

Quebec Alternatives Analysis

Public Meeting

July 24, 2014



Tonight's Agenda

- Project Overview
- Screening Process
- Alternative Optimization
- Preliminary Findings
- Next Steps



Evolution of the Study

- Strategic Transportation Plan (2008)
 - East Side “Travel Shed” = High Priority
- East Side Mobility Plan (2010)
 - Recommended further analysis of Quebec
- Quebec Alternatives Analysis (2014)
 - Quebec Corridor: 6th Ave to 26th Ave
 - Refine alternatives from ESMP/identify and evaluate new alternatives



The Next Step is Implementation

Existing Challenges

Pedestrians



Cyclists



Transit



Vehicles



Quebec AA Purpose + Need

To increase north-south person trip capacity on Quebec from 6th to 26th Avenues in a manner that enhances the overall transportation system's ability to:

- Improve multi-modal access/safety, mobility, and connectivity
- Respect the community context, neighborhood livability, and the environment
- Implement in a near-term (5-10 years) or phased fashion for \$20 million or less



Alternatives Overview

- **Alternatives**
 - No Action
 - Widen Quebec
 - One-Way Couplet
 - Directional Priority
 - Reconfigure Quebec

.

Tier 3 Screening

Tier 1

Summer 2013

~~Widen
Quebec~~

One-Way
Couplet

Directional
Priority

Reconfigure
Quebec

Tier 2

Fall 2013

~~Widen
Quebec~~

~~One-Way
Couplet~~

Directional
Priority

Reconfigure
Quebec:
2-lane

Reconfigure
Quebec:
4-lane

Tier 3

Winter 2014

~~Widen
Quebec~~

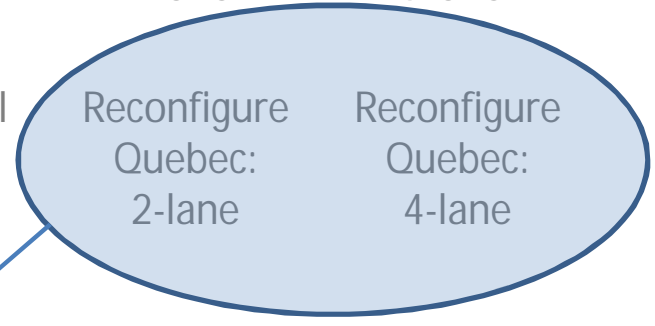
~~One-Way
Couplet~~

~~Directional
Priority~~

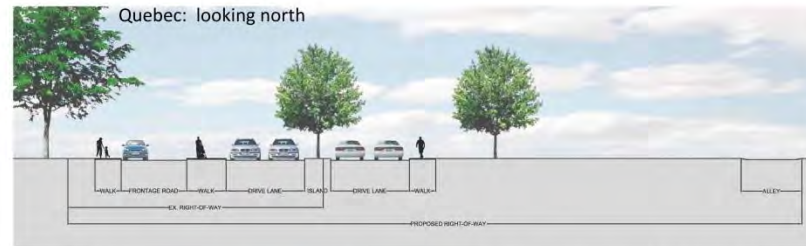
Reconfigure
Quebec:
2-lane

Reconfigure
Quebec:
4-lane

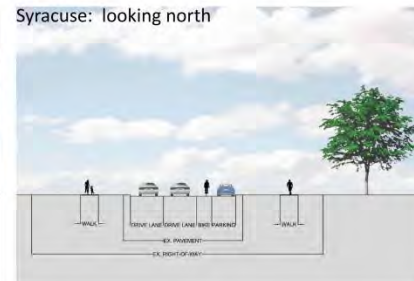
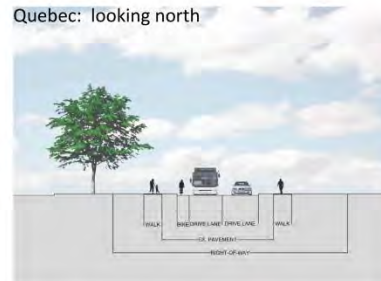
Advance +
Optimize



Reasons for Elimination



Widen Quebec Eliminated in Tier 1 screening. This alternative did not meet the near-term/phased implementation criteria as defined in the project Purpose & Need. (5-10 years and \$20 million or less)



One-Way Couplet Eliminated in Tier 2 screening. This alternative provided less benefit than other alternatives still being considered, and did not provide opportunity for phased implementation.



Directional Priority Eliminated in Tier 3 screening. This alternative offered significantly shorter longevity, cost more and provided less benefit than other alternatives still being considered.

Reconfigure Quebec

Optimization Ideas

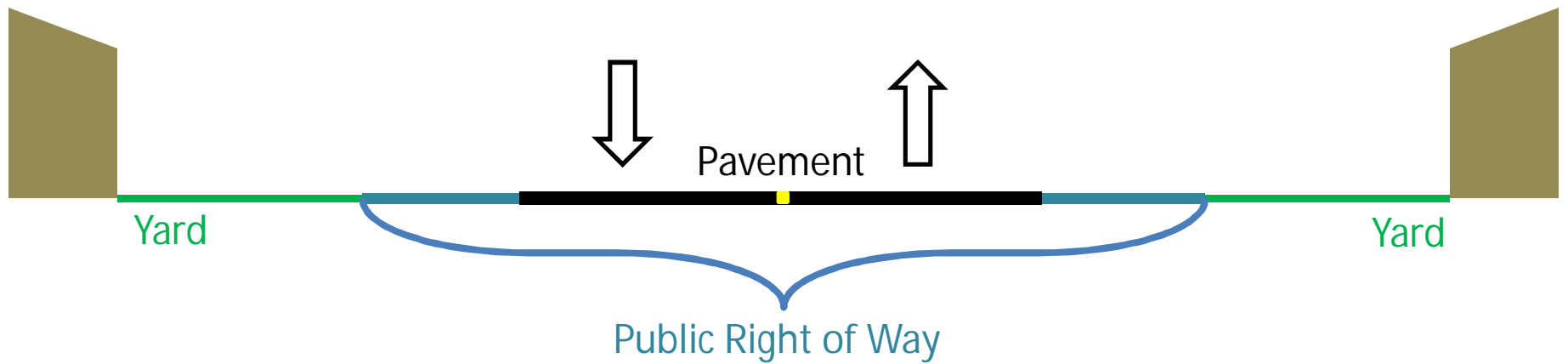
2 Lane Quebec

- 2 lanes between intersections
- 4 lanes at intersections

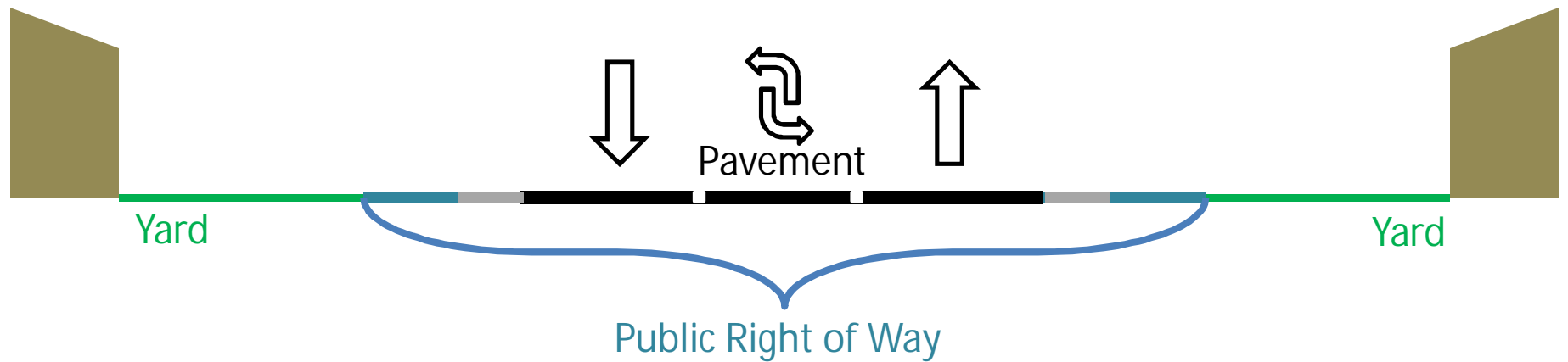
4 Lane Quebec

- 4 lanes between intersections
- 4 lanes at intersections

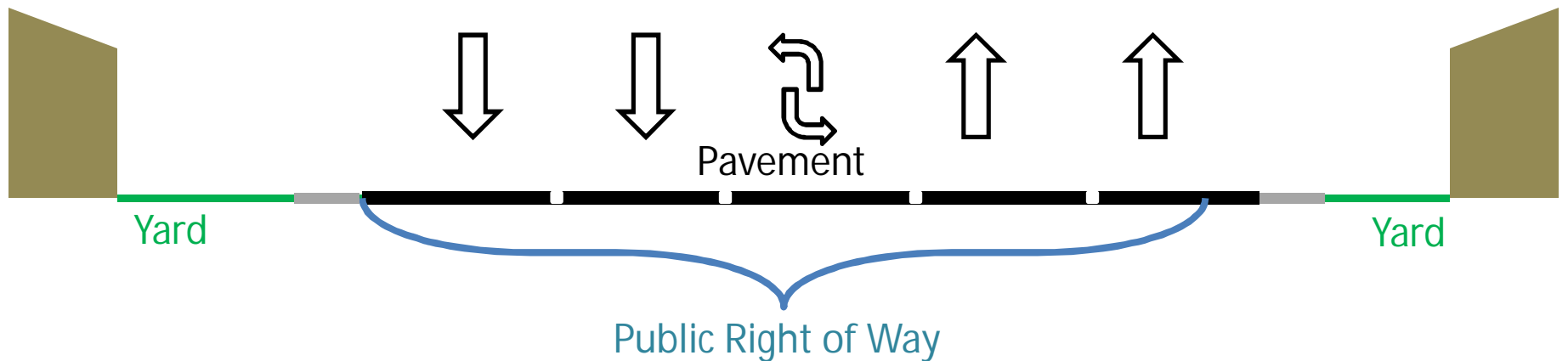
Current Quebec Street



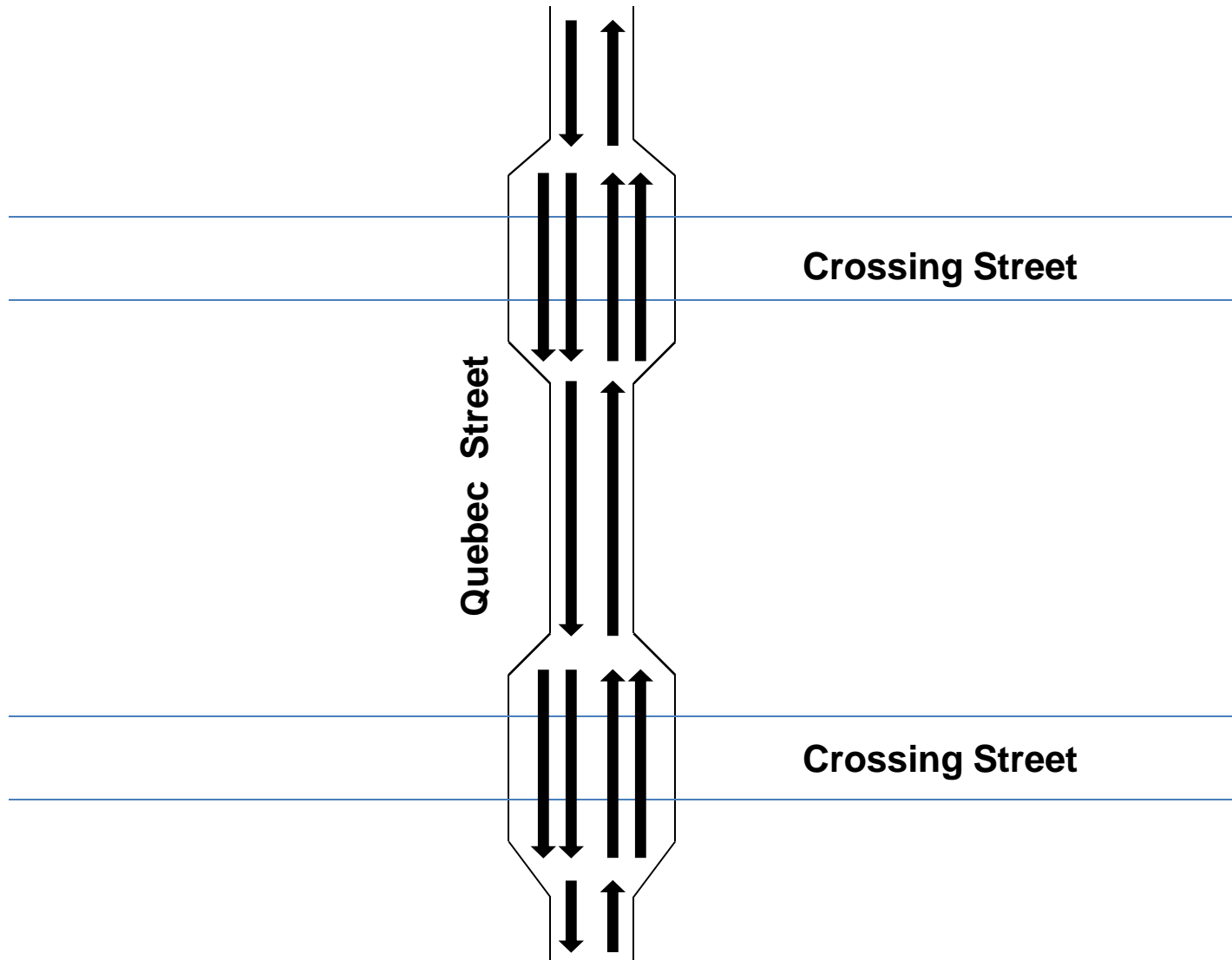
2-Lane Reconfigured Layout (Between Intersections)



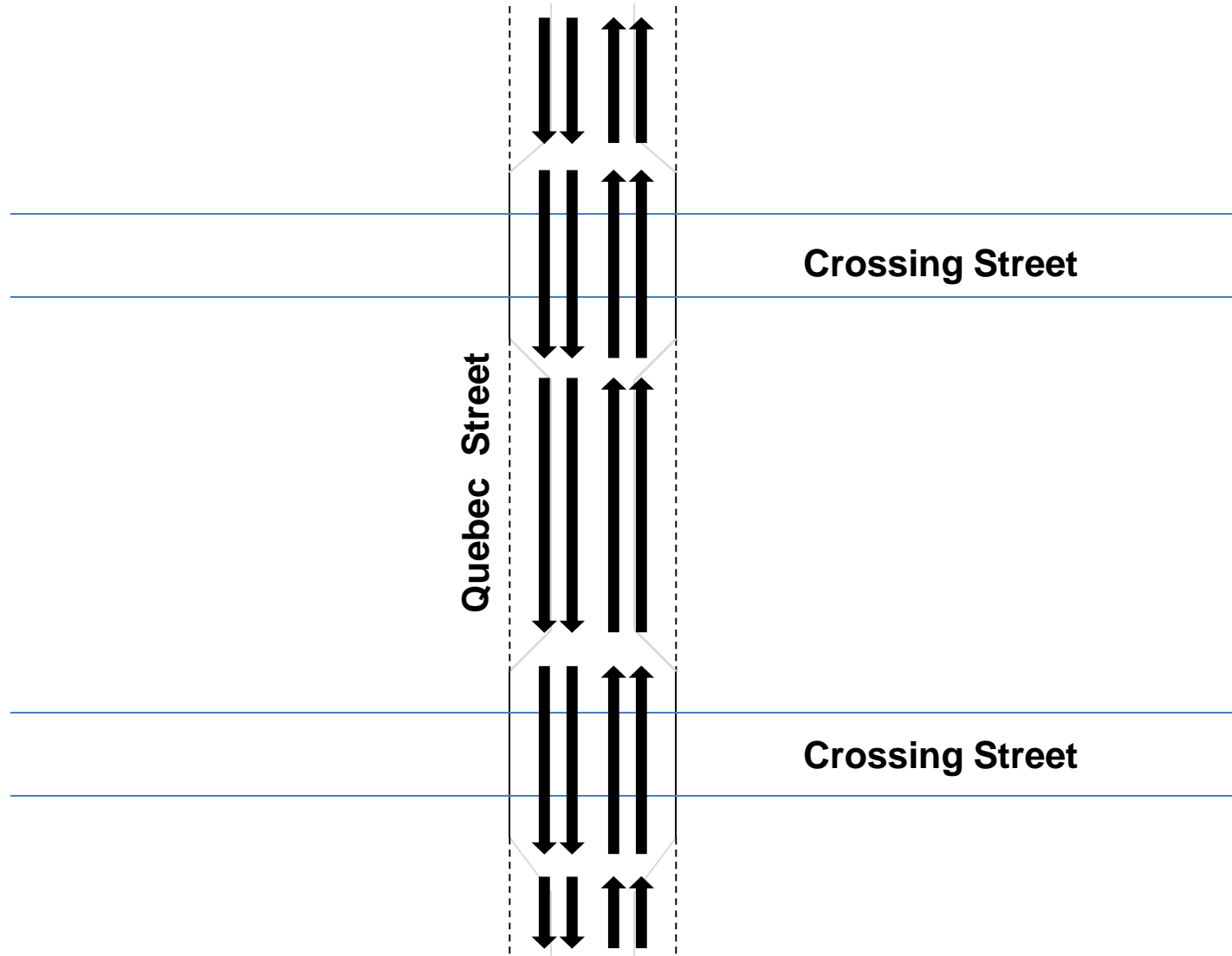
2-Lane Reconfigured Layout (At Intersections)



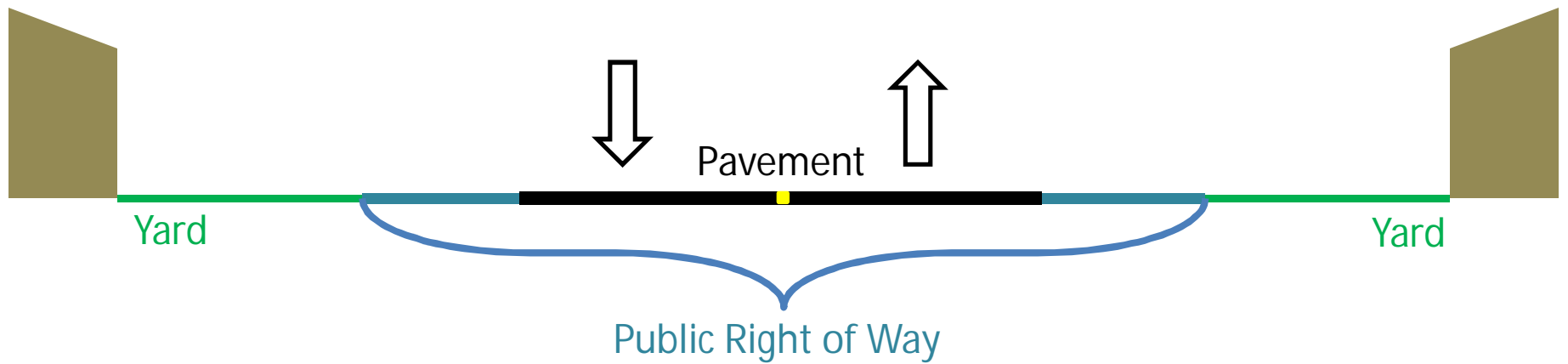
Only Increases Capacity at Intersections



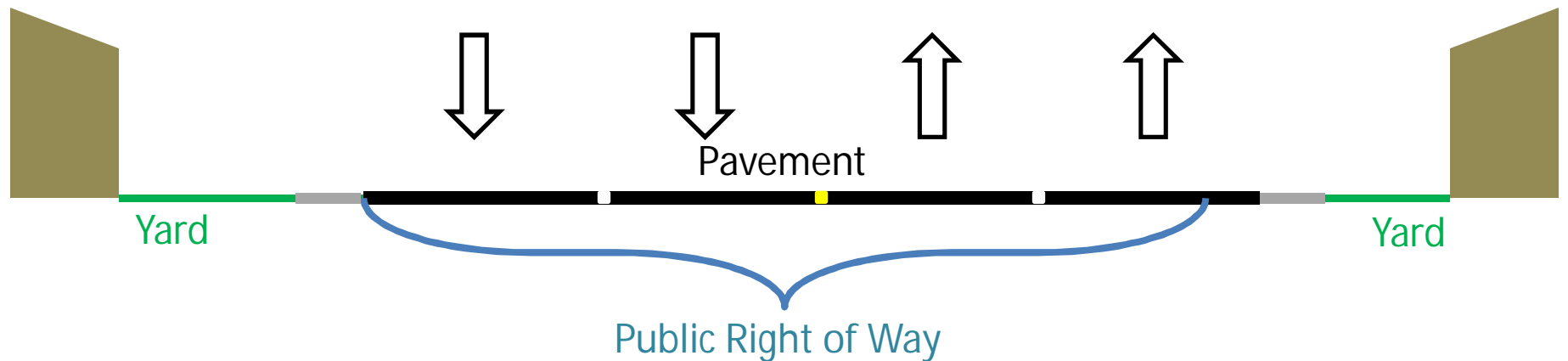
What if we filled the gaps?



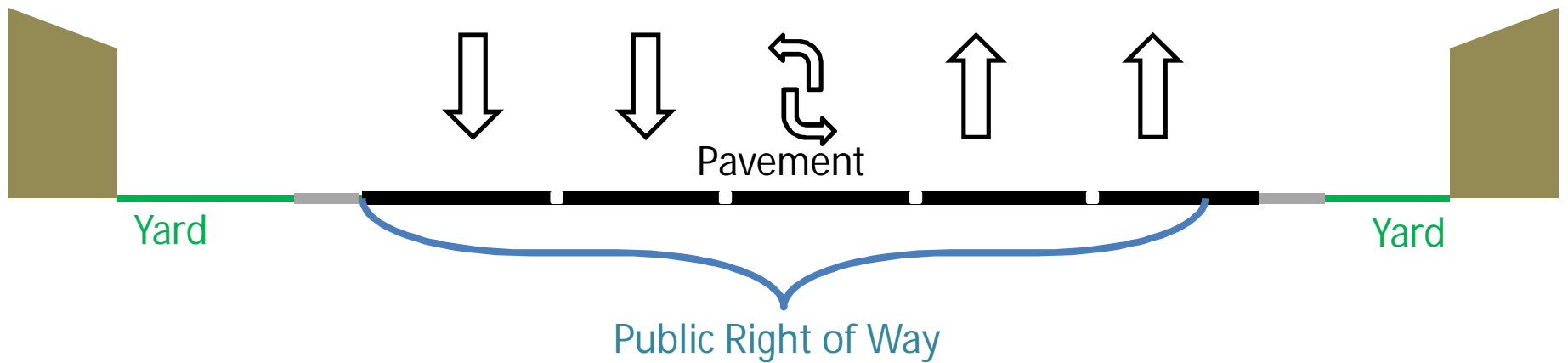
Current Quebec Street



4-Lane Reconfigured Layout (Between Intersections)



4-Lane Reconfigured Layout (At Intersections)



2-Lane vs. 4-Lane

Comparison: Key Benefits/Impacts

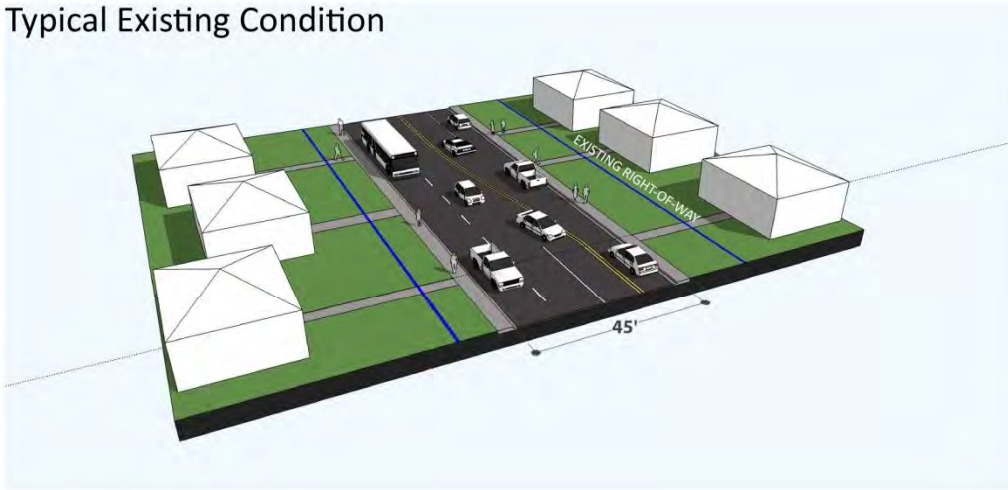
Criteria	No Action	Reconfigure Quebec: 2-lane	Reconfigure Quebec: 4-lane
What is the estimated average longevity of congestion mitigation?	Not Improved	17 years	26 years
What is the estimated corridor travel time (PM peak, minutes)? (Existing = 8.8 min.)	Gets Worse in 10 yrs, 13.3 min.	6.8 min.	5.5 min.
What is the ability to support future transit expansion?	Not Improved	Less Favorable	More Favorable
Are continuous sidewalks and improved crosswalks provided?	Not Improved	Yes	Yes
How are conflict points/safety concerns addressed?	Not Improved	Less Favorable	More Favorable
How many parcels are estimated to require some amount of acquisition?	No Change	55	65
*What is the estimated cost? (\$ millions)	Continued Maintenance	\$15.5 - \$16.5 M	\$24 - \$25 M

* Includes improvements to Syracuse estimated at \$2.5 to \$3.5 M

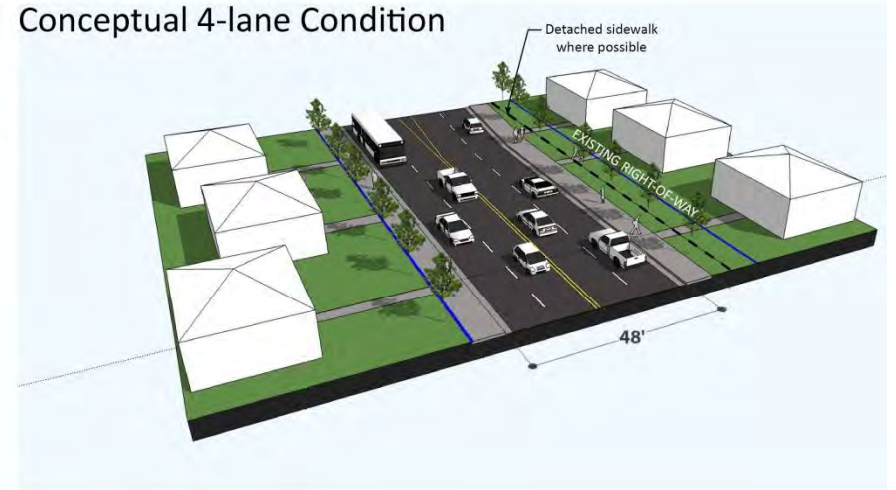
What Changes?

Visualization of Before/After

Typical Existing Condition



Conceptual 4-lane Condition

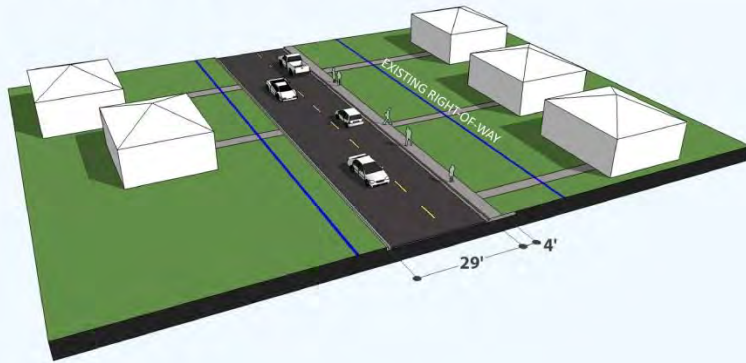


50% of Properties: roadway 5' or less closer to buildings.

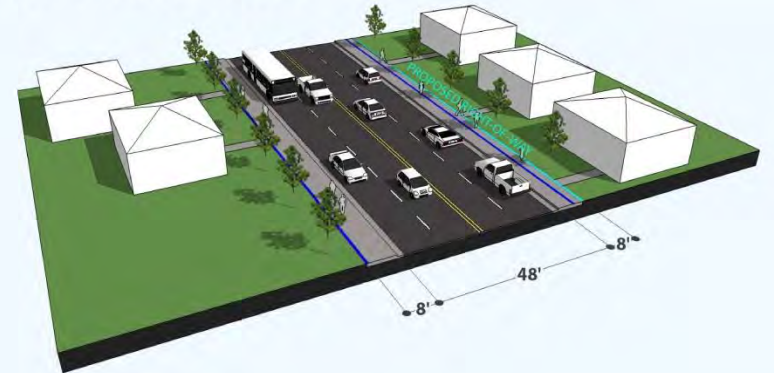
What Changes?

Visualization of Before/After

Typical Existing Condition



Conceptual 4-lane Condition



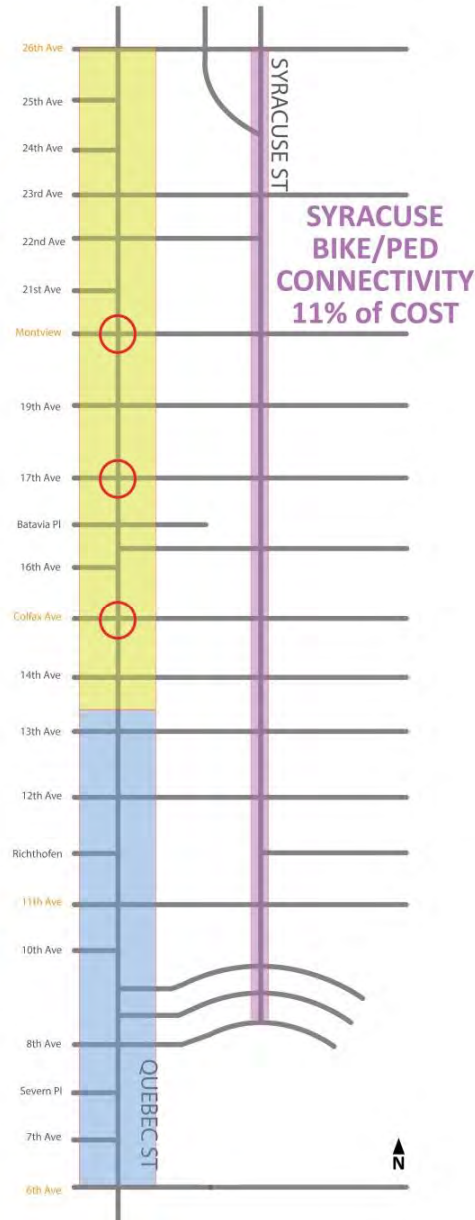
25% of Properties: roadway 10'+ closer to buildings.

Geographic Cost & Benefits

73% of TOTAL TIME BENEFIT
42% of COST

27% of TOTAL TIME BENEFIT
47% of COST

○ Intersections with greatest benefits after improvements



Packaging Considerations

How can we build in pieces, if needed?



Packaging Advantages/Opportunities

- Flexible for various funding scenarios
- Provides options for implementation
- Maximizes benefits/minimizes impacts

Next Steps

Finalize report and findings

Seek funding

Further optimize the design

Environmental permits

Property owner meetings

Implementation



Questions

Subject Matter Experts
are available to talk
with you one-on-one to
answer your questions.

