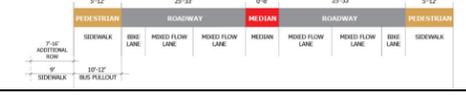
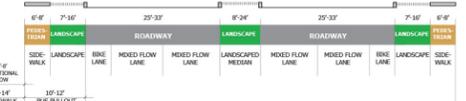
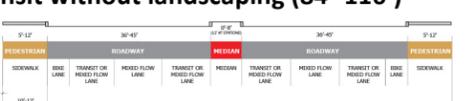
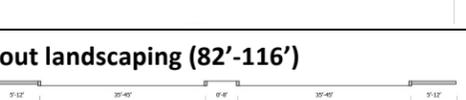
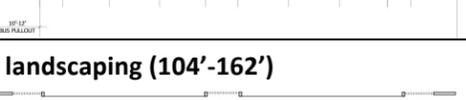


BROADWAY: EUCLID TO COUNTRY CLUB INITIAL DRAFT PERFORMANCE MEASURE ASSESSMENT OF LANE CONFIGURATION ALTERNATIVES

LANE CONFIGURATION ALTERNATIVES	VEHICULAR ACCESS AND MOBILITY						PERSON ACCESS AND MOBILITY	SENSE OF PLACE				ENVIRONMENTAL / PUBLIC HEALTH				ECONOMIC VITALITY														
	4a. Movement of Through Traffic During Peak Traffic Periods	4b. Intersection Delay -- Overall Intersection Performance	4c. Intersection Delay -- Worst Movement	4d. Accident Potential	4e. Lane Continuity	4f. Access Management for Adjacent Properties	5a. Person Trips for multiple measures	6a. Historic Resources	6b. Significant Resources	6c. Visual Quality	6d. Broadway as a Destination	6e. Gateway to Downtown	6f. Conduciveness to Business	6g. Walkable Community	7a. Greenhouse Gases	7b. Other Tailpipe Emissions	7c. Heat Island	7d. Water Harvesting	7e. Health Benefits of Changes in Walking and Biking	7f. Land Use Mix	7g. Affordability	8a. Change in Economic Potential	8b. Change in Business Revenue	8c. Change in Sales Tax Revenue	8d. Change in Prop. Tax Revenue	8e. Business Impact	8f. Job Impact			
Existing Conditions	- now ----- Future (PAG) (PAG Low)								+++	+++													- now							
4 lane without landscaping (62'-92') 	----- Future (PAG) ----- Future (PAG Low)								++ to +++	++ to +++													Short term ○ to -		Future ○ to + to -					
4 lane with landscaping (84'-138') 	----- Future (PAG) ----- Future (PAG Low)								to ++	to ++													Short term ○ to --		Future ○ to ++ to -- to ++					
4 lane + transit without landscaping (84'-116') 	-- to -- - to ○ Future (PAG) Future (PAG Low)								to ++	to ++													Short term ○ to --		Future ○ to + to -					
4 lane + transit with landsc. and ctr. median (106'-162') 	-- to -- - to ○ Future (PAG) Future (PAG Low)								to +	to +													Short term to --		Future to -- to ++ to -- to ++					
4 lane + center-running transit with landscaping and two center medians (118'-160') 	-- to -- - to ○ Future (PAG) Future (PAG Low)								to ○	to ○													Short term to --		Future to -- to ++ to -- to ++					
6 lane without landscaping (82'-116') 	○ + Future (PAG) Future (PAG Low)								to ++	to ++													Short term ○ to --		Future ○ to + to -					
6 lane with landscaping (104'-162') 	○ + Future (PAG) Future (PAG Low)								to +	to +													Short term to --		Future to -- to ++ to -- to ++					
6 lane + transit with landsc. and ctr. median (126'-186') 	+ ++ Future (PAG) Future (PAG Low)								to -	to -													Short term to --		Future to -- to ++ to -					
6 lane + transit with landscaping and 2 center medians (138'-184') 	+ ++ Future (PAG) Future (PAG Low)								to --	to --													Short term -- to --		Future to + to -- to +					

See assessment of street elements and details and street cross section alternatives

See assessment of street cross section alternatives

See assessment of street cross section alternatives

See assessment of street elements and details and street cross section alternatives

BROADWAY: EUCLID TO COUNTRY CLUB INITIAL DRAFT PERFORMANCE MEASURE ASSESSMENT OF LANE CONFIGURATION ALTERNATIVES

LANE CONFIGURATION ALTERNATIVES	PROJECT COST			CERTAINTY				
	9a. Construction Cost	9b. Acquisition Cost	9c. Operations and Maintenance Cost	9d. Income for Reuse of Excess City-owned Property	10a. Ability to Provide for Changing Transportation Needs	10b. Risk of Relying on Future Development for Economic Vitality	10c. Ability of City to Operate and Maintain Improvements	
Existing Conditions	See assessment of street cross section alternatives	See assessment of street cross section alternatives	See assessment of street cross section alternatives		-		○ to ++	
4 lane without landscaping (62'-92')					-		○ to ++	
4 lane with landscaping (84'-138')					--	+		- to ○
4 lane + transit without landscaping (84'-116')					-	○		○ to +
4 lane + transit with landsc. and ctr. median (106'-162')					++	+++		-- to ○
4 lane + center-running transit with landscaping and two center medians (118'-160')					+++			-- to ○
6 lane without landscaping (82'-116')					-	--		○ to +
6 lane with landscaping (104'-162')					--	+		-- to ○
6 lane + transit with landsc. and ctr. median (126'-186')					++	+++		-- to ○
6 lane + transit with landscaping and 2 center medians (138'-184')					+++			-- to ○

LEGEND Best Performance +++ Neutral ○ Worst Performance --- Note shaded cells cannot be assessed at current level of design and revised assessments are in blue