DRAFT EVALUATION CRITERIA

	BENEFIT MEASURE	LOW	MED-LOW	MED	MED-HIGH	HIGH
		CRITERIA DESCRIPTIONS				
PEDESTRIAN	PEDESTRIAN SAFETY	• Wide street width makes pedestrian crossings challenging • Little to no separation from bike and/or vehicle facilities				• Narrow street width supports frequent and safe pedestrian crossings • Provides separation from bike and/or vehicular facilities.
	PEDESTRIAN MOBILITY	• Sidewalk width is less than City standards • Obstructions are present				• Sidewalk width is equal or greater than City standards • Free of obstructions
BICYCLE	BICYCLIST SAFETY	• Obscured visibility of bikes at crossings • Little to no separation from pedestrian and/or vehicular facilities				• High visibility of bikes at crossings • Separation from pedestrian and/or vehicular facilities
	BICYCLIST MOBILITY	• Bike facility makes abrupt connections to surrounding streets and trails				• Bike facility makes easy connections to surrounding streets and trails
TRAFFIC	DRIVER SAFETY	• Turn lanes absent • Frequent stops and starts (i.e. shared lane with buses) • Inconsistent speeds				• Turn lanes provided • Encourages consistent speeds • Mode separation
	TRAFFIC FLOW	• Lower or similar vehicle capacity compared to existing roadway • Level of Service </= E or F				• Adds significantly more capacity for general purpose drivers • Level of Service >/= C or D
	PARKING	• Doesn't provide parking				• Provides parking or the potential to offer parking during non-peak travel hours
TRANSIT	TRANSIT SPEED AND RELIABILITY	• No dedicated BAT lanes reduce transit speed and reliability • Narrow travel lanes are 10'				• Dedicated BAT lanes support consistent transit speed and reliability • Wide travel lanes are 12'
LIVABILITY	ENVIRONMENT	• Significant increase to impervious area • Minimal room for trees and landscaping				• Little to no change in impervious surface • Ample space for trees and landscaping
	PLACEMAKING OPPORTUNITY	• Minimal space beyond the curb • Provides ped and/or bike facility only				• Significant space behind the curb i.e. allows for public art, street furniture, etc.
	MODE SHIFT	• Discourages mode shift (i.e. less apt to walk, bike, or take transit)				• Encourages mode shift (i.e. more apt to walk, bike, or take transit)
COST	ROW IMPACT	• Significant increase in street right-of-way • Possible impacts to existing structures				• Little to no change to existing street right-of-way
	EASE OF IMPLEMENTATION	• Curblines significantly different than existing street • Unlikely to be achieved through frontage improvements alone				• Curblines similar to existing • Easier to transition from existing street to future design through frontage improvements
	CAPITAL COST	• Most expensive				• Least expensive