

Draft “Non-Transportation” Performance Measures Including Related Qualitative Assessment of Example Sections

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CTF Charrette Approach

- *Charrette* – an intensive and focused series of meetings and working sessions to advance major work items for Broadway Boulevard
- This week’s charrette is mainly a planning charrette not a heavily design-oriented charrette
- We do not plan to use small group or interactive working sessions
- We will focus on facilitated discussions and decision-making with the full CTF as a group



CTF Charrette Approach

- Tuesday night focused on discussion and refinement of
 - Draft Transportation Performance Measures
 - Draft Example Cross Section Concepts
- Wednesday and Thursday the Planning Team
 - Made revisions to the Performance Measures and Example Cross Section Concepts
 - Prepared initial assessments based on the Performance Measures

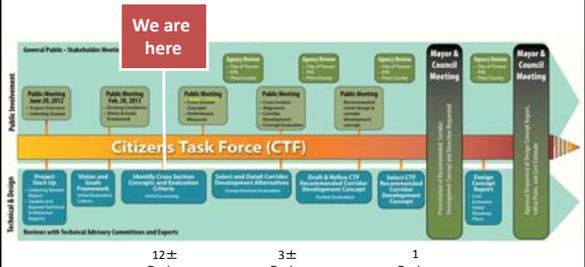


CTF Charrette Approach

- Tonight is focused on discussion and refinement of
 - Draft **Non**-Transportation Performance Measures
 - Updated Transportation Performance Measures
 - Initial assessments of updated Example Cross Section Concepts
- Thursday, May 30th CTF Meeting will finalize a set of work products for Stakeholder Agency review and comment:
 - Draft Transportation and Non-Transportation Performance Measures
 - Example Cross Section Concepts
 - Initial assessment of Cross Section Concepts



Broadway’s Planning & Design Phase



We are here

Citizens Task Force (CTF)

12± Design Concepts
3± Design Concepts + Alignment Variations
1 Design Concept and Alignment



Overview Performance Measures

- Tonight we will discuss potential Non-Transportation Measures organized by topic areas
 - Sense of Place
 - Environment/Public Health
 - Economic Vitality
 - Project Cost
- Later discussion of updated Transportation Measures



Assessment of Example Cross Section Concepts

- At this level of design development most assessment will be qualitative
- Impacts related to alignment cannot be fully evaluated as alignment is not included in design concepts at this point. But future width allows for some qualitative comparisons.
- We plan on assessment report out being similar to the following—



Assessment of Example Cross Section Concepts

Cross Section Concept	Perf. Measure 1	Perf. Measure 2	Perf. Measure 3	Cost Comparison
	●●●	●	○	\$
	●●	○	●●●	\$\$
	○	●	●●●	\$\$\$
	●●	●●●	○	\$\$\$

Legend ●●● Best Performance ○ Neutral ●● Worst Performance \$\$\$ Highest Cost \$ Lowest Cost

Refined Schedule

- Assessment of Street Section Concepts not until May 30th Meeting
- June 20th CTF to include
 - Informational Presentation — BRT Update
 - Review and Endorse potential cross sections and assessments for Stakeholder Agency review
- July 25th CTF to include
 - Informational Presentations
 - Universal Design and ADA
 - Corridor Economic Development & TOD
 - Update on Stakeholder Agency review
 - Discussion of September Public Meeting format



CTF Discussion

- Initial discussion will occur for each of the 4 topic areas covering 2 performance measures (we will “bank” any additional time to return to this or other items if there is time)
- Followed by overall discussion of potential additional measures, refinements, etc.



Sense of Place

- 5a. Historic Resources
- 5b. Visual Quality
- 5c. Broadway as a Destination
- 5d. Gateway to Downtown
- 5e. Conduciveness to Business
- 5f. Walkable Community
- 5g. Certainty



Sense of Place

5a. Historic Resources	
Description	<ul style="list-style-type: none"> • The number of historic structures lost due to direct impact • The number of historic structures with limited usefulness as a result of loss of parking, setback, site access, and other conditions
Measurement	<ul style="list-style-type: none"> • Count of historic structures lost by category
Factors	<ul style="list-style-type: none"> • Roadway width • Streetside area width • Alignment placement
Ability to Effect	<ul style="list-style-type: none"> • High
Ability to Evaluate	<ul style="list-style-type: none"> • Moderate to High at current level of design • More definitive as intersections and alignment are designed



Sense of Place

5b. Visual Quality	
Description	<ul style="list-style-type: none"> Ability of the roadway design to enhance visual quality using a mix of features
Measurement	<ul style="list-style-type: none"> Qualitative assessment (project team and input from CTF)
Factors	<ul style="list-style-type: none"> Design of median and streetside landscaping Number and location of placemaking features (including public art, wayfinding, lighting, furniture, etc.) Width of roadside areas for streetscape elements and landscaping
Ability to Effect	<ul style="list-style-type: none"> High
Ability to Evaluate	<ul style="list-style-type: none"> Moderate at current level of design Design does not currently include details for streetscape design, but lower cost cross section concepts may allow more budget to be spent on visual quality





Sense of Place

5c. Broadway as a Destination	
Description	<ul style="list-style-type: none"> Promote development and civic spaces that would be attractive to users from surrounding neighborhoods, the city, and the region Provide visual quality, access, and other features that make Broadway appealing to development and customers
Measurement	<ul style="list-style-type: none"> Qualitative evaluation
Factors	<ul style="list-style-type: none"> Factors related to 5b Visual Quality Coordinate façade improvement, parking management, and other programs and improvements Land use regulations supporting development sought
Ability to Effect	<ul style="list-style-type: none"> Moderate
Ability to Evaluate	<ul style="list-style-type: none"> Low for current level of design and planning





Sense of Place

5d. Gateway to Downtown	
Description	<ul style="list-style-type: none"> Visual quality, ease of mobility, and similar features that improve connection to downtown
Measurement	<ul style="list-style-type: none"> Qualitative evaluation
Factors	<ul style="list-style-type: none"> To be determined through discussions with CTF
Ability to Effect	<ul style="list-style-type: none"> Moderate
Ability to Evaluate	<ul style="list-style-type: none"> Low to Moderate at current level of design





Sense of Place

5e. Conduciveness to Business	
Description	<ul style="list-style-type: none"> The type and size of businesses that would be drawn to the corridor under various development approaches
Measurement	<ul style="list-style-type: none"> Qualitative evaluation
Factors	<ul style="list-style-type: none"> To be determined through discussions with CTF and professional experience <ul style="list-style-type: none"> Site access and parking location Building size and design accommodated Other TBD
Ability to Effect	<ul style="list-style-type: none"> Moderate
Ability to Evaluate	<ul style="list-style-type: none"> Low at this level of design





Sense of Place

5f. Walkable Community	
Description	<ul style="list-style-type: none"> How well the improvements and land use plan place businesses within walking distance for a viable number of residences
Measurement	<ul style="list-style-type: none"> See measures under "1. Pedestrian Access and Mobility"
Factors	<ul style="list-style-type: none"> See measures and factors under "1. Pedestrian Access and Mobility"
Ability to Effect	<ul style="list-style-type: none"> Varies
Ability to Evaluate	<ul style="list-style-type: none"> Varies





Sense of Place

5g. Certainty	
Description	<ul style="list-style-type: none"> Relates to comments received, "Do it right this time so it doesn't have to be done again."
Measurement	<ul style="list-style-type: none"> Qualitative evaluation
Factors	<ul style="list-style-type: none"> Capacity projections Ridership projections (bus transit; BRT) Flexibility to meet changing transportation needs
Ability to Effect	<ul style="list-style-type: none"> Moderate to High
Ability to Evaluate	<ul style="list-style-type: none"> Moderate to High at current level of design See also performance measures – <ul style="list-style-type: none"> 1a Functionality of Streetside for Pedestrian Activity 1c Pedestrian-Oriented Facilities or Improvements 1g Universal Design 2e Bike Facility Improvements 3f Accommodation of Future High Capacity Transit 4a Movement of Through Traffic 4f Persons Trips





Environment/Public Health

- 6a. Greenhouse Gases
- 6b. Other Tailpipe Emissions
- 6c. Heat Island
- 6d. Water Harvesting
- 6e. Walkability/Bikability
- 6f. Land Use Mix
- 6g. Affordability






Environment/Public Health

6a. Greenhouse Gases

Description	<ul style="list-style-type: none"> Corridor design features that can reduce CO₂ emission
Measurement	<ul style="list-style-type: none"> Quantitative analysis
Factors	<ul style="list-style-type: none"> Proportion alternative modes of transportation Level of congestion Quality of vehicle fleet, fuel, etc.
Ability to Effect	<ul style="list-style-type: none"> Moderate
Ability to Evaluate	<ul style="list-style-type: none"> Not at current level of design Some factors ultimately not effected by this project






Environment/Public Health

6b. Other Tailpipe Emissions

Description	<ul style="list-style-type: none"> Identification and reduction of other important tailpipe emissions, such as particulates
Measurement	<ul style="list-style-type: none"> Quantitative evaluation
Factors	<ul style="list-style-type: none"> Proportion alternative modes of transportation Level of congestion Quality of vehicle fleet, fuel, etc.
Ability to Effect	<ul style="list-style-type: none"> Moderate
Ability to Evaluate	<ul style="list-style-type: none"> Not at current level of design Some factors ultimately not effected by this project



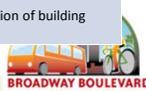



Environment/Public Health

6c. Heat Island

Description	<ul style="list-style-type: none"> Determine comparative heat island effect of various alternatives
Measurement	<ul style="list-style-type: none"> Qualitative and quantitative evaluation
Factors	<ul style="list-style-type: none"> Reduce roadway and sidewalk pavement contribution to heat gain through a combination of shade, solar reflectivity (high albedo) of materials, and area of pavement Increase landscaped area Increase amount of shade
Ability to Effect	<ul style="list-style-type: none"> High
Ability to Evaluate	<ul style="list-style-type: none"> Moderate at current level of design (amount of landscaped area & number of trees) High with more detailed design and selection of building materials



Environment/Public Health

6d. Water Harvesting

Description	<ul style="list-style-type: none"> Retain rainfall onsite to benefit project landscaping
Measurement	<ul style="list-style-type: none"> TDOT Active Practice Guideline "Green Streets" (draft)
Factors	<ul style="list-style-type: none"> Width and depth of median and streetside areas Amount of reduction in runoff on paved areas Types of materials used (pervious pavement)
Ability to Effect	<ul style="list-style-type: none"> High
Ability to Evaluate	<ul style="list-style-type: none"> Moderate at current level of design High as design is developed further






Environment/Public Health

6e. Walkability/Bikeability

Description	<ul style="list-style-type: none"> Design elements that will encourage biking and walking over driving
Measurement	<ul style="list-style-type: none"> See 1. Pedestrian and 2. Bicycle Access and Mobility performance measures
Factors	<ul style="list-style-type: none"> Number of bike and pedestrian facilities and features Continuity of treatments Comfort and security features
Ability to Effect	<ul style="list-style-type: none"> High to Moderate depending on performance measure
Ability to Evaluate	<ul style="list-style-type: none"> High to not viable at current level of design depending on performance measure High to Low depending on performance measure






Environment/Public Health

6f. Land Use Mix	
Description	<ul style="list-style-type: none"> Ability to accommodate mixed use development within walking and biking distance of the Broadway corridor, and to support transit ridership
Measurement	<ul style="list-style-type: none"> Qualitative analysis
Factors	<ul style="list-style-type: none"> Support of mixed use by current/future zoning Determine if, and what type of policy and procedural changes are needed Count and size of parcels conducive to accommodate desired land use mix
Ability to Effect	<ul style="list-style-type: none"> Low to indirect
Ability to Evaluate	<ul style="list-style-type: none"> Not at current level of design Moderate as design is developed in more detail (i.e.; alignment) and policy issues are discussed



Environment/Public Health

6g. Affordability	
Description	<ul style="list-style-type: none"> Combined housing and transportation costs for users of the Broadway corridor
Measurement	<ul style="list-style-type: none"> Qualitative evaluation
Factors	<ul style="list-style-type: none"> Relates to other measures: <ul style="list-style-type: none"> 1, 2, & 3 – Pedestrian, Bicycle, and Transit Access & Mobility 5f Walkable Community 6b Other Tailpipe Emissions 7g Job Impacts
Ability to Effect	<ul style="list-style-type: none"> Low
Ability to Evaluate	<ul style="list-style-type: none"> Not at current level of design and planning



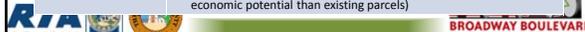
Economic Vitality

7a.-7b. **Change in** Economic Potential
 7c.-7d. **Change in** Business Revenue
 7e.-7f. **Change in** Sales Tax Revenue
 7g.-7h. **Change in** Property Tax Revenue
 7i. Business Impacts
 7j. Job Impacts



Economic Vitality

7a. – 7b. Change in Economic Potential	
Description	<ul style="list-style-type: none"> Suitability of parcels along Broadway to provide for current commercial or residential use, repurposed, or adaptive reuse, or to provide future mix of commercial and residential uses, and open space
Measurement	<ul style="list-style-type: none"> Qualitative analysis by economic and other planning team members to estimate use potential of existing and remnant land
Factors	<ul style="list-style-type: none"> Possibly new land use policy and strategic planning for the disposition of remnant parcels (not part of current project scope of work) Roadway alignment and width Access management plan
Ability to Effect	<ul style="list-style-type: none"> Moderate
Ability to Evaluate	<ul style="list-style-type: none"> Not at current level of design and planning (cross section width is an indicator, but in some cases remnant parcels may have more economic potential than existing parcels)



Economic Vitality

7c.-7d. Change in Business Revenue	
Description	<ul style="list-style-type: none"> Determine current and potential amounts of revenue generated by businesses along the corridor (by segments/not parcel-specific)
Measurement	<ul style="list-style-type: none"> Analysis by economic and other planning team members <ul style="list-style-type: none"> City data (confidentiality will be respected) InfoUSA Standard & Poor's
Factors	<ul style="list-style-type: none"> Possibly new land use policy and strategic planning for the disposition of remnant parcels (not part of current project scope of work) See 7a-7b Change in Economic Potential
Ability to Effect	<ul style="list-style-type: none"> To be determined
Ability to Evaluate	<ul style="list-style-type: none"> Not at current level of design and planning (see 7a-7b Change in Economic Potential)



Economic Vitality

7e. – 7f. Change in Sales Tax Revenue	
Description	<ul style="list-style-type: none"> The amount of existing and anticipated sales tax generated from the businesses on the corridor
Measurement	<ul style="list-style-type: none"> City collected data (confidentiality will be respected) Qualitative evaluation
Factors	<ul style="list-style-type: none"> Revenues collected on businesses currently in corridor Anticipated revenues for businesses that would remain in corridor after construction Possibly new land use policy and strategic planning for the disposition of remnant parcels (not part of current project scope of work) Width of roadway Placement of alignment Access management plan
Ability to Effect	<ul style="list-style-type: none"> To be determined
Ability to Evaluate	<ul style="list-style-type: none"> Not at current level of design and planning (see 7a-7b Change in Economic Potential)



Economic Vitality

7g. – 7h. Change in Property Tax Revenue	
Description	<ul style="list-style-type: none"> Amount of current and anticipated future property tax generated from the properties along the corridor
Measurement	<ul style="list-style-type: none"> County Assessor data Qualitative evaluation
Factors	<ul style="list-style-type: none"> New land use policy and strategic planning for the disposition of remnant parcels (not part of current project scope of work) Width of roadway Placement of alignment See 7a-7b Change in Economic Potential
Ability to Effect	<ul style="list-style-type: none"> To be determined
Ability to Evaluate	<ul style="list-style-type: none"> Not at current level of design and planning (see 7a-7b Change in Economic Potential)



Economic Vitality

7i. Business Impacts	
Description	<ul style="list-style-type: none"> The absolute number and size in terms of annual revenue
Measurement	<ul style="list-style-type: none"> Quantitative assessment based on InfoUSA data and alignment impact evaluation
Factors	<ul style="list-style-type: none"> Limit impacts to businesses/properties to one side of roadway at any particular location See 7a-7b Change in Economic Potential
Ability to Effect	<ul style="list-style-type: none"> To be determined
Ability to Evaluate	<ul style="list-style-type: none"> Not at current level of design and planning (see 7a-7b Change in Economic Potential)



Economic Vitality

7j. Job Impacts	
Description	<ul style="list-style-type: none"> Potential change in number of jobs
Measurement	<ul style="list-style-type: none"> Estimate of current and potential future employment in project area (may be challenging to track given business relocations and/or job creation under various alternatives)
Factors	<ul style="list-style-type: none"> To be determined See 7a-7b Change in Economic Potential
Ability to Effect	<ul style="list-style-type: none"> To be determined
Ability to Evaluate	<ul style="list-style-type: none"> Not at current level of design and planning (see 7a-7b Change in Economic Potential)



Project Cost

8a. Construction Cost

8b. Acquisition Cost

8c. Income for Reuse of City-owned Property



Project Cost

8a. Construction Cost	
Description	<ul style="list-style-type: none"> Cost of construction
Measurement	<ul style="list-style-type: none"> Approximate quantity takeoffs of major cost items (pavement, curb) Approximate typical unit costs (landscaping, bus stop/station improvements, lighting, signals)
Factors	<ul style="list-style-type: none"> Width of roadway cross-section Scale and quantity of streetside improvements
Ability to Effect	<ul style="list-style-type: none"> High (ROW acquisition is also a significant cost)
Ability to Evaluate	<ul style="list-style-type: none"> Moderate at current level of design (estimates made based on cross sections) High as intersections and other design elements are established



Project Cost

8b. Acquisition Cost	
Description	<ul style="list-style-type: none"> Cost to acquire needed ROW, including the cost of the property, relocation, and other qualified costs
Measurement	<ul style="list-style-type: none"> Quantitative and qualitative evaluation Federal and State relocation requirements Potential return on excess/remnant ROW
Factors	<ul style="list-style-type: none"> Number and size of property acquisitions Street width and alignment
Ability to Effect	<ul style="list-style-type: none"> High
Ability to Evaluate	<ul style="list-style-type: none"> Low at current level of design and planning (estimates made based on cross sections) Moderate as intersections and other design elements are established, and impacts and ability to maintain use of properties can be estimated



Project Cost

8c. Income for Reuse of City-Owned Parcels

Description	<ul style="list-style-type: none"> Income from sale or lease of remnant City-owned properties not needed for the project
Measurement	<ul style="list-style-type: none"> Qualitative and quantitative analysis by economic and other planning team members to estimate use potential of existing and remnant land
Factors	<ul style="list-style-type: none"> See 7a-7b Change in Economic Potential
Ability to Effect	<ul style="list-style-type: none"> To be determined
Ability to Evaluate	<ul style="list-style-type: none"> Not at current level of design and planning Moderate at future point in design and planning See 7a-7b Change in Economic Potential

