

Topic	Factors	Revised Street Design Alternatives						
		Refined 4-Lane		Refined 4+2T/6-Lane Base				
		Base	Variation A	Base	Variation A	Variation B	Variation C	Variation D
Community Character and Economic Performance								
Historic/Significant Buildings Directly Impacts	- Width of right of way (minimizing can negatively or positively affect other performance measures)	12 buildings	17 buildings	22 buildings	34 buildings	34 buildings	19 buildings	13 buildings
Potential Historic/Significant Building Acquisition	- Alignment of street: Choice/balancing of potential impacts to different sides of the street - Design of parking impact avoidance or replacement	48 parcels	40 parcels	58 parcels	65 parcels	63 parcels	56 parcels	62 parcels
Business Impacts (Total Buildings Directly Impacted % Probably Acquisitions)		19 bldgs. 71 properties	27 bldgs. 59 properties	35 bldgs. 86 properties	53 bldgs. 93 properties	52 bldgs. 92 properties	33 bldgs. 89 properties	25 bldgs. 91 properties
Transportation Performance								
Pedestrian	- Width of sidewalk - Separation from moving traffic - Places to walk to - Shade - Width and design of street crossings - Universal Design and ADA	++		+				
Bicycle	- Travel time (existing and future conditions: ~13.5 minutes) - Consider bicycle network access	+1/2		+				
Transit	- Travel time (existing: 13.9 min. @ 8.9 mph during peak hour) - Potential for high capacity transit (i.e.; light rail, street car, or bus rapid transit) – space within right of way (i.e.; lanes can be converted to transit only or right of way width available for future transit lanes)	18.8 min. @ 6.6 mph HCT: --		4+2T: 13.7 min. @ 9.0 mph HCT: ++ 6-Lane: 13.8 min. @ 9.0 mph HCT: O				
Vehicular	- Travel time (existing condition: 7.1 min. @ avg. 17.4 mph during peak hour)	10.4 min. @ 11.9 mph		4+2T: 15.8 min. @ 7.8 mph 6-Lane: 7.0 min. @ 17.6 mph				
Funding Viability and Project Functionality								
Construction Cost	- \$29.3 budgeted per RTA 2005 Plan	\$20-25m		\$25-30m				
Acquisition Cost Gross and (net after estimated remnant parcel sales)	- \$44.0 budgeted per RTA 2005 Plan - Costs shown here are approximate, based on preliminary analyses to provide a basis for comparing alternatives and variations	\$40 m (\$32 m)	\$36 m (\$29 m)	\$54 m (\$40 m)	\$46 m (\$34 m)	\$49 m (\$37 m)	\$66 m (\$49 m)	\$56 m (\$42 m)
County Funding	- Bond ordinance is for a 6- or 8-lane project	No		4+2T: unknown 6-Lane: Yes				
RTA Funding	- Must achieve a level of transportation functionality comparable to the voter-approved project (6+2 Transit Lanes) with no reduction of functionality for all modes (vehicles, transit, bicycles, and pedestrians)	No		4+2T: No 6-Lane: Likely				
Tucson Mayor & Council	- Maintain county and RTA funding - Achieve balanced range of functionality (transportation + other)	Likely No		4+2T: Possibly 6-Lane: Likely				
Sustainability Performance								
Relationship to Transportation Performance	- Provide high-quality options to reduce solo vehicle driving - Air quality impacts	--		4+2T: + 6-Lane: +				
Water Harvesting and Green Streets	- Meet or exceed City's Green Streets Active Practice Guidelines	+		+				
Reduce Heat Island	- Use of shade and other features of the improvements to Broadway that can reduce the heat created by the sun shining on Broadways road pavement and sidewalks.	++		+				
Manageable Operations and Maintenance Costs	- The operations and maintenance costs for pavement, signals, transit, and landscape are yet to be determined	The ability of the city and SunTran to maintain and operate improvements will be a considered in the design and construction of any alternative.						