

COLORADO BOULEVARD RECONSTRUCTION

Corridor Evaluation Matrix



Colorado Boulevard Phase 3		Maximize Parking	Maximize Mobility	Minimize Footprint
	Option Description	This option maximizes the number of parking spaces along the corridor.	This options provides a continuous center turn lane to optimize mobility through the corridor.	This option provides the smallest corridor footprint with two through lanes and parallel parking lanes. This option keeps all improvements within the assumed 60-foot ROW.
Evaluation Criteria				
1	Complete construction by Fall of 2017	Will most likely require temporary easements along the corridor which can potentially delay completion by 2017.		Assumes no ROW acquisition process is necessary so can start and complete construction by 2017.
2	Addresses multi-modal safety	<p>More pedestrian friendly for crossings (pedestrians only have to cross two lanes of through traffic).</p> <p>Less friendly for bicycle traffic - traffic has more difficulty driving around bicyclists; vehicles backing out of diagonal spaces will have more difficulty seeing the bicyclists.</p> <p>Vehicles backing out of diagonal spaces will encroach into both lanes of traffic. Thru traffic will not be able to move around vehicles pulling into and out of parallel parking spaces. Narrower corridor will slow down vehicles.</p>	<p>Less pedestrian friendly for crossings (pedestrians cross two through lanes and one centerlane).</p> <p>More friendly for bicyclists because of the center turn lanes (cars can go around bicyclists).</p> <p>Thru traffic will be able to move around vehicles pulling into and out of parking spaces. However, through traffic may tend to drive faster due to the wider, more open corridor.</p>	<p>More pedestrian friendly for crossings (pedestrians only have to cross two lanes of through traffic).</p> <p>Less friendly for bicycle traffic - traffic has more difficulty driving around bicyclists.</p> <p>Thru traffic will not be able to move around vehicles pulling into and out of parallel parking spaces. Narrower corridor will slow down vehicles.</p>
3	Addresses vehicular mobility	Added left turn lanes for heavy left turn movements (McDonalds, Safeway, 23rd).	Allows for most vehicular mobility with center turn lane for left turn and passing movements throughout the corridor.	Does not have left turn lanes at heavy movement areas except at the east end.
4	Minimizes the effort required to maintain the option	Not a differentiator		
5	Protects opportunities for enhancements to tourist destinations, community facilities and businesses	Provides the most parking to tourist destinations, community facilities and businesses.	Generally maintains the existing number of parking spaces.	Generally maintains the existing number of parking spaces. Potential for future ROW conflicts/processes with new developers in ROW gap if not all ROW is used.
6	Creates infrastructure investments that are reasonable to construct and provide the best value for their life cycle, function and purpose	Not a differentiator		
7	Protects the defining historical elements of Idaho Springs	Not a differentiator		
8	Meets access guidelines	Not a differentiator		
9	Protects or creates the unique character of Idaho Springs	Allows the most opportunity to create a unique character - narrower street/boulevard feel.	Widest feeling corridor - arterial feel (rushing cars through)	Narrower corridor (no center turn lane) slows cars down
10	Improves connections to adjacent neighborhoods	Not a differentiator		
11	Supports community development and business interest	<p>Provides the most parking to support community and business interests.</p> <p>Less convenient access without a center turn lane.</p>	<p>Generally maintains the existing number of parking spaces.</p> <p>Allows for most vehicular mobility with center turn lane for left turn to access businesses.</p>	<p>Generally maintains the existing number of parking spaces.</p> <p>Less convenient access without a center turn lane.</p>
12	Provides a solution that enhances Clear Creek	Not a differentiator		
13	Addresses bicycle and pedestrian mobility	<p>More pedestrian friendly for crossings (pedestrians only have to cross two lanes of through traffic). Risk of having minimal sidewalk widths, need to look for opportunities to widen sidewalks.</p> <p>Bicyclists will travel in lane.</p>	<p>Less pedestrian friendly for crossings (pedestrians cross two through lanes and one centerlane).</p> <p>More friendly for bicyclists because of wider section. (passing parking cars/more comfort)</p>	<p>More pedestrian friendly for crossings (pedestrians only have to cross two lanes of through traffic).</p> <p>Bicyclists will travel in lane.</p>
14	Allows opportunities for greenway and street amenity development	Slightly more opportunity for landscaping/urban design	<p>Slightly less opportunity for landscaping/urban design</p> <p>Wider sidewalk in front of park on west end.</p>	Narrowest roadway cross section and most area between roadway and buildings, but requires private participation.

Evaluation Ranking Color Code		
Fair	Better	Best