STATION 3: PUBLIC MEETING #3 FEEDBACK

STAKEHOLDER FEEDBACK FROM PUBLIC MEETING #3

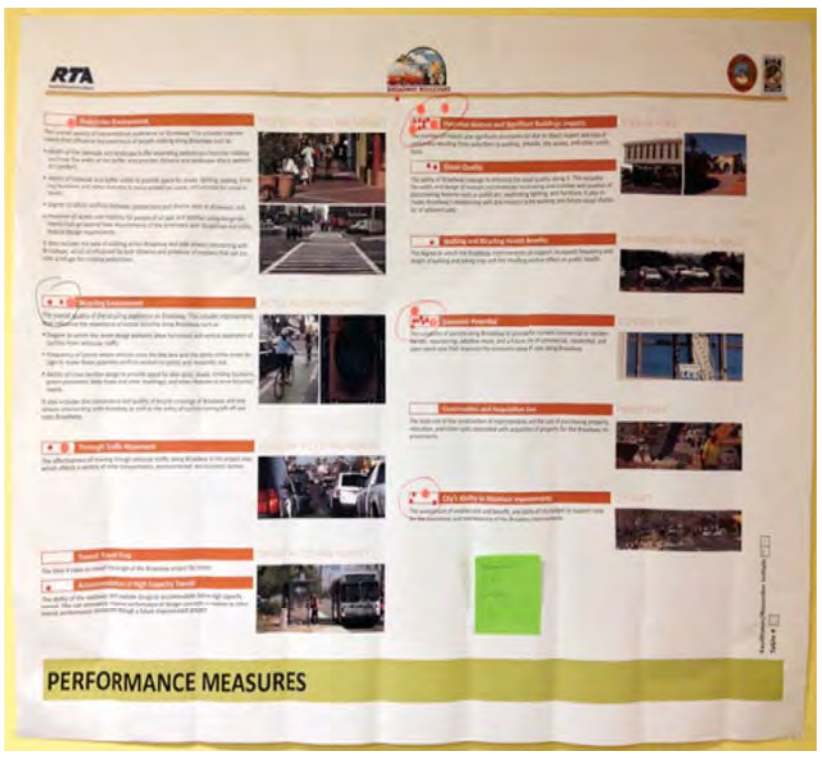
The September 26, 2013 Planning Update Report and Community Workshop was the third of four planned large-scale public meetings. This community-wide event was a publicly noticed event where no decisions were made, but the input received will helped the Citizens Task Force (CTF) and project technical team select three to four street width (cross section) design alternatives to advance for further design and more detailed analysis. Of the approximately 217 participants who signed in, 169 (78%) left their address information. A GIS analysis of this information showed that 132 (61%) of the participants live within one mile the project study area.

EXERCISE 1: PERFORMANCE MEASURES DISCUSSION AND PRIORITIZATION

The goal of this exercise was to identify the groups' top four performance measures that they felt were most important for the evaluation of the design of Broadway Boulevard. Individual participants were asked to identify their top performance measures and the table was asked to identify the top four performance measures as a group.

KEY FINDINGS:

- The rank order of performance measures is nearly identical for individuals and for groups with only a slight variation with Pedestrian and Bicycling Environments
- The top three performance measures selected are non-transportation measures
- Transit Travel Time rated last. Note that the two transit measures when combined were 10% and 7% of the selected top measures for individuals and groups respectively.
- Traffic Movement is ranked 6th, tied with Health Benefits of Walking and Biking, by comparison the Historic and Significant Building measure was selected roughly twice as frequently.



INDIVIDUAL SELECTIONS			PUBLIC WORKSHOP GROUP SELECTIONS		
RANK	MEASURE	PERCENTAGE	RANK	MEASURE	PERCENTAGE
1	Historic and Significant Buildings	16%	1	Historic and Significant Buildings	20%
2	Economic Potential	15%	2	Economic Potential	16%
3	Visual Quality	13%	3	Visual Quality	12%
4	Pedestrian Environment	12%	4	Bicycling Environment	11%
5	Bicycling Environment	10%		Pedestrian Environment	
6	Health Benefits of Walking and Biking	8%	6	Health Benefits of Walking and Biking	9%
	Traffic Movement			Traffic Movement	
8	Accommodation of High Capacity Transit	7%	8	Accommodation of High Capacity Transit	7%
9	Ability of City to Maintain	4%	9	Ability of City to Maintain	3%
10	Construction and Acquisition Cost	3%	10	Construction and Acquisition Cost	1%
11	Transit Travel Time	2%	11	Transit Travel Time	0%

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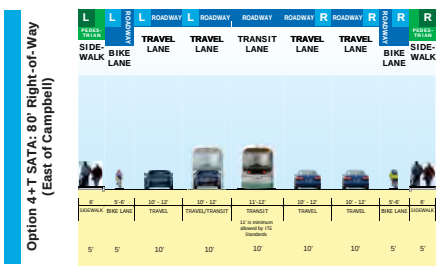

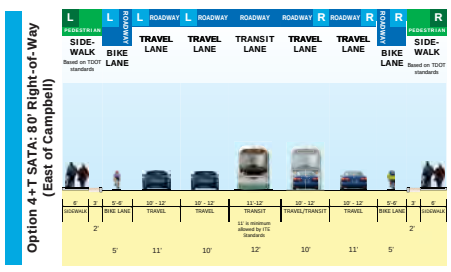

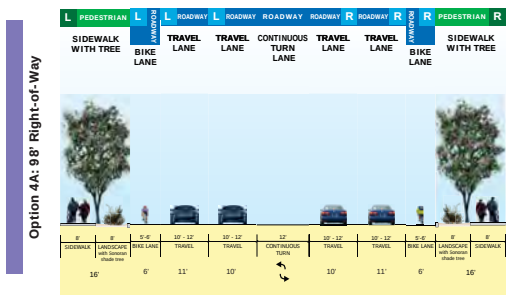

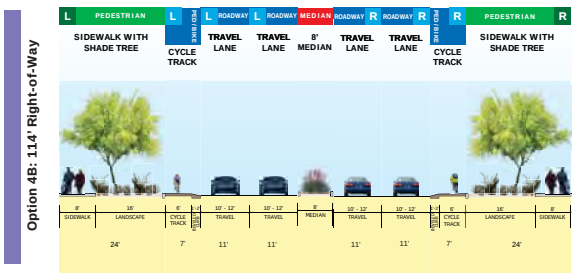

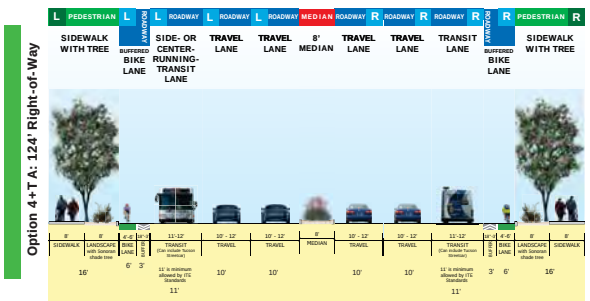

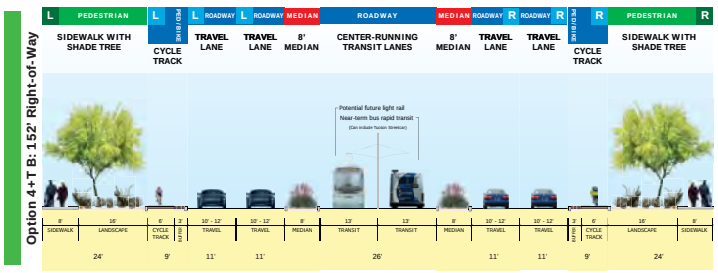

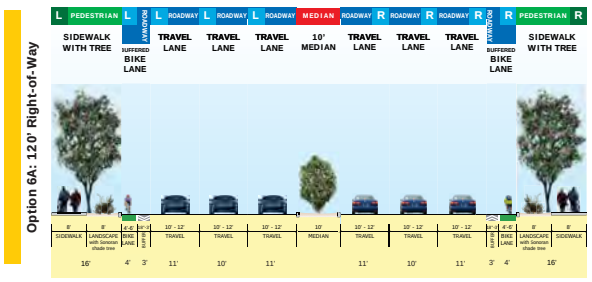

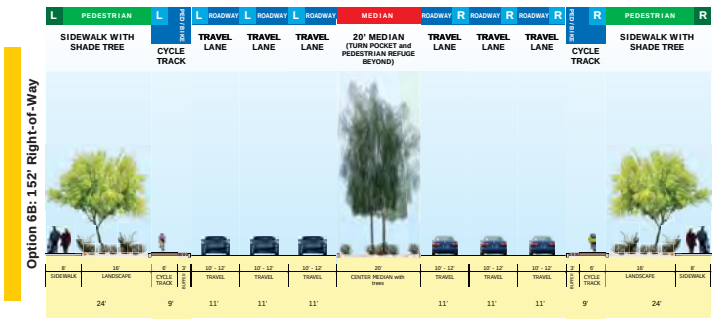

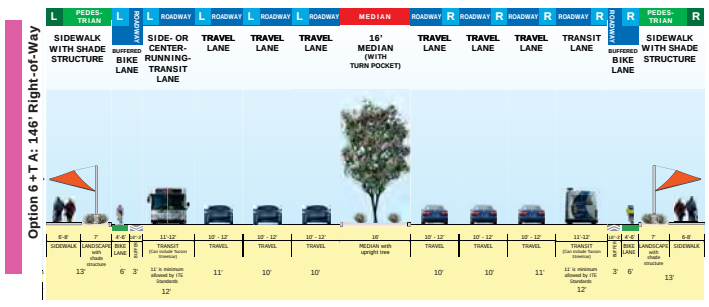

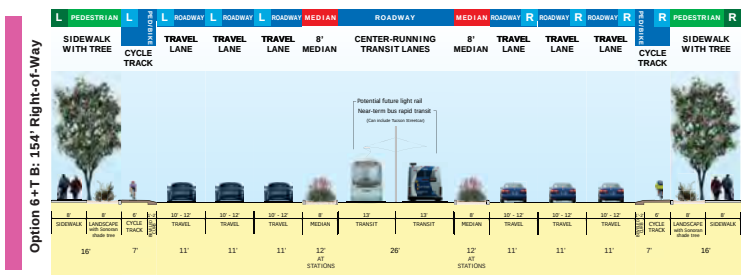

INITIAL CROSS-SECTION ALTERNATIVES

Ten street sections were presented to the public with varying street design and landscape elements. Participants were asked about their preferences for particular elements or combinations of elements in addition to street width and number of lanes.

STREET SECTION ELEMENTS PERFORMANCE ASSESSMENTS

STREET ELEMENTS OR DETAILS	PEDESTRIAN ACCESS AND MOBILITY				
	1a. Functionality of Streetside for Pedestrian Activity	1b. Separation from Vehicular Traffic	1c. Pedestrian-Oriented Facilities or Improvements	1f. Vehicle / Pedestrian Conflicts at Driveways	1g. Universal Design
Existing Conditions	– – to – – –	– to – – –	– – –	– to – – –	– – – to o
8' Sidewalk with shade tree (16' landscape)	++	+++	++	++	++
8' Sidewalk with shade tree (8' landscape)	o	++	+	+	++
6'-8' Sidewalk with shade structure (7' landscape)	– to o	o	o	o	+ to ++
6' Sidewalk with 5' landscape	–	– –	– –	–	+
6' Sidewalk with 3' buffer	– –	– –	– – –	– –	o
6' Sidewalk	– – –	– – –	– – –	– – –	o
26' Center-Running Transit				o	
11'-12' Side- or Center-Running Transit				o	
5'-7' Bike Lane		o to +		– to +	
7'-9' Buffered Bike Lane		+ to ++		+ to ++	

Individual street section elements were analyzed and rated by the project team and CTF. These ratings were used to analyze the full street sections presented in Exercise 2.

Buffered bike lanes or separated-grade cycle tracks were given higher ratings due to the level of separation from vehicular traffic

Wider sidewalks were scored higher than narrower sidewalks for their ability to provide landscaping, better pedestrian accommodation, and separation from vehicular traffic

Sidewalks with shade trees or other shade devices were given higher ratings than sidewalks without shade elements

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EXERCISE 2: STREET SECTION ALTERNATIVES AND PERFORMANCE ASSESSMENT

The goal of Exercise #2 was to pick three street cross section design alternatives that the group felt should be studied further in the next phase of the Broadway project.

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES										
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement	Transit Travel Time	Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential	Construction and Aquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	– – – to –	– – to 0	– Now; – – – – Future (100% PAG); – – – Future (70% PAG)	– – Now; – – – – Future (100% PAG); – – – Future (70% PAG)	–	+++	– – – to 0	– – to –	– Now	NA	0 to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING											
Option 4+T SATA (Existing R.O.W.)	– – –	– to 0	– – – – Future (100% PAG); – – – Future (70% PAG)	– – – Future (100% PAG); – – Future (70% PAG)	0	+++	– – to 0	–	0 to + Short term; 0 to ++ Long term	$$	0 to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)											
Option 4A (98' R.O.W.)	0	0	– – – Future (100% PAG); – – Future (70% PAG)	– – – – Future (100% PAG); – – – Future (70% PAG)	–	++	++	+	0 to ++ Short term; + to ++ Long term	$$	0 to +
Option 4B (114' R.O.W.)	+++	++	– – – Future (100% PAG); – – Future (70% PAG)	– – – – Future (100% PAG); – – – Future (70% PAG)	–	+	++++	++	– to ++ Short term; 0 to +++ Long term	$$$	– to 0
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)											
Option 4+T A (124' R.O.W.)	+	+	– – to – Future (100% PAG); – to 0 Future (70% PAG)	– – – to – Future (100% PAG); – – to 0 Future (70% PAG)	++	0	+++	+	– – to + Short term; – to +++ Long term	$$$	– to 0
Option 4+T B (152' R.O.W.)	++	+++	– – to – Future (100% PAG); – to 0 Future (70% PAG)	– – to + Future (100% PAG); – to ++ Future (70% PAG)	+++	– –	+	++	– – – to 0 Short term; – – to ++ Long term	$$$$	– – to 0
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)											
Option 6A (120' R.O.W.)	+	+	0 Future (100% PAG); + Future (70% PAG)	– Future (100% PAG); 0 Future (70% PAG)	0	0	+++	+	– to ++ Short term; 0 to +++ Long term	$$$	– to 0
Option 6B (152' R.O.W.)	++	++	0 Future (100% PAG); + Future (70% PAG)	– Future (100% PAG); 0 Future (70% PAG)	0	– –	++	++	– – – to 0 Short term; – – to ++ Long term	$$$$	– – to 0
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)											
Option 6+T A (146' R.O.W.)	– –	0	+ Future (100% PAG); ++ Future (70% PAG)	+ Future (100% PAG); ++ Future (70% PAG)	++	– –	–	0	– – – to 0 Short term; – – to +++ Long term	$$$$	0 to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG); +++ Future (70% PAG)	++ Future (100% PAG); +++ Future (70% PAG)	+++	– –	+	+	– – – to 0 Short term; – – to ++ Long term	$$$$	– – to 0

LEGEND Best Performance ++++ Neutral 0 Worst Performance – – – – Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials ☐☐
Table # ☐

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

A sheet with the street section alternatives with performance measure ratings were presented to groups for feedback. Groups were asked to select street section types for further study

TOP CROSS SECTIONS IDENTIFIED FOR FURTHER STUDY		SELECTIONS BY TABLE																	
Street Cross Section Alternative	% of Total Selections	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
4+T SATA – existing width	17%																		
4A – 98' width	26%																		
4B – 114' width	21%																		
4+TA – 124' width	11%																		
4+TB – 152' width	11%																		
6A – 120' width	2%																		
6B – 152' width	6%																		
6+TA – 146' width	2%																		
6+TB – 154' width	4%																		

Only 4 Lane Alternatives

4 and Larger Selections

Only 4+T and 6 Lane Selections

KEY FINDINGS

- All but one group chose at least one 4-lane option for further study
- Almost 40% selected only 4-lane options for further study
- Over 60% of groups chose 4+TA - 124' or wider for further study
- 50% of groups chose a street cross section that was 152' or wider for further study