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

Transit and Traffic

<table>
<thead>
<tr>
<th>Daily Bus Transit Ridership</th>
<th>Automobile Person Trips</th>
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<td>1,700 people ride Route 73</td>
<td>20,000 people per day</td>
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- 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

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

- Existing peak travel time = 8 minutes
- Additional delay = 4 minutes

- 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

Sidewalks

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

Accident Breakdown:

- Front to Rear: 57%
- Front to Side: 20%
- Front to Front: 4%
- Side to Side - Same Direction: 9%
- Other: 10%
Possible Cross Sections

4-Lane Section

- **Sidewalk width**: 5’ min, 10’ max
- **Amenity zone**: 3’ min, 12’ max - could be landscaped, hardscaped, or provided with bus stop
- **Lane widths**: could vary from 10’ to 12’ - city standard is 11’ for drive lanes
- **Curb & Gutter**
QUEBEC STREET MULTIMODAL IMPROVEMENT PROJECT

Possible Cross Sections

4-Lane Section with Left Turn at Intersections

- **Right-of-Way**
- **Sidewalk**
- **Amenity Zone**
- **Drive Lane**
- **Turn Lane**
- **Drive Lane**
- **Drive Lane**
- **Amenity Zone**
- **Sidewalk**

**Curb & Gutter**

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QUEBEC STREET MULTIMODAL IMPROVEMENT PROJECT

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?
- Improved turn-lanes at intersections
- Types of bus stops/shelters, traffic signal priorities?
- Sidewalk width - generally 5’ to 10’, or variable?
- If detached sidewalks – is the ‘amenity zone’ between curb and sidewalk landscaped or hardscaped?
- What pedestrian improvements at intersections?