



PEARL PARKWAY MULTIWAY BOULEVARD



PUBLIC INPUT MEETINGS
OCTOBER 25, 2011

FOUR INITIAL ALTERNATIVES EVALUATED

Sustainable Streets & Centers Pearl Parkway Pilot (30th - BNSF RR) Evaluation Criteria

Modified 12-07-10

Updated Following 12/10/10 Meeting

Note: It was noted by stakeholders at the 12-6-10 meeting, that some of the various Pearl alternates being considered for possible implementation along the 3100 Pearl site may not be applicable for other adjoining Pearl frontages pending future development plans (Housing and RTD parcels).

Categories	Weighting (%)	Key Evaluation Factors	Alt 1: MWay Blvd., Park Bldg. Side	Alt 2: MWay Blvd., Park St. Side	Alt 3: On-Street Parking w/ Bike Lanes	Alt 4: Adopted TVAP Section (Enhanced)
Economic Vitality	20%	On-street parking a part of Alts 1-3 (not 4), and maximized in Alt 3 to support adjoining land uses. Higher initial and life cycle costs for Alts 1 and 2, no city cost for Alt 4 (development requirement).				
		Category Rank	3	2	1	4
Social Equity	20%	Alts 1 & 2- creation of distinct place, promoting sharing of spaces and pedestrian orientation.				
		Category Rank	1	1	3	4
Environmental Quality	20%	Permeable pavers anticipated as a part of possible Alts 1 and 2, help soften hardscape surfaces for those alternates. No required center median narrowing Alt 4, and continuous 8' planter strips for Alts 3 and 4 maximize planter areas.				
		Category Rank	4	2	2	1
Functionality	20%	Traditional dual bike facilities (on-street and m/u path) provide dual facilities for bike "to" and "through" trips- benefit over Alts 1 and 2. Vehicular mode function compromised the most by Alt 3 with on-street parking.				
		Category Rank	3	2	3	1
Safety	20%	General overall safety for all modes deemed better for Alts 3 and 4, due to separation and defined spaces for each mode. Safety for vehicular traffic only, diminished by introduction of on-street parking for Alt 3. Emergency access options better for Alt 2.				
		Category Rank	4	2	3	1
Overall Rank			4	1	3	2



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Economic Vitality	20%	Opportunity for enhancing the economic viability of adjacent land uses and TVAP Area in general.
		Parking on Pearl (not a part of adopted TVAP Plan) provided to support adjoining land uses and the Parking District. High = greatest # potential parking spaces.
		Minimizes initial cost (High=lowest project initial cost)
		Minimizes lifecycle and maintenance costs (High=lowest project life-cycle cost). Assume permeable pavers Alt 1 & 2.
Social Equity	20%	Creates a distinct and memorable place and activates the street consistent with TVAP goals.
		Promotes social interaction, multi-mode & ped-friendly environment
Environmental Quality	20%	Minimizes urban-heat island effect (maximize soft surface/planting areas=high). Assume Alt 1 & 2 Pavers.
		Maximizes permeable spaces to minimize storm water runoff. Assume Alt 1 and 2 with permeable pavers.
		Sustainable urban forestry opportunities (quality & quantity of planting spaces)
		Supports TMP goal to reduce single occupant vehicle trips, CAP goal of reducing emissions and promotes TMP hierarchy of Ped-Bike-Transit-Car order of focus.
Functionality	20%	Accommodates all Travel Modes (transit, peds, bikes and cars) as well as local "to" and regional "through" traffic. Best accommodation= highest score.
		Bike Mode Function
		Pedestrian Mode Function
		Transit Mode Function
Safety	20%	Overall transportation operational safety for ped, bike & vehicular modes. Best accommodation= highest score.
		Bike Safety
		Pedestrian Safety
		Transit Safety
		Vehicular Safety
		Emergency vehicle access accommodations (5= best emerg access configuration, scored from direct feedback from Fire Dept.)