

Broadway Boulevard: Euclid to Country Club Improvement Project Performance Measures Table for CTF Meeting April 30, 2014

Performance Measure — Initial Street Design Concept Alternatives	4-Lane (Min. Bldg. Impact)	4-Lane (Min. Property Impact)	4-Lane (Refined)	4+2T Lane (Min. Bldg. Impact)	4+2TLane (Min. Property Impact)	4+2TLane (Refined)	4+2TLane (Refined Alternative)	6-Lane (Min. Bldg. Impact)	6-Lane (Min. Property Impact)	6-Lane (Refined)	6-Lane (Refined Alternative)	6+2TLane (Min. Property Impact)
1. Pedestrian Access and Mobility												
1a. Functionality of Streetside for Pedestrian Activity: Degree to which there is enough width to support desired pedestrian activity, landscaping, street furnishings and other improvements.	+	++	++	Level of design does not allow assessment		++1/2	+1/2	Level of design does not allow assessment		++1/2	+1/2	+++
1e. Pedestrian Crossings: Ease of crossing Broadway and side streets intersecting with Broadway on foot.	+		○									
1f. Vehicle / Pedestrian Conflicts at Driveways: Degree to which conflicts between pedestrians and vehicles exist at driveways for site access; strongly related to Performance Measure 2b.	+	+1/2	+1/2	Level of design does not allow assessment		+1/2	+1/2	Level of design does not allow assessment		+1/2	+1/2	++
2. Bicycle Access and Mobility												
2b. Crossing Conflicts Between Bicycles and Vehicles: The frequency of points where vehicles cross the bike lane and the ability of the street design to mitigate those potential conflicts. Potential conflicts and level of comfort for bicyclists making turns at intersections with crossing streets.	+	+1/2	++	Level of design does not allow assessment		++	++	Level of design does not allow assessment		++	++	+++
2e. Bike Network Connections: Convenience and safety of access to surrounding bike network. NOTE – existing conditions is considered ○	++		+									
2f. Bicycle Corridor Travel Time: The time it takes for average bicyclists to travel the length of Broadway. NOTE – existing conditions is likely comparable with a ○	~13.5 minutes ○											
3. Transit Access and Mobility												
3c. Transit Corridor Travel Time: The time it takes to travel the length of the Broadway project by transit.	18.8 minutes (PM eastbound) --- 14.3 minutes (PM westbound) +		13.7 minutes (PM eastbound) ○ 13.5 minutes (PM westbound) +1/2		13.8 minutes (PM eastbound) ○ 14.0 minutes (PM westbound) +		12.9 minutes (PM eastbound) +1/2 13.9 minutes (PM westbound) +					
3f. Accommodation of Future High Capacity Transit: The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures.	-		++									
4. Vehicular Access and Mobility												
4a. Movement of Through Traffic During Peak Traffic Periods: Effectiveness of moving through vehicular traffic, which affects a variety of other transportation, environment, and economic factors.	- 1/2		---									
4b. Intersection Delay – Overall Intersection Performance: Signalized intersection performance measured as average vehicle (auto, transit) delay. [Average ranked performance]	3		3.5									
5. Person Access and Mobility												
5a. Person Trips for Multiple Measures: Multi-modal measures allowing evaluations on a per person basis.	--		---									

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10a. Ability to Provide for Changing Transportation Needs: This performance measure allows for assessment of the ability of the Broadway design concepts to adapt to changing transportation demands over time with the goal of minimizing the need for additional right of way and other capital investment.	+	1/2	1/2	Level of design does not allow assessment		1/2	1/2	Level of design does not allow assessment		++	++	++1/2
6. Sense of Place												
6a/6b. Historic and Significant Resources: Number of historic and significant structures lost due to direct impact and loss of usefulness resulting from parking, setback, site access and other conditions. (Direct Building Impacts = Impacts, and High Risk for Acquisition = At Risk)	Impacts =4 At High Risk =68	Impacts =17 At High Risk =34	Impacts =14 At High Risk =37	Impacts =22 At High Risk =58	Impacts =26 At High Risk =34	Impacts =22 At High Risk =36	Impacts =14 At High Risk =38	Impacts =22 At High Risk =58	Impacts =26 At High Risk =34	Impacts =22 At High Risk =36	Impacts =14 At High Risk =38	Impacts =44 At High Risk =26
7. Environment and Public Health												
7a. Greenhouse Gases: Application design features that can reduce greenhouse gas emissions.	-- 1/2			--			-			-		
7b. Other Tailpipe Emissions: Use of design features that can reduce particulates and other tailpipe emissions, which can affect public health in areas adjacent to Broadway.	-- 1/2			--			-			-		
7c. Heat Island: Use of shade and other design features of the improvements to Broadway that can reduce the heat created by the sun shining on Broadways road pavement and sidewalks. NOTE – existing conditions ratings - Full Length: ○ West of Martin: +++ East of Martin: --	Full: - Martin (west): +1/2 Martin (east): --	Full: + Martin (west): ○ Martin (east): +1/2	Full: +1/2 Martin (west): +1/2 Martin (east): +	Level of design does not allow assessment		Full: ○ Martin (west): - Martin (east): +	Full: 1/2 Martin (west): - Martin (east): ○	Level of design does not allow assessment		Full: ○ Martin (west): - Martin (east): +	Full: 1/2 Martin (west): - Martin (east): ○	Full: - Martin (west): -- Martin (east): +1/2
7d. Water Harvesting and Green Streets Stormwater Management: The degree to which the roadway is graded to drain stormwater into landscaped areas where its flow rate can be reduced, its water quality improved, and it can provide irrigation for the plants in the landscaped areas.	+	○	+1/2	Level of design does not allow assessment		--	○	Level of design does not allow assessment		--	○	++
8. Economic Vitality												
8a. Change in Economic Potential: 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.	Near-term: ○ Long-term: + to +++	Near-term: ○ Long-term: + to +++	Likely similar to 4-Lane (min. property impact)	Near-term: -1/2 Long-term: - to ++	Near-term: -1/2 Long-term: - to ++	Likely similar to 4+2TLane (min. property impact)	Likely similar to 4+2TLane (min. property impact)	Near-term: -1/2 Long-term: - to ++	Near-term: -1/2 Long-term: - to ++	Likely similar to 6-Lane (min. property impact)	Likely similar to 6-Lane (min. property impact)	Near-term: --- Long-term: --- to +
9. Project Cost												
9a. Construction Cost: Total construction cost of planned improvements.	\$23 mil.	\$22.5 mil.	\$22.5 mil.	\$26 mil.	\$26 mil.	\$26 mil.	\$26 mil.	\$26 mil.	\$26 mil.	\$26 mil.	\$26 mil.	\$30 mil
9b. Acquisition Cost: Total cost of purchasing property, relocation costs, and other costs associated with acquisition of property.	Gross cost: \$40 - 65 mil. Net cost after resale: \$20 - 40 mil.	Gross cost: \$30 - 45 mil. Net cost after resale: \$10 - 25 mil.	Gross cost: \$35 to 50 mil. Net cost after resale: \$15 - 30 mil.	Gross cost: \$55 - 80 mil. Net cost after resale: \$30 - 55 mil.	Gross cost: \$40 - 50 mil. Net cost after resale: \$15 - 35 mil.	Gross cost: \$45 - 60 mil. Net cost after resale: \$20 - 40 mil.	Gross cost: \$40 - 60 mil. Net cost after resale: \$15 - 40 mil.	Gross cost: \$55 - 80 mil. Net cost after resale: \$30 - 55 mil.	Gross cost: \$40 - 50 mil. Net cost after resale: \$15 - 35 mil.	Gross cost: \$45 - 60 mil. Net cost after resale: \$20 - 40 mil.	Gross cost: \$40 - 60 mil. Net cost after resale: \$15 - 40 mil.	Gross cost: \$50 - 60 mil Net cost after resale: \$20 - 40 mil.