
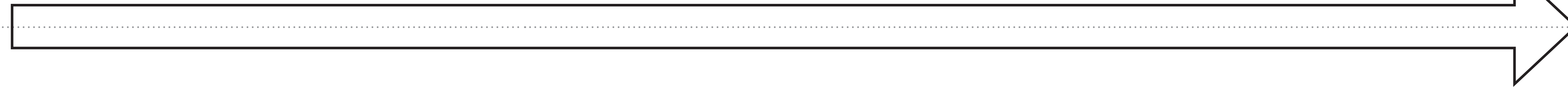



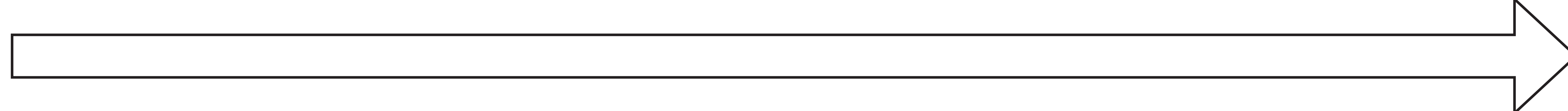

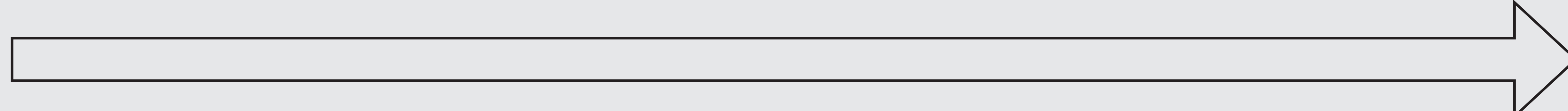
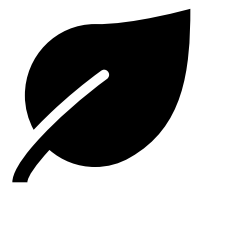
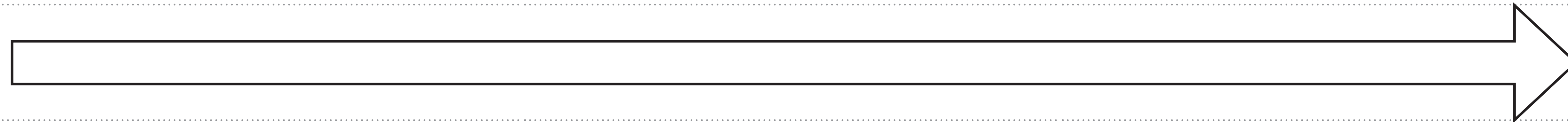

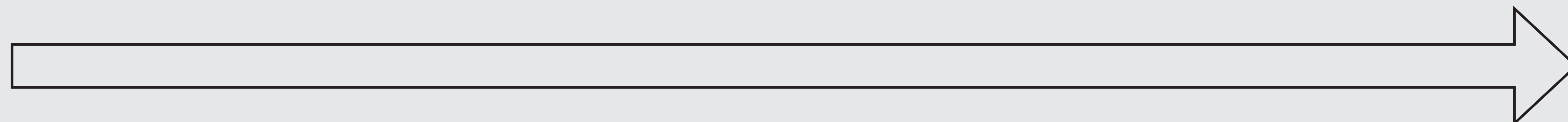


DRAFT EVALUATION CRITERIA

BENEFIT MEASURE		CRITERIA DESCRIPTIONS				
		LOW	MED-LOW	MED	MED-HIGH	HIGH
PEDESTRIAN 	PEDESTRIAN SAFETY	<ul style="list-style-type: none"> Wide street width makes pedestrian crossings challenging Little to no separation from bike and/or vehicle facilities 				<ul style="list-style-type: none"> Narrow street width supports frequent and safe pedestrian crossings Provides separation from bike and/or vehicular facilities.
	PEDESTRIAN MOBILITY	<ul style="list-style-type: none"> Sidewalk width is less than City standards Obstructions are present 				<ul style="list-style-type: none"> Sidewalk width is equal or greater than City standards Free of obstructions
BICYCLE 	BICYCLIST SAFETY	<ul style="list-style-type: none"> Obscured visibility of bikes at crossings Little to no separation from pedestrian and/or vehicular facilities 				<ul style="list-style-type: none"> High visibility of bikes at crossings Separation from pedestrian and/or vehicular facilities
	BICYCLIST MOBILITY	<ul style="list-style-type: none"> Bike facility makes abrupt connections to surrounding streets and trails 				<ul style="list-style-type: none"> Bike facility makes easy connections to surrounding streets and trails
TRAFFIC 	DRIVER SAFETY	<ul style="list-style-type: none"> Turn lanes absent Frequent stops and starts (i.e. shared lane with buses) Inconsistent speeds 				<ul style="list-style-type: none"> Turn lanes provided Encourages consistent speeds Mode separation
	TRAFFIC FLOW	<ul style="list-style-type: none"> Lower or similar vehicle capacity compared to existing roadway Level of Service \leq E or F 				<ul style="list-style-type: none"> Adds significantly more capacity for general purpose drivers Level of Service \geq C or D
	PARKING	<ul style="list-style-type: none"> Doesn't provide parking 				<ul style="list-style-type: none"> Provides parking or the potential to offer parking during non-peak travel hours
TRANSIT 	TRANSIT SPEED AND RELIABILITY	<ul style="list-style-type: none"> No dedicated BAT lanes reduce transit speed and reliability Narrow travel lanes are 10' 				<ul style="list-style-type: none"> Dedicated BAT lanes support consistent transit speed and reliability Wide travel lanes are 12'
LIVABILITY 	ENVIRONMENT	<ul style="list-style-type: none"> Significant increase to impervious area Minimal room for trees and landscaping 				<ul style="list-style-type: none"> Little to no change in impervious surface Ample space for trees and landscaping
	PLACEMAKING OPPORTUNITY	<ul style="list-style-type: none"> Minimal space beyond the curb Provides ped and/or bike facility only 				<ul style="list-style-type: none"> Significant space behind the curb i.e. allows for public art, street furniture, etc.
	MODE SHIFT	<ul style="list-style-type: none"> Discourages mode shift (i.e. less apt to walk, bike, or take transit) 				<ul style="list-style-type: none"> Encourages mode shift (i.e. more apt to walk, bike, or take transit)
COST 	ROW IMPACT	<ul style="list-style-type: none"> Significant increase in street right-of-way Possible impacts to existing structures 				<ul style="list-style-type: none"> Little to no change to existing street right-of-way
	EASE OF IMPLEMENTATION	<ul style="list-style-type: none"> Curblines significantly different than existing street Unlikely to be achieved through frontage improvements alone 				<ul style="list-style-type: none"> Curblines similar to existing Easier to transition from existing street to future design through frontage improvements
	CAPITAL COST	<ul style="list-style-type: none"> Most expensive 				<ul style="list-style-type: none"> Least expensive