

Alternative 5

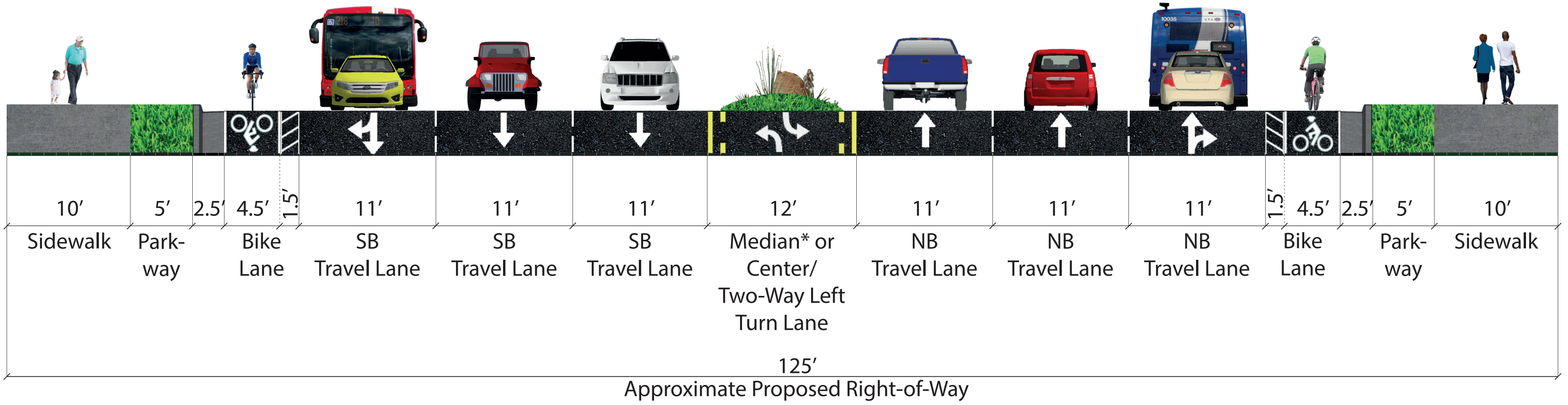
This Alternative offers both increased capacity and opportunities for expanded mode choices through the introduction of two vehicular lanes and the addition of buffered bike lanes on both sides of the road. Alternative 5 includes six, 11-foot general purpose travel lanes with center median/left turn lane and 6-foot bicycle lanes and 10-foot sidewalks. Alternative 5 also includes enhanced facilities back of curb with a 10-foot sidewalk with a parkway on both sides of the road.

Tier 3 Rank

5th

Tier 3 Score

54.53



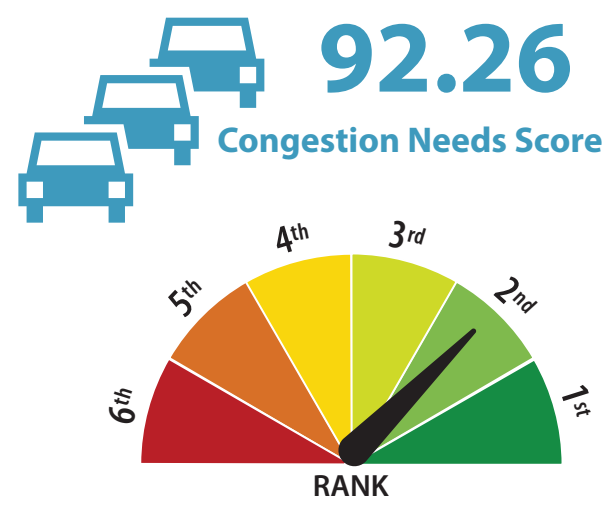
*Median treatment may vary along the study corridor.

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

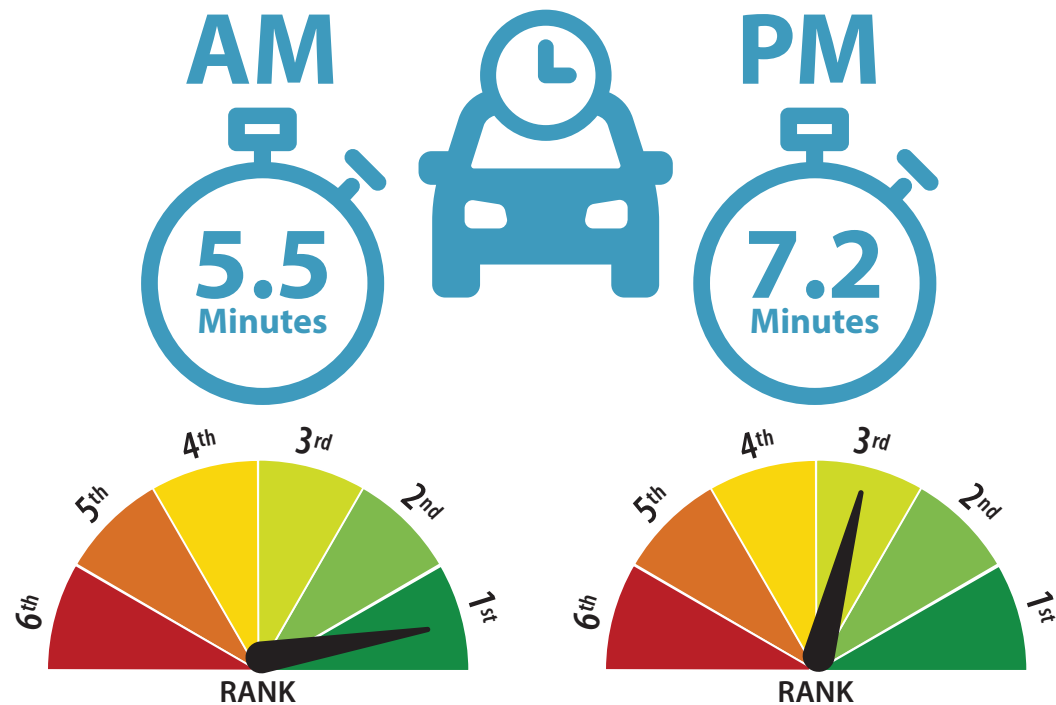
Tier 3 Evaluation Criteria Results

Traffic Operations

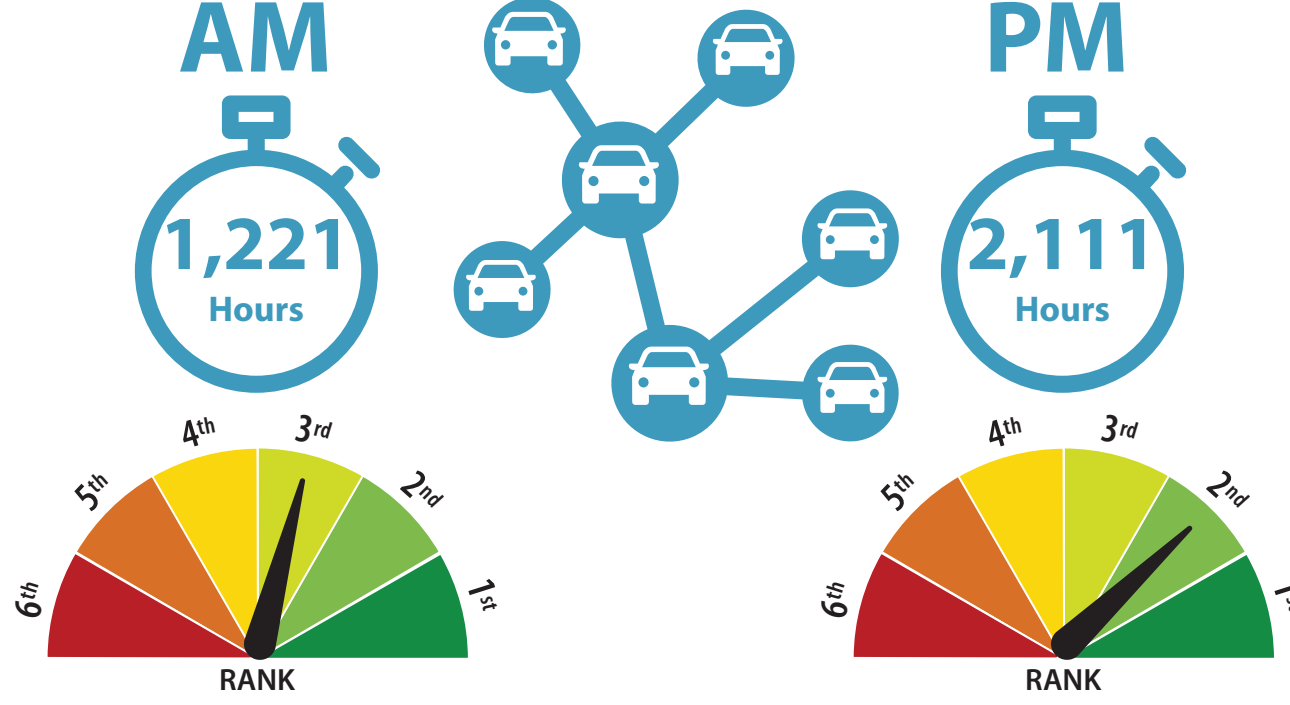
Level-of-Service



Travel Time

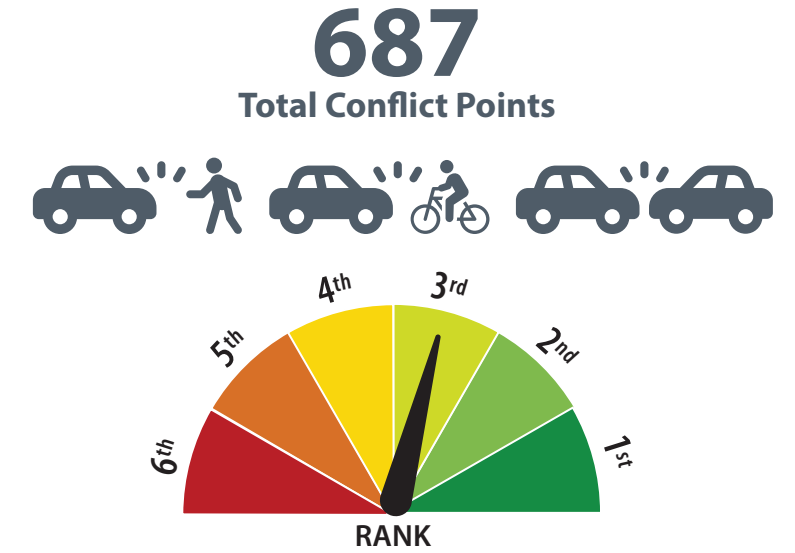


Total Network Delay



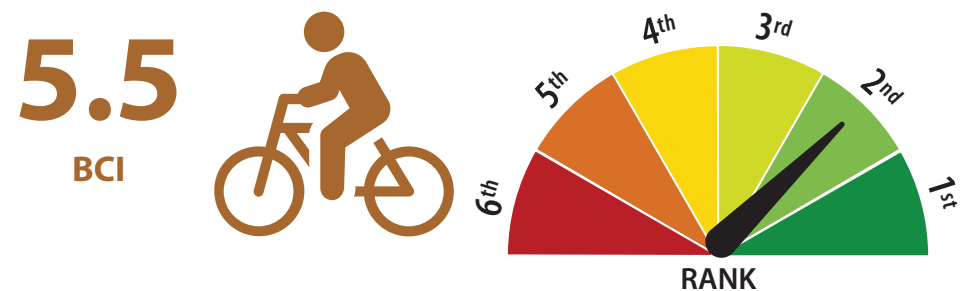
Safety

Conflict Points

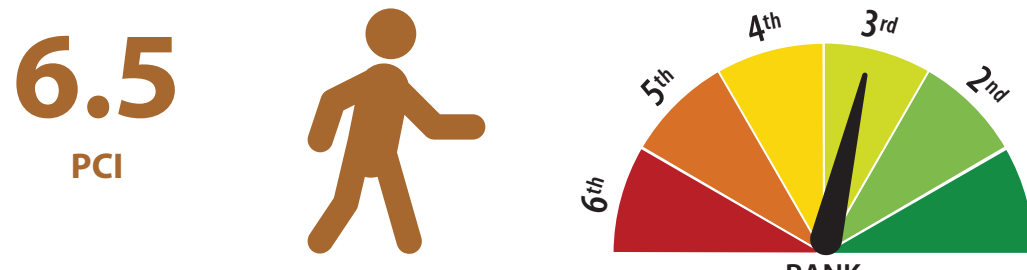


Expand Travel Modes

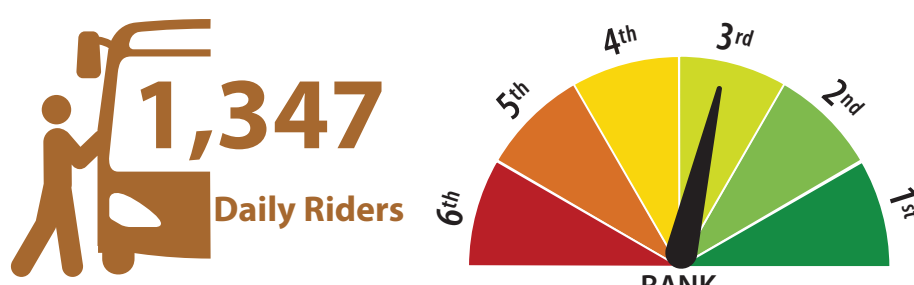
Bicycle Comfort Index



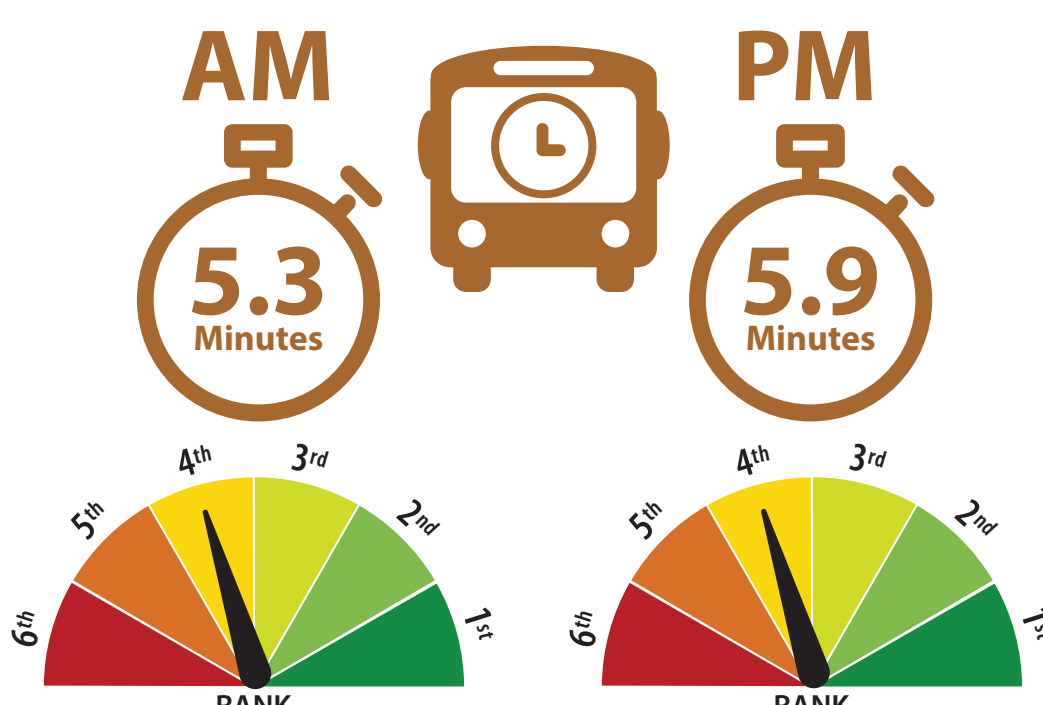
Pedestrian Comfort Index



Transit Ridership

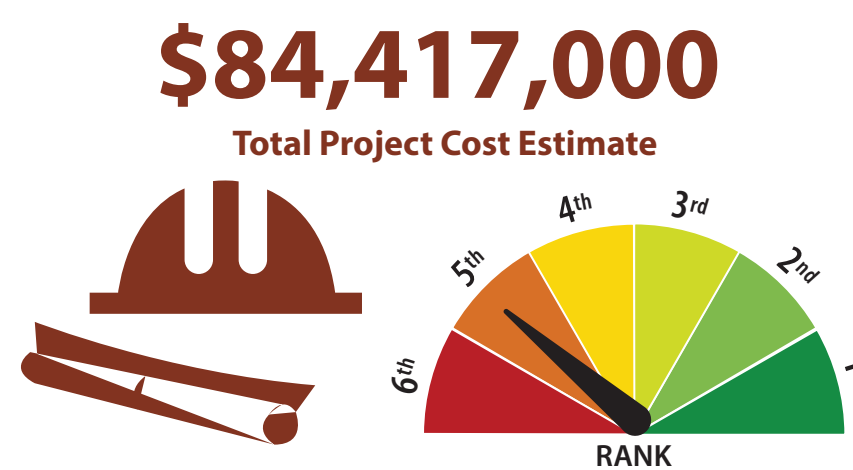


Transit Travel Time

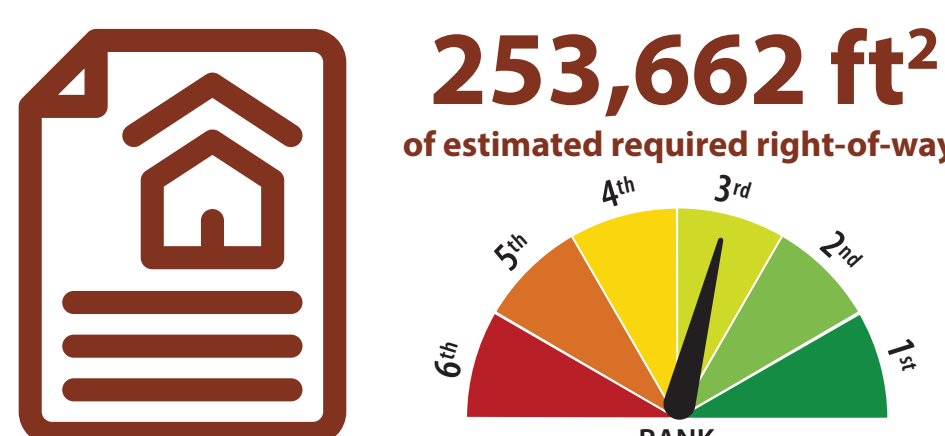


Cost / Implementation

Project Cost



Right-of-Way Impact

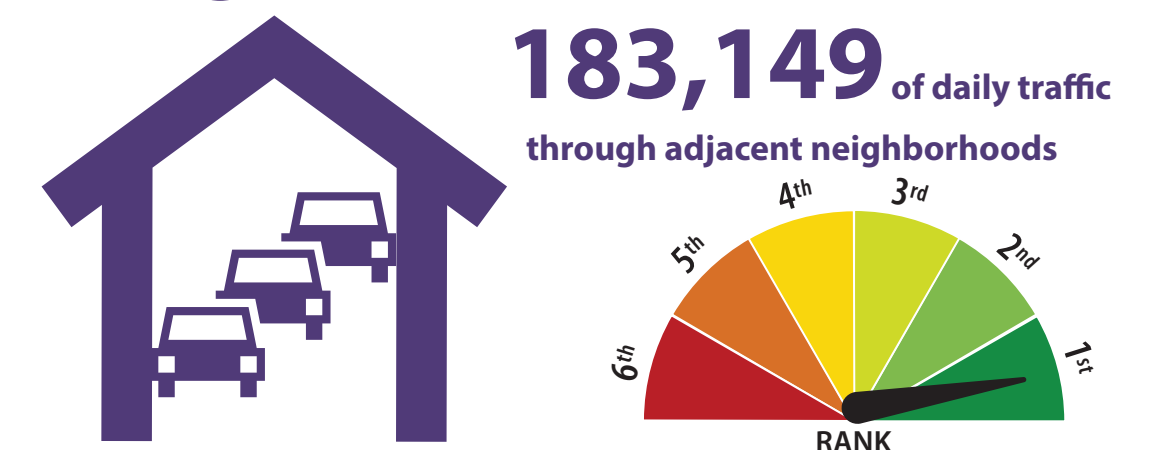


Implementation Opportunities

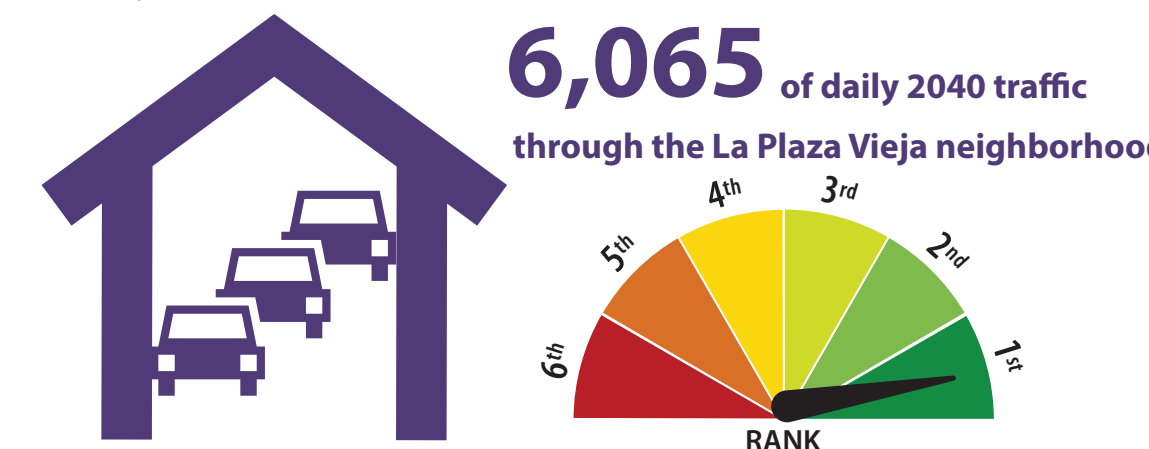


Environmental Impacts

Neighborhood Impacts



Clay Ave Cut-thru Traffic



Air Quality

