

Reversible Flex Lanes

Four to five general purpose lanes in the “chokepoint” section of SR-248 from Richardson Flat Road to Wyatt Earp Way.

Trip types: local and regional

Operating environment: N/A

Typical stop spacing: N/A

Typical peak frequency: N/A

Ridership Capacity: N/A

Compatibility with existing system: N/A

Other considerations:

- Additional study is required to determine opportunities and constraints on the transportation system.
- This is not by itself, a transit solution.
- Could incentivize single-occupancy vehicle use.
- Stakeholders determined it may be confusing for visitors.



Measures of Effectiveness

● Yes
 ● Maybe
 ● No

Does the alternative reduce congestion on SR-248? - OR - Does the alternative reduce travel delay on SR-248?	Does the alternative improve access to key destinations on SR-248 between Quinn's Junction and the OTTC?	Does the alternative reduce transit travel times on SR-248 between Quinn's Junction and the OTTC?	Does the alternative increase on-time performance of transit on SR-248 between Quinn's Junction and the OTTC?	Does the alternative provide reliable transit service on SR-248 that serves low-income and minority populations?	Does the alternative provide high-frequency transit on SR-248 between Quinn's Junction and the OTTC that limits road widening?	Does the alternative provide additional travel modes on SR-248 between Quinn's Junction and the OTTC?	Feasibility: Implementable before 2034? Service proven technology?
●	●	●	●	●	●	●	●
<ul style="list-style-type: none"> • More data and analysis needed to determine effectiveness of transit-only flex lanes on each corridor. 	<ul style="list-style-type: none"> • Flex lanes could offer improved access to key destinations, further study needed. 	<ul style="list-style-type: none"> • The alternative may reduce transit travel times by alleviating conflicts with traffic particularly at pinch points. 	<ul style="list-style-type: none"> • More data and analysis needed to determine if there are benefits to on-time performance. 	<ul style="list-style-type: none"> • Could provide reliable transit service, depending on stop and station access. 	<ul style="list-style-type: none"> • Likely to be implementable with limited widening. 	<ul style="list-style-type: none"> • Further study needed to determine feasibility of transit-only flex lanes to confirm. 	<ul style="list-style-type: none"> • Would require minimal changes to the existing roadway network. • Service proven technology.