

Street Improvements - Scoring Matrix

Categories are rated from 1 to 3 points with 1 point being the most favorable condition and 3 points being the least favorable. The alternatives with the lowest final scores are the most favorable alternatives for the corridor. Facilities provide a level of traffic stress of 2 or better.

		Separated Bike Lanes	Shared Use Path
	Subcategory	A	B
Safety	Driveways		
	Cyclist Direction		
	Pedestrian Conflicts		
	Parking Conflicts		
	Cyclist Passing Space		
Comfort	On-Street Parking		
	Steep Driveway Grade		
Connectivity	Bicycle Network Connectivity		
	Fairhaven Future Compatibility		
Technical Rating		17	14
Constructibility	Private Property Impacts		
	Power Pole Impact		
Tree Canopy	Tree Planting Potential		
	Existing Tree Impact		
Cost	Footprint		
	Road Crown Impact		
Constructibility Rating		12	8
Combined Rating		29	22
2030 Estimated Construction Cost		\$5.8 M	\$4.3 M

Section Descriptions

Separated Bike Lanes

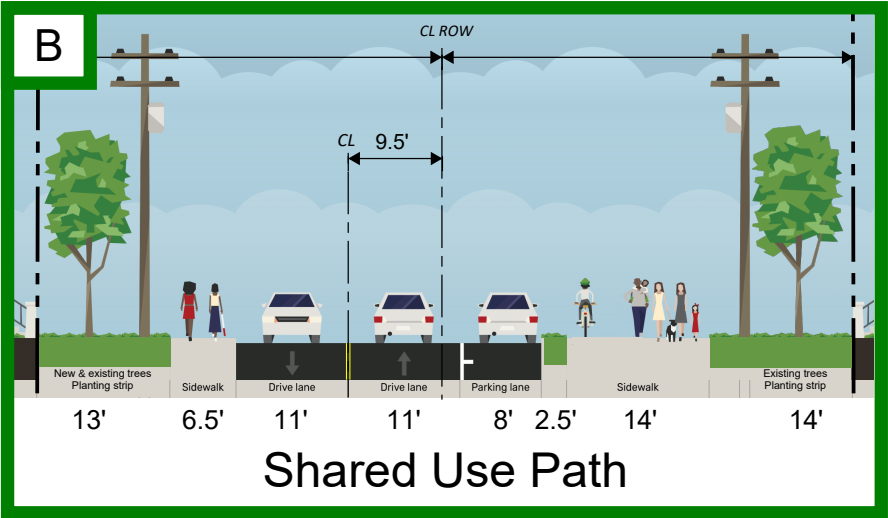
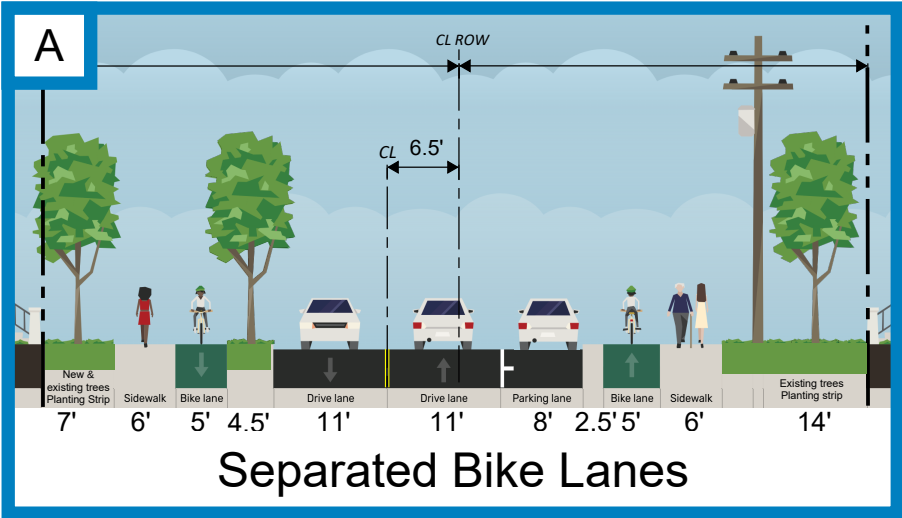
Existing sidewalk location on south side held as location basis

A - Landscape buffer provided throughout north side and in south bulb-outs only. Parallel parking on south side. Roadway reconstruction.

Shared Use Path

Existing sidewalk location on south side held as location basis

B - Landscape buffer provided in bulb-outs and from 16th to 19th. Reduced parallel parking on south side. Roadway resurface.



Legend

Category	Subcategory	Score	Description	Category	Subcategory	Score	Description
Safety	Driveways	1	Cyclists travel across 14 driveways when traveling either way through the corridor.	Connectivity	Bicycle Network Connectivity	1	Facility on the south side, adjacent to through streets with maximum collection potential.
		2	Cyclists travel across 21 driveways westbound and 14 driveways eastbound.			2	Facility on both sides, split collection.
	Cyclist Direction	1	Cyclists travel in the same direction as adjacent traffic.		Fairhaven Future Compatibility	3	Facility on north side, only adjacent to dead end streets with minimal collection potential.
		2	Some cyclists travel opposite to adjacent traffic.			1	Allows for diagonal parking on one side of the street if bike facility is continued west.
		2	Pedestrians cross bike facility once.			2	Allows for parallel parking if bike facility is continued west.
	Pedestrian Conflicts	2	Pedestrians cross bike facility twice.	Constructibility	Private Property Impacts	3	Doesn't allow for parking if improvements cross section is extended west.
		3	Cyclists share facility with pedestrians.			1	No impacts to private property within City Right-of-Way.
		1	No parking.			2	Impacts landscaping within City Right-of-Way.
	Parking Conflicts	2	Parking at high-utilization areas, increased conflict potential for parkers crossing facility.		Power Pole Impact	3	Impacts walls within City Right-of-Way.
		3	Parking along entire facility length, maximum conflict potential for parkers crossing facility.			1	Avoids power poles on both sides.
		1	6 ft or more of passing space within bike facility.	Tree Canopy	Tree Planting Potential	2	Avoids power poles on one side.
	Cyclist Passing Space	2	Less than 6 ft of space, passing space available on adjacent sidewalk.			3	Does not avoid power poles.
		3	Minimal passing space causing frequent conflicts.			1	Buffers allow tree plantings on both sides (4 ft+).
Comfort	On-Street Parking	2	Retains more spaces than current demand.		Existing Tree Impact	2	Buffers allow tree plantings on one side (4 ft+).
		2	Retains enough spaces to meet demand.			3	No buffers suitable for tree plantings.
		3	Removes all street parking.	Cost	Footprint	1	Minimal impact to existing trees.
	Steep Driveway Grade	1	Minimal impact to steep driveways or grades.			2	Impacts trees on one side.
		2	Avoids major impacts to steep driveways or grades.			3	Impacts trees on both sides.
		3	Significant impacts to driveways or grades.		Road Crown Impact	1	Minimal footprint. (53 to 54 ft total cross-section width)
						2	Median footprint. (54 to 55 ft total cross-section width)