

Appendix I

Project Readiness Evaluation

**PROJECT READINESS
EVALUATION**

| Project ROW Space Needs Assessment | | | | | | | | | |
|------------------------------------|---------------------|------------------|---------------------------------------|-------------------------|-------------------|-------------------------------|----------------------------|----------------------|--|
| Project | Curb/Gutter Present | Sidewalk Present | ½ Street: Centerline to Pavement Edge | On-Street Parking Width | Travel Lane Width | Remaining Physical Road Space | Extra Right of Way Present | Improvement Scenario | |
| 18A-n | N | N | 11 | N | 13 | -2 | Y | 1,2 | |
| 18A-s | N | N | 11 | N | 13 | -2 | Y | 1,2 | |
| 18B-n | Y | Y | 40 | N | 13 | 27 | Y | 1 | |
| 18B-s | N | Y | 12 | N | 13 | -1 | Y | 1 | |
| 19w | Y | N | 23 | 7 | 12 | 4 | NA | 1 | |
| 19e | N | N | 23 | 7 | 12 | 4 | NA | 1 | |
| 20w | Y | Y | 23 | 7 | 12 | 4 | NA | 1 | |
| 20e | Y | Y | 23 | 7 | 12 | 4 | NA | 1 | |
| 21e | Y | N | 14 | NP | 12 | 2 | Y | 1,2 | |
| 22e | N | N | 18 | NP | 13 | 5 | NA | 1 | |
| 25w | Y | Y | 33 | N | 13 | 20 | NA | 1 | |
| 25e | N | N | 12 | NP | 13 | -1 | NA | 1 | |
| 26A-e | N | N | 15 | NP | 13 | 2 | Y | 1,2 | |
| 26B-w | Y | N | 31 | 7 | 13 | 11 | N | 1 | |
| 26B-e | Y | Y | 33 | 7 | 13 | 13 | N | 1 | |
| 26C-w | Y | Y | 23 | 7 | 13 | 3 | N | 1,2,3,4,5 | |
| 26C-e | Y | Y | 22 | 7 | 13 | 2 | N | 1,2,3,4,5 | |
| 26D-w | Y | Y | 34 | 7 | 13 | 14 | N | 1 | |
| 26D-e | Y | Y | 34 | 7 | 13 | 14 | N | 1 | |
| 27w | Y | Y | 34 | 7 | 13 | 14 | NO | 1 | |

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|---------|---------------------|------------------|---------------------------------------|-------------------------|-------------------|-------------------------------|--------------------|----------------------|
| 27e | Y | Y | 34 | 7 | 13 | 14 | NO | 1 |
| 28e | N | N | 12 | NP | 12 | 0 | Y | 1,2 |
| 29w | Y | N | 20 | 7 | 12 | 1 | Y | 1,2,4 |
| 29e | Y | N | 20 | 7 | 12 | 1 | Y | 1,2,4 |
| 30e | N | N | 11 | NP | 11 | 0 | Y | 1,2 |
| 30w | N | N | 11 | NP | 11 | 0 | Y | 1,2 |
| 31 | Y | Y | 37 | NP | 13X3 | -2 | N | 1,2,3,4,5 |
| 31 | Y | Y | 37 | NP | 13X3 | -2 | N | 1,2,3,4,5 |
| 32 | Y | Y | 25 | 7 | 13 | 5 | NA | 1 |
| 32 | Y | Y | 25 | 7 | 13 | 5 | NA | 1 |
| 34 | N | N | 11 | NP | 13 | -2 | Y | 1,2 |
| 34 | N | N | 11 | NP | 13 | -2 | Y | 1,2 |
| 35 | Y | N | 21 | 7 | 12 | 2 | N | 1,2,4 |
| 35 | Y | N | 21 | 7 | 12 | 2 | N | 1,2,4 |
| 36A-n | Y | Y | 18 | 7 | 12 | -1 | N | 1,2,3,4,5 |
| 36A-s | Y | Y | 18 | 7 | 12 | -1 | N | 1,2,3,4,5 |
| 36B-n | N | N | 18.5 | 7 | 12 | -5 | Y | 1,2,4,5 |
| 36B-s | N | N | 10 | NP | 12 | -2 | Y | 1,2 |
| 36C-n | N | N | 18.5 | 7 | 12 | -5 | Y | 1,2,4,5 |
| 36C-s | N | N | 10 | NP | 12 | -2 | Y | 1,2 |

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| 37 | N | Y | 15 | NP | 12 | 3 | Y | 1,2 | |
| 37 | N | Y | 12 | NP | 12 | 0 | Y | 1,2 | |
| 38 | Y | Y | 25 | NP | 13X2 | -1 | N | 1,2,3,4,5 | |
| 38 | Y | Y | 25 | NP | 13X2 | -1 | N | 1,2,3,4,5 | |
| 39 | Y | Y | 23 | 7 | 12 | 4 | NA | 1 | |
| 39 | Y | N | 23 | 7 | 12 | 4 | NA | 1 | |
| 40 | Y | Y | 23 | 7 | 12 | 4 | NA | 1 | |
| 40 | Y | Y | 23 | 7 | 12 | 4 | NA | 1 | |
| 41 | Y | Y | 24 | 7 | 13 | 4 | N | 1 | |
| 41 | Y | Y | 24 | 7 | 13 | 4 | N | 1 | |
| 42 | Y | Y | 21 | 7 | 12 | 2 | N | 1,2,3,4,5 | |
| 42 | Y | N | 21 | 7 | 12 | 2 | N | 1,2,3,4,5 | |
| 50A-n | Y | Y | 22 | 7 | 13 | 2 | N | 1 | |
| 50A-s | Y | Y | 31 | 7 | 13 | 11 | N | 1 | |
| 50B-n | Y | Y | 22 | NP | 13 | 9 | N | 1 | |
| 50B-s | Y | Y | 21 | NP | 13 | 8 | N | 1 | |
| 50C-n | N | N | 16 | NP | 13 | 3 | Y | 1,2 | |
| 50C-s | Y | Y | 32 | NP | 13 | 3 | Y | 1,2 | |
| 50D-n | N | N | 14.5 | NP | 13 | 1.5 | Y | 1,2 | |

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| 50D-s | N | N | 15 | NP | 13 | 2 | Y | 1,2 | |
| 50E-n | N | N | 13 | NP | 13 | 0 | Y | 1,2 | |
| 50E-s | N | N | 14 | NP | 13 | 1 | Y | 1,2 | |
| 51 | N | N | 11 | NP | 12 | -1 | Y | 1,2 | |
| 51 | N | N | 15 | NP | 12 | 3 | Y | 1,2 | |
| 52w | N | N | 21 | 7 | 12 | 2 | Y | 1,2 | |
| 52e | Y | N | 21 | 7 | 12 | 2 | N | 1,2,4 | |
| 53w | Y | N | 19 | 7 | 12 | 0 | NA | 1,2 | |
| 53e | Y | N | 19 | 7 | 12 | 0 | NA | 1,2 | |
| 54w | Y | Y | 23 | 7 | 12 | 4 | NA | 1 | |
| 54e | Y | Y | 23 | 7 | 12 | 4 | NA | 1 | |
| 56w | Y | Y | 23 | 7 | 12 | 4 | NA | 1 | |
| 56e | Y | Y | 23 | 7 | 12 | 4 | NA | 1 | |
| 58n | Y | Y | 23 | 7 | 12 | 4 | NA | 1 | |
| 58s | Y | Y | 23 | 7 | 12 | 4 | NA | 1 | |
| 59n | N | N | 9.5 | NP | 9.5 | 0 | Y | 1,2 | |
| 59s | N | N | 9.5 | NP | 9.5 | 0 | Y | 1,2 | |

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| Project | Curb/Gutter Present | Sidewalk Present | ½ Street: Centerline to Pavement Edge | On-Street Parking Width | Travel Lane Width | Remaining Physical Road Space | Extra Right of Way | Improvement Scenario | |
| 60A-n | Y | Y | 19 | 7 | 12 | 0 | N | 1,2,3,4,5 | |
| 60A-s | Y | Y | 19 | 7 | 12 | 0 | N | 1,2,3,4,5 | |
| 60B-n | Y | Y | 23 | 7 | 12 | 4 | N | 1 | |
| 60B-s | N | N | 12 | NP | 12 | 0 | Y | 1,2 | |
| 60C-n | N | N | 11 | NP | 12 | -1 | Y | 1,2 | |
| 60C-s | N | N | 11 | NP | 12 | -1 | Y | 1,2 | |
| 63 | N | N | 10 | NP | 12 | -2 | Y | 1,2 | |
| 63 | N | N | 10 | NP | 12 | -2 | Y | 1,2 | |
| 65 | N | N | 10 | NP | 13 | -3 | Y | 1,2 | |
| 65 | N | N | 10 | NP | 13 | -3 | Y | 1,2 | |
| 67 | N | N | 10 | NP | 13 | -3 | Y | 1,2 | |
| 67 | N | N | 10 | NP | 13 | -3 | Y | 1,2 | |

Key:

Symbols

N – No

Y – Yes

NA – Not Applicable

N – North

s – South

e – East

w – West

NP – Parking not present

X2 – two travel lanes

Improvement Scenario

1. Pavement striping, markings and signage on both sides
2. Additional 5 feet of asphalt on both sides
3. Rights-of-way needed for 2 above
4. Curb and gutter and ROW needed
5. Parkway, sidewalk and ROW needed

Assumptions:

Lane Width

Local Road: 10-feet

Collector Road: 12-feet

Arterial Road: 13-feet

Parking Space Width

All Roads: 7-feet

Road Sections:

Project 31, Olive Avenue from R Street to Hwy 59 in City, see Project #69 in Appendix E.

Project 38, 16th Street from Ashby Road to G Street in City, see Project # 68 in Appendix E.

Santa Fe

36A-n: Santa Fe: G Street to 6th Street

36A-s: Santa Fe: G Street to 6th Street

36B-n: Santa Fe: 6th Street to Glen

36B-s: Santa Fe: 6th Street to Glen

36C-n: Santa Fe: Glen to McKee

36C-s: Santa Fe: Glen to McKee

Childs Avenue

50A-n: Childs Avenue: Carol to Parsons

50A-s: Childs Avenue: Carol to Parsons

50B-n: Childs Avenue: Parsons to GV High School

50B-s: Childs Avenue: Parsons to GV High School

50C-n: Childs Avenue: GV High School to Brimmer

50C-s: Childs Avenue: GV High School to Brimmer

50D-n: Childs Avenue: Brimmer to Coffee Street

50D-s: Childs Avenue: Brimmer to Coffee Street

50E-n: Childs Avenue: Coffee Street to Tower

50E-s: Childs Avenue: Coffee Street to Tower

Gerard Avenue

60A-n: Gerard Avenue: Parsons to Coffee

60A-s: Gerard Avenue: Parsons to Coffee

60B-n: Gerard Avenue: Coffee to Campus Parkway

60B-s: Gerard Avenue: Coffee to Campus Parkway

60C-n: Gerard Avenue: Campus Parkway to Tower

60C-s: Gerard Avenue: Campus Parkway to Tower

Bellevue Road

18A-n: Bellevue Road: "M" Street to Barclay

18A-s: Bellevue Road: "M" Street to Barclay

18B-n: Bellevue Road: Barclay to "G" Street

18B-s: Bellevue Road: Barclay to "G" Street

Findings:

- Seventeen (17) Pavement Marking Projects

18B, 19, 20, 22, 25, 26B, 26D, 27, 32, 39, 40, 41, 50A, 50B, 54, 56 and 58.

- Twenty-one (21) Additional Pavement Width plus Pavement Marking Projects

18A, 21, 26A, 28, 30, 34, 36B-s, 36C-s, 37, 50C, 50D, 50E, 51, 52-w, 53, 59, 60B, 60C, 63, 65, and 67.

- Three (3) projects with High Improvement Costs

29(p), 35(p) and 52e(p).

Those marked with (p) could be assessed to remove on-street parking in order to enable bike lanes for cost of pavement markings only.

- Eight (8) projects with Preventative Costs / 2 without options, and 6 with options to reduce cost.

26C (p), 31, 36A(p), 36B-n(p), 36C-n(p), 38, 42(p), and 60A(p).

Those marked with (p) could be assessed to remove on-street parking in order to enable bike lanes for cost of pavement markings only. Projects 31 and 38 already have on-street parking area removed, but still no space for bike lanes. Routes and sharrows are not appropriate for these sites either. Projects 31 and 38 may be infeasible.

