

Alternatives Analysis – Transportation

The table to the right shows the evaluation of each of the proposed alternatives. The text below describes the methodology used to determine the scores shown in the table.

Safety Analysis

Crossing conflict points were used to rank alternatives based on their potential to improve or worsen safety performance.

Active Transportation Connectivity

The number of pedestrian and bicycle movements restricted by the proposed alternatives and railroad operations were used to evaluate the alternatives.

Active Transportation Facilities

The presence and quality of active transportation facilities were used to rank the alternatives.

Transit Impacts

Transit impacts to routes and operations were used to rank the alternatives.

Vehicle Queueing

Projected year 2040 vehicle queues during a six-minute train crossing were used to rank the alternatives.

Intersection Operations

Volume to capacity (V/C) ratio and level of service (LOS) were evaluated at key study intersections for each alternative.

Vehicle Connectivity

Impacts to vehicle connectivity caused by the proposed alternatives and railroad operations were used to evaluate the alternatives.

Evaluation Results

		● – Good ● – Neutral ● – Poor						
Scenario	Alternative	Safety Analysis	Active Transportation		Transit Impacts	Vehicle Queueing	Intersection Operations	Vehicle Connectivity
			Connectivity	Facilities				
Short-Term	No-Build	●	●	●	●	●	●	●
	Close Broadway and 29th Street Railroad Crossings	●	●	●	●	●	●	●
	ITS Solution	●	●	●	●	●	●	●
	Signal Modifications	●	●	●	●	●	●	●
Long-Term	No-Build	●	●	●	●	●	●	●
	2-Lane Overpass	●	●	●	●	●	●	●
	2-Lane Underpass	●	●	●	●	●	●	●
	2-Lane Tunnel	●	●	●	●	●	●	●

