

Alternative 13

Alternative 13 includes four 11-foot general purpose lanes, two center-running bus-only bus rapid transit lanes, and two six-foot buffered bike lanes. This Alternative would further include 10-foot sidewalks and 10-foot parkways. Alternative 13 would restrict vehicles from making left turns in and out of business access points.

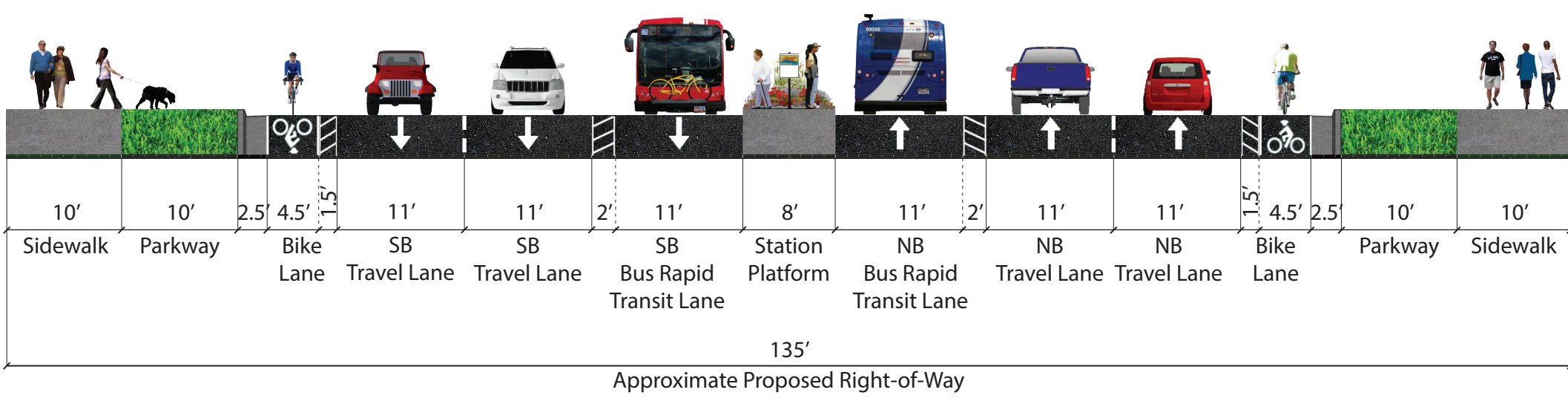
Tier 3 Rank

6th

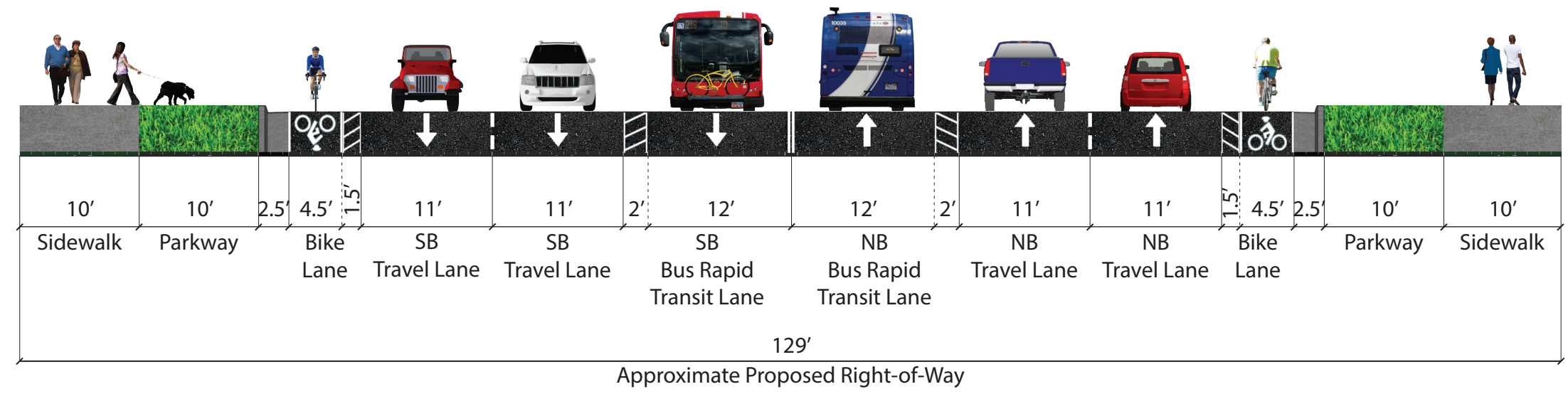
Tier 3 Score

50.75

Station Platforms



Mid-Block



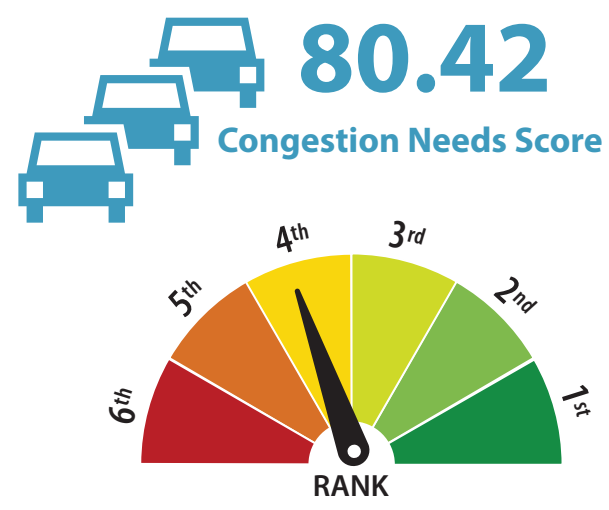
*Median treatment may vary along the study corridor.

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

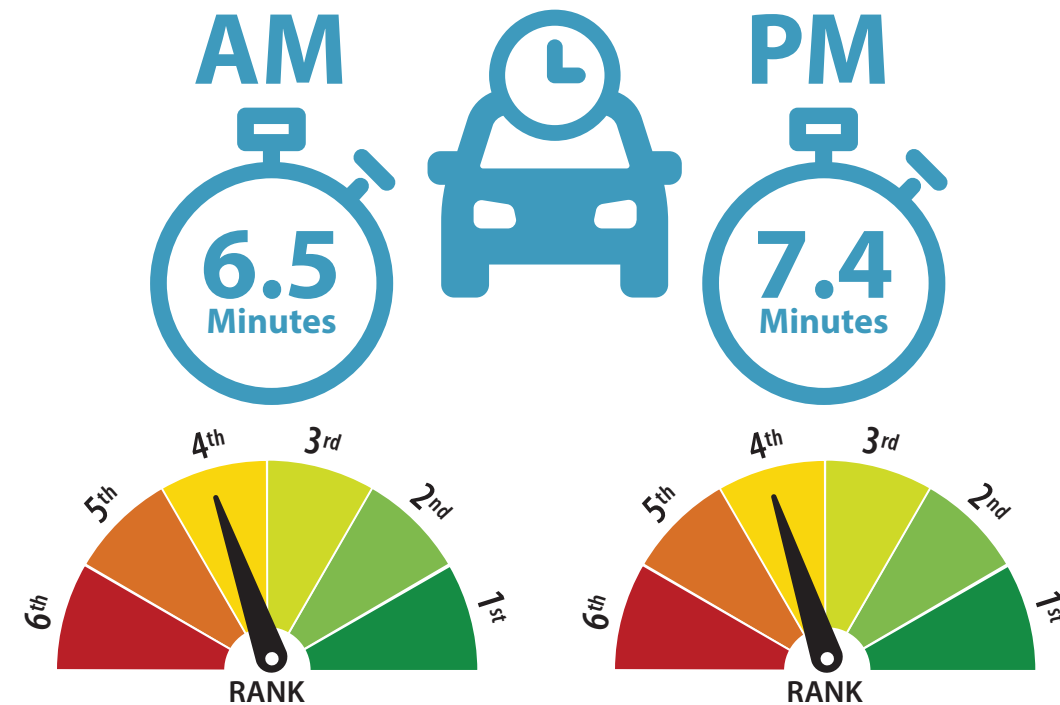
Tier 3 Evaluation Criteria Results

2040 Traffic Operations

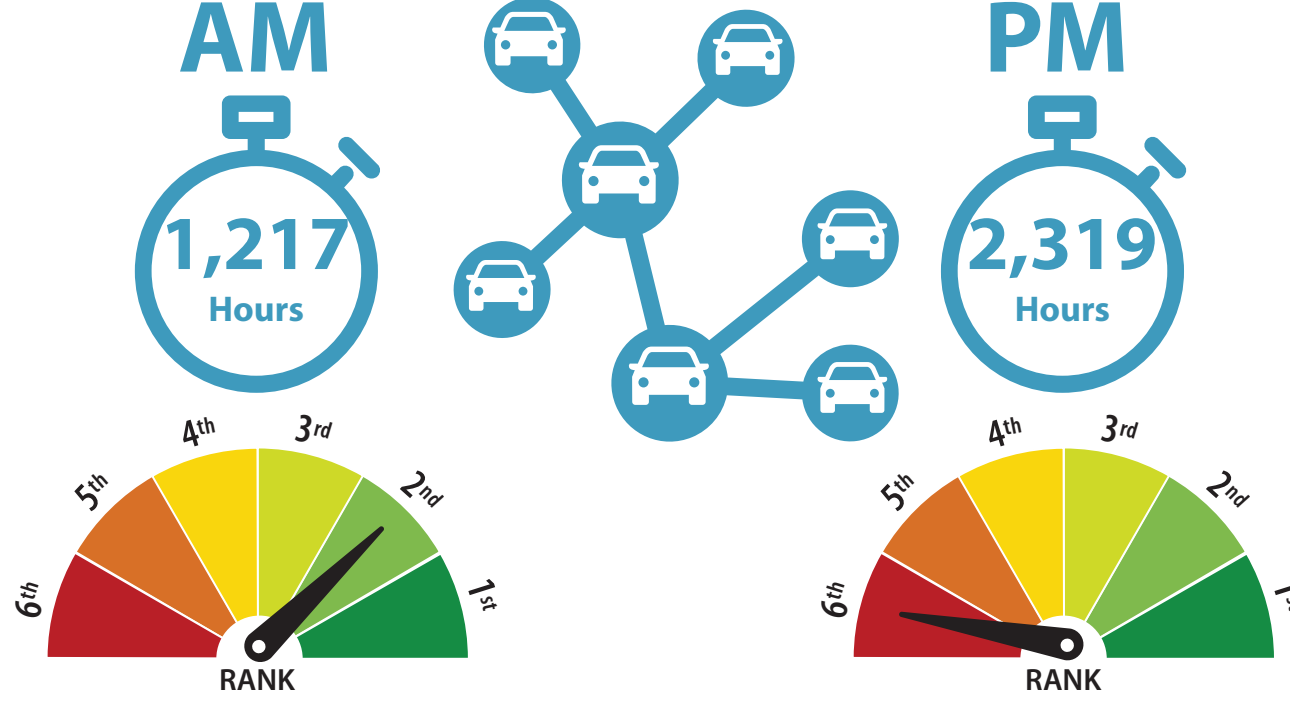
Level-of-Service



Travel Time

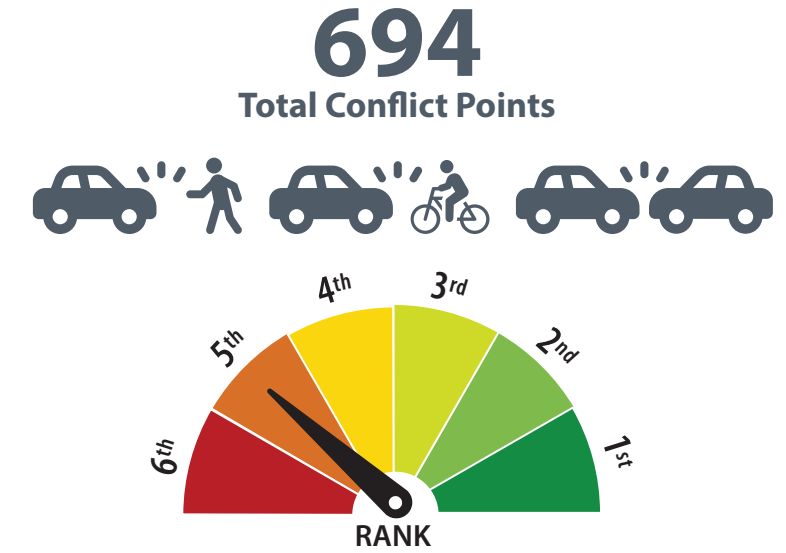


Total Network Delay



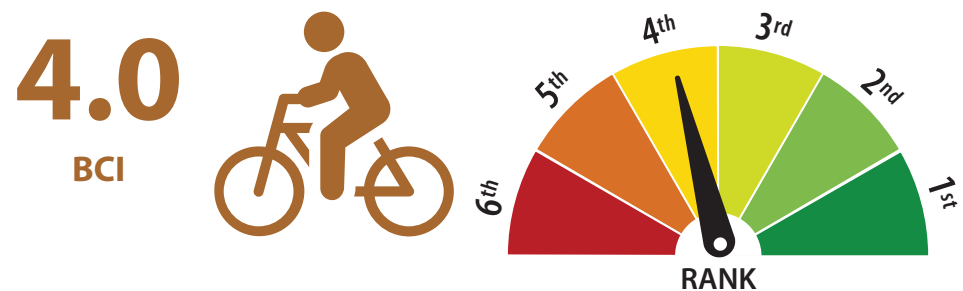
Safety

Conflict Points

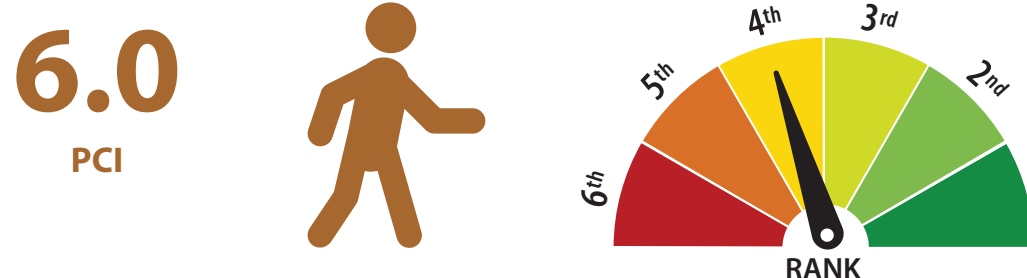


Expand Travel Modes

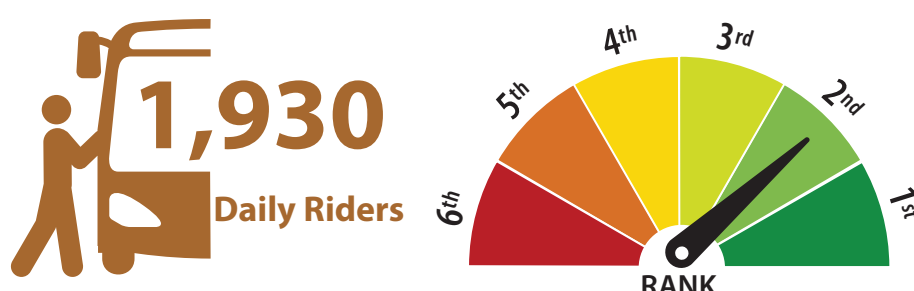
Bicycle Comfort Index



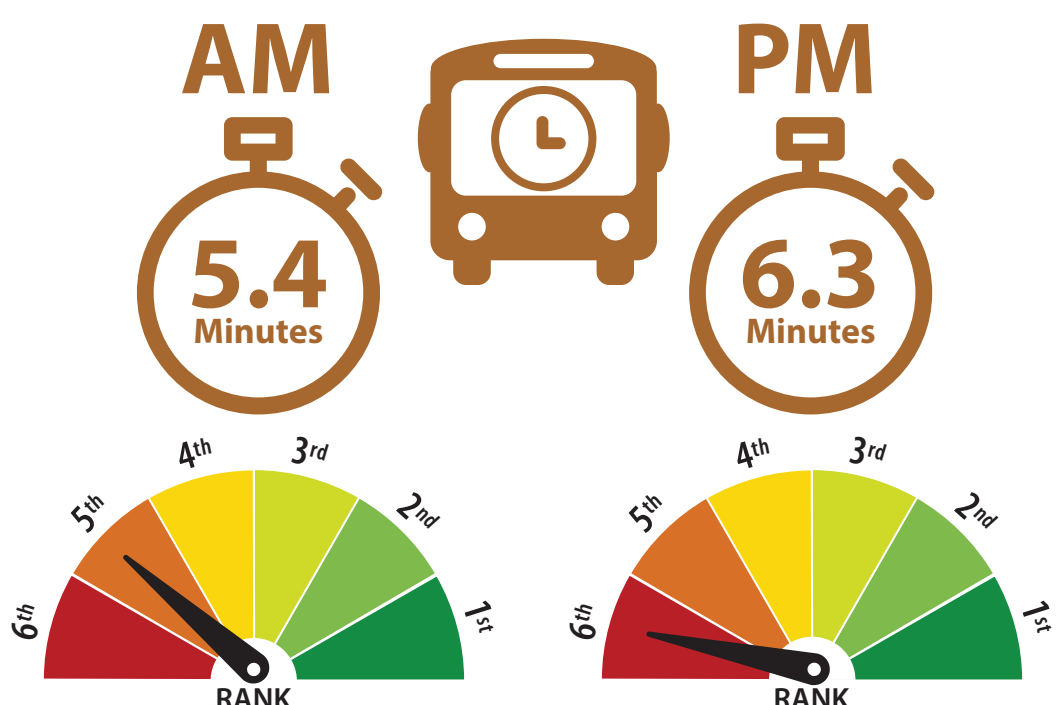
Pedestrian Comfort Index



2040 Transit Ridership

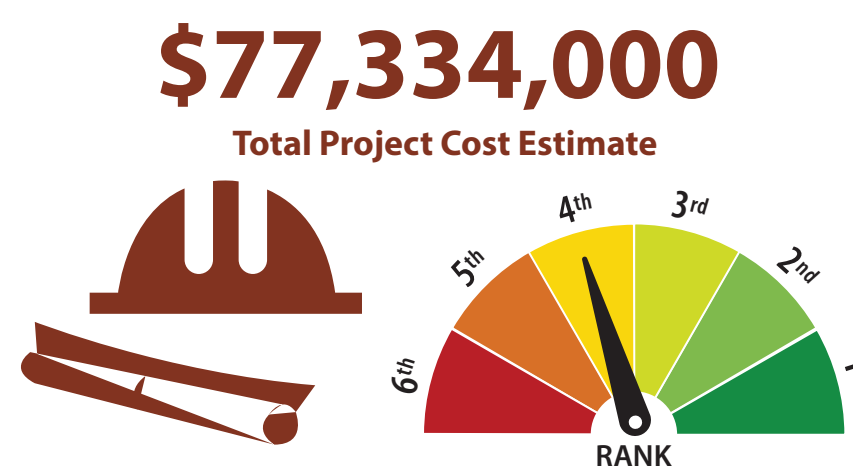


2040 Transit Travel Time

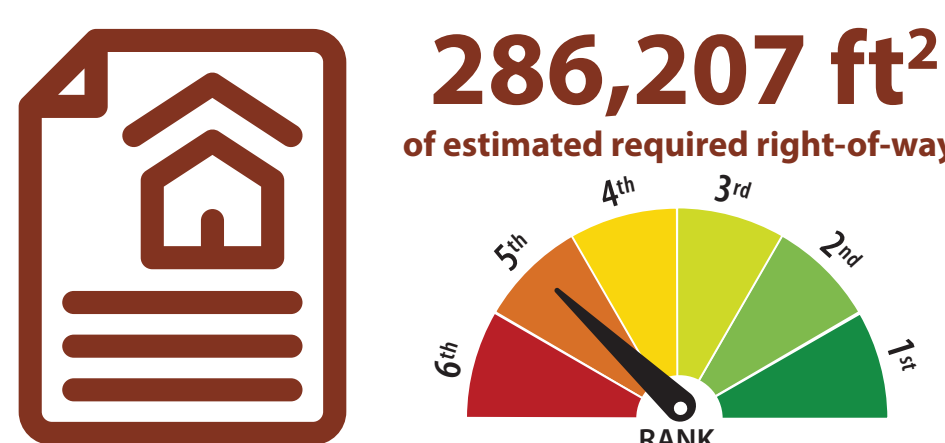


Cost / Implementation

Project Cost



Right-of-Way Impact

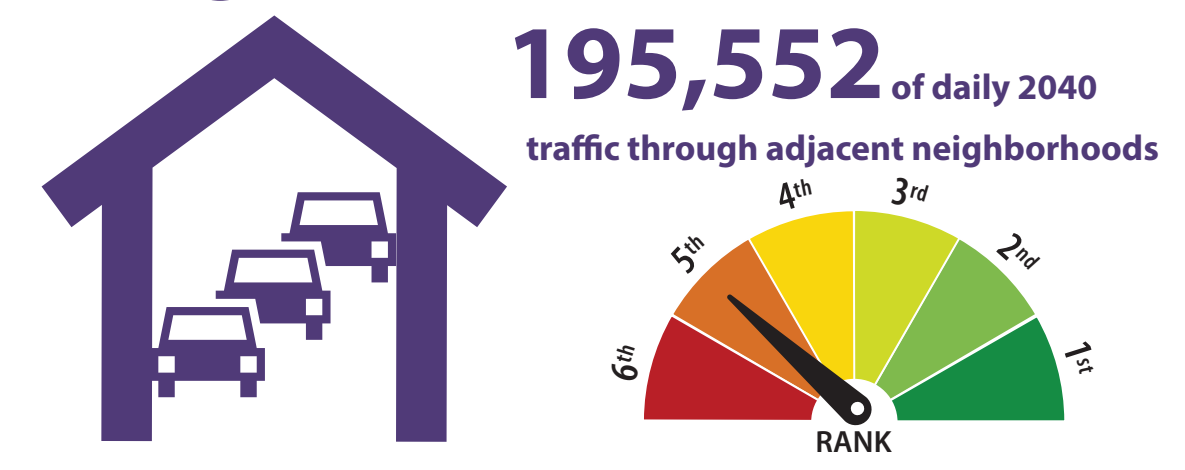


Implementation Opportunities

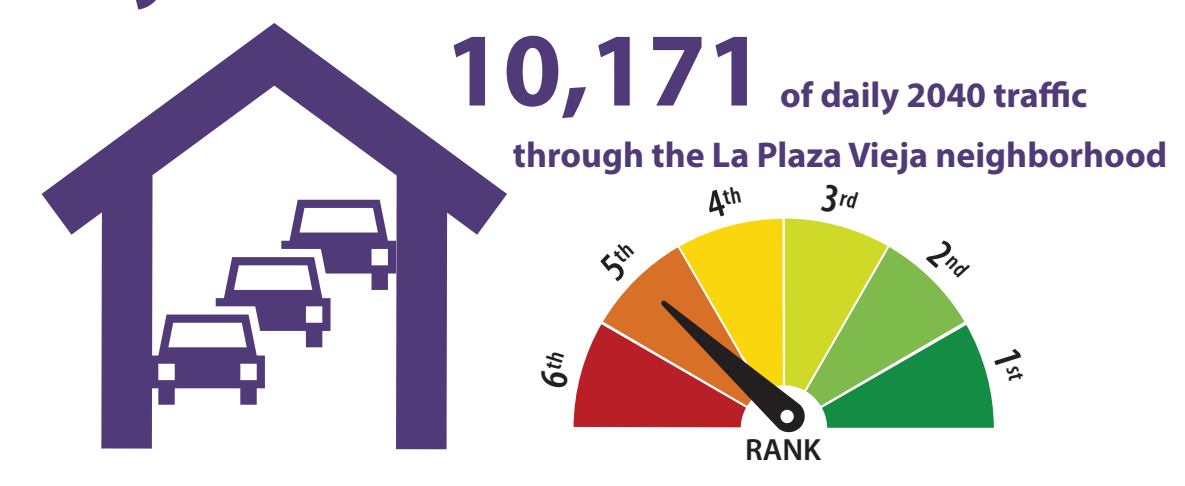


Environmental Impacts

Neighborhood Impacts



Clay Ave Cut-thru Traffic



Air Quality

