

STUDY ALTERNATIVES

During the PD&E Study phase of a transportation project, preliminary engineering and environmentally feasible alternatives are developed and evaluated to determine which alternative most effectively addresses the existing deficiencies within the project limits and what the future conditions will be without the proposed improvements. The alternatives shown on this page are being subjected to a comprehensive evaluation to determine the best viable option. Engineering, environmental, socioeconomic and cost factors are considered to develop a recommended alternative.

No-Action Alternative

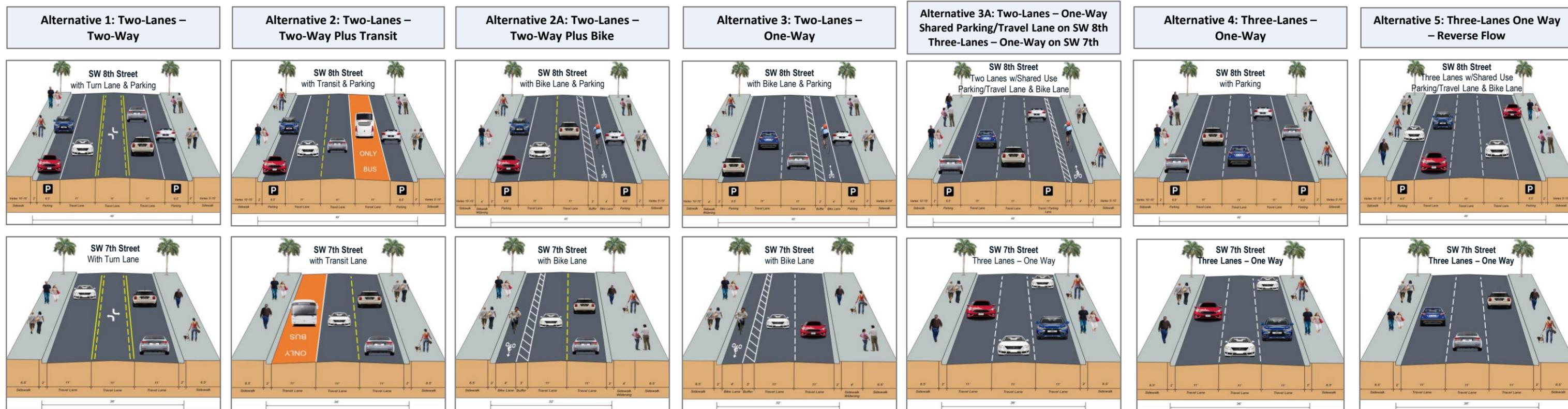
The No-Action Alternative assumes that no improvements would be implemented within the project corridor. It serves as a baseline for comparison against the Build Alternatives. The advantage of the No-Action Alternative is that it requires no expenditure of public funds for design, right-of-way acquisition, construction or utility relocation. However, the No-Action Alternative does not address the purpose and need of the project. If no improvements are made, the existing and future physical, operational, and safety deficiencies along the one-way pair of SW 8th Street and SW 7th Street would remain. The project corridor currently operates at an unacceptable Level of Service (LOS) F. Conditions are projected to deteriorate further if improvements are not implemented by 2025, as the roadways will have insufficient capacity to accommodate the future travel demand.

Transportation Systems Management and Operations (TSM&O)

Transportation Systems Management and Operations (TSM&O) aims to optimize the performance of existing multimodal infrastructure through implementation of systems and services to preserve capacity and improve the safety and reliability of our transportation system. TSM&O improvements include traffic management and operations solutions such as Information Technology Systems (ITS) devices, signal retiming, and adaptive signal control.

Build Alternatives

Seven build alternatives are being evaluated for SW 8th Street and SW 7th Street as described below:



Alternative 1: Provides two through lanes with one lane in each direction and one two-way left turn lane on both SW 8 Street and SW 7 Street. This alternative would maintain the existing parking on both sides on SW 8th Street, and existing pavement width and sidewalks on both SW 8 Street and SW 7 Street.

Alternative 2: Provides two through lanes with one lane in each direction, and one transit lane on both SW 8 Street and SW 7 Street. This alternative would impact 60% of the existing parking to provide a turn-lane at the signalized intersections. It maintains the existing pavement width and sidewalks on both SW 8 Street and SW 7 Street.

Alternative 2A: Provides two through-lanes, with one lane in each direction, and one bike lane on both SW 8 Street and SW 7 Street. The proposed buffered bike-only lane is seven feet wide which narrows the existing pavement width by four feet. The additional four feet are used to widen the sidewalk on the north side for SW 8 Street and on the south side for SW 7 street. This alternative would impact 60% of the existing parking to provide a turn-lane at the signalized intersections.

Alternative 3: Provides two through lanes one way, with SW 8th Street used for the eastbound traffic and SW 7 Street for the westbound traffic, and one bike lane on both SW 8 Street and SW 7 Street. The proposed buffered bike only lane is seven feet wide which narrows the existing pavement width by four feet. The additional four feet are used to widen the sidewalk on the north side for SW 8th Street and on the south side for SW 7th street. Parking remains as existing on both sides of SW 8th Street.

Alternative 3A: Provides two through-lanes one way on SW 8 Street with an additional shared parking and travel lane. The shared lane would be used as a travel lane during peak periods only and would become a parking lane during off-peak periods. Parking would be limited to the north side of SW 8 Street during peak periods. A six-and-a-half-foot buffered bike only lane would also be provided for SW 8 Street. SW 7 Street would provide three through-lanes one way. SW 8 Street would be used for the eastbound traffic and SW 7 Street for the westbound traffic. This alternative maintains the existing sidewalk width on both SW 8 Street and SW 7 Street.

Alternative 4: Provides three through lanes, one-way on SW 8 Street and SW 7 Street. The existing parking would remain on SW 8 Street. This alternative would maintain the existing pavement width and sidewalks on both SW 8 Street and SW 7 Street.

Alternative 5: Provides three through lanes, one-way on SW 8 Street and SW 7 Street. This is a reversed traffic flow alternative where SW 8 Street would be used for the westbound traffic and SW 7 Street would be used for the eastbound traffic. The existing parking would remain on SW 8 Street.