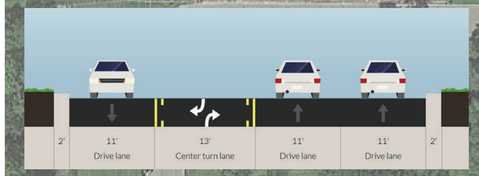
3rd Avenue to Nokomis Street: Roadway Concepts

N

Location:

Existing Condition

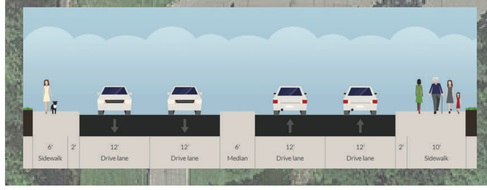
Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	○○○○○○○○○○	Heavy congestion by 2045, especially for southbound traffic. Difficult for side street vehicles to turn onto TH 29. Crash rate is currently above statewide average, with increased crash rates likely due to future congestion increases.	●●●○○○○○○○ (3.4)
Bicycle and Pedestrian Connectivity and Safety	24	○○○○○○○○○○	No bicycle or pedestrian facilities.	
Property and Environmental Impacts	18	●●●●●●●●●●	No impacts.	
Cost	16	●●●●●●●●●●	No project cost.	



↑ I prefer the existing condition

4-Lane With Median

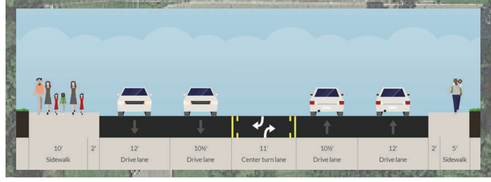
Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●●●●○○	Increased capacity improves traffic flow and improves gap selection for side street vehicles. Consolidation of redundant accesses will reduce the number of conflict points and improve traffic operations and safety.	●●●●●●○○○○ (6.3)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●●○○	Adds sidewalks and bicycle facilities (north side shared use path). Access management reduces number of conflicts between cars and pedestrians/bikes.	
Property and Environmental Impacts	18	○○○○○○○○○○	70' typical roadway width would impact business parking on the west side of the corridor and residential yards on the east side of the corridor.	
Cost	16	●●●○○○○○○○	Estimated project cost: $660k	



↑ I prefer the 4-lane median option

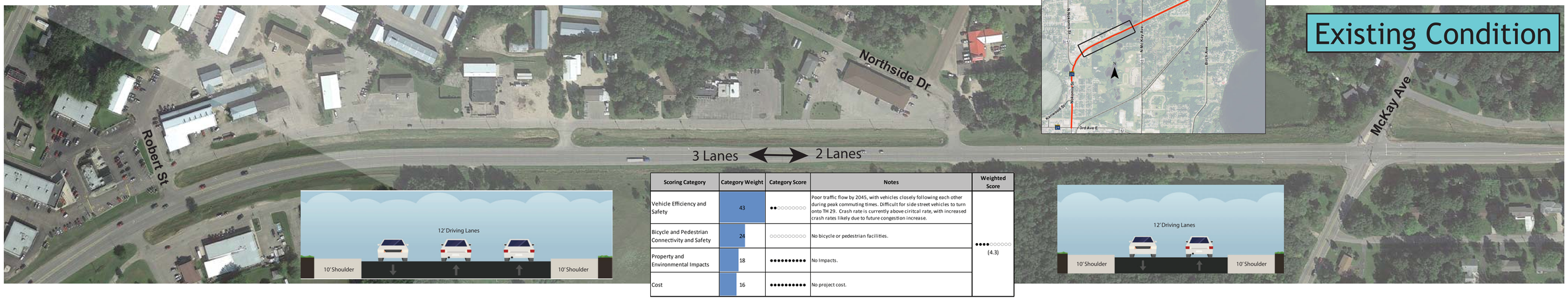
5-Lane

Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●●●●○○	Increased capacity improves traffic flow and improves gap selection for side street vehicles. Consolidation of redundant accesses will reduce the number of conflict points and improve traffic operations and safety.	●●●●●●○○○○ (5.8)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●●○○	Adds sidewalks and bicycle facilities (north side shared use path). Access management reduces number of conflicts between cars and pedestrians/bikes.	
Property and Environmental Impacts	18	○○○○○○○○○○	75' typical roadway width would impact business parking on the west side of the corridor and residential yards on the east side of the corridor.	
Cost	16	●●●○○○○○○○	Estimated project cost: $715k	



↑ I prefer the 5-lane option

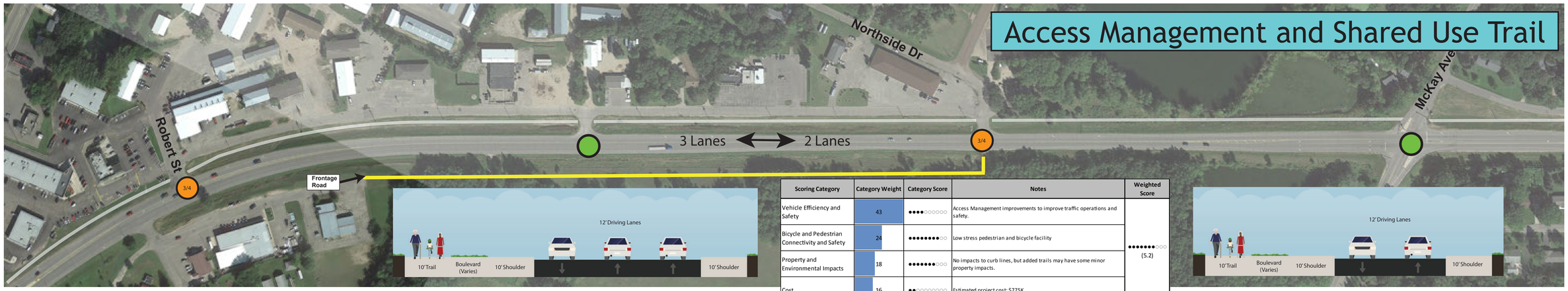
Nokomis Street to McKay Avenue: Roadway Concepts



Existing Condition

Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●○○○○○○○○	Poor traffic flow by 2045, with vehicles closely following each other during peak commuting times. Difficult for side street vehicles to turn onto TH 29. Crash rate is currently above ciritcal rate, with increased crash rates likely due to future congestion increase.	●●●●○○○○○○ (4.3)
Bicycle and Pedestrian Connectivity and Safety	24	○○○○○○○○○○	No bicycle or pedestrian facilities.	
Property and Environmental Impacts	18	●●●●●●●●●●	No Impacts.	
Cost	16	●●●●●●●●●●	No project cost.	

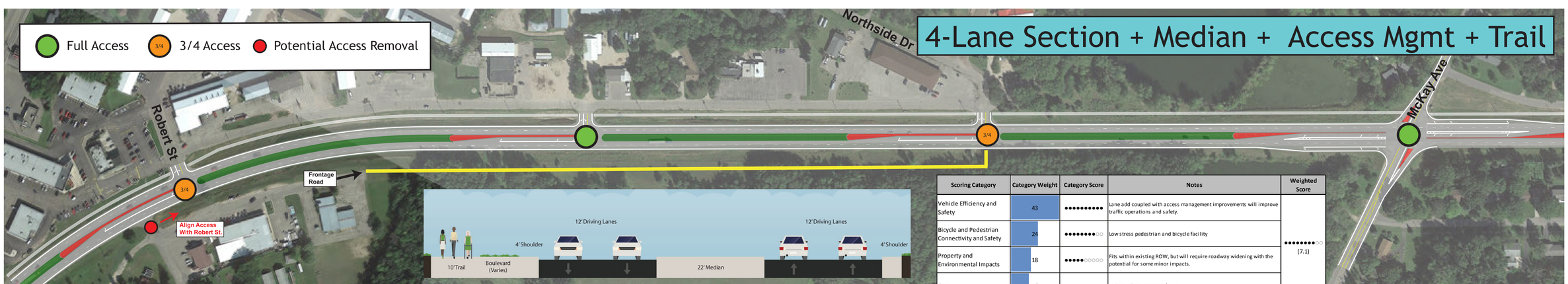
I prefer the existing condition



Access Management and Shared Use Trail

Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●○○○○○○	Access Management improvements to improve traffic operations and safety.	●●●●●●●○○○ (5.2)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●●○○	Low stress pedestrian and bicycle facility	
Property and Environmental Impacts	18	●●●●●●●○○○	No impacts to curb lines, but added trails may have some minor property impacts.	
Cost	16	●●○○○○○○○○	Estimated project cost: $775K	

I prefer the access management and shared use path option



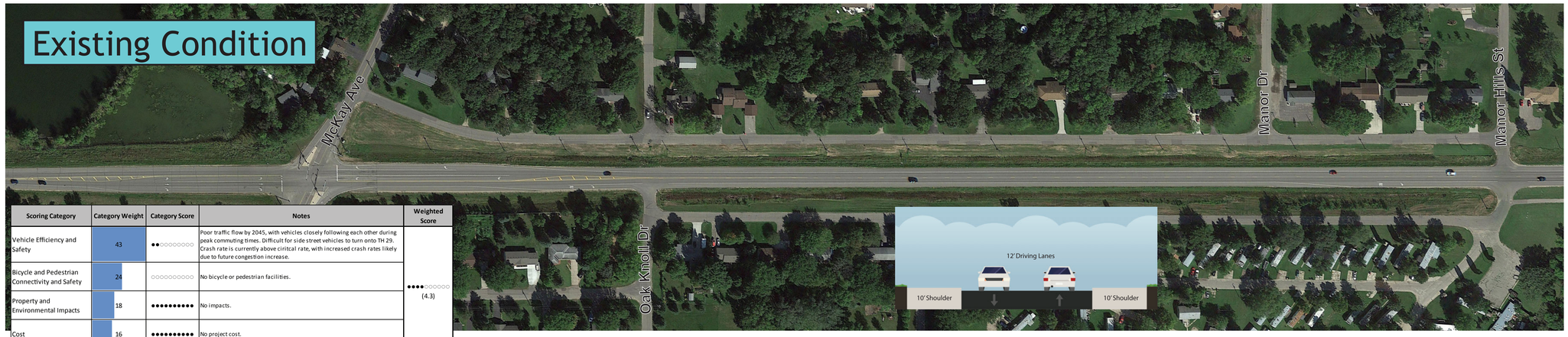
4-Lane Section + Median + Access Mgmt + Trail

Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●●●●●●	Lane add coupled with access management improvements will improve traffic operations and safety.	●●●●●●●●○○ (7.1)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●●○○	Low stress pedestrian and bicycle facility	
Property and Environmental Impacts	18	●●●●●○○○○○	Fits within existing ROW, but will require roadway widening with the potential for some minor impacts.	
Cost	16	○○○○○○○○○○	Estimated project cost: $3.2M	

I prefer the 4-lane + median + access management + trail option

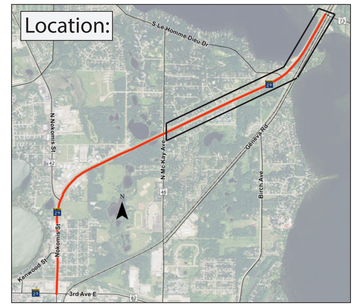
McKay Avenue to County Road 73: Roadway Concepts

Existing Condition



Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●○○○○○○○○	Poor traffic flow by 2045, with vehicles closely following each other during peak commuting times. Difficult for side street vehicles to turn onto TH 29. Crash rate is currently above critcal rate, with increased crash rates likely due to future congestion increase.	●●●●○○○○○○ (4.3)
Bicycle and Pedestrian Connectivity and Safety	24	○○○○○○○○○○	No bicycle or pedestrian facilities.	
Property and Environmental Impacts	18	●●●●●●●●●●	No impacts.	
Cost	16	●●●●●●●●●●	No project cost.	

Location:



I prefer the existing condition

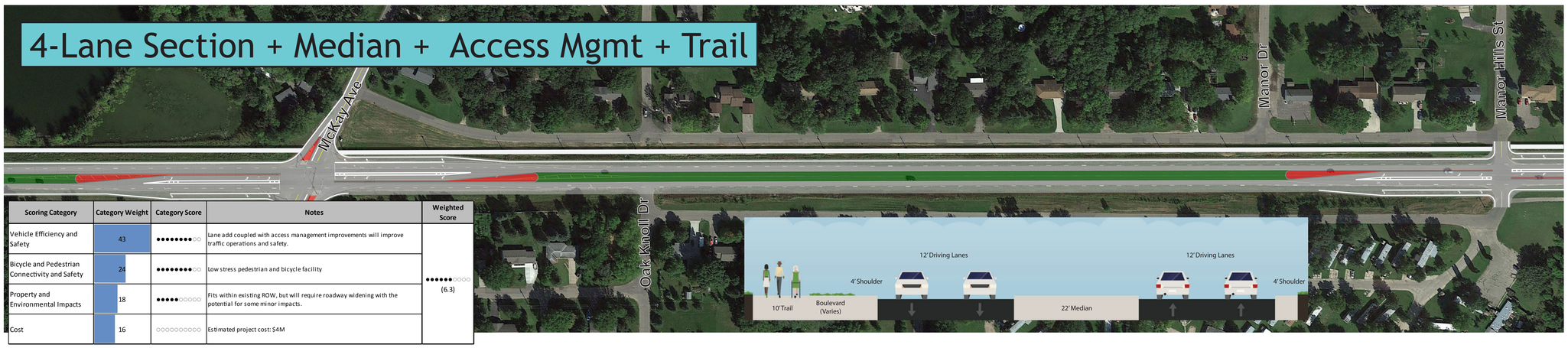
Access Management and Shared Use Trail

Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●○○○○○○	Access Management improvements to improve traffic operations and safety.	●●●●●●○○○○ (6)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●●○○	Low stress pedestrian and bicycle facility	
Property and Environmental Impacts	18	●●●●●●●○○○	No impacts to curb lines, but added trails may have some minor property impacts.	
Cost	16	●●●●●●●○○○	Estimated project cost: $125-250K	

Access Management Concept:

I prefer the access management and shared use path option

4-Lane Section + Median + Access Mgmt + Trail

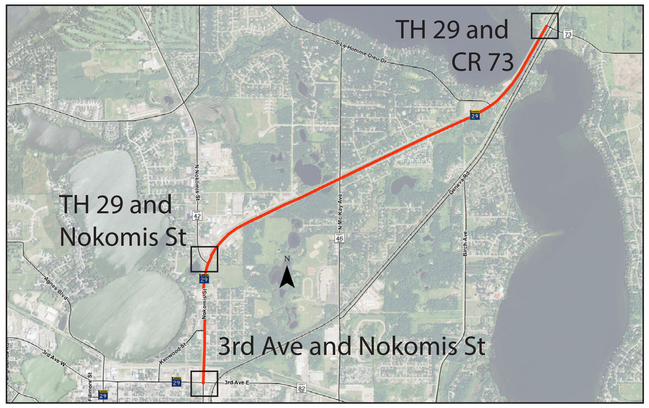


Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●●●●○○	Lane add coupled with access management improvements will improve traffic operations and safety.	●●●●●●○○○○ (6.3)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●●○○	Low stress pedestrian and bicycle facility	
Property and Environmental Impacts	18	●●●●●○○○○○	Fits within existing ROW, but will require roadway widening with the potential for some minor impacts.	
Cost	16	○○○○○○○○○○	Estimated project cost: $4M	

The 4-lane median option would have the access mangement concept shown above.

I prefer the 4-lane + median + access management + trail option

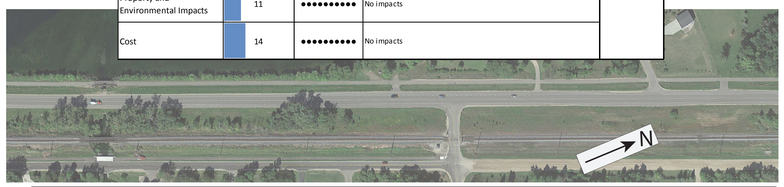
Study Intersections



TH 29 and County Road 73 Intersection Concepts

Existing

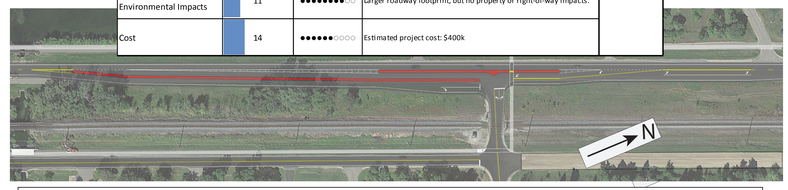
Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	46	●○○○○○○○○○	Long side street delays by 2045. Existing crash rate is greater than statewide average, but lower than critical crash rate. Queues can sometimes back up past railroad tracks	●●●○○○○○○○ (3)
Bicycle and Pedestrian Connectivity and Safety	28	○○○○○○○○○○	Shared use trail leads to this intersection, but no crossing amenities across TH 29. Non-motorized users have experienced issues crossing this intersection, high vehicle speeds.	
Property and Environmental Impacts	11	●●●●●●●●●●	No impacts	
Cost	14	●●●●●●●●●●	No impacts	



I prefer this option for TH 29 and CR 73

Continuous-T Intersection

Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	46	●●●●●●●○○○	Significant delay improvement for side street vehicles, however potential conflicts with railroad crossing remain due to minor approach stop control.	●●●●●●○○○○ (6.4)
Bicycle and Pedestrian Connectivity and Safety	28	●●●●●○○○○○	Medians provide refuge island for crossing non-motorized users.	
Property and Environmental Impacts	11	●●●●●●●●○○	Larger roadway footprint, but no property or right-of-way impacts.	
Cost	14	●●●●●●○○○○	Estimated project cost: $400k	



I prefer this option for TH 29 and CR 73

TH 29 and Nokomis Street Intersection Concepts

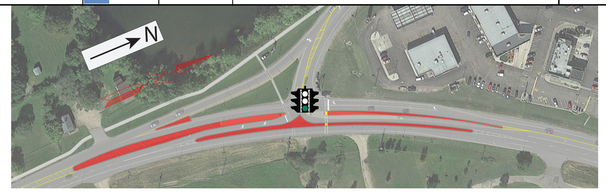
Existing

Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●○○○○○○○	High delays by 2045, especially for northbound left turns and eastbound movements. No existing crash issues, but future delays can increase rear-end and angle crash potential.Abrupt speed change near the intersection likely to increase rear end crashes. Merging conflict at channelized EB right turn land and SB thru traffic.	●●●●●○○○○○ (4.7)
Bicycle and Pedestrian Connectivity and Safety	26	●○○○○○○○○○	Uncontrolled crossing - Channelized eastbound right turn creates conflicts between nonmotorized users and vehicles.	
Property and Environmental Impacts	17	●●●●●●●●●●	No impacts.	
Cost	15	●●●●●●●●●●	No project costs.	

I prefer this option for TH 29 and Nokomis Street

Traffic Signal With Northeast-Bound Bypass Lane

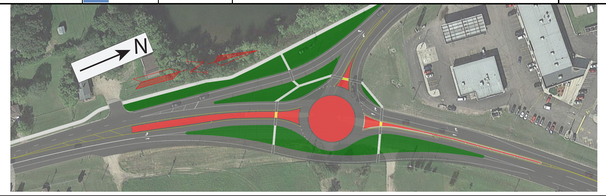
Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●●●●○	Significantly improved traffic flow, crash potential reduction.	●●●●●●●●○○ (8.7)
Bicycle and Pedestrian Connectivity and Safety	26	●●●●●●●●○	Adds pedestrian signal control and refuge islands. Remaining conflicts associated with free flow minor approach right turn movement can be mitigated with pedestrian beacon.	
Property and Environmental Impacts	17	●●●●●●●●●●	Fits within existing roadway footprint.	
Cost	15	●●●●●●○○○○	Estimated project cost: $350-400k	



I prefer this option for TH 29 and Nokomis Street

Roundabout With Northeast-Bound Bypass Lane

Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●●●●●●	Significantly improved traffic flow and reduced crash potential.	●●●●●●●●○○ (7.7)
Bicycle and Pedestrian Connectivity and Safety	26	●●●●●●●●○○	Reduced vehicle entering speeds, however eastbound right turning movement still presents pedestrian challenges without supplemental beacons.	
Property and Environmental Impacts	17	●●●●●●●●○○	Added east approach requires right-of-way acquisition, but no building impacts.	
Cost	15	○○○○○○○○○○	Estimated project cost: $1.2 million.	



I prefer this option for TH 29 and Nokomis Street

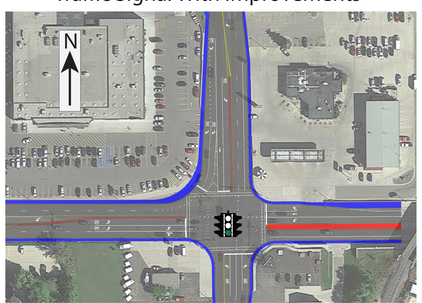
3rd Avenue and Nokomis Street Intersection Concepts

Existing

Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●●○○○○	Near deficient traffic operations by 2045 with considerable delays. No existing crash issues, but long queues on SB and WB approaches may increase rear-end crash potential.	●●●●●●●○○○ (7.4)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●○○○○	Crosswalks and signal heads on all approaches, but channelized SB right turn creates potential conflicts between nonmotorized users and vehicles.	
Property and Environmental Impacts	18	●●●●●●●●●●	No impacts.	
Cost	16	●●●●●●●●●●	Intermittent signal maintenance costs.	

I prefer this option for 3rd Avenue and Nokomis Street

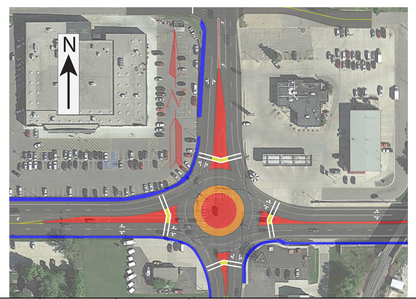
Traffic Signal With Improvements



Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●●●○○	Minor traffic flow improvements expected. Peak hour queuing still present, but minor improvements expected. Medians reduce the number of conflict points from nearby business accesses.	●●●●●●●○○ (8.1)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●○○	Removal of free southbound right turn movements improves nonmotorized crossing safety. Access management via medians reduces the amount of conflicts between vehicles and pedestrians.	
Property and Environmental Impacts	18	●●●●●●●●○	Fits within existing intersection footprint.	
Cost	16	●●●●●●○○○	Estimated project cost: $200-250k	

I prefer this option for 3rd Avenue and Nokomis Street

Multilane Roundabout



Scoring Category	Category Weight	Category Score	Notes	Weighted Score
Vehicle Efficiency and Safety	43	●●●●●●●●●●	Significant traffic flow improvement with delays reduced by over 50%. Potential increase in crash frequency, but reduction in serious injury crashes. Splitter islands likely to reduce the nuber of conflict points on nearby accesses	●●●●●●●○○○ (7.4)
Bicycle and Pedestrian Connectivity and Safety	24	●●●●●●●○○○	Removes pedestrian signal phases, but reduces entering vehicle speeds. Splitter islands allow pedestrians to cross one direction of traffic at a time. Access management via medians reduces the amount of conflicts between vehicles and nonmotorized users.	
Property and Environmental Impacts	18	●●●●●●●●○○	Minor impacts to intersection corners likely.	
Cost	16	○○○○○○○○○○	Estimated project cost: $1.4-1.6 million	

I prefer this option for 3rd Avenue and Nokomis Street