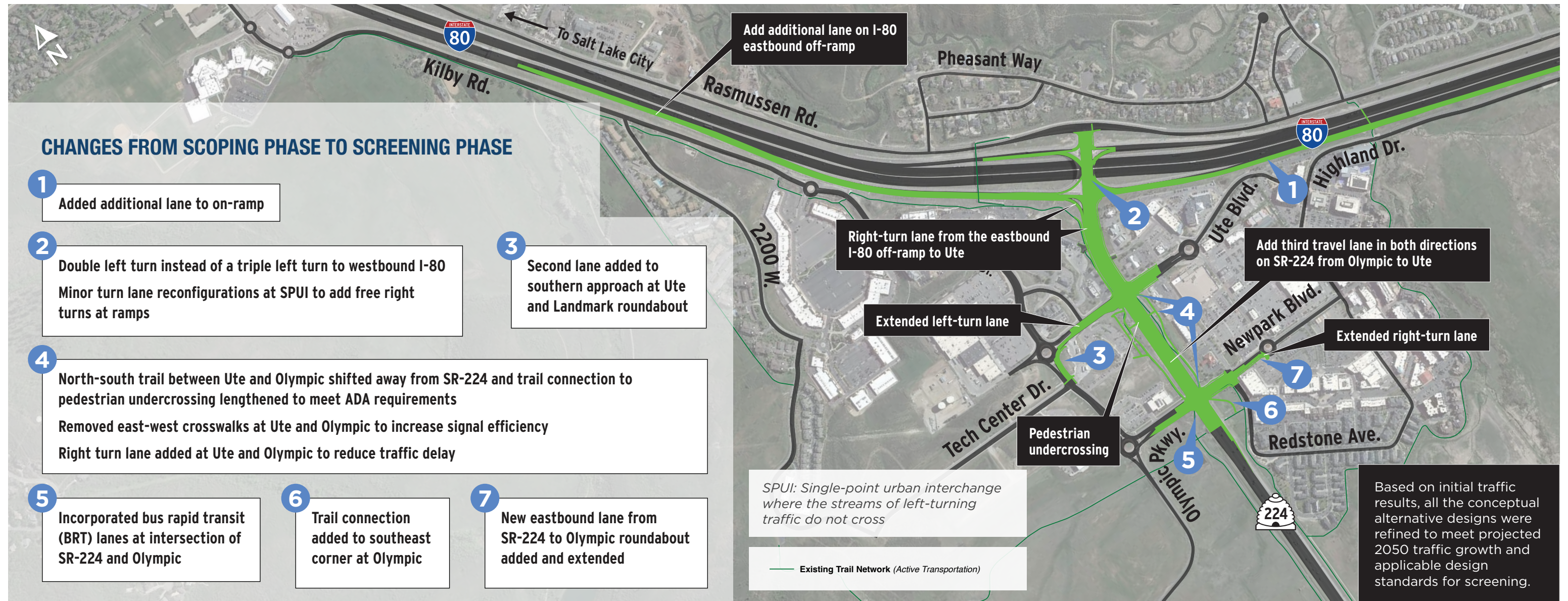


ALTERNATIVE C (REFINED)

INTERSECTION IMPROVEMENTS WITH PEDESTRIAN ENHANCEMENTS
















DESCRIPTION

This alternative consists of additional through travel lanes, additional turn lanes at the intersections to improve intersection efficiency, and improvements for pedestrian and bicycle accessibility.

Improvements include adding dual left turn lanes at Olympic Parkway for southbound-to-eastbound and northbound-to-westbound movement and building a pedestrian undercrossing south of Ute Boulevard. This option would also include adding an additional northbound and southbound lane on SR-224 from Olympic Parkway to Ute Boulevard, along with extending the westbound-to-northbound right-turn lane on Newport Boulevard and extending the eastbound-to-northbound dual left-turn lanes on Ute Boulevard.

BENEFITS

- ✓ Pedestrian undercrossing would increase connectivity and comfort
- ✓ Improves travel time and mobility
- ✓ Minimize queuing onto I-80

Criteria	Measure	Data	What does this mean to me?	Existing Conditions (2022)	2050 No-Action Alternative	Alternative C (Refined) Intersection Improvements With Pedestrian Enhancements	Evaluation Considerations
Level 3 - Purpose & Need							
Improving operations & travel times on SR-224 from I-80 interchange through Olympic Parkway	Provides reliable through-traffic travel time on SR-224 during the AM and PM peak hour? (yes/no)	 Travel time (average speed in mph)	<i>I'm not stuck in slow moving traffic</i>	AM SB - 6:15 (17) PM NB - 7:45 (13)	AM SB - 11:30 (9) PM NB - 9:30 (11)	Yes: AM SB - 3:15 (33) PM NB - 3:45 (26)	- Similar AM SB travel time as Alternative B
	Meets a level of service of LOS D for as many intersections as possible.	 Number of intersections at LOS E or F	<i>I'm not sitting through multiple light cycles all the time</i>	AM - 1 PM - 2	AM - 1 PM - 5	AM - 0 PM - 0	
Improving safety by eliminating vehicle queues on I-80 off-ramps	Is the percent served improved during the peak hour? (yes/no)	 Percent served	<i>I can travel through the area</i>	99%	86%	Yes: 100%	
	Are the off-ramp vehicle queue lengths eliminated on I-80 mainline through lanes? (yes/no)	 Length of vehicle queue (feet)	<i>Traffic isn't backed up on the I-80 mainline</i>	No: 2,600	No: >5,000	Yes: 400	- Shortest I-80 vehicle queue
Maintaining or improving transit travel times through evaluation area	Does the alternative maintain or improve the SR-224 BRT transit travel times through the evaluation area? (yes/no)	 Total BRT Travel Time (NB+SB, AM+PM) Savings from No-Action (min:sec)	<i>Public transportation will work more efficiently</i>	N/A	16:30	14:30 Yes: (- 2:00)	
Improving pedestrian & bicyclist mobility and accessibility through evaluation area	Does the level of traffic stress improve in the vicinity of SR-224? (yes/no)	 Level of Traffic Stress (LTS) (1-4 scale, L1 - low stress, L4 - high stress)	<i>Pedestrians and cyclists can travel better in the area</i>	Yes: Trail - L1 Intersections - LTS3	Yes: Trail - L1 Intersections - LTS3	Yes: Ped undercrossing improves Ute crossing to LTS1	
	Do the walk times improve for key origin-destination pairs? (yes/no)	 Total Walk Time Savings from No-Action for 4 O/D Pairs (min:sec)	<i>Pedestrians and cyclists have higher level of comfort</i>	53:30	54:00	53:45 Yes: (- 0:15)	
Level 4 Screening - Cost and Impacts to the Built and Natural Environment							
Natural Environment Impacts	Threatened and Endangered Species	 Acres	<i>How will this impact protected species in the area?</i>	-	-	0.001	
	Wetlands & Waters of the United States	 Acres and types of aquatic resources (ditches, open water, wetlands, perennial streams)	<i>How will this impact federally protected wetlands and waters?</i>	-	-	0.012	- Lowest wetland impact
	Section 4(f) resources	 Number and type of Section 4(f) use	<i>Lands from a historic site or protected public resources</i>	-	-	0	
Built Environment Impacts	Relocations	 Number of potential residential or business relocations	<i>Potential property impacts to community members</i>	-	-	0	- Minor right-of-way acquisitions
	Land Use	 Compatibility with current land use plans	<i>Does it meet our community land use goals?</i>	-	-	Yes	
Cost	Construction Cost Estimate	 \$2025 in millions	<i>What is the expense to the statewide community?</i>	-	-	\$41M	- Lowest cost - Low construction complexity