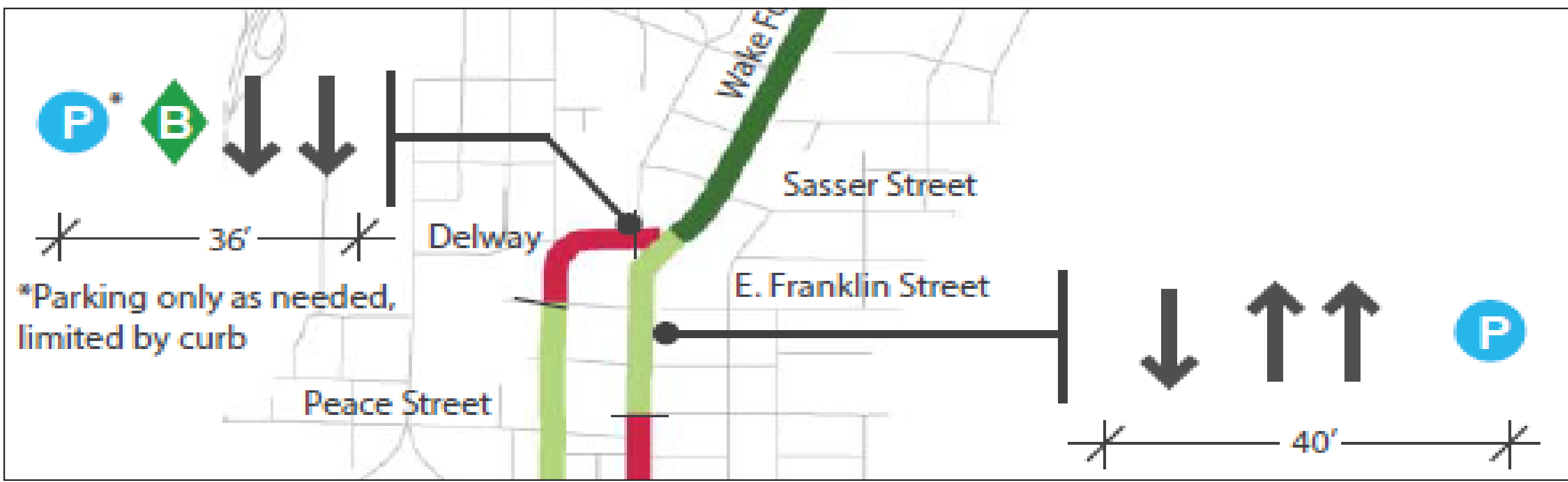


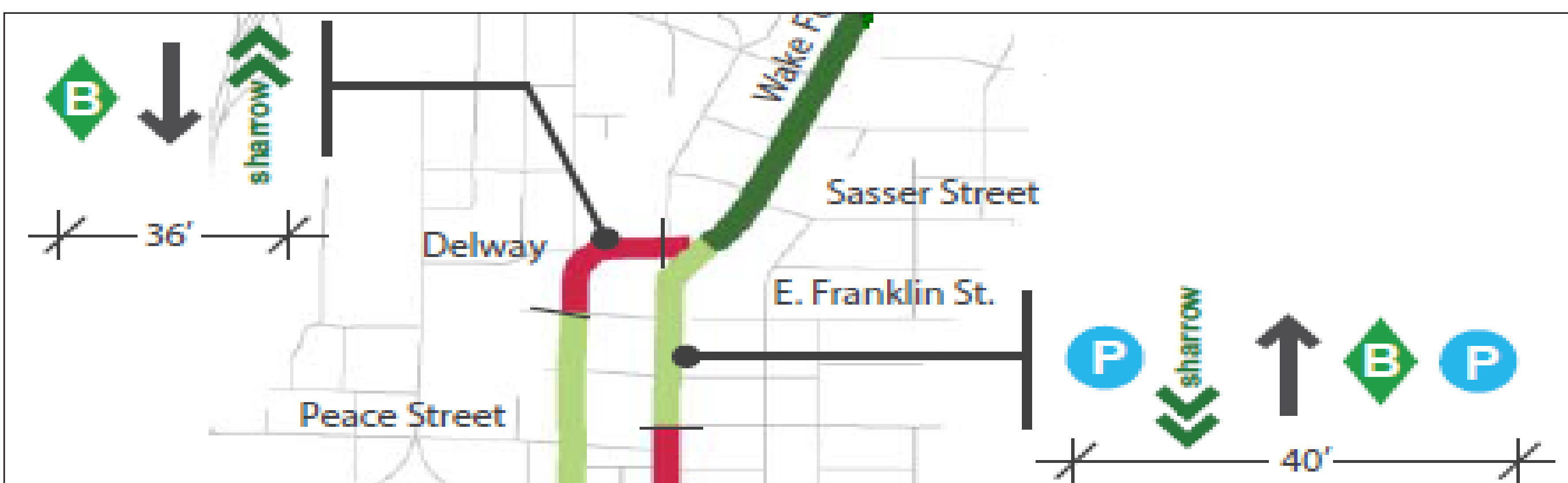
Blount/Person Phase I Implementation

N Person Street Traffic Analysis

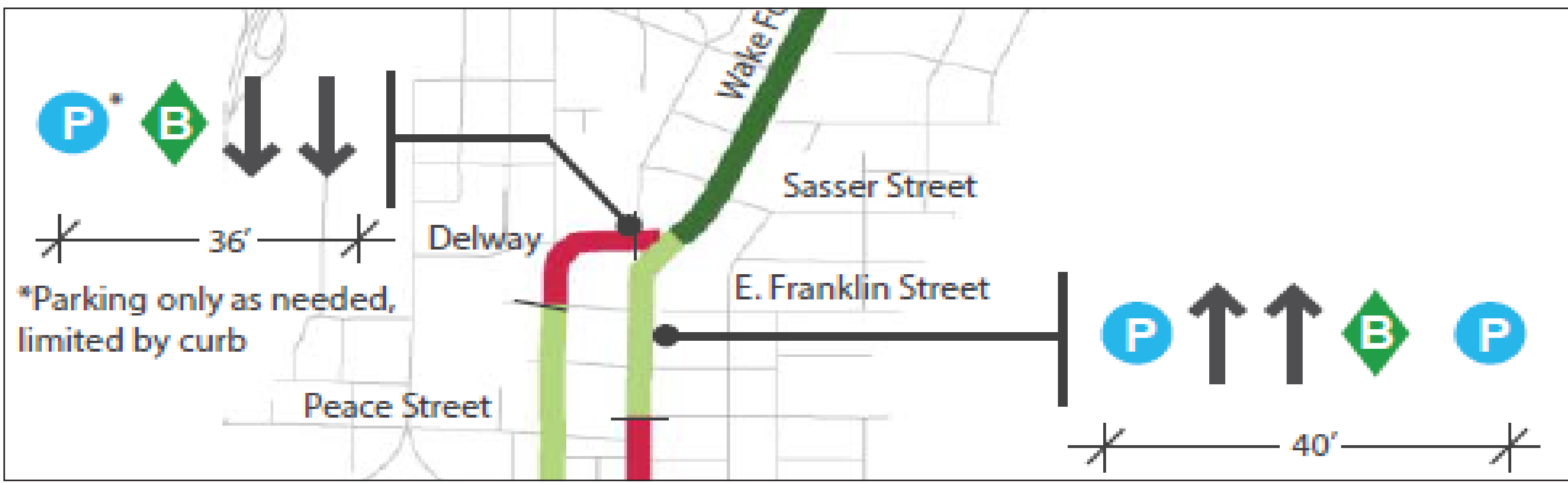
Alternative A
Partial 2-way Person St.
2 NB lanes, 1 SB lane



Alternative B
Partial 2-way Person St.
1 NB lane, 1 SB lane



Alternative C
One-way Road Diet
Person St. - 2 NB lanes



EVALUATION CRITERIA	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C
Segment travel speed decrease by 6+ mph?	No - Person Street 22 mph → 18 mph	Yes - NB Person Street 22 mph → 13 mph	Yes - Person Street 22 mph → 13 mph
Overall signal delay increase by 15+ sec?	No - +2 sec/veh @ Peace/Person +5 sec/veh @ Person/Franklin	Yes - +45 sec/veh @ Peace/Person +47 sec/veh @ Person/Franklin	No - +4 sec/veh @ Peace/Person +3 sec/veh @ Person/Franklin
Approach delay increase by 15+ sec?	No - approach delay +5 sec/veh	Yes - EB Peace/Person approach +71 sec/veh	No - approach delay +4 sec/veh
Segment LOS fall below LOS-D?	No - arterial LOS for both Blount & Person LOS-C or better	No - arterial LOS for both Blount & Person LOS-D or better	No - arterial LOS for both Blount & Person LOS-D or better
Intersection LOS fall below LOS-D?	No - all intersections LOS-B or better	Yes - Person/Peace LOS-E	No - all intersections LOS-B or better
Approach LOS fall below LOS-D?	No - all approaches LOS-C or better	Yes - Peace/Person: NB LOS-E, EB LOS-F Person/Franklin: Multiple LOS-E	No - all approaches LOS-C or better

Alternative Analysis Matrix

	Road Diet Evaluation	Bike Facility	Access/ Visibility	Additional Parking
A: Partial Two-way (2 NB /1 SB)	✓ 6/6	✗ Sharrows only	✓ Two-way accessibility; no congestion	✗ No new parking
B: Partial Two-way (1 NB/1 SB)	✗ 1/6	✓ Bike Lanes	- Two-way accessibility; major PM congestion	✓ ±9 new spaces
C: One-way Road Diet	✓ 5/6	✓ Bike Lanes	- No change in accessibility; no congestion	✓ ±9 new spaces

Simulation Results

