

HOW DO THE 3 PRELIMINARY ALTERNATIVES MEASURE UP?



Impacts	What is being Measured	ALTERNATIVES			
		ALT 0 No-Build (no Change)	ALT 1 Permanent Road Diet	Alt 2 Reorienting Trail to Arlington Signal	Alt 3 Pedestrian Bridge
Trail Users					
Trail User Safety	-The ability for all users to see each other -Compliance with the County's Vision Zero policies. -Vehicle Speed Reduction. -Number of potential decisions a driver has to make.	-Vehicles speeds are ~20 mph; -Visibility between drivers and trail users is good; -High incidence of driver yielding observed; -Compliant with Vision Zero policies; -67% crash reduction observed over 22-month trial period.	-Little change in expected trail user safety over current interim road diet conditions; -Removing median shortens trail crossing distance, resulting in increased driver yielding and ability for trail users & drivers to see each other.	-Vehicle/Trail user conflicts to be controlled by traffic signal; -Trail User to cross Little Falls Pkwy with protected WALK phase; -Right Turns on Red to be Prohibited; -Compliant with County's vision zero policies	-Vehicle/Trail User interaction eliminated; -Compliant with County's vision zero policies
Trail User Delay	-Change in waiting time to begin crossing Little Falls Pkwy	~Zero seconds of wait time	Little change in expected trail user wait time over current conditions	Trail users will experience about 30 sec of wait time to cross Little Falls Pkwy	No wait time for trail users to cross Little Falls Pkwy
Trail Lighting	-Change in Photometrics where trail crosses Little Falls Pkwy	No trail crossing lighting is present	New trail crossing street lighting proposed	Crossing will utilize existing overhead lighting	Lighting to be supplied on bridge
Drivers					
Vehicle Delay	-Travel time between the intersections of Hillandale and Arlington	Current travel time is 7 seconds longer than before the interim road diet	7 Second increase in travel time through area, over pre-road diet condition	13 Second increase in travel time through area, over pre-road diet condition	3 second decrease in travel time over pre-road diet conditions
Diverted Traffic	-Traffic not processed by Little Falls Pkwy/Arlington/Hillandale (i.e. assumed then to be diverted to non-arterial local roads).	-About 3% of traffic diverted away from area; -No diversion to Dorset Ave measured.	Similar diversion expected as current interim road diet scenario.	6% of all traffic that desires to travel through the area is expected to divert to other roadways.	No diverted traffic expected.
Other Factors					
Cost	-Construction costs and continuing Operational & Maintenance Costs	Not Applicable	\$800,000. Minimal maintenance costs anticipated	\$1,500,000. Minimal maintenance costs anticipated	\$4,00,000. Maintenance costs include recurring painting and bridge inspection
Environmental Impacts	-6"+ diameter Tree Loss. -Change in impervious surface. -Change in run-off in to stream	Not Applicable	-4 medium-sized trees removed; -No loss of forested area; -40% reduction in impervious surface	-0.3 acres of forested area removed; -2 medium sized trees and 1 large/specimen tree removed; -37% reduction in impervious surface	-0.4 acres loss of forested area; -4 medium sized trees and 14 large/specimen trees removed; -20% reduction in impervious surface
Public Input	-Public Preference	-Mixed Opinions	-Public showed a preference for option	-Public Showed a preference for option -Strong desire not to include CCT connection behind Bethesda Pool	-Public showed a preference for option