

Assessment Methodology

The No Build and two Build Concepts were assessed, compared, and scaled by category to determine the degree of effect/ benefit of each concept.

Category	PEDESTRIAN	BICYCLE	TRANSIT	VEHICLES	PARKING	SAFETY & PUBLIC SPACE	RIGHT-OF-WAY
Performance Measure	Improving Pedestrian Experience	Bicycle Connectivity & Level of Traffic Stress	Transit Travel Time & Preservation of Existing Bus Routes	Link-level Vehicular Capacity and Network Delay	Change in Number of On-Street Parking Spaces	Public Space Enhancements & Safety Improvements	Anticipated Effect on Right-of-Way
Method for Assessment	<p>The greatest benefit assessment (dark green) represents:</p> <ul style="list-style-type: none"> ▶ More miles of new or widened sidewalks ▶ Greater number of new pedestrian crossings 	<p>The greatest benefit assessment (dark green) represents:</p> <ul style="list-style-type: none"> ▶ Greater percentage of streets with conditions in which “interested but concerned” bicyclists would feel comfortable biking ▶ Greater length of dedicated facilities for bicyclists 	<p>The greatest benefit assessment (dark green) in this category represents:</p> <ul style="list-style-type: none"> ▶ Travel time savings for some study area bus routes due to dedicated bus travel lanes and transit signal priority ▶ Transit facilities that closely align with the current bus routing patterns <p><i>NOTE: Bus service changes will be subject to further evaluation by DDOT and WMATA. Any proposed access points to the Hospital Center are for illustrative purposes only and are subject to further review.</i></p>	<p>The greatest effect assessment (dark purple) in this category reflects:</p> <ul style="list-style-type: none"> ▶ Greater effect on vehicular network resulting from fewer travel lanes in already constrained roadways ▶ Greater amount of traffic delay across the study area intersections ▶ Greater vehicular delay resulting from pedestrian crossings conflicting with turning movements ▶ Greater trip diversion to other adjacent roadways due to re-allocation of roadway space for multimodal facilities 	<p>The greatest effect assessment (dark purple) reflects:</p> <ul style="list-style-type: none"> ▶ Reduction of on-street parking spaces. The assessment considers both peak period and off-peak parking <p><i>NOTE: Effected parking is subject to further review including identification of mitigation and street by street review, analysis, and determination of legal implications.</i></p>	<p>The greatest benefit assessment (dark green) reflects:</p> <ul style="list-style-type: none"> ▶ The potential to enhance or create public space by adjusting the transportation infrastructure ▶ Improvements to existing safety hotspots that meet the goals of Vision Zero or address locations of high-frequency crashes. <p><i>NOTE: Vision Zero is the Mayor Muriel Bowser’s initiative, which states that by 2024, DC will reach zero fatalities and serious injuries to travelers of our transportation system. For more information visit dcvisionzero.com. The comments reviewed in this study were collected over the past year.</i></p>	<p>The greatest effect assessment (dark purple) reflects:</p> <ul style="list-style-type: none"> ▶ A higher level of anticipated effect on private space ▶ A higher level of anticipated effect on public space via change in use

