

PRELIMINARY SYSTEM ALTERNATIVE 1

No Build (Maintain As Is)

A **“No Build”** option is identified for consideration and future ranking/prioritization. The **“No Build”** options favors maintaining the **existing US 180 right-of-way** (ROW) and facilities **“As Is”**. The **“No Build”** alternative is required to be considered through the CMP process as a baseline comparison against other alternatives. The **“No Build”** option maintains the current level of taxation and fiscal support by including all capital improvement projects currently funded.



BASE BUILD SPOT IMPROVEMENTS

What is a Base Build Spot Improvement?

“Base Build Spot Improvements” are targeted roadway design elements that will likely be necessary in the short-term to support the long-term System Alternative improvements. As such, the listing of Base Build Spot Improvements will evolve as the preferred System Alternative(s) becomes more refined as the process moves forward.

Would You Favor any of these Spot Improvement Facilities on US 180?

<p><small>Source: ITS International</small></p>	<p>Mid-Block Pedestrian Crossings</p> <p>A “HAWK”, also known as a High-Intensity Activated crossWalk beacon, is a traffic control device used to allow pedestrians to cross safely. When activated, the purpose of a HAWK beacon is to allow protected pedestrian crossings, stopping road traffic only as needed.</p>	
<p><small>Source: Utah Department of Transportation</small></p>	<p>Pedestrian/Bicycle Overpass</p> <p>Overpasses provide complete separation of pedestrians and/or bicyclists from vehicular traffic. Overpasses also provide crossings where no other pedestrian or bicycle facility is available, and connect off-road trails and paths across major barriers, like freeways, railways, and busy streets.</p>	
<p><small>Source: City of Aspen, Colorado</small></p>	<p>Pedestrian/Bicycle Underpass</p> <p>Underpasses provide complete separation of pedestrians and/or bicyclists from vehicular traffic. Underpasses also provide crossings where no other pedestrian or bicycle facility is available, and connect off-road trails and paths across major barriers, like freeways, railways, and busy streets.</p>	
<p><small>Source: City of Flagstaff, Arizona</small></p>	<p>Bike Lanes</p> <p>A Bike Lane is defined as a portion of the roadway that has been designated by striping, signage, and/or pavement markings for the exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed without interference from traffic conditions.</p>	
<p><small>Source: Peachtree City, Georgia</small></p>	<p>Multi-Use Path</p> <p>A multi-use path is an off-street facility that supports multiple recreation and transportation opportunities, such as walking, bicycling, inline skating and people in wheelchairs. Paths typically have asphalt, concrete or firmly packed crushed aggregate as the surface.</p>	

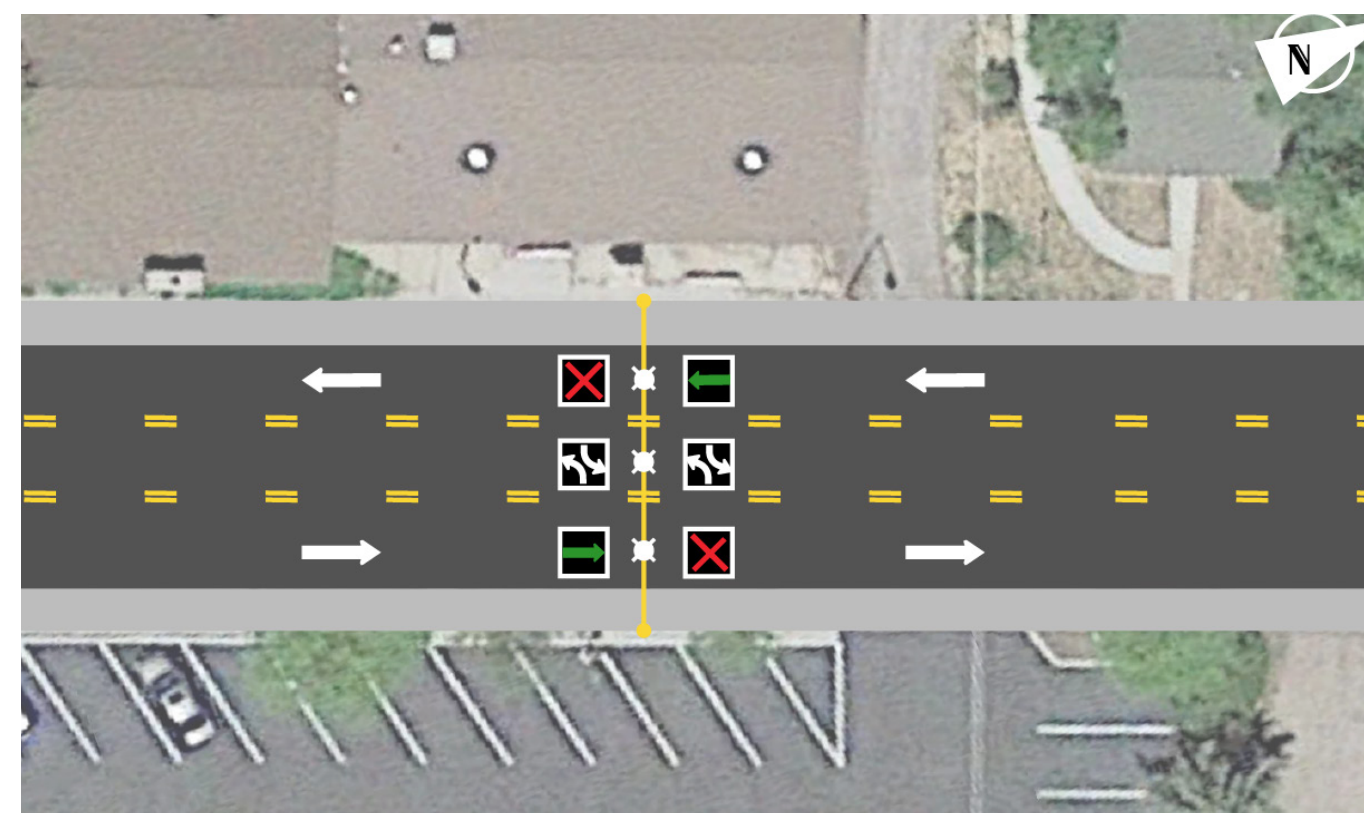
Tell Us Where on US 180!



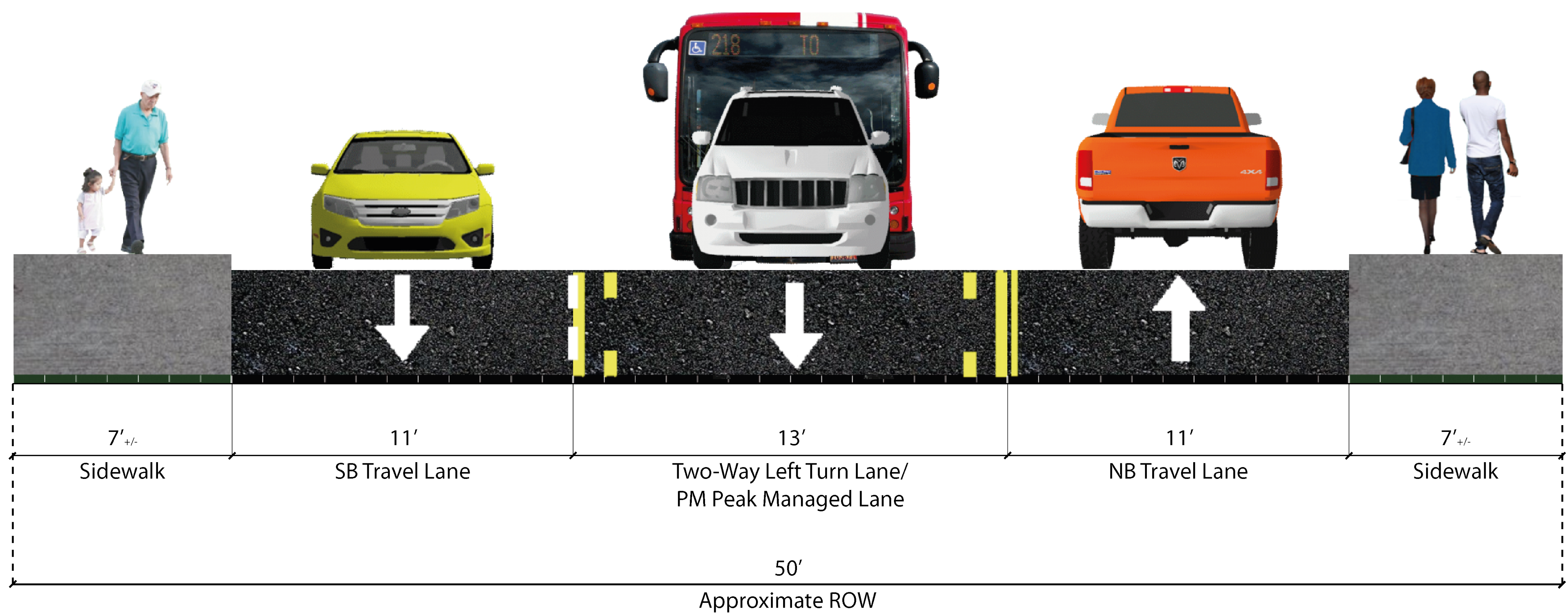
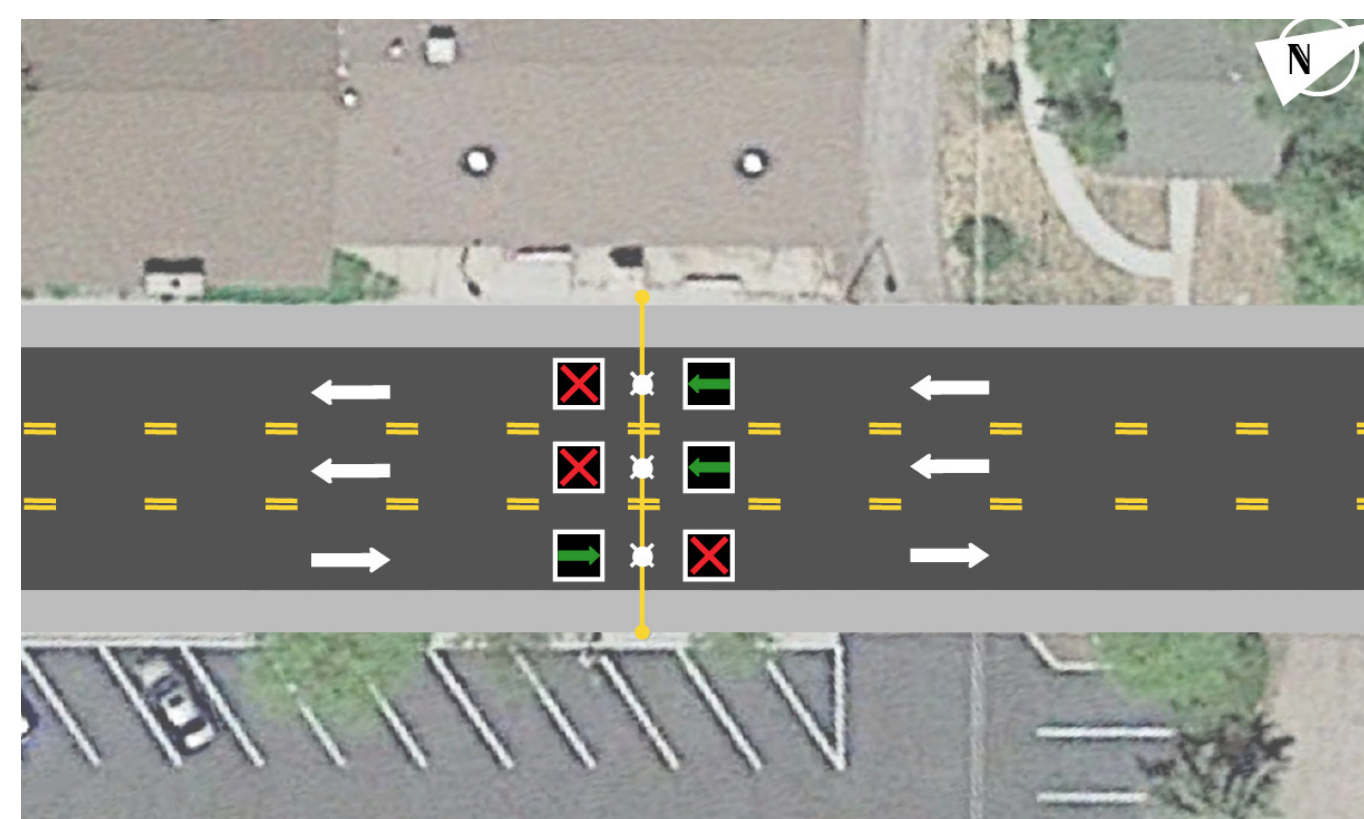
PRELIMINARY SYSTEM ALTERNATIVE 2

Humphrey's Street Southbound PM Peak Managed Lane (Reversible Center Lane)

Mid-Day /
Standard
Traffic
Designation



PM Peak
Period/
Winter Traffic
Designation



Note: Detailed traffic studies are necessary to apply this concept to any arterial/highway such as US 180 to address matters of safety, access management (especially with the high number of existing driveways) and multimodal considerations.

FEATURES:

- A "Reversible Lane" as the name implies, is a concept in which the center traffic lane (turn lane) may travel in either direction (however just southbound traffic during winter PM peak periods only), depending upon the time, day and/or operation sign/signal displayed.
- Reversible traffic lanes (aka managed lanes) add capacity to a road and decrease congestion by borrowing capacity from the other (off-peak) direction. There are a wide variety and combination of approaches to managed lane operations. These have typically encompassed such methods as:
 - Static signing and striping
 - Changeable message signs
 - Economic incentives / disincentives
 - Lane Controls
 - Temporary traffic control devices
 - Law enforcement / legal restrictions
- It is important to note that this alternative would only be implemented along the US 180 corridor on Humphrey's Street between Columbus Avenue and Historic Route 66.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

Move Forward for Further Study with Adjustments

Please Fill out a Comment Card