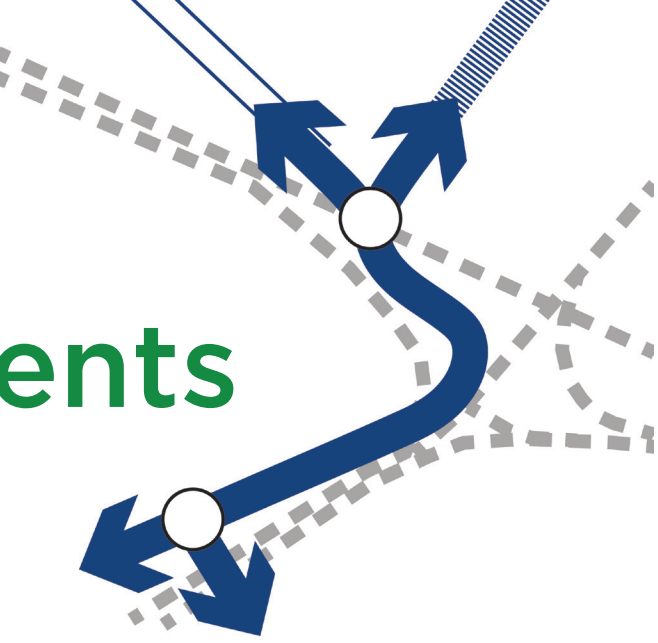


# ALTERNATIVES COMPARISON MATRIX



<b>EVALUATION LEGEND</b>	NO-BUILD	ALTERNATIVE 1: Three Lanes with On-Road Bike Lanes and Sidewalks	ALTERNATIVE 2: Three Lanes with Shared-Use Paths	ALTERNATIVE 3: Four Lanes with Shared-Use Path on Westbound Market Street
No Change				
Minor Improvement				
Moderate Improvement				
Major Improvement				
1. Reduces crashes				
2. Provides ADA compliant sidewalks and pedestrian connections to destinations				
3. Improves pedestrian safety at crosswalks				
4. Improves bicycle safety and level of stress				
5. Improves bicycle access and connections to destinations				
6. Improves motor vehicle safety				
7. Maintains travel times throughout the Bottleneck*				
8. Improves wait times and backups at intersections				
9. Gives EMS priority at traffic signals**				
10. Provides additional space to allow EMS to pass traffic***				
11. Improves access from PennState EMS Facility****				
12. Construction Cost	System Preservation Costs	\$3.7 M	\$3.9 M	\$3.7 M

## COMPARISON MATRIX NOTES

\* Average travel time incorporates the estimated combined time spent navigating through the 0.5 mile Market Street corridor and at the two marked traffic signals at 3rd Street and Front Street.

\*\* Emergency Services Traffic Signal Preemption provides a green light for emergency vehicles and a red light for all other movements at an intersection. This clears a path so that the emergency vehicle can arrive at their destination faster.

\*\*\* While traffic signal emergency preemption is the primary means to increase EMS access, as a secondary means throughout the corridor, each alternative provides varying degrees of shoulder widening and/or the addition of gore areas at select locations, which does not exist under current conditions. This provides additional functional space for vehicle-pull off and/or passing zones for EMS vehicles to bypass stopped vehicles, overall easing EMS access.

\*\*\*\* Emergency vehicles will only have to cross one eastbound lane to access the westbound lanes under the three-lane alternatives.

## OTHER NOTES

- Environmental and utility impacts are anticipated to be minor and similarly comparable with all 3 alternatives.
- Right of way impacts are anticipated to consist of strips of required right of way/slope easements and temporary construction easements, and are similarly comparable with all 3 alternatives.
- Temporary traffic control during construction is anticipated to occur in 5 stages. Pedestrian and bicycle traffic through the corridor will be maintained. Vehicular traffic will be maintained, but may require lane closures or short term detours (example: weekend detours) during certain stages.
- Travel and wait times comparison of the no build and build alternatives are based on the projected traffic growth to year 2045.

**Recommended alternative is:  
Alternative 2**