Cañon City US 50 Pedestrian Crossing Project
Concept Evaluation Matrix

Benefit Rating System:

1	Not Supportive of Goal
2	Somewhat Supportive of Goal
3	Supportive of Goal
4	Highly Supportive of Goal
5	Very Highly Supportive of Goal

Evaluation Criteria:	Alternatives:	US 50 Roadway Modifications							Grade Separations							
		No Build Repair Pedestrian Ramps	Base Pedestrian Improvements ADA Compliant Crossings	Concept RD-A : Five Lanes Medians at Crosswlks Only	Concept RD-B : Four Lanes Crosswalks, Landscaped Edges	Concept RD-C : Narrow Four-Lane Crosswalks, Offset Café Zone One Side	Concept RD-D : Four Lanes Crosswalks, Full Median	Concept RD-E : Four Lanes Crosswalks, Full Median, One-way Pair	Concept GS-1 Overpass at 2nd Street	Concept GS-2 Overpass at 3rd Street (West)	Concept GS-3 Overpass at 3rd Street (East)	Concept GS-4 Overpass at 4th Street	Concept GS-5 Underpass at 4th Street	Concept RR-1 3rd Street Ped Overpass over RR	Concept RR-2 4th St Bridge Ramps to Riverwalk
Address identified project goals:															
Enhance Safety		2	2	4	4	2	3	2	4	5	5	5	4		
Pedestrian Safety		2	2	4	4	2	4	4	5	5	5	5	5		
Vehicular Safety		1	2	4	3	2	3	2	5	5	5	5	5		
Bicycle Safety		1	2	4	3	2	3	3	5	5	5	5	5		
Emergency Operations		3	4	4	3	2	3	1	5	5	5	5	5		
Security: Discourage Vagrancy		1	1	2	5	3	3	3	4	5	5	5	1		
Security: Open Feel		5	1	4	5	2	3	1	4	5	5	5	1		
Increase Bicycling and/or Walking Activity		3	3	3	4	1	3	3	3	3	3	3	4		
Maximize Investment/ Network Connectivity		3	5	5	5	0	2	2	3	3	3	3	3		
Immediate Benefit to Public		3	5	5	5	0	2	2	3	3	3	3	3		
Improve State and Regional Economy		3	4	4	3	1	2	2	2	3	3	3	2		
Economic Development/Redevelopment		1	4	4	4	1	2	2	3	3	3	3	1		
Active Use of Both Sides of Highway		2	5	4	5	1	2	2	2	4	4	4	4		
Easy Vehicular Access t o Businesses		5	5	4	2	1	1	1	3	3	3	5	5		
Better or more access to parking		3	5	5	2	0	1	1	2	4	2	1	1		
Positive Impact on Businesses		3	3	4	2	1	1	2	1	3	2	2	2		
Expand Recreational Opportunities		1	2	3	3	0	3	2	2	2	2	2	1		
Enhance Quality of Life		1	1	4	5	2	3	3	4	4	4	4	2		
Aesthetics		1	1	4	5	1	3	2	5	5	5	5	1		
Gateway (Highly Visible)		1	1	4	5	3	4	4	5	5	5	5	1		
Incorporate Highway into Fabric of the City as much as possible		1	1	3	4	1	3	3	5	4	4	4	1		
State of the Art		1	1	4	5	1	2	2	5	5	5	5	2		
Adjacent Building Aesthetics		1	1	4	5	2	3	2	1	1	1	1	1		
Improve Public Health		2	3	3	3	1	3	3	3	3	3	3	3		
Provide Transportation Equity		2	4	4	4	2	3	2	4	3	3	2	2		
ADA Compatibility		3	5	5	5	2	3	3	5	3	1	3	3		
Minimize Impact of Traffic Flow		3	1	2	3	0	2	0	5	5	5	1	1		
Calm Traffic to Meet 30 MPH Speed Limit		1	5	5	5	3	3	2	2	2	2	1	1		
Create Project Readiness		3	5	5	5	2	3	2	1	1	1	1	1		
Compatibility with Funding		3	5	5	5	2	3	2	1	1	1	1	1		
Integration with Plans and Community Support		2	2	2	3	4	4	4	3	3	3	3	3		
US 50 Corridor Plan		2	3	3	5	5	5	5	5	5	5	5	5		
Downtown Strategic Plan		2	3	3	5	4	4	4	4	4	4	4	4		
Draft Arkansas River Central Corridor Plan		1	1	1	1	3	3	3	3	3	3	3	2		
Eastern Fremont County Trails, Open Space & River Corridor Master Plan		1	1	1	1	3	3	3	3	3	3	3	3		
Uniformity with Downtown (content & placemaking)		3	3	1	4	4	4	4	4	4	4	1	1		
Compatibility with Railroad Crossings (At-Grade or Grade Separated Connection to Depot)		1	1	1	1	3	3	3	1	1	1	1	1		
Future Needs		2	1	2	5	3	3	3	3	3	3	3	3		
Consider engineering design constraints/costs:															
Engineering Considerations		5	5	5	4	4	4	4	3	4	4	4	4		
Right-of-Way Impacts		5	5	5	5	5	5	5	2	5	5	5	5		
Minimize Construction Impacts		5	5	4	2	3	3	3	4	4	4	4	5		
Minimize Natural/Cultural Resource Impacts		5	5	5	5	5	5	5	4	4	4	1	1		
Minimize Utility Impacts/Relocations		5	5	5	5	3	3	3	4	4	4	5	5		
Maintenance Considerations		5	5	4	3	3	2	2	3	3	3	5	4		
Overall Evaluation:															
Overall Evaluation		3	4	4	4	2	3	2	3	3	3	3	2		

Arkansas River Central Corridor Plan

Base Pedestrian and ADA Compliant Improvements

Concept RD-A: 5-Lanes Medians at Crosswalk Only

Concept-RD-D: 4-Lanes Crosswalks, Full Median

Concept GS-1: Overpass at 2nd Street

Concept GS-5: Underpass at 4th Street

Preferred Alternative

WILSON & COMPANY

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