



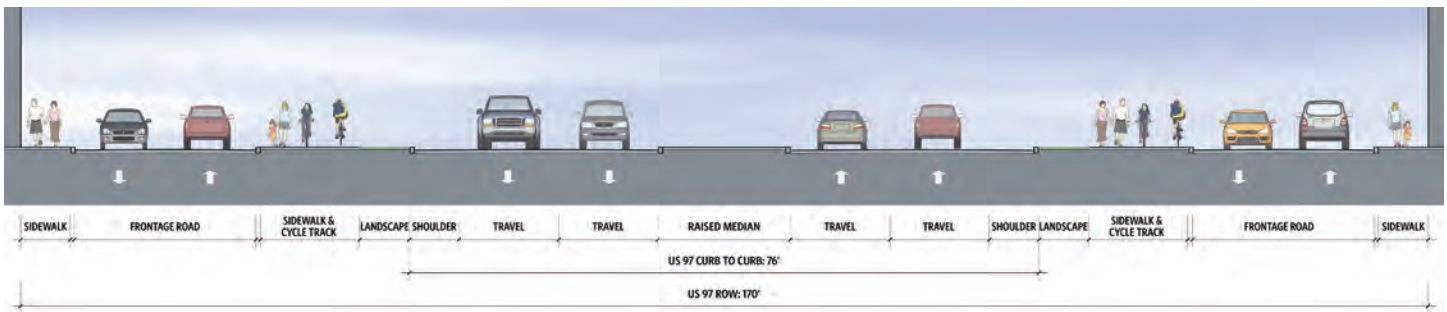
# Scorecard

## CONCEPT A: Multi-Way Boulevard

This concept introduces multi-way boulevards to the corridor as a way of managing access to businesses and creating safer access points. Multi-way boulevards run parallel to the highway and can be in front of businesses along the highway (called a frontage road) or behind businesses (called a back access road). In this concept, several frontage roads would be constructed on either side of the highway with designated points of access, along with three areas of back access road. Once on a frontage road, drivers are able to turn in and out of business parking lots at a slower speed, without having to pull directly onto the highway upon exiting.

Key features of this concept include:

- Frontage roads and some back access roads that allow safer access to businesses
- Three new roads that cross the canal and one other additional road that connect US 97 to neighborhoods on the west side
- Traffic separators that allow for additional pedestrian crossings
- New sidewalks and multi-use paths throughout the length of the corridor and along new connecting roads
- Additional landscaping along multi-use paths and new multi-way boulevards
- A new multi-use trail along Canal Boulevard and the canal



ROW Cost / Impact	Construction Cost	Access	Safety	Community Character	Phaseability	Traffic Mobility	Active Transportation
●	●	●	●	●	●	●	●

Qualitative ranking: ● Poor ● Average ● Good



# CONCEPT A - MULTIWAY BOULEVARD



- Legend**
- Proposed Roadway Connection
  - Proposed Mini Roundabout
  - Proposed Canal Bridge
  - Existing Signal
  - Proposed Signal
  - ↻ U-turn Opportunity
  - |||| Proposed Pedestrian Crossing
  - Existing Median
  - Proposed Median
  - Proposed Weaving Management
  - Existing Multi-Use Path/Under Construction
  - Planned Multi-Use Path
  - Railroad Tracks
  - Canal



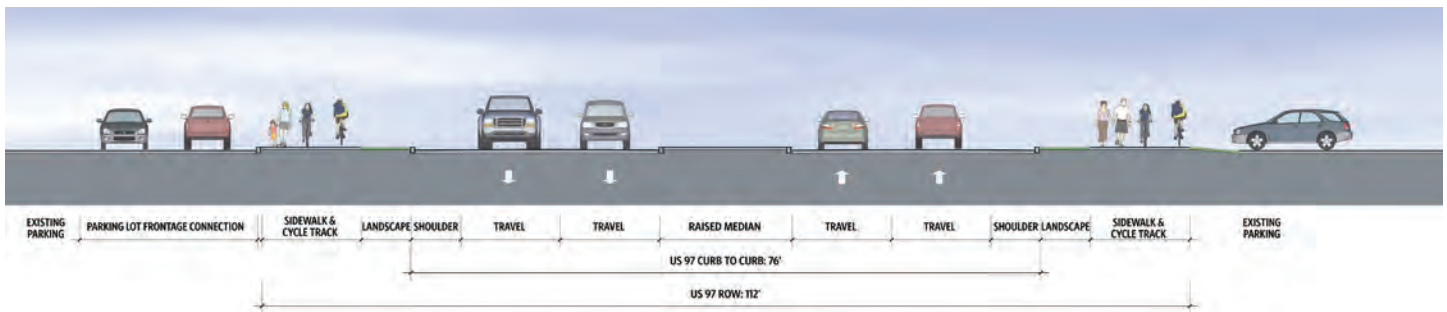
# Scorecard

## CONCEPT B: Channelized Access and Circulation

Concept B proposes traffic separators between the northbound and southbound lanes on US 97, which allow protected left-hand turning movements, as well as U-turns at signalized intersections. It would also add some short segments of frontage road along the highway, primarily between Veterans Way and Odem Medo Way. These combined elements allow for safer turning movements into businesses along the corridor without adding a lot of new roadway, making it a lower-cost option than Concept A.

Key features of this concept include:

- Traffic separators between the northbound and southbound lanes on US 97 allowing protected left-hand turning movements and U-turns at signalized intersections
- Short segments of frontage road between Veterans Way and Odem Medo Way
- Three new roads that cross the canal and one other additional road that connect US 97 to neighborhoods on the west side
- New sidewalks and multi-use paths throughout the length of the corridor and along new connecting roads
- A new multi-use trail along Canal Boulevard and the canal

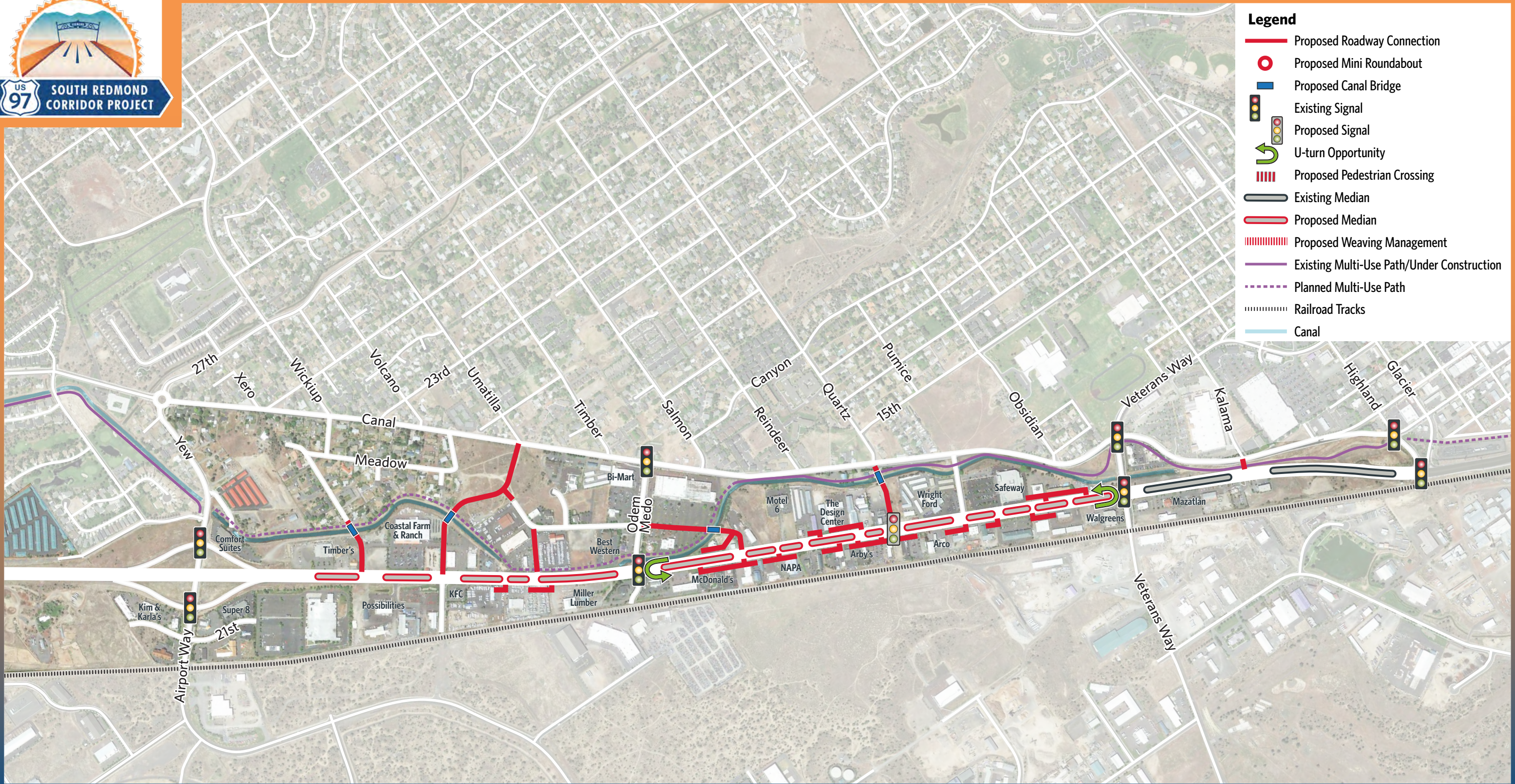


ROW Cost / Impact	Construction Cost	Access	Safety	Community Character	Phaseability	Traffic Mobility	Active Transportation
●	●	●	●	●	●	●	●

Qualitative ranking: ● Poor ● Average ● Good



# CONCEPT B - CHANNELIZED ACCESS & CIRCULATION



- Legend**
- Proposed Roadway Connection
  - Proposed Mini Roundabout
  - Proposed Canal Bridge
  - Existing Signal
  - Proposed Signal
  - ↻ U-turn Opportunity
  - |||| Proposed Pedestrian Crossing
  - Existing Median
  - Proposed Median
  - Proposed Weaving Management
  - Existing Multi-Use Path/Under Construction
  - Planned Multi-Use Path
  - Railroad Tracks
  - Canal



# Scorecard

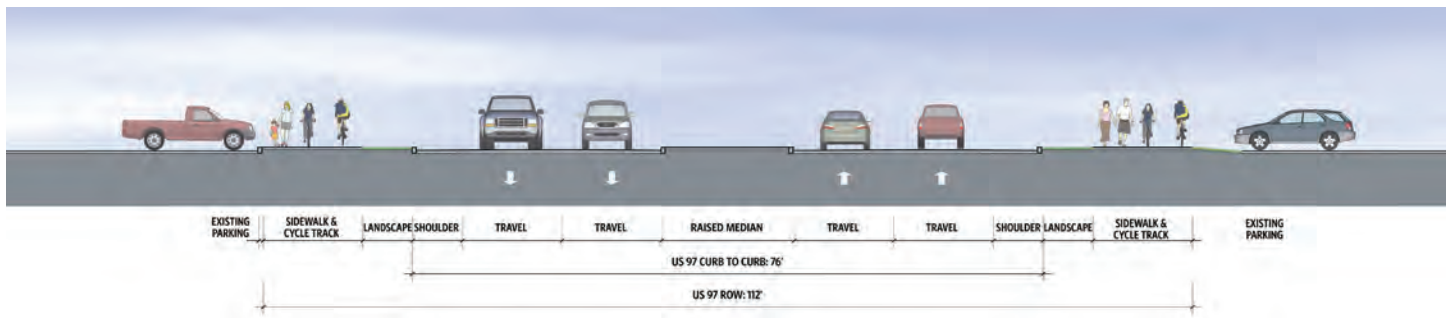
## CONCEPT C: Signalized Protected Access

Concept C introduces five new signals as a way to provide safe turns at intersections. In this concept, additional signals slow traffic and offer additional safer crossing areas to connect sidewalks and multi-use paths.

Cost and impacts for this concept are estimated to be lower than concepts A and B.

Key features of this concept include:

- Three new partial signals (protected movement) and two new full signals along US 97
- Three new roads that cross the canal and one other additional road that connects US 97 to neighborhoods on the west side
- Areas for safe pedestrian refuge halfway across the street, where crossing the entire road without delay is difficult
- New sidewalks and multi-use path paths throughout the length of the corridor and along east/west connecting roads
- A new multi-use path trail along Canal Boulevard and the canal (already planned)



ROW Cost / Impact	Construction Cost	Access	Safety	Community Character	Phaseability	Traffic Mobility	Active Transportation
●	●	●	●	●	●	●	●

Qualitative ranking: ● Poor ● Average ● Good



# CONCEPT C - SIGNALIZED PROTECTED ACCESS



- Legend**
- Proposed Roadway Connection
  - Proposed Mini Roundabout
  - Proposed Canal Bridge
  - Existing Signal
  - Proposed Signal
  - ↻ U-turn Opportunity
  - |||| Proposed Pedestrian Crossing
  - Existing Median
  - Proposed Median
  - Proposed Weaving Management
  - Existing Multi-Use Path/Under Construction
  - Planned Multi-Use Path
  - Railroad Tracks
  - Canal



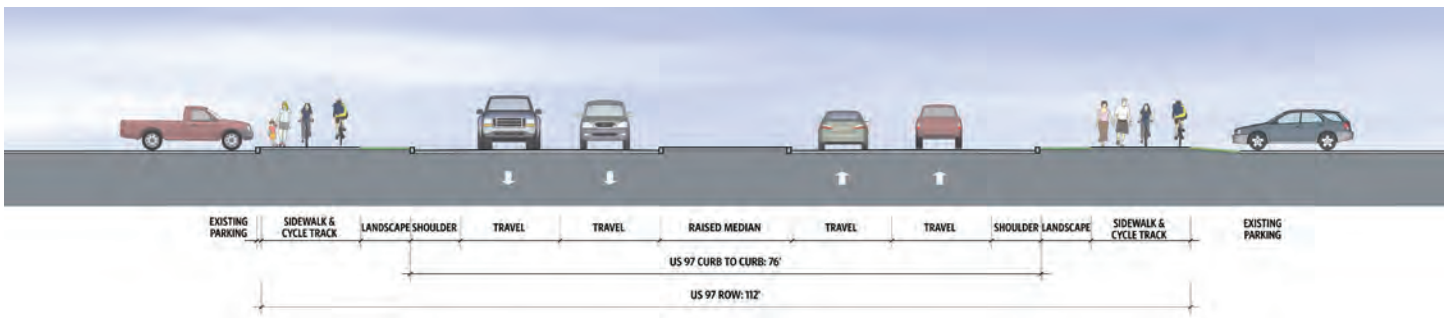
# Scorecard

## CONCEPT D: Super Street Mobility

This concept introduces U-turns that reduce conflict and movements at intersections. To make a left-turn, drivers must proceed to a designated U-turn area. This concept includes a two-phase signal versus the standard four-phase signal, increasing traffic flow and auto mobility along the corridor. These combined elements reduce congestion without adding new roadway. This concept would best provide mobility for US 97 and minimize delay at the intersections. The costs and new impacts for this concept is estimated to be lower than concepts A and B.

Key features of this concept include:

- Signalized U-turns to reduce conflicts at intersections and reduce delay while accessing businesses
- Three new roads that cross the canal and one additional road that connects US 97 to neighborhoods on the west side
- Additional pedestrian crosswalks
- New sidewalks throughout the length of the corridor and along new east/west connecting roads
- A new sidewalk and multi-use path along Canal Boulevard and the canal (already planned)
- Removal of left turn movements at Veterans

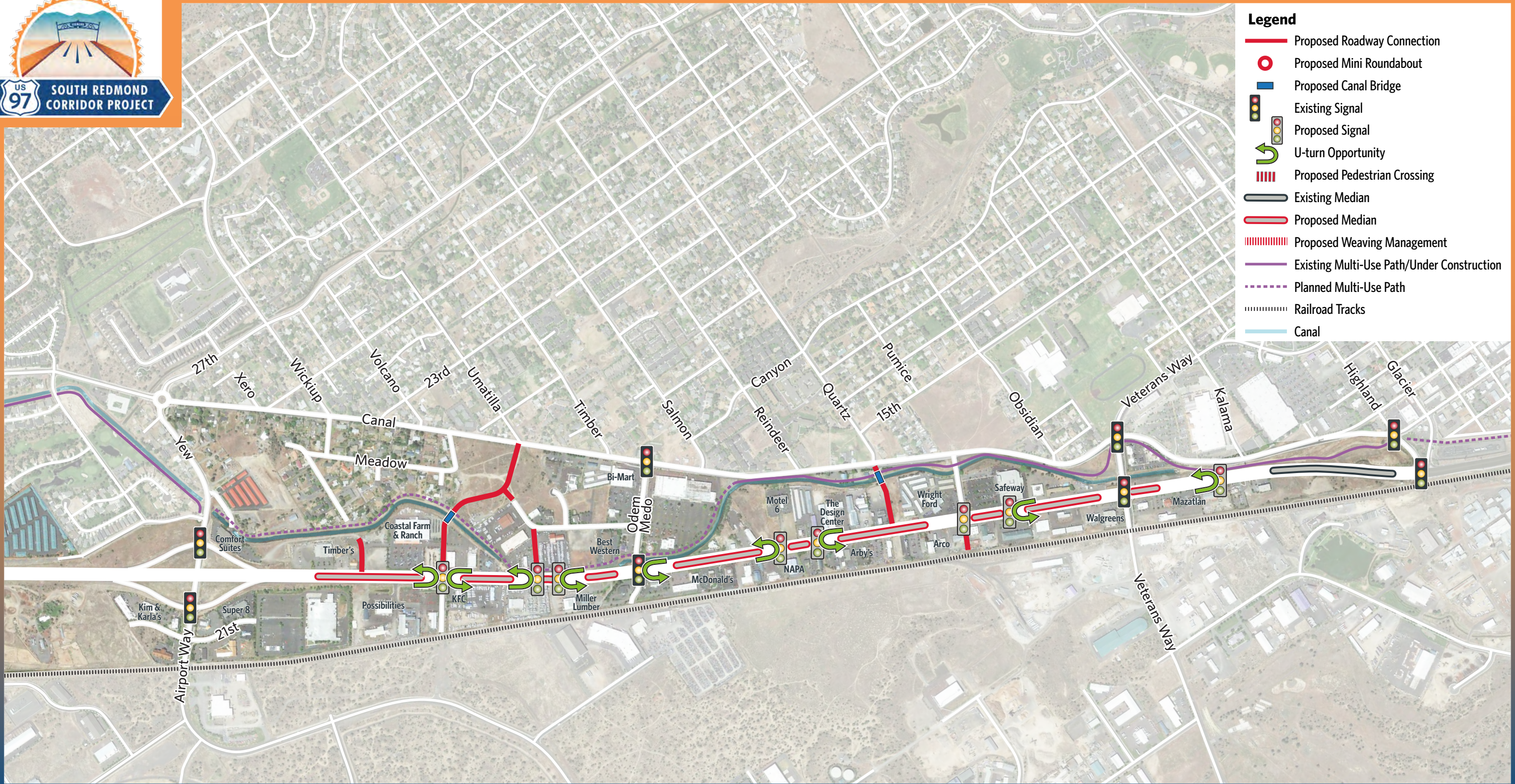


ROW Cost / Impact	Construction Cost	Access	Safety	Community Character	Phaseability	Traffic Mobility	Active Transportation
●	●	●	●	●	●	●	●

Qualitative ranking: ● Poor ● Average ● Good



# CONCEPT D - SUPER STREET MOBILITY



- Legend**
- Proposed Roadway Connection
  - Proposed Mini Roundabout
  - Proposed Canal Bridge
  - Existing Signal
  - Proposed Signal
  - ↻ U-turn Opportunity
  - ▬▬▬▬ Proposed Pedestrian Crossing
  - Existing Median
  - Proposed Median
  - Proposed Weaving Management
  - Existing Multi-Use Path/Under Construction
  - Planned Multi-Use Path
  - Railroad Tracks
  - Canal