

# Boulevard strategy: assessment

The boulevard strategy removes the viaduct and constructs an at-grade non-interstate boulevard. This strategy involves re-designation of an interstate (I-481 to I-81). This strategy also includes reconstruction of I-81 on either end of the boulevard and significant changes to the I-81/I-481 interchanges.

Transportation Assessment	Economic Competitiveness	Social Equity/Quality of Life	Environmental Stewardship
<p><b>Enhance the Transportation Network:</b></p> <ul style="list-style-type: none"> <li>90% of geometric deficiencies would be addressed.</li> <li>Construct 53 new bridges (10 less than Reconstruction strategy). Reconstruct bridges; restore all bridges to good condition or better.</li> <li>Significant opportunity to enhance crossing locations and safety. Improve lighting, crossings, sidewalks, and bike lanes where possible. Strong potential to integrate transit features.</li> </ul> <p><b>Enhance Region-Wide Mobility:</b></p> <ul style="list-style-type: none"> <li>Improved regional mobility; significant reduction in expressway lane miles with congestion. Conversely, congestion may increase at local intersections.</li> <li>Improved access to key destinations. Bicycle and transit facilities would be prominent.</li> </ul> <p><b>Improve Public Safety:</b></p> <ul style="list-style-type: none"> <li>Anticipated reduction in accident patterns and rates.</li> <li>Improved safety for pedestrians and bicyclists under viaduct by improving cross connections.</li> </ul>	<p><b>Maintain or Improve Economic Opportunities:</b></p> <ul style="list-style-type: none"> <li>Potential to improve economic environment with improved aesthetics, connectivity, and system operations. Opportunity to integrate improvements to multi-modal enhancements with positive economic and social impacts.</li> <li>Notable efficiency, reliability, safety, and capacity improvements to the regional transportation system. Better downtown and University Hill connections with improved access to jobs, retail, and commercial opportunities.</li> </ul> <p><b>Exercise Fiscal Responsibility:</b></p> <ul style="list-style-type: none"> <li>Significant investment with significant community benefits and significant operational improvements.</li> </ul>	<p><b>Support Community Quality of Life:</b></p> <ul style="list-style-type: none"> <li>Long term benefit to city; anticipated property value increases; moderate property displacements.</li> <li>Encourages sustainable land use patterns within city and county.</li> <li>Enhances neighborhood connectivity, especially between downtown and University Hill with multi-modal facilities.</li> <li>Supports regional land use patterns that encourage smart growth.</li> <li>Improves visual character of the area. Highest potential to include street trees and landscaping.</li> <li>Highly consistent with city or county long term vision and preferred future land use patterns.</li> </ul> <p><b>Share Burdens and Benefits:</b></p> <ul style="list-style-type: none"> <li>Benefits to EJ populations with multi-modal access and to longer distance commuters</li> <li>Unequal burden on immediate neighborhoods or EJ populations.</li> </ul>	<p><b>Preserve or Enhance Environmental Health:</b></p> <ul style="list-style-type: none"> <li>Consistent with local, regional, or state environmental initiatives. Opportunities for more green space and non-motorized travel. Advances city bike plan and county sustainability plan.</li> <li>Possible air quality impacts due to potentially higher emissions.</li> <li>Potential for noise levels to increase in downtown.</li> <li>Impact to community landmarks or historic resources will be based on the footprint.</li> <li>Increase impervious areas by 29% requiring stormwater management treatments; opportunity to advance "save the rain" initiatives.</li> </ul>
Very Good	Very Good to Good	Very Good to Good	Good

**Cost Range:** \$650-800 million; Roadway: \$125-150 million, Bridges: \$325-400 million, I-481 designation: \$200-250 million.

**Recommendation/Feasibility:** The boulevard strategy in the viaduct priority area *is feasible* and recommended for further evaluation and review.