

Existing and Future No-Action Conditions on Quebec St - E 13th to E 26th

Transit and Traffic

Daily Bus Transit Ridership

1,700 people ride Route 73

Automobile Person Trips

20,000 people per day



- Travel demand currently exceeds roadway capacity and this demand is expected to increase by up to 50 percent by 2040 with continued growth under No Action conditions
- Drivers report using residential side streets to avoid delays

Sidewalks

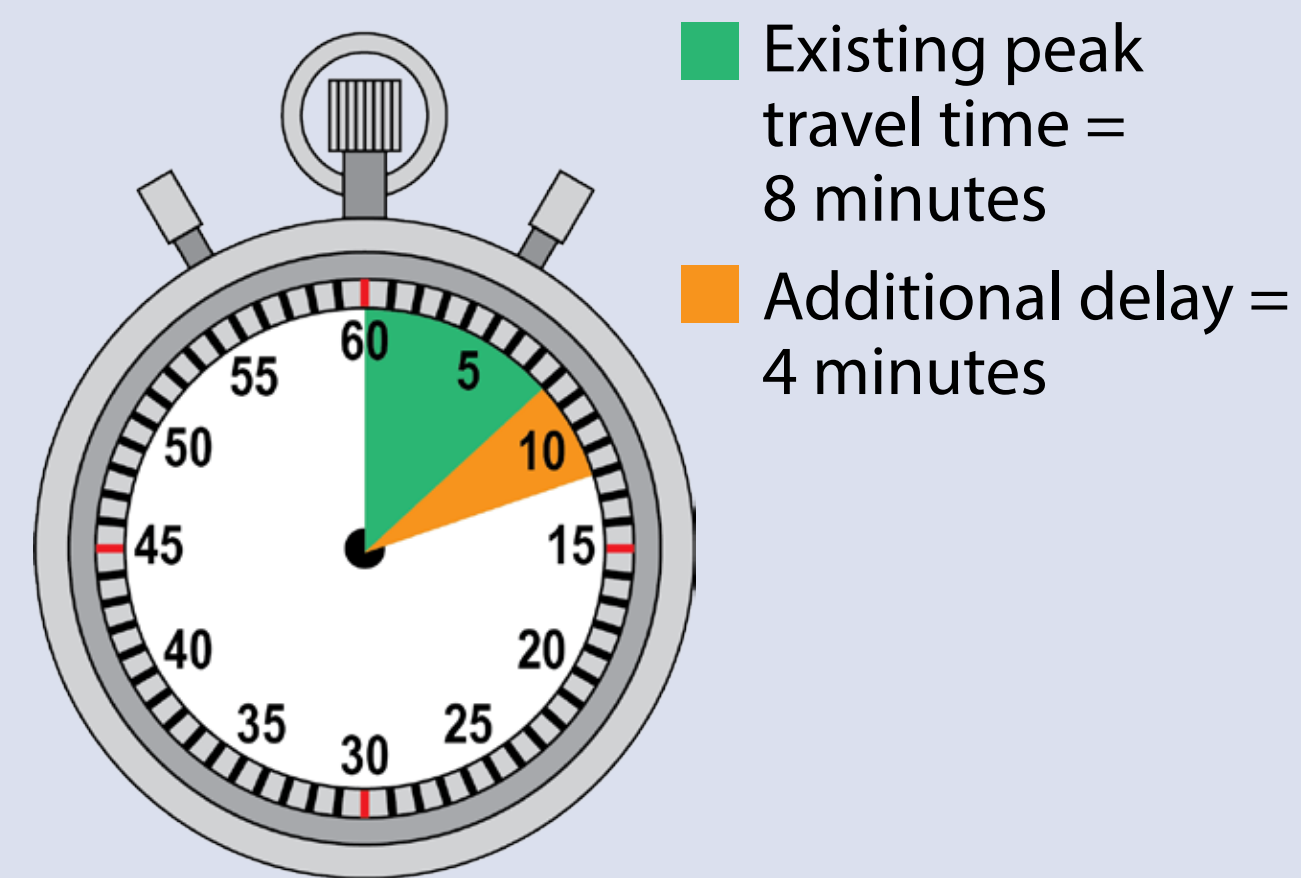
- Over 50 % of the corridor has substandard or no sidewalk
- Sidewalks and ramps are not ADA-compliant



Travel times along Quebec

- Current drive time during the evening peak period is approximately eight (8) minutes compared to free-flow at approximately three (3) minutes
- If no improvements are made to the corridor, the average evening peak period travel time is anticipated to worsen to over 12 minutes by 2040

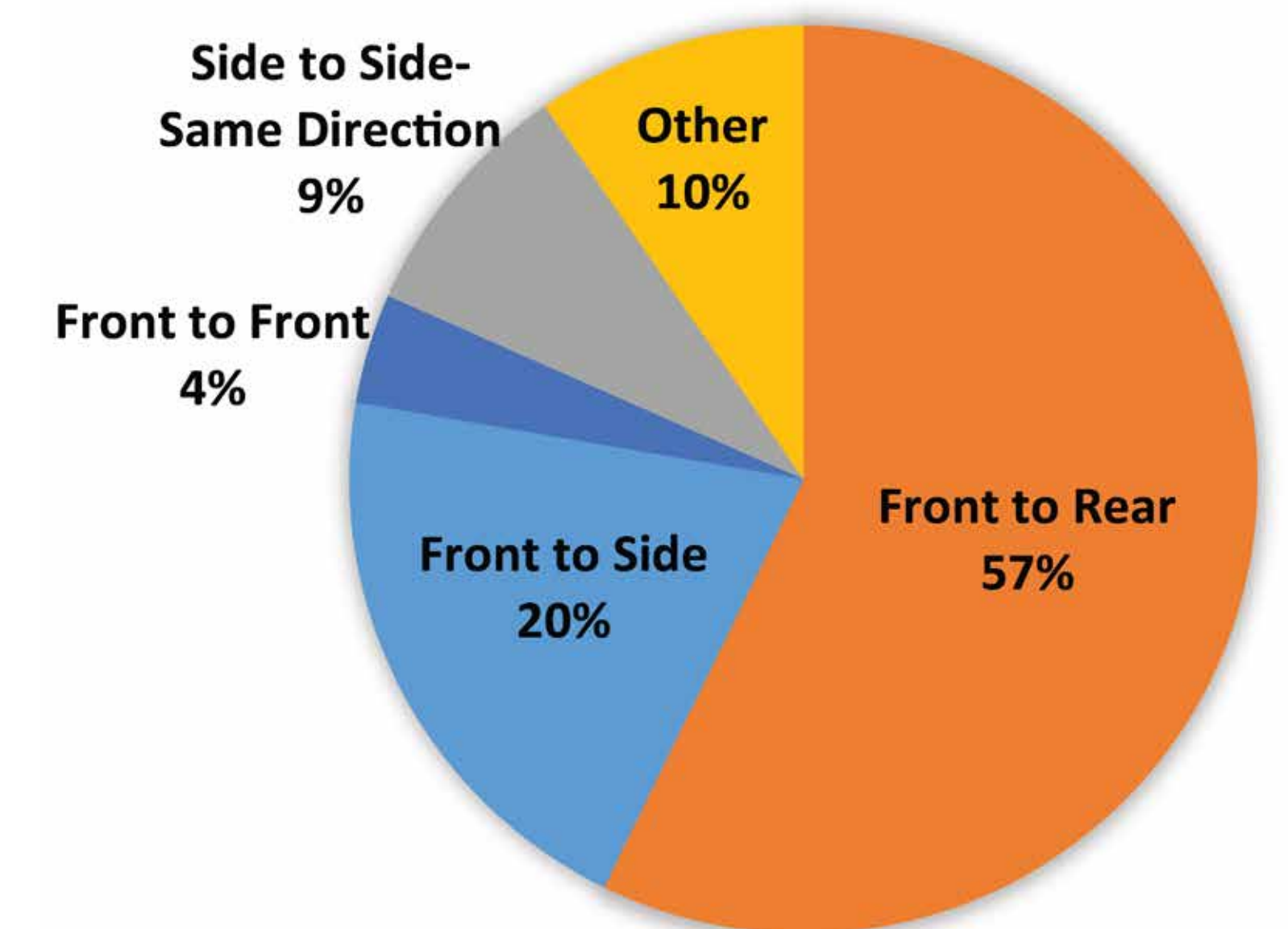
Delay Impacts



- 4 minutes of additional delays without improvements
- Total person hours of delay = 1,200 hours per day

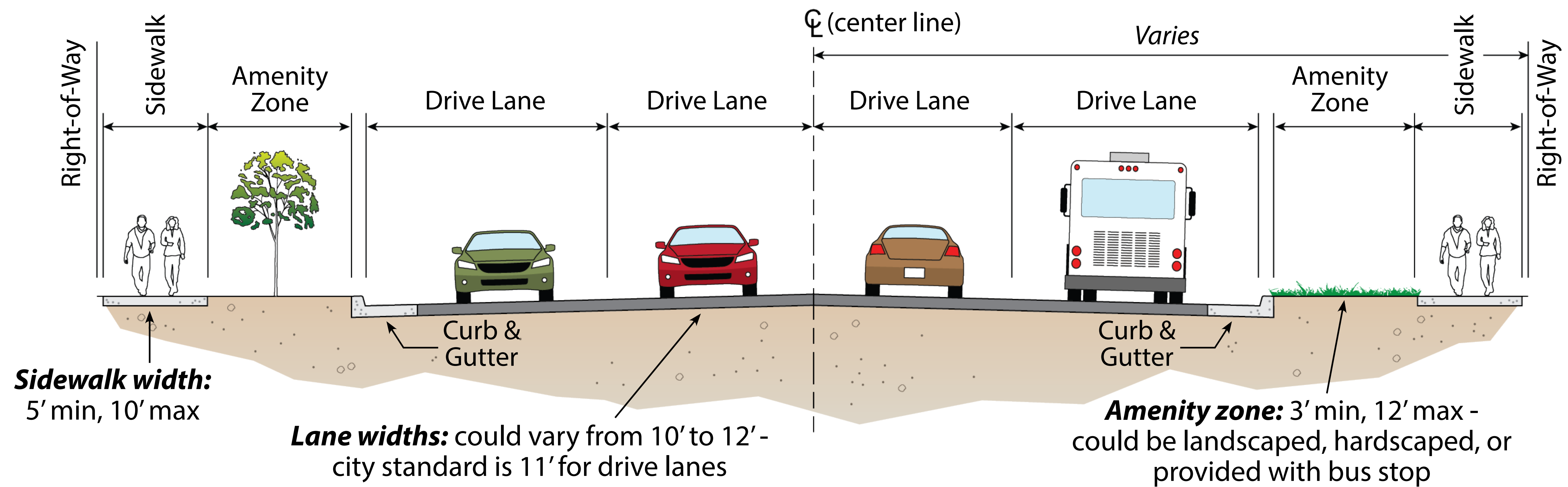
Accidents

- 665 accidents occurred over a 6-year period (2010 to 2015)
- Averages 110 accidents per year
- Averages 2 accidents per week



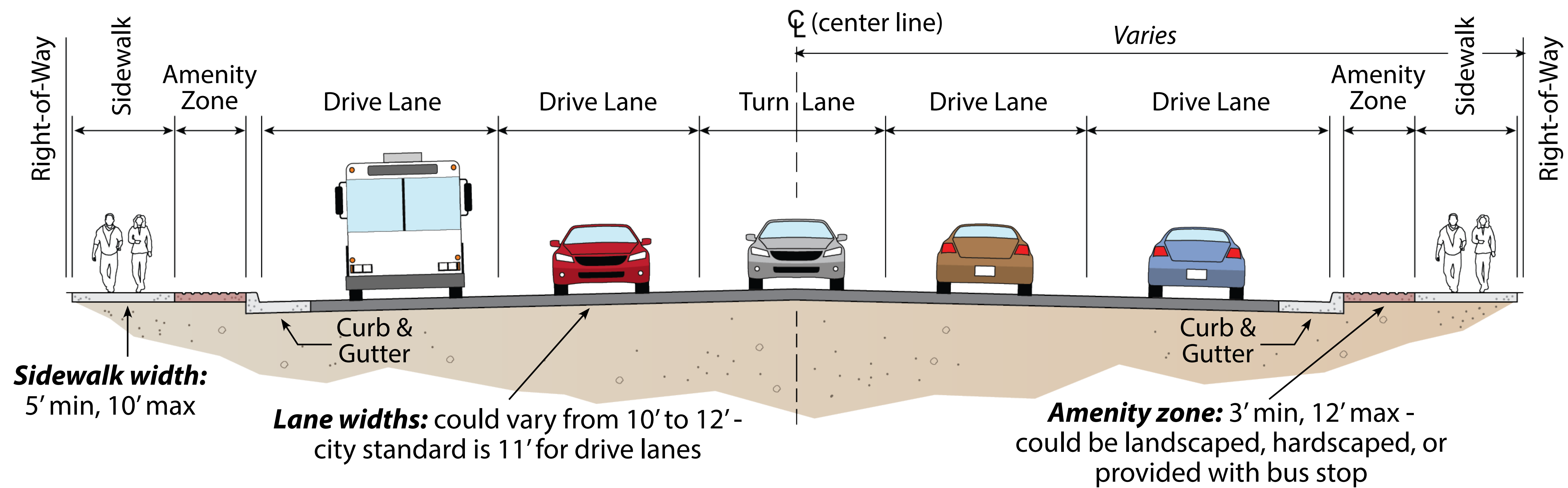
Possible Cross Sections

4-Lane Section



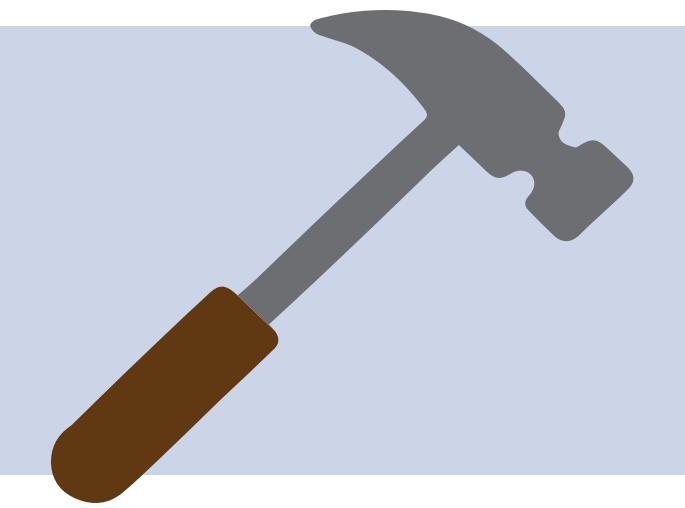
Possible Cross Sections

4-Lane Section with Left Turn at Intersections

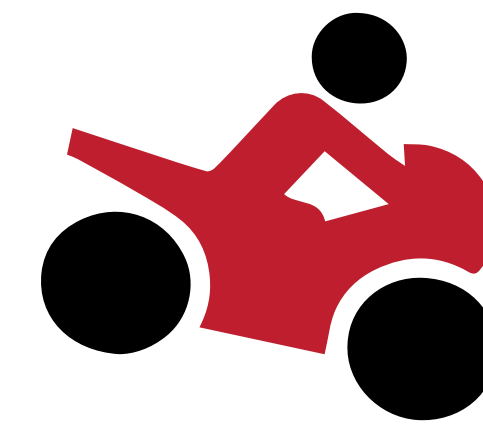




Tool Kit of Options (What are the design options to be considered?)

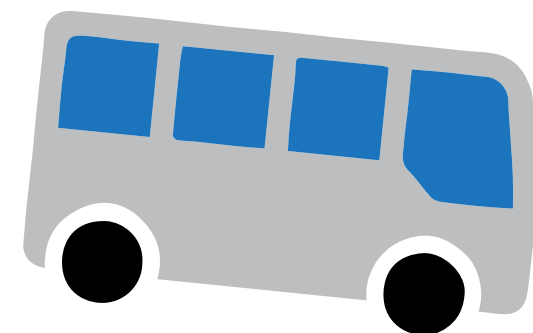


New lanes - to the east, west, centered or variable?

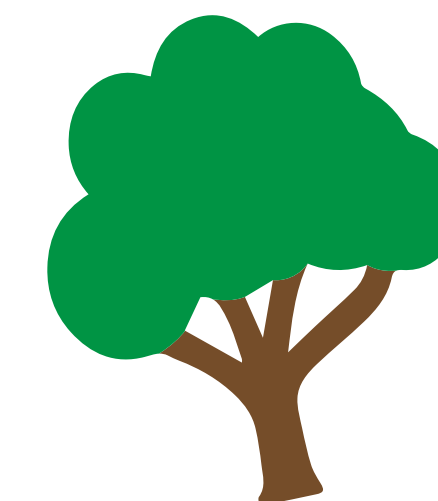


Width of travel lanes - generally 10' to 12', or variable?

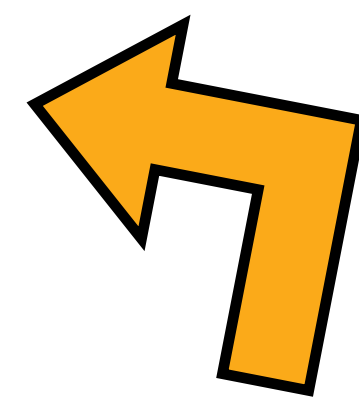
Bus lanes - dedicated bus-only, or in mixed traffic?



Sidewalks - attached to the curb, or detached?

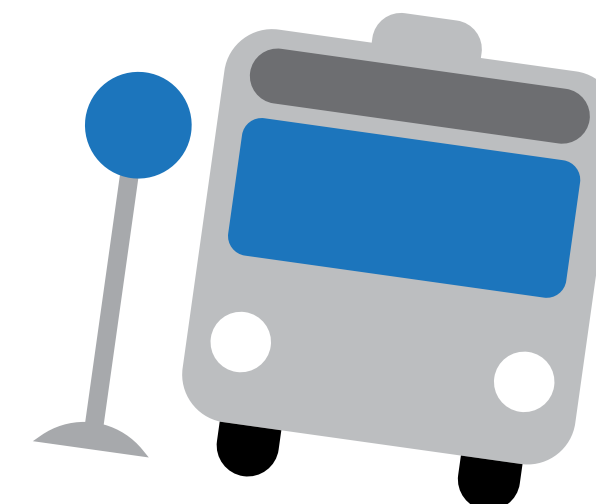


If detached sidewalks - is the 'amenity zone' between curb and sidewalk landscaped or hardscaped?



Improved turn-lanes at intersections

Types of bus stops/shelters, traffic signal priorities?



Sidewalk width - generally 5' to 10', or variable?



What pedestrian improvements at intersections?