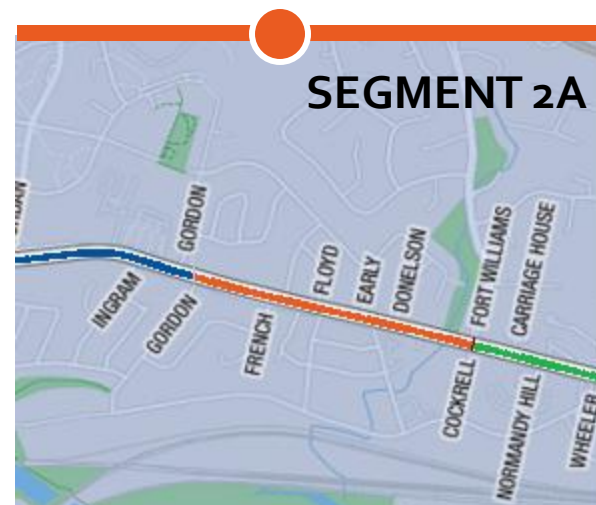
- » Two travel lanes in each direction
- » Residential and commercial service roads
- » No center median
- » Sidewalk on both sides of the street
- » Some curbside bus pull off areas

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

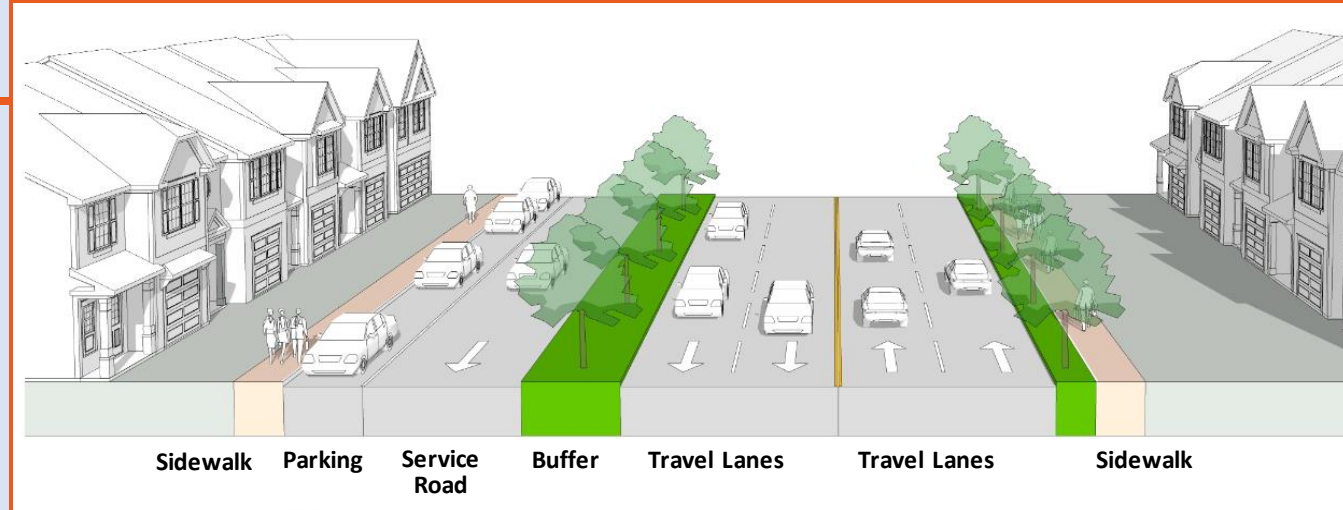
- » Widening required in bus lane locations
- » Widening impacts commercial service road
- » Reduced bus efficiency
- » Locations where bus lanes are proposed would only allow left turns at traffic signals



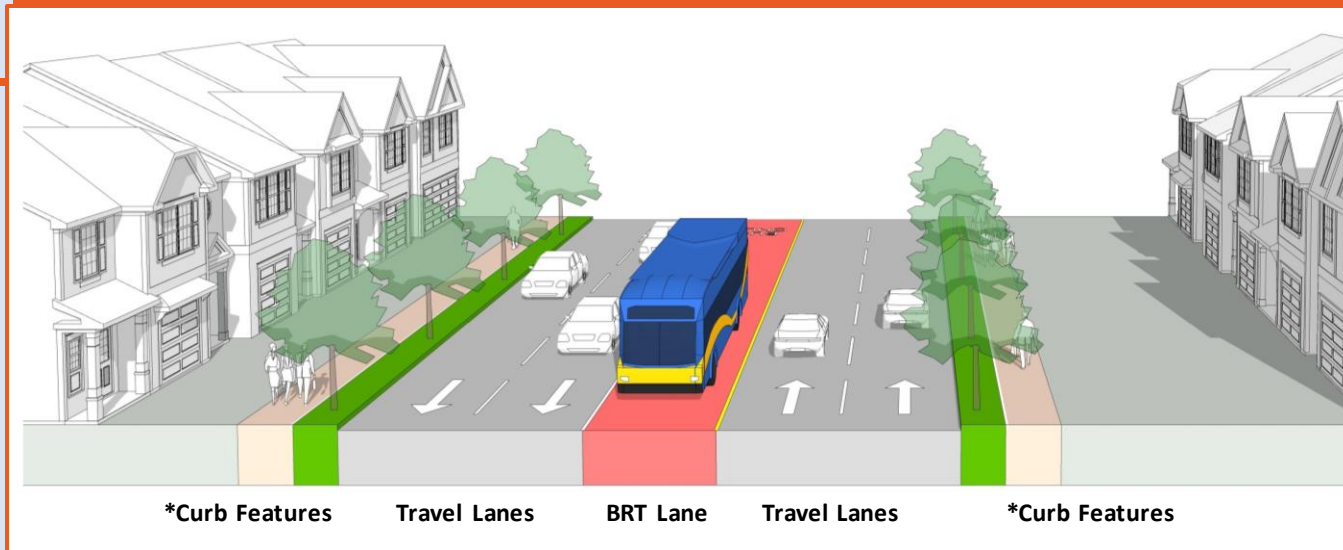
SEGMENT 2A

- Center Running
- Mixed Traffic
- Bidirectional

EXISTING TYPICAL SECTION



HYBRID CONCEPT (SHOWING BI-DIRECTIONAL LOCATION)



*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** at center station locations



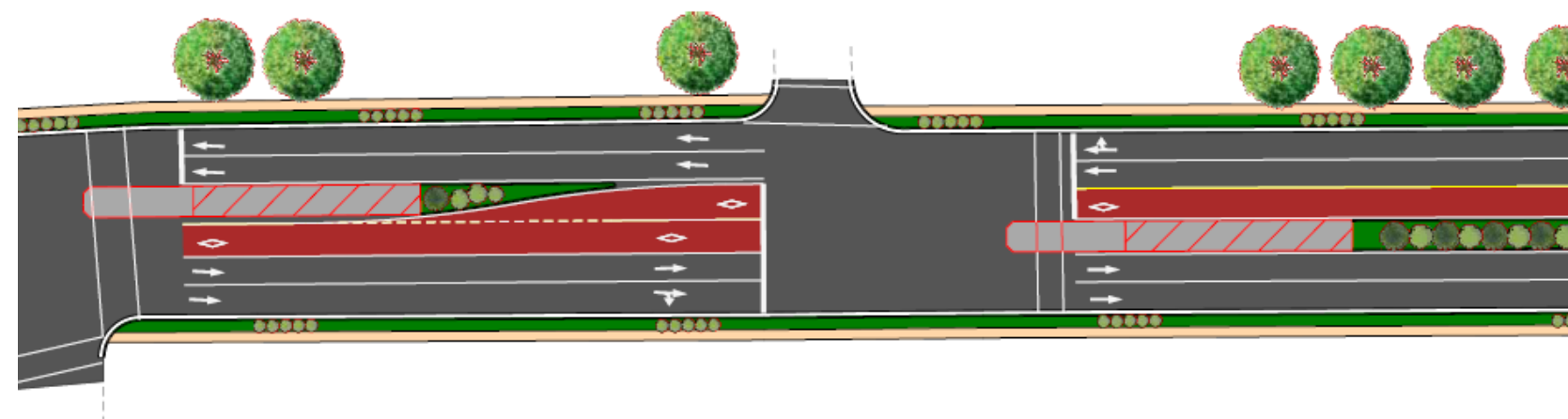
Vibrant and Sustainable

- » 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*

Segment 2A: Mixed Traffic

Jordan Street to Wheeler Avenue



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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

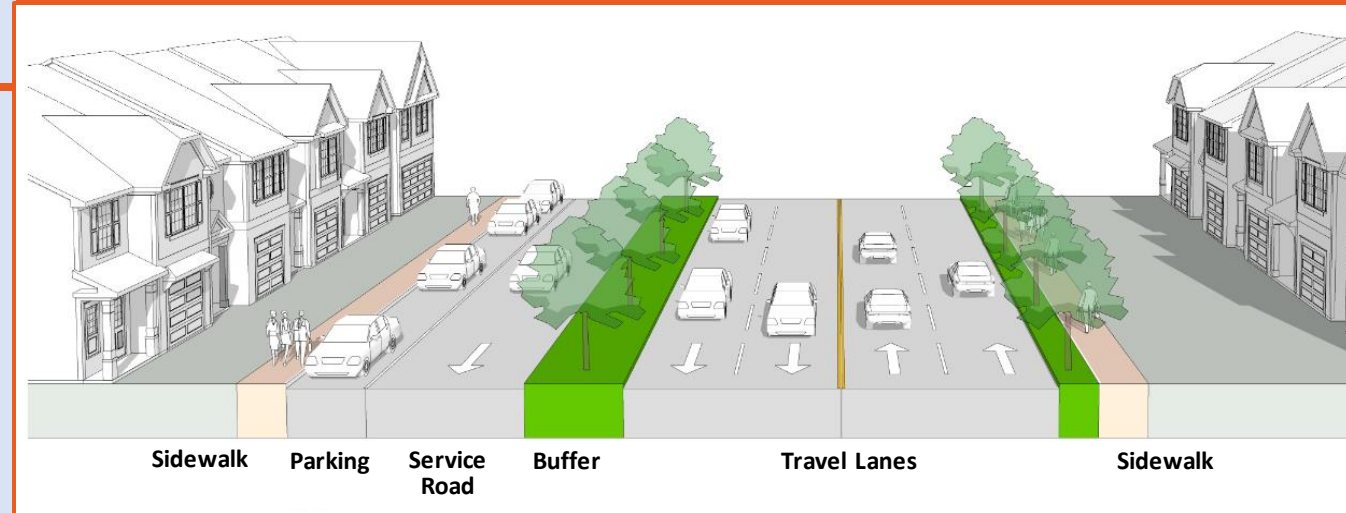
CONCEPT

- » Two travel lanes in each direction
- » Curbside bus stations
- » No change to service roads

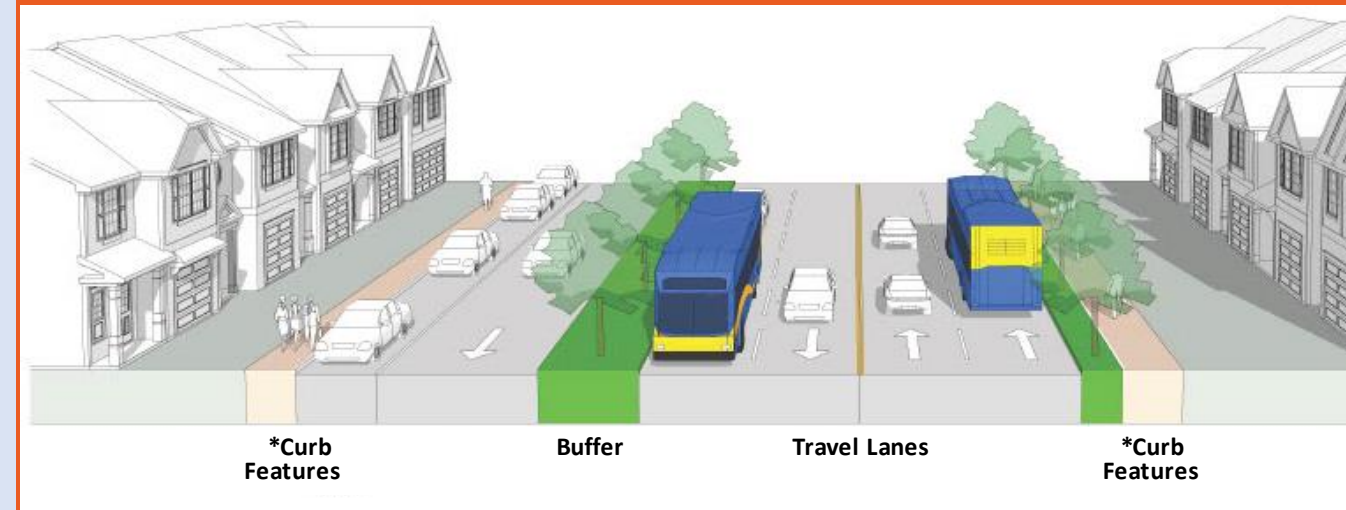
KEY TRADE OFFS

- » Potentially minor improvement to bus operation and reliability
- » Corridor safety not significantly changed

EXISTING TYPICAL SECTION



MIXED TRAFFIC CONCEPT



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

BENEFITS



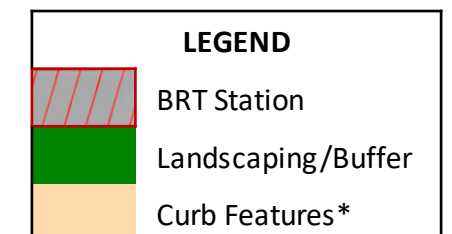
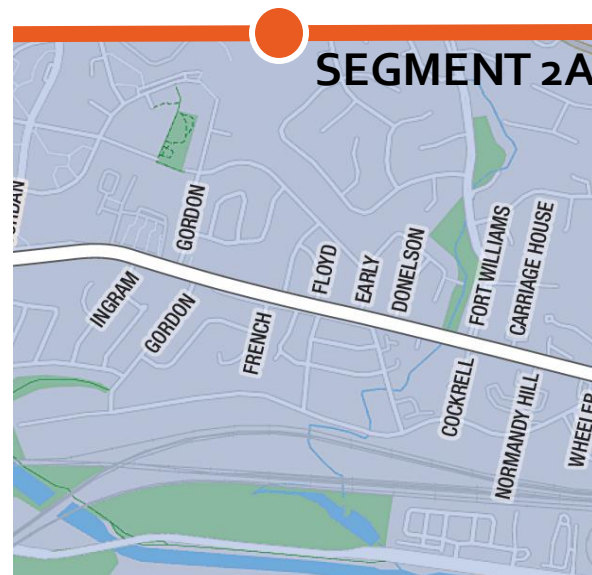
Convenient

- » Transit signal priority at intersections improves **transit reliability** and bus rider experience

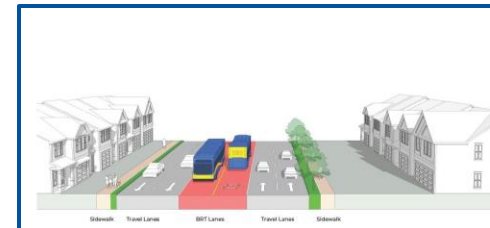


Equitable

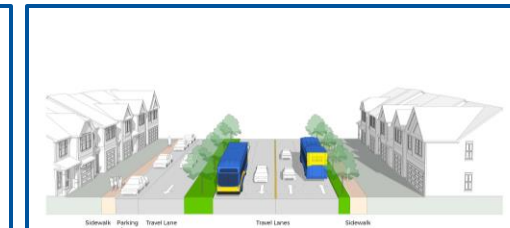
- » Enhanced stations located near **high ridership/high need communities**



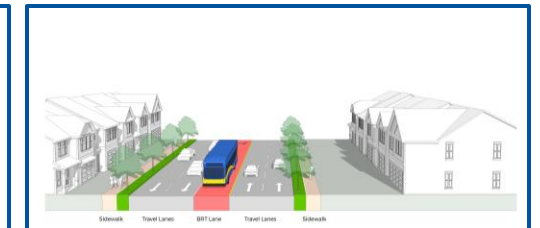
Key	No Benefit	Minor Benefit	Moderate Benefit	Large Benefit
	No Impact	Minor Impact	Moderate Impact	Large Impact



Center Running



Mixed Traffic



Hybrid

Benefits	Convenient	Bus schedule reliability and user experience						
	Safe	Corridor and intersection safety features						
	Efficient	Bus travel time*						
		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.