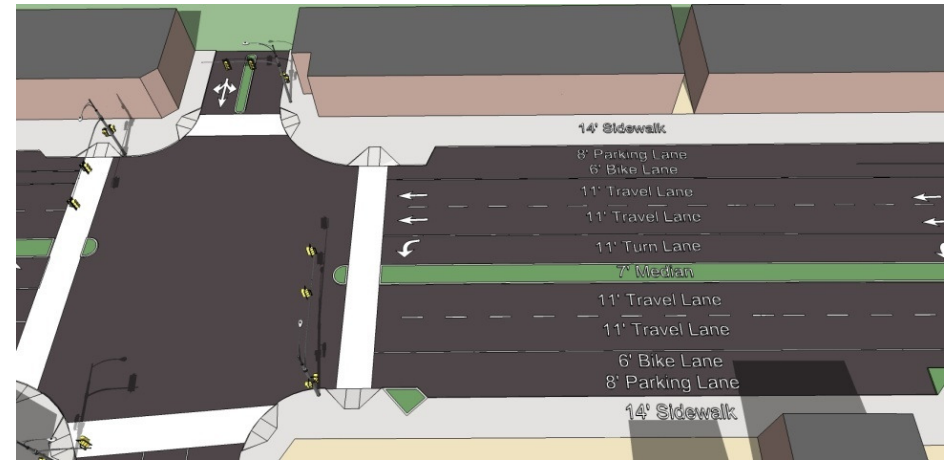
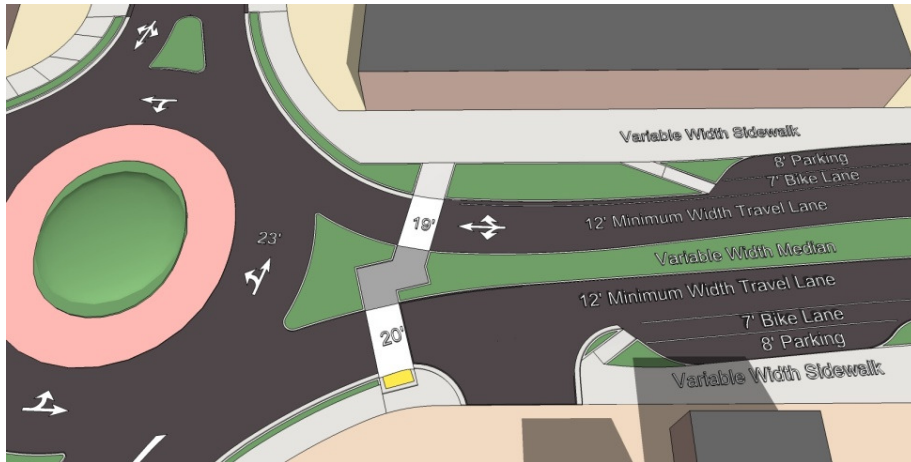


Alternatives Summary

	Village Mainstreet	City Boulevard
Design Speed	25 mph	40 mph
Small Town Character	Yes	No
Safety	51% Reduction in crashes, all types	No change from existing
Pedestrian Crossing Time	5 seconds/leg (2 legs)	23 seconds
Capacity	2,400 cars per hour	2,400 cars per hour
Construction Time	1 Year	2 Years
Property Needs	Intersections only	18 feet along entire roadway

Comparison of Roadway Design



	Village Mainstreet	City Boulevard
Property Needs from Businesses	At intersections only	18-foot along entire road
Lanes	One 12 foot vehicle lane One 7 foot bike lane	Two 11 foot vehicle lanes One 6 foot bike lane
Capacity	2,400 vehicles per hour	2,400 vehicles per hour
Cost	\$3.5 Million	\$4.7 Million

Comparison: Intersection Overview

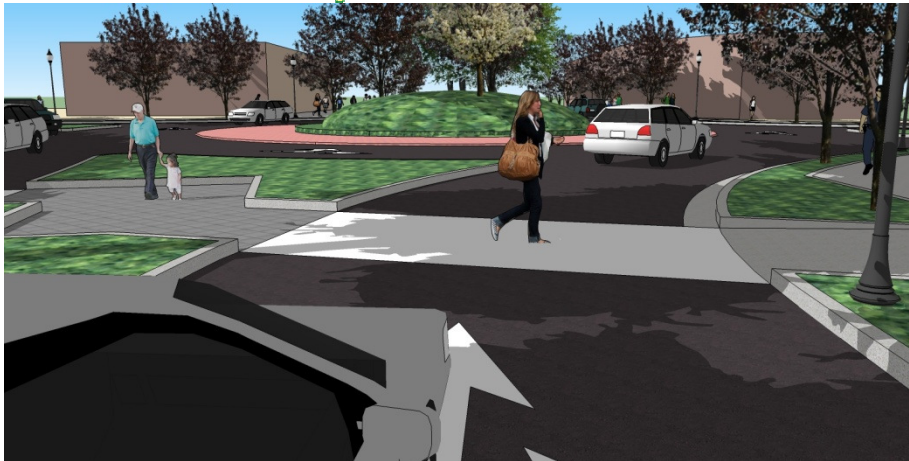
No median landscaping shown for clarity



	Village Mainstreet	City Boulevard
Speed	25 mph	40 mph
Intersections ¹	All design vehicles can make all turns	Only passenger vehicles can make U-turns
Aesthetics	New Landscape/Art Options	Median Landscaping only
Xing Distance	20 feet (x2)	81 feet

1: Full size (65 ft) semi tractor trailers are not able to turn south on ORH from William or turn onto George from north bound ORH

Comparison: Vehicle Perspective



	Village Mainstreet	City Boulevard
Safety	51% Reduction in crashes, 73% reduction in injuries ¹ Lower speed = Less severe collisions	No change from existing. High speed “T-bone” and head- on collision potential remains.
Emergency Services	Meets criteria for first responders	Meets criteria for first responders
Parking	New on-street parking	New on-street parking

1. US Department of Transportation, *Roundabouts: an Informational Guide*.

Comparison: Bicycle Perspective



	Village Mainstreet	City Boulevard
Safety	Lower speed = Less severe collisions	No change from existing. High speed collision potential remains.
Bike Routes	Through Intersection or use ramp to walk on sidewalk	Bike Lane
Environment	Less car noise/pollution at intersections	More car noise/pollution at intersections

Comparison: Pedestrian Perspective



	Village Mainstreet	City Boulevard
Safety	Two, 20 foot crossings Lower speed = Less severe collisions	81 foot crossing High speed collision potential remains.
Aesthetics	>14 foot sidewalks Many landscape/art opportunities	14 foot sidewalks Street trees only
Environment	Less car noise/pollution at intersections	More car noise/pollution at intersections