



COMPARISON OF CONCEPTUAL DESIGN ALTERNATIVES



For the Multi-Use Path, there are two options for minor street crossings that can help improve visibility and safety of pedestrians and bicyclists using the Multi-Use Path. These two options are shown to the left.

Which do you prefer? Why? Let us know in the Feedback Survey!

ALTERNATIVE	EXISTING CONDITIONS	CONCEPTUAL DESIGN ALTERNATIVE #1: TRANSPORTATION SYSTEM PLAN (TSP)	CONCEPTUAL DESIGN ALTERNATIVE #2: BUFFERED BIKE LANES	CONCEPTUAL DESIGN ALTERNATIVE #3: BUFFERED BIKE LANES & MULTI-USE PATH
MEDIAN / CENTER TURN LANE	None	12 feet center two-way center turn lane along entire corridor	Left-turn pocket provided at key intersection (Russet Drive)	Left-turn pocket provided at key intersection (Russet Drive)
BIKE FACILITIES	Bike Lanes	Bike Lanes	Buffered Bike Lanes	Buffered Bike Lanes and Multi-Use Path
PEDESTRIAN FACILITIES	Intermittent Sidewalks With Frequent Gaps	Consistent 6' Sidewalks	Consistent 8' Sidewalks	6' Sidewalk on west side and Multi-Use Path on east side
VEHICLE LEVEL OF SERVICE (LOS) AND DELAY	Meets City Standard	Meets City Standard	Meets City Standard	Meets City Standard
VEHICLE TRAVEL SPEEDS	43 Mph – 45 Mph	Increased or similar travel speeds due to wider paved cross section	Speeds likely to be lower than Existing Conditions with narrowed lanes and street trees	Speeds likely to be lower than Existing Conditions with narrowed lanes and street trees
INFRASTRUCTURE & UTILITIES	No Change	Has the largest impact	Has the smallest impact	Slightly less impact than the Alt #1, but more impact than Alt #2
RIGHT-OF-WAY (ROW)	No Row Acquisition	Requires the most ROW acquisition (72')	Requires the least ROW acquisition (62' with 72' needed at Russett Drive)	Requires more ROW acquisition than Alt #2 but less than Alt #1 (64' with 72' needed at Russett Drive)
PRELIMINARY COST ESTIMATE (\$ - \$\$\$)	–	\$\$\$	\$\$	\$\$

Alternative #2 and Alternative #3 had similar scores and were both notably higher than Alternative #1. The scoring process consists of comparing each Alternative against 10 evaluation criteria.

Tier 1 screening is only intended to be a tool that helps guide the decision process; it does not select the preferred alternative. Learn more about the evaluation criteria on the Project Website.

TIER 1 SCORING RESULTS

ALTERNATIVE #1
TSP STREET DESIGN

1.25

ALTERNATIVE #2
BUFFERED BIKE LANES

1.65

ALTERNATIVE #3
BUFFERED BIKE LANES & MULTI-USE PATH

1.75