



## Evaluation of Recommended Improvements

EVALUATION CRITERIA		RECOMMENDED IMPROVEMENTS	
		DESCRIPTION	
Traffic Operations	2020 Peak Hour Vehicle Hours of Travel Reduction (Vehicle Hours of Travel)	AM Peak Hour: 229 VHT (57% decrease) PM Peak Hour: 29 VHT (16% decrease)	
	2020 Peak Hour Delay Reduction (Person Hours of Travel)	AM Peak Hour: 314 PHT (57% decrease) PM Peak Hour: 40 PHT (16% decrease)	
	2020 Peak Hour Queue Lengths (feet)	AM Peak Hour: Parker/Quincy Westbound Right: 163 ft (42% decrease) Quincy/Smoky Hill Northbound Left: 88 ft (90% decrease)	PM Peak Hour: Parker/Quincy Southbound Left: 395 ft (10% decrease) Quincy/Smoky Hill Eastbound Right: 13 ft (74% decrease)
Safety	Potential Crash Reduction (Crashes Reduced per Mile)	12.5 crashes expected to be reduced per mile	
	Vehicular and Multimodal Conflicts	<ul style="list-style-type: none"> <li>Decreases conflict of turning vehicles with shift of crossing across Parker Road at Quincy Avenue to north leg, removal of advanced walk signal, and signalization of the westbound right turn movement.</li> <li>Decreases conflict of eastbound right turning vehicles with blank-out sign at Smoky Hill Road for pedestrian warning.</li> <li>Increased awareness of pedestrian/bicyclist crossings with street print crosswalk markings.</li> </ul>	
Multimodal Connectivity	Pedestrian/Bicyclist Connections	Sidewalks will be maintained or added as part of the project.	
	Accommodation of Existing Transit	Existing bicycle or transit infrastructure is not eliminated as a result of the project.	
	Multimodal Features	<ul style="list-style-type: none"> <li>New pedestrian/bicycle facility for bus stops with multiple routes</li> <li>Widened sidewalks (minimum 8 feet)</li> <li>Protected pedestrian roadway crossings</li> <li>New pedestrian linkage to adjacent land use</li> <li>Bike counters at reconstructed Parker/Quincy signal</li> <li>Pedestrian-oriented street lighting along Quincy Avenue</li> </ul>	
Implementation	Transportation System Management Features	<ul style="list-style-type: none"> <li>Left turn lane added at Smoky Hill Road intersection</li> <li>Improved technology with remote video monitoring at reconstructed traffic signals</li> <li>Bicycle detection at reconstructed Parker/Quincy signal</li> </ul>	
	Potential Environmental Impacts	<ul style="list-style-type: none"> <li>Potential hazardous material site impacts with gas station in southeast corner of Parker/Quincy</li> <li>Need for avoidance of impacts to Cherry Creek State Park in northwest corner with pedestrian crossing improvements</li> </ul>	
	Community Benefits	Community benefits with additional and wider sidewalks and reduced crosswalk conflicts for improved pedestrian and bicycle safety and connections to bus stops.	
	Right-of-Way Required	Less than 1.0 acre	
	Constructability Considerations	<p><u>Parker/Quincy Intersection:</u></p> <ul style="list-style-type: none"> <li>Moderate drainage and utility impacts in northeast corner of Parker/Quincy intersection and modifications required to drainage structure.</li> <li>Impacts to retaining wall along north side of Quincy Avenue east of shopping center signal with widened sidewalk.</li> <li>Reconfiguration of parking in northeast corner of Parker/Quincy intersection with reduced parking spaces (approximately 20 spaces).</li> <li>Relocation of overhead electric lines and retaining walls required for sidewalk widening along east side of Parker Road.</li> <li>Business parking circulation impacts with sidewalk construction along west side of Parker Road.</li> </ul> <p><u>Quincy/Smoky Hill Intersection:</u></p> <ul style="list-style-type: none"> <li>Utility impacts with resetting light poles and electric boxes required along Quincy Avenue with sidewalk widening.</li> <li>Community wall reconstruction required in southwest corner of Quincy/Smoky Hill intersection.</li> <li>Moderate drainage impacts in southeast corner with island reconstruction.</li> </ul>	
Funding	Estimated Project Cost (right-of-way not included)	\$5 – 7 Million	