

## Downtown Connectivity Study

### Alternative Evaluation Scoring Results

Criterion	Criteria Weight	Alternative								
		A		B		C		D		
		No-Build		Couplet		Jadwin		Road Diet		
		Raw	Wt.	Raw	Wt.	Raw	Wt.	Raw	Wt.	
Cost	4	10.0	40.0	4.6	18.4	0.0	0.0	8.4	33.6	
Improves Appeal	8	4.0	32.0	7.5	60.0	7.7	61.6	8.0	64.0	
Move Traffic/Reduce Commute Time	4	9.0	36.0	7.5	30.0	8.8	35.0	0.0	0*	
Mobility and Conectivity for Alternate Modes	8	3.0	24.0	8.5	68.0	7.5	60.0	10.0	80.0	
Parking	3	0.0	0.0	8.0	24.0	4.5	13.5	7.0	21.0	
Property Acquisition	5	10.0	50.0	6.5	32.5	0.5	2.5	10.0	50.0	
Construction Impacts	4	10.0	40.0	3.0	12.0	1.0	4.0	6.0	24.0	
Safety	10	0.5	5.0	8.0	80.0	3.0	30.0	5.0	50.0	
<b>TOTAL SCORE</b>			47	<b>227</b>	54	<b>325</b>	33	<b>207</b>	54	<b>323</b>
<b>ALTERNATIVE RANK</b>				4		1		3		2

\* Note: The Road Diet Scores 0 under the Moves Traffic/Reduce Commute Time due to the failure of 7 intersections that do not meet the Level of Service Standard. This is a fatal flaw of this alternative which goes against one of the main objectives of the study which was to "advance the City Council's vision for a pedestrian-friendly waterfront and downtown, while maintaining or enhancing the vehicular travel flow through downtown". As much as the Road Diet would advance many of the desired bicycle and pedestrian mobility aspects of the study, that alternative can not be recommended.