

STATION 5: PERFORMANCE SUMMARY

DESIGN ALTERNATIVES

		REFINED 4 LANE	REFINED 4+2 TRANSIT LANE	REFINED 6 LANE	POTENTIAL 6/4+2 TRANSIT LANE HYBRID
FUNDING VIABILITY AND PROJECT FUNCTIONALITY	FUNDING (SEE FUNDING VIABILITY BOARD FOR FURTHER INFORMATION)	High Risk Likely leaves City as only possible funder with no funds identified to implement the project. Not improving ADA access threatens availability of future federal transportation funds.	High Risk Likely that City is only funder with no funds identified to implement the project. Would be difficult to achieve design that provides enough vehicular capacity for projected traffic growth.	Low Risk Satisfies Pima County and RTA funding criteria.	Low Risk Will be designed to satisfy Pima County and RTA funding criteria.
	CONSTRUCTION COST AND ACQUISITION COST	Low Risk of exceeding budget given projected costs and ability to design to fit budget.	Moderate Risk of exceeding budget given costs of transit stop and other transit infrastructure.	Low Risk of exceeding budget given projected costs and ability to design to fit budget.	Low Risk of exceeding budget given ability to design to budget; some transit enhancements may require additional funding sources.
COMMUNITY CHARACTER AND ECONOMIC PERFORMANCE	HISTORIC/SIGNIFICANT BUILDING IMPACTS	Potentially Good to Moderate Functionality Less width for vehicles allows alignment variations that minimize direct impacts	Potentially Good to Moderate Functionality Ability to strategically narrow street allows for alignment variations that minimize direct building impacts		
	POTENTIAL FOR ACQUISITION AND BUSINESS IMPACTS	High to Moderate Risk Parking and access impacts can result in business impacts and potential for acquisition which can also put future use of existing buildings at risk			
TRANSPORTATION PERFORMANCE	PEDESTRIAN AND BICYCLE	Potentially Good Functionality Less space for vehicles results in more potential space for pedestrians while keeping street relatively narrow.	Potentially Good to Moderate Functionality Three lanes for vehicles, whether for mixed use or transit-only, results in elements of the roadway with a minimal amount of flexibility in width which could make good pedestrian functionality a challenge along some portions of the street where minimal width is needed to avoid property and building impacts.		
	TRANSIT	Poor Functionality Does not provide space for high-capacity transit while also serving Broadway's important citywide vehicular transportation function.	Good Functionality is provided by express/limited bus service using dedicated transit lanes, local buses still use mixed flow lanes with bus pull outs; likely more investment in transit stops providing additional benefits to transit riders.	Moderate Functionality is provided for buses running in the vehicle lanes that experience moderate congestion. Some ability to provide additional investment in transit stops, most not in bus pull outs reducing transit travel time.	Potentially Good to Moderate Functionality Potential for additional investment in stops at major intersections can enhance limited stop/express service, as well as potential to make additional investments in quality and speed of transit service.
	VEHICULAR	Poor Functionality given expected growth in traffic and acceptable level of congestion.	Poor Functionality given expected growth in traffic and acceptable level of congestion, and issues with increase pedestrian crossing times at intersections with transit stops in median.	Good Functionality is provided by additional lane in each direction and improvements at intersections resulting in congestion and travel time levels that are marginally better than the 6+2T lane option defined in RTA ballot measure.	Potentially Good to Moderate Functionality Additional transit infrastructure has potential to marginally increase general vehicular congestion; improvements need to be identified that minimize this potential change in vehicular performance.
SUSTAINABILITY PERFORMANCE	MULTIMODAL TRANSPORTATION PERFORMANCE EFFECTS ON PUBLIC HEALTH	Potentially Poor to Moderate Functionality As vast majority of travelers using Broadway, vehicle and transit riders, are not well served by this alternative. Also, congestion level has negative impact on air quality. But provides good performance for pedestrians and bicyclists.	Potentially Good to Moderate Functionality Vehicular congestion levels are a negative for multimodal transportation and air quality, but potential for good pedestrian, bicycle, and transit performance can balance this.	Potentially Good to Moderate Functionality Vehicular functionality serves a large proportion of users and minimizes air quality impacts, but moderate transit function is a detriment.	Potentially Good to Moderate Functionality Provides the opportunity to achieve well balanced multimodal performance and build transit use over time.
	WATER HARVESTING AND GREEN STREETS	Potentially Good to Moderate Functionality Performance depends on amount of landscape area in the street and city's ability to maintain its function. Reduced amount of pavement in this alternative could allow better functionality compared with other alternatives.	Potentially Poor to Moderate Functionality Performance depends on amount of landscape area in the street and city's ability to maintain its function. Amount of pavement needed for these alternatives could result in more moderate functionality compared with the 4 Lane alternative.		
	REDUCE HEAT ISLAND	Potentially Good Functionality Less pavement can reduce heat island effect, if landscape also provides shade; choice of building materials can help performance.	Potentially Good to Moderate Functionality The additional lanes of these alternatives make the provision of shade and choice of building materials more important. There is still the opportunity to improve the condition compared to what exists today.		
	OPERATIONS AND MAINTENANCE COSTS	Potentially Good to Moderate Functionality The ability of the city and SunTran to maintain and operate improvements will be a considered in the design and construction of any alternative.			

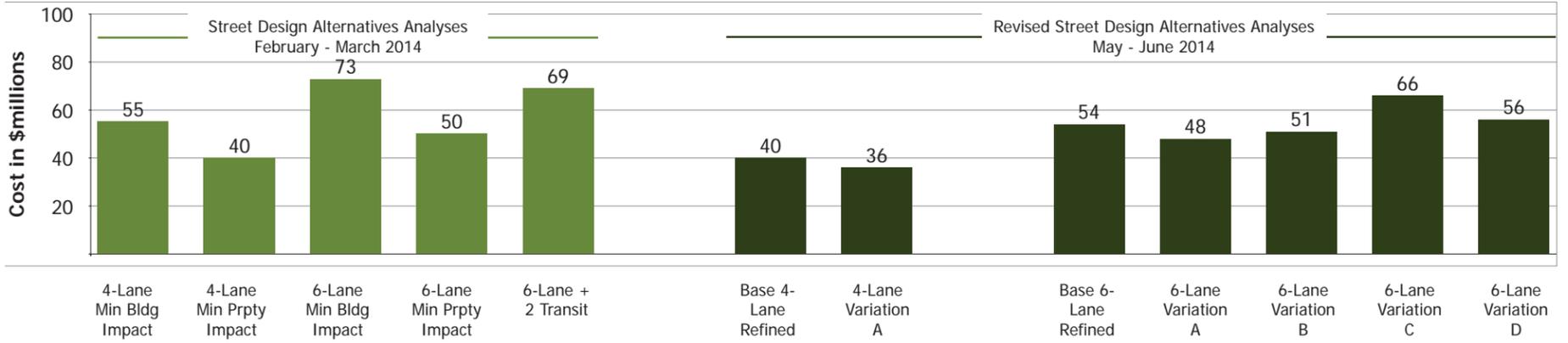
STATION 5: PERFORMANCE SUMMARY

FUNDING VIABILITY AND PROJECT FUNCTIONALITY

Construction Cost

4 Lanes	4+ 2 Transit Lane	6 Lanes	Potential 6/4+2 Transit Lanes Hybrid
\$20 - \$25 million	\$25 - \$30 million	\$25 - \$30 million	\$25 - \$30 million

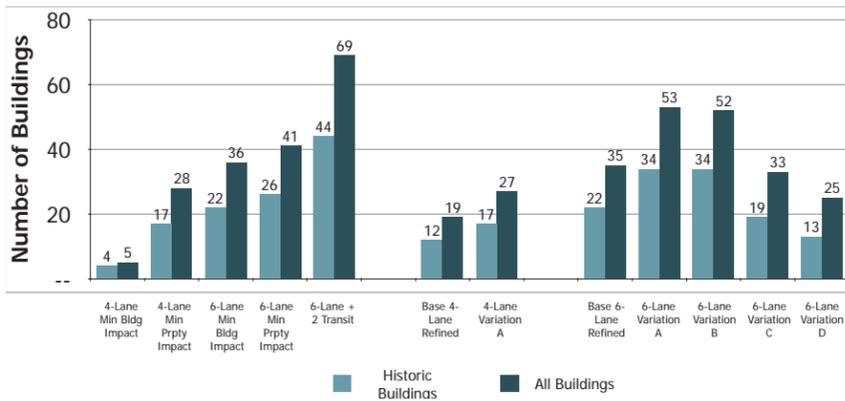
Probable Acquisition Costs



These costs are a current best estimate based on the number of impacted buildings and a percentage of impacted properties and are mainly for the purposes of comparing likely costs between the alternatives and variations.

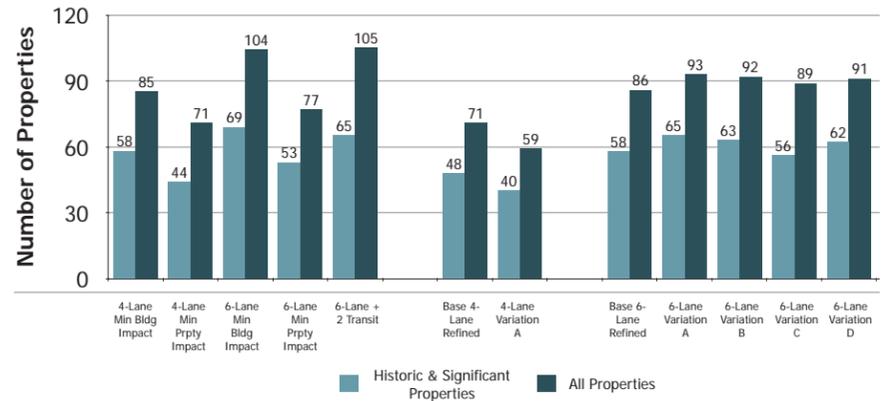
COMMUNITY CHARACTER AND ECONOMIC PERFORMANCE

Buildings Directly Impacted



While some properties with significant buildings are impacted, see impacted properties chart, no current alternatives or variations directly impact any significant buildings.

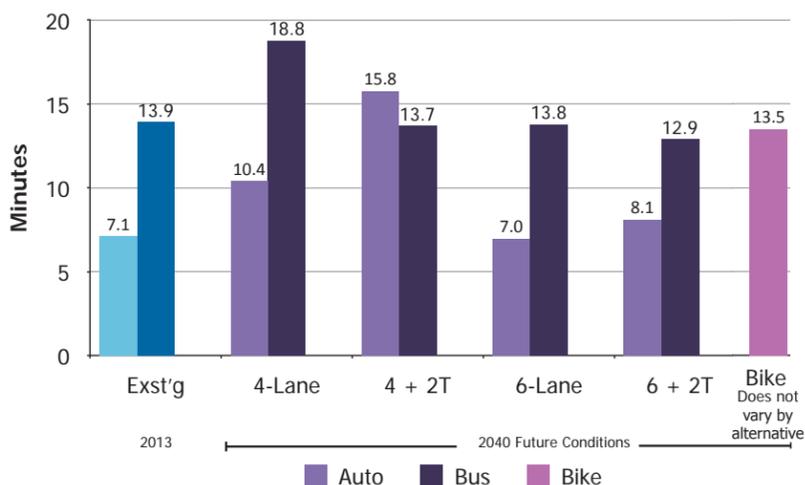
Probable Acquisitions



Properties with buildings that are directly impacted by new the street, or that will have issues with site function (such as loss of parking and access), are likely to experience some form of acquisition. Because it is too early to know the extent of each acquisition, a formula has been developed to help estimate the total number of properties that may be fully acquired for comparison across the alternatives.

TRANSPORTATION PERFORMANCE

Travel Time Euclid to Country Club (Average for eastbound traffic during PM peak hour)



Average Speed (Average for eastbound traffic during PM peak hour)

