

# Bladensburg Road, NE Multimodal Safety and Access Study - Performance Measure

Description	Benning Rd to Maryland Ave/Morse St (includes both intersections)				Maryland Ave/Morse St to M St (includes M intersection)				M St to 17th St/Mt Olivet (includes 17th/Mt Olivet intersection)				Arboretum to S St (includes S intersection)			S St to Queens Chapel Rd (includes Queens Chapel intersection)			Queens Chapel Rd to S Dakota Ave (includes S Dakota intersection)			S Dakota Ave to Eastern Ave (includes Eastern intersection)					Benning Rd to Eastern Ave								
	No Build	Concept 1	Concept 2		No Build	Concept 1	Concept 2		No Build	No Build (with 17th St Bike lane Improvement)	Concept 1A	Concept 1B	Concept 2A	Concept 2B	No Build	Concept 1	Concept 2	No Build	Concept 1	Concept 2	No Build	Concept 1	Concept 2	No Build	Concept 1	Concept 2	No Build	Concept 1A	Concept 2A	Concept 1B	Concept 2B				
Peak (P) or Off-Peak (OP)	P	OP	P/OP	P	OP	P	OP	P/OP	P	OP	P	OP	P/OP	P	OP	P	OP	P/OP	P	OP	P	OP	P/OP	P	OP	P	OP	P/OP	P	OP	P	P/OP	P	P/OP	P
Very Poor to Very Strong	[Color-coded performance scale from red to green]																																		
Pedestrian Safety	[Performance data]																																		
Speed Reduction and Traffic Calming	[Performance data]																																		
Bicycle Safety	[Performance data]																																		
Estimated Crash Reduction	[Performance data]																																		
Bus Reliability and Safety	[Performance data]																																		
Traffic Congestion	[Performance data]																																		
<b>Performance Measures - Bicycle/Pedestrian</b>																																			
15 Uncontrolled Ped Crossings Not Meeting Best Practice <sup>1,2</sup>	[Performance data]																																		
17 Pedestrian Level of Comfort <sup>1,4</sup>	[Performance data]																																		
18 Bicyclist Level of Traffic Stress <sup>1,5,6</sup> (LTS)	[Performance data]																																		
<b>Performance Measures - Bus</b>																																			
21 Bus Travel Time (AM SB)	[Performance data]																																		
22 Bus Travel Time (PM NB)	[Performance data]																																		
23 Nearest Bus Stops	[Performance data]																																		
24 Nearest Crosswalks not Meeting Best Practice <sup>7</sup>	[Performance data]																																		
<b>Performance Measures - Traffic</b>																																			
27 Number of Intersections LOS D or worse (AM)	[Performance data]																																		
28 Number of Approaches with more than 500 ft of queue (AM)	[Performance data]																																		
29 SB Approach delay - AM (sec)	[Performance data]																																		
30 SB Approach delay % change from No Build	[Performance data]																																		
31 Number of Intersections LOS D or worse (PM)	[Performance data]																																		
32 Number of Approaches with more than 500 ft of queue (PM)	[Performance data]																																		
33 NB Approach delay - PM (sec)	[Performance data]																																		
34 NB Approach delay % change from No Build	[Performance data]																																		
35 Travel time - AM Peak Southbound (Sec)	[Performance data]																																		
36 Travel time - PM Peak Northbound (Sec)	[Performance data]																																		
37 Trip diversion percentage	[Performance data]																																		
<b>Parking/Curbside<sup>8</sup></b>																																			
39 Total Parking Spaces (NB)	[Performance data]																																		
41 Weekday Parking Utilization (NB)	[Performance data]																																		
42 Free Spaces (NB)	[Performance data]																																		
43 Paid Spaces (NB)	[Performance data]																																		
44 Unregulated Spaces (NB)	[Performance data]																																		
45 Commercial Loading Spaces (NB)	[Performance data]																																		
46 Total Parking Spaces (SB)	[Performance data]																																		
47 Weekday Parking Utilization (SB)	[Performance data]																																		
48 Free Spaces (SB)	[Performance data]																																		
49 Paid Spaces (SB)	[Performance data]																																		
50 Unregulated Spaces (SB)	[Performance data]																																		
51 Commercial Loading Spaces (SB)	[Performance data]																																		
52 Parking Changes Summary (NB)	[Performance data]																																		
53 Parking Changes Summary (SB)	[Performance data]																																		
54 Displaced Parked Vehicles (NB)	[Performance data]																																		
55 Displaced Parked Vehicles (SB)	[Performance data]																																		

## Proposed segment consolidation for Summary Matrix (11/14/2022)

	1	2	3	4	5	6	7	Travel time summary
1. In the format (crossings meeting best practice)/(total uncontrolled crossings) e.g. 0/1 indicates 1 uncontrolled pedestrian crossing in that segment, with 0 meeting best practice.								
2. "Best practice" is based on FHWA guidelines for uncontrolled crossing locations.								
3. Level of Comfort and Level of Traffic Stress are graded 1-4. 1=Suitable for all ages and abilities, 2=Suitable for most users, 3=Suitable for confident or familiar users, 4=Suitable only for the most confident users (<1% of population).								
4. Fehr & Peers' StreetScore + Pedestrian Level of Comfort methodology used, with the omission of sidewalk width as a metric because the project is restricted to curb-to-curb.								
5. Bicycle Level of Traffic Stress criteria for mixed traffic used (see table below).								
6. Fehr & Peers' StreetScore + Bicycle LTS methodology for in-road buffered bike lanes used.								
7. Midblock bus stops without an adjacent marked crossing are considered as not meeting "best practice." All signalized/controlled crossings are considered "best practice."								
8. All parking information for Concept 2 is for off-peak periods. If curbside travel lane converts into parking, during peak hours, no curbside parking is permitted.								

## Level of Traffic Stress Criteria for Road Segments, version 2.0, June, 2017

Mixed traffic criteria	Effective ADT*	Prevailing Speed						
		< 20 mph	25 mph	30 mph	35 mph	40 mph	45 mph	50 mph
Unlined 2-way street (no centerline)	0-750	LTS 2	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 3	LTS 3	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4
	1501-3000	LTS 2	LTS 2	LTS 2	LTS 3	LTS 4	LTS 4	LTS 4
	3000+	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
1 thru lane per direction (1-way, 1 lane street or 2-way street with centerline)	0-750	LTS 3	LTS 3	LTS 2	LTS 2	LTS 3	LTS 3	LTS 3
	751-1500	LTS 2	LTS 2	LTS 2	LTS 3	LTS 3	LTS 4	LTS 4
	1501-3000	LTS 2	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	3000+	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
2 thru lanes per direction	0-8000	LTS 3	LTS 3	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4
	8001+	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4
3+ thru lanes per direction	any ADT	LTS 3	LTS 3	LTS 4	LTS 4	LTS 4	LTS 4	LTS 4

\* Effective ADT = ADT for two-way roads; Effective ADT = 1.5\*ADT for one-way roads.

\* New Parking garage being constructed by WMATA