**Seminary Road Complete Streets Project**

**ALTERNATIVE 3 - Two Travel Lanes, Center Turn Lane, and Buffered Bike Lanes**

- Concepts were scored on a scale of 1 to 5 for each of the objectives for the project.
- One point is given for concepts that make no improvements or substantially worsen existing conditions.
- Five points are given for concepts that substantially improve conditions or fully preserve existing strengths of Seminary Road.

### Description

- One through lane in each direction
- Center left turn lane space may also be used as a median or a pedestrian refuge island
- Enhance signal operations to mitigate traffic impacts
- Upgrade and install new crosswalks, where feasible
- Buffered bike lanes possible

### Typical Cross Section

- **Howard and Seminary**
  - Operational Changes:
  - Westbound Right and Eastbound Left turn phases become protected (+)
  - Average projected delay:
    - Morning Rush: 35-55 sec
    - Evening Rush: <35 sec
  - Queue lengths in the morning rush continue to extend past King James Pl for westbound traffic, but eastbound queues in the evening are lowest of all options.

- **St. Stephens and Seminary**
  - Operational Changes:
  - None
  - Average projected delay:
    - Morning Rush: <35 sec
    - Evening Rush: <35 sec
  - Queue lengths in the eastbound in the evening peak are delayed, with lines backing up to Greenwood Pl.

- **Quaker and Seminary**
  - Operational Changes:
    - Removes exclusive eastbound and westbound left
    - Remove ped-only phase and convert to LPI and No Turn on Red
  - Average Projected Delay:
    - Morning Rush: >55 sec
    - Evening Rush: 35-55 sec
  - Queues stay generally the same of each option or are shorter than existing conditions

### Performance Details

- **Ped Safety/Comfort:** Provides the best facility of the alternatives with a buffered bicycle lane on each side of the roadway.
- **Minimizing vehicle delay:** Changes in intersection delay are generally minimal and improve in some cases. The worst average delay is seen at Howard Street with an additional 5 seconds of wait time in the evening peak period. Left turns are eased with a dedicated turn lane.
- **Adjacent resident livability:** Provides dedicated turn lane for left turning vehicles. Ample space for cars to pull out of driveways, or side streets with increased sight distances.
- **Bicycling Safety/Comfort:** Provides the best facility of the alternatives with a buffered bicycle lane on each side of the roadway.

### Intersection Delay and Level of Service Grade

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Time of Day</th>
<th>EXISTING</th>
<th>ALTERNATIVE 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>N Howard St &amp; Seminary Rd</td>
<td>AM</td>
<td>36.8</td>
<td>34.5</td>
</tr>
<tr>
<td></td>
<td>PM</td>
<td>21.4</td>
<td>25.9</td>
</tr>
<tr>
<td>St. Stephens Rd &amp; Seminary Rd</td>
<td>AM</td>
<td>11.7</td>
<td>16.5</td>
</tr>
<tr>
<td></td>
<td>PM</td>
<td>8.1</td>
<td>10.9</td>
</tr>
<tr>
<td>N Quaker Ln &amp; Seminary Rd</td>
<td>AM</td>
<td>69.1</td>
<td>61.1</td>
</tr>
<tr>
<td></td>
<td>PM</td>
<td>53.2</td>
<td>42.5</td>
</tr>
</tbody>
</table>