

# Route Selection

## How was Broadway selected for the BRT route?

Routing for the BRT system was selected based on criteria necessary to both support high-frequency transit and as corridors that support the City's city-building objectives.

Criteria:















- Proximity to and coverage of areas with existing activity – residents, jobs, students, retail and commercial destinations
- Built form and block/site characteristics that provide opportunities for street-oriented, transit-supportive development
- Suitable right-of-way and street characteristics for transit – width, roadway structure, street classification, etc.
- Interchange with local transit lines
- Reasonable spacing between stops
- Avoidance of conflicts with property/lane access and infrastructure

At various stages of the project, alternatives were considered – Broadway Avenue, Victoria Avenue (with variations) and Idylwyld Drive. Broadway Avenue best satisfies all of these criteria.

The following map shows the current housing and job density for the Broadway and Victoria area.

### Housing Units and Jobs

#### Legend

-  Proposed Blue Line
  -  Victoria Route Option 1
  -  Victoria Route Option 2
  -  1 Dot = 1,900,23083
  -  CountOfHab
  -  1 Dot = 1,000,12149
  -  Total
  -  1 Dot = 1,000,12149
  -  Total
  -  Ownership
  -  Building\_Rooflines
  -  Roads
  -  Water
  -  Parks
- 0 150 300 600  
Meters

