

Telegraph South Of Dwight


KEY

Major improvement over no-build
 Minor improvement over no-build
 Similar to no-build

Minor impact compared to no-build
 Major impact compared to no-build

| | CENTER TRANSITWAY | COMMENTS |
|--|-------------------|--|
| TRANSIT PERFORMANCE | | |
| Service reliability | | Dedicated lanes, other BRT elements reduce delay and improve reliability |
| Transit travel time | | Dedicated lanes, other BRT elements reduce delay and enable more frequent service; projected reduction in 2025 PM peak between Dwight and 65th St of 24% or 1.2 mins in in-vehicle travel time, 42% or 4.7 mins incl. wait time |
| Ease of operation | | Alignment direct but same as in no-build; dedicated lanes reduce conflicts with other vehicles |
| Service branding/identity | | Center lanes, stops highly visible |
| Ability to attract/retain riders | N/A | While not analyzed at segment level, at project level, dedicated lanes, other BRT elements projected to increase 2015 transit trips by 6,820 per day |
| Fiscal sustainability | N/A | While not analyzed at segment level, at project level, dedicated lanes, other BRT elements projected to reduce cost per trip by 32% (year 2015); dedicated lanes ensure minimal delay regardless of level of congestion |
| TRANSIT USER EXPERIENCE | | |
| Quality of waiting and boarding experience | | Center stops would provide dedicated space for waiting passengers and amenities; however, waiting area would be located between bus lanes and traffic; raised platforms, all-door entry would make boarding more convenient |
| Quality of in-vehicle experience | | Dedicated lanes and inline stations would mean fewer stops and starts and no pulling into or away from curb, resulting in a smoother ride |
| BRT/rapid stop placement/access | | One more stop in segment than along 1R, at Derby (note that comparison is to rapid stops only, as some local stops removed; this issue is addressed under "Accessibility to mobility-impaired") |
| Connectivity to other transit routes | | Closer connection to Route 9 at Ashby (current stop at Webster) |
| Ease of locating stops | | Alignment direct, along main street, but same as in no-build; center lanes, stops highly visible |
| TRAFFIC, PARKING & LOADING CONDITIONS | | |
| Traffic circulation and access | | Left turns restricted at some intersections, increasing traffic on some neighborhood streets while decreasing on others; possible restrictions on right turns by large trucks at Ashby and Telegraph |
| Traffic capacity | | Through capacity reduced by half, but turn lanes added or retained at major intersections; initial analysis shows some impacts on congestion at major intersections (most notably year 2025 PM peak increase from 25 sec. avg. delay at Woolsey to 51 secs.), 17% increase in peak volumes on College (but little change on other arterials); initial analysis shows no time savings from diversions/neighborhood cut-throughs |
| Street operations | | Responsibility for enforcement, maintenance of transit lanes needs to be negotiated |

| | CENTER TRANSITWAY | COMMENTS |
|---|-------------------|---|
| On-street parking supply | ↓↓ | Approx. 105 spaces removed; # found to be available on Telegraph, within short distance during weekday afternoon was 144; impacts on businesses, neighborhoods |
| Delivery access | ↓ | Number of loading spaces could be maintained, but there would no longer be spaces immediately adjacent to some businesses |
| Emergency vehicle access | ↑↑ | Emergency vehicles could use transit lanes to bypass traffic |
| BICYCLE & PEDESTRIAN CONDITIONS | | |
| Crossing safety and comfort | ↑↑ | Bulbs, refuges added; visibility improved; traffic calmed |
| Sidewalk safety, comfort and amenities | — | Little change to sidewalks (bulbs removed at Stuart) |
| Bicycle accommodation | ↑↑ | Bike lanes added south of Webster, in one direction on Ashby-Webster block; other improvements include calmed traffic, less risk of “door-ing,” easier transition to turn left, fewer conflicts with buses |
| Accessibility to mobility-impaired | — | Level boarding; however, some local stops removed; must cross traffic to access stations, but in some cases fewer lanes to cross |
| URBAN DESIGN, ECONOMIC & ENVIRONMENTAL CONSIDERATIONS | | |
| Street identity | ↑ | Transit, bike lanes could help to make street more distinct, more of a “complete” street |
| Ability to create usable public open space | — | No change |
| Opportunities for streetscape improvements | ↑ | Project could be used as leverage to attract funding |
| Integration with/support for adjacent land uses | — | Primarily commercial, mid-density residential arterial suitable for frequent transit service; pedestrian-oriented retail would benefit; however, auto-oriented retail would be impacted; project would likely result in some development along Telegraph near stops |
| Construction impacts | ↓↓ | Build alternative would inevitably result in significant disruption; length, intensity would vary depending on location (greater impact near stops) |
| Potential to reduce VMT/ carbon emissions | N/A | While not analyzed at segment level, at project level, dedicated lanes, other BRT elements projected to reduce VMT by 21,000 mi./day, CO ₂ /CO ₂ equivalent emissions by 6.3 tons/day (year 2025) |
| MAJOR PUBLIC CONCERNS | | |
| Traffic and parking impacts on businesses and neighborhoods, local stop removal | | |

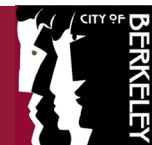
SUMMARY ANALYSIS

The build alternative in this segment would provide significant benefits for transit users, cyclists and pedestrians; however, traffic and parking would be impacted, resulting in impacts on businesses and residents.

KEY

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 — Similar to no-build

















↓ Minor impact compared to no-build
 ↓↓ Major impact compared to no-build






North Of Dwight and Tele-Shattuck



| | | |
|------------|------------------------------------|--------------------------------------|
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| | 1) TELEGRAPH-BANCROFT | 1A) TELE-GRAPH-BANCROFT (DANA/DURANT VARIANT) | 2) TELE-GRAPH-BANCROFT & DURANT | 3) TELE-GRAPH & DANA-BANCROFT | COMMENTS |
|----------------------------|--|--|--|---|---|
| TRANSIT PERFORMANCE | | | | | |
| Service reliability | ↑ | ↑ | ↑↑ Greatest length of dedicated lanes | ↑ | Dedicated lanes, other BRT elements reduce delay and improve reliability |
| Transit travel time | ↑ | ↑ | ↑↑ Greatest length of dedicated lanes | ↑ | Dedicated lanes, other BRT elements reduce delay and enable more frequent service; specific differences in travel time for alignment variations not yet analyzed |
| Ease of operation | ↑↑ | ↑ Requires southbound buses to make two additional turns | ↑↑ | ↑ Requires southbound buses to make two additional turns; also requires a more difficult transition to Telegraph | Dedicated lanes reduce conflicts with other vehicles, while turns introduce opportunities for conflicts and delays |
| Service branding/identity | ↑↑ Puts all BRT buses on major streets for all or most of the segment, making them visible to more potential riders; stations would be co-located, making it easier for riders to navigate the system | ↑↑ Puts all BRT buses on major streets for all or most of segment, making them visible to more potential riders | ↑ | ↑ | The simplicity of the route (bus operates in both directions on the same street) strengthens service branding/identity and makes the service more appealing to new riders |

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|--|--|--|--|--|---|
| Ability to attract/retain riders |  Projected to generate 9,320 new transit trips in year 2025 |  Ridership not yet analyzed; but would likely result in slightly lower ridership due to location of southbound stop at Telegraph and Durant rather than Telegraph and Bancroft |  Projected to generate 9,240 – 9,300 new transit trips in year 2025 |  Projected to generate 9,160 – 9,280 new transit trips in year 2025 | Service reliability, travel time, and clear identity and branding all contribute to attracting new riders |
| Fiscal sustainability | N/A | N/A | N/A | N/A | While not analyzed at segment level, at project level, dedicated lanes, other BRT elements projected to reduce cost per trip by 32% (year 2015); variations at segment level would be factor of ability to reduce delay, attract riders |
| TRANSIT USER EXPERIENCE | | | | | |
| Quality of waiting and boarding experience |  |  |  |  | All stops would be located on sidewalk bulb-outs away from traffic and with dedicated space for waiting, amenities; raised platforms, all-door entry would make boarding more convenient |
| Quality of in-vehicle experience |  |  |  |  | To the extent dedicated lanes and inline stations are provided, fewer stops and starts and less pulling into and away from curb are required, resulting in a smoother ride |
| BRT/rapid stop placement/access |  Allows for southbound stop at Sproul Plaza (directly across from northbound stop) |  Southbound stop at Telegraph and Durant would be adjacent to Telegraph, one block from Sproul Plaza |  Southbound stop at Telegraph and Durant would be adjacent to Telegraph, one block from Sproul Plaza |  Southbound stop at Bancroft and Dana would be one block from Telegraph and Sproul Plaza | One more stop in segment than along 1R, at Ellsworth (some local stops removed; this issue is addressed under "Accessibility to mobility-impaired") |

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|--|-----------------------|---|---------------------------------|-------------------------------|--|
| Connectivity to other transit routes | — | — | — | — | Connections to multiple routes, but essentially same as in no-build (Dana/Durant variant (1a) would place southbound/eastbound stop at Telegraph and Durant one block south of stop for Routes 7 and 51, which would presumably use Bancroft eastbound, but seamless connections between eastbound BRT, 7 and 51 could be made at other locations) |
| Ease of locating stops | ↑↑ | ↑ Would include potentially confusing “jog” from Bancroft onto Dana, Durant, then Telegraph, with stop on Durant at Telegraph one block south of eastbound local stops on Bancroft | ↑ | ↑ | To extent operations in both directions can be consolidated onto more visible streets, route is made easier to understand, remember |
| TRAFFIC, PARKING & LOADING CONDITIONS | | | | | |
| Traffic circulation and access | ↑ | ↑ | — | ↑↑ | Two-way Bancroft, Durant and Telegraph would all provide add'l circulation options, but only for short distance on Telegraph; two-way Telegraph would make double-parking more problematic (see “Street operations”) and require either left turns southbound at Dwight or removal of “free” right-turn lane from eastbound Dwight |
| Traffic capacity | ↓ | ↓ | ↓ | ↓ | Initial analysis suggests significant congestion only at Bancroft/Fulton (under all build alternatives) |
| Street operations | ↓ | ↓ | ↓ | — | Under two-way Telegraph alternatives, double-parking would result in conflicts, require increased enforcement |
| On-street parking supply | — | — | — | — | Little parking loss under any alternative |

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|--|--|---|---------------------------------|-------------------------------|--|
| Delivery access | ↓ | ↓ | ↓ | — | Delivery on Telegraph often requires double-parking, which would be made more problematic under two-way Telegraph alternatives |
| Emergency vehicle access | ↑ | ↑ | ↑↑ | ↑ | To extent there are dedicated lanes, emergency vehicle access would be improved |
| BICYCLE & PEDESTRIAN CONDITIONS | | | | | |
| Crossing safety and comfort | ↓ Would require increase in crossing distance, bus-pedestrian conflicts in west crosswalk at Telegraph and Bancroft, busiest intersections for pedestrians in entire corridor (could be offset somewhat by shorter crossing on east side) | — | — | — | Two-way Telegraph alternatives enable scramble crossings, but removal of “free” right-turn lane from eastbound Dwight to southbound Telegraph would increase pedestrian-auto conflicts at corner; two-way Bancroft and Durant alternatives would calm traffic |
| Sidewalk safety, comfort and amenities | ↓↓ | — | — | — | Telegraph-Bancroft alternative (1) would require reducing the sidewalk by half (9 feet) on the southwest corner of Telegraph and Bancroft, the busiest intersection for pedestrians in entire corridor, as well as reducing sidewalk width by 2 feet for a significant portion of the east side of Telegraph between Bancroft and Durant |
| Bicycle accommodation | ↑↑ | ↑↑ | ↑ | ↑↑ | Telegraph-Bancroft & Durant alternative (2) provides space for bikes in transit lanes; however, two-way Bancroft alternatives enable bike lanes on Durant, an improvement over existing Channing Bicycle Boulevard with no lanes (in Dana/Durant variant (1a), bike lanes would not extend east of Dana) |
| Accessibility to mobility-impaired | — | — | — | — | If level boarding, a benefit; however, local stops removed |

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|--|---|---|--|---|---|
| URBAN DESIGN, ECONOMIC & ENVIRONMENTAL CONSIDERATIONS | | | | | |
| Street identity | ↑ | ↑ | — | ↑↑ | Two-way alternatives change characters of streets from one half of arterial couplets to multimodal “complete” streets, and two-way Bancroft could better define border between UC and Southside (however, community concerns that two-way configuration would negatively impact vendor-oriented character of Telegraph) |
| Ability to create usable public open space | ↑ | ↑ | ↑ | ↑↑ Opportunity to significantly widen sidewalk on west side of Telegraph between Bancroft and Durant | Significant widening of sidewalk at Sproul Plaza; in two-way Telegraph alternatives may have to reconfigure Dwight Triangle |
| Opportunities for streetscape improvements | ↓ Might require removal of four mature trees from east side of Telegraph between Bancroft and Durant | — | — | ↑ | Project could be used as leverage to attract funding; however, in all two-way Telegraph alternatives, reconfiguration of Dwight Triangle would require removal of seven mature trees |
| Integration with/support for adjacent land uses | ↑ | — | — | — | Durant and Dana are primarily residential streets; if two-way Telegraph, transit access to pedestrian-oriented retail on Telegraph greatly improved with little impact on auto access, limited impacts on delivery access |
| Construction impacts | ↓↓ Would require significant reconstruction of curb near Bancroft and Telegraph | ↓ | ↓ | ↓ | All build alternatives would have some construction impacts, but shorter length of transit-only lanes, sidewalk stops less disruptive |
| Potential to reduce VMT/ carbon emissions | N/A | N/A | N/A | N/A | Alternatives that are faster, more reliable, more visible and provide greater access would attract most new transit users; however, diesel buses would limit benefit |

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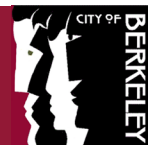
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|---|---|--|--|----------|
| MAJOR PUBLIC CONCERNS | | | | |
| Impacts on loading, sidewalks, access to parking, character of street | | | | |

SUMMARY ANALYSIS

Bancroft-only alternatives present significant traffic calming and urban design opportunities, but no transit-only lane in eastbound direction. Telegraph-only alternatives provide greater transit access to major destinations but would impact deliveries. Telegraph-Bancroft alternative (1) has significant pedestrian impacts at key location of Telegraph and Bancroft. Dana/Durant variant (1a) avoids this impact but has impacts common to two-way Telegraph alternatives. Telegraph & Dana-Bancroft alternative (3) avoids both pedestrian and delivery impacts, and lack of congestion on Dana would likely mean little delay for transit even without southbound transit-only lane.

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Shattuck


KEY

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| | 1) BUFFERED ANGLE PARKING | 2) PARALLEL PARKING | COMMENTS |
|--|---------------------------------|------------------------|---|
| TRANSIT PERFORMANCE | | | |
| Service reliability | ↑ | ↑ | While dedicated lanes, other BRT elements reduce delay and improve reliability, impact limited by relatively short length of segment |
| Transit travel time | ↑ | ↑ | While dedicated lanes, other BRT elements reduce delay and enable more frequent service, impact limited by relatively short length of segment |
| Ease of operation | ↑ | ↑ | Alignment direct but same as in no-build; dedicated lanes reduce conflicts with other vehicles (however, impact limited by relatively short length of segment); terminus in same area as no-build, so decision-making process for layover location unaffected, although increased frequency may demand larger space |
| Service branding/identity | ↑↑ | ↑↑ | Center lanes, stops highly visible |
| Ability to attract/retain riders | N/A | N/A | While not analyzed at segment level, at project level, dedicated lanes, other BRT elements projected to increase 2015 transit trips by 6,820 per day; however, impact limited by relatively short length of segment |
| Fiscal sustainability | N/A | N/A | While not analyzed at segment level, at project level, dedicated lanes, other BRT elements projected to reduce cost per trip by 32% (year 2015); dedicated lanes ensure minimal delay regardless of level of congestion; however, impact limited by relatively short length of segment |
| TRANSIT USER EXPERIENCE | | | |
| Quality of waiting and boarding experience | ↑ | ↑ | Center stops would provide dedicated space for waiting passengers and amenities; however, waiting area would be located between bus lanes and traffic; raised platforms, all-door entry would make boarding more convenient |
| Quality of in-vehicle experience | ↑ | ↑ | Dedicated lanes and inline stations would mean fewer stops and starts, less pulling into and away from curb, resulting in smoother ride (however, impact limited by relatively short length of segment) |
| BRT/rapid stop placement/access | ↑ | ↑ | One more stop in segment than along 1R, at Bancroft (note that comparison is to rapid stops only, as some local stops removed; this issue is addressed under "Accessibility to mobility-impaired") |
| Connectivity to other transit routes | ↓ | ↓ | BRT stops would be in center of street, while local stops and BART entrances would be along sidewalk |

| | 1) BUFFERED ANGLE PARKING | 2) PARALLEL PARKING | COMMENTS |
|--|---------------------------|---------------------|---|
| Ease of locating stops | — | — | Alignment direct, along main street, but same as in no-build; center transit lanes, stops highly visible, but separate stops for BRT, local could confuse riders |
| TRAFFIC, PARKING & LOADING CONDITIONS | | | |
| Traffic circulation and access | ↓ | — | Parallel Parking alternative restricts one currently allowed left turn, southbound at Allston, which is relatively unimportant; Buffered Angle Parking restricts add'l turns |
| Traffic capacity | ↓ | ↓↓ | Both alternatives reduce segments with three through lanes to two; initial modeling suggests little impact on congestion; however, longer pedestrian crossing distances could require changes to signal timing, increase congestion |
| Street operations | — | ↓ | Vehicles maneuvering into or out of parallel parking spaces would cause conflicts in right lanes; responsibility for enforcement, maintenance of transit lanes needs to be negotiated |
| On-street parking supply | ↓ | ↓↓ | Buffered Angle Parking alternative (1) would require removal of approximately 15 parking spaces; Parallel Parking alternative (2) would require removal of approx. 50 spaces |
| Delivery access | ↓ | ↓↓ | Under Buffered Angle Parking alternative (1), delivery vehicles could stop in pull-out area; under Parallel Parking alternative (2), delivery vehicles might have to stop in travel lane |
| Emergency vehicle access | ↑ | ↑ | Emergency vehicles could use transit lanes (however, impact limited by relatively short length of segment) |
| BICYCLE & PEDESTRIAN CONDITIONS | | | |
| Crossing safety and comfort | ↓ | ↓↓ | Longer crossing distances required under both alternatives, potentially 17 feet under Buffered Angle Parking alternative (1) and 29 feet under Parallel Parking alternative (2) |
| Sidewalk safety, comfort and amenities | ↓ | ↑ | Corner bulb-outs would have to be reduced in both alternatives, but Parallel Parking alternative (2) would allow sidewalks to be widened by as much as 11 feet |
| Bicycle accommodation | — | ↑↑ | Parallel Parking alternative (2) would allow addition of bike lanes |
| Accessibility to mobility-impaired | — | — | Level boarding; however, some local stops removed; must cross traffic to access stations, but in some cases fewer lanes to cross |
| URBAN DESIGN, ECONOMIC & ENVIRONMENTAL CONSIDERATIONS | | | |
| Street identity | — | — | Existing parking bays give street distinctive character; however, transit lanes, wider sidewalks could help maintain unique identity |
| Ability to create usable public open space | ↓ | ↑ | Corner bulb-outs would have to be reduced in both alternatives, but Parallel Parking alternative (2) would allow sidewalks to be widened by as much as 11 feet |

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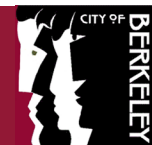
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| | 1) BUFFERED ANGLE PARKING | 2) PARALLEL PARKING | COMMENTS |
|---|---------------------------|---------------------|--|
| Opportunities for streetscape improvements | ↓ | — | Side medians removed and corner bulb-outs reduced in both alternatives, median space reconfigured, including loss of mature trees; however, additional sidewalk space in Parallel Parking alternative (2) |
| Integration with/support for adjacent land uses | — | — | Downtown area suitable for frequent transit service; pedestrian-oriented retail would benefit, particularly if sidewalks widened, as under Parallel Parking alternative (2); however, parking loss under Parallel Parking alternative (2) could impact businesses; project would likely have little impact on development, as BART, other factors more significant |
| Construction impacts | ↓↓ | ↓↓ | Build alternative would inevitably result in significant disruption |
| Potential to reduce VMT/carbon emissions | N/A | N/A | While not analyzed at segment level, at project level, dedicated lanes, other BRT elements projected to reduce VMT by 21,000 mi./day, CO ₂ /CO ₂ equivalent emissions by 6.3 tons/day (year 2025); however, impact limited by relatively short length of segment |
| MAJOR PUBLIC CONCERNS | | | |
| Staff proposal recommended no-build; likely concerns include parking, pedestrian crossing distances, changes to medians, bulb-outs and urban design | | | |

SUMMARY ANALYSIS

Similar benefits and impacts overall; Buffered Angle Parking alternative would have less impact on parking and crossing distances and potentially less impact on traffic congestion, but greater impact on traffic circulation. Parallel Parking alternative presents opportunity to significantly widen sidewalks in area with high pedestrian volumes, and to provide bike lanes. No-build may be preferable to any build alternative given uncertainty about near-term direction of downtown development and street design. Also, over such a short distance, dedicated lanes would provide limited benefits for transit, but would have significant cost and construction impacts.

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Categories

| EVALUATION MATRIX CATEGORY | SUMMARY DESCRIPTION | TRANSPORTATION COMMISSION RECOMMENDED | LPA REPORT "ISSUES CONSIDERED" |
|--|--|--|---------------------------------|
| TRANSIT PERFORMANCE ⁽¹⁾ | | | |
| Service reliability | Schedule adherence (assume schedule adherence is directly proportional to the amount of dedicated lanes) | Service reliability | Reliability |
| Transit travel time | Operating speed (plus reductions in wait time enabled by increased frequency) | Transit travel time | Speed |
| | | | Frequency |
| Ease of operation | Directness of route, avoidance of conflicts with other vehicles | Ease of operation | Layovers |
| Service branding/identity | Visibility of infrastructure, vehicles; ability to generate awareness of service | BRT transit route branding/identity | |
| Ability to attract/retain riders | Attractiveness of service in terms of speed, reliability, visibility and amenity; ability to compete with other modes | Attract/retain riders | Ridership |
| Fiscal sustainability | Ability to reduce cost-per-trip by increasing speeds, attracting riders; ability to avoid decrease in speed, increase in cost over time as congestion worsens | (new category) | |
| TRANSIT USER EXPERIENCE | | | |
| Quality of waiting and boarding experience | Comfort, amenities at stops; ease of boarding and alighting | Security of waiting riders | Ease of Stop Access |
| | | Quality of waiting and boarding experience | Ease of Boarding |
| Quality of in-vehicle experience | Comfort of ride | Quality of in-vehicle experience | |
| BRT/rapid stop placement/access | Origin/destination proximity to BRT stops (comparison is to rapid stops only, as some local stops removed; this issue is addressed under "Accessibility to mobility-impaired") | | Distance to Stops |
| | | | Access to Major Trip Generators |
| Connectivity to other transit routes | Ease of transfers between BRT and other routes | Impact on other transit routes | Transit Connections |
| Ease of locating stops | | Way-finding ability | |

| EVALUATION MATRIX CATEGORY | SUMMARY DESCRIPTION | TRANSPORTATION COMMISSION RECOMMENDED | LPA REPORT "ISSUES CONSIDERED" |
|---|---|--|---|
| TRAFFIC, PARKING & LOADING CONDITIONS ⁽²⁾ | | | |
| Traffic circulation and access | Restrictions on movements (turns or direction of travel) and impacts on patterns of traffic | Accommodate traffic circulation and access | Turning Movements and Restrictions |
| | | | Diversion to Parallel Arterials |
| | | | Impacts on Right-of-Way (under "Transit") |
| | | | Cut-Through Traffic |
| Traffic capacity | Impact on auto delay, congestion | Traffic volumes on parallel streets | Travel Time and Delay |
| | | | Diversion to Parallel Arterials |
| | | | Intersection Level of Service Impacts on Right-of-Way (under "Transit Ridership & Operations") |
| | | | Impacts on Other Users of the Street (under "Transit Ridership & Operations") |
| Street operations | Ability of design to contribute to safe, legal and convenient vehicle movement; ease of maintenance of right-of-way | | Paving Maintenance |
| | | | Traffic Enforcement |
| On-street parking supply | Impact on parking availability | On-street parking | Parking Supply (On-street and off-street) |
| | | | Parking Spillover |
| Delivery access | Access for loading and unloading of goods | | Delivery Access |
| Emergency vehicle access | Ability of first responders to bypass traffic congestion | | Emergency Vehicle Access |
| BICYCLE & PEDESTRIAN CONDITIONS | | | |
| Crossing safety and comfort | Crosswalk distances, number of lanes of traffic to cross, availability of median refuges | Crossing experience | Street Crossing Distance |
| | | | Pedestrian/Motorist Visibility and Awareness |
| | | | Exposure to Automobiles |
| | | | Pedestrians (under "Transit Access") |
| | | | Impacts on Right-of-Way (under "Transit Ridership & Operations") |
| | | | Impacts on Other Users of the Street (under "Transit Ridership & Operations") |
| Sidewalk safety, comfort and amenities | Amount of sidewalk space available to pedestrians, for amenities | Sidewalk conditions | Sidewalk Space/Amenities |
| | | | Exposure to Automobiles |

| EVALUATION MATRIX CATEGORY | SUMMARY DESCRIPTION | TRANSPORTATION COMMISSION RECOMMENDED | LPA REPORT "ISSUES CONSIDERED" |
|---|---|---|---|
| Bicycle accommodation | Ability to provide bike lanes or otherwise improve safety, comfort and convenience for cyclists along alignment or on nearby streets | Quality of bicycle access | Impacts on Existing Bicycle Lanes |
| | | | Conflicts with Vehicles (including buses) |
| | | | Impacts on Route Options |
| | | | Bicycle/Motorist Visibility and Awareness |
| | | | Bicyclists (under "Transit Access") |
| | | | Impacts on Right-of-Way (under "Transit Ridership & Operations") |
| | | | Impacts on Other Users of the Street (under "Transit Ridership & Operations") |
| Accessibility to mobility-impaired | Ease of accessing stops, ease of boarding and alighting | Accessibility to mobility-impaired | Persons with Disabilities (under "Transit Access") |
| URBAN DESIGN, ECONOMIC & ENVIRONMENTAL CONSIDERATIONS ⁽³⁾ | | | |
| Street identity | Distinctiveness and attractiveness of design; ability to safely and comfortably accommodate all users, contribute to neighborhood quality-of-life | Street identity | Street Character |
| Ability to create usable public open space | Opportunity to provide new park, plaza, or landscaped sidewalk space | Ability to create usable public open space | |
| Opportunities for streetscape improvements | Opportunity to provide new plantings, amenities | Quality, quantity, and character of landscaping | Street Furniture/Landscaping |
| Integration with/support for adjacent land uses | "Fit" between design of right-of-way/modal orientation of street and adjacent land uses; likely impacts on future patterns of development | Integration with adjacent land uses | Land Use |
| | | Increased access to employment and retail for neighborhoods | Customer Access |
| | | | Delivery Access |
| Construction impacts | Duration, intensity, extent of construction | | Construction Impacts |
| Potential to reduce VMT/ carbon emissions | Ability of project to contribute to reduction in greenhouse gases | (new category) | |

NOTES

(1) The Transportation Commission-recommended category "Equity analysis" has not been included because travel time savings for transit-dependent groups were not evaluated separately from travel time savings for all transit users

(2) The Transportation Commission-recommended category "Person delay" has not been included because quantitative data were not available

(3) The Transportation Commission-recommended category "Quality of sustainable stormwater management treatments" has not been included because landscape treatments have not been determined