



Initial (Level 1) Screening Matrix

Parker Road and Quincy Avenue Intersection

Category	No Action	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10
	No Action	SB Left Turn Signal Progression	Pedestrian Interval across Parker	Eastbound Left Turn Phasing	Westbound Left Turn Phasing	Pedestrian / Bicyclist Median Refuge	Removal of Pedestrian Crossing	WB Right Turn Lane during AM Peak	Added WB Free Right to South Access	Added WB Free Right to North Access	Added Loop in SW Quadrant
Traffic Congestion: Does the alternative reduce queue lengths along Quincy Avenue between Parker Road and Smoky Hill Road?	NO No change in excessive queue lengths along Parker and Quincy	YES	NO Providing more time to increase vehicular delays	NO Providing protected phase takes time from higher-volume movements	NO Providing protected phase takes time from higher-volume movements	NO Likely no change in pedestrian interval	YES	YES	YES	YES	YES
Intersection Operations: Does the alternative improve the level of service or reduce overall delay at the study area signalized intersections?	NO No improvements to level of service or delay at intersections	YES	NO Providing more time to increase vehicular delays	NO Providing protected phase takes time from higher-volume movements	NO Providing protected phase takes time from higher-volume movements	NO Likely no change in pedestrian interval	YES	YES	YES	YES	YES
Safety: Does the alternative provide multimodal safety improvements along Quincy Avenue and/or Parker Road?	NO No improvements to vehicular or ped/bike safety	NO Minimal benefits to vehicular safety and no ped/bike safety improvements	YES	YES	YES	NO Added safety concern with peds in median with high vehicular speeds and no expected vehicular safety improvements	NO Added safety concern because peds/bikes may attempt to cross without signal timing	NO Longer crossing of east leg for peds/bikes with increased radius in NE corner	NO Longer crossing of east leg for peds/bikes and crossing conflict with free right turn movements	NO Longer crossing of east leg for peds/bikes and crossing conflict with free right turn movements	YES
Near Term Implementation: Can the alternative be implemented in the near term within anticipated funding opportunities and required clearances?	N/A	YES	YES	YES	YES	NO Widening for median would likely require substantial ROW	YES	NO Added lanes may require substantial ROW in NE quadrant	NO Added lanes may require substantial ROW in NE quadrant	YES	NO Loop would require substantial ROW in SW quadrant
SUMMARY OF RESULTS	CARRIED FORWARD Baseline Comparison	CARRIED FORWARD	ELIMINATED AS A STAND ALONE	ELIMINATED AS A STAND ALONE	ELIMINATED AS A STAND ALONE	ELIMINATED	ELIMINATED AS A STAND ALONE	CARRIED FORWARD	CARRIED FORWARD	CARRIED FORWARD	CARRIED FORWARD
Notes	No Action alternative carried forward to provide baseline for identifying improvements	Expected to reduce queues along Quincy, improve vehicular operations, and provide minimal vehicular safety benefits within near term funding	Not expected to reduce congestion or improve vehicular operations, but may be considered as an element of another alternative to provide multimodal safety benefits	Not expected to reduce congestion or improve vehicular operations, but may be considered as an element of another alternative to provide multimodal safety benefits	Not expected to reduce congestion or improve vehicular operations, but may be considered as an element of another alternative to provide multimodal safety benefits	Does not meet project goals because it is not expected to reduce congestion, improve operations, or provide notable safety improvements within near term funding	Safety concerns may increase with peds/bikes attempting to cross, but may be considered as an element of another alternative facilitating ped/bike crossings at alternate locations	Expected to reduce queues along Quincy and improve vehicular operations with minimal impacts to ped/bike comfort and safety in NE corner, but ROW required may increase funding beyond the near term	Expected to reduce queues along Quincy and improve vehicular operations with minimal impacts to ped/bike comfort and safety in NE corner, but ROW required may increase funding beyond the near term	Expected to reduce queues along Quincy and improve vehicular operations within near term funding, with minimal impacts to ped/bike comfort and safety across east leg	Expected to reduce queues along Quincy, improve vehicular operations, and provide multimodal safety benefits, but ROW required may increase funding needed beyond the near term

Quincy Avenue and Smoky Hill Intersection

Category	No Action	B1	B2	B3	B4	B5
	No Action	West Pedestrian Crossing	WB Left Turn Phasing	NB Left Turn Pavement Markings	EB Right Turn Signage and Markings	EB Right Turn and NB Left Turn Lanes
Traffic Congestion: Does the alternative reduce queue lengths along Quincy Avenue between Parker Road and Smoky Hill Road?	NO No change in excessive queue lengths along Parker and Quincy	YES	NO Providing protected phase takes time from higher-volume movements and increases queuing along EB Quincy	YES	YES	YES
Intersection Operations: Does the alternative improve the level of service or reduce overall delay at the study area signalized intersections?	NO No improvements to level of service or delay at intersections	YES	NO Providing protected phase takes time from higher-volume movements and increases the delay for EB Quincy	YES	YES	YES
Safety: Does the alternative provide multimodal safety improvements along Quincy Avenue and/or Parker Road?	NO No improvements to vehicular or ped/bike safety	YES	YES	YES	NO Minimal benefits to vehicular safety and no ped/bike safety improvements	YES
Near Term Implementation: Can the alternative be implemented in the near term within anticipated funding opportunities and required clearances?	N/A	YES	YES	YES	YES	NO Widening may require substantial ROW around intersection
SUMMARY OF RESULTS	CARRIED FORWARD Baseline Comparison	CARRIED FORWARD	ELIMINATED AS A STAND ALONE	CARRIED FORWARD	CARRIED FORWARD	CARRIED FORWARD
Notes	No Action alternative carried forward to provide baseline for identifying improvements	Expected to reduce queues along Quincy, improve vehicular operations, and provide multimodal safety benefits within near term funding	Not expected to reduce congestion or improve vehicular operations, but may be considered as an element of another alternative to provide multimodal safety benefits	Expected to reduce queues along Quincy, improve vehicular operations, and provide multimodal safety benefits within near term funding	Expected to reduce queues along Quincy, improve vehicular operations, and provide multimodal safety benefits within near term funding	Expected to reduce queues along Quincy, improve vehicular operations, and provide multimodal safety benefits, but ROW required may increase funding needed beyond the near term

Area Roadways or System Management

Category	No Action	C1	C2	C3	C4	C5	C6
	No Action	"Do Not Block" at Quincy and Atchison Way	"Do Not Block" at Parker and Rice Place	Wider Sidewalk North of Quincy	Sidewalk South of Quincy	Added WB Lane on Quincy	Multimodal Grade Separation of Parker
Traffic Congestion: Does the alternative reduce queue lengths along Quincy Avenue between Parker Road and Smoky Hill Road?	NO No change in excessive queue lengths along Parker and Quincy	NO Reduced area for vehicle queues would increase overall queue lengths	NO Reduced area for vehicle queues would increase overall queue lengths	NO No change in excessive queue lengths along Parker and Quincy	NO No change in excessive queue lengths along Parker and Quincy	YES	NO No change in excessive queue lengths along Parker and Quincy
Intersection Operations: Does the alternative improve the level of service or reduce overall delay at the study area signalized intersections?	NO No improvements to level of service or delay at intersections	NO No improvements to level of service or delay at signalized intersections	NO No improvements to level of service or delay at signalized intersections	NO No improvements to level of service or delay at intersections	NO No improvements to level of service or delay at intersections	YES	NO No improvements to level of service or delay at intersections
Safety: Does the alternative provide multimodal safety improvements along Quincy Avenue and/or Parker Road?	NO No improvements to vehicular or ped/bike safety	NO Potential for added safety concern with false sense of security for side street drivers	NO Potential for added safety concern with false sense of security for side street drivers	YES	YES	NO Minimal benefits to vehicular safety and no ped/bike safety improvements	YES
Near Term Implementation: Can the alternative be implemented in the near term within anticipated funding opportunities and required clearances?	N/A	YES	YES	NO Sidewalk construction would likely require substantial ROW and walls	NO Sidewalk construction would likely require substantial ROW and walls	NO Widening may require substantial ROW along Quincy	NO Grade separation would likely require substantial ROW
SUMMARY OF RESULTS	CARRIED FORWARD Baseline Comparison	ELIMINATED AS A STAND ALONE	ELIMINATED AS A STAND ALONE	ELIMINATED AS A STAND ALONE	ELIMINATED AS A STAND ALONE	ELIMINATED AS A STAND ALONE	ELIMINATED
Notes	No Action alternative carried forward to provide baseline for identifying improvements	Not expected to reduce congestion or improve vehicular operations or safety, but may be considered as an element of another alternative within near term funding	Not expected to reduce congestion or improve vehicular operations or safety, but may be considered as an element of another alternative within near term funding	Not expected to reduce congestion or improve vehicular operations, but may be considered as an element of another alternative to facilitate ped/bike crossings at locations away from Parker/Quincy signal	Not expected to reduce congestion or improve vehicular operations, but may be considered as an element of another alternative to facilitate ped/bike crossings at locations away from Parker/Quincy signal	Required ROW may increase funding beyond the near term, but may be considered as an element of another alternative to provide added congestion reduction and operational improvements	Does not meet project goals because it is not expected to reduce congestion or improve vehicular operations and ROW required may increase funding needed beyond the near term

CARRIED FORWARD = Alternative will be evaluated further in Comparative (Level 2) Screening
 ELIMINATED AS A STAND ALONE = Alternative does not meet Purpose and Need alone, but may be carried forward as an element of another alternative
 ELIMINATED = Alternative will not be evaluated further in the study because it does not meet the Purpose and Need