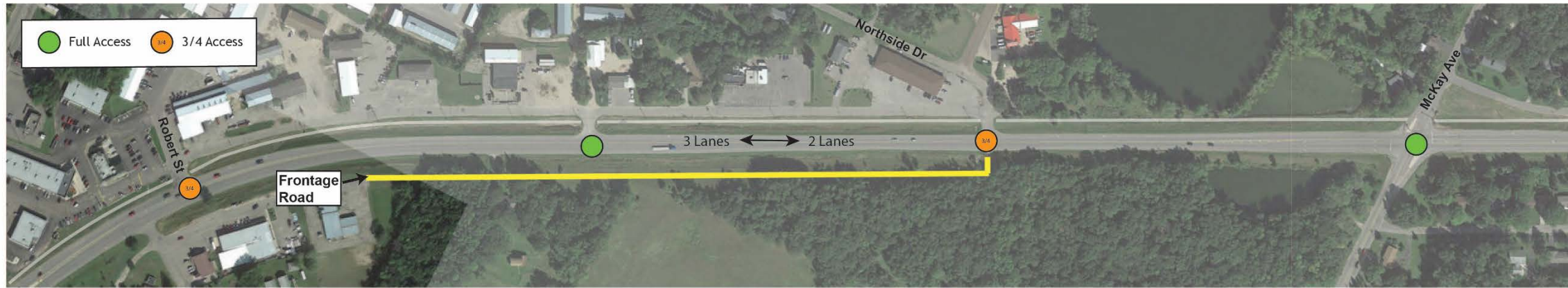


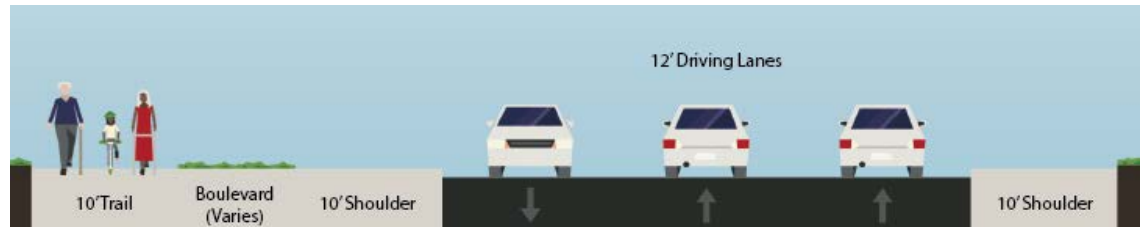
An aerial photograph of an industrial or commercial area, featuring various buildings, parking lots with cars, and large storage yards. A semi-transparent dark blue rectangular overlay is centered over the image, containing the text 'Corridor: Nokomis St to McKay Ave'. The word 'Corridor:' is in red, while the rest of the text is in white.

Corridor: Nokomis St to
McKay Ave

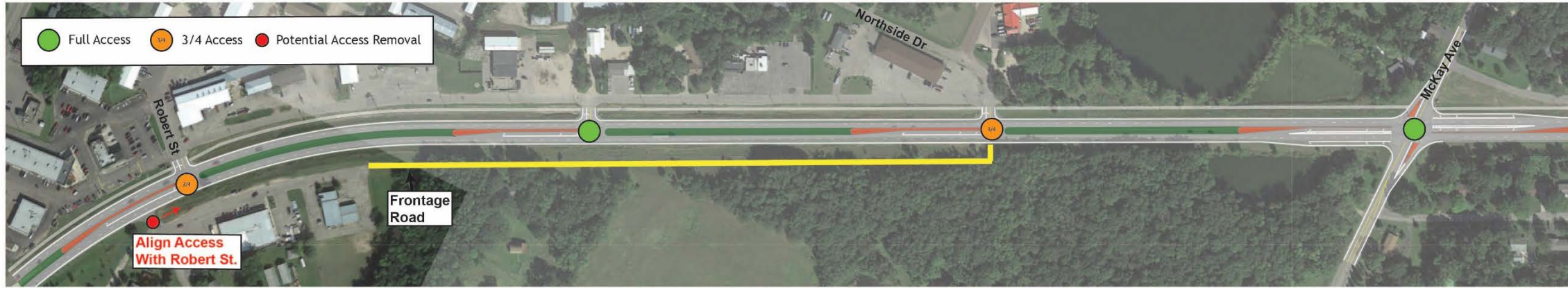
Trail + Access Management



| 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 | |



4-Lane Section + Trail + Access Management



| 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 | |



Summary

| Alternative | Scoring Category | Category Weight | Category Score | Weighted Score |
|--|--|-----------------|----------------|---------------------|
| Do Nothing | Vehicle Efficiency and Safety | 43 | ●●○○○○○○○○ | ●●●●○○○○○○ (4.3) |
| | Bicycle and Pedestrian Connectivity and Safety | 24 | ○○○○○○○○○○ | |
| | Property and Environmental Impacts | 18 | ●●●●●●●● | |
| | Cost | 16 | ●●●●●●●● | |
| Frontage Roads and Trails | Vehicle Efficiency and Safety | 43 | ●●●●○○○○○○ | ●●●●●●●●○○ (5.2) |
| | Bicycle and Pedestrian Connectivity and Safety | 24 | ●●●●●●●●○○ | |
| | Property and Environmental Impacts | 18 | ●●●●●●○○○○ | |
| | Cost | 16 | ●●○○○○○○○○ | |
| Four-Lane Section, Frontage Roads and Trails | Vehicle Efficiency and Safety | 43 | ●●●●●●●● | ●●●●●●●●○○ (7.1) |
| | Bicycle and Pedestrian Connectivity and Safety | 24 | ●●●●●●●●○○ | |
| | Property and Environmental Impacts | 18 | ●●●●●○○○○○ | |
| | Cost | 16 | ○○○○○○○○○○ | |