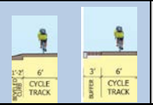
BROADWAY: EUCLID TO COUNTRY CLUB INITIAL DRAFT PERFORMANCE MEASURE ASSESSMENT OF STREET CROSS SECTION ELEMENTS

STREET ELEMENTS OR DETAILS	PEDESTRIAN ACCESS AND MOBILITY									BICYCLE ACCESS AND MOBILITY							TRANSIT ACCESS AND MOBILITY						
	1a. Functionality of Streetside for Pedestrian Activity	1b. Separation from Vehicular Traffic	1c. Pedestrian-Oriented Facilities or Improvements	1d. Walkable Network / Neighborhood Connections	1e. Pedestrian Crossings	1f. Vehicle / Pedestrian Conflicts at Driveways	1g. Universal Design	1h.Walkable Destinations	1i. Ease of Transition to Walking	2a. Separation of Bikes and Arterial Traffic	2b. Bike Conflicts with Crossing Vehicles	2c. Pavement Condition	2d. Bike Facility Improvements	2e. Bicycle Network Connections	2f. Bicycle Corridor Travel Time	2g. Bike Crossings	3a. Distance to Transit Stops	3b. Transit Stop Facilities	3c. Transit Corridor Travel Time	3d. Schedule Adherence	3e. Frequency and Hours of Service	3f. Accommodation of Future High Capacity Transit	3g. Riders per Vehicle
Existing Conditions	– – – to – –	– – – to –	– – –	Cannot currently be assessed because connections from Broadway and the pedestrian network are not included in the current level of design.	See assessment of lane configuration alternatives	– – – to –	– – – to o	Cannot currently be assessed, as this measure is partially dependent on 1d, Walkable Network/Neighborhood Connections ,as well as other Economic Vitality measures.	Many factors that are not defined at current level of design are needed to assess this measure, including: Proximity and number of parking lots, proximity and number of bicycle parking/locker, number of bus stops/transit stations, number and type of comfort and safety features (lighting, seats, shade), and number of attractions/commercial uses.	–	– – – to –	Pavement type is not dependent on cross section design and therefore cannot be measured at the current level of design.	– – –	Requires assessment of bicycle crossings to adjacent bicycle network, which cannot be assessed at current level of design.	Requires further design details, including signal and intersection design, alignment, access management design, transit stop locations, etc. in order to assess using VISSIM transportation simulation model.	See assessment of street cross section alternatives	Cannot be assessed at current level of design as transportation factors require alignment and crossing design, and non-transportation factors are related to future land use	– – – to –	See assessment of lane configuration and street cross section alternatives	See assessment of lane configuration and street cross section alternatives	Frequency and service hours are independent Sun Trans decisions which are not determined by this project.	See assessment of lane configuration and street cross section alternatives	Cannot be determined at current level of design, because VISSIM modeling is required.
8' Sidewalk with shade tree (16' landscape)	++	+++	++			++	++						++					+ to ++					
8' Sidewalk with shade tree (8' landscape)	o	++	+			+	++						+					o to +					
6'-8' Sidewalk with shade structure (7' landscape)	– to o	o	o			o	+ to ++						o					– to o					
6' Sidewalk with 5' landscape	–	– –	– –			–	+						o					– –					
6' Sidewalk with 3' buffer	– –	– –	– – –			– –	o						– –					– – –					
6' Sidewalk	– – –	– – –	– – –			– – –	o						– – –					– – –					
26' Center-Running Transit						o					+												
11'-12' Side- or Center-Running Transit						o					o to ++												
5'-6' Bike Lane		– to +				– to o				– to +													
7'-9' Buffered Bike Lane		+ to ++				o to +				+ to ++													
7'-9' Cycle Track 		+ to ++				+ to ++				+ to +++													

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

BROADWAY: EUCLID TO COUNTRY CLUB INITIAL DRAFT PERFORMANCE MEASURE ASSESSMENT OF STREET CROSS SECTION ELEMENTS

STREET ELEMENTS OR DETAILS	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	Management for Adjacent	**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	See assessment of lane configuration and street cross section alternatives	Design details that will be developed at a later time will allow assessment using VISSIM include the number of through and turn lanes, length of turn lanes, signal design, crossing time for pedestrians and bicycles, transit priority treatments, and other intersection design features.	See 4b for design details that will be developed later in the project will allow assessment using VISSIM.	Certain factors can contribute to higher accident rates and severity of accidents, which are not determined at current level of design, including the number of access points to adjacent properties, number of side street access points, lane continuity (4e), and amount of bike lane cross over length.	The number of lanes can be increased and decreased along the length of a street to reflect different traffic needs at different locations and cannot be assessed at the current level of design.	Access management , which can improve traffic flow and traffic safety, reduce conflicts with pedestrians and bicycles, and generally reduce potential for accidents, requires more detailed design and cannot be currently assessed.	Performance for different modes is measures using VISSIM analysis and converted to person trips for measures, including corridor travel time, average delay, travel time reliability, and other measures as appropriate.	See assessment of lane configuration and street cross section alternatives	See assessment of lane configuration and street cross section alternatives	See assessment of street cross section alternatives	Requires assessments of 6c. Visual Quality, a balance of all access and mobility measures and 7i. Business Impacts.	Given the importance of future adjacent use to the assessment of this performance measure and the inability to adequately understand the potential for future use, this performance measure cannot be assessed at this time.	Factors and related measures include: 6c. Visual Quality is related, 6g. Walkable Community, 7a. Change in Economic Potential, site access and parking, site revitalization and reuse, which cannot be assessed at this level of design.	Factors and related measures include :1. Pedestrian Access and Mobility, 7f. Land Use Mix, and 8a. Change in Economic Potential. Given the importance of future adjacent use to the assessment of this performance measure and the current inability to adequately assess the potential for future use, this performance measure cannot be assessed at this time.	Requires assessment of 6g. Walkable Community, 4b. Intersection Delay, as well as quality of vehicle fleet and fuel type, which cannot be assessed at current level of design.	Requires assessment of 6g. Walkable Community, 4b. Intersection Delay, as well as quality of vehicle fleet and fuel type, which cannot be assessed at current level of design.	See assessment of street cross section alternatives	See assessment of street cross section alternatives	– – – to – –	The extent that existing or possible future zoning allows for viable mixed use development along Broadway is not within the control of this project.	This performance measure relies upon 1. Pedestrian, 2. Bicycle, and 3. Transit Access and Mobility, 6g. Walkable Community, and 8f. Job Impacts, some of which cannot be assessed at the current level of design.	See assessment of lane configuration and street cross section alternatives	Cannot assess at current level of planning since business revenues and potential impacts are unknown and not enough detail to assess which properties might be impacted.	Cannot assess at current level of planning since business revenues and potential impacts are unknown and not enough detail to assess which properties might be impacted.	Cannot assess at current level of planning since business revenues and potential impacts are unknown and not enough detail to assess which properties might be impacted.	Cannot assess at current level of design because potential impacts are not known at enough detail to assess which properties might be impacted.	Cannot assess at current level of planning, because job generation rates and potential impacts are not known at enough detail to assess which properties might be impacted.
8' Sidewalk with shade tree (16' landscape)																			+++								
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6'-8' Sidewalk with shade structure (7' landscape)																			+								
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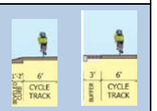
7'-9' Cycle Track 																			o to ++								

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STREET ELEMENTS OR DETAILS	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 lane configuration and street cross section alternatives	See assessment of lane configuration and street cross section alternatives	See assessment of lane configuration and street cross section alternatives	Cannot assess impacts from right of way as alignment and intersection design are not determined at this time. Also cannot assess potential for reuse of remnant parcels or revitalization of existing parcels as alignment and intersection design are not determined.	See assessment of lane configuration and street cross section alternatives	Requires assessment of 8. Economic Vitality as well as amount of land, size and configuration, and access from Broadway of future development sites, which cannot be assessed at current level of design.	See assessment of lane configuration and street cross section alternatives
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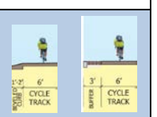
7'-9' Cycle Track 							

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