

BANCROFT STREET CONCEPT DESIGN OPTIONS - RATING MATRIX

<u>Alternates:</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D (from public meeting)</u>	<u>A-B</u>
shorthand description - pavement width, parking, bike accommodations	<u>36' w/ parking north side, share the road lanes</u>	<u>36' w/ bike lanes / spot parking into tree lawn</u>	<u>40' w/ median, no parking, bus bays into tree lawn</u>	<u>narrow to 26' - no parking, no bike lanes, narrow vehicle lanes</u>	<u>40' w/ bike lanes and parking</u>
<u>Criteria - Design Principles</u>					
Helps establish gateway	3	4	Deleted from further	4	4
Slows actual and perceived speeds & reduces aggressive driver habits	3	3	-	4	4
Defines pedestrian zones that encourage visually and physically safe walkability for diverse age groups	1	1	-	1	1
Retains and reinforces historic streetscape with minimal adverse affect on the character of the historic district and larger urban framework	3	2	-	4	3
Provides opportunities for reuse and/or interpretation of key historic materials	Item for detailed design	Item for detailed design	Item for detailed design	Item for detailed design	

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<u>Criteria - Design Principles</u>					
Improves presence of Commons as a visual and use streetscape element	3	4	-	3	4
Encourages local and city-wide use of a clearly defineable bicycle system that maximizes safe use by cyclists of a diverse age group and pedestrians	3	5	-	3	5
Provides opportunities for facilities and zones for transit users with minimal impact on adjacent propertis and historically appropriate to neighborhood	3	3	Deleted from further considerati	3	3
Maximizes opportunities for a healthy and sustainable tree lawn with minimal interruptions	3	2	-	5	4
Accommodates for short- and long-term parking with minimal sacrifice to the character/safety of the streetscape and/or pedestrian/bicycl zones	4	3	-	3	3

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<u>Criteria - Design Principles</u>					
Allow for accommodataion for burial of utilities and more appropriate streetscape lighting	4	3	-	5	4
TOTALS	30	30	0	35	35