

Broadway - Re: Please do not widen Broadway between Euclid and Country Club

From: Jennifer Burdick
To: Carolyn Classen
Date: 4/7/2014 1:59 PM
Subject: Re: Please do not widen Broadway between Euclid and Country Club
CC: Albrecht Classen; Broadway; Mary Durham-Pflibsen; Nanci Beizer

Ms. Classen,

Thank you for emailing to share your concerns regarding the Broadway widening. You are not alone in your concern regarding the widening. I have copied Mary Durham-Pflibsen, a representative on the volunteer Broadway Citizens Task Force representing North side neighborhood interests, and Sam Hughes Neighborhood is one of her stakeholders - and her own neighborhood.

Your email will also be shared with the Task Force in the next issue of our Public Input Report.

The stage we are at in the process is still narrowing down the alternatives for the roadway design through our work with the Broadway Citizens Task Force.

By the first week of March, we completed compiling a full spectrum of data for the roadway that helps us see a lot more of the benefits and trade-offs for each alternative:

- existing traffic counts
- traffic simulations and analysis of the 4 alternatives we have been reviewing (4 mixed-flow (bus and car) lanes similar to today's configuration; 4 lanes with 2 dedicated transit lanes (4+2T); 6 mixed-flow lanes; and, 6 lanes with 2 dedicated transit lanes (6+2T), the latter being the scope of the RTA Plan Project #17.)
- early estimates of impacts to adjacent properties and counts,
- early estimates of construction costs, and
- early estimates of Right-of-Way acquisition costs, and,
- rough indicators of whether remaining land has potential for reuse/infill.

What we found with the traffic analysis is that even the 22% growth in traffic, which is a conservative estimate:

- The 4 lane/existing configuration creates a lot of congestion because the additional traffic queues up at the signals. And while some technology can create enhanced service, it does not really support a reliable, fast-running local bus service today, or tomorrow - a key performance factor that can grow ridership with discretionary riders.
- The 6 lanes, plus 2 dedicated transit lanes runs very well, but provides signs that it is overbuilt - the extra vehicle lane and the additional dedicated transit lanes aren't being used as much as they should be to warrant the investment in the capital improvements. The width of the roadway is a challenge for pedestrians, and makes the signal timing a challenge, as well.
- The 6 lanes actually performs better than the 6+2T in the modeling, and because of the interest in being able to run future transit that is higher speed/higher capacity than local bus service, provides the opportunity to convert to a 4+2T into the future.

The Task Force has asked the project team to bring back revised drawings for a 4-lane and for a 6-lane/4+2T. We will be doing that soon. We will be able to compare the impacts, costs, and future potential details, and the related performance for traffic. The Task Force has done an amazing job of working to identify areas to narrow

designs, as we can, and provided suggestions for how to create fewer impacts. We will continue to work with them and hope to land on a detailed roadway concept within the year.

Preserving the option to expand Route 8 on Broadway, which has maintained the highest ridership in the region for decades, to add light rail, Bus Rapid Transit (buses that operate like light rail), or even the streetcar in the future is an important consideration in the current design process. We are working to identify ways that current local bus service can be enhanced, in an effort to nurture its growth.

Lastly, we do have to consider the funding agencies. 59% of the project is funded with Regional Transportation Authority sales taxes and 35% with Pima County 1997 Bonds. RTA has given the City and the Task Force leeway to prove that a resulting design from our process will "not diminish the functionality" of the original RTA project scope. It can be expected that RTA will want to see how a new design will provide an improved roadway that will make improvements for each mode of transportation (car, bus, bike, and pedestrian). Pima County bond funding is available for a project that is "6- or 8-lanes". Anything smaller will require multiple public hearings to redefine the Bond project, assuming political support from both the City of Tucson and Pima County.

Weighing all of these factors will be vital to choosing a roadway option that we can get majority support for. We are working towards a design decision by the end of the year.

My apologies for the long response! I hope this is helpful and that it identifies for you the different angles we are using to approach the design process. Please let us know if you have additional questions or thoughts.

Respectfully,
~Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094

Web: <www.tucsonaz.gov/broadway>

>>> On 3/26/2014 at 6:07 AM, Carolyn Classen <carolynclassen@yahoo.com> wrote:

Once again we (my husband Prof. Albrecht Classen) and I are writing to you to request that Broadway Blvd. NOT be widened, but just improved by RTA funds. We need better sidewalks, bike lanes, bus pullouts but not more road concrete on Broadway. The City of Tucson can barely maintain the existing streets, why would we need more street coverage? We have not witnessed the need for a wider Broadway Blvd. even during rush hours (since July 1987).

Thank you. We live in Sam Hughes Neighborhood, on the north edge of Broadway.

Regards,

Carolyn Classen, J.D.
Blogger at Blog for Arizona,
www.blogforarizona.net
Tucson, AZ