Alternatives Evaluation

ALTERNATE D ◆ ALTERNATE F

DRAFT

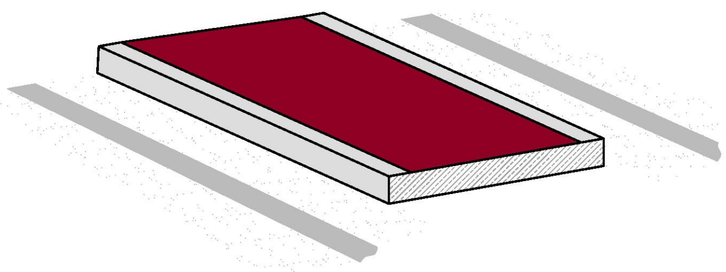
SCALE: 1" = 40'

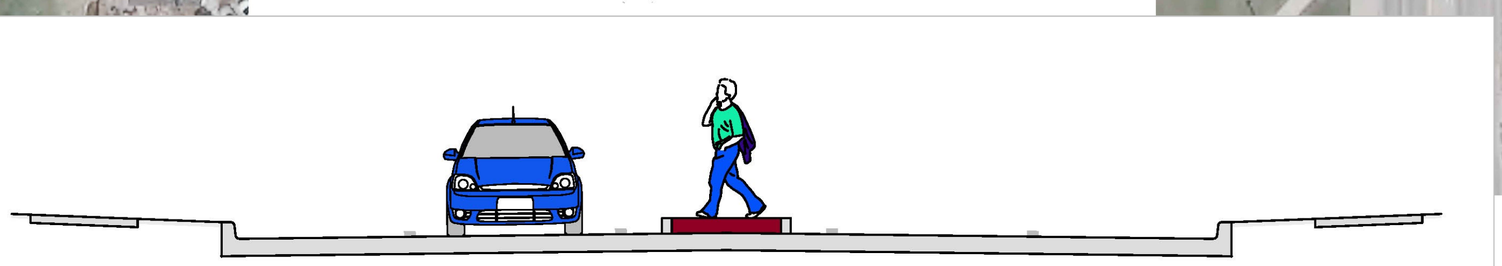
	ALT #:	D
		HAWK Signals & Mid-Block Ped Crossings Only
Screening Criteria Description	**Criteria Weight**	**Score** **Total**
Pedestrian Safety	1	1
Change Pedestrian Behavior	1	1
Left Turn Access Maintained	1	5
Total Project Cost	1	5
Appearance Matches Corridor	1	3
Ease of Maintenance	1	5
Corridor Vehicle Travel Time	1	3
Emergency Vehicle Access	1	5
Meets Grant Applic. Description	1	0
Regional Traffic Impact	1	5
TOTAL SCORE:		**33**

ALT D

ALT F

	ALT #:	F
		Raised Island Hardscape, No Vertical Element, Left Turns Allowed
Screening Criteria Description	**Criteria Weight**	**Score** **Total**
Pedestrian Safety	1	1
Change Pedestrian Behavior	1	1
Left Turn Access Maintained	1	3
Total Project Cost	1	5
Appearance Matches Corridor	1	3
Ease of Maintenance	1	5
Corridor Vehicle Travel Time	1	3
Emergency Vehicle Access	1	5
Meets Grant Applic. Description	1	0
Regional Traffic Impact	1	5
TOTAL SCORE:		**31**





SCALE: 1" = 40'

Each of these alternatives offers mid-block crosswalks. ALT D provides no median, allowing all current left-turn movements, though the ability of vehicles in the center-turn lane to drive through the pedestrian crosswalks is not a preferred option. Due to the proximity of Wilson Street to the north pedestrian crossing, the median for ALT F is proposed to eliminate the left-turn at Wilson, though it may be possible to maintain a left-turn out for vehicles traveling south on College Avenue.