

Alternative B

Alternative B consists of three roadway segments to reflect the changing character over its length:

- Segment 1: no changes to current roadway (Rte 66 – Columbus Avenue)
- Segment 2: one additional travel lane in each direction with bike lanes (Columbus Avenue to Peak View Street)
- Segment 3: the addition of a dynamic southbound shoulder for transit, emergency vehicles, and bicyclists (Peak View to Snow Bowl Road)

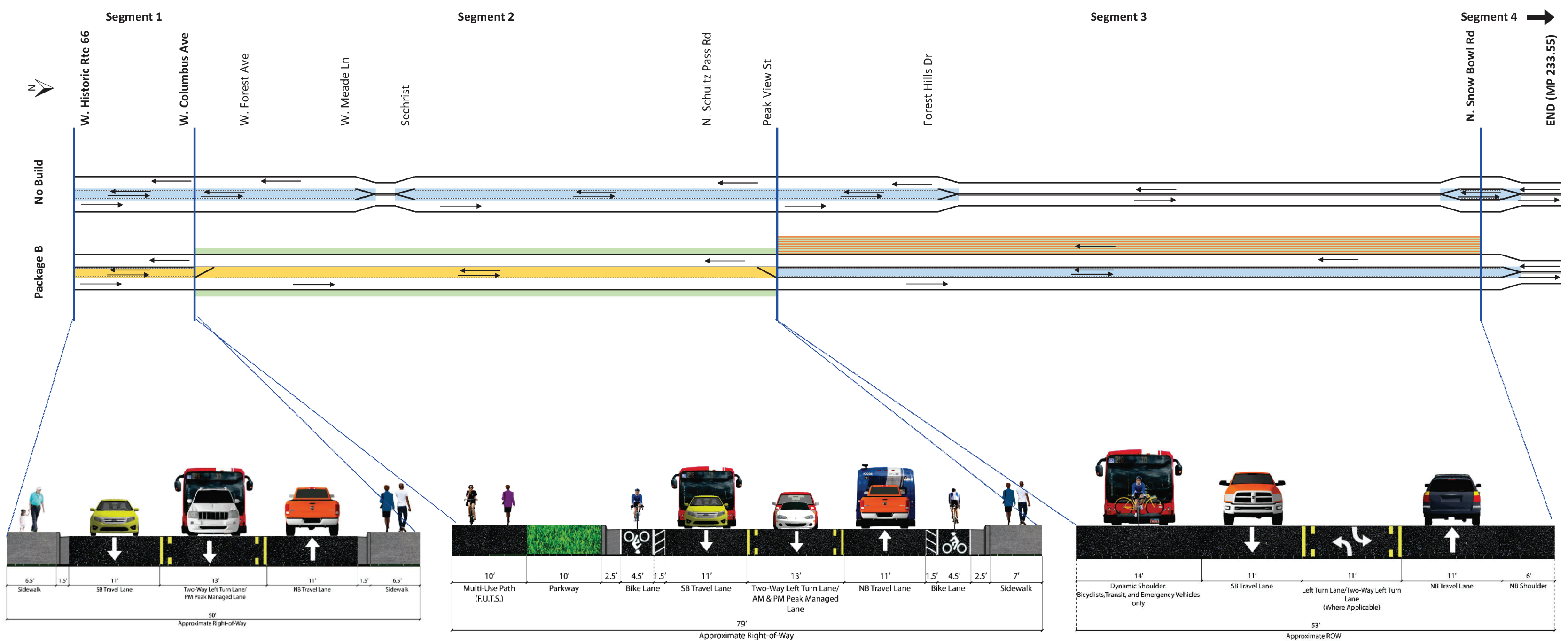
Tier 2 Rank

4th

Tier 2 Score

30.67

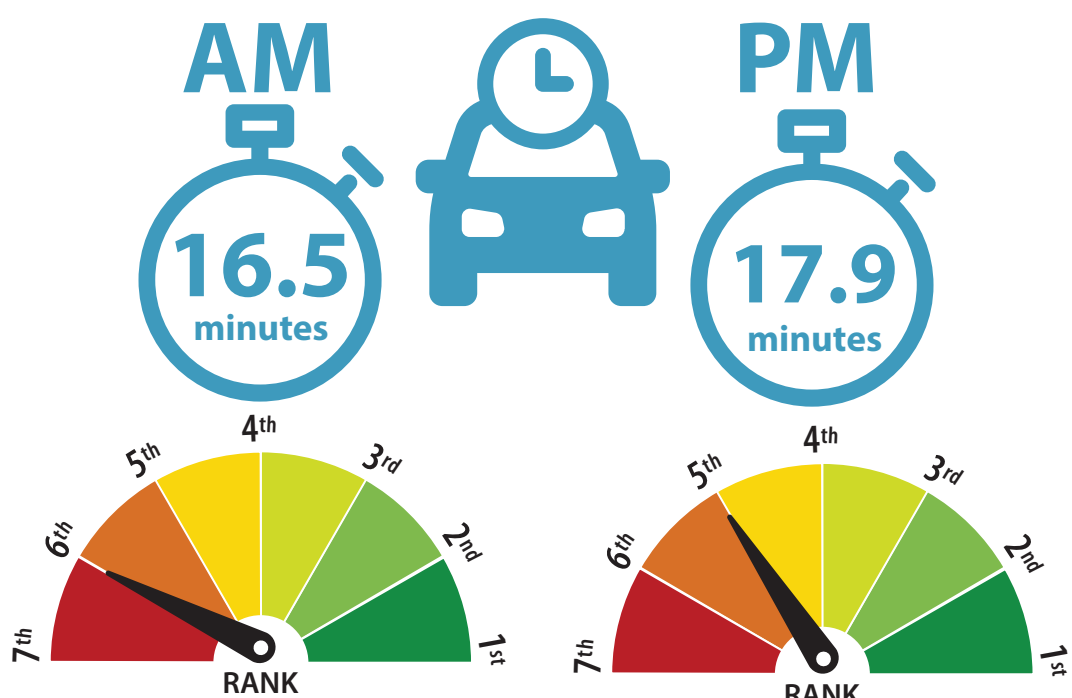
- LEGEND**
- General Purpose Lane
 - Bike Lane/Bikeway
 - Dynamic Shoulder
 - Two-way Left Turn Lane (TWLTL)
 - TWLTL or Peak Hour Managed Lane - All Traffic²
 - TWLTL or Peak Hour Managed Lane - Transit Only



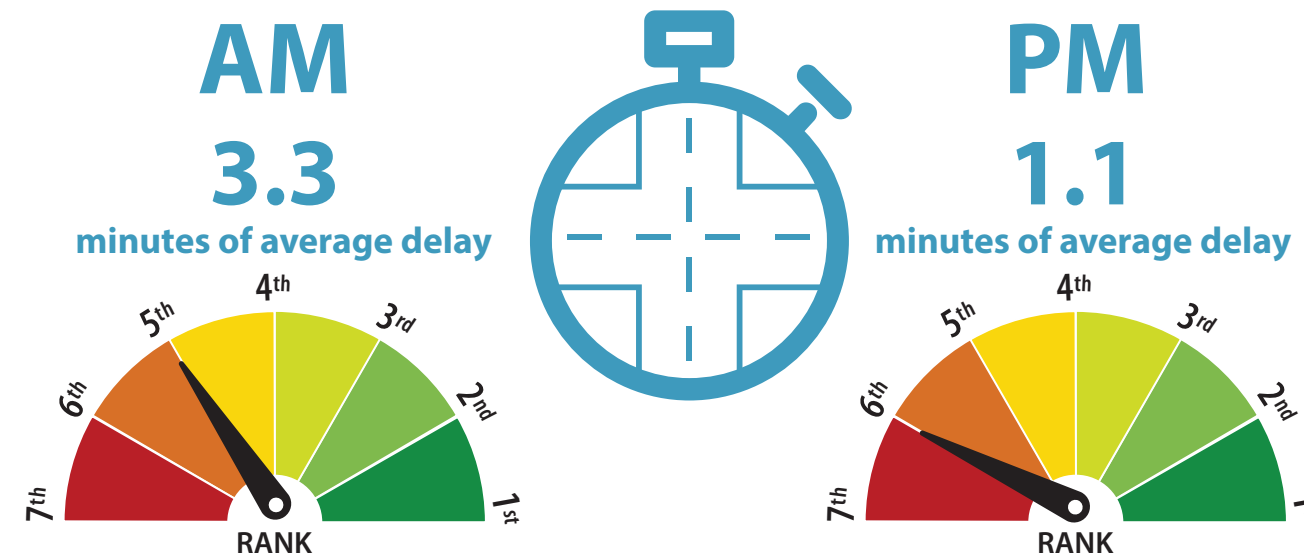
Tier 2 Evaluation Criteria Results

Reduction in Vehicular Congestion

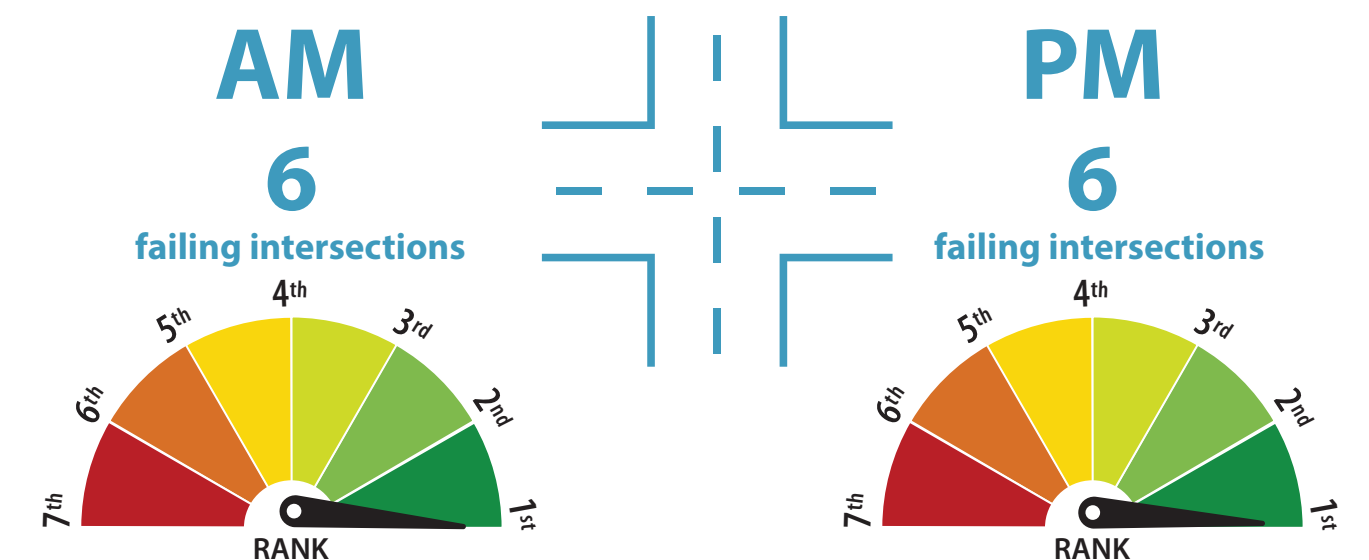
2040 Travel Time



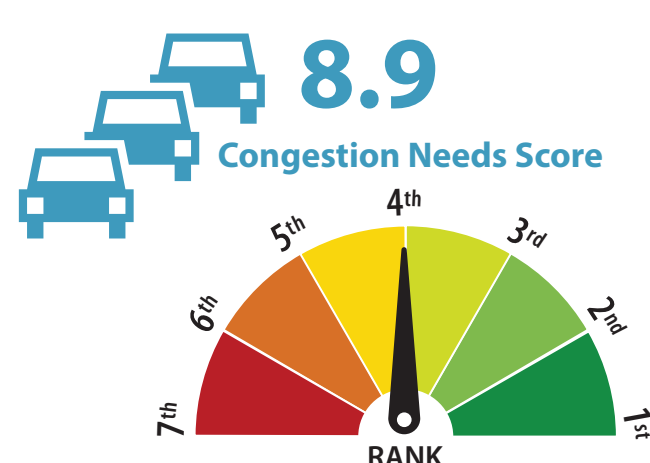
2040 Intersection Delay



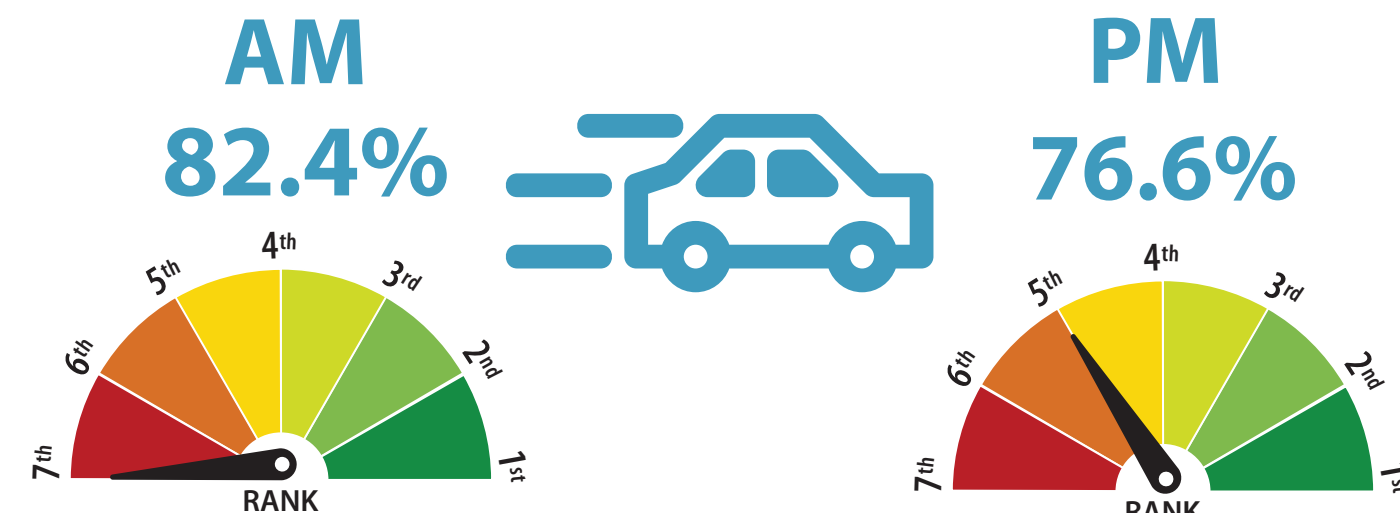
2040 Intersection Level-of-Service



2040 Congestion Improvement

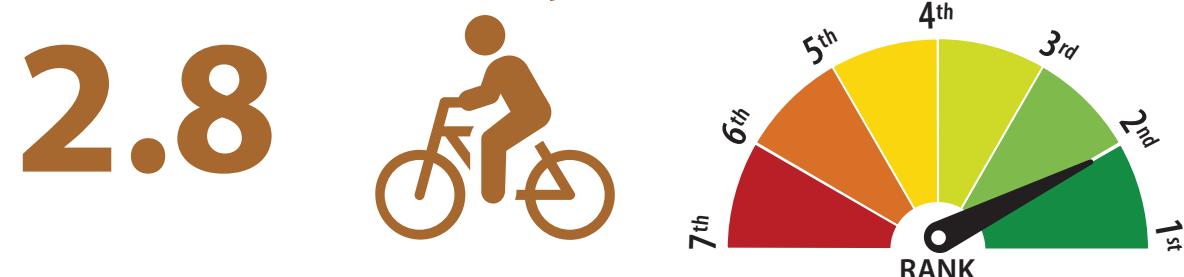


2040 Speed as a % of Free Flow Speed



Expand Travel Modes

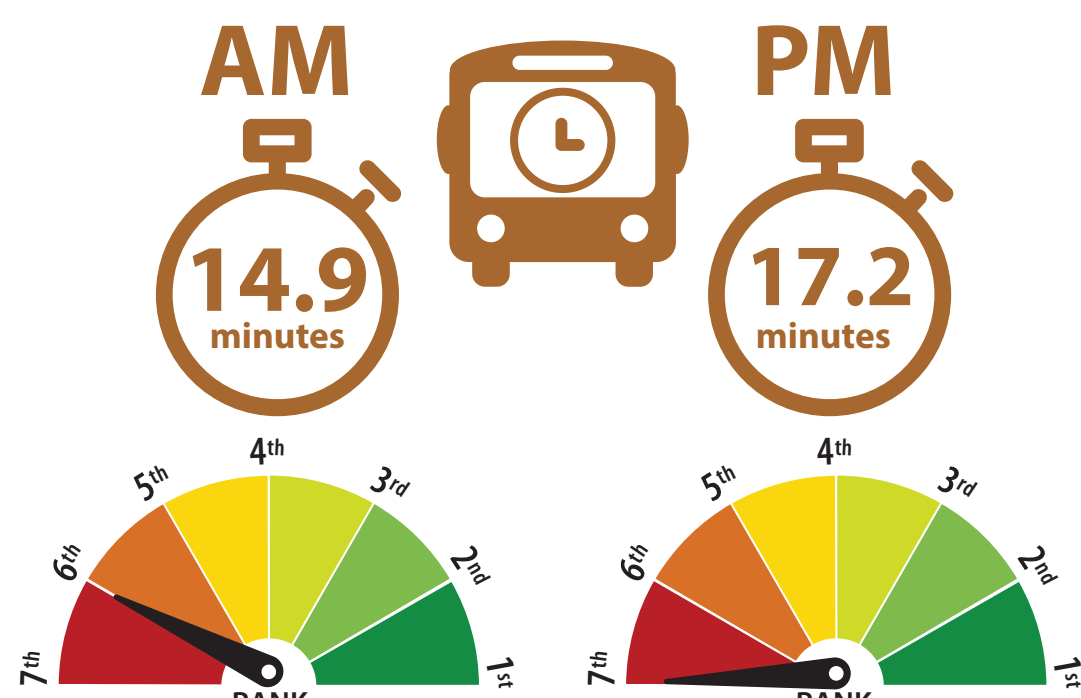
Improved Bicycle Facilities



Improved Pedestrian Facilities



2040 Transit Travel Time

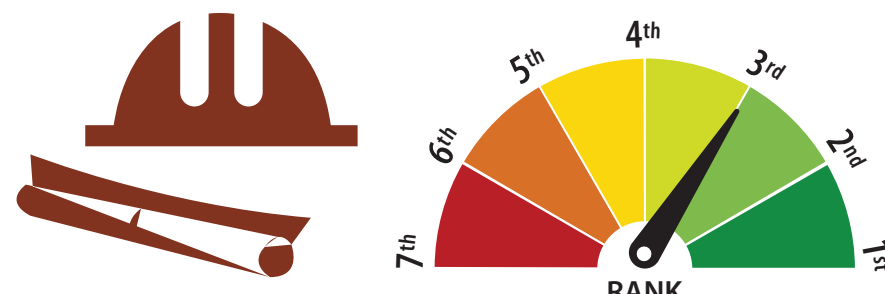


Cost / Implementation

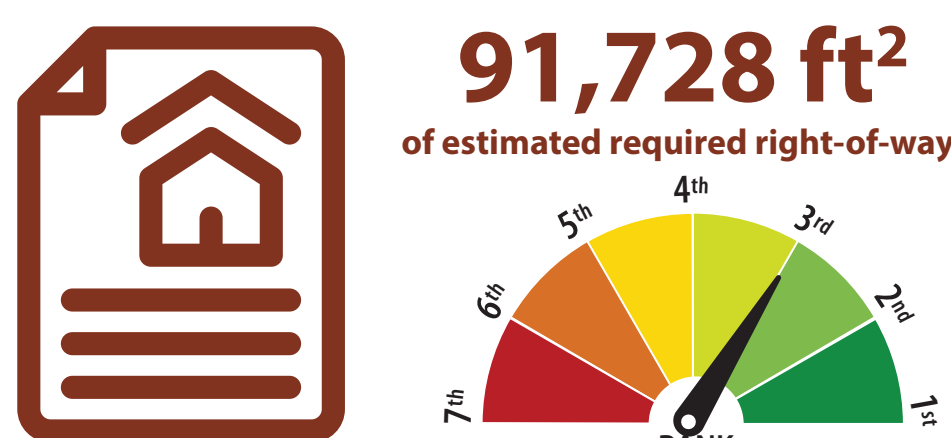
Project Cost

\$24,576,648

Total Project Cost Estimate



Right-of-Way Impact



Safety

Reduction in All Crashes



Reduction in Injury-Related Crashes



Reduction in Bicycle-Related Crashes



*according to the Crash Modification Factors Clearinghouse, installing bike lanes result in an increase of vehicle-bicycle collisions