

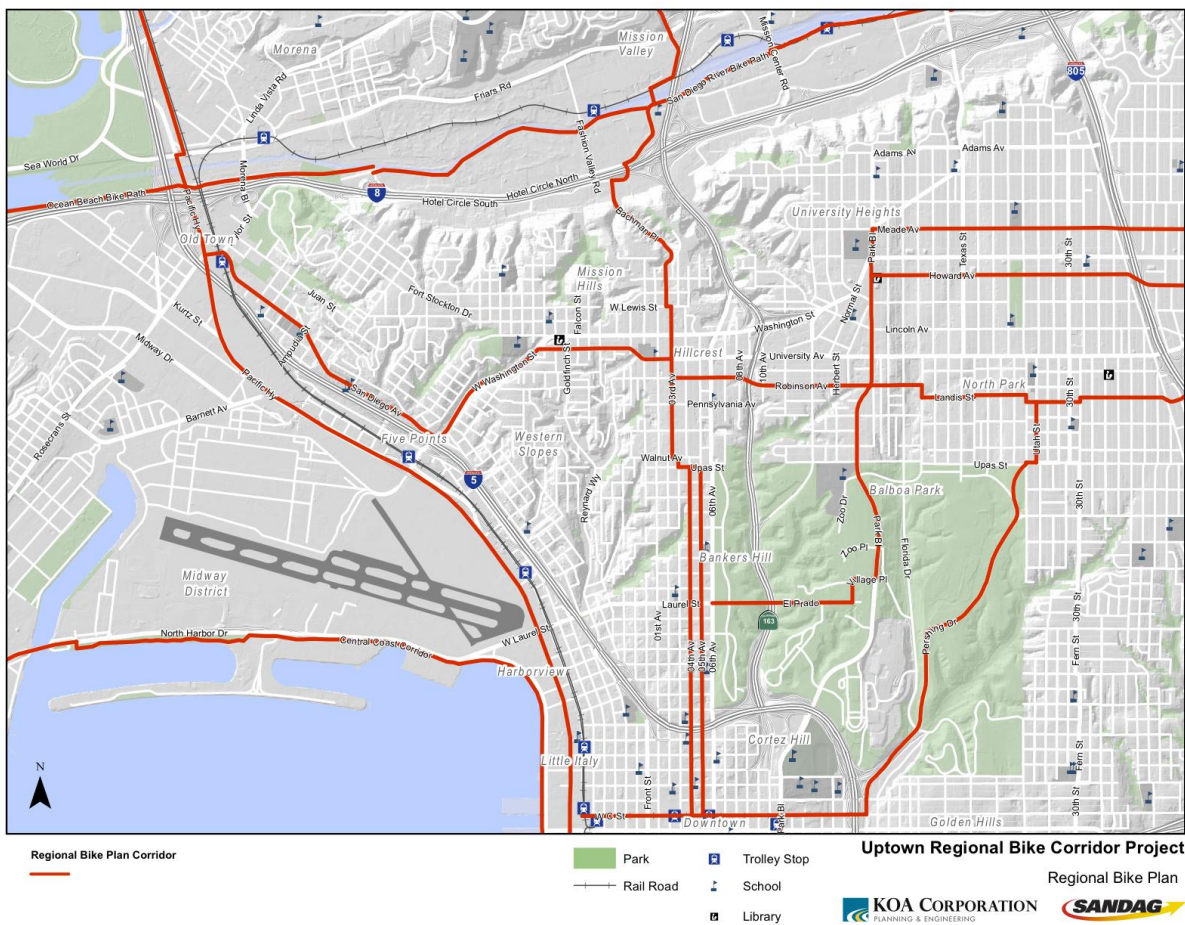
Introduction

The purpose of the Tier I - Initial Alternatives Screening report is to analyze preliminary project alignment alternatives through an initial screening process in order to eliminate infeasible alignments. The alignments selected after the Tier I (initial) screening process will be analyzed in more detail as part of the Tier II – Alternative Analysis.

Alternatives Development

The alternatives for the Uptown Regional Bike Corridor Project were developed starting with the corridors identified in the SANDAG Regional Bike Plan (Bike Plan) and incorporating additional alignments based on community input. The corridors identified in the Regional Bike Plan are show in Figure I below.

Figure I – SANDAG Regional Bike Corridors

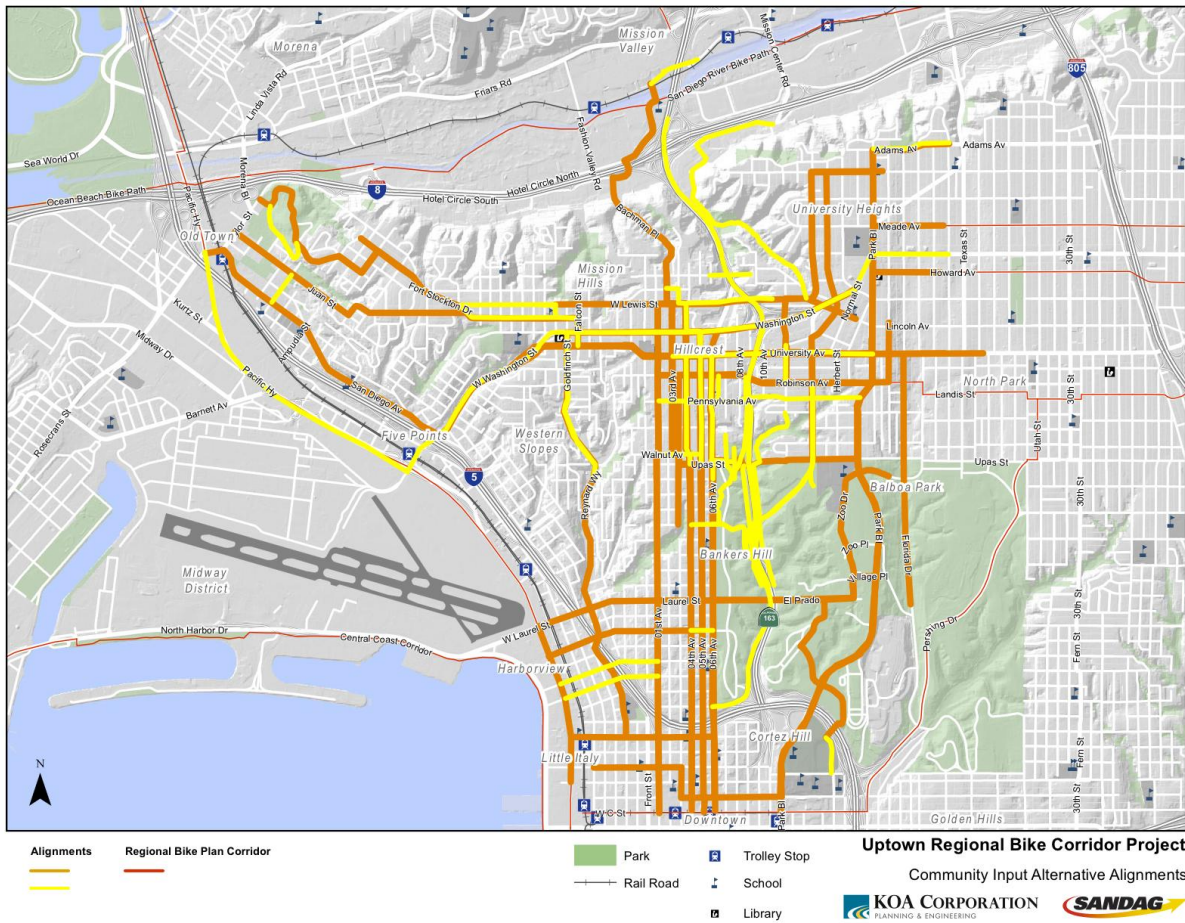


During the Community Advisory Group meeting #2 community members identified potential neighborhood routes based on the following objective:

- Potential neighborhood routes for people who want to ride a bike for everyday trips that connect neighborhood centers and destinations.

Fifty eight routes, or alignments, were developed through this process and analyzed as part of the Tier I Analysis. Figure 2 shows the alignments identified by the community.

Figure 2 – Community Input Alternative Alignments



Evaluation Criteria

The Tier I analysis involved a qualitative evaluation of the alignment alternatives based on the project goals established by the Community Advisory Group. The project goals are as follows:

- **Mobility:** Increase choices, connect communities
- **Experience:** Improve travel safety for everyone, create an exceptional biking experience
- **Community:** Build on and support related community initiatives
- **Placemaking:** Enhance community identity and public spaces
- **Economic Development:** Improve public infrastructure and strengthen opportunities for community and business development

Five initial criterion were applied relative to other alignments for the same corridor. For example, the SR-163 alignment from Mission Valley - Downtown compares to the Bachman, 1st, 4th, 5th, 6th and Park alignments. However the Park Blvd alignment is not compared to Washington, University or Robinson alignments. Table I summarizes the evaluation criteria that were used in the analysis of alternatives alignments, the description of each criteria and scoring measure.

Table I – Evaluation Criteria

Evaluation Criteria		
Criteria	Description	Scoring Measure
Regional Connectivity	Does the proposed alignment connect other regional corridors identified in the Bike Plan?	(Yes/No)
Neighborhood Connectivity	Does the proposed alignment connect to the project area neighborhood activity center nodes? Activity centers are concentrations of land uses such as commercial, mixed use, schools, parks, or transit stations. An alignment that connects three nodes will be preferred to the alignment that connects only two.	(Yes/No)
Direct Connectivity	Is the proposed alignment a direct alignment to the regional or neighborhood connection? Directness relates to distance (a shorter distance between activity centers and or other regional corridor is preferred) and straight routes versus one the jogs or circuitous are preferred.	(Yes/No)
Achievable LTS	Can we achieve a facility that provides for the typical person (i.e. an LTS of 1 or 2)? Level of Traffic Stress (LTS) is the level of tolerance that the “average person” will encounter on a given roadway. Stress factors include the prevailing speeds of vehicle traffic, the physical space and separation provided for bicyclists and average daily trips (ADT) of vehicles, slope of the street. LTS 1 presents little traffic stress and demands little attention from people to ride on. LTS 4 presents the highest traffic stress it offers little or no bike facilities and higher speed vehicle traffic.	(Yes/No)
Existing Deficiency	Is there an existing deficiency that the alignment is addressing? Deficiency relates to the absence of adequate bicycle facilities.	(Yes/No)

Tier I – Initial Alternative Analysis

The initial analysis results for the 58 alternatives are summarized in Appendix A. Alignments that were a portion of other longer alignments were analyzed once. Duplicate alignments and alignments that belong to another regional corridor received a 0.

Tier I Recommendations

Based on the Tier I analysis all alignments that received the highest score (5) should be considered for the Tier II analysis. Figure 3 shows the alignments recommended for the Tier II analysis

Figure 3 – Top Scoring Alignments

