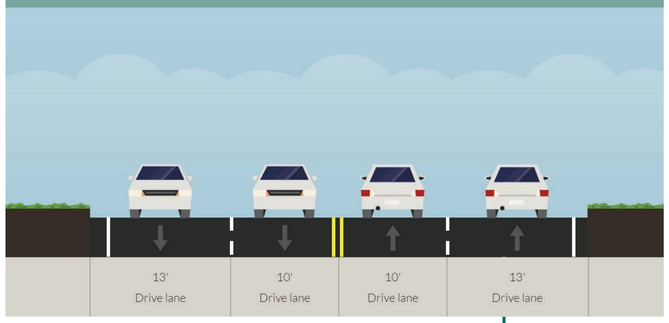
ALTERNATIVE 1 - Four Travel Lanes

Seminary Road
Complete Streets Project

Description

- Optimize existing layout of Seminary Road
- Maintain two through lanes in each direction
- Maintain existing signal timing and phasing
- No positive or negative traffc impacts
- Upgrade existing crosswalks
- Narrow lane widths to discourage speeding

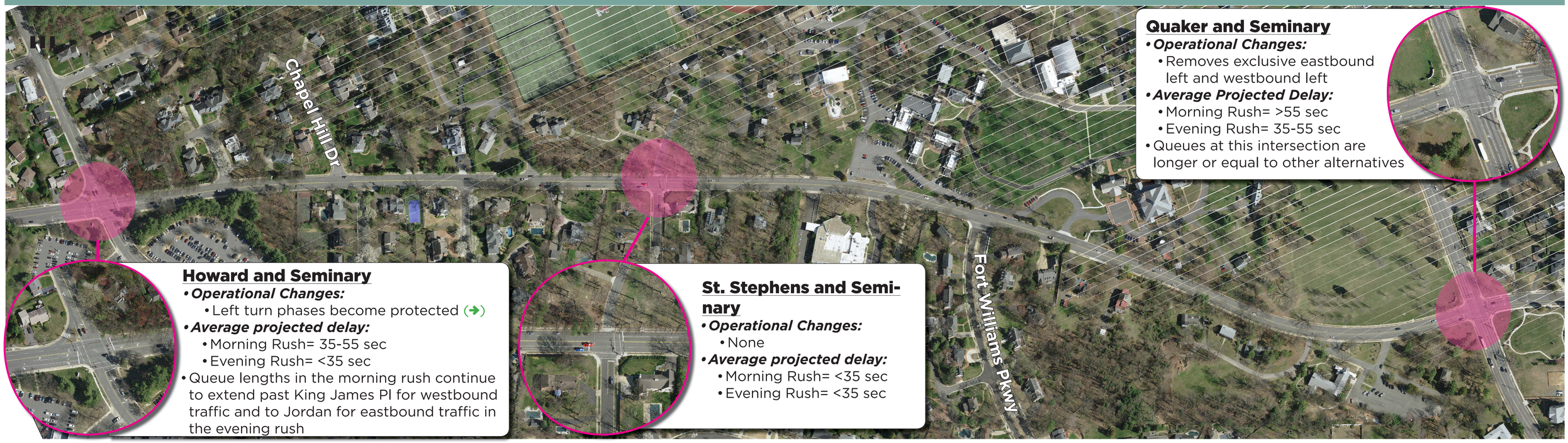
Typical Cross Section



Intersection Delay and Level of Service Grade

		EXISTING	ALTERNATIVE 1	
Intersection	Time of Day	Delay (sec)	Delay (sec)	Change (sec)
N Howard St & Seminary Rd	AM	36.8	36.8	*0.0*
	PM	21.4	21.4	*0.0*
St. Stephens Rd & Seminary Rd	AM	11.7	11.7	*0.0*
	PM	8.1	8.1	*0.0*
N Quaker Ln & Seminary Rd	AM	69.1	69.1	*0.0*
	PM	53.2	53.2	*0.0*

Corridor Map and Traffic Performance



Quaker and Seminary

- ***Operational Changes:***
  - Removes exclusive eastbound left and westbound left
- ***Average Projected Delay:***
  - Morning Rush= >55 sec
  - Evening Rush= 35-55 sec
- Queues at this intersection are longer or equal to other alternatives

Howard and Seminary

- ***Operational Changes:***
  - 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 and to Jordan for eastbound traffic in the evening rush

St. Stephens and Seminary

- ***Operational Changes:***
  - None
- ***Average projected delay:***
  - Morning Rush= <35 sec
  - Evening Rush= <35 sec

Performance Assessment

Scoring

- 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.

PERFORMANCE MEASURE	RATING
PEDESTRIAN SAFETY/COMFORT	●●○○○
FILLING THE SIDEWALK GAP	●○○○○
CONTROLLING SPEED	●●○○○
PREVENTING CRASHES	●●○○○
MINIMIZING VEHICLE DELAY	●●●●○
ADJACENT RESIDENT LIVABILITY	●○○○○
BICYCLIST SAFETY/COMFORT	●○○○○

Performance Details

- **Ped Safety/Comfort:** Provides minimal additional help to crossing pedestrians, other than upgraded crosswalks, and some possible other signage/marking
- **Filling the sidewalk gap:** Maintains existing lanes, and does not allow for future relocation of curb to provide more off-street space for a sidewalk
- **Controlling Speed**: Narrowed lanes may calm traffic slightly, but a wide travelway will still allow passing and speeding
- **Preventing car crashes:** Narrowed lanes may provide some crash reduction benefits, but are unlikely to reduce angle, sideswipe, or rear-end as other alternatives could.
- **Minimizing vehicle delay:** This alternative provides the same lane distribution and signal operations as the existing conditions. Queue lengths stay the same, often extending past intersecting streets
- **Adjacent resident livability**: Does not provide turn pockets, or space for cars to pull out of driveways.
- **Bicycling Safety/Comfort:** Does not provide any bicycle facilities.