

Route Selection

How was 3rd Avenue 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 – 1st, 3rd and 4th Avenue. 3rd Avenue best satisfies all of these criteria.

The following map shows the current housing, job density and walkshed for the Downtown area.

Households and Jobs

Legend

- BRT Red Line
 - BRT Green Line
 - BRT Blue Line
 - 1 Dot = 1.4
 - CountOfHab
 - 1 Dot = 1
 - Total
 - 1 Dot = 1
 - Total
 - Parcel
 - Building_Rooflines
 - Roads
 - Walkshed Two Station Option
 - 400m
 - 600m
 - Water
 - Parks
- 0 125 250 500
Meters

