

Alternative 6a

This Alternative offers a combination of both increased capacity and opportunities for expanded mode choices by adding both an additional vehicular lane and a shared bus-bike lane (SBBL) in each direction.

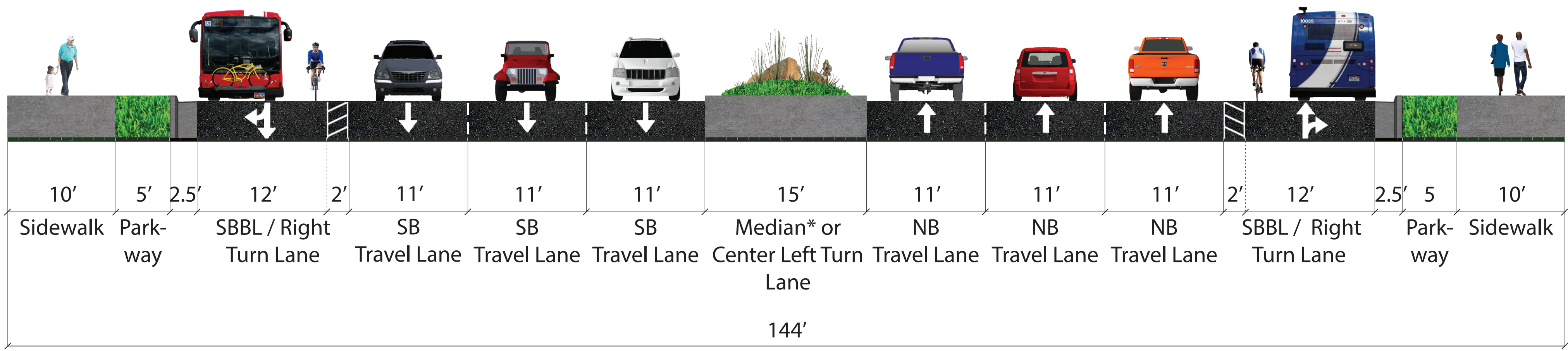
Alternative 6a includes six, 11-foot general purpose lanes, two 14-foot SBBLs, and center median/turn lane with 10-foot sidewalks. Alternative 6a also includes enhanced facilities back of curb with a 10-foot sidewalk and a parkway on both sides of the road.

Tier 3 Rank

3rd

Tier 3 Score

56.22



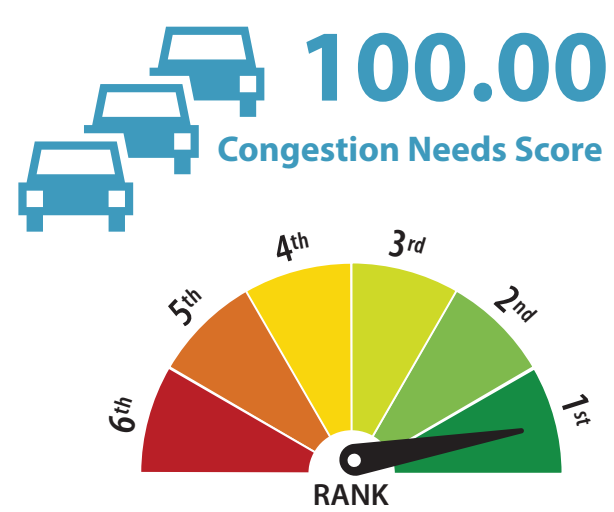
*Median treatment may vary along the study corridor.

**An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

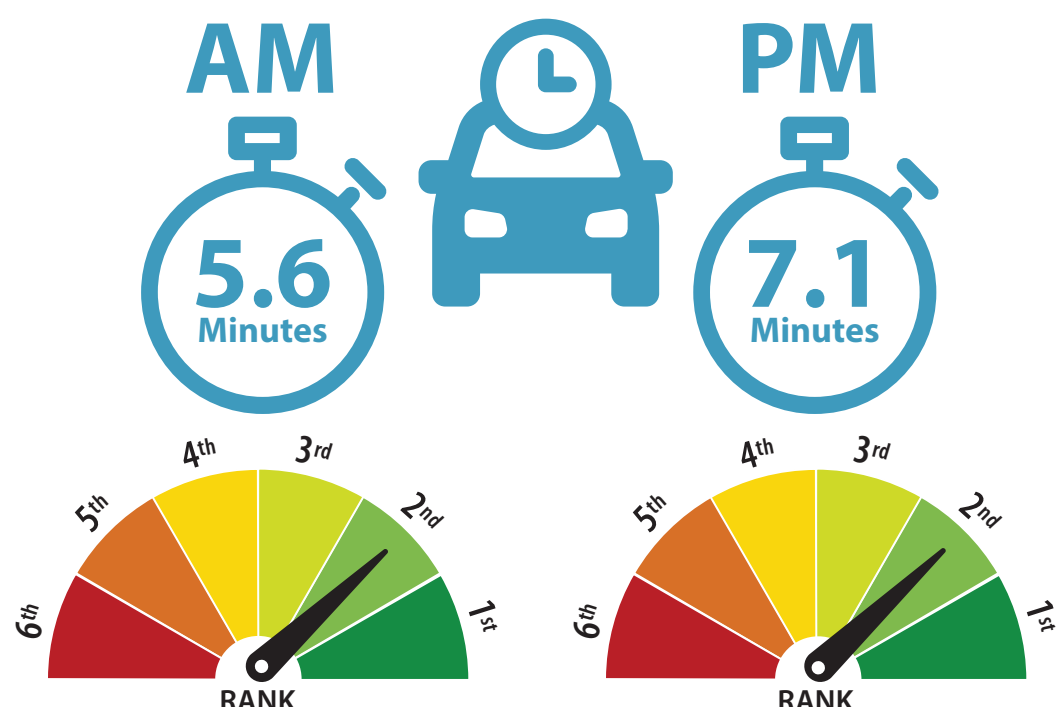
Tier 3 Evaluation Criteria Results

Traffic Operations

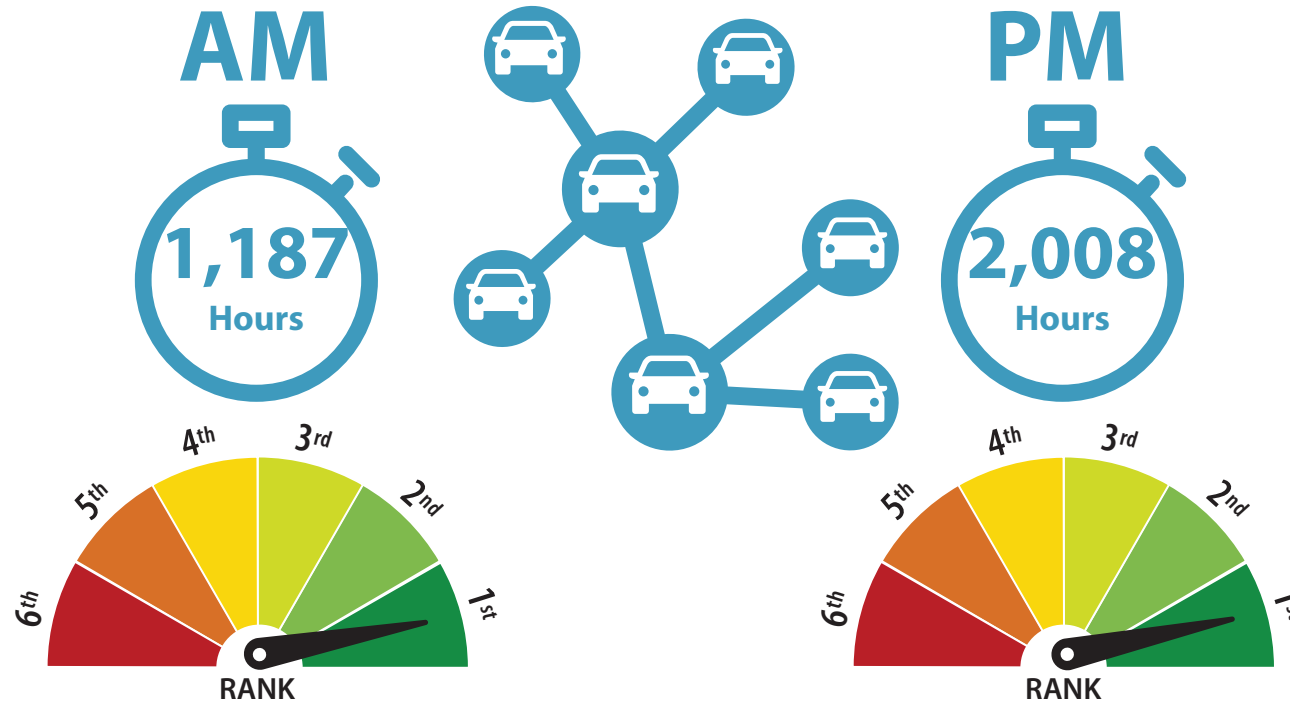
Level-of-Service



Travel Time

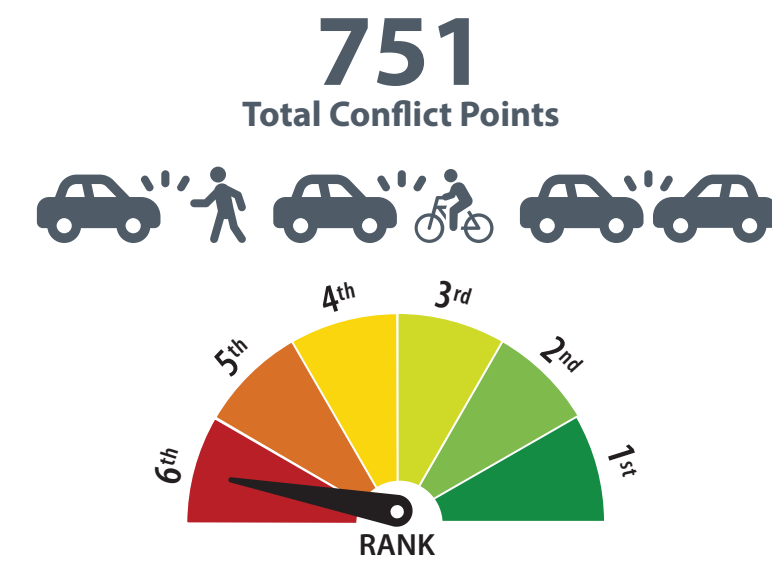


Total Network Delay



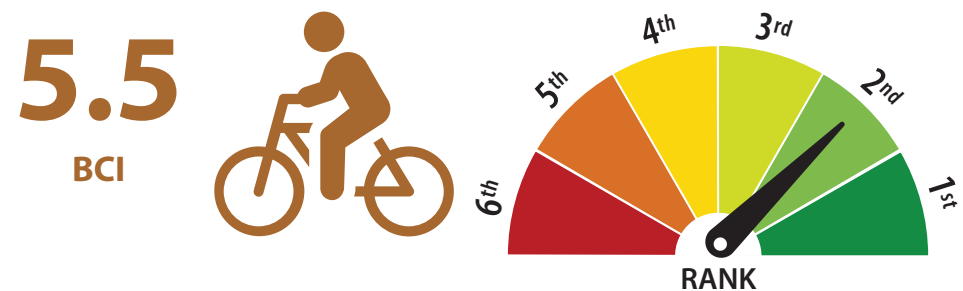
Safety

Conflict Points

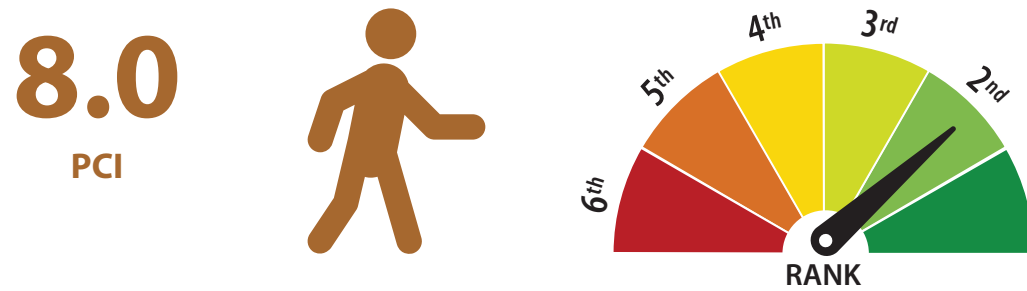


Expand Travel Modes

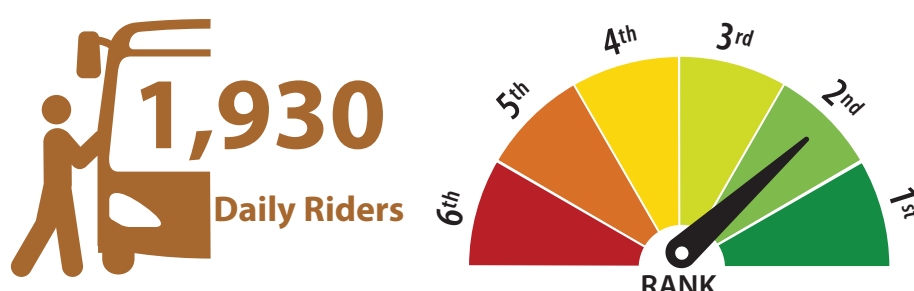
Bicycle Comfort Index



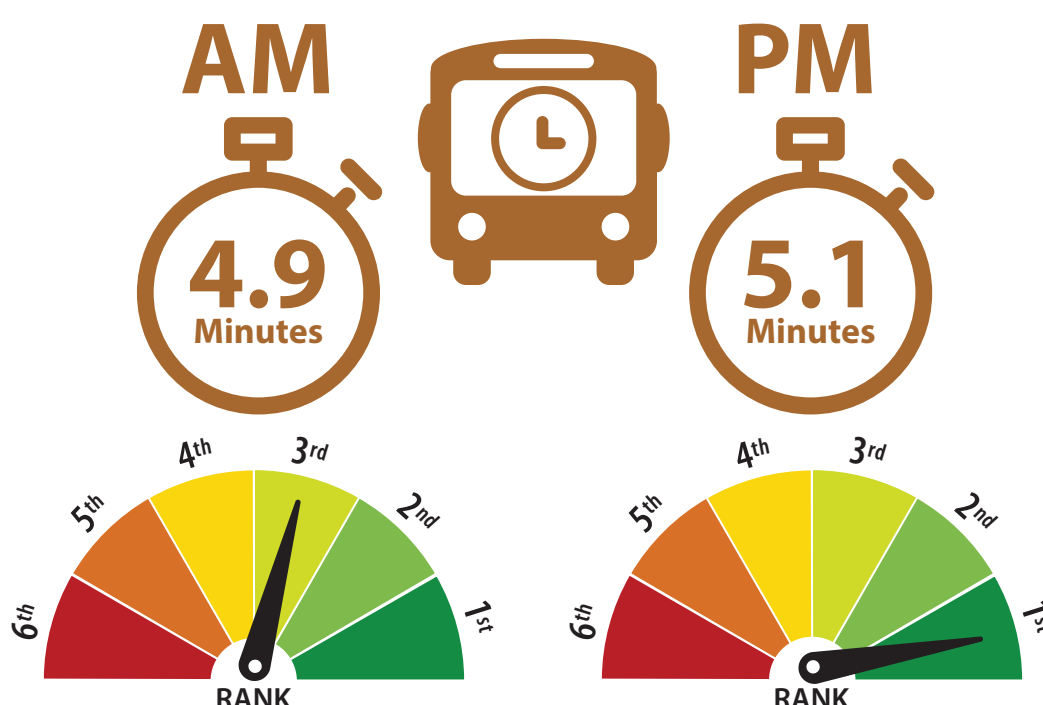
Pedestrian Comfort Index



Transit Ridership

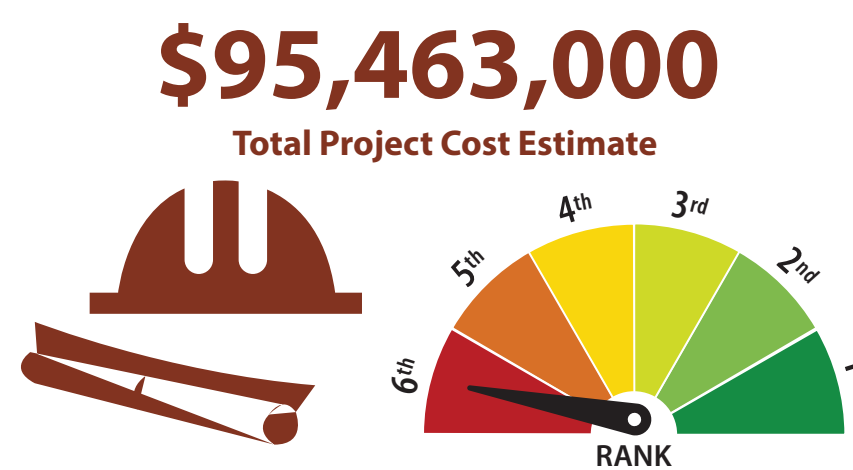


Transit Travel Time

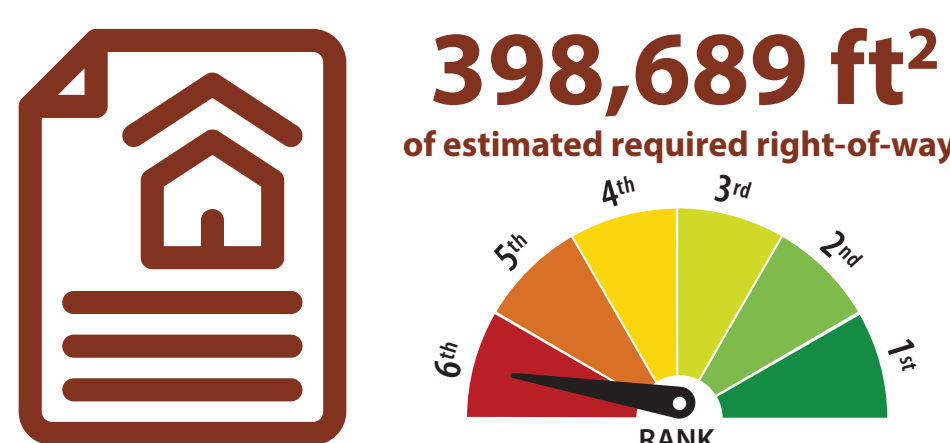


Cost / Implementation

Project Cost



Right-of-Way Impact

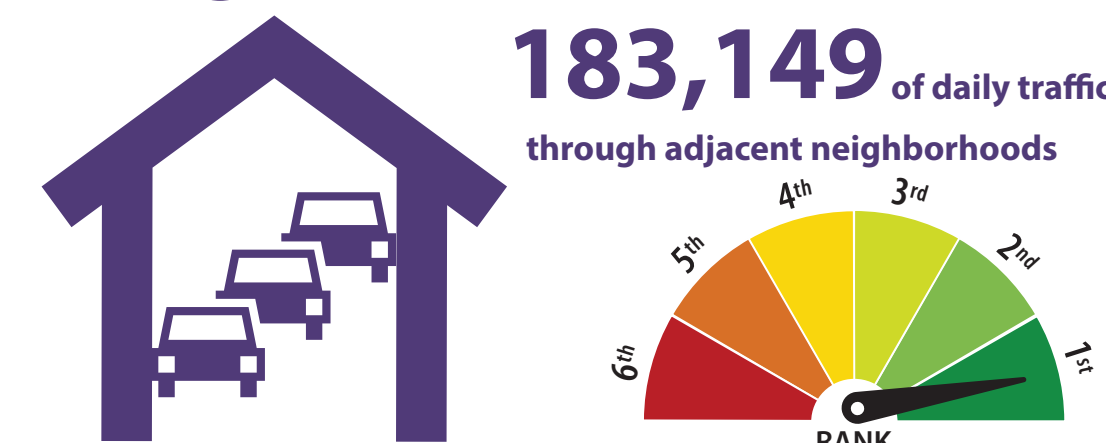


Implementation Opportunities

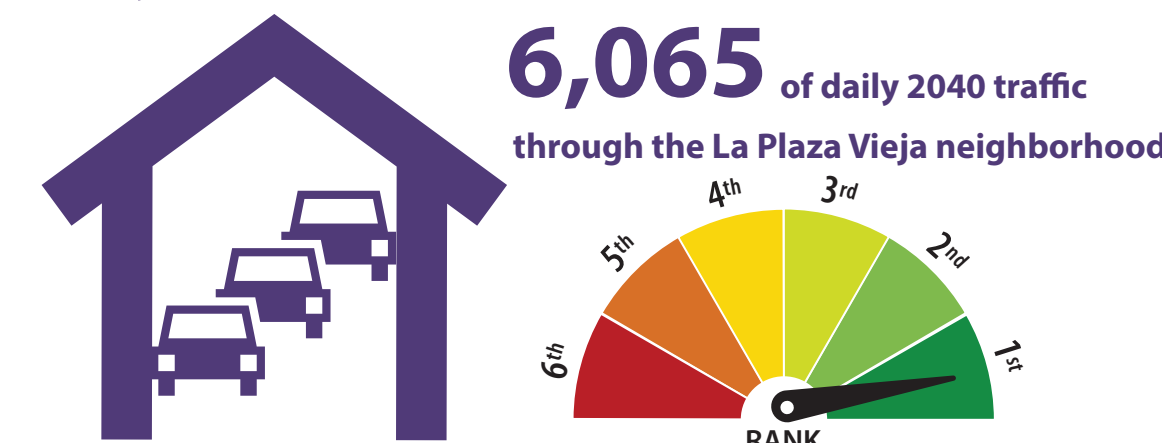


Environmental Impacts

Neighborhood Impacts



Clay Ave Cut-thru Traffic



Air Quality

