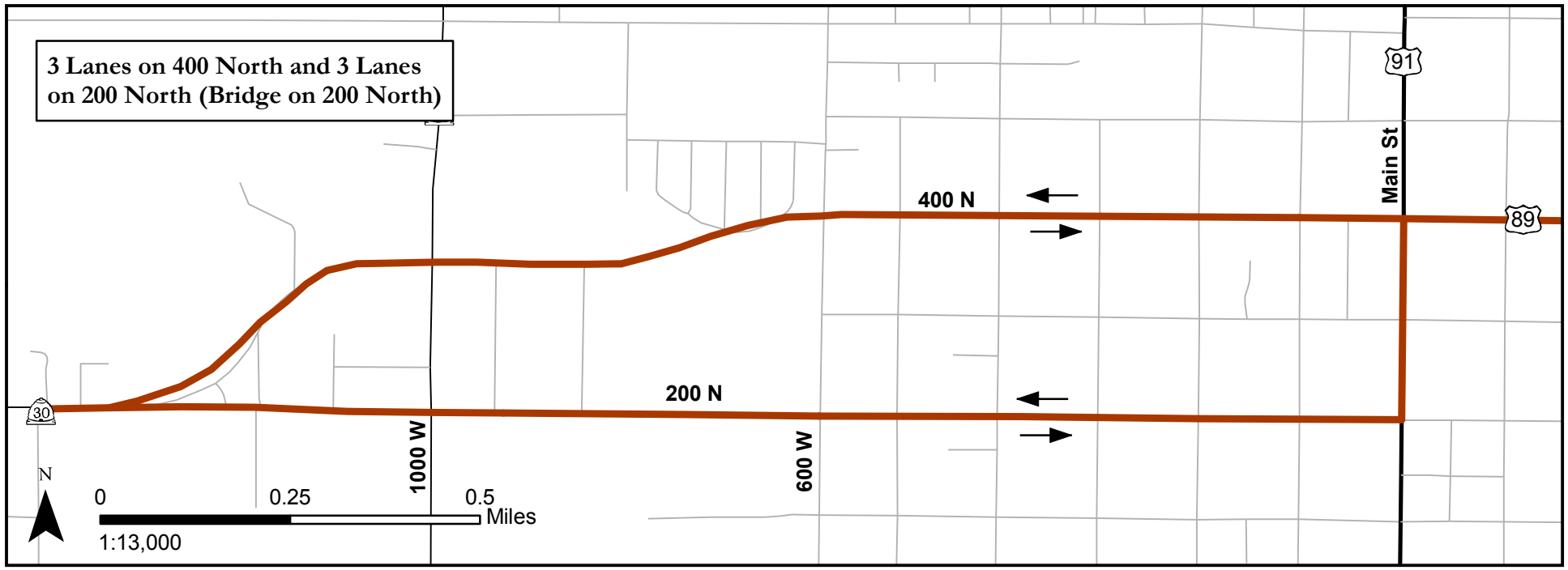
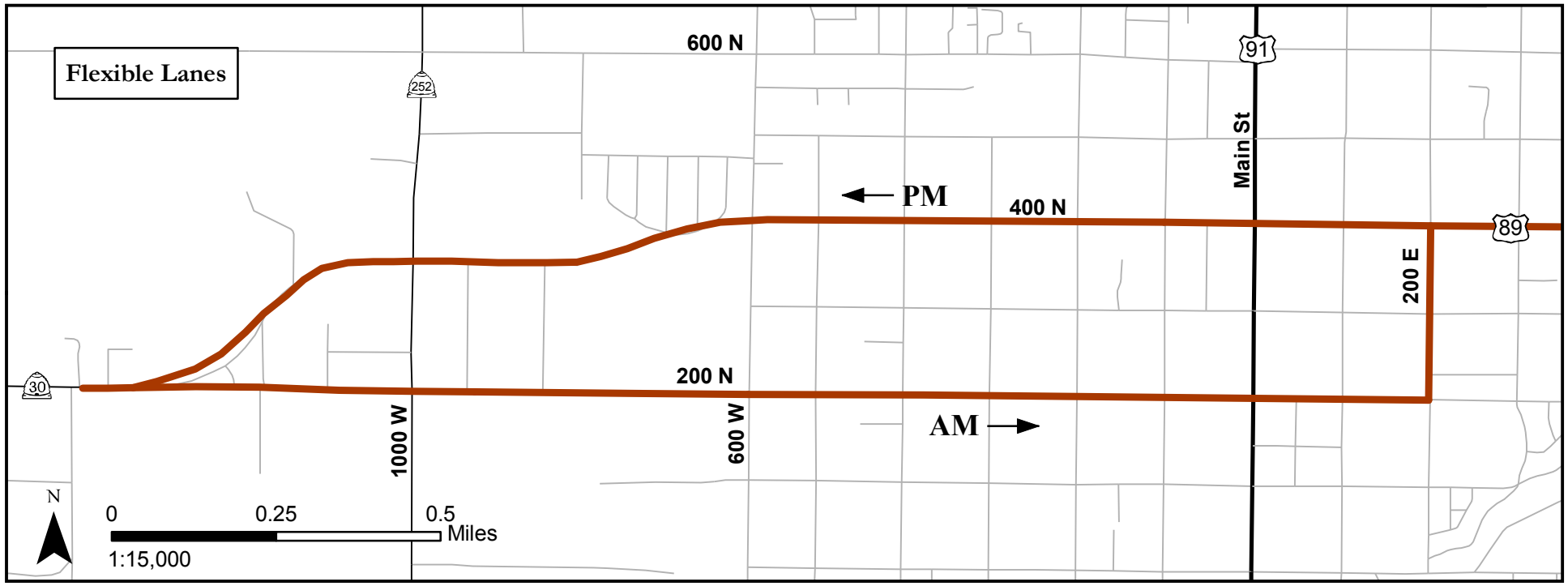
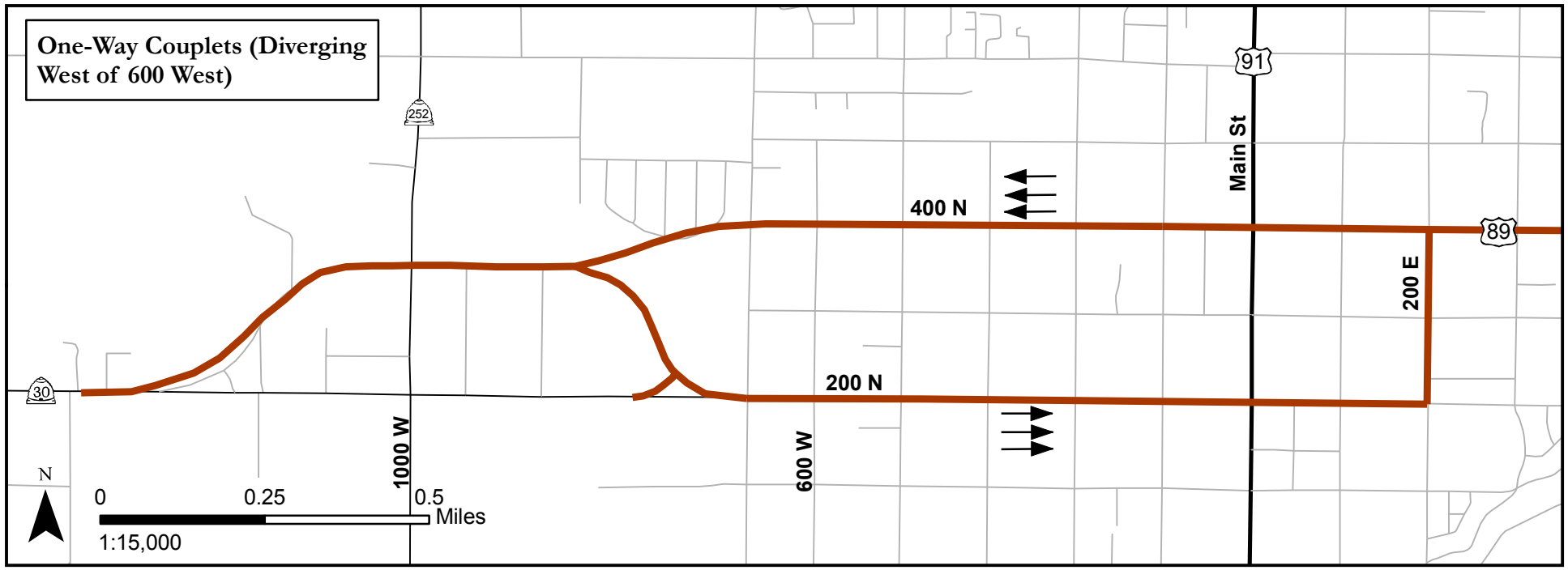
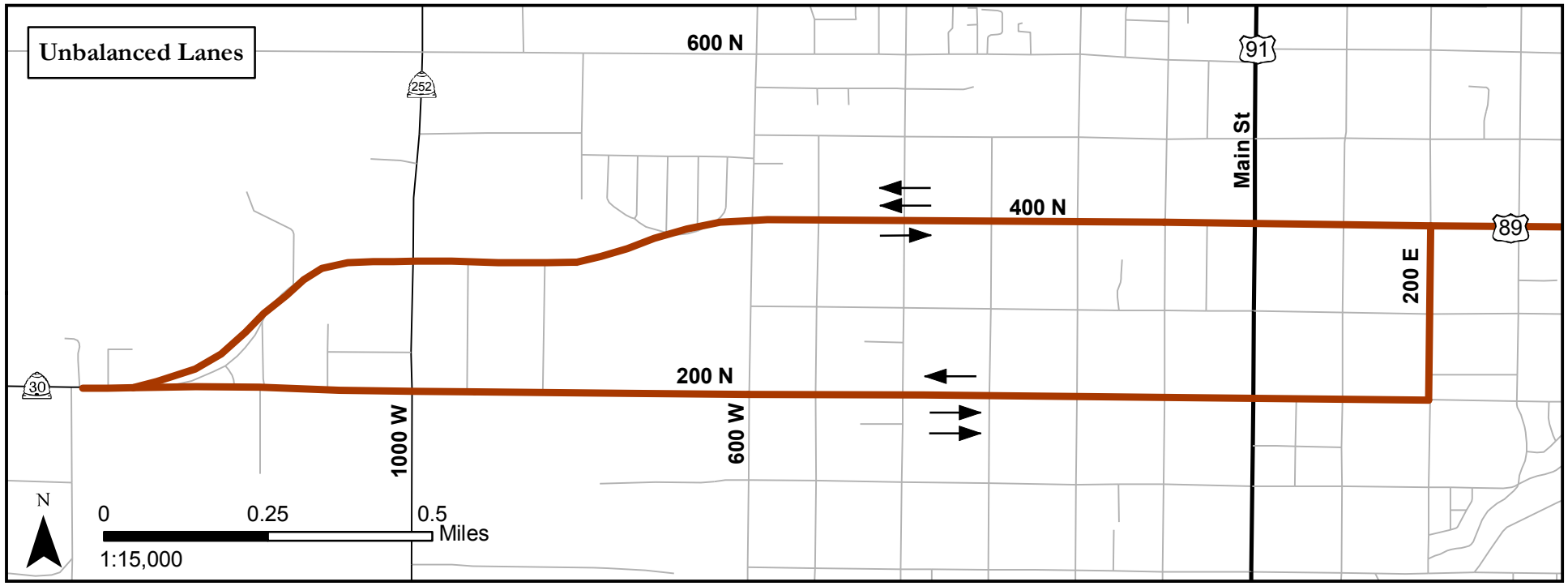
APPENDIX B:
ALTERNATIVES CONSIDERED

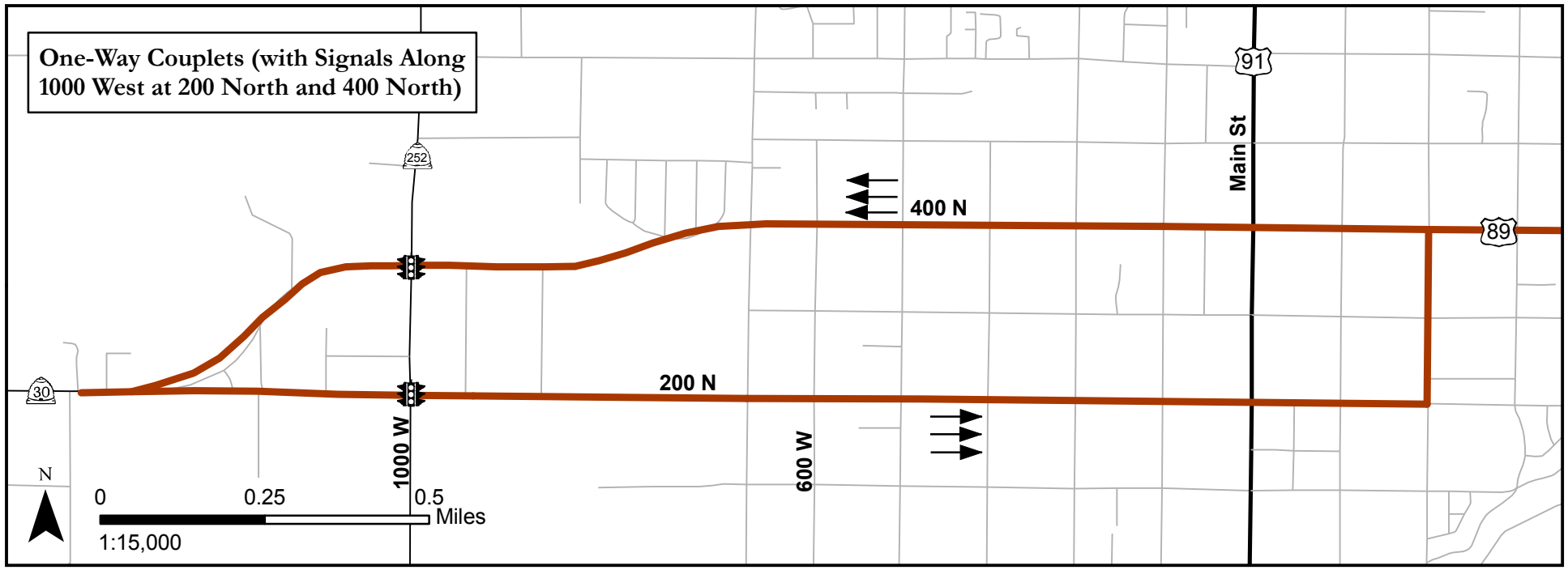
Alternatives Considered	Description
Transportation System Management	This alternative would improve the efficiency of existing roads through improving traffic flow characteristics without changing the total number of travel lanes on the road. This could include improving traffic signalization, intersection traffic operations, pedestrian and bicycle mobility, and access management.
Transportation Demand Management	This alternative would involve efforts to reduce traffic volume on roads, especially during peak hours, by transit improvements. These improvements could include alternative travel modes (carpools, bicycling, walking, etc.), work schedule management (schedule flexibility to utilize off-peak periods for travel), financial incentives (transportation allowance, employer-provided/subsidized transit passes, etc.), and support elements (on-site facilities and services provided by employers to enable and encourage alternative travel modes).
Land Use Pattern Changes	This alternative supports "Scenario D: Urban Centers/Rural Edge" from *Envision Cache Valley*. This scenario places new growth in existing development within city limit boundaries and maintains the open spaces that separate most communities. Additionally, a dedicated public transportation corridor is envisioned.
Improve North/South Capacity to Reduce East/West Demand	This alternative would improve the north/south capacity by widening north/south roads in order to reduce east/west demand.
Tunnel/Bridge/Viaduct	This alternative would involve the construction of a tunnel, bridge, or viaduct from SR-30 to US-89

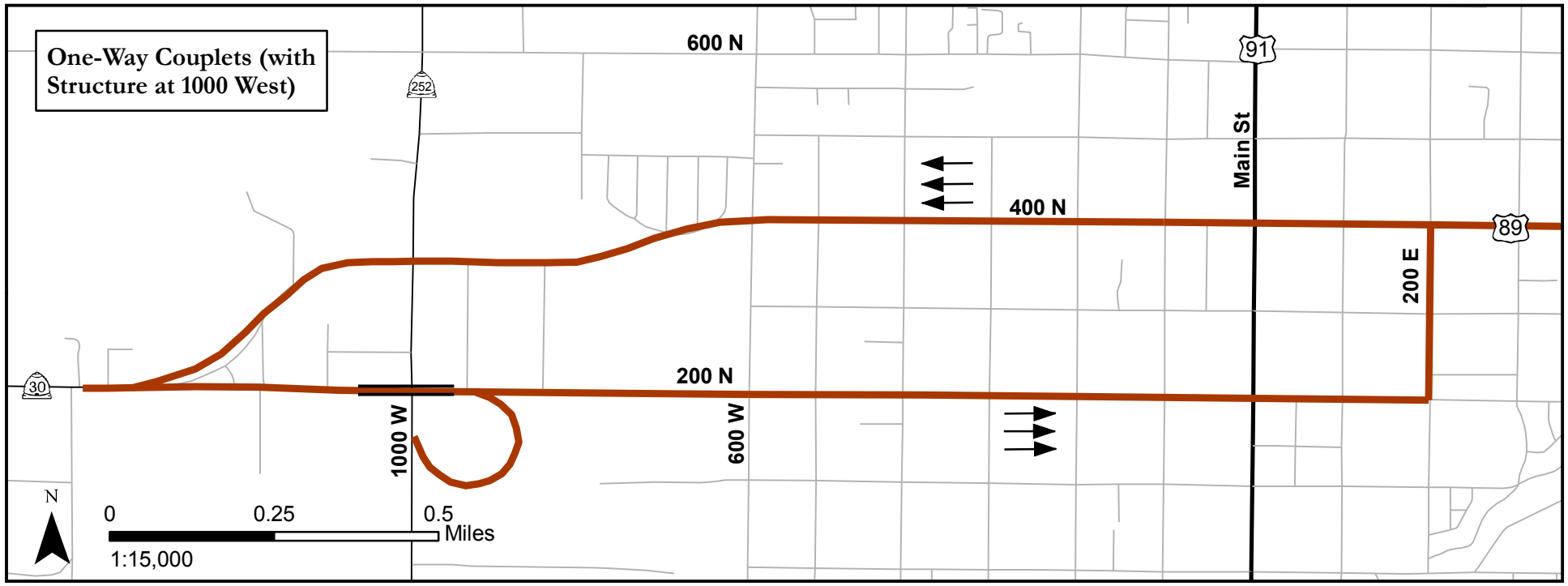

3 Lanes on 400 North and 3 Lanes on 200 North (Bridge on 200 North)
91
Main St
400 N
89
200 N
30
1000 W
600 W
N
0
0.25
0.5
Miles
1:13,000

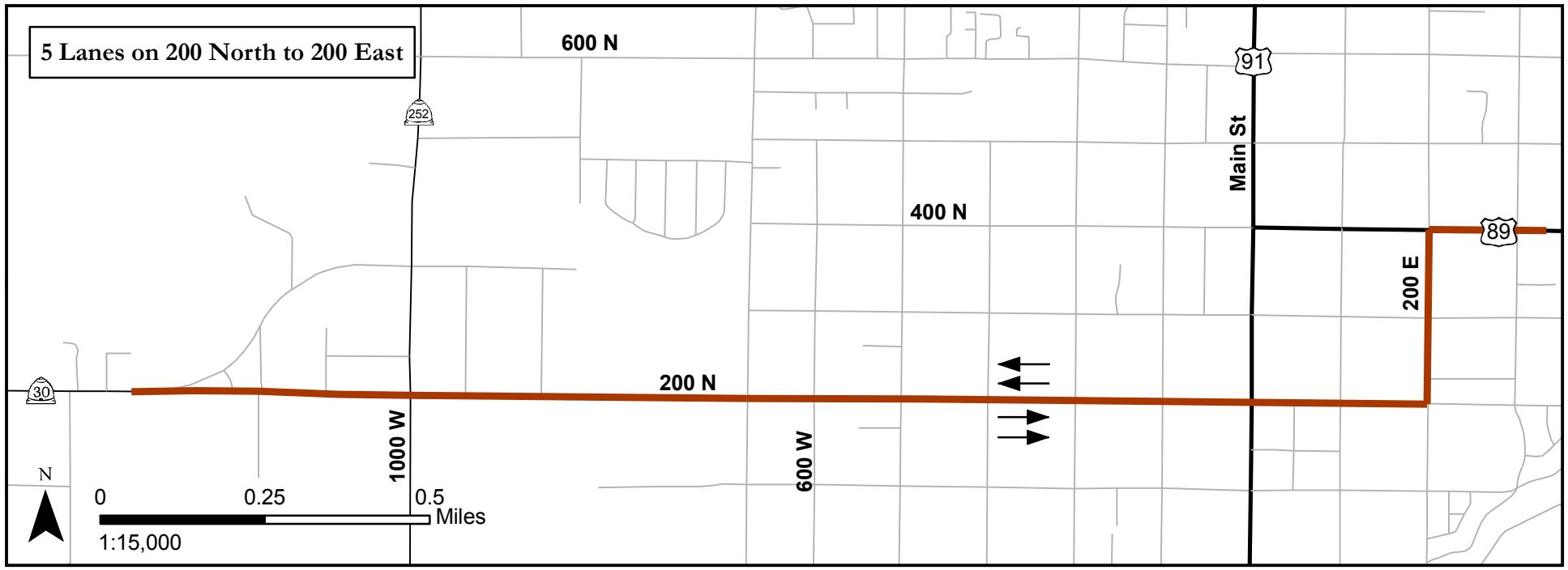

Flexible Lanes
600 N
252
91
Main St
PM
400 N
89
200 E
30
200 N
AM
1000 W
600 W
N
0
0.25
0.5
Miles
1:15,000

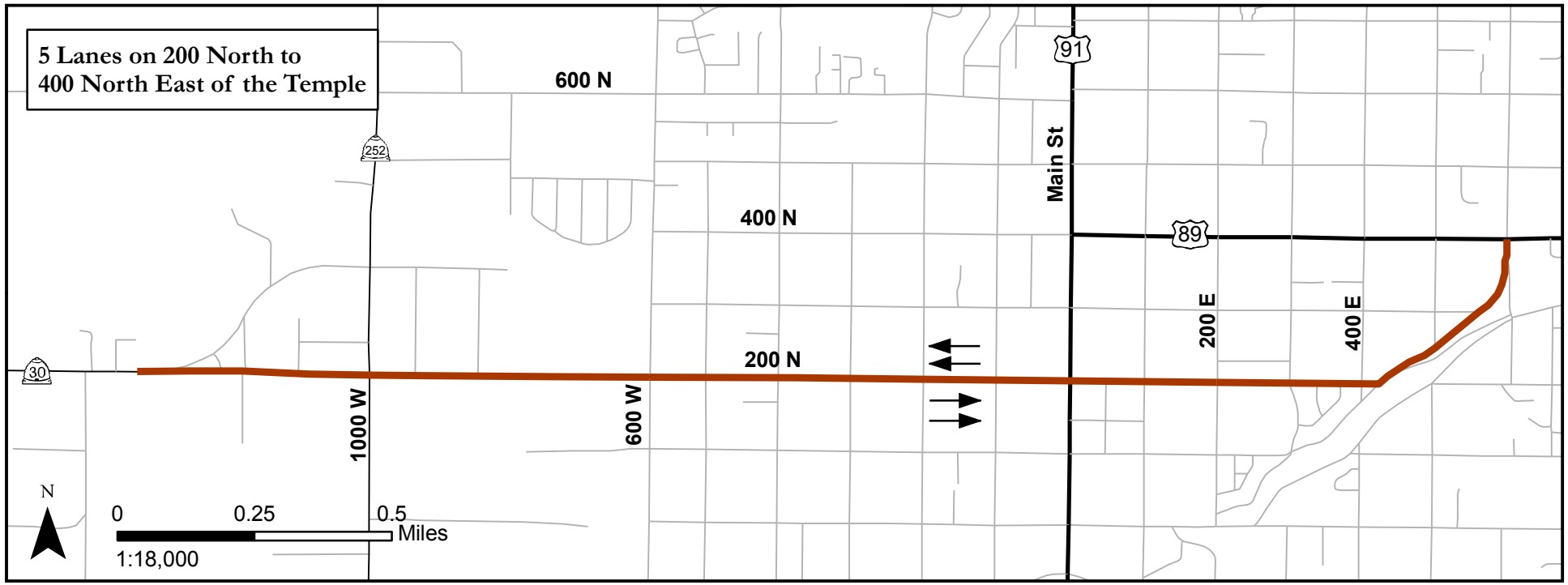

One-Way Couplets (Diverging West of 600 West)
252
91
Main St
400 N
89
200 E
30
200 N
1000 W
600 W
N
0
0.25
0.5
Miles
1:15,000

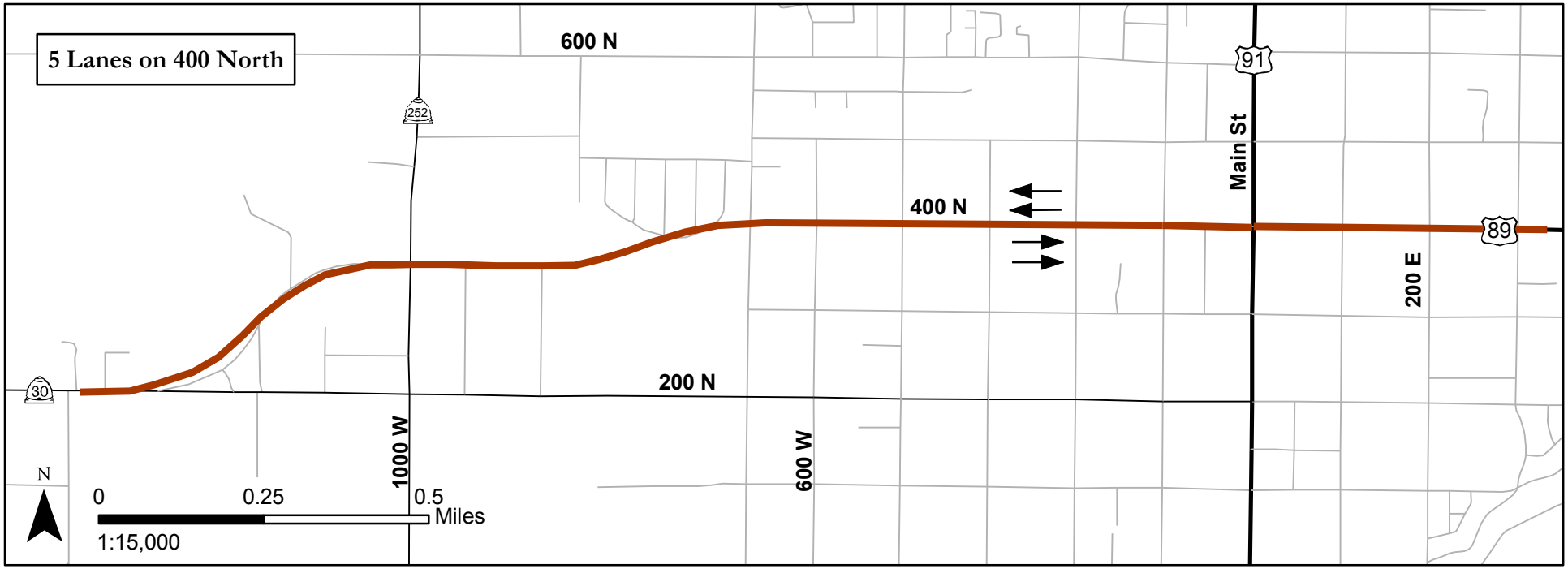

Unbalanced Lanes
600 N
252
91
Main St
400 N
89
200 E
30
200 N
1000 W
600 W
N
0
0.25
0.5
Miles
1:15,000

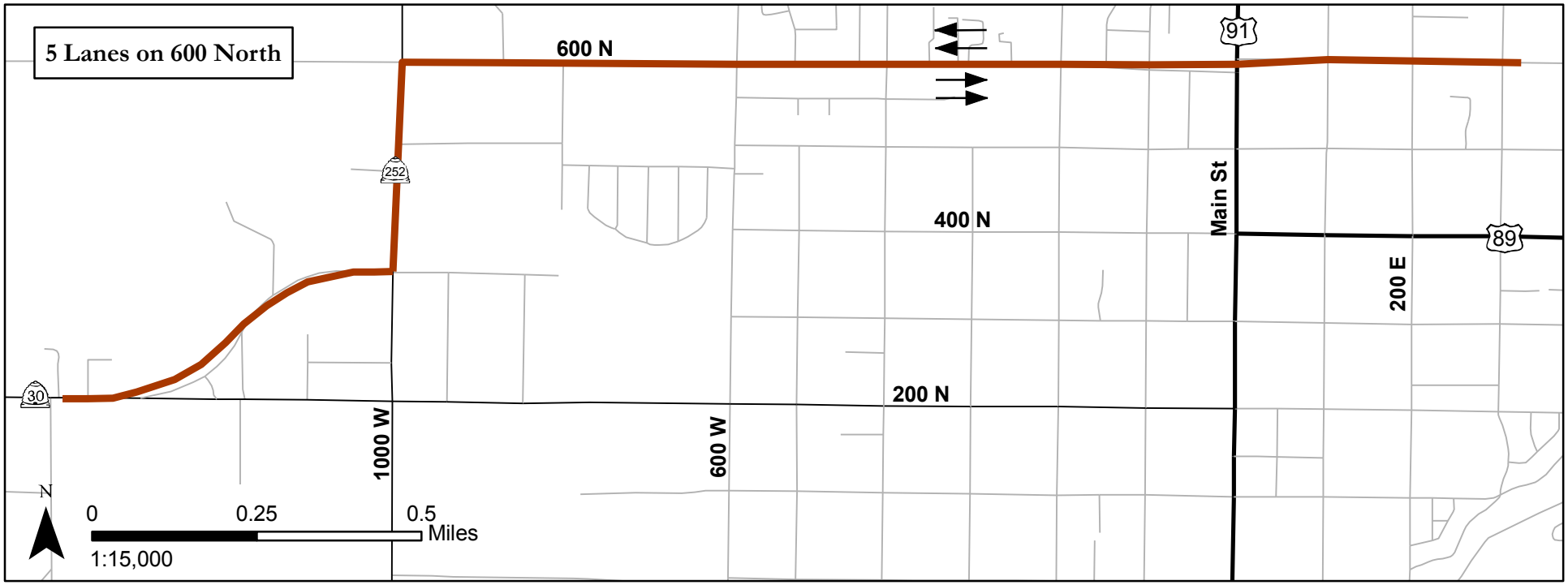

One-Way Couplets (with Signals Along 1000 West at 200 North and 400 North)
252
91
Main St
400 N
89
30
200 N
1000 W
600 W
N
0
0.25
0.5
Miles
1:15,000

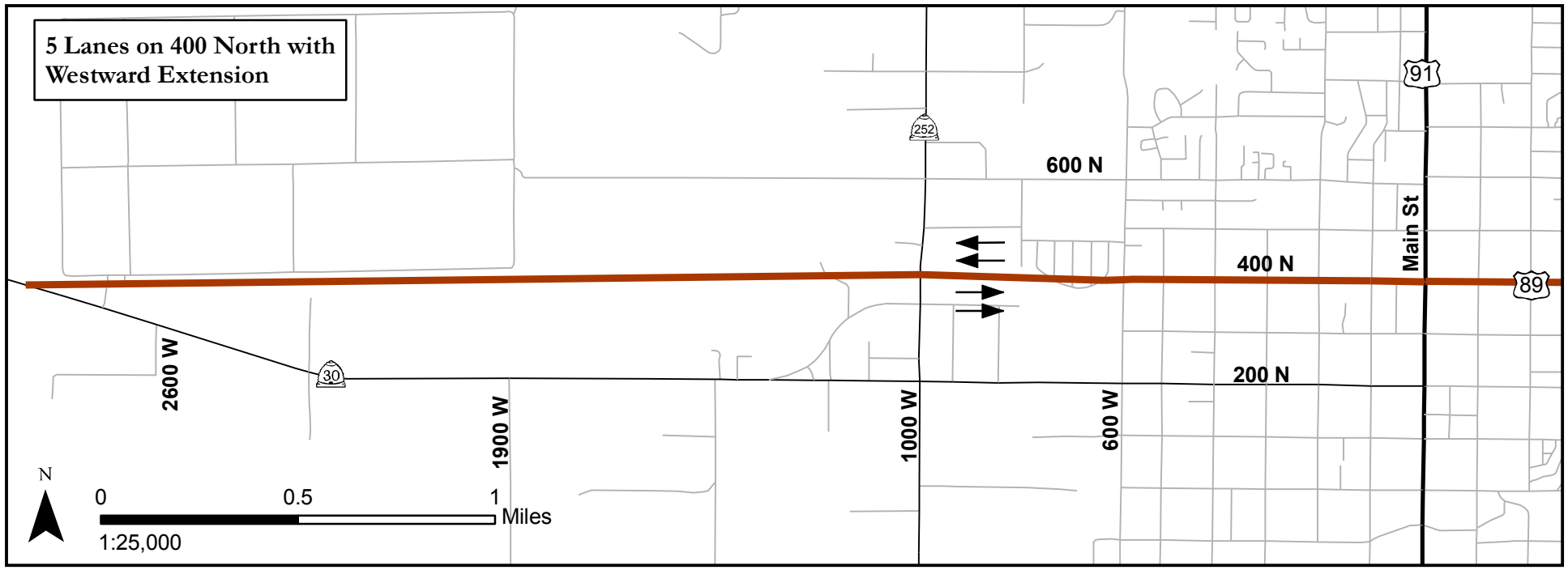

One-Way Couplets (with Structure at 1000 West)
600 N
252
91
Main St
400 N
89
200 E
30
200 N
1000 W
600 W
N
0
0.25
0.5
Miles
1:15,000

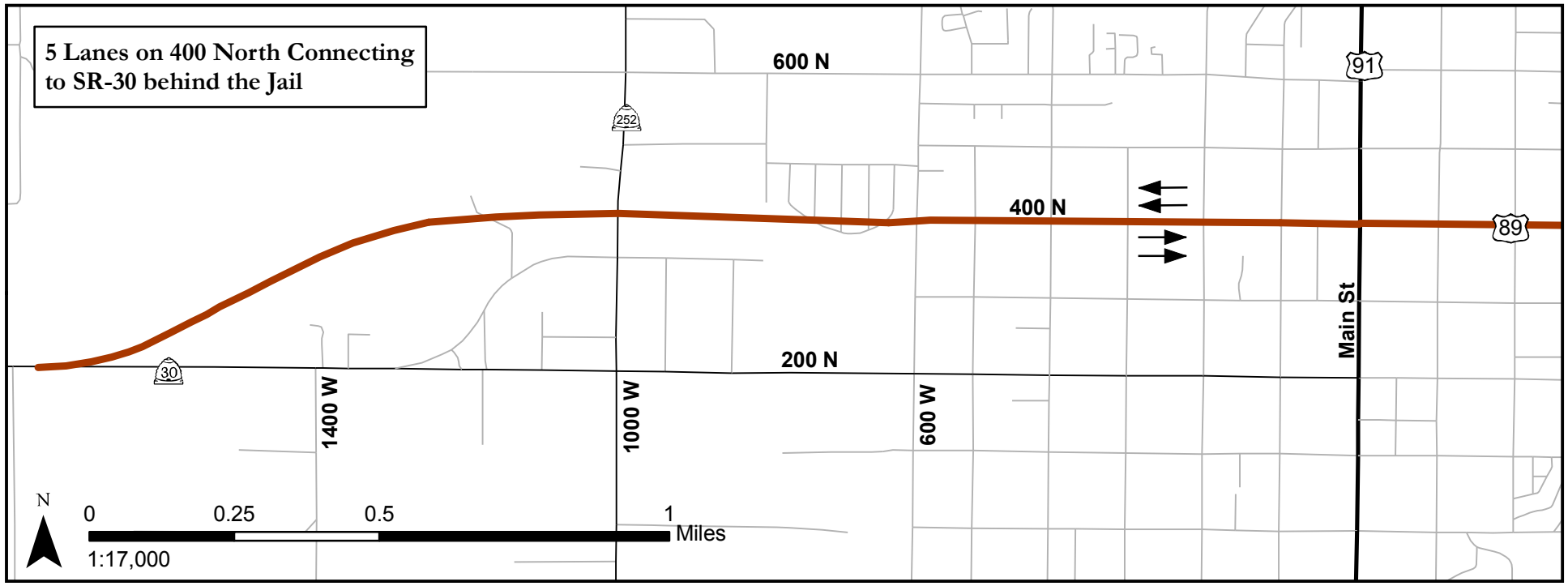

5 Lanes on 200 North to 200 East
600 N
400 N
200 N
252
91
Main St
89
200 E
30
1000 W
600 W
N
0
0.25
0.5
Miles
1:15,000

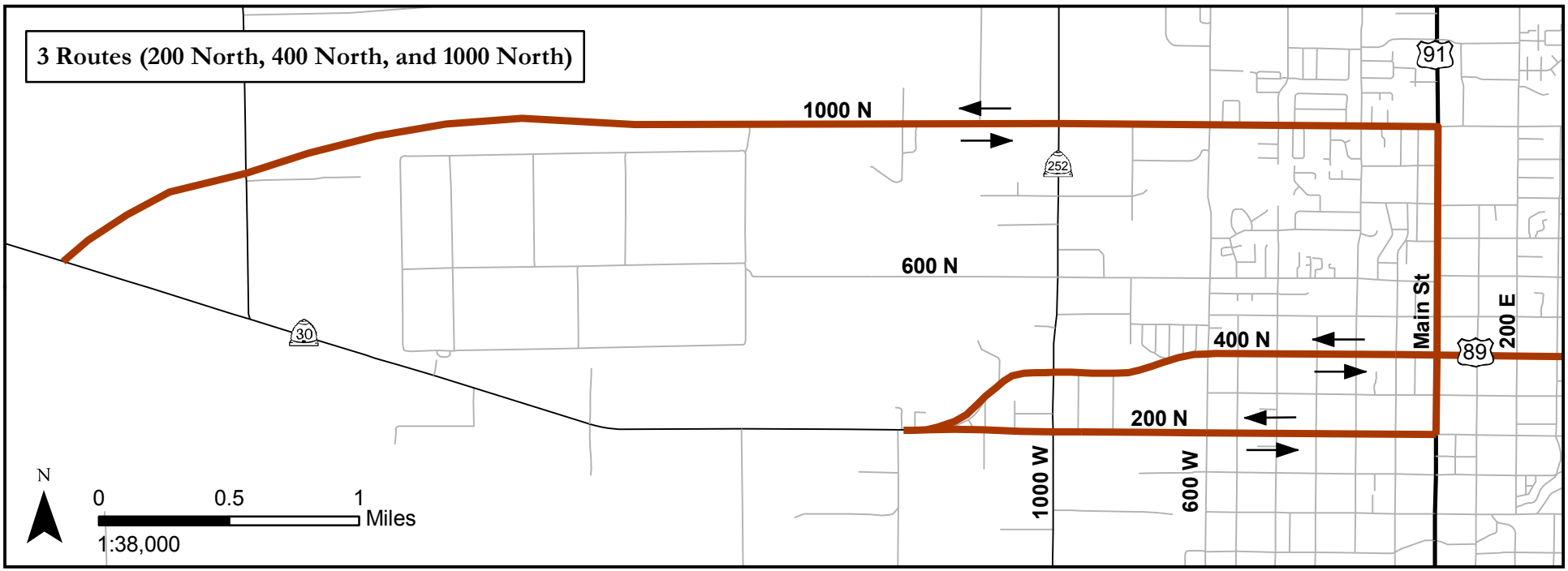

5 Lanes on 200 North to
400 North East of the Temple
600 N
400 N
200 N
252
91
Main St
89
200 E
400 E
30
1000 W
600 W
N
0
0.25
0.5
Miles
1:18,000

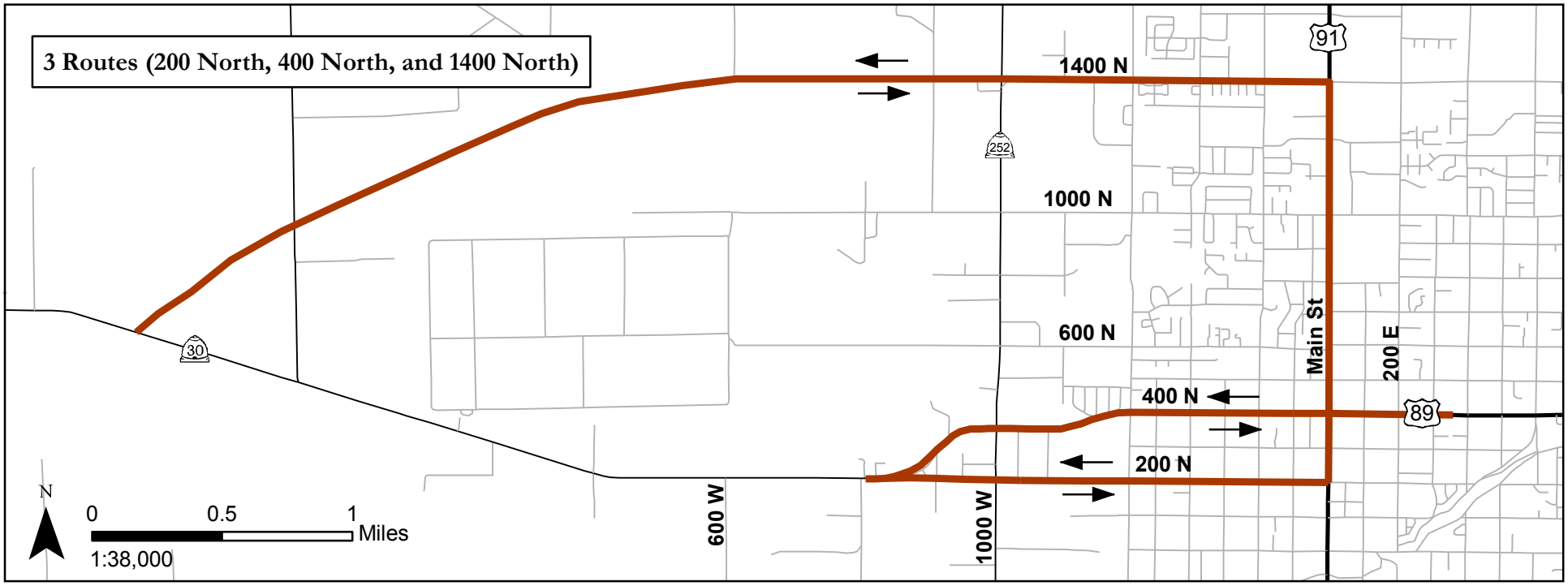

5 Lanes on 400 North
600 N
400 N
200 N
Main St
200 E
1000 W
600 W
252
91
89
30
N
0
0.25
0.5
Miles
1:15,000


5 Lanes on 600 North
600 N
400 N
200 N
Main St
200 E
1000 W
600 W
252
91
89
30
N
0
0.25
0.5
Miles
1:15,000


5 Lanes on 400 North with Westward Extension
600 N
400 N
200 N
Main St
91
89
252
30
2600 W
1900 W
1000 W
600 W
N
0
0.5
1
Miles
1:25,000


5 Lanes on 400 North Connecting to SR-30 behind the Jail
600 N
400 N
200 N
Main St
91
89
252
30
1400 W
1000 W
600 W
N
0
0.25
0.5
1
Miles
1:17,000


3 Routes (200 North, 400 North, and 1000 North)
1000 N
600 N
400 N
200 N
Main St
200 E
1000 W
600 W
91
89
252
30
N
0
0.5
1
Miles
1:38,000


3 Routes (200 North, 400 North, and 1400 North)
1400 N
1000 N
600 N
400 N
200 N
Main St
200 E
600 W
1000 W
91
89
252
30
N
0
0.5
1
Miles
1:38,000

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