

Performance Objective	Factors	Staff-Recommended Six-Lane Including Transit Refined Alignment		Example of Narrowed Sidewalk Zone in West Mile		Project Team Notes
		Project Team Assessment	Your Assessment	Project Team Assessment	Your Assessment	
<b>Community Character and Economic Performance</b>						
<b>Avoid Historic/Significant Building Impacts</b>	<ul style="list-style-type: none"> <li>- Width of right of way (minimizing can negatively or positively affect other performance measures)</li> <li>- Alignment of street: Choice/balancing of potential impacts to different sides of the street</li> <li>- Design of parking impact avoidance or replacement</li> </ul>	<p>Current Historic Contrib. 13 Potential Contrib. 6 Other Non-Contrib. Bldg. 8 Total Bldg. 27</p> <p>Buildings with active businesses (North Side): 9 of 10 Front Pkg. 5</p>		<p>Current Historic Contrib. 11 (less 2) Potential Contrib. 5 (less 1) Other Non-Contrib. Bldg. 6 (less 2) Total Bldg. 22 (less 5)</p> <p>Buildings with active businesses: (North Side): 7 of 10 (less 2) Front Pkg. 5 (no change)</p>		15% change in direct impacts to Current Historic Contributors and 18.5% change in direct impacts to all buildings There are a total of 33 total buildings on the north side between Fremont and Warren
<b>Avoid Potential for Acquisition</b>						Impact on Acquisition Cost not estimated at this time
<b>Minimize Business Impacts</b>						22% change in business impacts and no change in impacts to parking
<b>Change in Economic Potential</b>	- Combination of Minimizing Business Impacts, potential for reuse of remnant parcels and revitalization of existing development	Open to interpretation?		Open to interpretation?		Open to interpretation depending on expectations of value of preservation and what may be future for private reuse of properties
<b>Visual Quality</b>	<ul style="list-style-type: none"> <li>- Preservation and enhancement of historic/significant bldgs.</li> <li>- Street design to enhance visual quality</li> </ul>	<ul style="list-style-type: none"> <li>- More building impacts than Narrowed Sidewalk</li> <li>- More landscape than Narrowed Sidewalk</li> </ul>		<ul style="list-style-type: none"> <li>- Less building impacts than Staff-Recommended</li> <li>- Less landscape than Staff-Recommended</li> </ul>		Change in direct building impacts does not out way loss of landscape
<b>Walkable Community</b>	- Combination of pedestrian conditions, mix and quality of land use	<ul style="list-style-type: none"> <li>- Street design more supportive of walking</li> <li>- Development support of walking open to interpretation?</li> </ul>		<ul style="list-style-type: none"> <li>- Street design less supportive of walking</li> <li>- Development support of walking open to interpretation?</li> </ul>		Colors based on walkability of the street design
<b>Transportation Performance</b>						
<b>Pedestrian Access and Mobility</b>	<ul style="list-style-type: none"> <li>- Width of sidewalk</li> <li>- Buffering from traffic – width and characteristics</li> <li>- Shade</li> </ul> <p>(Drawings of two alignments indicate where sidewalk width is less than 8', areas where medians, and pedestrian and landscape area are wide enough for trees and areas where landscape area is too narrow for any plantings)</p>	<ul style="list-style-type: none"> <li>- Street crossings width and design</li> <li>- Universal Design and ADA</li> <li>- Driveway access frequency/size</li> </ul>	<ul style="list-style-type: none"> <li>- Sidewalk generally 8' wide with 8' landscape buffer, some areas with 6' sidewalk and 4' landscape</li> <li>- Street design more supportive of walking</li> <li>- Sidewalk width and buffering more supportive of Universal Design</li> <li>- No difference in street crossings distance</li> </ul>		<ul style="list-style-type: none"> <li>- Sidewalk generally 6' wide with 4' landscape buffer, some areas with 6' sidewalk as 2' to 3' buffer no landscape</li> <li>- Street design less supportive of walking</li> <li>- Sidewalk width and buffering less supportive of Universal Design</li> <li>- No difference in street crossings distance</li> </ul>	<ul style="list-style-type: none"> <li>- Both alignments meet requirements of ADA, at a minimum</li> <li>- Pedestrian Level of Service for different sidewalk and landscape buffer combinations: <ul style="list-style-type: none"> <li>• 8' SW/8'L 2.06 B</li> <li>• 6' SW/4'L 2.69 C</li> <li>• 6' SW/3'-2"L 2.72 to 2.75 C</li> </ul> </li> </ul>
<b>Bicycle Access and Mobility</b>	<ul style="list-style-type: none"> <li>- Separation from vehicle lanes – generally include 7' wide partially raised cycle track</li> <li>- Crossing conflicts with autos and buses</li> <li>- Consider bicycle network access</li> </ul>		<ul style="list-style-type: none"> <li>- Cycle track generally provided</li> <li>- Cycle bypasses at bus stops</li> </ul>		<ul style="list-style-type: none"> <li>- Cycle track generally provided</li> <li>- Cycle bypasses at bus stops</li> </ul>	Little variation between alignments
<b>Transit Access and Mobility</b>	<ul style="list-style-type: none"> <li>- Travel time (Not known prior to modeling update)</li> <li>- Station facilities</li> <li>- Potential for high capacity transit – space for dedicated lanes, stations, etc. in right-of-way</li> </ul>		<ul style="list-style-type: none"> <li>- Provides three far-side and one near-side bus stops</li> <li>- All bus stops are in travel lane</li> <li>- Cycle bypasses at bus stops</li> </ul>		<ul style="list-style-type: none"> <li>- Provides three far-side and one near-side bus stops</li> <li>- All bus stops are in travel lane</li> <li>- Cycle bypasses at bus stops</li> <li>- Sidewalk behind stops at Highland is too narrow to allow for tree planting</li> </ul>	No difference in bus stop design, with exception of narrower sidewalks at Highland which precludes the planting of trees and reduction of shade at these stops
<b>Vehicular Access and Mobility</b>	<ul style="list-style-type: none"> <li>- Travel time</li> <li>- Lane continuity</li> <li>- Accessibility to businesses and neighborhoods</li> </ul>		- No meaningful difference in design or performance		- No meaningful difference in design or performance	Minimal variation in lane curvature

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<b>Cost/Funding Viability</b>						
<b>Construction Cost</b>	- \$29.3 budgeted per RTA 2005 Plan <i>(Full potential for variation not known until cost estimate made)</i>	- Minimally more concrete for sidewalks - More trees - Likely less lower plantings		- Minimally less concrete for sidewalks - Less trees - Likely more lower plantings		Differences are likely minimal material amounts, labor likely only varies to a minimal degree
<b>Acquisition Cost</b>	- \$44.0 budgeted per RTA 2005 Plan	- Variation uncertain?		- Variation uncertain?		While narrowed sidewalk zone concept directly impacts 5 fewer buildings the extent that this reduces full acquisitions cannot be known at this time.
<b>Fundability</b>	- Ability to maintain county and RTA funding	- Appears to be fundable		- Appears to be fundable		Based on most recent input from the RTA Board, both concepts appear to be fundable
<b>Sustainability Performance</b>						
<b>Provide for Changing Transportation Needs</b>	- Ability to adapt to changing multimodal transportation demands over time - Support for mix and vitality of land use supporting transportation choice	- Better support for pedestrians - Provides space for future high capacity transit		- Less support for pedestrians - Provides space for future high capacity transit		Staff-Recommended alignment provides a better pedestrian environment, and when high capacity transit is implemented a better pedestrian environment supports increased ridership and pedestrian activity
<b>Health Benefits of Walking and Biking</b>	- Combination of pedestrian and bicycling performance and Walkable Community measure	- More benefit for pedestrian		- Less benefit for pedestrians		See related measures for more information
<b>Water Harvesting and Green Streets</b>	- Meet or exceed City's Green Streets Active Practice Guidelines <i>(Drawings of two alignments indicate where sidewalk width is less than 8', areas where medians, and pedestrian and landscape area are wide enough for trees and areas where landscape area is too narrow for any plantings)</i>	- More landscape area that could accommodate green infrastructure and water harvesting		- Less landscape area that could accommodate green infrastructure and water harvesting		
<b>Reduce Heat Island</b>	- Use of shade and other improvements to reduce the heat created by the sun shining on Broadways road pavement and sidewalks. <i>(Drawings of two alignments indicate where sidewalk width is less than 8', areas where medians, and pedestrian and landscape area are wide enough for trees and areas where landscape area is too narrow for any plantings)</i>	- More landscape area - More area that can accommodate trees - More sidewalk area		- More landscape area - More area that can accommodate trees - Less sidewalk area		- More trees creates more shade - Potential for shade structures is being studied, likely result in less shade with more capital cost - Difference in sidewalk area likely have a marginal effect as concrete can be designed to reduce heat island effect
<b>Air Quality / Greenhouse Gas Reduction</b>	- Vehicular congestion <i>(Not known prior to modeling update)</i> - Mode split to non-single-occupant vehicle	- More supportive environment for walking and high capacity transit - Less heat island effect		- Less supportive environment for walking and high capacity transit - More heat island effect		Requires more evaluation
<b>Manageable Operations and Maintenance Costs</b>	<i>Operations and maintenance costs for pavement, signals, transit, and landscape are yet to be determined</i>	- Little difference in what would need to be maintained		- Little difference in what would need to be maintained		Landscape will be designed to meet a maintenance budget, and budget independent of width of street