BROADWAY BOULEVARD PROJECT
STREET DESIGN CONCEPT RATING SHEET

Concept: _____ Block: _____
CTF Member: _____
Date: _____

Performance Objective	Factors	Rating (1-no support 2 -minimal support 3-adequate support 4-strong support)	Notes
Community Character and Economic Performance			
Avoid Historic/Significant Building Impacts	- Width of right of way (minimizing can negatively or positively affect other performance measures) - Alignment of street: Choice/balancing of potential impacts to different sides of the street - Design of parking impact avoidance or replacement *(Alignment variation drawings indicate buildings that are directly impacted, their historic/significance status, and estimated number of property acquisition per block)*		
Avoid Potential for Acquisition			
Minimize Business Impacts			
Change in Economic Potential	- Combination of Minimizing Business Impacts, potential for reuse of remnant parcels and revitalization of existing development		
Visual Quality	- Preservation and enhancement of historic/significant bldgs. - Street design to enhance visual quality		
Walkable Community	- Combination of pedestrian conditions, mix and quality of land use		
Transportation Performance			
Pedestrian Access and Mobility	- Width of sidewalk - Buffering from traffic – width and characteristics - Shade - Street crossings width and design - Universal Design and ADA - Driveway access frequency/size (*Alignment drawings indicate where sidewalk width is less than 8', areas where medians, and pedestrian and landscape area are wide enough for trees, areas where landscape area is too narrow for any plantings*)		
Bicycle Access and Mobility	- Separation from vehicle lanes – *(Alignment variation drawings indicate where 7' wide raised cycle track is provided)* - Crossing conflicts with autos and buses - Consider bicycle network access		
Transit Access and Mobility	- Travel time *(Not known prior to modeling update)* - Station facilities - Potential for high capacity transit – space for dedicated lanes, stations, etc. in right-of-way		
Vehicular Access and Mobility	- Travel time *(Not known prior to modeling update)* - Lane continuity - Accessibility to businesses and neighborhoods		

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Cost/Funding Viability			
Construction Cost	- $29.3 budgeted per RTA 2005 Plan *(Effect of alignment variation not known until cost estimate made)*		
Acquisition Cost	- $44.0 budgeted per RTA 2005 Plan *(Alignment variation drawings indicate estimated cost of property acquisition per block)*		
Fundability	- Ability to maintain county and RTA funding		
Sustainability Performance			
Provide for Changing Transportation Needs	- Ability to adapt to changing multimodal transportation demands over time - Support for mix and vitality of land use supporting transportation choice		
Health Benefits of Walking and Biking	- Combination of pedestrian and bicycling performance and Walkable Community measure		
Water Harvesting and Green Streets	- Meet or exceed City's Green Streets Active Practice Guidelines (*Alignment drawings indicate where sidewalk width is less than 8', areas where medians, and pedestrian and landscape area are wide enough for trees, areas where landscape area is to narrow for plantings of any type)*		
Reduce Heat Island	- Use of shade and other improvements to reduce the heat created by the sun shining on Broadways road pavement and sidewalks. (*Alignment drawings indicate where sidewalk width is less than 8', areas where medians, and pedestrian and landscape area are wide enough for trees, areas where landscape area is to narrow for plantings of any type)*		
Air Quality / Greenhouse Gas Reduction	- Vehicular congestion *(Not known prior to modeling update)* - Mode split to non-single-occupant vehicle		
Manageable Operations and Maintenance Costs	*Operations and maintenance costs for pavement, signals, transit, and landscape are yet to be determined*		