



MINUTES OF REGULAR MEETING  
**CITY OF ALAMEDA DISTRICT NOMINATION BOARD**

Alameda Municipal Power Service Center  
2000 Grand Street (Corner of Grand Street and Clement Avenue)  
Alameda, California 94501

**Thursday, December 08, 2016 at 6:00 P.M.**

1. **CONVENE**

*Meeting called to order at 6:11 PM by Chairman Serventi*

2. **ROLL CALL**

*On roll call, the following board members were present: Hoffman, Serventi, Buckley, Kozisek. Member Petersen was absent.*

3. **AGENDA CHANGES AND DISCUSSION** – None

4. **ORAL COMMUNICATIONS – NON AGENDA** (Public Comment) – None

5. **SPECIAL PRESENTATION** - None

4. **CONSENT CALENDAR**

A. Minutes – DNB Meeting 10 November 2016 – *approved by all members present*

5. **AGENDA ITEMS**

A. For Discussion, prospective UUDs and scorecard

Highlights of the discussions are below:

*Discussions focused on the data and the scorecard.*

1. *Clarified that since the Average Daily Traffic (ADT) measure was correlated to the criteria for whether the area was an entryway and the street classification that the scorecard would only use the ADT measure.*
2. *The scorecard groups the measures into three categories: 1. Number of Eyes that See (ADT, Bike Routes, Bus Routes); 2. Visual Impact (Number of poles, Number of Wire Connections to the Poles, Number of Wires Crossing the Road); 3. Impact to Special Areas of Interest (Historical/ Scenic/Recreational/Civic/Shopping Frontage, Tree/Wire Conflicts).*
3. *For each area on the list of areas under consideration, the measures were compared to the other areas on the list and given a ranking. A score was developed by dividing the rank (in descending order) by the number of areas under consideration (14). By weighting each measure's score according to the measure's importance as inferred from the criteria in the UUD policy, a weighted score was calculated. The areas with the highest scores were identified as having the highest priority for undergrounding.*
4. *Values for the weights were from 0 to 6.*

*Dividing the 8 measures into the three categories on the scorecard does not impact the scoring of each area but it does help conceptualize the relative importance of each measure.*

*Each board member provided their proposed weights. There was a discussion of the differences in weights that the board members assigned. It was decided that the weighting would be an average of the proposed weights. Several scenarios were run through the scorecard and the results were discussed to see if the resulting list made sense according to the criteria. Of interest was that changes in the values of the scorecard weights resulted in similar results in ranking the highest priority areas.*

*Some members adjusted their weights based on the discussions and the resulting list on the scorecard was discussed.*

*Board Member Hoffman made a motion to agree to the average weightings that the board members came up with and the final list that was developed from that. The motion was seconded by member Buckley. There was discussion and several friendly amendments were made. The final motion was to agree to the average weightings and the final list that resulted as documented by pdfs captured at the meeting. The top 7 ranked areas will be forwarded as the DNB's recommendations. The motion passed 4-0 with one member absent.*

*The final weighting is below:*

|  | Measure Number: |                           | Weight (0-6) | Comments  |
|--|-----------------|---------------------------|--------------|---|
| 1. Number of Eyes That See             | 1.1             | ADT                       | 6.0          | Value of ADT is related to street classification, Entryways, public use   |
|  | 1.2             | Bike Route                | 1.5          | Value is either 1 or zero. No data was available showing the number of bicyclist on each route. Bicycling accounts for only 1% of commuters. Weight needs to ensure the value gives the proper relative importance to the other measures which range from 0 to 1 (unweighted) |
|  | 1.3             | Bus Route                 | 2.5          | Many travelers; passenger wait at bus stops & people walk to the bus stops which help capture # pedestrians.  |
| 2. Visual Impact                       | 2.1             | Number of Poles           | 3.0          | Poles are very visible due to their width and height plus the various pole attachments.   |
|  | 2.2             | # Connections to Poles    | 4.0          |   |
|  | 2.3             | # Wires Crossing Street   | 4.5          | Most Visible aspect   |
| 3. Impact to special areas of interest | 3.1             | Area of Interest Frontage | 3.5          | Accounts for historical, parks & recreational, commercial, & civic frontages  |
|  | 3.2             | Tree/Wire Conflicts       | 3.3          |   |

*The resulting list of areas is below. The top 7 ranked items will be forwarded as the DNB's recommendations to the Technical Advisory Committee.*

|  |                | 1. Number of Eyes That See |                           | 2. Visual Impact          |                           | 3. Impact to special areas of interest |                    |
|--|----------------|----------------------------|---------------------------|---------------------------|---------------------------|--|--------------------|
| Row Labels   | Sum of Ranking | Sum of Measure 1 Subscore  | Sum of Measure 2 Subscore | Sum of Measure 3 Subscore | Sum of Measure 3 Subscore | Sum of Measure 3 Subscore              | Sum of Total Score |
| Otis Drive- High to Broadway and south of Otis Dr including Broadway, Pearl St, Versailles Ave, Mound St, Waterton St and Court St | 1              | ● 8.679                    | ● 8.357                   | ● 4.871                   | ● 4.871                   | ● 4.871                                | ● 21.91            |
| Webster St. - all crossings - Central Avenue to Pacific Avenue including Eagle Ave - West of Constitution Wa                       | 2              | ● 8.500                    | ● 6.643                   | ● 5.857                   | ● 5.857                   | ● 5.857                                | ● 21.00            |
| Broadway (BV to Clement)   | 3              | ● 5.786                    | ● 10.857                  | ● 4.314                   | ● 4.314                   | ● 4.314                                | ● 20.96            |
| Broadway - La Jolla to Encinal; La Jolla   | 4              | ● 5.554                    | ● 7.607                   | ● 5.050                   | ● 5.050                   | ● 5.050                                | ● 18.21            |
| Central Ave - Eighth St to Webster Including Garden way  | 5              | ● 6.500                    | ● 4.929                   | ● 4.900                   | ● 4.900                   | ● 4.900                                | ● 16.33            |
| Fernside from Encinal to High Street, Include lines on Lincoln Park access road (UUD 23)   | 6              | ● 6.411                    | ● 8.250                   | ● 1.664                   | ● 1.664                   | ● 1.664                                | ● 16.33            |
| Park St - San Jose to Otis   | 7              | ● 7.107                    | ● 6.357                   | ● 2.636                   | ● 2.636                   | ● 2.636                                | ● 16.10            |
| Encinal Avenue - Broadway to Central   | 8              | ● 3.821                    | ● 4.464                   | ● 5.593                   | ● 5.593                   | ● 5.593                                | ● 13.88            |
| Santa Clara - Oak to Webster   | 9              | ● 4.679                    | ● 5.571                   | ● 3.429                   | ● 3.429                   | ● 3.429                                | ● 13.68            |
| High Street - Fernside to Otis   | 10             | ● 2.714                    | ● 7.250                   | ● 3.329                   | ● 3.329                   | ● 3.329                                | ● 13.29            |
| Central from Webster to Main Street  | 11             | ● 3.625                    | ● 5.464                   | ● 1.707                   | ● 1.707                   | ● 1.707                                | ● 10.80            |
| Lincoln Avenue – Sherman to 9th  | 12             | ● 2.339                    | ● 4.250                   | ● 2.736                   | ● 2.736                   | ● 2.736                                | ● 9.33             |
| Eighth St - Central to Constitution at Lincoln   | 13             | ● 4.482                    | ● 2.429                   | ● 1.971                   | ● 1.971                   | ● 1.971                                | ● 8.88             |
| Lincoln Avenue - Oak to Grand  | 14             | ● 1.054                    | ● 3.821                   | ● 2.943                   | ● 2.943                   | ● 2.943                                | ● 7.82             |
| <b>Grand Total</b>   |                | <b>71.250</b>              | <b>86.250</b>             | <b>51.000</b>             | <b>51.000</b>             | <b>51.000</b>                          | <b>208.50</b>      |

*The minutes to this meeting will be sent for review to the board members. Minor corrections will be made. Assuming that there are no major changes required, the corrected minutes will automatically be approved.*

B. By Resolution, set future meeting date(s).

*No future meetings are planned at this time. The Board will transition to an inactive status in the event that there is some question or tasks that need to be followed up on.*

6. **UUD PROGRAM MANAGER'S REPORT**– *None*
8. **BOARD COMMUNICATIONS**– *None*
9. **ORAL COMMUNICATIONS – NON AGENDA** (Public Comment) – *None*
10. **ADJOURNMENT**  
*Adjourned at 8:34 PM*

| ID | Description  | Estimated Length (ft) | Comments  | Pairing                              | Sort | Road Classification                           | Ave Daily Traffic |                      | # Poles | Historic Bldg Count | Historic Monument | 2. Ave Connections per pole         | # Connections per pole  | # Street crossings | # Crossings per 100' | # Crossing Statistical Rank | # Poles per 100' | # Poles Rank | # Poles/100' Statistical Rank | Tree/Wire Conflicts | 5. # ave or high maint tree | Tree/Wire Conflicts    | Tree/Wire Rank                    | Tree/Wire Rank | 6. Other City Projects | 7. UG adjacency | Bike Route (Y/N) | Bike Value | Bus Route (Y/N) | Bus Route             | Bus Freq (#/24hrs) | Total Bus Frequency          | Bus Rank   | Bus Statistical Rank                 | Frontage Historical | Frontage Scenic & Rec | Frontage Civic/School/Shopping | Frontage of civic, school, parks, commercial, historic (# per 100') | Frontage Rank | Frontage Statistical Rank | Entryway (Y/N) |        |      |   |
|----|--|-----------------------|---|--------------------------------------|------|---|-------------------|----------------------|---------|---------------------|-------------------|-------------------------------------|---|--------------------|----------------------|-----------------------------|------------------|--------------|-------------------------------|---------------------|-----------------------------|------------------------|-----------------------------------|----------------|------------------------|-----------------|------------------|------------|-----------------|-----------------------|--------------------|------------------------------|--|--------------------------------------|---------------------|-----------------------|--------------------------------|---|---------------|---------------------------|----------------|--------|------|---|
|    |  |                       |   |                                      |      |   | ADT               | ADT Statistical Rank |         |                     |                   |                                     |   |                    |                      |                             |                  |              |                               |                     |                             |                        |                                   |                |                        |                 |                  |            |                 |                       |                    |                              |  |                                      |                     |                       |                                |   |               |                           |                |        |      |   |
| 1  | Broadway (BV to Clement)   | 807                   | Island Arterial; High traffic (10,170); adjacent to UG  | No                                   | A1   | Island Arterial                               | 10,170            | 10                   | 5       | 15                  | 14                | S - 1<br>E - 13                     | N   | 13                 | 14                   | 61                          | 7.56             | 3.00         | 12.00                         | 1.86                | 1.00                        | 14                     | H - 14<br>M - 6                   | 14             | 1.735                  | 2,000           | 13,000           |            |                 | Y                     | 1                  | Y                            | 51A<br>851   | 196<br>10                            | 206                 | 3                     | 12                             | 539   | 0             | 0                         | 0.668          | 10,000 | 5.0  | N |
| 2  | Broadway - La Jolla to Encinal; La Jolla   | 2,710                 | Regional Arterial; High traffic count (11,440); adjacent to UG  | No                                   | A1   | Regional Arterial<br>Island Collector         | 11,440            | 7                    | 8       | 25                  | 36                | B - 13<br>E - 10<br>H - 3<br>S - 10 | N   | 10                 | 9                    | 208                         | 7.68             | 2.00         | 13.00                         | 0.92                | 11.00                       | 4                      | H - 42<br>M - 6                   | 48             | 1.771                  | 1,000           | 14,000           |            |                 | Y                     | 1                  | N                            |  |                                      | 0                   | 9                     | 3.5                            | 1975  | 0             | 0                         | 0.729          | 8,000  | 7.0  | N |
| 7  | Central Ave - Eighth St to Webster Including Garden way  | 1,560                 | Heavy volume of pedestrian or vehicle traffic (15,770). Civic, recreational, or scenic area; Frants Washington Park; Trees; AC Transit bus routes W & 20 line; adjacent to UG (Garden Way); Possible "Whole Street" Grant   | N                                    | A1   | Regional Arterial                             | 15,770            | 4                    | 11      | 17                  | 13                | B - 7<br>H - 1<br>S - 5             | N   | 10                 | 9                    | 34                          | 2.18             | 13.00        | 2.00                          | 1.09                | 7.00                        | 8                      | H - 13                            | 13             | 0.833                  | 8,000           | 7,000            |            |                 | Transitional Facility | 0                  | Y                            | 631<br>W<br>20   | 4<br>19<br>70                        | 93                  | 5                     | 10                             | 861   | 610           | 514                       | 1.272          | 2,000  | 13.0 | N |
| 8  | Central from Webster to Main Street  | 5,206                 | Major east west route; Area of proposed Central complete street project; Passes St Barnabas/ Child Unique Montessori School, Paden School, & Encinal Jr/Sr High School; "station" shopping area; Tree/wire issue; High traffic (3,540 - 10,460)   | 2012                                 | A1   | Regional Arterial<br>Island Arterial<br>Local | 10,460            | 8                    | 7       | 59                  | 24                | E - 8<br>H - 9<br>S - 7             | N   | 10                 | 9                    | 140                         | 2.69             | 12.00        | 3.00                          | 1.13                | 6.00                        | 9                      | H - 22<br>M - 4                   | 26             | 0.499                  | 12,000          | 3,000            |            |                 | Transitional Facility | 0                  | N                            |  |                                      | 0                   | 9                     | 3.5                            | 1739  | 0             | 1556                      | 0.633          | 11,000 | 4.0  | N |
| 9  | Eighth St - Central to Constitution at Lincoln   | 1,378                 | Major connector road; Passes Maya Lin School and Branch Library; Because of numerous wires on pole at Central, wood pole at corner is bending.  | 2017                                 | A1   | Transitional Arterial                         | 12,680            | 6                    | 9       | 11                  | 3                 | H - 1<br>S - 2                      | N   | 7                  | 1                    | 64                          | 4.64             | 9.00         | 6.00                          | 0.80                | 14.00                       | 1                      | H - 1                             | 1              | 0.073                  | 13,000          | 2,000            |            |                 | N                     | 0                  | N                            |  |                                      | 0                   | 9                     | 3.5                            | 637   | 0             | 315                       | 0.691          | 9,000  | 6.0  | N |
| 10 | Encinal Avenue - Broadway to Central   | 6,888                 | Regional arterial. Poles on both sides of the street with relatively high number of wires (9-11) along most of its length. Includes important civic frontage (Alameda high school on north side between Oak and Walnut plus three "station" commercial districts). 138 historic buildings.; UG from Oak to Park Ave | N                                    | A1   | Regional Arterial                             | 10,430            | 9                    | 6       | 65                  | 87                | B-9<br>E-8<br>H-16<br>S-54          | N   | 9                  | 4                    | 330                         | 4.79             | 8.00         | 7.00                          | 0.94                | 10.00                       | 5                      | H - 76<br>L - 3                   | 76             | 1.103                  | 4,000           | 11,000           |            |                 | N                     | 0                  | (1/6<br>Broadway to<br>Park) | O (11%)<br>OX (11%)  | 35<br>22                             | 6.27                | 8                     | 7                              | 5154  | 111           | 3255                      | 1.237          | 3,000  | 12.0 | N |
| 11 | Fernside from Encinal to High Street, include lines on Lincoln Park access road (UUD 23)   | 4,563                 | Island exit/entry to/ from east side to High Street Bridge; Tree wire conflicts; Will need new street lights; Passes Lincoln Park; Only an island arterial, but probably high traffic counts (need to check). Relatively high number of wires (10-11). 26 historic buildings.                                       | N                                    | A1   | Island Arterial                               | 14,520            | 5                    | 10      | 58                  | 24                | H-5<br>S-5                          | N   | 10                 | 9                    | 328                         | 7.19             | 4.00         | 11.00                         | 1.27                | 5.00                        | 10                     | H - 31<br>N - 6                   | 31             | 0.679                  | 9,000           | 6,000            |            |                 | Y                     | 1                  | N                            |  |                                      | 0                   | 9                     | 3.5                            | 1616  | 305           | 0                         | 0.421          | 14,000 | 1.0  | Y |
| 13 | High Street - Fernside to Otis   | 5,280                 | Passes Lincoln Park and St Philip Neri School; Has Historic street lights   | N                                    | A1   | Island Arterial                               | 8,460             | 12                   | 3       | 46                  | 32                | B-5<br>E-16<br>H-2<br>N-1<br>S-8    | N   | 12                 | 13                   | 286                         | 5.42             | 6.00         | 9.00                          | 0.87                | 12.00                       | 3                      | H - 73<br>N - 4                   | 73             | 1.383                  | 3,000           | 12,000           |            |                 | N                     | 0                  | Y                            | W<br>OX (24%)<br>O (40%)   | 19<br>22<br>66                       | 50.68               | 7                     | 8                              | 2262.2  | 305           | 431                       | 0.568          | 13,000 | 2.0  | Y |
| 15 | Lincoln Avenue - Oak to Grand  | 4,215                 | Island arterial; high traffic count (8,040); poles on both sides of the street with very high numbers of total wires, mostly 12-14. Includes important civic frontage (APD, 2 commercial "stations", Haight School); adjacent to UG (Oak)   | N                                    | A1   | Island Arterial                               | 8,040             | 14                   | 1       | 65                  | 46                | B - 7<br>E - 4<br>H - 16<br>S - 19  | N   | 9                  | 4                    | 63                          | 1.49             | 14.00        | 1.00                          | 1.54                | 4.00                        | 11                     | H - 23<br>L - 17                  | 23             | 0.546                  | 11,000          | 4,000            |            |                 | N                     | 0                  | N                            |  |                                      | 0                   | 9                     | 3.5                            | 2314  | 0             | 985                       | 0.783          | 7,000  | 8.0  | N |
| 16 | Lincoln Avenue - Sherman to 9th  | 2,746                 | Island arterial; high traffic count (9,640); poles on both sides of the street with very high numbers of total wires, mostly 12-14. Includes important civic frontage (2 commercial "stations");  | N                                    | A1   | Island Arterial                               | 9,640             | 11                   | 4       | 29                  | 32                | B - 5<br>H - 13<br>S - 13<br>N - 1  | N   | 9                  | 4                    | 88                          | 3.20             | 10.00        | 5.00                          | 1.06                | 8.00                        | 7                      | M - 1<br>L - 52                   | 1              | 0.036                  | 14,000          | 1,000            |            |                 | N                     | 0                  | N                            |  |                                      | 0                   | 9                     | 3.5                            | 1518  | 0             | 1143                      | 0.969          | 5,000  | 10.0 | N |
| 18 | Otis Drive- High to Broadway and south of Otis Dr including Broadway, Pearl St, Versailles Ave, Mound St, Waterton St and Court St | 2,118                 | Heavy volume of pedestrian or vehicle traffic (22,180); 35 Poles; Average Pole age = 54; Frants Krusi Park (750 ft);  | N                                    | A1   | Regional Arterial                             | 22,180            | 2                    | 13      | 35                  | 21                | E-18<br>S-3                         | N   | 10                 | 9                    | 132                         | 6.23             | 5.00         | 10.00                         | 1.65                | 3.00                        | 12                     | M - 18<br>N - 1                   | 18             | 0.850                  | 6,000           | 9,000            |            |                 | Y                     | 1                  | Y                            | 21<br>314<br>356<br>W<br>631   | 63<br>2<br>2<br>19<br>6              | 92                  | 6                     | 9                              | 1858.8  | 750.2         | 0                         | 1.232          | 4,000  | 11.0 | Y |
| 19 | Santa Clara - Oak to Webster   | 10,296                |   | N                                    | A1   | Island Arterial                               | 8,300             | 13                   | 2       | 87                  | 139               | B-22<br>H-29<br>N-1<br>S-87         | City Hall; 1st Presbyterian; 2233 Santa Clara; Library (2264 Santa Clara); Girl's Club; | 10                 | 9                    | 536                         | 5.21             | 7.00         | 8.00                          | 0.84                | 13.00                       | 2                      | H - 64<br>L - 10<br>N - 2         | 64             | 0.622                  | 10,000          | 5,000            |            |                 | Y                     | 1                  | Y                            | 51A<br>314<br>O<br>851   | 197<br>2<br>66<br>10                 | 275                 | 2                     | 13                             | 7806  | 310           | 1345                      | 0.919          | 6,000  | 9.0  | N |
| 20 | Webster St. - all crossings - Central Avenue to Pacific Avenue including Eagle Ave - West of Constitution Wa                       | 2,534                 | Suspended 2012, Heavy concentration of aeriels, Heavy volume of pedestrian or vehicle traffic (~4,000 to 5,000). Civic, recreational, or scenic area; 37 Poles; 5 new poles; Ave Pole age 38 yrs; Eagle Ave (6 poles)   | 2013 (Lincoln)<br>2017 (Santa Clara) | A1   | Regional Arterial                             | 23,720            | 1                    | 14      | 43                  | 28                | H-1<br>S-27                         | Crolls; 2308 Webster;   | 10                 | 9                    | 72                          | 2.84             | 11.00        | 4.00                          | 1.70                | 2.00                        | 13                     | H - 19<br>M - 3<br>L - 2<br>N - 1 | 22             | 0.868                  | 5,000           | 10,000           |            |                 | N                     | 0                  | Y                            | 20<br>W<br>31 (43%)<br>51A (74%)<br>314 (74%)<br>O (74%)<br>631 (53%)<br>851 (74%) | 70<br>19<br>68<br>2<br>66<br>6<br>10 | 324.92              | 1                     | 14                             | 2341  | 0             | 2534                      | 1.924          | 1,000  | 14.0 | N |
|    | Park St - San Jose to Otis   | 1,432                 |   | N                                    | A1   | Regional Arterial                             | 15,860            | 3                    | 12      | 14                  |                   | N                                   | 8   | 2                  | 124                  | 8.66                        | 1.00             | 14.00        | 0.98                          | 9.00                | 6                           | H - 10<br>M - 2<br>L-2 | 12                                | 0.838          | 7,000                  | 8,000           |                  |            | N               | 0                     | Y                  | 20<br>21<br>314              | 70<br>63<br>2  | 135                                  | 4                   | 11                    | 898                            | 0   | 0             | 0.627                     | 12,000         | 3.0    | N    |   |

|  | ADT                             |                | Bike       |                | Bus                             |                | #Poles             |   | #Connections   |   | #Crossings     |                                       | Frontage                               |                    | Tree/Wire                            |                |                                       |                |                    |             |         |
|--|---------------------------------|----------------|------------|----------------|---------------------------------|----------------|--------------------|---|----------------|---|----------------|---------------------------------------|--|--------------------|--------------------------------------|----------------|---------------------------------------|----------------|--------------------|-------------|---------|
| Measure Weight:  | 6                               |                | 1.5        |                | 2.5                             |                | 3                  |   | 4              |   | 4.5            |                                       | 3.5                                    |                    | 3.3                                  |                |                                       |                |                    |             |         |
| Measure Number:  | 1. Number of Eyes That See      |                |            |                |                                 |                | 2. Visual Impact   |   |                |   |                |                                       | 3. Impact to special areas of interest |                    |                                      |                |                                       |                |                    |             |         |
|  | 1.1                             | 1.2            | 1.3        |                |                                 |                | 2.1                | 2.2                                     | 2.3            |   |                |                                       |  | 3.1                | 3.2                                  |                |                                       |                |                    |             |         |
| Description  | ADT Statistical Rank Descending | Weighted Value | Bike Value | Weighted Value | Bus Statistical Rank descending | Weighted Value | Measure 1 Subscore | #Poles/100' Statistical Rank Descending | Weighted Value | #Connections per pole Statistical Rank Descending | Weighted Value | #Crossing Statistical Rank Descending | Weighted Value                         | Measure 2 Subscore | Frontage Statistical Rank Descending | Weighted Value | Tree/Wire Statistical Rank Descending | Weighted Value | Measure 3 Subscore | Total Score | Ranking |
| Broadway (BV to Clement)   | 5                               | 2.143          | 1          | 1.5            | 12                              | 2.143          | 5.786              | 14                                      | 3.000          | 14  | 4.000          | 12.00                                 | 3.86                                   | 10.857             | 5                                    | 1.250          | 13                                    | 3.064          | 4.314              | 20.957      | 3       |
| Broadway - La Jolla to Encinal; La Jolla   | 8                               | 3.429          | 1          | 1.5            | 3.5                             | 0.625          | 5.554              | 4                                       | 0.857          | 9   | 2.571          | 13.00                                 | 4.18                                   | 7.607              | 7                                    | 1.750          | 14                                    | 3.300          | 5.050              | 18.211      | 4       |
| Central Ave - Eighth St to Webster Including Garden way  | 11                              | 4.714          | 0          | 0              | 10                              | 1.786          | 6.500              | 8                                       | 1.714          | 9   | 2.571          | 2.00                                  | 0.64                                   | 4.929              | 13                                   | 3.250          | 7                                     | 1.650          | 4.900              | 16.329      | 5       |
| Central from Webster to Main Street  | 7                               | 3.000          | 0          | 0              | 3.5                             | 0.625          | 3.625              | 9                                       | 1.929          | 9   | 2.571          | 3.00                                  | 0.96                                   | 5.464              | 4                                    | 1.000          | 3                                     | 0.707          | 1.707              | 10.796      | 11      |
| Eighth St - Central to Constitution at Lincoln   | 9                               | 3.857          | 0          | 0              | 3.5                             | 0.625          | 4.482              | 1                                       | 0.214          | 1   | 0.286          | 6.00                                  | 1.93                                   | 2.429              | 6                                    | 1.500          | 2                                     | 0.471          | 1.971              | 8.882       | 13      |
| Encinal Avenue - Broadway to Central   | 6                               | 2.571          | 0          | 0              | 7                               | 1.250          | 3.821              | 5                                       | 1.071          | 4   | 1.143          | 7.00                                  | 2.25                                   | 4.464              | 12                                   | 3.000          | 11                                    | 2.593          | 5.593              | 13.879      | 8       |
| Fernside from Encinal to High Street, Include lines on Lincoln Park access road (UUD 23)   | 10                              | 4.286          | 1          | 1.5            | 3.5                             | 0.625          | 6.411              | 10                                      | 2.143          | 9   | 2.571          | 11.00                                 | 3.54                                   | 8.250              | 1                                    | 0.250          | 6                                     | 1.414          | 1.664              | 16.325      | 6       |
| High Street -Fernside to Otis  | 3                               | 1.286          | 0          | 0              | 8                               | 1.429          | 2.714              | 3                                       | 0.643          | 13  | 3.714          | 9.00                                  | 2.89                                   | 7.250              | 2                                    | 0.500          | 12                                    | 2.829          | 3.329              | 13.293      | 10      |
| Lincoln Avenue - Oak to Grand  | 1                               | 0.429          | 0          | 0              | 3.5                             | 0.625          | 1.054              | 11                                      | 2.357          | 4   | 1.143          | 1.00                                  | 0.32                                   | 3.821              | 8                                    | 2.000          | 4                                     | 0.943          | 2.943              | 7.818       | 14      |
| Lincoln Avenue – Sherman to 9th  | 4                               | 1.714          | 0          | 0              | 3.5                             | 0.625          | 2.339              | 7                                       | 1.500          | 4   | 1.143          | 5.00                                  | 1.61                                   | 4.250              | 10                                   | 2.500          | 1                                     | 0.236          | 2.736              | 9.325       | 12      |
| Otis Drive- High to Broadway and south of Otis Dr including Broadway, Pearl St, Versailles Ave, Mound St, Waterton St and Court St | 13                              | 5.571          | 1          | 1.5            | 9                               | 1.607          | 8.679              | 12                                      | 2.571          | 9   | 2.571          | 10.00                                 | 3.21                                   | 8.357              | 11                                   | 2.750          | 9                                     | 2.121          | 4.871              | 21.907      | 1       |
| Santa Clara - Oak to Webster   | 2                               | 0.857          | 1          | 1.5            | 13                              | 2.321          | 4.679              | 2                                       | 0.429          | 9   | 2.571          | 8.00                                  | 2.57                                   | 5.571              | 9                                    | 2.250          | 5                                     | 1.179          | 3.429              | 13.679      | 9       |
| Webster St. - all crossings - Central Avenue to Pacific Avenue including Eagle Ave - West of Constitution Wa                       | 14                              | 6.000          | 0          | 0              | 14                              | 2.500          | 8.500              | 13                                      | 2.786          | 9   | 2.571          | 4.00                                  | 1.29                                   | 6.643              | 14                                   | 3.500          | 10                                    | 2.357          | 5.857              | 21.000      | 2       |
| Park St - San Jose to Otis   | 12                              | 5.143          | 0          | 0              | 11                              | 1.964          | 7.107              | 6                                       | 1.286          | 2   | 0.571          | 14.00                                 | 4.50                                   | 6.357              | 3                                    | 0.750          | 8                                     | 1.886          | 2.636              | 16.100      | 7       |

| Row Labels   | Sum of Ranking | Sum of Measure 1 Subscore | Sum of Measure 2 Subscore | Sum of Measure 3 Subscore | Sum of Total Score |
|--|----------------|---------------------------|---------------------------|---------------------------|--------------------|
| Otis Drive- High to Broadway and south of Otis Dr including Broadway, Pearl St, Versailles Ave, Mound St, Waterton St and Court St | 1              | 8.679                     | 8.357                     | 4.871                     | 21.91              |
| Webster St. - all crossings - Central Avenue to Pacific Avenue including Eagle Ave - West of Constitution Wa                       | 2              | 8.500                     | 6.643                     | 5.857                     | 21.00              |
| Broadway (BV to Clement)   | 3              | 5.786                     | 10.857                    | 4.314                     | 20.96              |
| Broadway - La Jolla to Encinal; La Jolla   | 4              | 5.554                     | 7.607                     | 5.050                     | 18.21              |
| Central Ave - Eighth St to Webster Including Garden way  | 5              | 6.500                     | 4.929                     | 4.900                     | 16.33              |
| Fernside from Encinal to High Street, Include lines on Lincoln Park access road (UUD 23)   | 6              | 6.411                     | 8.250                     | 1.664                     | 16.33              |
| Park St - San Jose to Otis   | 7              | 7.107                     | 6.357                     | 2.636                     | 16.10              |
| Encinal Avenue - Broadway to Central   | 8              | 3.821                     | 4.464                     | 5.593                     | 13.88              |
| Santa Clara - Oak to Webster   | 9              | 4.679                     | 5.571                     | 3.429                     | 13.68              |
| High Street -Fernside to Otis  | 10             | 2.714                     | 7.250                     | 3.329                     | 13.29              |
| Central from Webster to Main Street  | 11             | 3.625                     | 5.464                     | 1.707                     | 10.80              |
| Lincoln Avenue – Sherman to 9th  | 12             | 2.339                     | 4.250                     | 2.736                     | 9.33               |
| Eighth St - Central to Constitution at Lincoln   | 13             | 4.482                     | 2.429                     | 1.971                     | 8.88               |
| Lincoln Avenue - Oak to Grand  | 14             | 1.054                     | 3.821                     | 2.943                     | 7.82               |
| <b>Grand Total</b>   |                | <b>71.250</b>             | <b>86.250</b>             | <b>51.000</b>             | <b>208.50</b>      |

|  | Measure Number: |                           | Weight (0-6) | Comments  |
|--|-----------------|---------------------------|--------------|---|
| 1. Number of Eyes That See             | 1.1             | ADT                       | 6.0          | Value of ADT is related to street classification, Entryways, public use   |
|  | 1.2             | Bike Route                | 1.5          | Value is either 1 or zero. No data was available showing the number of bicyclist on each route. Bicycling accounts for only 1% of commuters. Weight needs to ensure the value gives the proper relative importance to the other measures which range from 0 to 1 (unweighted) |
|  | 1.3             | Bus Route                 | 2.5          | Many travelers; passenger wait at bus stops & people walk to the bus stops which help capture # pedestrians.  |
| 2. Visual Impact                       | 2.1             | Number of Poles           | 3.0          | Poles are very visible due to their width and height plus the various pole attachments.   |
|  | 2.2             | # Connections to Poles    | 4.0          |   |
|  | 2.3             | # Wires Crossing Street   | 4.5          | Most Visible aspect   |
| 3. Impact to special areas of interest | 3.1             | Area of Interest Frontage | 3.5          | Accounts for historical, parks & recreational, commercial, & civic frontages  |
|  | 3.2             | Tree/Wire Conflicts       | 3.3          |   |