

Welcome to the Quebec Alternatives Analysis Public Meeting

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Public Comment

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www.QuebecAlternatives.com

Purpose & Need

The project's purpose is to increase north-south person trip capacity on Quebec from 6th to 26th Avenues in a manner that enhances the overall transportation system's ability to:

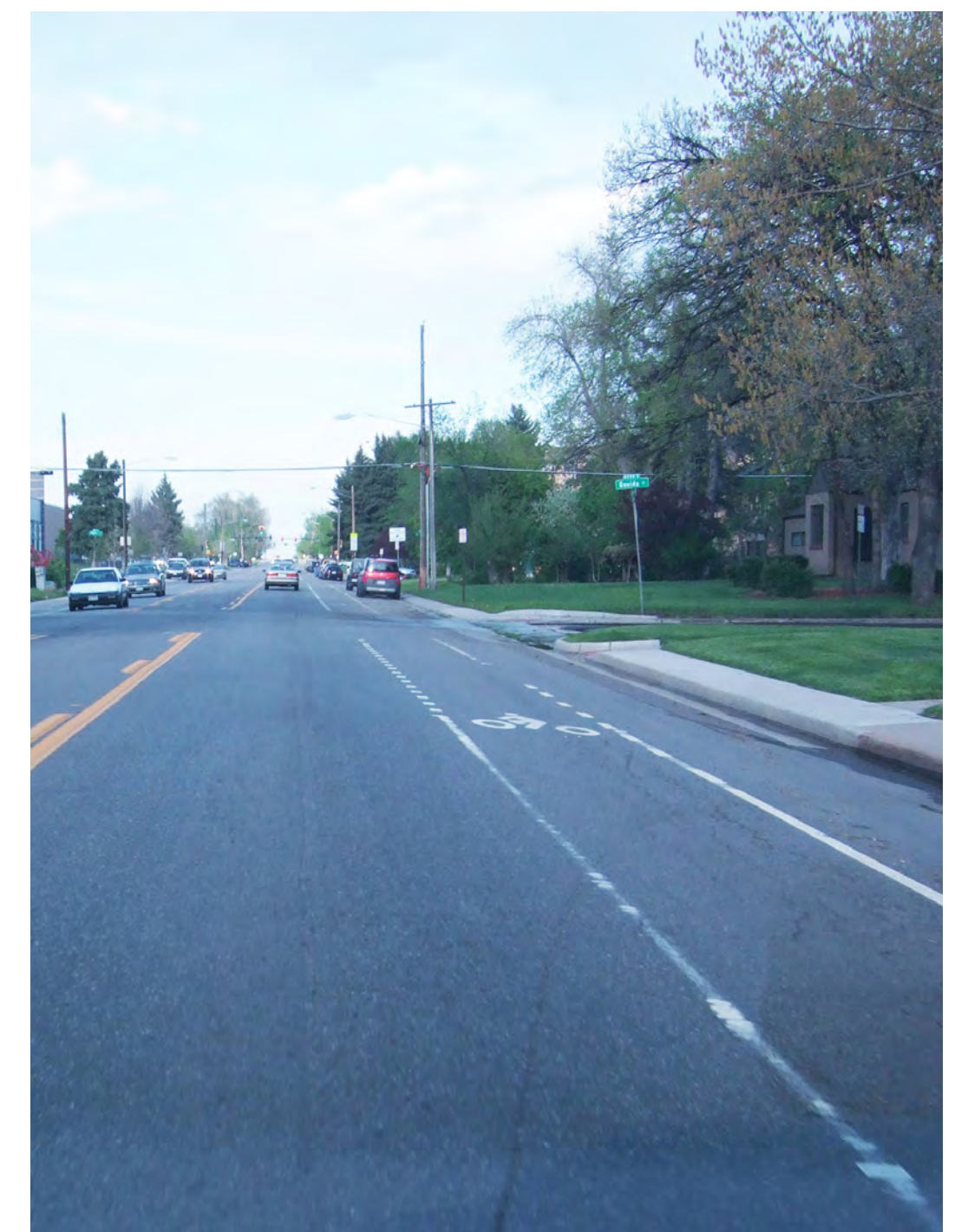
- Improve multi-modal access/safety, mobility, and connectivity
- Respect the community context, neighborhood livability, and the environment.
- Implement in a near-term or phased fashion (\$20 million or less, 5-10 year maximum)



Vehicular Needs



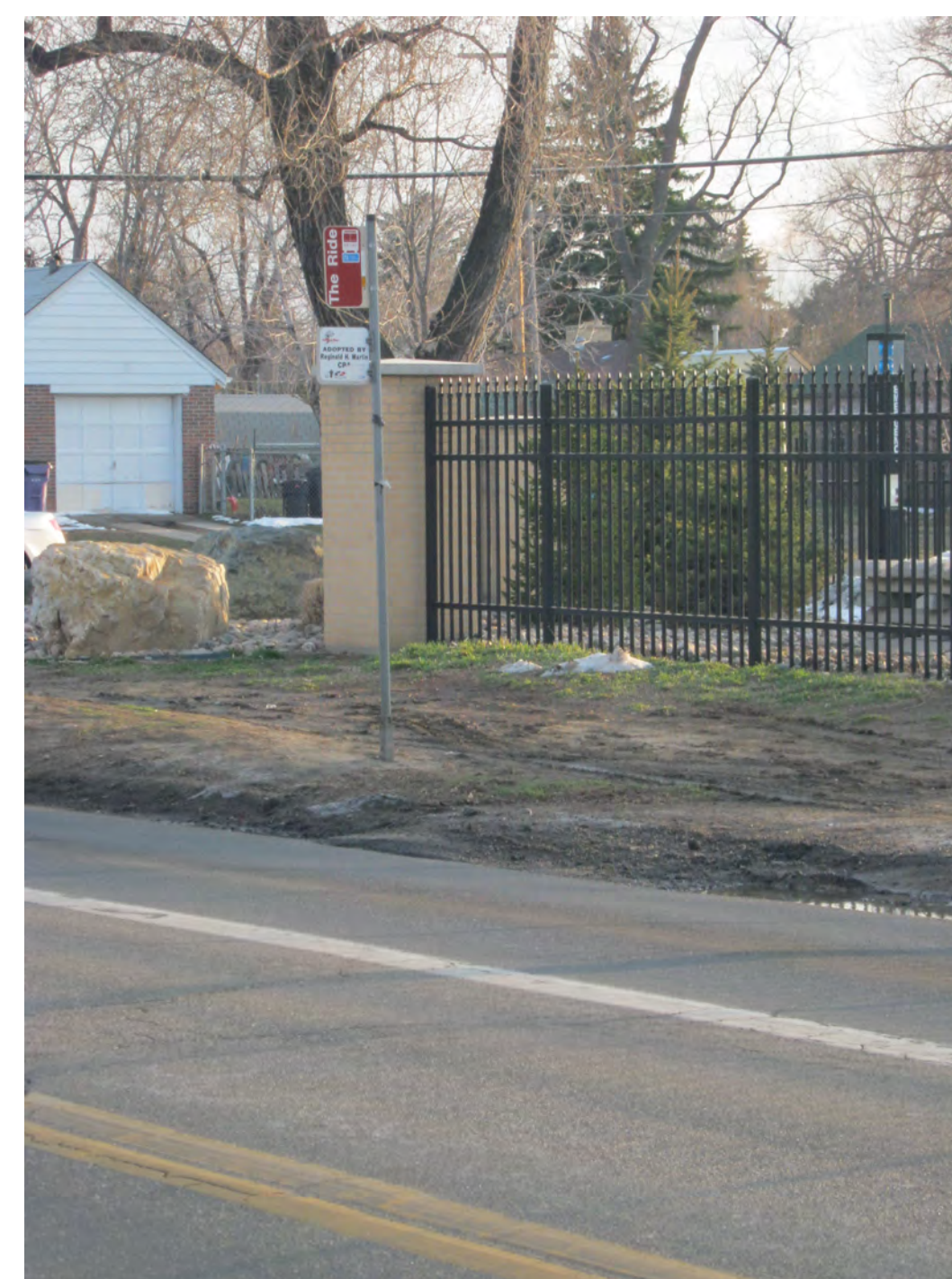
Pedestrian Needs



Cyclist Needs



Drainage Needs



Transit Needs

Study Area



Corridor Considerations

Existing conditions along Quebec have a number of elements that require extra consideration during the planning and design process:

Right-of-Way:
right-of-way varies widely, in relation to the adjacent structures



Property Setback:
setback varies widely



Sidewalks / Ramps:
There are many missing, broken and sub-standard sidewalks and ramps

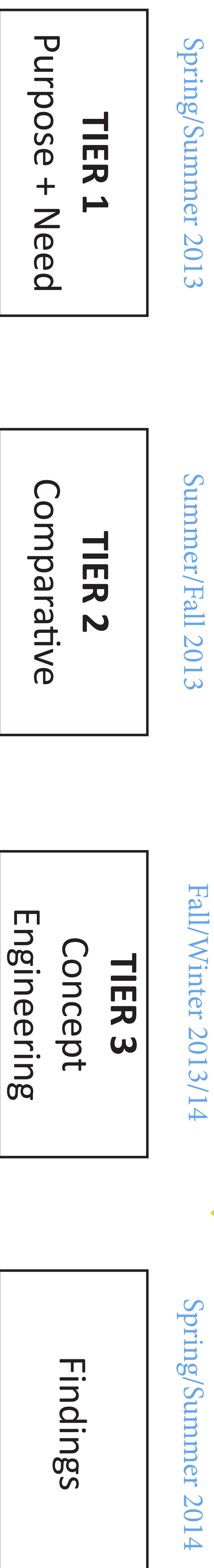


Roadway width:
curb-to-curb width varies widely



Screening Process

We are here



At each tier, we use **criteria that considers:**

- How does the alternative improve all modes?
- How does the alternative improve vehicle capacity?
- Can the alternative meet the implementation goal of near-term and phase-able?
- Is the alternative livable to the surrounding community?

Baseline Enhancements

All alternatives include the following elements:

- Pedestrian

- Quebec: 8' continuous sidewalks*
- Syracuse: 5' continuous sidewalks*
- Both: curb ramps, crosswalks, upgraded pedestrian signals

* approximate dimension based on planning-level design

- Bicycle

- North-South: Syracuse on-street bike facilities
 - 8th to 23rd (connects the bike network)
 - bike lane requires parking removal, one side
- East-West: Extension of Montview Blvd. bike lanes through intersection

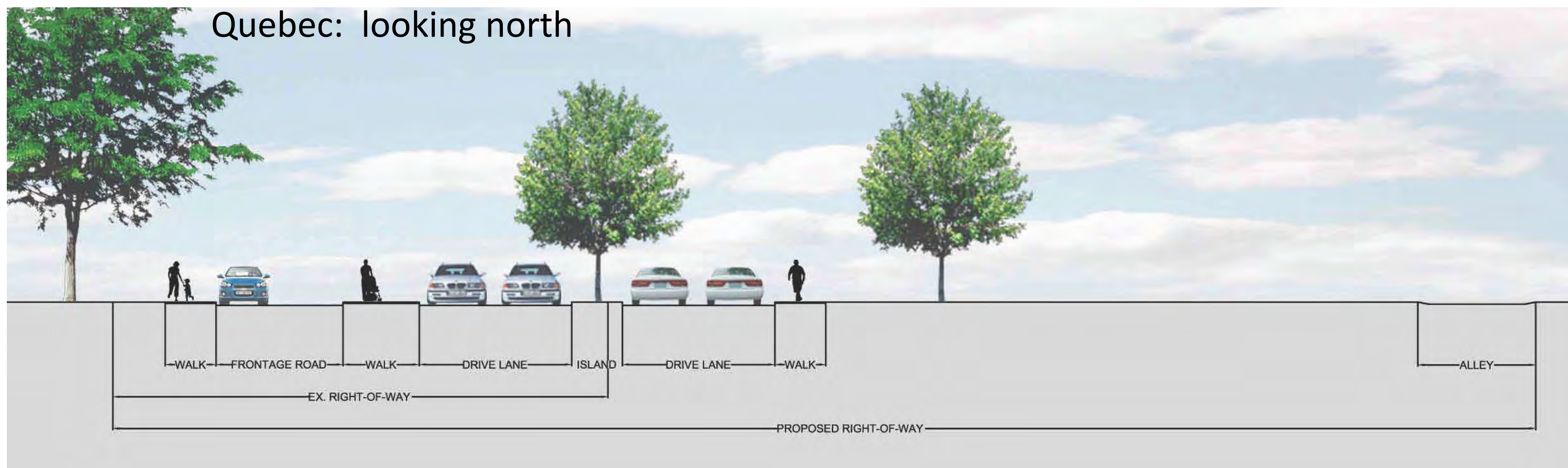
- Transit

- Curb ramps and crosswalks at intersections
- Sidewalks that connect to bus stop
- Concrete pads and pull-outs at bus stops
- Bus stop amenities
- Coordination with RTD on bus frequency and routing

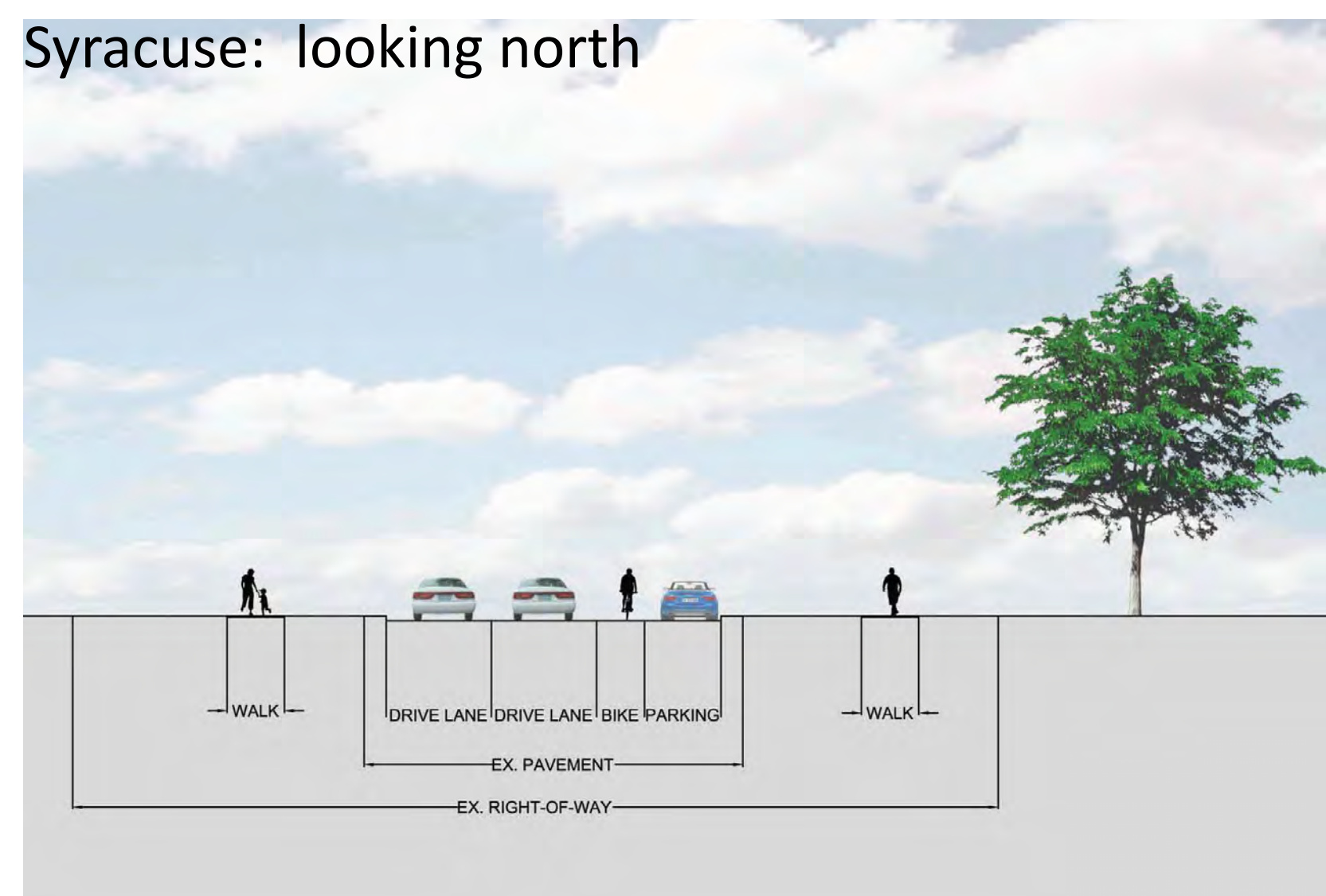
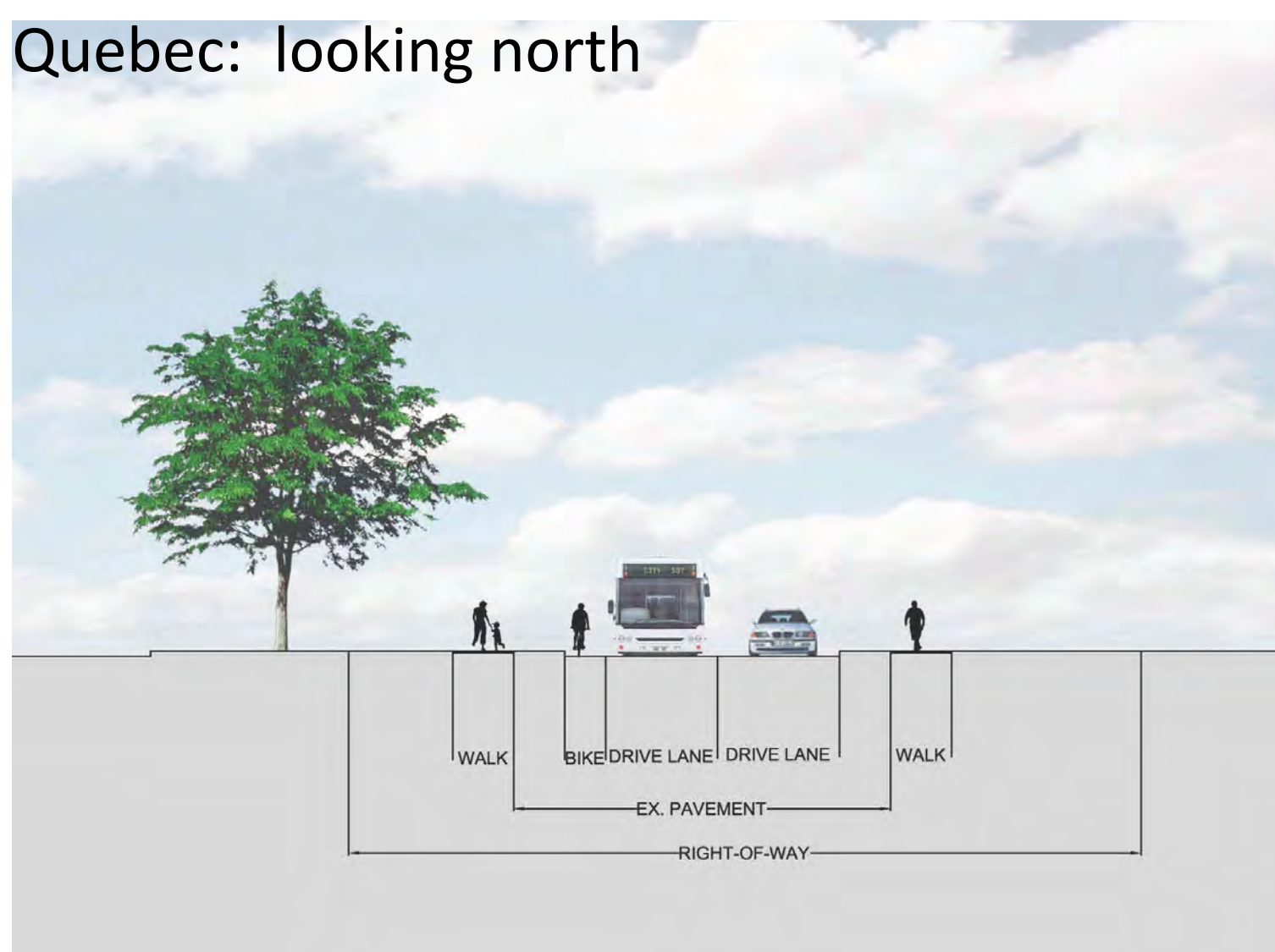
- Transportation Systems Management (TSM)

- Regular optimization of signal timing to improve traffic flow, both north-south and east-west

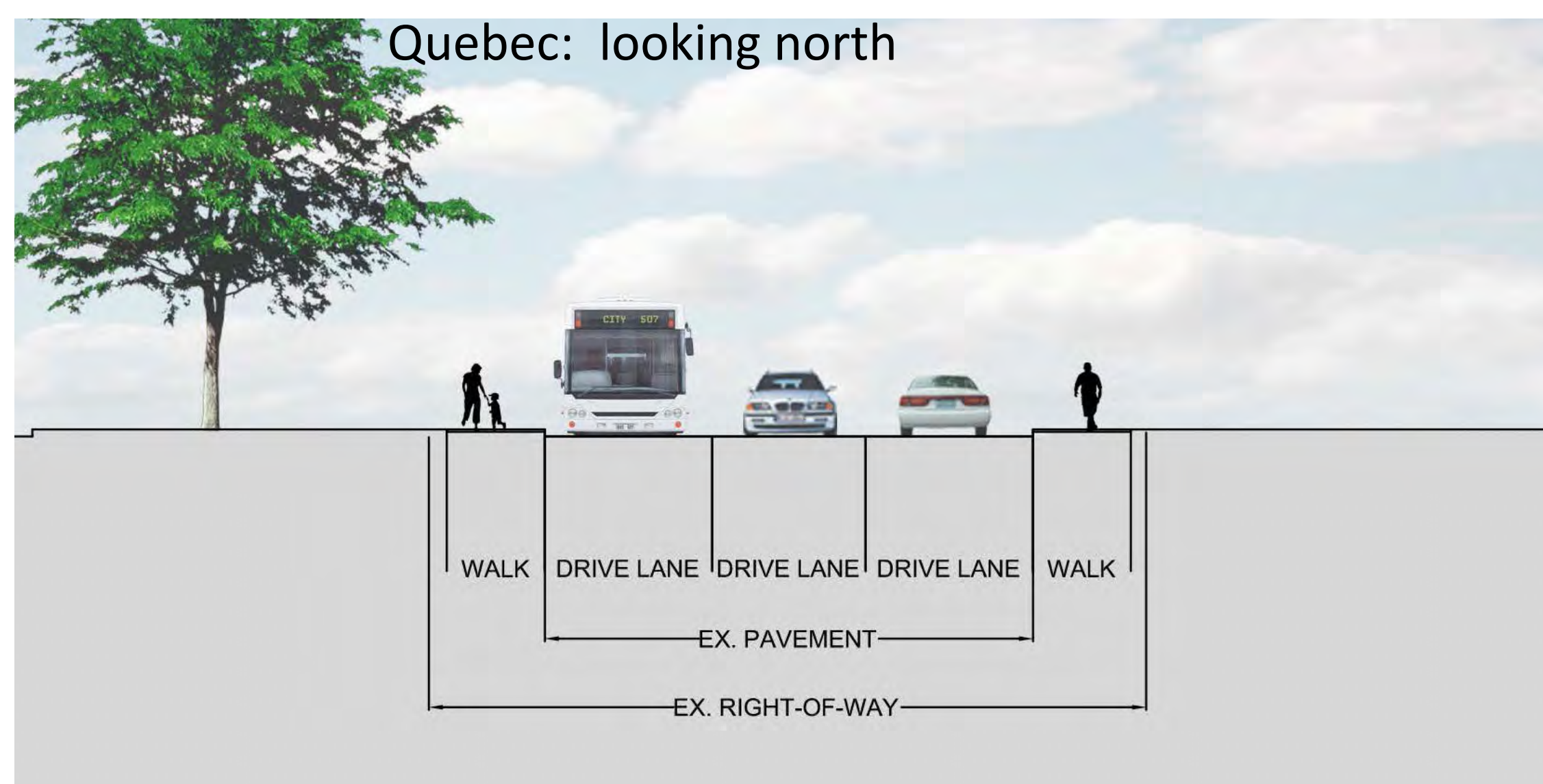
Alternatives Recommended for Elimination



Widen Quebec **Eliminated in Tier 1 screening.** This alternative did not meet the near-term/phased implementation criteria as defined in the project Purpose & Need. (5-10 years and \$20 million or less)

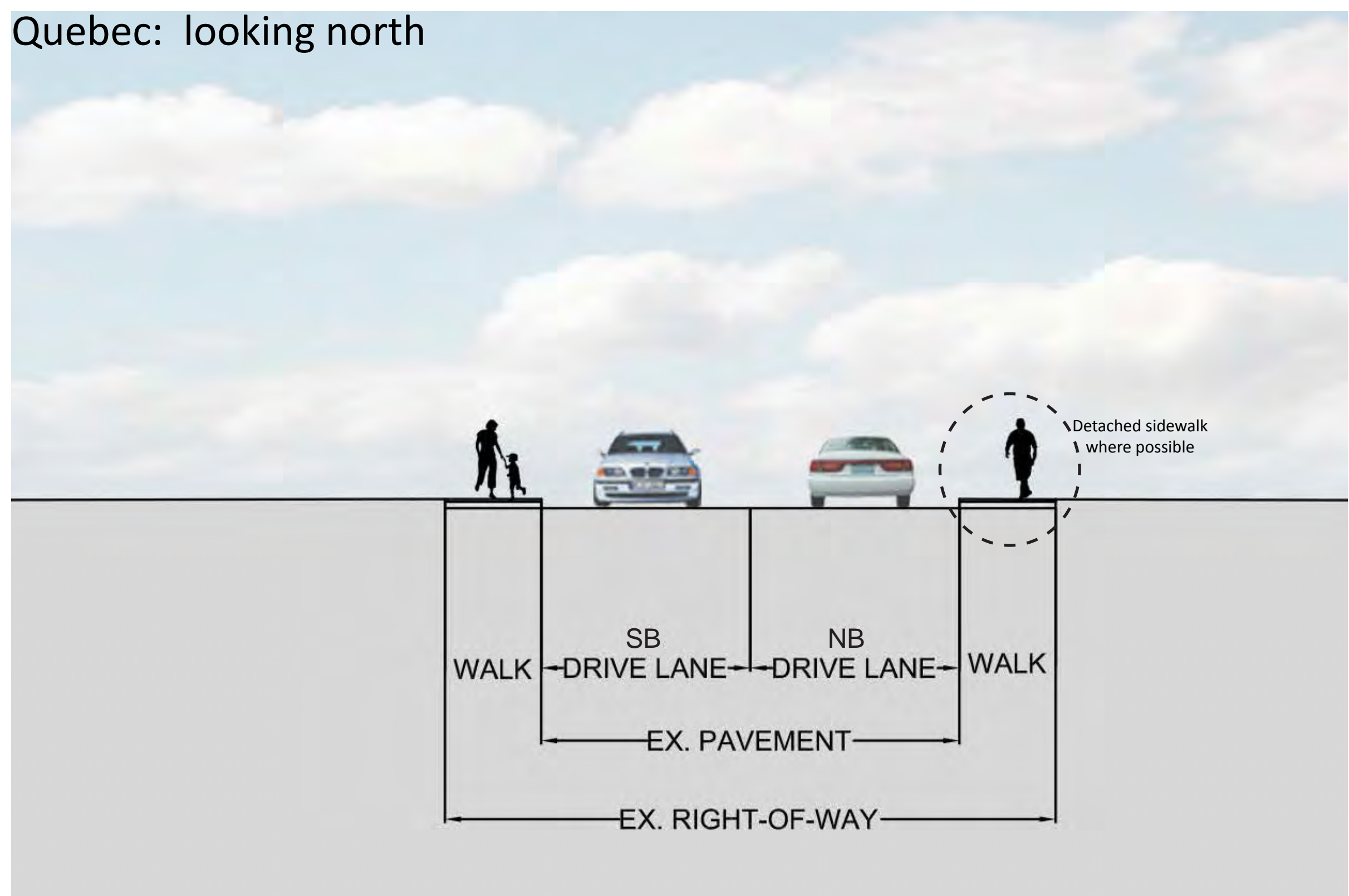
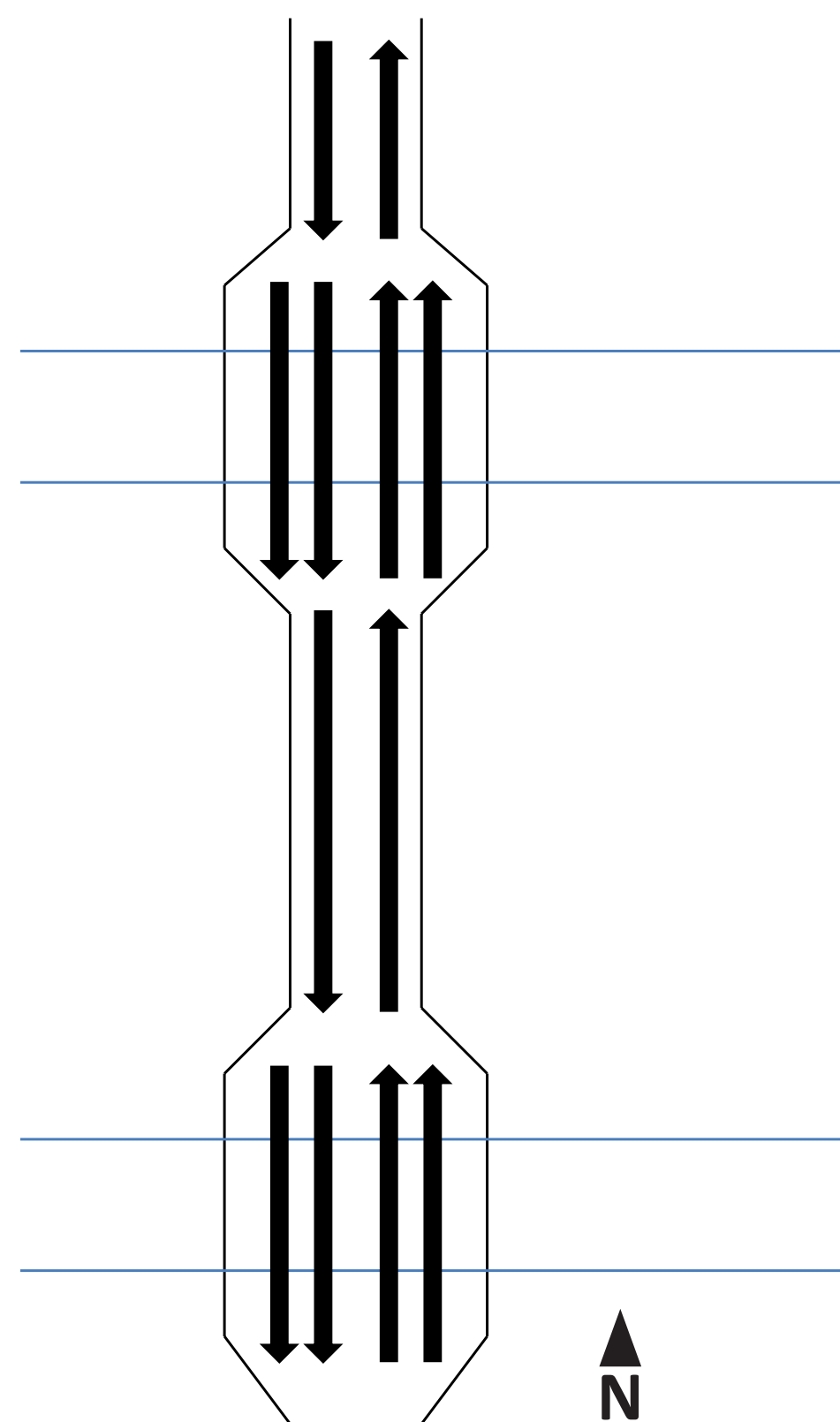


One-Way Couplet **Eliminated in Tier 2 screening.** This alternative provided less benefit than other alternatives still being considered, and did not provide opportunity for phased implementation.



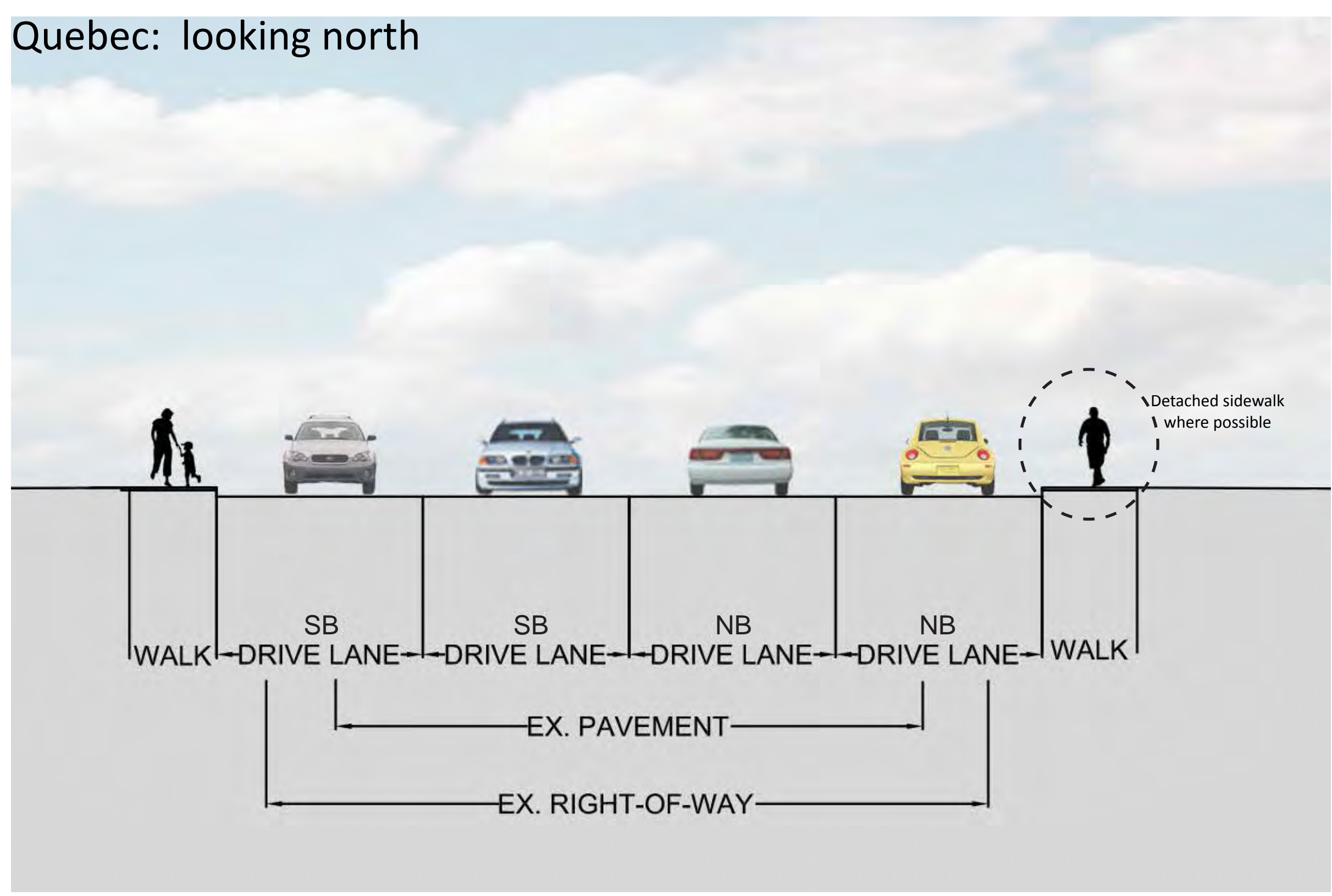
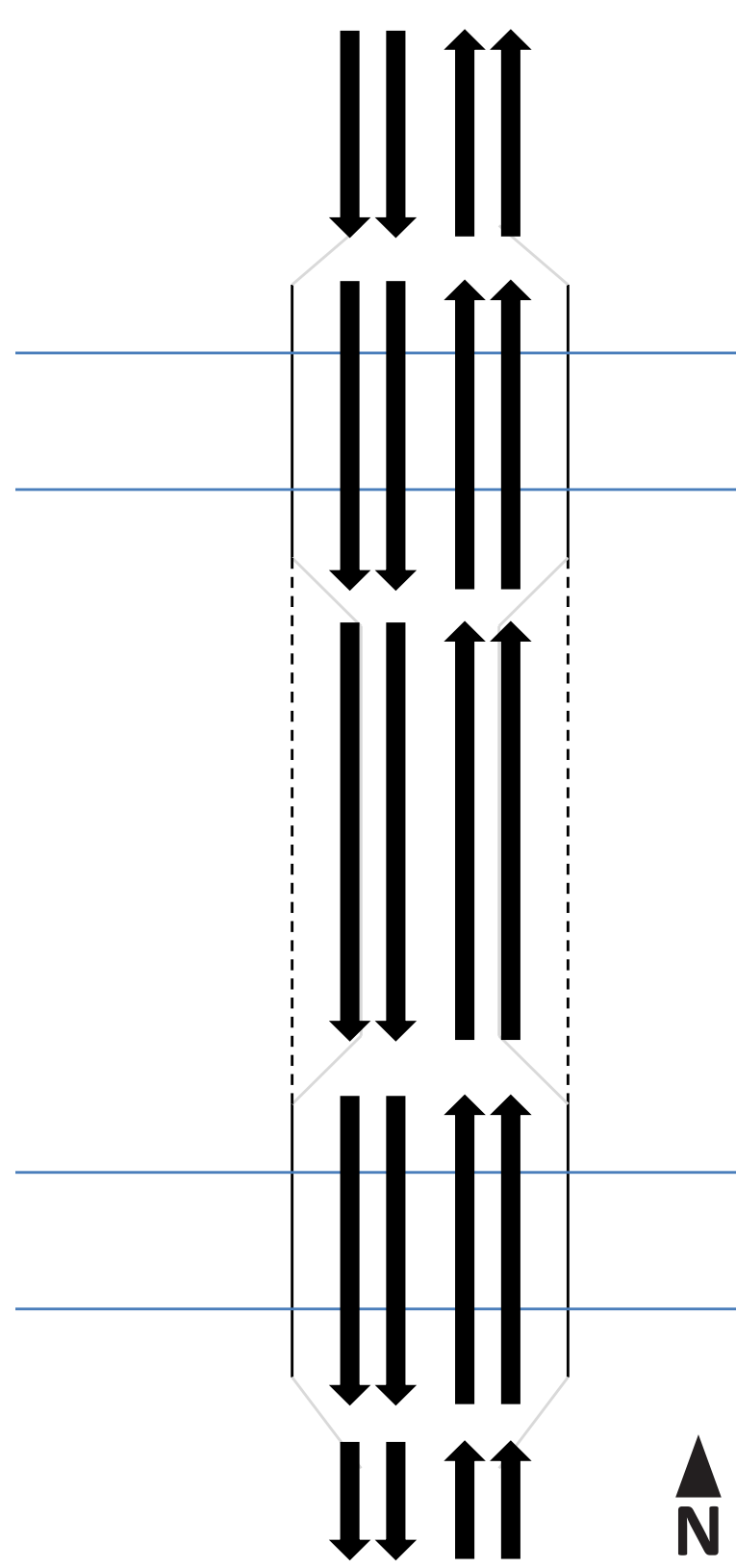
Directional Priority **Eliminated in Tier 3 screening.** This alternative offered significantly shorter longevity, cost more and provided less benefit than other alternatives still being considered.

The Remaining Alternative



Reconfigure Quebec: 2-Lane

This alternative would optimize vehicular flow through intersections by adding turn lanes and through lanes. Between intersections, the **cross-section would remain two lanes** (one lane in each direction).



Reconfigure Quebec: 4-Lane

This alternative would optimize vehicular flow through intersections by adding turn lanes and through lanes. Between intersections, the **cross-section would increase to four lanes** (two lanes in each direction).

2-Lane vs. 4-Lane

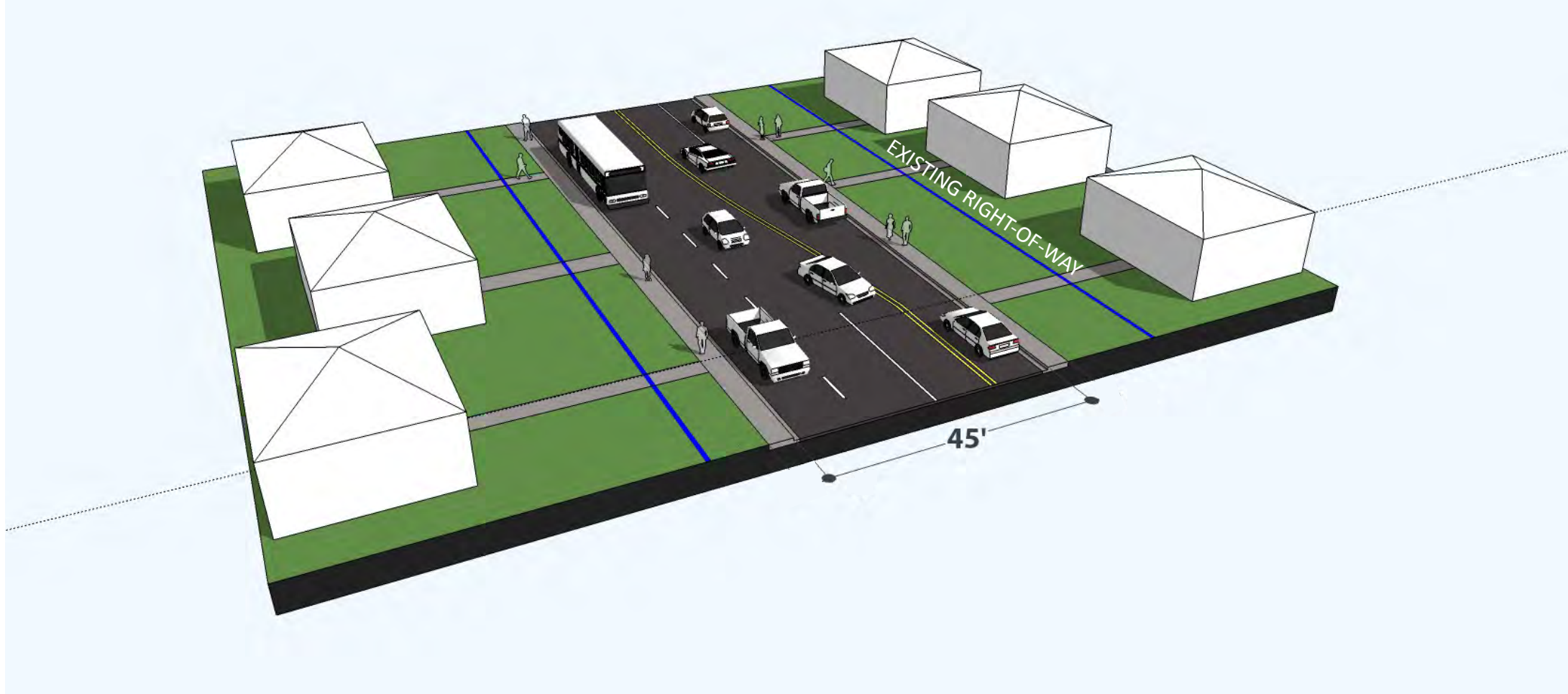
Comparison: Key Benefits/Impacts

Criteria	No Action	Reconfigure Quebec: 2-lane	Reconfigure Quebec: 4-lane
What is the estimated average longevity of congestion mitigation?	Not Improved	17 years	26 years
What is the estimated corridor travel time (PM peak, minutes)? (Existing = 8.8 min.)	Gets Worse in 10 yrs, 13.3 min.	6.8 min.	5.5 min.
What is the ability to support future transit expansion?	Not Improved	Less Favorable	More Favorable
Are continuous sidewalks and improved crosswalks provided?	Not Improved	Yes	Yes
How are conflict points/safety concerns addressed?	Not Improved	Less Favorable	More Favorable
How many parcels are estimated to require some amount of acquisition?	No Change	55	65
*What is the estimated cost? (\$ millions)	Continued Maintenance	\$15.5 - \$16.5 M	\$24 - \$25 M

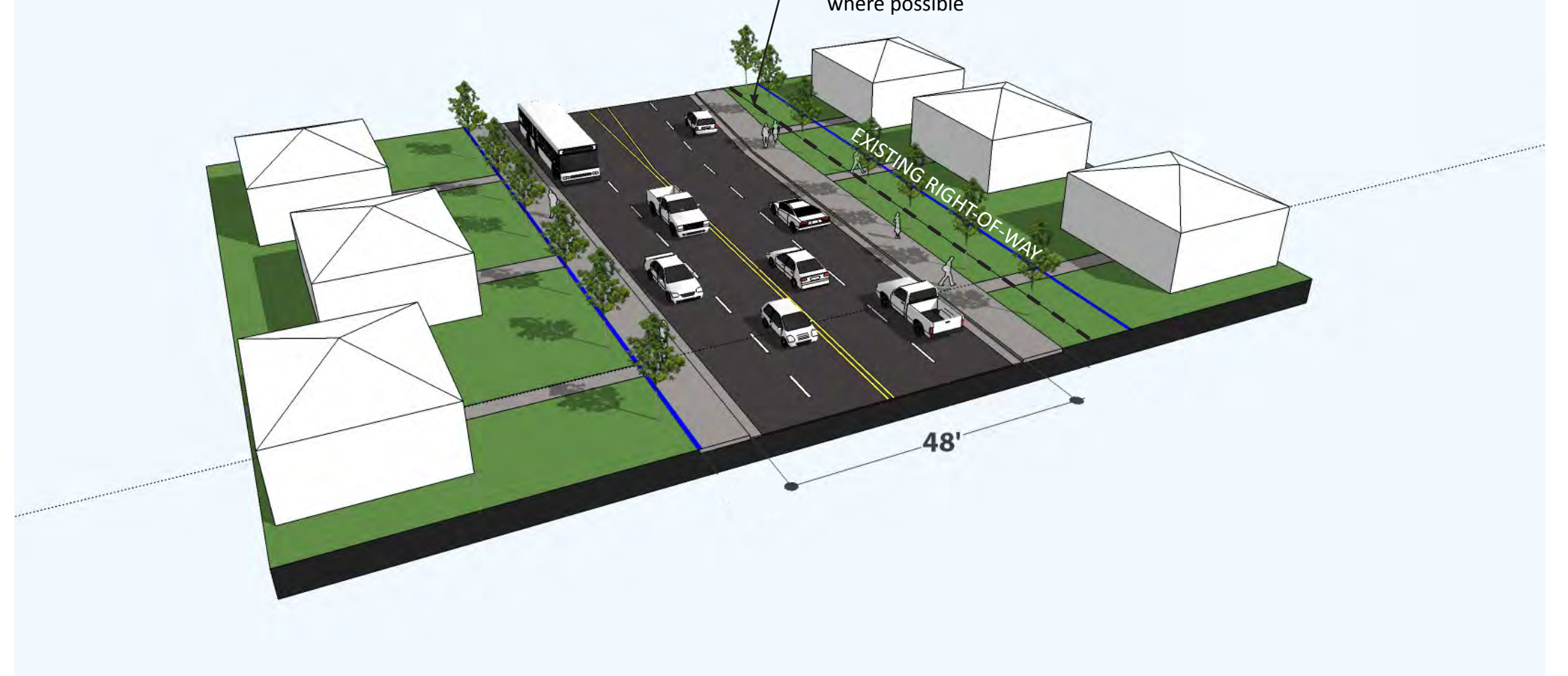
* Includes improvements to Syracuse estimated at \$2.5 to \$3.5 M

How does the Roadway Width Change?

Typical Existing Condition

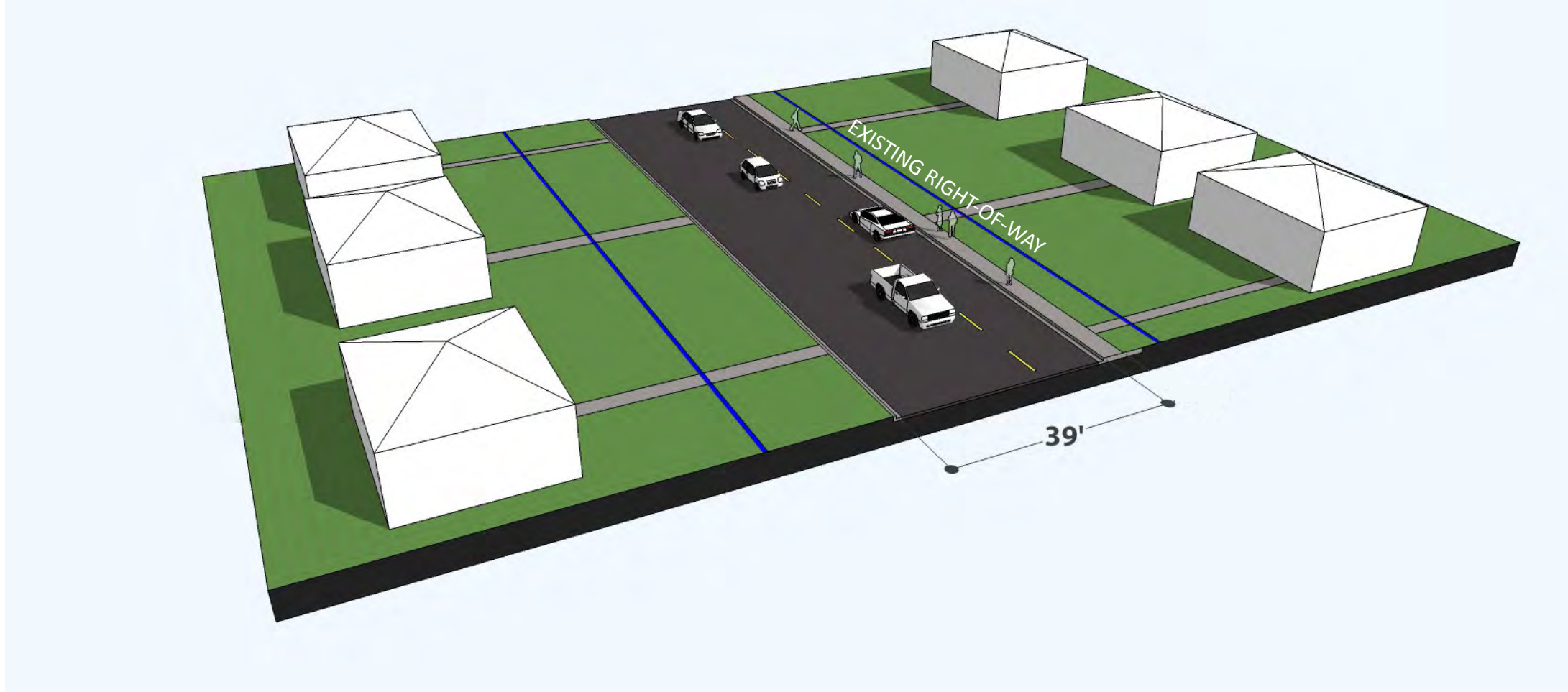


Conceptual 4-lane Condition

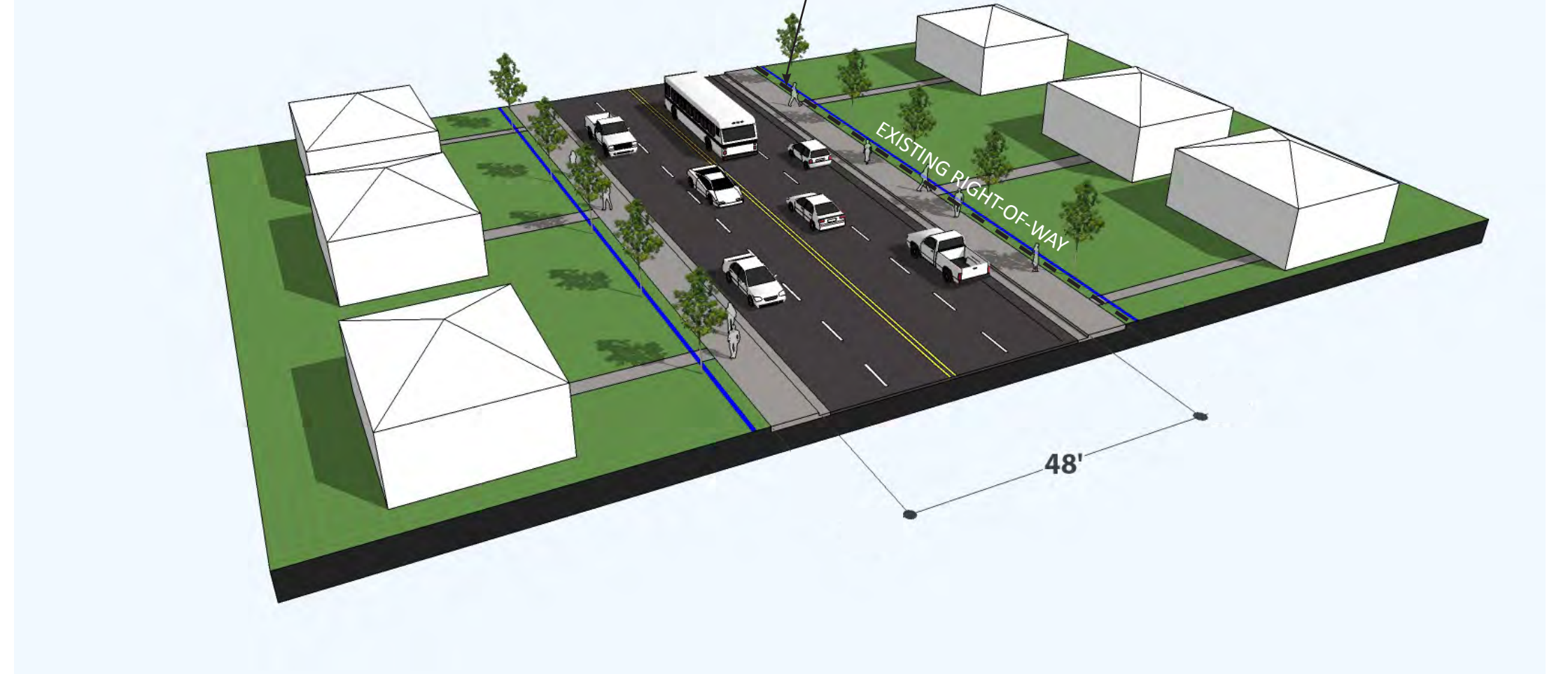


50% of Properties: roadway 5' or less closer to buildings.

Typical Existing Condition

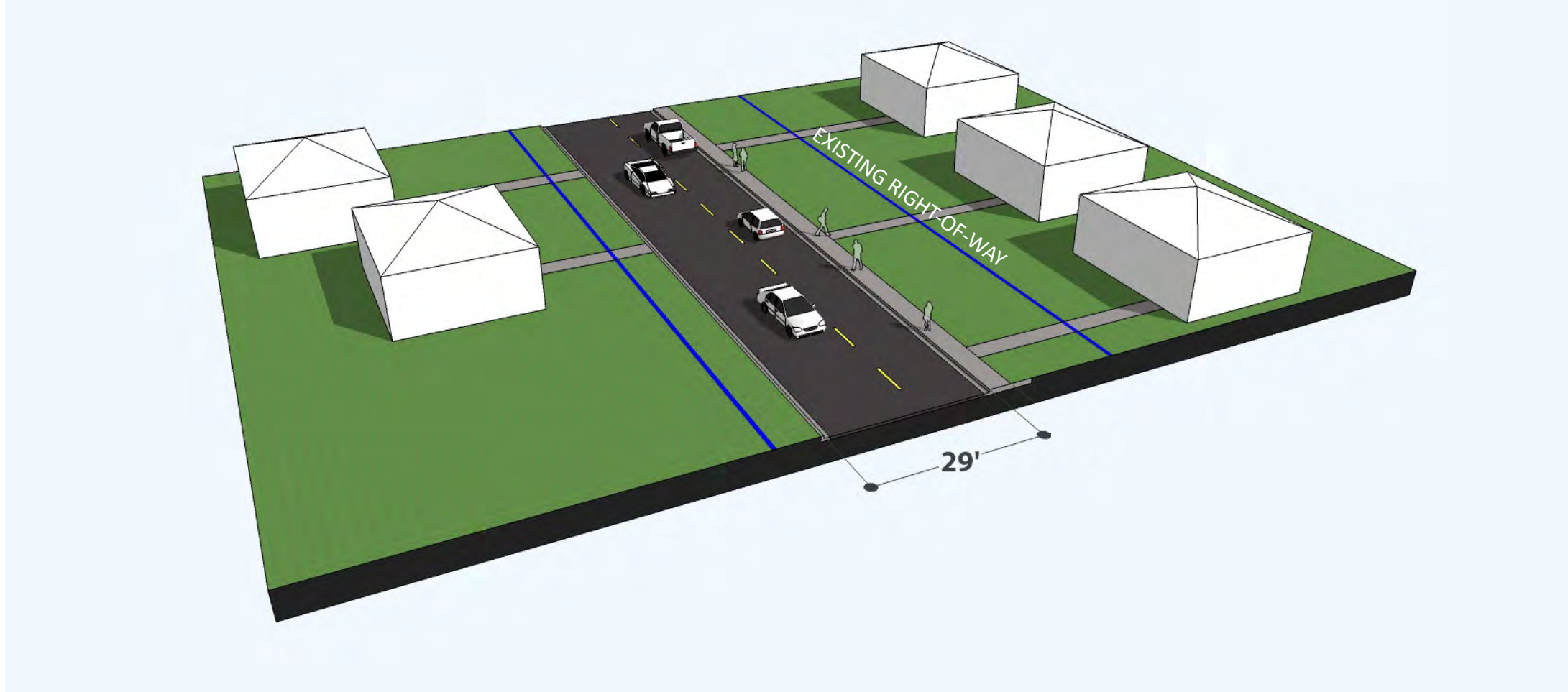


Conceptual 4-lane Condition

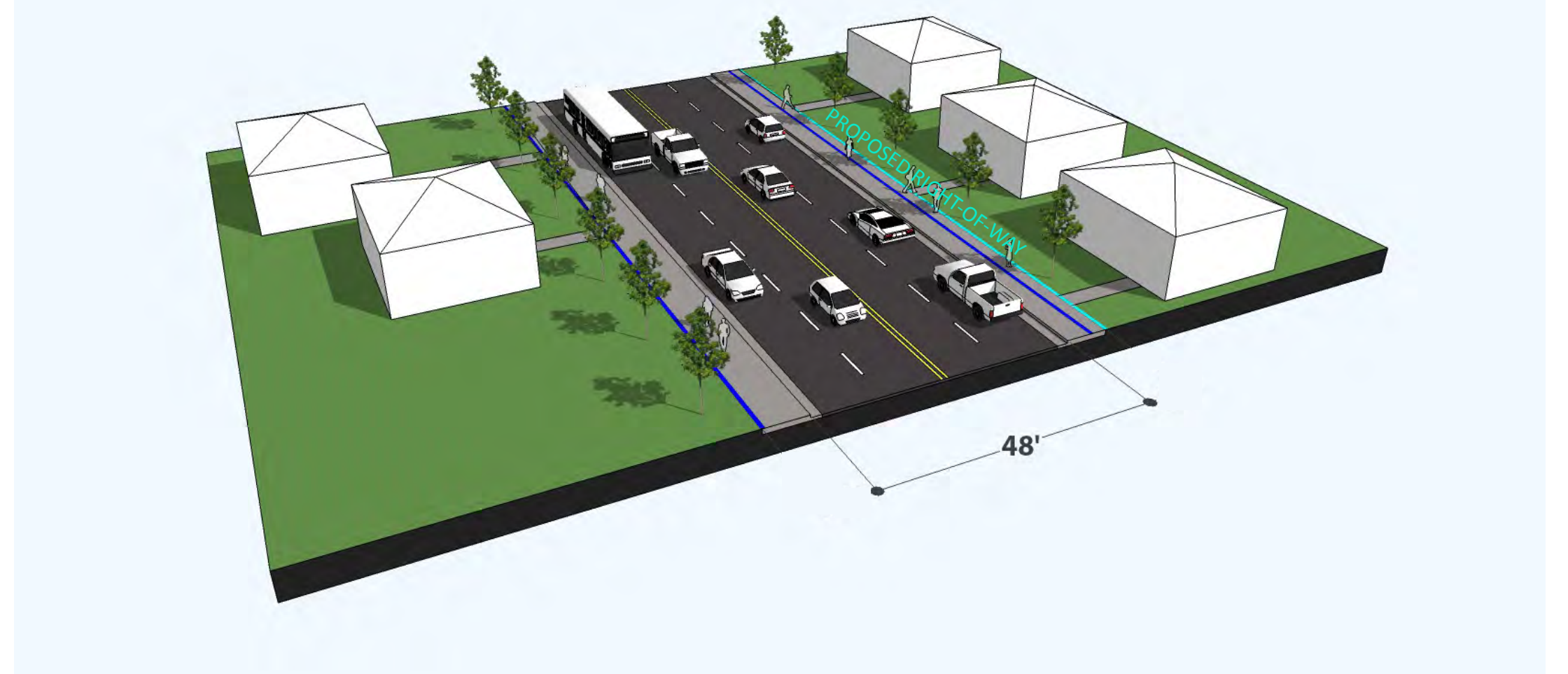


25% of Properties: roadway 5'-10' closer to buildings.

Typical Existing Condition



Conceptual 4-lane Condition



25% of Properties: roadway 10'+ closer to buildings.

Next Steps

Final Report/Findings

Late Summer

Implementation Planning

Late 2014+

- Explore and Secure Funding Sources

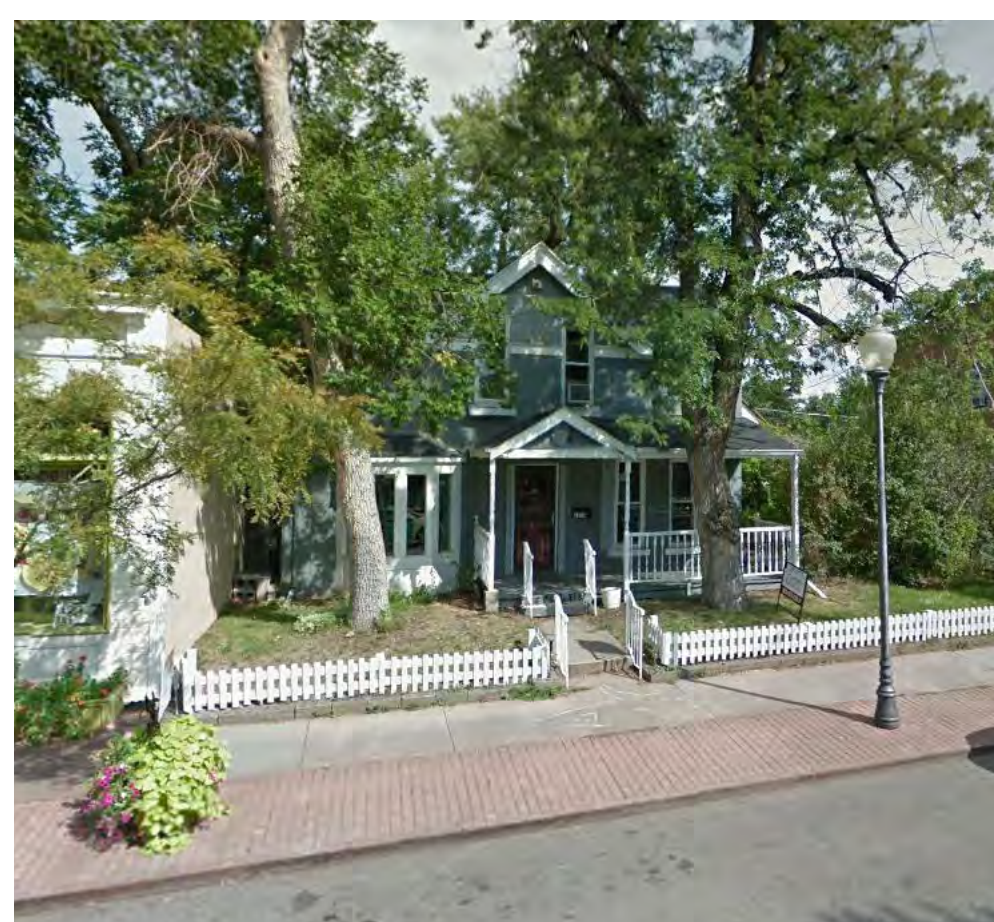
Design Refinement

When Funded

- Detailed Survey
 - ROW, utilities, drainage
- ROW Acquisition
 - does not begin until final design
 - follows a standard process that involving property owners early-on
 - subject to several state and federal statutes and regulations, e.g. the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (aka Uniform Act)
- Aesthetics / Urban Design
 - Safety, visual appearance

Timing of Implementation

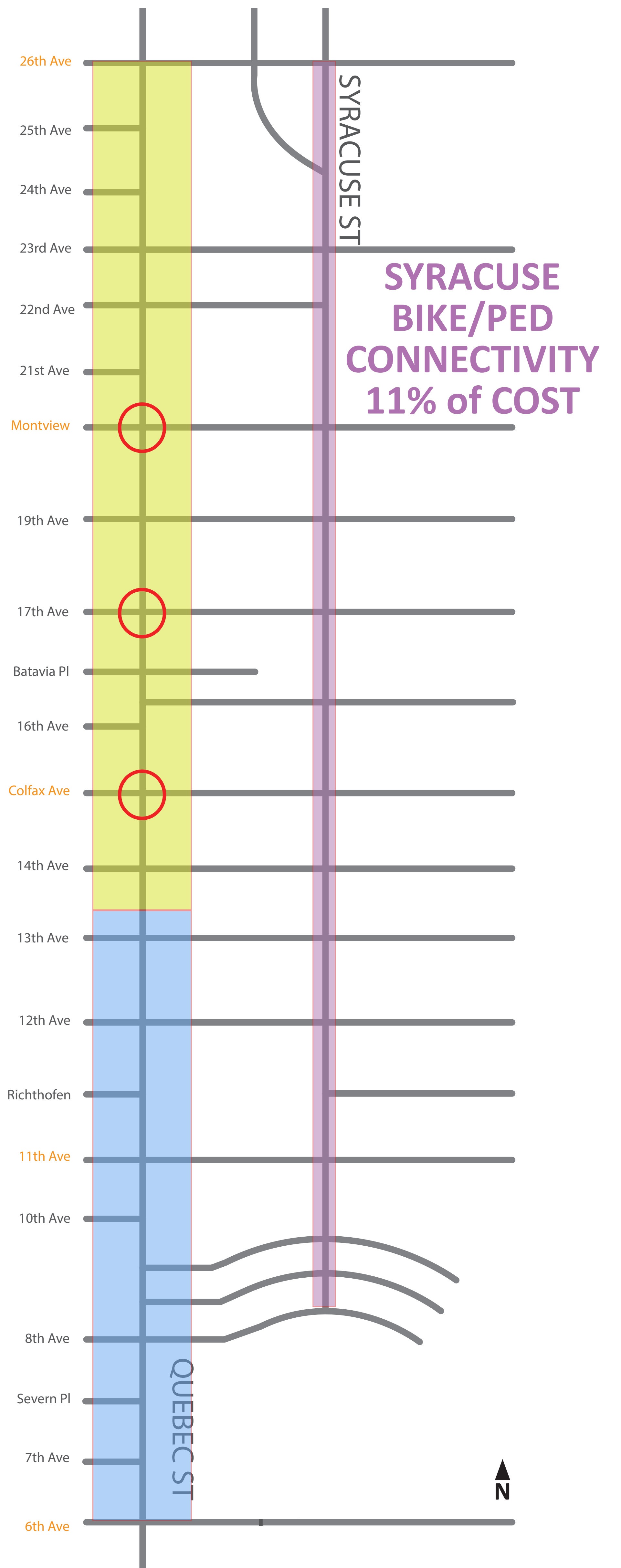
- Depends on Funding
 - not yet identified
 - may involve a variety of sources
 - improvements can be packaged together based on available funding
- Minimize Disruption
 - Goal is to complete as much as possible to minimize disruption



Geographic Costs & Benefits

73% of TOTAL TIME BENEFIT
42% of COST

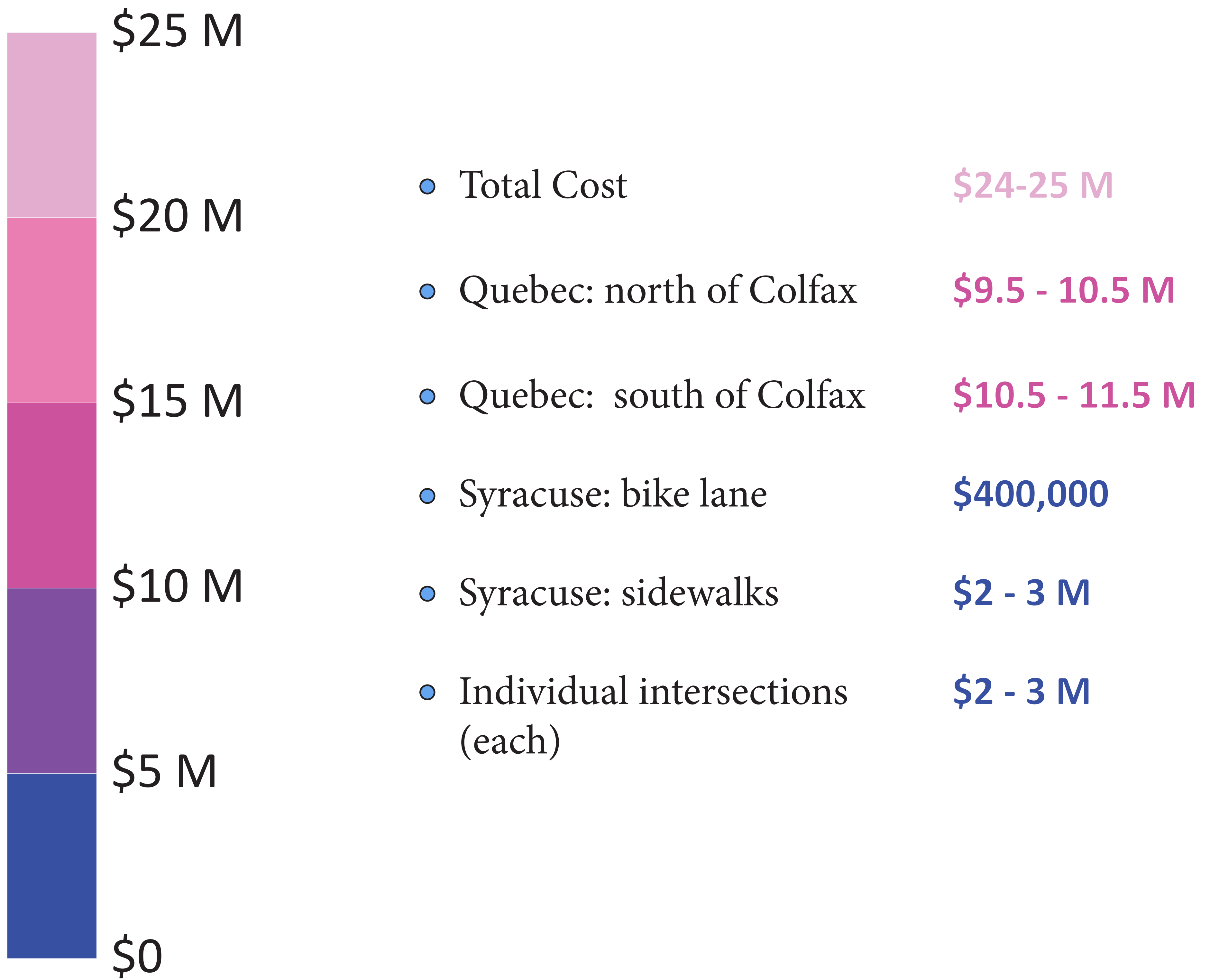
27% of TOTAL TIME BENEFIT
47% of COST



○ Intersections with greatest benefits after improvements

Packaging Considerations

How can we build in pieces, if needed?



Packaging Advantages/Opportunities

- Flexible for various funding scenarios
- Provides options for implementation
- Maximizes benefits/minimizes impacts