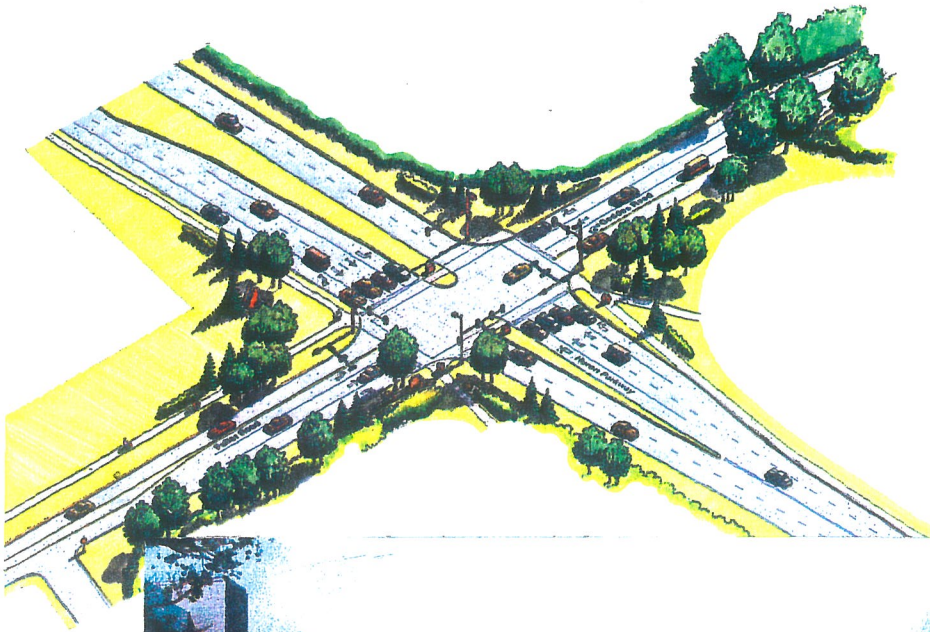


# Geddes/Fuller/Conrail

# Corridor Study



June 1994



## V. SCREEN 2 - MACRO LEVEL ANALYSIS

The surviving strategies of Screen 1 were combined into nine alternatives for evaluation in Screen 2. The Screen 2 evaluation is a more rigorous review where the alternatives are scored on their ability to meet the objectives of 11 macro level criteria. The nine alternatives, the 11 criteria and the surviving strategies are presented in this section.

### SCREEN 2: ALTERNATIVES

The nine new alternatives to be reviewed in the second screening are as follows:

#### Alternative 1: TDM/TSM/Bus Applications

- 1.1 Potential for parking restrictions/management and increased parking costs at:
  - University of Michigan (Central and North Campuses),
  - VA Hospital, and
  - Huron High School.
- 1.2 Preferential parking for HOV and flexible fuel vehicles
- 1.3 Increased bus frequency, express buses, feeder buses, redesign of bus schedules, and use of Smart Buses along the following corridors:
  - Plymouth Road (Cherry Hill Road to Main Street),
  - Washtenaw Avenue (Ypsilanti to Main Street), and
  - Huron River Drive/Geddes/Fuller (Washtenaw Avenue to Huron Street).
- 1.4 Smart Buses, Smart Kiosks at bus shelters on Smart Bus corridors.
- 1.5 Park-and-Ride lots with bus transfer.
- 1.6 Employee RideShare Programs
- 1.7 Area-wide bicycle circulation system:
  - Bicycle promotion program, and
  - Bicycle path identification and development.
- 1.8 Area-wide and site specific pedestrian circulation system

## **Alternative 2: One-Lane Bus Guideway in Conrail Right-of-Way**

NOTE: This alternative may be segmented.

- 2.1 One-lane reversible guided busway on Conrail right-of-way from Le Forge Road or U.S. 23 to Downtown.
- 2.2 Satellite park-and-ride lots near busway stations:
  - Dixboro Road,
  - McAuley Health Center, and
  - Le Forge Road, Ypsilanti.
- 2.3 Feeder bus systems serving neighborhoods and park-and-ride lots, and using guideway for line-haul.
- 2.4 Pedestrian traffic enhancements that promote use of busway at University of Michigan, VA Hospital, McAuley, Washtenaw Community College, and E.M.U.

Note that the two-lane busway was not included in the Screen 2 analysis due to a fatal flaw in Screen 1.

## **Alternative 3A: One HOV-Lane in Conrail Right-of-Way**

- 3A.1 One reversible HOV-lane on Conrail right-of-way from Dixboro Road to Fuller Road
- 3A.2 Traffic signal optimization at:
  - Huron River Drive and Dixboro Road, and
  - Geddes Road & Dixboro Road.
- 3A.3 Intersection improvements for the above intersections including:
  - Lengthening turning lanes,
  - Channelization, and
  - Widening.
- 3A.4 Potential for additional traffic signals and progression along:
  - Dixboro Road, and
  - Huron River Drive.

## **Alternative 3B: One Lane, Toll SOVs; No Toll HOVs in Conrail Right-of-Way**

- 3B.1 One lane, toll for single occupant vehicles (SOVs), no toll for high occupancy vehicles (HOVs) in Conrail right-of-way from Dixboro Road to Fuller Road
- 3B.2 Traffic signal improvements/optimization and intersection improvements at:
- Huron River Drive and Dixboro Road, and
  - Geddes Road and Dixboro Road.
- 3B.3 Intersection improvements for the above intersections including:
- Lengthening turning lanes,
  - Channelization, and
  - Widening.
- 3B.4 Potential for additional traffic signals and progression along:
- Dixboro Road, and
  - Huron River Drive.

## **Alternative 4: IVHS Applications**

- 4.1 Traffic surveillance and information dissemination for:
- Geddes/Fuller,
  - Huron Parkway,
  - Washtenaw Avenue,
  - Plymouth Road,
  - University of Michigan (Central and North Campuses), and
  - VA Hospital.
- 4.2 Smart Kiosks at:
- University of Michigan (Central and North Campuses),
  - VA Hospital, and
  - Other.
- 4.3 HOV lanes:
- One lane per direction on Plymouth Road, and
  - One reversible lane in median on Washtenaw.

4.4 Changeable Message Signs (CMS) for traffic condition information at:

- U.S. 23,
- Geddes Road and Dixboro,
- Geddes Road and Huron Parkway, and
- University of Michigan.

4.5 CMS for parking conditions information at:

- University of Michigan (Central and North Campuses), and
- VA Hospital.

### **Alternative 5: One HOV-Lane on Geddes/Fuller**

5.1 One reversible HOV lane in median of Geddes/Fuller between Dixboro Road and Downtown.

5.2 Roadway improvements to accommodate bus and carpool passenger loading and unloading along Geddes/Fuller.

5.3 Potential for additional traffic signals, optimization and progression at the following intersections to accommodate HOV movement:

- Geddes Road and Earhart Road,
- Fuller Road and Huron Parkway,
- Fuller Road and Oak Way,
- Fuller Road and Glazier, and
- Fuller Road and Medical Center Drive

5.4 Intersection improvements including:

- Lengthening turning lanes,
- Channelization, and
- Widening.

### **Alternative 6: Improvements of Geddes/Fuller**

6.1 Potential for additional traffic signal optimization, phasing plans, and progression.

6.2 Potential for additional traffic signals, optimization and progression at the following intersections to accommodate traffic movement:

- Geddes Road and Earhart Road,
- Fuller Road and Huron Parkway,

- Fuller Road and Glazier,
- Fuller Road and Medical Center Drive,
- Huron Parkway and Huron River Drive, and
- Other.

6.3 Intersection improvements including:

- Lengthening turning lanes,
- Channelization, and
- Widening.

**Alternative 7: Roadway Widening of Geddes/Fuller**

- 7.1 Add one lane per direction along Geddes/Fuller between Dixboro Road and Main Street.

**Alternative 8: Do Nothing**

- 8.1 Do nothing. Leave the transportation system as it exists.

## SCREEN 2: MACRO LEVEL CRITERIA

The second screening of alternatives focused on three categories of macro-level criteria. These categories were further divided into 11 subcategories in order to include the committee's established goals and objectives:

### Use and Ridership:

1. Minimize residential accessibility impacts,
2. Maximize accessibility to commercial, office and industrial areas,
3. Maximize accessibility to universities, schools, and medical centers,
4. Complement existing and future parks and recreational areas,
5. Promote use of carpools and vanpools,
6. Promote use of bus and transit systems;

### Environmental Issues:

7. Minimize adjacent land use impacts,
8. Minimize wetland impacts, and
9. Minimize visual impacts;

### Cost Considerations:

10. Keep costs within available public funds, and
11. Promote private sector participation.

The nine alternatives were evaluated against the 11 criteria using a weighted approach. Alternatives were given a rating of High, Moderate, or Low for each criterion. The ratings carried a point value as follows:

High	=	5 points,
Moderate	=	3 points, and
Low	=	1 point.

For every alternative, the sum scores of the criteria were then divided by the highest possible score (5 points x 11 criteria = 55 possible points) and multiplied by 100. This measure provides an indication of the percentage of the highest possible score provided by each alternative. Thus, a score of 100 indicates that an evaluation of each criterion resulted in a "High" weighted score, i.e., 5 points. Scores less than 100 indicate that one or more weighted scores were less than the desired ("High") score for the given alternative. Brief descriptions of each criterion are presented below.

### Use/Ridership

*Minimize Residential Accessibility Impacts:* An acceptable alternative must maintain existing access to residential areas without promoting potentially unsafe vehicle/pedestrian exposure. This criterion focuses on maintaining

safe residential areas with acceptable access from these areas to roadway thoroughfares, while limiting the number of vehicles that operate unnecessarily on local streets.

*Maximize Accessibility to Commercial, Office and Industrial Areas:* Commercial, office and industrial areas need an efficient and effective transportation system to enhance their profitability. Access to these facilities must be easily understood and safely executable by both familiar and unfamiliar drivers. An acceptable alternative must complement a street network which allows the greatest mobility and appropriate access to commercial, office and industrial properties.

*Maximize Accessibility to Universities, Schools, and Medical Centers:* Perhaps the greatest portion of trips taken in Ann Arbor are trips to public and semi-public institutions. Due to the "peaking" nature of trips servicing these areas, the roadway network may occasionally be unable to accommodate the travel demand, resulting in traffic congestion. An acceptable alternative must be able to accommodate peak levels of travel demand.

*Complement Parks and Recreational Areas:* The proximity of parks and recreational areas to primary activity and residential areas is important to the Ann Arbor community. The chosen alternative should complement and enhance the accessibility of these areas without adversely impacting park and recreational purposes.

*Promote Use of Alternative Transportation Modes:* This criterion measures the potential to increase ridership on alternative modes of transportation. This criterion is further subdivided into transit use and participation in carpools and vanpools.

## **Environmental Issues**

*Minimize Adjacent Land Use Impacts:* Some land uses are more sensitive to traffic than others. For example, single-family residential neighborhoods and parks are more severely impacted by vehicular traffic than are commercial districts or industrial developments. The recommended alternative should minimize impacts on sensitive land uses.

*Minimize Impacts on Wetlands and Wooded Areas:* The study area includes extensive wetlands and wooded areas. The wetlands and wooded areas should be preserved and protected because they contribute significantly to Ann Arbor's high quality of life and provide habitat for wildlife.

*Minimize Visual Impacts:* The Huron River valley is a key natural and visual amenity in Ann Arbor. The river, the ponds, the parks, and the adjacent wooded slopes offer an environment for relaxation and recreation, and provide many excellent views and vistas along the river

corridor. The recommended alternative should avoid negative visual impacts and, if possible, provide opportunities for enhancing the visual environment.

### **Cost Considerations**

*Minimize Costs:* Costs must be kept within limits of available public funds. Although an alternative may be more attractive because of public perception or other reasons, available funding is also an important factor.

*Promote Private Participation:* This criterion parallels the objective to provide opportunities for private investment into the chosen alternative.

## SCREEN 2: RESULTS

The Screen 2 evaluation produced scores ranging from 63.6 percent to 34.5 percent with an average score of 51.9 percent. Alternative 1, Travel Demand Management, scored highest with 63.6 percent. Alternative 8, Do Nothing, received the lowest score of 34.5 percent. Table 6 presents the details of this compilation.

It is clear from the results of Screen 2 that no alternative alone can remedy the rising congestion levels in the Geddes/Fuller Corridor. However, a combination of two or more of these alternatives into a single option may provide acceptable results. Additional bus service is recommended for every alternative—even with the Do Nothing alternative in order to accommodate a "status quo" proportion of transit trips given forecasted trips. Results indicate that the existing transit system is reaching capacity, particularly in the peak periods. Discussions of each alternative with respect to the evaluation criteria follow.

### Alternative 1:

#### **Travel Demand Management (TDM)/ Transportation System Management (TSM)**

Alternative 1 received the highest score of all alternatives considered (63.6 percent). Only one "Low" rating was found under the criterion, Promote Private Funding Participation. This rating occurred because it promotes multiple-occupancy modes of transportation and most of the elements of these actions are publicly funded.

This alternative is attractive for several reasons. First, Travel Demand Management (TDM) strategies focus on reducing and limiting the demand of travelers to utilize transportation facilities within the same time period. Consequently, TDM strategies do not include construction of new roadways or widening of existing streets, but rather attempt to spread the travel demand over time. In this way, the existing roadway network can accommodate the travel demand placed upon it, rather than experiencing periods of severe congestion or "grid lock" which harm air quality and add to traffic delay. This aspect of TDM also protects adjacent land uses because efforts focus on optimizing the existing transportation system instead of expanding it.

Second, a fundamental principle of TDM is to promote use of multi-occupancy transportation modes. By increasing the number of travelers per vehicle, vehicle demand decreases while passenger throughput increases. This precept is completely in harmony with the goals and objectives set by both committees. Use of other non-SOV travel modes, such as bicycling and walking, can also complement local park and recreational areas.

**Table 6  
Screen 2 Analysis Results**

Alternative	EVALUATION CRITERIA										Score 100 Max.		
	Minimize Residential Accessibility Impacts	Maximize Accessibility to Commercial, Office, & Industrial Areas	Maximize Accessibility to Universities, Schools, & Med. Cntrs.	Complement Park & Recreational Areas	Promote Use of Alternative Transportation Modes		Minimize Adjacent Land Use Impacts	Minimize Impacts on Wetlands & Wooded Areas	Minimize Visual Impacts	Minimize Capital Costs		Promote Private Funding Participation	Unresolved Issues
					Carpools & Vanpools	Bus/Transit							
<b>1</b> TDM/TSM	<b>Moderate</b> Impacts likely adjacent to parking management areas	<b>Moderate</b> Increased flow, but potential to walk farther	<b>Moderate</b> Better for multi-occ. modes, same or worse for SOV	<b>High</b> Promotes non-SOV transportation modes	<b>Moderate</b> Carpool incentives, but no travel time savings	<b>Moderate</b> Additional transit service, but no travel time savings	<b>Moderate</b> Adds bus traffic on Geddes/Fuller	<b>High</b> No impacts	<b>Moderate</b> No impacts, but also no enhancement opportunities	<b>Moderate</b> \$ 3.8 M	<b>Low</b> Mostly publicly funded strategies	Type of P&R Facilities	<b>63.6</b>
<b>2</b> 1-Lane Busway on CONRAIL	<b>High</b> No impacts	<b>Low</b> Limited to partial corridor access only	<b>Moderate</b> Better for multi-occupancy transportation modes	<b>Moderate</b> Additional bus traffic may have an impact	<b>Low</b> No incentives	<b>High</b> Additional transit service & significant time savings	<b>Low</b> Has greatest impact on residential uses	<b>Low</b> Low, if barrier is required	<b>Low</b> Low, if barrier is required	<b>Low</b> \$ 15.1 M	<b>Moderate</b> Potential for advertising and private investment	CONRAIL ROW, Barrier Req'mts	<b>52.7</b>
<b>3A</b> 1 HOV Lane on CONRAIL	<b>High</b> Better inter-sections and signalization keeps traffic off res. strts.	<b>Low</b> Limited to partial corridor access only	<b>Moderate</b> Service of HOV limited by CONRAIL r.o.w.	<b>Moderate</b> Additional traffic may have an impact	<b>High</b> Carpool incentives and some travel time savings	<b>Moderate</b> Additional transit service and some travel time savings	<b>Low</b> Has greatest impact on residential uses	<b>Low</b> Low, if barrier is required	<b>Low</b> Low, if barrier is required	<b>Low</b> \$ 8.6 M	<b>Low</b> Typically strictly publicly funded strategies	CONRAIL ROW, Barrier Req'mts	<b>52.7</b>
<b>3B</b> Toll SOV on CONRAIL	<b>High</b> Better inter-sections and signalization keeps traffic off res. strts.	<b>Low</b> Limited to partial corridor access only	<b>Moderate</b> Service of HOV limited by CONRAIL r.o.w.	<b>Moderate</b> Additional traffic may have an impact	<b>High</b> Carpool incentives and some travel time savings	<b>Moderate</b> Additional transit service and some travel time savings	<b>Low</b> Has greatest impact on residential uses	<b>Low</b> Low, if barrier is required	<b>Low</b> Low, if barrier is required	<b>Low</b> \$ 8.7 M	<b>Moderate</b> Tolls may generate private interest	CONRAIL ROW, Barrier Req'mts	<b>56.4</b>
<b>4</b> IVHS Technology	<b>High</b> Improved trip quality focuses on primary corridors only	<b>Moderate</b> Potential to coordinate IVHS with these areas	<b>High</b> IVHS targeted at these areas	<b>High</b> Traffic directed away from G/F corridor	<b>Low</b> No incentives	<b>Low</b> No incentives or additional service	<b>Low</b> Widening of Washenaw Avenue	<b>Moderate</b> Provides opportunities to enhance Washenaw corridor	<b>Moderate</b> Provides opportunities to enhance Washenaw corridor	<b>Low</b> \$ 10.1 M HOV Lanes increase cost	<b>Moderate</b> IVHS vendors likely to offer promotional products	ROW Req'mts	<b>60.0</b>
<b>5</b> 1-HOV Lane on G/F	<b>Moderate</b> Added difficulty accessing area across HOV lane	<b>High</b> Downtown areas benefit most	<b>High</b> Locations serviced by HOV lanes benefit most	<b>Low</b> Widening G/F for HOV requires acquisition of adjacent land	<b>High</b> Carpool incentives and some travel time savings	<b>Moderate</b> Additional transit service and some travel time savings	<b>Low</b> Impacts some residential areas along Geddes/Fuller	<b>Moderate</b> Potential to enhance the Geddes/Fuller corridor	<b>Moderate</b> Potential to enhance the Geddes/Fuller corridor	<b>Low</b> \$ 6.8 M	<b>Low</b> Typically strictly publicly funded strategies	ROW Req'mts	<b>56.4</b>
<b>6</b> Intersection Improvements on G/F	<b>Moderate</b> Impacts on adjacent properties likely due to higher volumes	<b>Moderate</b> Areas adjacent to improved areas benefit most	<b>Moderate</b> Areas adjacent to improved areas benefit most	<b>Moderate</b> Potential for "smoother" traffic flow in G/F corridor	<b>Low</b> No incentives or additional service	<b>Low</b> No incentives or additional service	<b>Moderate</b> Traffic impacts on Geddes/Fuller	<b>Moderate</b> Potential to enhance the Geddes/Fuller corridor	<b>Moderate</b> Potential to enhance the Geddes/Fuller corridor	<b>High</b> \$ 2.6 M	<b>Low</b> Typically strictly publicly funded strategies	ROW Req'mts	<b>56.4</b>
<b>7</b> Widen G/F Roadway	<b>Moderate</b> Impacts to residents upon accessing wider roadway	<b>Moderate</b> Areas adjacent to improved areas benefit most	<b>High</b> Many of these areas lie on Geddes/Fuller	<b>Low</b> Widening G/F requires acquisition of adjacent land	<b>Low</b> No incentives or additional service	<b>Low</b> No incentives or additional service	<b>Low</b> Considerable impacts on residential and institutional uses	<b>Low</b> Wider pavement	<b>Low</b> Wider pavement	<b>Low</b> \$ 7.7 M	<b>Low</b> Typically strictly publicly funded strategies	ROW Req'mts	<b>34.5</b>
<b>8</b> Do Nothing	<b>Low</b> People likely to find short cuts thru res. areas due to traffic	<b>Low</b> Congestion likely to make accessibility worse	<b>Low</b> Congestion likely to make accessibility worse	<b>Low</b> Congestion likely to worsen	<b>Low</b> No incentives or additional service	<b>Low</b> No incentives or additional service	<b>Low</b> Traffic impacts on Geddes/Fuller	<b>Low</b> Increased congestion	<b>Low</b> Increased congestion	<b>High</b> \$ 1.9 M (Increased transit service as pop. growth mitigation)	<b>Low</b> Does not apply	ROW Req'mts	<b>34.5</b>



Finally, TDM increases accessibility to key trip generator areas system-wide. An effective TDM program implemented in the Geddes/Fuller Corridor can lessen congestion on Dixboro Road, Huron River Drive, and at large employment centers such as the University of Michigan and VA Hospital.

Transportation System Management (TSM) strategies focus on providing additional capacity to the existing transportation network. For this alternative, additional bus service, improving traffic operations, and widening and providing new bicycle and pedestrian facilities are examples of TSM. TSM may also include parking management, particularly at key trip generators such as the University of Michigan and VA Hospital. Combined, TDM and TSM can provide relatively low cost alternatives for alleviating traffic congestion.

### **Alternative 2:** **One-Lane Busway on Conrail**

This alternative received a score of 52.7 percent. The primary advantages of a one-lane bus guideway on Conrail are:

- No impacts on residential accessibility,
- Promotes use of transit,
- Provides a significant time savings for its users,
- Will not impact existing wetlands and wooded areas, and
- Has a potential for private funding participation.

This alternative provides an attractive means to draw single-occupant drivers away from their vehicles. The bus guideway will enhance the image of Ann Arbor and become a trademark of the city. Reduced vehicle demand in the Geddes/Fuller corridor is also expected.

Two shortcomings of the bus guideway idea include:

- Direct access to commercial, office, and industrial lands is somewhat limited to the Conrail corridor; and
- The bus guideway does not promote carpooling or vanpooling, therefore, the reduced vehicle travel is limited to the capacity of the buses operating on the bus guideway.

### **Alternative 3A:** **One-HOV Lane on Conrail**

This alternative also received a score of 52.7 percent. Reasons for this score are as follows:

- Direct access to commercial, office, and industrial lands is limited

- to the Conrail corridor;
- Residential areas would be affected negatively by increased traffic in the Conrail corridor;
- A physical barrier would be required which detracts from the natural beauty of the corridor;
- There is little or no opportunity for private funding participation.

Safety issues in the Conrail corridor are also of major concern. Conrail has indicated that they support use of passenger rail operations on their lines provided that their rail freight operations remain unchanged in terms of safety, liability, or service to their customers. Conrail is very strict with this policy. Use of a HOV facility in the Conrail right-of-way is perhaps a separate (and unaddressed) issue at this time, because HOVs are definitely not considered passenger rail.

There are several advantages to this alternative:

- Traffic is deferred from the local (residential) street network in areas not surrounding Conrail corridor, producing fewer vehicle/pedestrian conflicts;
- HOV lanes provide high incentive to carpool and vanpool, and commonly support improved transit operations; and
- Reduced vehicles on the roadway improve environmental quality of the area.

These advantages support the goals and objectives set by the committees.

### **Alternative 3B:** **One HOV Lane, Toll SOVs on Conrail**

This alternative received a score of 56.4 percent, slightly higher than Alternatives 2 and 3A. The evaluation of this alternative led to identical results for all but one of the evaluation criteria--Promote Private Funding Opportunities. Therefore, the discussion under Alternative 3A also applies here. The difference between these two alternatives is that toll roads provide additional revenues that can be used for roadway maintenance and transit subsidies. Under favorable circumstances, private contractors will construct and manage this type of facility, and may provide portions of funding to get the project moving.

### **Alternative 4:** **IVHS Technology**

Use of IVHS technology received a score of 60.0 percent. The major advantages of IVHS technology are as follows:

- Travel enhancements are focused predominantly on primary travel

corridors, thus, traffic is led to roadways most capable of handling the travel demand. Likewise, traffic can be diverted from one corridor to another using this technology; and

- High trip generating facilities can be integrated into an area wide IVHS plan, which reduces severity of peak period travel for those sites and the transportation network as a whole.

A disadvantage of many IVHS technologies is that they provide SOVs with real-time information which can make their trips more convenient and faster. Consequently, there is little or no incentive to carpool, vanpool, or use transit, especially if the single-occupant driver purchased the means to receive that information. Other IVHS technologies focus only on improving transit ridership and other multi-occupancy travel modes. Use of these types of technologies are better suited to Ann Arbor's community goals.

Presently, cost is the greatest drawback for IVHS technologies. Real-time traffic data collection, reduction, analysis, and transfer to the user requires an extensive infrastructure and communications system. To date, the most reliable means of data collection and transfer utilize buried cable that connect traffic monitoring devices in the field to a central traffic management center. Implementation of both is costly (estimated as just under \$4 million in this screening) for the Geddes/Fuller corridor, Plymouth Road, and Washtenaw Avenue.

### **Alternative 5:** **One HOV Lane on Geddes/Fuller**

This alternative received a score of 56.4 percent. The major advantages of this alternative are:

- Passengers of high-occupancy vehicles (including transit) receive a significant travel time savings, particularly in the peak hours;
- Potential for carpools, vanpools and transit use is high; and
- Areas connected by the HOV facility benefit with better access.

This alternative requires that a HOV-lane be constructed, which mandates widening of the Geddes/Fuller roadway. Right-of-way costs not included in this analysis also would likely be high. The potential for private funding participation is unlikely for this type of facility.

### **Alternative 6:** **Intersection Improvements on Geddes/Fuller**

This alternative received a score of 56.4 percent. The alternative alone does little to promote use of multi-occupancy modes of transportation, but can significantly improve the vehicle carrying capacity of the corridor.

Intersection improvements include changing signal timing, widening streets by providing additional turning lanes, lengthening turning bays and improving signing and striping. This alternative may be best utilized in conjunction with other alternatives in the Geddes/Fuller corridor.

### **Alternative 7:** **Widen Geddes/Fuller Roadway**

This alternative received a low score of 34.5 percent. Widening the roadway from two lanes to four lanes definitely provides sufficient capacity to accommodate present and some (not all) forecasted travel demand and would lessen congestion in the corridor. However, this alternative violates several community goals and objectives. On this premise, widening the roadway is not acceptable because widening:

- Does not complement park and recreational areas,
- Does not provide incentives to carpool, vanpool, or use transit,
- Negatively impacts adjacent land uses (particularly residential areas),
- Has the greatest impacts on wetlands and wooded areas,
- Does not provide opportunity for private funding, and
- Right-of-way issues further complicate possible implementation of this alternative.

### **Alternative 8:** **Do Nothing**

This alternative also received a low score of 34.5 percent. Evaluation of this alternative confirms that something must be done to remedy increasing congestion in the Geddes/Fuller Corridor.