

Near-Term Strategies Decision Criteria

CRITERIA	METHOD OF EVALUATION	GUIDING PRINCIPLES ADDRESSED
1. Addresses Bicycle and Pedestrian Safety (BPS) Priority Project Locations	<ul style="list-style-type: none"> Opportunity for capital investments that match SDOT identified Bicycle and Pedestrian Safety Analysis priority locations 	
2. Maximizes access for communities of color, low-income and other minority groups	<ul style="list-style-type: none"> Change in transit travel time and reliability Change in safety, environmental quality, or accessibility for riders transferring between or gaining access to transit services Change in safety, environmental quality, or accessibility for all modes of travel To be measures for service restructures and during capital project design phases 	
3. Completion of Center City Bicycle Network	<ul style="list-style-type: none"> Continuous/connected blocks of PBL (both directions) on 4th/5th between Jackson and Bell Continuous/connected blocks of PBL (both directions) on Pike/Pine between 2nd and Broadway # of Center City neighborhoods connected by PBL (to each other, to other bicycle facilities, and to key Center City bike portals) 	
4. Quality of pedestrian and transit user experience on downtown streets	<ul style="list-style-type: none"> Degree to which waiting bus passengers impede pedestrian movement on sidewalks where bus stops are located Change in buffer treatments/curb use (provides pedestrians protection from moving traffic) Change in pedestrian exposure (crossing width, # of lanes, and/or # of directional lanes) Opportunity for capital investments to fulfill Pedestrian Master Plan priorities 	
5. Center City travel time and reliability	<ul style="list-style-type: none"> Average change in person and goods travel time and reliability in study area [measured for transit and general purpose traffic] 	
6. Ability to accommodate mobility demand (person capacity)	<ul style="list-style-type: none"> Screenline measurement of person capacity at peak period condition [E-W screenline at ~ Spring/ Madison] 	
7. Number of blocks with flex zone available (commercial or passenger loading)	<ul style="list-style-type: none"> Change in the number of block faces with commercial or passenger load zones on the block face or an attached block face [flex zones provide access for person and goods drop-off and pick-up] 	
8. Share of Center City travel made by transit, walking, bicycling, and ridesharing	<ul style="list-style-type: none"> Likelihood transit, walk, bike, and rideshare mode share will increase based on (1) change in travel time competitiveness between transit and driving, (2) change in transit reliability, (3) change in quality and connectedness of CCBN, and (4) change in pedestrian environment quality, safety, and accessibility 	
9. Transit operating cost	<ul style="list-style-type: none"> Change in annual bus operating cost for Downtown area (all agencies) 	
10. Implementation schedule feasibility and risk level	<ul style="list-style-type: none"> Risk analysis including design/construction timeline, stakeholder concerns, and conflicting projects 	
11. Permanence and predictability	<ul style="list-style-type: none"> Likelihood projects and/or service changes will remain in place providing predictability to businesses and property owners 	

Guiding Principles

What we value

	Provide a safe and comfortable pedestrian and cycling environment
	Create an easy to use and intuitive system by prioritizing accessibility, pedestrian mobility and multimodal connectivity
	Design for the health, safety and well-being of all who live in our community using established race and social justice guidelines
	Design the street experience and public realm so that they are inviting, engaging, safe and supportive of social connections and community-building
	Reduce vehicles and emissions and use sustainable building practices
	Support social sustainability and economic prosperity for all
	Create flexible systems that can evolve over time by taking a system-wide view and challenging long-held assumptions
	Optimize use of limited street and sidewalk space for people and goods
	Provide safe, affordable, comfortable, reliable and convenient transportation options for all users – daytime and nighttime, commuters and noncommuters, and those needing timely multiple connections

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