

3/29/2012 DRAFT TVCP Solutions Development Matrix - Priority 2 - Enhance Existing System

		IMPROVEMENT CONCEPTS																			
		PEDESTRIAN				BICYCLE			TRANSIT			MULTI-MODAL/OTHER									
Best Meets Criteria		Implement Pedestrian Refuges on TV Hwy	Complete Sidewalk Network Along TV Hwy	Complete Sidewalk Network on N/S Arterials & Collectors	Add Landscape Buffer with Trees Between Sidewalks & Streets on TV Hwy	Add Bicycle Parking at Transit Stops	Provide Standard Bicycle Facilities on TV Hwy	Develop Continuous Parallel East-West bike Routes N. & S. of TV Hwy	Enhance Bus Stop Amenities	Combine Bus/Right Lane and Far-side Pull-out at Major Intersections	Add Express Bus Service on TV Hwy with Stops Limited to Major Nodes	Transit and Pedestrian-Oriented Development (Code Amendments)	Enhance Existing North-South Routes for All Modes	Improve Existing E-W Parallel Routes for All Modes	Complete Regional Trails in Corridor (Rails to Trails)	Dedicate ROW for Off-network, Connective Streets w/ Land-use Changes and Redevelopment (via plan/code changes)	Add Raised Median on TV Hwy (and Allow/provide for U-Turns at Signalized Intersections)	Make Improvements at Specific Intersections Along TV Hwy	Provide 'Jug Handle' Left Turns Near Major TV Hwy Intersections	Consolidate Number of At-grade Rail Crossings (Safety/Access Management)	
Partially Meets Criteria																					
Conflicts with Criteria																					
Not Applicable																					
EVALUATION CRITERIA (OBJECTIVES)	1	1A. Provide travel time reliability for transit																			
	1B. Provide travel time reliability for autos and trucks																				
	1C. Maintain mobility for trucks on TV Hwy																				
	1D. Maintain rail corridor for freight operations																				
	1E. Minimize travel times for all modes																				
	2	2A. Provide a well connected street, pedestrian, and bicycle facilities																			
	2B. Complete arterial, collector, and local street system																				
	2C. Complete pedestrian system																				
	2D. Complete bicycle system																				
	2E. Complete regional transit system																				
	3	3A. Increase community awareness of safety																			
	3B. Reduce potential for severe crashes (all modes)																				
	3C. Enhance conditions for reliable emergency response																				
	4	4A. Develop solutions that support economic vitality																			
	4B. Improve freight and worker access to industrial/employment areas																				
	5	5. Improve Appearance of TV Hwy																			
	6	6A. Improve air quality																			
	6B. Minimize impacts to streams and wetlands																				
	6C. Improve water quality																				
	7	7A. Increase pedestrian mode share																			
7B. Increase bicycle mode share																					
7C. Increase transit mode share																					
7D. Reduce travel share by SOVs																					
8	8. Develop cost-effective solutions																				
9	9. Reduce GHG emissions																				
RELATIVE COST		\$\$	\$\$	\$\$	\$\$	\$	\$\$	\$	\$	\$\$	\$\$	\$	\$\$\$	\$\$	\$\$	\$\$	\$\$	\$	\$\$		
RECOMMENDED CONCEPT?		?	YES	YES	?	YES	?	YES	YES	YES	?	YES (Coord. w/ A-R)	YES	?	YES	YES	?	YES	?		

Most Critical: Most critical need to address, and the TVCP will commit to meeting this objective as a top investment priority  
 Critical: Critical regional and community value, and the TVCP will commit to meeting this objective as resources will allow  
 Important: Important value that may not be fully attainable within the TVCP scope and planning period based on limited resources.

## Priority 2: Enhance Existing System