



## Suggested Modifications to Alternative F: HOV reversing lane on Free Bridge

At the May 21<sup>st</sup> meeting Alternative F discussions centered on a need to increase lane capacity during the morning and evening rush hour. The initial concept presented was a center reversible turning lane with HOV restrictions. At the meeting this condition was dropped and the discussion was refocused on lane capacity through some kind of reversible lane shifting during the AM and PM rush hour.

### Alternative F as presented at the May 21<sup>st</sup> meeting:



After the May 21<sup>st</sup> meeting, MPO staff continued discussing the alternatives with the engineering team. These further discussions indicated that there was no safe way to create a reversible lane configuration using the existing layout of lanes on Free Bridge. The engineers felt strongly that adding reversible lanes into the existing lane mix presents an increased risk of head on and rear end collisions. The configuration also presents no safe way to signalize the straight on and turning movements that would occur from the reversing lane.

Due to these safety concerns the engineering firm has suggested an alternative to the original Alternative F. The engineers are suggesting adding additional east and west bound lanes, one in each direction, to the bridge and extending them a reasonable distance through both the High Street and Route 20 intersections. Extending through the intersections would allow a merge period where traffic could shift back down to the current lane configuration. The additional eastbound and westbound lane

would provide additional capacity for vehicles traveling on 250. Bring this additional capacity through both intersections would provide increased signal optimization by providing more green time for left turn movements. In order to accommodate the two additional lanes the existing sidewalks would have to be removed. The new alternative F would include a bike and pedestrian bridge constructed adjacent to the existing 250 bridge in order to continue to accommodate bike and pedestrian mobility.

### Alternative F with capacity improvements:

