Appendix 1					Design Options Evaluation	on Notes							Final Riverfro	ont Connector Plan Design Options Evaluation Rep
	Segment 1 - South 1st Segment 2.1	Veneer												
Study Segment	Street Prope	erty Segment 2.2 - Prymouth Street (Lagoon Dam to South oth Street)	Segment 3 - Plymouth Street (Sout	th 6th Street to Old Portland Road Option C - Old Portland Road Option D - Old Portland Road Option A - Proposed I	Road Ontion B. Proposed Road Ontion C. Proposed Road Ontion A.		4.1 - Old Portland Road Road Ontion A - Old Portland Road Ontion B - Old Portland	Head Option C. Old Portland Road Option A. Old Port	tland & Ontion R. Old Portland & Ontion A. Propos	Segment 4.2 - Gable Ro osed Road Option B - Proposed Road Option C - Proposed Roa		Old Portland Road - Proposed Millard Road -	Segment 5 - Secondary Study Area Proposed Road McNulty Way - Proposed Road Millard Road & C	Old Portland
Guiding Principle Specific Criteria Crite Economy and Business	a Notes Proposed Road Section Proposed Roa	ad Section Proposed Road Section South 6th Street South 6th Street				(aster Road & Kaster Road					Gable Road & McNulty Way Gable Road & US	Road Section Section		Millard Road & US 30
Support														
		Plymouth street is designated truck route per TSP, but that												
Consistent with previous planning TSP, Waterfront	No change to existing configuration proposed, but No change from V	dead ends currently. Improvements recommended prior/concurrent to segment Not identified in previous Not identified in previous	More consistent - sidewalks/ More context sensitive than Recofiguring this intersection	Recofiguring this intersection Recofiguring this intersection Recofiguring this intersection Consistent with propose	erl TSP Differs from TSP cross-section Differs from TSP cross-section Reconjugation	y this intersection Recofiguring this interse	ction Recofiguring this intersection Recofiguring this interse	ction Recofiguring this intersection Recofiguring this inter	rsection Recofiguring this intersection Consistent with pro	Differs from TSP cross-section Differs from TSP cross-section		section		Intersection currently being
efforts Other plans	improvements to street/sidewalk conditions possible with development.			not called for in TSP. not called for in TSP. not called for in TSP. ross-section		or in TSP. not called for in TSP.	not called for in TSP.	not called for in TSP.	not called for in TSP.	but provides similar multi- modal facilities but provides similar multi- modal facilities	not called for in TSP.		Consistent with adopted plans. Change from exist	ting plans evaluated
		Sidewalk addresses identified deficiency in TSP. Connects sidewalks to tralls in Nob Hill.												
Consistency with Previous Planning Improves upon previous planning efforts with context sensitive TSP, Waterfront	Identified in TSP for ped	TSD cave this cartion is	Less context sensitive given Addresses constrained											
efforts with context sensitive solutions Other plans	rossing improvements in this area. This is the key cor make Plymouth vi	recommended to "Add bike lanes." (fig 6.2) No difference in other metrics. No difference in other metrics.	netrics. topography and adjacent properties condition on south side of road Largely consistent with TSP	Improves on TSP, has property impacts. Improves on TSP, has property impacts. Improves on TSP, has property impacts. No improvement over property impacts.	Meets criterion Meets criterion No change f	rom previous plan solution	re NA/No difference between options NA/No difference between options	options NA/NO difference between NA/NO difference between options	options of the service between so improvement or options of the service between so improvement or options of the service between so improvement or options.	Meets criterion Meets criterion	NA/No difference between options NA/No difference between options	en NA NA	NA NA	NA
			This intersection will direct	This intersection will direct people to the new Plymouth										
Consider timing of development related to emphasis of Plymouth vs Old Portland routes	Likely to occur with development of Veneer property Likely to occur with Dependent on development of Veneer property.		N/A N/A people to the existing route (Old Portland).	route. Timing of this intersection should coincide with waterfront/Plymouth coincide with NA	NA NA NA	NA	NA NA	NA NA	NA Equally supportive and Old Portland.	of Plymouth Equally supportive of Plymouth Equally supportive of Plymouth and Old Portland. and Old Portland.	NA NA	NA NA	NA NA	NA
				improvements. waterfront/Plymouth improvements. improvements.										
Improves awareness of business areas through wayfinding, signage,		Provides automobile access to the new waterfront, downtown and the Allows for improved Allows for improved	Allows for improved Allows for improved		Access to adjacent properties somewhat more difficult due somewhat more difficult due somewhat more difficult due opportunitie	ntersection allows es for new Upgrading intersection opportunities for new	llows No significant difference No significant difference	No significant difference No significant differen		Automobile crossings of multi use path/cycletracks may be a use path/cycletracks may be		Opportunities for wayfinding Opportunities for		
and gateway treatments Supports businesses and hurinors districts	Iwalkahale and inviting -	ay treatment. columbia/houlton business district. wayfinding wayfinding wayfinding		Not in business area. Not in business area. Roundabouts provide	to crossing cycletrack/multi to crossing cycletrack/multi wayfinding.	'''	between options between options	between options between options	between options Improved over curr	challenge. challenge.		to other areas of the City. to other areas of	Opportunities for v	wayfinding Opportunities for wayfinding the City. to other areas of the City.
Creates walkable and inviting business areas – can compare potential sidewalk widths and	identified crossings will help further. 5/5	Provides pedestrian access to these areas where none exists today. Not a business area Not in business area		opportunities. opportunities. opportunities.	Improves w existing bus	Roundabout offers some less direct pedestrian connections. May impact the connections of the connection of the connectio	NA/No difference between NA/No difference between	een NA/No difference between NA/No difference between options	tween NA/No difference between options		NA/No difference between options options	veen Improved multi-modal access Improved multi-model over existing conditions over existing conditions	-modal access Improved multi-modal access	to other areas or the erry.
pedestrian access		currently though.				existing business proper	11	7			7			
Improves multi-modal access to business areas – provides	No change to existing	Provides multi-modal access to new waterfront, downtown, and the columbia/houlton			Access to adjacent properties somewhat more difficult due somewhat more difficult due lupgrading in	Roundabout offers som		ing Improvement over existing Improvement over exi	xisting Improvement over existing	Improved multi-modal Improved multi-modal		, Improved multi-modal access Improved multi-m	-modal access Improved multi-modal access	
Supports customers, continuous, low stress, pedestrian employees, and others and bicycle facilities	configuration proposed, but Adds additional primprovements to streets. Will likely street/sidewalk conditions with public parkin	y be combined stress than is ideal for downhill stress. stress.	bicyclists, greater for west. No	Improved multimodal access, Inproved multimodal access, In	to crossing cycletrack/multi use path to crossing cycletrack/multi use path improve mu		t conditions conditions	conditions	conditions Improved multi-mo connectivity and ac	dal connectivity and access. connectivity and access.	No alternatives provided No alternatives provide	over existing conditions over existing conditions	nditions over existing conditions Improvements like	ely to result intersections. Improvements likely to result in easier-to-cross intersections.
by providing access Change to amount of on-street	possible with development.	section.	current status. automobiles.			May impact parking nea	r Not a determinant in amount Not a determinant in am	nount Not a determinant in amount Will impact existing of	off-street Will impact existing off-street		NA/No difference between NA/No difference betw	veen		
parking in business areas		No change to parking. No change to parking. No alternatives proposed, but			No change	existing business	of on-street parking of on-street parking		parking		options options	No change No change	No change	
Relative price for construction and	No alternatives proposed, but costs may be borne in part by costs may be borne	roposed, but private development. Potential Not very costly. No clear Slightly more costly? No	clear			ts typically have truction costs and ition/maintenance	s and	New ROW has significant costs. May be somewhat cost costs. Signalized intersection has	new Iviay be somewhat less costly	Narrower total width, costs associated with multi-use path. improvements likely to width. improvements likely		Costlier than current rural Costlier than current condition, likely to be paid for condition, likely to		
maintenance Relative Cost effectiveness	private development. private developm		Similar costs. May encourage some redevelopment/ some redevelopment/ some redevelopment/ content is improvement.	Likely to have the largest direct Large direct cost and property Moderately costly, likely cost and property impacts impacts borne by development.	y to be costs than si	ignalized costs than signalized		additional costs. signalized interseciton		ts likely to encourage activity and encourage activity and		by neighborhing development by neighborhing ℓ	g development by neighborhing development Costlier than curre condition, likely to	o be paid for costs and maintenance.
Will improvements have economic benefit in terms of supporting or	Improvements will support Improvements wi		residential improvements. residential improvements.		No difference	ce No difference	NA/No difference between NA/No difference between	een NA/No difference between N/A	development.		NA/No difference between NA/No difference between	Roadway improvements likely Roadway improve to support		zevelopment
encouraging redevelopment? Transportation Safety	tourism and redevelopment. tourism and redev	velopment. property. No adjacent development expected.					options options	options	,		options options	development/redevelopment. development/red		
& Mobility									Realigns Old Portland Road,					
Improves motor vehicle access to	Maintains existing cross	Maintains existing cross	Maintains existing cross	Realigns Old Portland Road to connect with Plymouth, maintains or improves maintains or improves front travel lanes/slose.	Maintains existing cross Maintains existing cross		Provides a separate left-turn	Provides a separate left-turn lane from Old Portland Road to Railroad/Port Avenue and and Gable Road and p	provides separate left-turn	oves access Left-turn lane improves access to adjacent land Left-turn lane improves acc	Provides a separate left-turn Provides separate right-	Maintains existing cross Maintains existing		Provides signaized access to
business areas – improves traffic flow, increases roadway and/or intersection capacity		treet section for vehicles (two 12- eem Plymouth foot travel lanes)/does not increase roadway/ intersection roadway/intersection capacity	section for vehicles (two 12- foot travel lanes)/does not increase roadway/ intersection increase roadway/ intersection	connect with Plymouth, maintains or improves connectivity along adjacent streets Provides a 5-leg roundabout, maintains or improves connectivity along adjacent streets Provides a 4-leg roundabout, maintains or improves connectivity along adjacent streets Section for vehicles (two foot travel lanes)/does n increase roadway/ inter- streets	o 12- section for vehicles (two 12- section for vehicles (two 12- section for vehicles (two 12- foot travel lanes)/does not foot travel lanes)/does not kaster Road increase roadway/ intersection increase roadway/ intersection Road	from Old Portland Kaster Road	bout at lane from Old Portland Road to Railroad Avenue and Port Railroad Avenue and provides Avenue, and creates gre ability to complete two-stage separation between	ater ater Railroad/Port Avenue. Also rt provides ability to complete two-stage left from Railroad/Port Avenue. Also Also creates greater se	Road. uses/increases	uses/increases uses/increases	intersection to accomm	y of foot travel lanes)/does not increase roadway/ intersection section for vehicle (two 12- section for vehicle foot travel lanes)/ increase roadway/ intersection		radius for Millard Road and additional turn lanes from Millard to US
Improved connectivity & access	capacity	capacity	capacity capacity	streets capacity	capacity capacity		left from Railroad Avenue intersections	creates greater separation between intersections	Gable Road. Also creates	on capacity roadway/intersection capacity roadway/intersection capacity	left from McNulty Way	capacity capacity	capacity	
Site-specific property impacts				Minor impacts to adjacent Major impacts to adjacent Major impacts to adjacent No site-specific impacts								ent No site-specific impacts No site-specific i	impacts No site-specific impacts Minimal impact to	o adjacent Minimal impact to adjacent
Opportunity to incorporate transit	Provides potentia	rea treatment plan facilities anticipated from west of route for Poes not limit opportunity for Poes not limit opportunity.		property property property anticipated Does not limit opportunity for Does not limit opportunity for property anticipated Does not limit opportunity for property anticipated	anticipated - narrow ROW anticipated anticipated anticipated anticipated - provides polyphysic - provides pol		property property ty for Does not limit opportunity for transit conice signalized crossing near-	property property Does not limit opportunity for	property anticipated The property anticipated anticip	anticipated - narrow ROW anticipated ortunity for Does not limit opportunity for Does not limit opportunity	property property Does not limit opportunity for Provides potential for		pportunity for Does not limit opportunity for Does not limit opportunity for	property Does not limit opportunity for
service and facilities	transit service transit service/coi bus pullouts in de		transit service transit service transit service	transit service transit service transit service transit service	transit service transit service signalized or future trans		transit service signalized crossing near future transit stop	a transit service signalized crossing near future transit stop	transit service transit service	transit service transit service transit service	transit service signalized crossing near future transit stop	transit service transit service		transit service
					Provides shared use path on					Provides shared use path on		Provides shared use path on		
Improves pedestrian and bicycle access to business areas – provides continuous, low stress pedestrian		lestrian and no setween Provides Sharrows on south Street and side and shared-use path on bicycle access Mo impact to pedestrian and bicycle access to Avenue from west	Portland Road and 6th Street, bicycle facilities between Old bicycle access	Could improve pedestrian and bicycle access along Old bicycle access along Old Portland Road, Plymouth Portland Road, Plymouth Street and discontinents treated and incontinents to the street and discontinents.	one side of the roadway and Provides continuous sidewalks	Provides a 4-leg Rounda		sing for Could provide two-stage Provides signalized cro	rossing for Could provide two-stage bike lanes and side	one side of the roadway and Provides continuous sidewa	Could provide two-stage Provides signalized cros	issing for Isidewalks on the other;		estrian or Provides signalized crossing for
Improved and bicycle facilities pedestrian/bicycle	"Sharrows" for bicylists access to the water redevelopment ar	errront noth side	facilities on south side may be discontinuous	Street, and adjacent streets Street, and adjacent streets Street, and adjacent streets Street, and adjacent streets	sidewalks on the other; on both sides of the roadway and either one-way or two-way shared-use path with pedestrians on both sides of the roadway and either one-way or two-way cycle tracks	and bicycles of pedes	pedestrially broycle crossing pedestrial and broycles	pedestrian and bicycle	boths sides of the r	oadway shared-use path with pedestrians way cycle tracks	pedestrian bicycle crossing pedestrian and bicycles	shared-use path with pedestrians boths sides of the	boths sides of the roadway	pedestrian and bicycles
safety and accessibility														
Bicycle Level of Stress; Pedestrian Level of Stress	pedestrians and bicyclists pedestrian and bi	icycle facilities pedestrian and bicycle facilities and bicycle facility and bicycle facility	and bicycle facility bicycle LTS		facilities pedestrian and bicycle facilities pedestrian and bicycle facilities LTS	LTS	bicycle LTS LTS	bicycle LTS LTS	bicycle LTS pedestrian and bicy	cle facilities pedestrian and bicycle facilities pedestrian and bicycle facil	es bicycle LTS bicycle LTS	pedestrian and bicycle facilities pedestrian and bi	bicycle facilities pedestrian and bicycle facilities bicycle LTS	and bicycle crossing
Ease of transition between segments and intersections	On-street bike lanes are Sharrows to the n provided north and south of segment south	north, shared- arrows to the between segments No challenge with transitions between segments No challenge with transitions between segments	itions Requires transition to shared- use path to east use path along north side Minor improvement to Connection between Old use path along north side Portland Road and Plymouth	Improves connection between Old Portland Road , Plymouth Old Portland Road	ititions May require challenging transition for bicyclists No challenge with transitions between segments No challenge between segments	e with transitions gments No challenge with trans between segments	tions No challenge with transitions between segments No challenge with transi between segments	No challenge with transitions between segments Emphasizes Old Portla	and Road No challenge with transitions between segments No challenge with the between segments	ransitions May require challenging transition for bicyclists No challenge with transition between segments	No challenge with transitions between segments between segments	itions May require challenging No challenge with transition for bicyclists between segmen	th transitions onts No challenge with transitions between segments Improves transition Portland Road to N for large trucks	on from Old Millard Road Improves transition from US 30 to Millard Road
Improves multi-modal access to other parts of the city – increased		destrian and Provides new pedestrian and	Provides new pedestrian and						Could be a second and a second		Could become and add	day and		Provides signaized access to
Through-movement street connectivity, increased ped/bike connectivity, increased	Plymouth and 1st access to the water	between bicycle facilities between Street and Plymouth and new street erfront segment, could also improve segment, could also improve bicycles a bicycles	orbital and Road and 6th Street, facilities on south side may be Portland Road and 6th Street, facilities on south side may be Portland Road and 6th Street Street	Improves pedestrian and bicycle connections between bicycle connections between old Portland Road , Plymouth Street, and adjancent streets Street, and adjancent streets Street, and adjancent streets street and adjancent streets street and adjancent streets street and adjancent streets street and adjancent streets street, and adjancent streets street and adjancent street	Province Continuous incycle of on and pedestrian facilities on on any both sides of the roadway both sides of the roadway	nections between d Road and Kaster Old Portland Road and Road	veen bicycle connections between aster Old Portland Road and Railroad Avenue bicycle connections between Railroad Avenue Railroad/Port Avenue	ween bicycle connections between Old Portland Road and Railroad/Port Avenue Bock Road Road	bicycle connections between old Gable Old Portland Road and Gable Road Road Provides Continuous and pedestrian faci	lities on and pedestrian facilities on both sides of the roadway both sides of the roadway	bicycle connections between Gable Road and McNulty Way Gable Road and US 30	and pedestrian facilities on both sides of the roadway	facilities on e roadway potential in the roadway facilities on both sides of the roadway frucks	or large Millard Road and additional turn lanes from Millard to US 30
and mobility access to multi-use paths and trails Volume/Capacity Ratio or similar	redevelopment ar Maintains adaquate capacity Increases roadwa	rea access to trails in Nob Hill Park y capacity Maintains adaquate capacity Maintains adaquate capacity Limits intersection capa	oiscontinuous city Maintains adaquate canacity Intersection will operate below	Improves capacity of Improves capacity of Improves capacity of Maintains adaquate cap	Improves ca	pacity of Improves capacity of	Improves capacity of Improves capacity of	Improves capacity of Improves capacity of	Improves capacity of	capacity Improves roadway capacity Improves roadway capacity	Improves capacity of Improves capacity of		uate capacity Maintains adaquate capacity Maintains adaquat	improves capacity of
metric Provides safety improvement at a	Maintains existing cross		capacit in tuture	Intersections Intersections Intersections	intersection		intersection intersection	intersection intersection	intersection		intersection intersection			intersection
location with a known safety issue	section No known safety	issues No known safety issues Addresses known safety issues Addresses known safety	issues No known safety issues No known safety issues to sight distance	Addresses known safety issues Addresses known safety issues Addresses known safety issues Addresses known safety	y issues Addresses known safety issues Addresses known safety issues Addresses k	nown safety issues Addresses known safety	issues Addresses known safety issues Addresses known safety							
Safety Reduces potential for future crashes – providing separation between	Maintains existing cross Provides seprate bicycle, and moto	pedestrian, brovides seprate pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian, bicycle, and motor vehicle facilities held to be pedestrian.	Provides seprate pedestrian, hicycle, and motor yehicle bicycle, and motor yehicle hicycle, and motor yehicle	Provides separate left-turn Roundabouts can reduce Roundabouts can reduce landscape buffer; howev	Shared-use path and sidewalks are separated by landscape upon buffer; however, pedestrian buffer; however, pedestrian	te potential for movement and Roundabouts can reduc	Provides separation between slowed or stopped vehicles	Provides separation between slowed or stopped vehicles	al for Provides separation between landscape buffer; h	rated by a owever, sent to Shared-use path and sidewalks are separated by landscape buffer; however, pedestrian and bicyclists share the shareduse path	Provides separation between Provides separation bet	Shared-use path and sidewalks are sep are separated by landscape luffer; however, pedestrian luffers however, pedestrian	eparated by a Sidewalks are separated by a r; however, landscape buffer; however, like lanes are adjacent to like lanes are separated by a landscape buffer and landscape buffer landscape b	Reduces potential for future optential for turn movement and angle
travel modes, other design strategies	section facilities	facilities conflict points with left-turns.	facilities facilities section	Provides separate left-turn Roundabouts can reduce potential for future crashes potential for future crashes bike lanes are adjacent to street traffic	are separated by landscape buffers and cycle buffer; however, pedestrian and bicyclists share the shared use path	es, could result in potential for future cras in rear-end crashes	waiting to turn left angle crashes, could resu an increase in rear-end of	ult in waiting to turn left an increase in rear-end	result in ad crashes waiting to turn left bike lanes are adjac street traffic	and bicyclists share the shared- use path tracks are separated by elevation/pavement type	waiting to turn left waiting to turn right	and bicyclists share the shared- use path	djacent to bike lanes are adjacent to future crashes street traffic	crashes, could result in an increase in rear-end crashes
Provides additional routes for	No additional routes or Provides a new st	treet No additional routes or No additional routes or	No additional routes or No additional routes or No additional routes or	Improve access between Old	No additional routes or No additional routes or Improve acc	ress between Old Improve access between	Improve access between Old Improve access between	n Old Improve access between Old Could improve access	s along	es or No additional routes or No additional routes or	Improve access between Gable Improves access from G	Gable No additional routes or No additional ro	nutes or No additional routes or No additional route	Improve access to/from
emergency vehicles Qualitative scor	connections connection betwee	No additional routes or connections No additional routes or connections Limits access to 6th from	onnections connections connections	Improve access between Old Portland Road, Plymouth Street, and adjacent streets Improve access between Old Portland Road, Plymouth Street, and adjacent streets Improve access between Old Portland Road, Plymouth Street, and adjacent streets No additional routes or connections	connections connections Portland Ro.	ad and Kaster Road Portland Road and Kaste	Portland Road and Railroad Railroad Railroad/Port Avenue	Portland Road and Old Portland Road, bu access along Gable Ro	ut limits oad Portland Road and Gable Road connections	connections	Road and McNulty Way Road to US 30	connections	connections	Millard Road for emergency vehicles
Emergency Vehicle accommodations Decreases response time for Qualitative scor	Provides a new st	treet	m west No impact to response time No impact to response time No impact to response time	Could decrease response times Could decrease response times Could decrease response times No impact to response times	time No impact to response time No impact to response time	ase response times Could decrease respons	e times Could decrease response times Could decrease response	Could improve respon along along Portland R	nse time Road, but Could decrease response times No impact to respo	nse time No impact to response time No impact to response time	Could decrease response times Could decrease respons	use times No impact to response time No impact to response time	sponse time No impact to response time Could decrease re-	esponse times Could decrease response times
emergency vehicles	and 1st Street							Gable Road						hicles for emergency vehicles
Emergency vehicle accommodation (i.e. size of roadway) Qualitative scor	Maintains existing cross Provides continuo section for vehicles travel lanes	ous 12-foot Maintains existing cross section for vehicles Maintains existing cross section for vehicles Limits access to 6th fron	m west Maintains existing cross Maintains existing cross section for vehicles section for vehicles section for vehicles	Improves access for emergency vehicles	Maintains existing cross Maintains existing cross Improves ac section for vehicles section for vehicles	ccess for emergency Improves access for emperior wehicles	Improves access for emergency Improves access for emergency vehicles vehicles	Improves access for emergency Able to accommodate vehicles emergency vehicles	e Improves access for emergency Maintains existing of vehicles section for vehicles	cross Maintains existing cross Maintains existing cross section for vehicles section for vehicles	Improves access for emergency Improves access for em vehicles vehicles	nergency Maintains existing cross Maintains existing section for vehicles section for vehicles	ng cross Maintains existing cross Improves access for section for vehicles vehicles	or emergency Improves access for emergency vehicles
Connectivity & Streetscape Aesthetics														
Qualitative score, based on amount street elements.	nprovement of				Added street trees, planting					Added street trees, planting				
Improved street trees, higher quality paving elements or ma	ment of multiple Added street trees, planters,	othing to Added street trees, planting posed strips, curbs and multi-use Little change in appearance Little change in appeara	Added street trees, curbs, and Added street trees, planting Gateway element		strips, curbs, and Added street trees, planting	itself is similar in Roundabout provides	Little change in appearance Little change in appearance	Little change in appearance Little change in appearance	arance Little change in appearance Added street trees, sections in (similar looking intersections in strips, planted med	planting strips, planted median, curbs, Added street trees, planting	, Little change in appearance Little change in appeara	Added street trees, planting ance strips, curbs, and Added street tre	ees, planting Added street trees, planting strips, curbs, and sidewalks Little change in ap	ppearance Little change in appearance
appearance materials, space for added street furnishings, and for a proposed gateway element. G improvement of a proposed gate	ultiple elements, or	c. path	sidewalk strip, curbs, and sidewalk	element element strips, curos, and sidewa	alks Wider landscape strip compared to the other Options. sidewalks appearance	opportunity for art feati	re	reconfigured layout)	reconfigured layout) and sidewalks	Wider landscape strip compared to the other Options.		sidewalk/multi-use path	o sidewalks strips, curbs, and sidewalks	
Best score for or Separated (off-street) bike route long separated to	ons that create a	New connection for			New connection for New connection for									
Improved ped/bike Separated (not curb-tight) it to rest of city, bit connectivity between pedestrian route • New bike and corridor and adjacent pedestrian connectivity through the lattractions. (Ear	d for new connectivity. Moderate completely new competitions to improvement to hike completely new completely n	pedestrians, including to the connection for Nob Hill Park trails. The multiuse path and sharrows NA	New pedestrian connection. Bike lanes are a moderate The multi-use path is a major improvement over shared use	New connection for pedestrians and loikes, including new connection	pedestrians and bikes, including new connection to McCormick Park trails. pedestrians and bikes, including new connection to McCormick Park trails. NA	NA	NA NA	NA NA	New connection for pedestrians, improv	New connection for pedestrians, improved connection for bikes. New connection for pedestrians, improved connection for bikes.	NA NA	New connection for bikes and pedestrians. Separated New connection f facilities for bikes and pedestrians.	New connection for bikes and pedestrians.	NA
attractions corridor • New bike and pedestrian connections to adjacent attractions between segme Improved pedes	is covered in sharrows.	improve the connection for bikes.	of vehicle lanes.	McCormick Park trails.	Separated facilities for bikes and pedestrians. Separated facilities for bikes and pedestrians.				connection for bike	Separated facilities for bikes and pedestrians. Separated facilities for bike and pedestrians.		pedestrians.	pedestrians.	
and accessibility Connecting peol improved busin	and places,													
Improves/affects quality of life Improved nealth – more attractive options for walking and biking improved safety	oved appearance, nd lower bike/ped													
(Composite of related criteria) of life. Appropriate leve	elp improve quality			Smaller roundabout										
Provides context sensitive solution improvements/(e.g., too urban	Inge, or overkill? Similar to existing street. Changes are improved versions of the same elements. South 1st Street.	ign to existing Minimal road section, which would be wider if there were no width constraints. Minimal road section, which would be wider if there were no width constraints.	Scale of road is consistent with residential context Scale of road is consistent with residential context Similar scale to existing intersections	Similar scale to existing moderately increases scale to intersections moderately existing intersections and intersections and compared to existing intersections and compared to existing intersections and compared to exist	Appropriate scale given expected development expected exp	e to existing Larger scale than existin appropriate given expect development		g but ted Similar scale to existing intersection Similar scale to existing intersection	ng Similar scale to existing but appropriate sca	existing, Wider section than existing, but appropriate scale given expected development wider section than existing but appropriate scale given expected development		Wider section than existing, but appropriate scale given expected development expected develop	scale given but appropriate scale given Similar scale to exi	Similar scale to existing intersection
Street designs catered to needs of porticular segments for each segment	e Vision Statements Consistent with Vision Consistent with V Some options are a Statement. Sidewalk bulb-outs Statement. Sidew	walk hulb-outs	Consistent with Vision Consistent with Vision	Consistent with Vision	Consistent with Vision				Consistent with Vis	ion Consistent with Vision Statement. The multi-use path				
for that segment little less safe fo	increase pedestrian safety at increase pedestriat swith higher crossings, and have a traffic crossings, and have	an safety at Statement Statement Statement Statement	Statement. On-street bike Statement. The multi-use path Consistent with Vision		ike safe conflict/safety issues between Consistent with Vision Statement Statement Consistent with Vision Statement Statement	with Vision Consistent with Vision Statement	Consistent with Vision Consistent with Vision Statement Statement	Consistent with Vision Statement Consistent with Vision Statement	n Consistent with Vision Statement. On-stre Statement lanes are somewha than separated faci	t less safe lities statement. The multi-use path has potential for conflict/safety issues between Statement. Consistent with Vision Statement Statement. Statement. Consistent with Vision Statement	Consistent with Vision Consistent with Vision Statement Statement	Consistent with Vision Consistent with V Statement.	Vision Consistent with Vision Consistent with Vision Statement Statement	ision Consistent with Vision Statement
speeds) Only road section	calming effect. calming effect.			man 3-paraced facilities.	bicyclists and pedestrians.				and separated four	bicyclists and pedestrians.				
Only road section Potentially incorporates storm water strips and inters facilities (assuming feasible based roudabouts (or water)	cions with ich reconfigure New planters are potentially New planters are stormwater facilities stormwater facilities	potentially potentially stormwater potentially stormwater for stormwater facility for stormwater facility for stormwater facility.	tunity Does not provide opportunity for stormwater facility for stormwater facility for stormwater facility	Does not provide opportunity for stormwater facility Roundabout provides an opportunity for stormwater facility	New landscape strips are potentially stormwater potentially stormwater potentially stormwater	ovide opportunity ater facility	Does not provide opportunity Does not provide opport for stormwater facility for stormwater facility	tunity Does not provide opportunity for stormwater facility for stormwater facility	for stormuster facility median are potenti	ps and New landscape strips and ally median are potentially median are potentially	Does not provide opportunity for stormwater facility for stormwater facility		notentially stormwater Does not provide of	opportunity Cility Does not provide opportunity for stormwater facility
on underlying geology) roads to create opportunity for: Sustainable Design		facilities Community Consumer racing	facilities TO SCOTHWATER FACILITY	r facility facility facilities	facilities facilities	, facility	Si storinwater facility	noi storniwater ratility	stormwater facilitie	es stormwater facilities stormwater facilities	or storilly	facilities facilities	facilities	, seemed to the seemed
Strategies Poor = typical in	ervious surface, no for stormwater	Because of width constraints,	Slightly less impervious surface compared to typical road, only Less impervious surface than a	Medicale decrees to	Less impervious surface than a Less impervious surface than a	unt of important	vious Similar amount of toward . Added impervious surface	ce due Added impervious surface due	Similar and the second of the	Less impervious surface than a Less impervious surface than	a Cimilar account of transmit	Less impervious surface than a Less impervious	surface than a Less impervious surface than a	Fimography Similar
have surface <u>or</u> include less impervious	e = less impervious The new planters decrease Typical impervious surface. Typical impervious surface. Typical impervious surface. Typical impervious this type of street	us surface for there is less impervious surface than a road like this would typically have. Typical impervious surface for this type of intersection this type of intersectio	because one sidewalk is partially omitted due to width constraints. Moderate decrease to impervious surface Moderate decrease to impervious surface	Moderate decrease to Similar amount of impervious impervious surface surface compared to existing surface compared to exist surface compared to exi	road like this would typically have road like this would typically have Similar amo surface com	pared to existing Similar amount of imper surface compared to exi	sting surface compared to existing to new turn lanes, and n extension of Port Avenue	to new extension of Port Avenue Moderate increase in impervious surface	Surface compared to existing this type of road	road like this would typically have road like this would typically	Similar amount of impervious Similar amount of impe Surface compared to existing Surface compared to ex	road like this would typically have road like this would have	ould typically road like this would typically have Similar amount of surface compared	d to existing surface compared to existing
landscape														