

Scott Boulevard Analysis Summary Table (Arques Ave to Martin Ave)

Segment	Concept	Collision Reduction Potential	Estimated Parking Availability	Number of Deficient Intersections	Corridor Travel Time	Estimated VMT Reduction
Scott Boulevard (Arques Avenue to Martin Avenue)	<u>Existing Conditions/ No Build Option</u>	N/A	N/A*	N/A**	8 Minutes 50 Seconds	N/A
	<i>Four/Five Lanes, Buffered Bike Lanes</i>	Negligible	N/A*	N/A**	8 Minutes 50 Seconds	Negligible

Scott Boulevard Analysis Summary Table (Martin Ave to Monroe St)

Segment	Concept	Collision Reduction Potential	Estimated Parking Availability	Number of Deficient Intersections	Corridor Travel Time	Estimated VMT Reduction
Scott Boulevard (Martin Avenue to Monroe Street)	<u>Existing / No Build Option</u>	N/A	N/A*	AM: 0 PM: 0	1 Minute 43 Seconds	N/A
	Four Lanes, Buffered Bike Lanes	Negligible	N/A*	AM: 0 PM: 0	1 Minute 43 Seconds	Negligible

* There is no existing parking along this portion of Scott Blvd.

** Intersection LOS analysis was not performed as this portion of Scott did not study removing travel lanes

Scott Boulevard Analysis Summary Table (Monroe St to Saratoga Ave)

Segment	Concept	Collision Reduction Potential	Estimated Parking Availability ^{1,2}	Number of Deficient Intersections	Corridor Travel Time ⁴	Estimated VMT Reduction
Scott Boulevard (Monroe Street to Saratoga Avenue)	<u>Existing Conditions/ No Build Option</u>	None	38%	AM: 1 PM: 3	4 Minutes 50 Seconds	None
	Four Lanes, Standard Bike Lanes, Remove Parking on One Side	Negligible	31% ³	AM: 1 PM: 3	4 Minutes 50 Seconds	18,117 miles/year
	Two Lanes, Buffered Bike Lanes, Parking on Both Sides	Yes	38%	AM: 1 PM: 2 (-1)	5 Minutes 18 Seconds	18,117 miles/year
	Two Lanes, Buffered Bike Lanes, Standard Bike Lanes	Yes	38%	AM: 1 PM: 2 (-1)	5 Minutes 16 Seconds	18,117 miles/year
	Two/Three Lanes, Buffered Bike Lanes	Yes	36% ³	AM: 1 PM: 2 (-1)	5 Minutes 18 Seconds	18,117 miles/year

¹ Reflects average parking availability (total parking minus utilization) for the peak parking hour during observations: Weekends, 12AM-1AM

² Includes parking availability of side streets within 500ft of the study corridor

³ A total of 11 cars would not have nearby and available on-street parking to relocate to.

⁴ Reflects change in delay at signalized intersections only. Additional travel time may occur with lane removal due to increased friction in remaining lane(s)