

COMMUNITY FEEDBACK



Steering Committee



Older Adults



Active Adults

The intersection of Broadway Street and Lincoln Highway was identified as a critical intersection due to community member feedback from multiple groups. The Tama Steering Committee, older adults, and active adults all felt that the crossing between Lincoln Highway and Broadway was unsafe to cross due to high speed traffic coming from both directions, and small changes could be made to dramatically increase pedestrian safety.

COMMUNITY ENGAGEMENT RESPONSE

"Heavy Traffic"



Steering Committee

The Broadway Street and Lincoln Highway intersection were identified by community members as a danger to cross on the Toledo Matrix due to vehicular speeding and lack of crosswalks. The goal of the first concept is to slow down the Lincoln Highway traffic by increasing pedestrian awareness through flashing yield signs.

"Better Pedestrian Connections"



Active Adults



Parents



Kids

According to the Toledo Priorities, residents felt that better pedestrian connections was the third most important Transportation Enhancement Issue. Both concepts provide safe crossing across both streets by providing crosswalks, slowing traffic, and shortening the distance for pedestrians to cross. The proposed sidewalks along 2nd Avenue and Broadway will help to provide a more complete pedestrian network, satisfying the priorities identified by Toledo community members including Better Pedestrian Connections and Better Neighborhood Streetscapes.

"More Accessibility for Seniors"



Older Adults



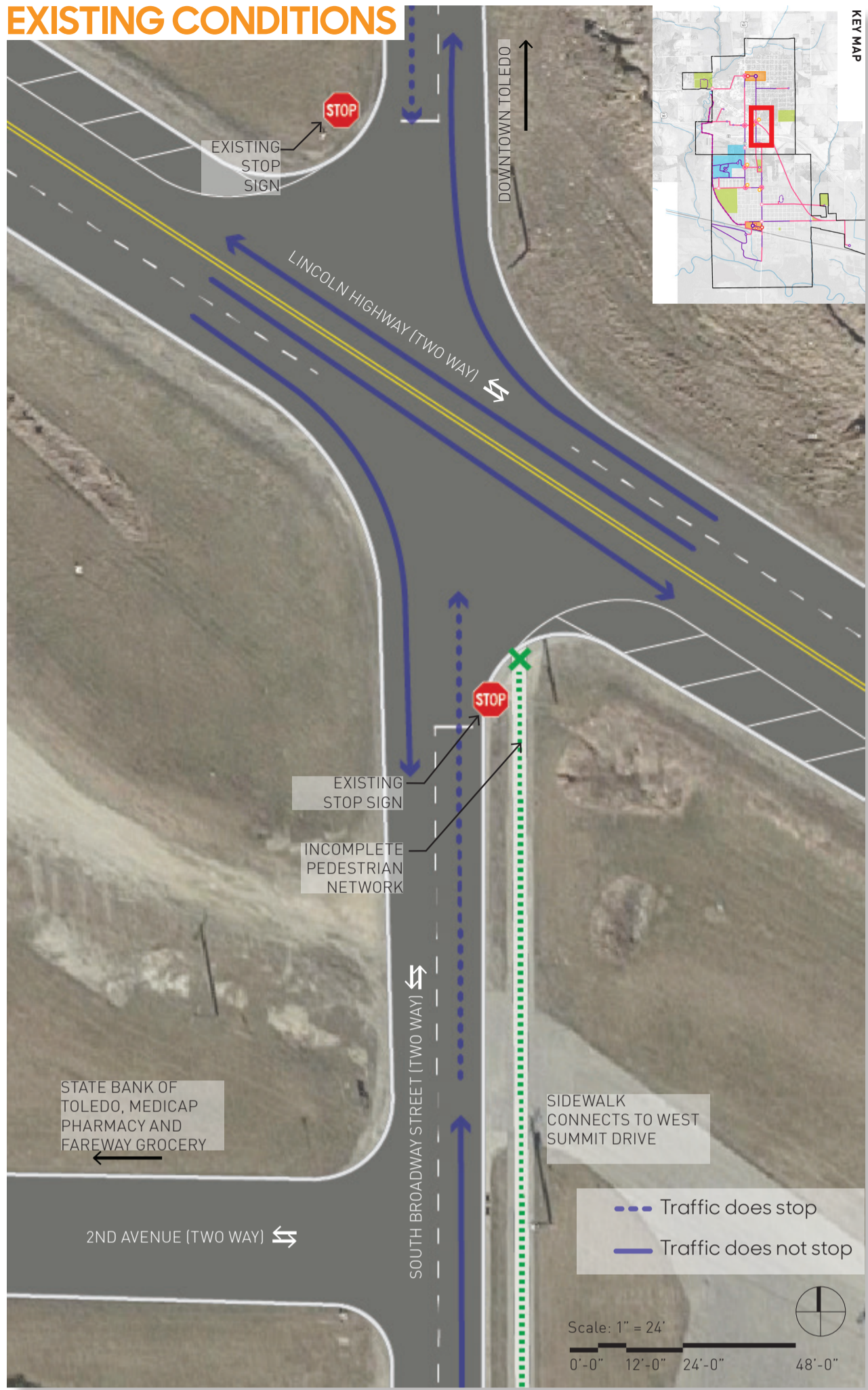
Mobility Challenged

The Toledo Priorities also identified lack of access for seniors and the mobility challenged as a Transportation Enhancement Issue, and the design concept for Lincoln Highway and 2nd Avenue address this issue by providing ADA curb ramps with detectable warning strips at the end of all proposed crosswalks. Yield and stop signs are also proposed to slow incoming traffic and make drivers more aware of potential pedestrian presence, creating a safer crossing environment.

Toledo

Broadway + Lincoln Hwy

EXISTING CONDITIONS



Primary Broadway at Lincoln Highway (Business US 30) issues and opportunities include:

- Business 30 and Broadway do not meet at a right-angle making for lengthy crossings where it can be difficult to see oncoming traffic.
- There are numerous nearby driveway entrances on both streets making it difficult to spot dangerous traffic entering the intersection.
- Vehicles transitioning to/from higher speed zones on Business 30 make the crossing very dangerous.
- This intersection is the only viable pedestrian route connecting most of Tama and Toledo.
- The intersection sits in a valley and at the southeast corner the existing trail is below the roadway. Storm water and debris frequently cover the first 20' of the existing trail making it impassable until cleared.

EXISTING CONDITIONS PHOTOS:



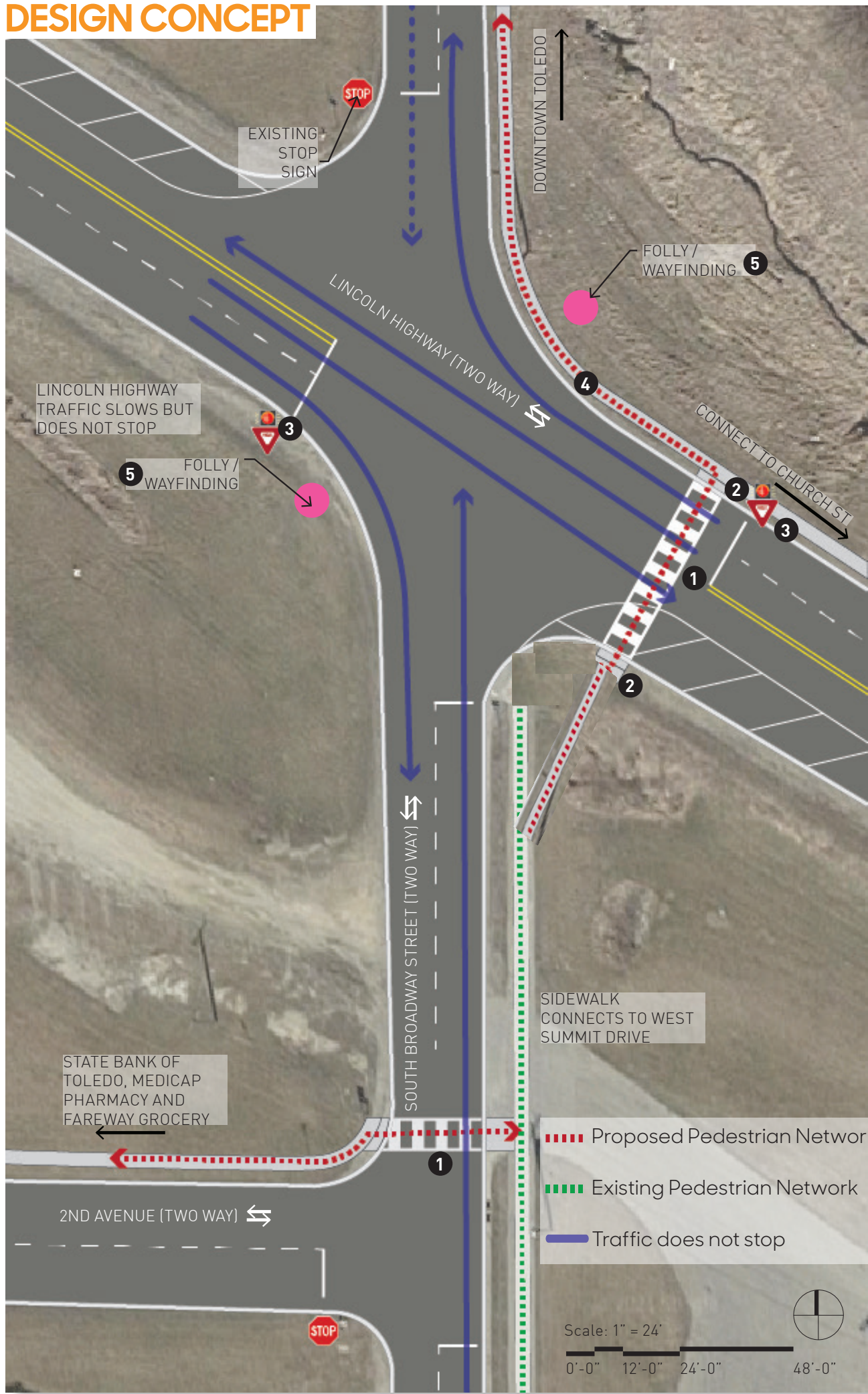
site design group

LA: Cassandra Rice, PLA, ASLA, Hana Ishikawa, AIA

Landscape Designer: Richard Meagher

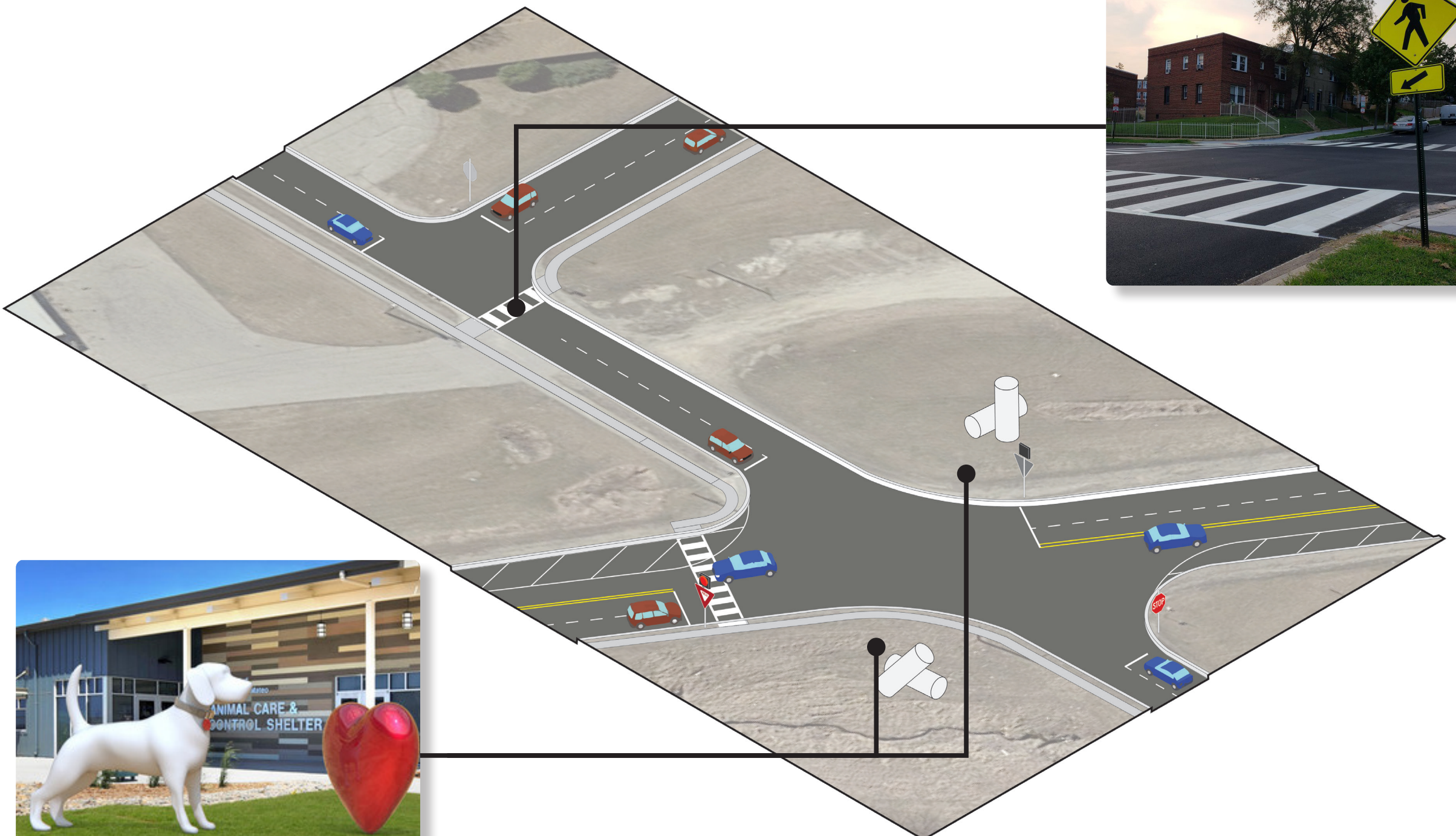
Intern: Paul Hsu

DESIGN CONCEPT



LEGEND:

- 1 Crosswalk
- 2 ADA Curb Ramp - Curb ramp with ADA detectable warnings.
- 3 Blinking Yield Sign - **Cautions** approaching drivers, and slows traffic to increase safety for crossing pedestrians.
- 4 New Sidewalk - 6' wide (minimum) concrete sidewalk connection.
- 5 Folly / Wayfinding



BROADWAY AND LINCOLN AVE

TAMA-TOLEDO JOINT PROJECTS

ITEM
Site Prep and Demolition
8' Concrete Trail (SF)
B6-12 Concrete Curb
6'-wide Crosswalk Striping
ADA Curb Ramp
Signage - Stop Sign
Signage - Yield Sign
Wayfinding Signage
Grading, Drainage, and Erosion Control
TOTAL

CONCEPT 1

QTY	UNIT	COST	TOTAL
1	ALLOW	\$ 7,500	\$7,500
2300	SF	\$ 8	\$18,400
50	LF	\$ 28	\$1,400
1	ALLOW	\$ 2,500	\$2,500
4	EA	\$ 1,000	\$4,000
1	EA	\$ 500	\$500
1	EA	\$ 500	\$500
2	EA	\$ 500	\$1,000
1	ALLOW	\$ 1,200	\$1,200
			\$29,500

INDIRECT COSTS

GENERAL CONDITIONS AND SUPERVISION
PERMITS, INSURANCE AND BONDS
OVERHEAD AND PROFIT
DESIGN AND ESTIMATION CONTINGENCY
ESCALATION CONTINGENCY
DESIGNERS FEES (15%)
OWNER'S CONSTRUCTION CONTINGENCY (5%)

\$1,180
\$295
\$885
\$4,425
\$590
\$4,425
\$1,475

GRAND TOTAL COSTS

\$42,775

NOTES:

1. The unit pricing in the above opinion of probable costs represents in part, both historical average contractor
2. Contractors General Conditions may include, but are not limited to, items such as project management, trucking
3. All "Landscape" scope on-structure opinion of probable costs are limited to components above waterproofing.
4. This opinion of probable costs is based on information and the accuracy of that information available at the time

EXCLUSIONS:

1. All *site* and subconsultant fees, Permitting and/or Expediting Fees, All Removals and/or Demolition of Existing Materials, Utility scope, Lighting System Scope, Security System Scope, Audio System Scope, Water Feature Scope, Signage and/or Wayfinding Scope, Site furnishings Scope and All "NIC" items noted in Detail or Summary Sheets.
(Unless Included Herein)

SEGMENT E
Site Prep and Demolition
6' Concrete Trail (SF)
Landscape Enhancements
Turf Seed
Grading, Drainage, and Erosion Control
Indirect Costs
TOTAL

QTY	UNIT	COST	TOTAL
1	ALLOW	\$7,500	\$7,500
4722	SF	\$8	\$37,776
3900	SF	\$5	\$19,500
7870	SF	\$3	\$23,610
1	ALLOW	\$7,500	\$7,500
1	ALLOW	45%	\$43,149
			\$139,035