

# Segment 3: Center 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

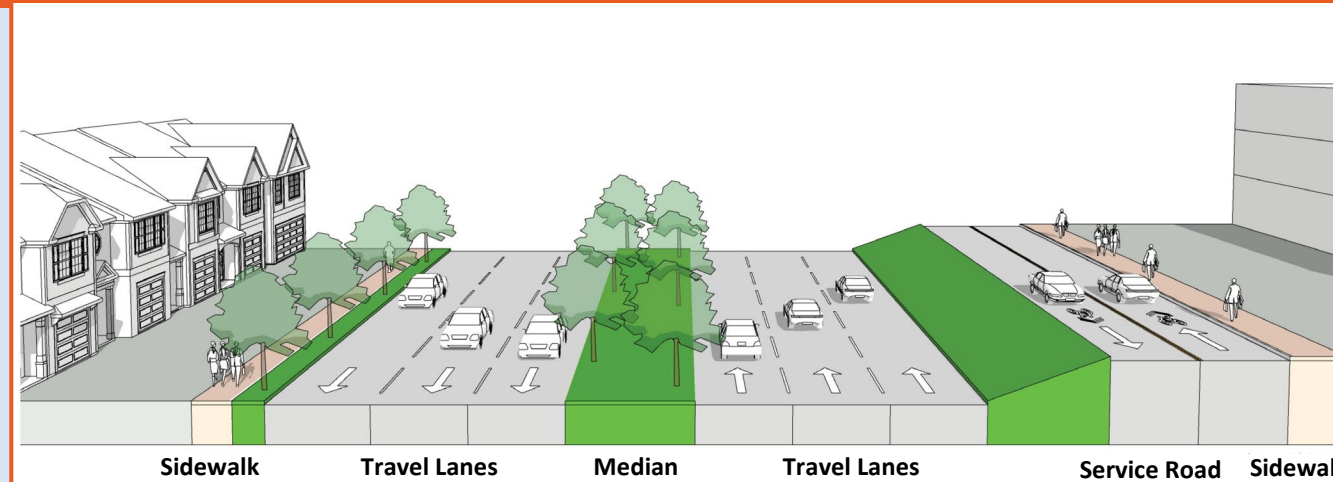
## CONCEPT

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

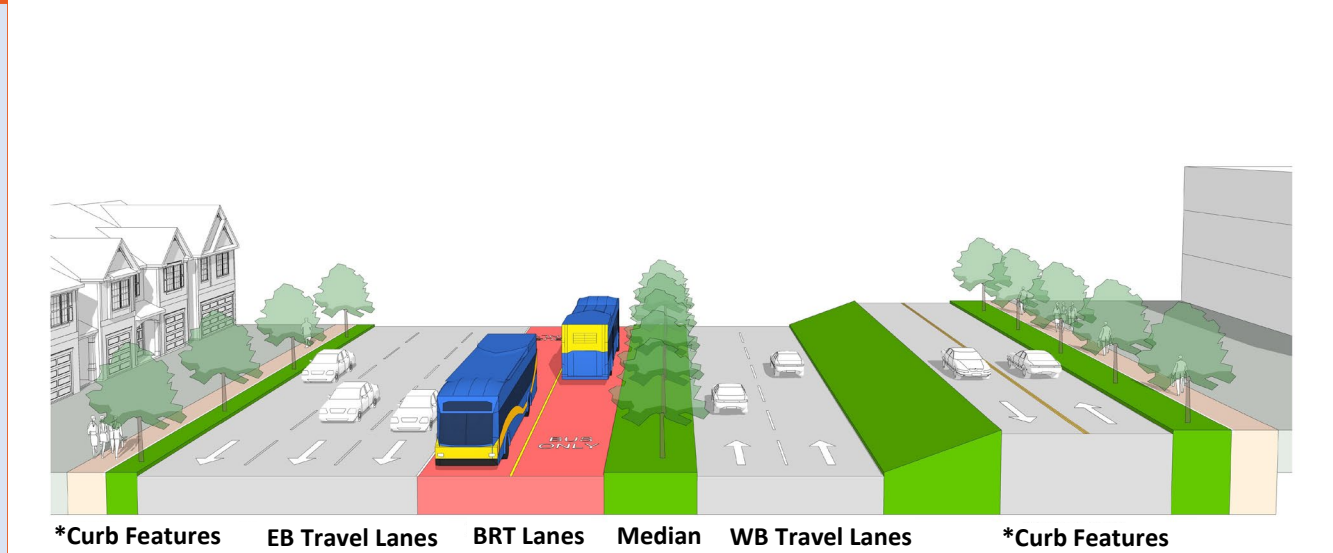
## KEY TRADE OFFS

- » Potential increase in vehicle travel time

## EXISTING TYPICAL SECTION



## CENTER RUNNING CONCEPT



\*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



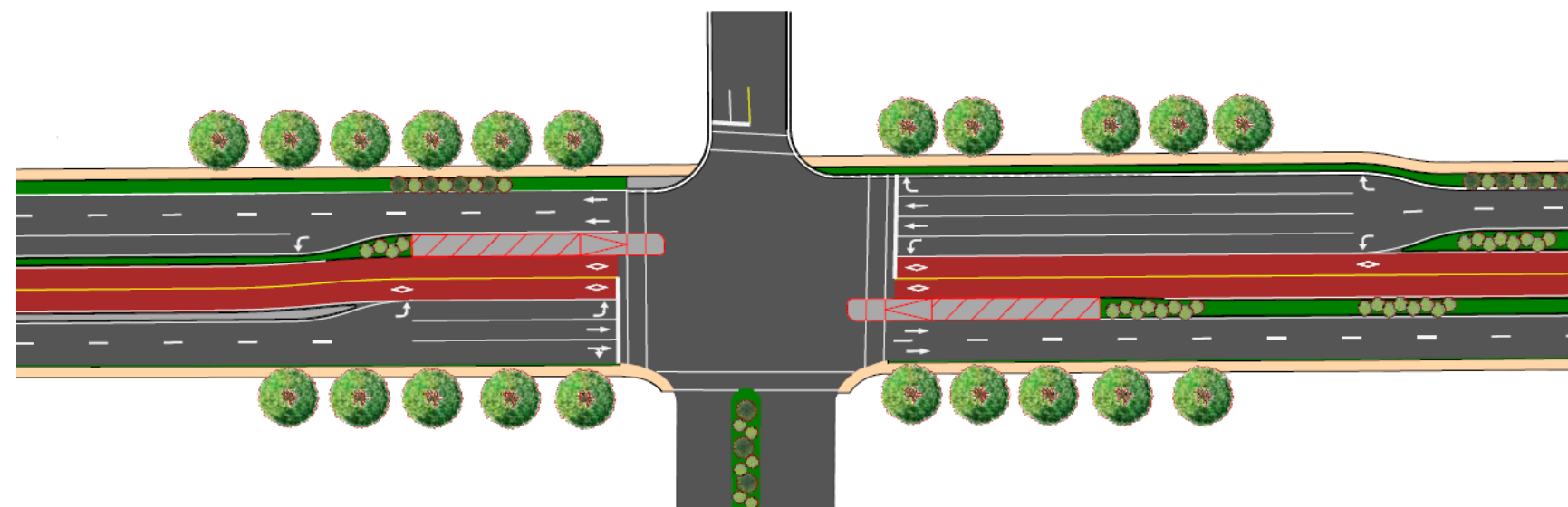
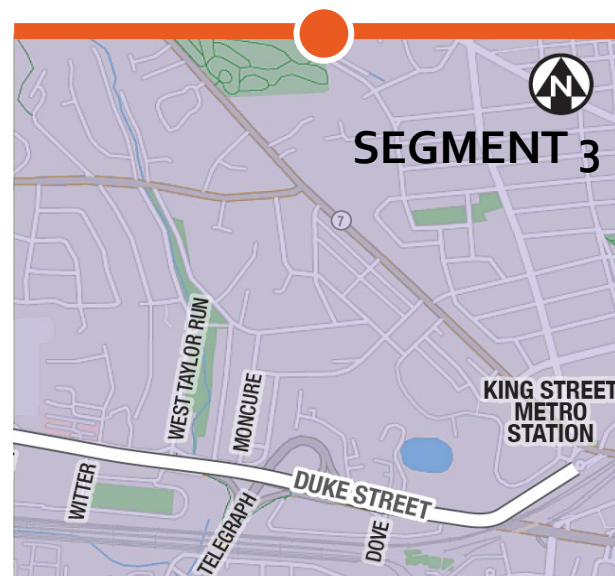
### Vibrant and Sustainable

- » Increased area for **trees, street-scaping, stormwater management**



### Equitable

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



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

# 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

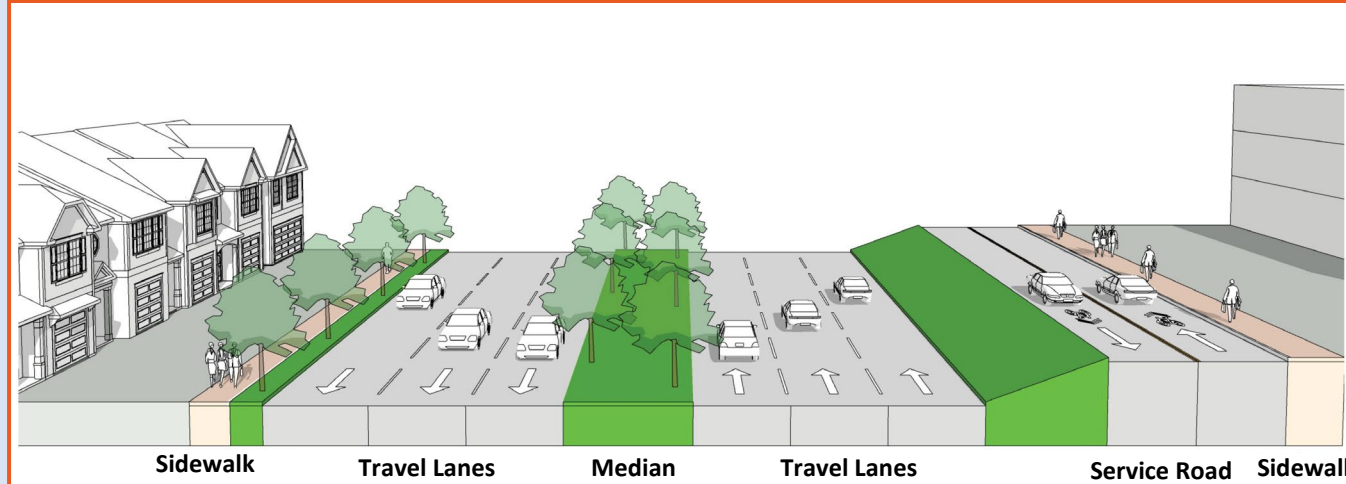
## CONCEPT

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

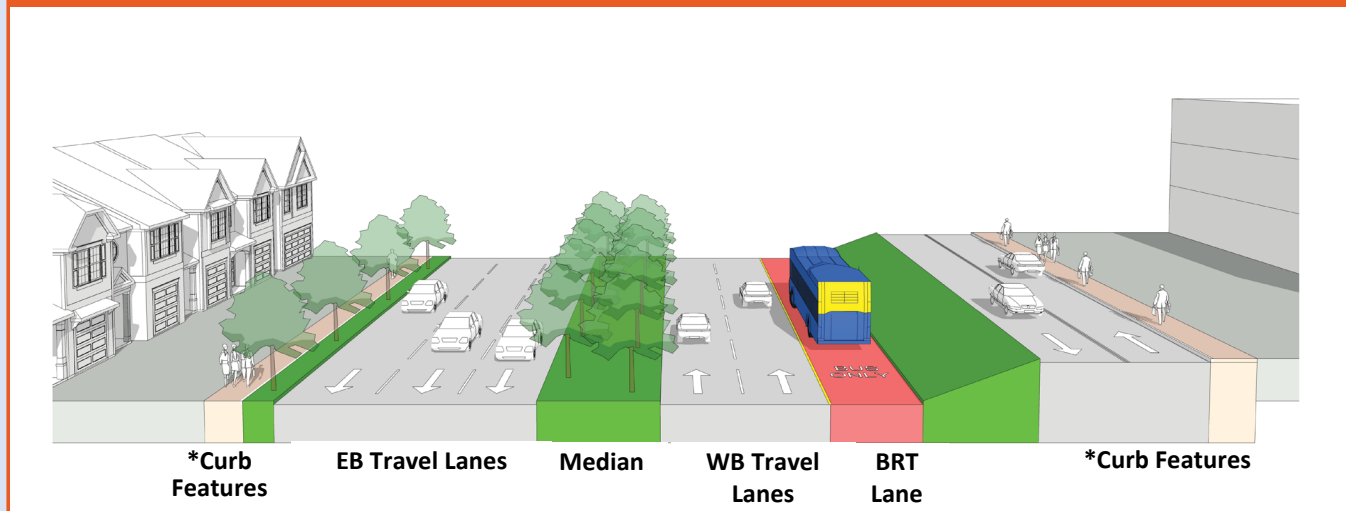
## KEY TRADE OFFS

- » Potential increase in vehicle travel time (WB)

## EXISTING TYPICAL SECTION



## CURB RUNNING CONCEPT



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

## 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



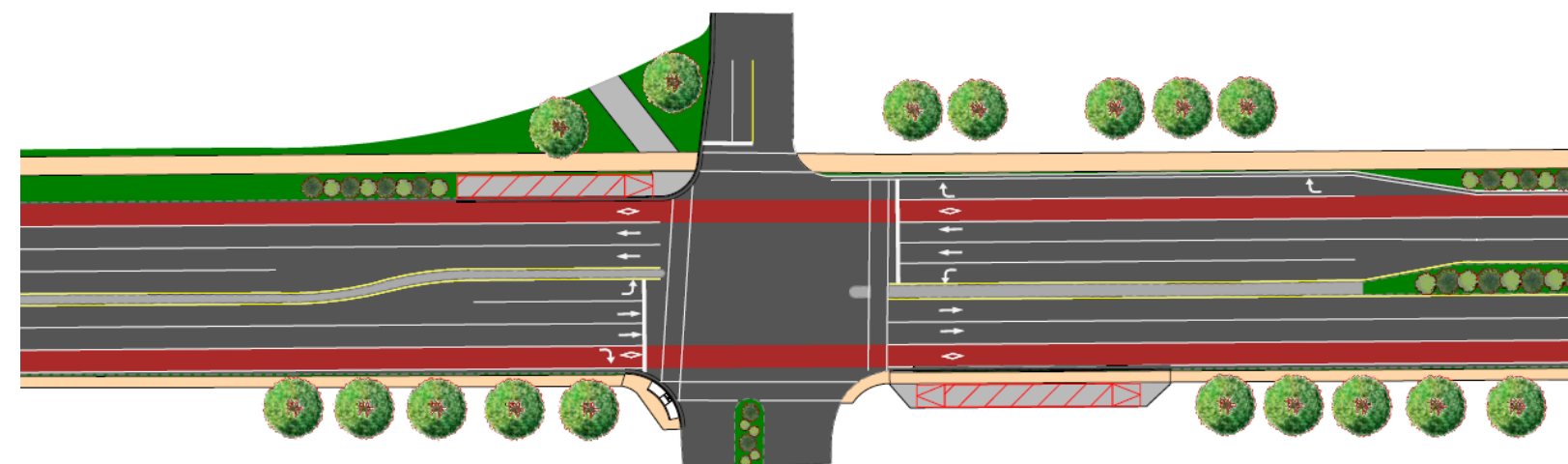
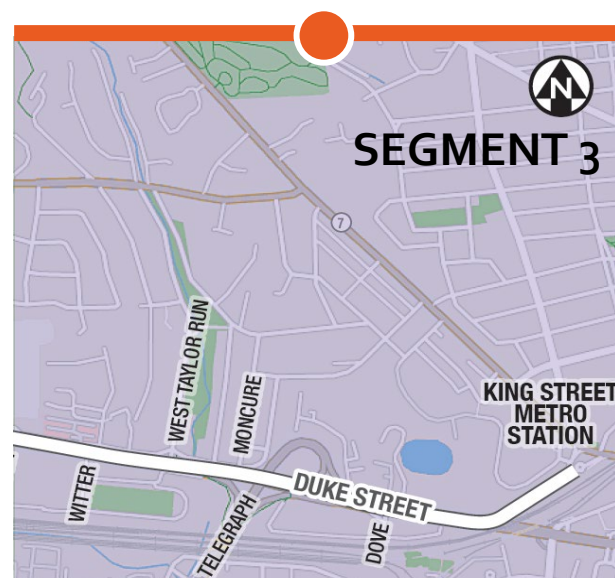
### Safe

- » 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*

# 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

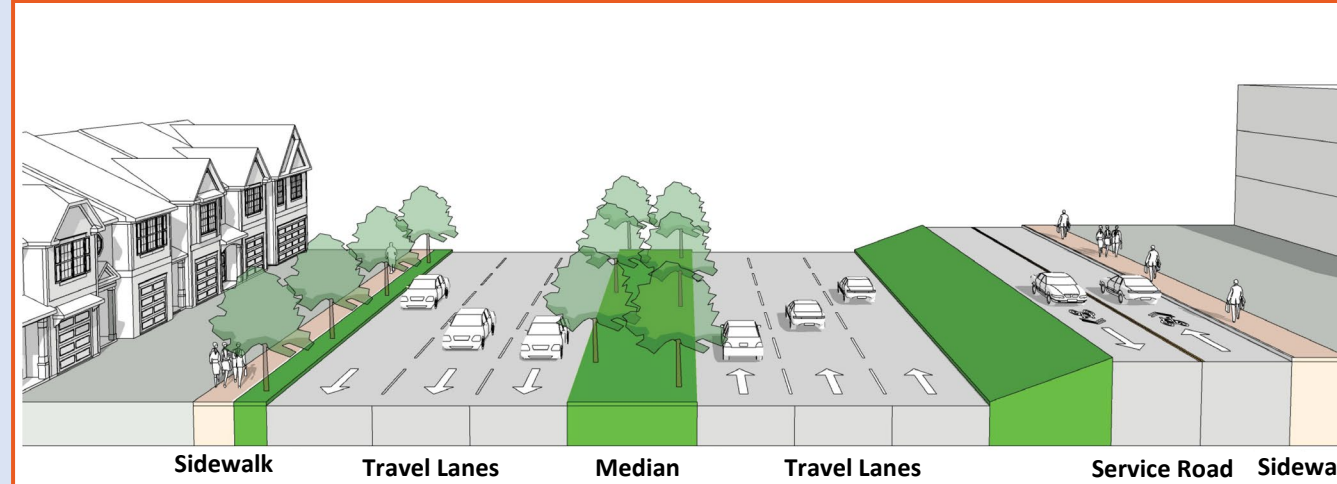
## CONCEPT

- » 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

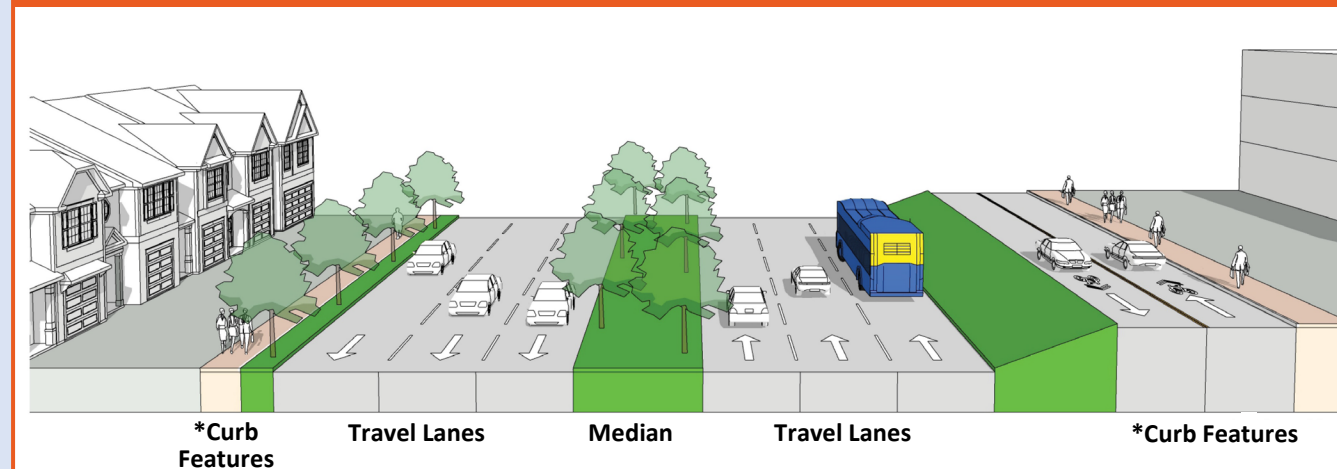
## KEY TRADE OFFS

- » Limited/reduced improvement to bus operation and reliability
- » Limited improvements to vehicle safety in the corridor

## EXISTING TYPICAL SECTION



## MIXED TRAFFIC CONCEPT



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

## 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



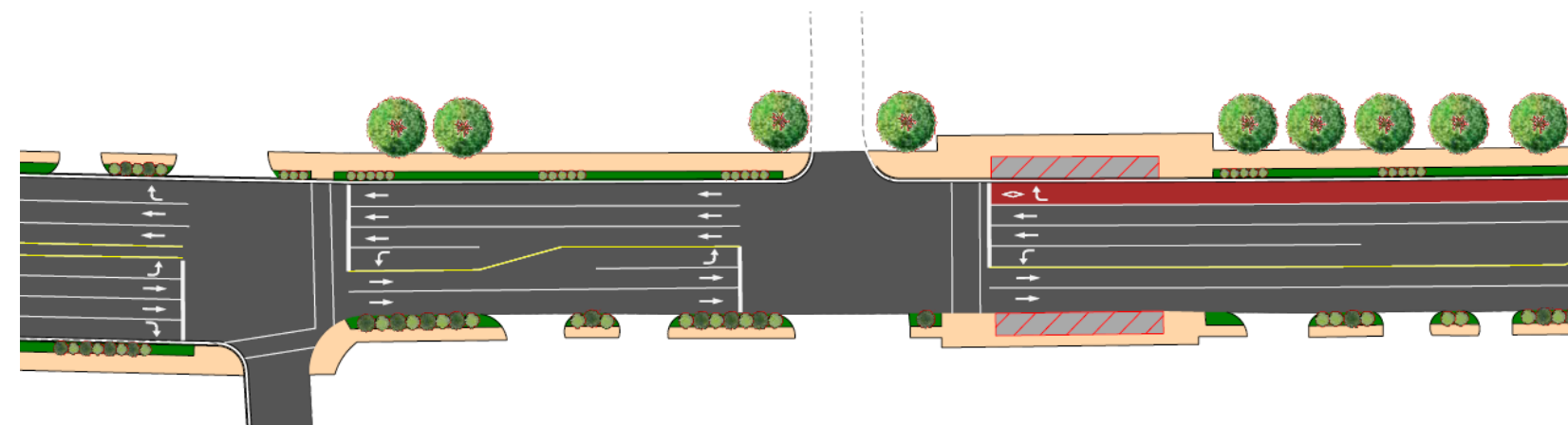
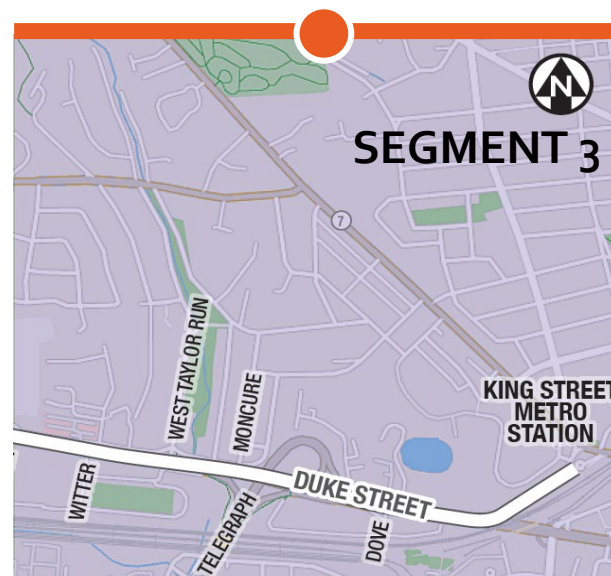
### Vibrant and Sustainable

- » Center median and **tree canopy** remain



### Equitable

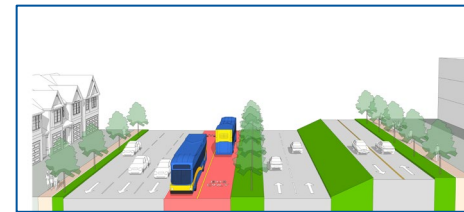
- » **Enhanced stations** located near **high ridership/high need communities**



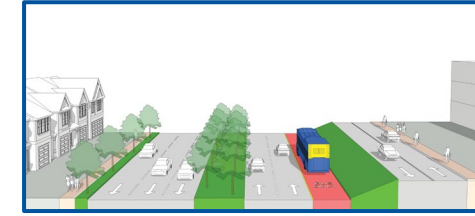
LEGEND	
	BRT Station
	Bus-only Lanes (Queue Jump)
	Landscaping/Buffer
	Curb Features*



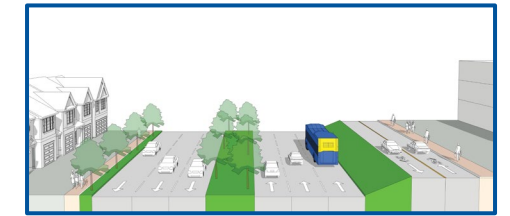
<b>Key</b>	No Benefit	Minor Benefit	Moderate Benefit	Large Benefit
	No Impact	Minor Impact	Moderate Impact	Large Impact



**Center Running**



**Curb Running**



**Mixed Traffic**

		Center Running	Curb Running	Mixed Traffic
<b>Benefits</b>	<b>Convenient</b> Bus schedule reliability and user experience			
	<b>Safe</b> Corridor and intersection safety features			
	<b>Efficient</b> Bus travel time*			
<b>Impacts</b>	Non-transit vehicle travel time*			
	Property impacts			
	<b>Vibrant</b> 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.