Performance Objective	Factors	Assessments			Notes
		118 Ft. Nominal Consolidated	"Ultimate" Transit	"96 Ft." Nominal	
Community Character and Economic Performance					
Avoid Historic/Significant Building Impacts **Avoid Potential for Acquisition** **Minimize Business 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	Current Contrib. 15 Eligible Contrib. 12 Other Bldg. 14 Total Bldg. 41 Front Pkg. 94	Current Contrib. 9 Eligible Contrib. 12 Other Bldg. 15 Total Bldg. 41 Front Pkg. 94	Current Contrib. 9 Eligible Contrib. 11 Other Bldg. 11 Total Bldg. 31 Front Pkg. 96	Impact on Acquisition Cost not estimated at this time
Change in Economic Potential	- 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?	Open to interpretation depending on expectations of value of preservation and what may be future for private reuse of properties
Visual Quality	- Preservation and enhancement of historic/significant bldgs. - Street design to enhance visual quality	- More building impacts than 96' - More landscape than other alignment concepts	- More building impacts than 96' - More landscape than 96' - Less landscape than 118'	- Less building impacts than other alignment concepts - Less landscape than other alignment concepts	
Walkable Community	- Combination of pedestrian conditions, mix and quality of land use	- Street design more supportive of walking - Development support of walking open to interpretation?	- Street design more supportive of walking - Transit more supportive of walking - Provides more fully signalized crossings - Development support of walking open to interpretation?	- Street design less supportive of walking - Development support of walking open to interpretation?	Colors based on walkability of the street design
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 for 96' and 118' alignment concepts 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*)	- Street design more supportive of walking - Sidewalk width and buffering more supportive of Univ. Design - Street crossings marginally wider than 98'	- Street design more supportive of walking - Sidewalk width and buffering more supportive of Univ. Design - Street crossings marginally wider than 98' - Transit more supportive of pedestrian	- Street design less supportive of walking - Street crossings marginally narrower than other alignment concepts	All alignments will meet requirements of ADA, at a minimum
Bicycle Access and Mobility	- Separation from vehicle lanes – *(118' alignment concept indicates where 7' wide raised cycle track is provided)* - Crossing conflicts with autos and buses - Consider bicycle network access	- Cycle track better than bike lane - Cycle bypasses at bus stops - Street crossings marginally wider than 98'	- Cycle track better than bike lane - Cycle bypasses at bus stops - Street crossings marginally wider than 98'	- Bike lanes worse than cycle track - No cycle bypasses at bus stops - Street crossings marginally narrower than other alignment concepts	All alignment concepts reduce curb cuts
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	- Provides more flexibility for implementation of future high capacity transit than 98' - Provides bus queue jump at Campbell - Cycle bypasses at bus stops - Provides better pedestrian and bicycle support than 98'	- Provides for LRT and space that could be redesigned for alternative high capacity transit - Cycle bypasses at bus stops - Provides better pedestrian and bicycle support than 98'	- Provides less flexibility for implementation of future high capacity transit than other alignment concepts - No bus queue jump at Campbell - No cycle bypasses at bus stops - Provides worse pedestrian and bicycle support than other alignment concepts	
Vehicular Access and Mobility	- Travel time *(Not known prior to modeling update)* - Lane continuity - Accessibility to businesses and neighborhoods	- Provides more capacity for vehicles than dedicated transit - If other factors reduce vehicle demand in the future, design could be over capacity; but can be converted to dedicated transit when demand and funding support investment in transit	- Intended to be implemented when future transit demand supports investment in high capacity transit - Reduces capacity for vehicles; but assumes that there would be a mode shift to transit	- Provides more capacity for vehicles than dedicated transit - If other factors reduce vehicle demand in the future, design could be over capacity; but can be converted to some form of higher capacity transit when demand and funding support investment in transit although the narrower right of way limits the flexibility of accommodating future transit	Differences in assessment hinge on ability to support future change in mode split to transit

Performance Objective	Factors	Assessments			Notes
		118 Ft. Nominal Consolidated	"Ultimate" Transit	"96 Ft." Nominal	
Cost/Funding Viability					
Construction Cost	- $29.3 budgeted per RTA 2005 Plan *(Effect of alignment variation not known until cost estimate made)*	- Likely mid-range cost of 3 alignment concepts	- Likely highest cost of 3 alignment concepts	- Likely lowest cost of 3 alignment concepts	
Acquisition Cost	- $44.0 budgeted per RTA 2005 Plan	- Variation uncertain?	- Variation uncertain?	- Variation uncertain?	While 96' requires less acquisition the cost of various acquisitions would need to be assessed
Fundability	- Ability to maintain county and RTA funding	- Appears to be fundable by county and RTA; but open to interpretation and decision making by boards, executive staff, and elected bodies,	- Likely not fundable; but open to interpretation and decision making by boards, executive staff, and elected bodies	- Appears to be fundable by county and RTA, but may not meet the city's policy objectives for a multimodal environment; but open to interpretation and decision making by boards, executive staff, and elected bodies	Based on understanding of policy documents and correspondence that have been made available to date
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	- Better support for pedestrian and bicyclists compared with 96' - Better support for transit than 96', but does not include transit infrastructure of Dedicated Transit - Provides space for future high capacity transit	- Better support for pedestrian and bicyclists compared with 96' - Better support for transit than 96', includes more transit infrastructure than 118'	- Less support for pedestrians and bicyclists compared to other alignment concepts - Less support for transit than other alignment concepts - Provides less flexibility for implementation of future high capacity transit than other alignment concepts	
Health Benefits of Walking and Biking	- Combination of pedestrian and bicycling performance and Walkable Community measure	- More benefit than 96'	- More benefit than 96'	- Less benefit than other alignment concepts	See related measures for more information
Water Harvesting and Green Streets	- Meet or exceed City's Green Streets Active Practice Guidelines (*Alignment drawings for 96' and 118' alignment concepts 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 plantings of any type)*	- More landscape area than other alignment concepts	- More landscape area than 96' but less than 118'	- Less landscape area than other alignment concepts	
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 for 96' and 118' alignment concepts 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 plantings of any type)*	- More landscape area than other alignment concepts	- More landscape area than 96' but less than 118'	- Less shared from landscape area than other alignment concepts, although has somewhat less pavement	
Air Quality / Greenhouse Gas Reduction	- Vehicular congestion *(Not known prior to modeling update)* - Mode split to non-single-occupant vehicle	- More supportive environment for transit, walking, and cycling - More capacity for vehicular use, but with lower congestion (this is open to interpretation in terms of impact on air quality, etc.)	- More supportive environment for transit, walking, and cycling - Less capacity for vehicular use, possibly more congestion but lower VMT given support for mode shift (this is open to interpretation in terms of impact on air quality, etc.)	- More supportive environment for transit, walking, and cycling - Less capacity for vehicular use, possibly more congestion but lower VMT although not as supportive of mode shift as dedicated transit alternative (this is open to interpretation in terms of impact on air quality, etc.)	Requires more evaluation
Manageable Operations and Maintenance Costs	*Operations and maintenance costs for pavement, signals, transit, and landscape are yet to be determined*	- Most landscape of alignment concepts, would be designed to match available funding	- More landscape than 96', less than 118', would be designed to match available funding	- Least landscape of alignment concepts	