

Meeting Summary
BROADWAY BOULEVARD CITIZENS PLANNING TASK FORCE

November 15, 2012

5:30 p.m.

Child & Family Resources Angel Charity Building
2800 East Broadway Boulevard
Tucson, Arizona 85716

The Broadway Boulevard Citizens Planning Task Force meeting summaries provide a brief descriptive overview of the discussions, decisions and actions taken at the meetings. The summary and the audio recording of the meeting comprise the official minutes of the Broadway Boulevard Citizens Planning Task Force Meeting.

Meeting summaries and audio recordings of the meetings are available online at the City Clerk's web page at:

<http://cms3.tucsonaz.gov/clerks/boards?board=100>.

Requests for CD copies of the audio recordings are taken by the City Clerk's Office at (520)791-4213.

MEETING RESULTS

1. Call to Order/Agenda Review

The meeting was called to order by Citizens Task Force (CTF) facilitator Nanci Beizer. A quorum was established and the agenda for the meeting was reviewed by Nanci Beizer.

Citizen Task Force Members		
Present		Absent
Bob Belman	Jon Howe	Dave Nasser*
Michael Butterbrodt	Farhad Moghimi	
Anthony R. DiGrazia	Shirley Papuga	
Mary Durham-Pflibsen	Diane Robles	
Steven Eddy	Elizabeth Scott	
Colby Henley	Jamey Sumner	

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**Mr. Nasser has resigned from the Citizens Task Force*

2. Call to the Audience

Two (2) members of the public filled out speakers cards and were called on to address the Task Force:

Demion Clinco: Mr. Clinco thanked everyone who attended the Broadway Modernism Week events. He stated that he received a tremendous amount of feedback that was very valuable. Mr. Clinco concluded by stating that he looks forward to working with the CTF in the future.

John O'Dowd: Mr. O'Dowd addressed the Task Force concerning the proposed CTF Bylaws. He stated that his concern was that the project was designed in 1987 with an established alignment and that the CTF mission does not specifically address finding alternatives to the study's proposed alignment. Finally, Mr. O'Dowd stated that the existing planning document is what the City must approve a change to in order to revise the 150-foot alignment that is proposed in the 1987 plan.

3. Public Input Report Review

Project Manager, Jenn Burdick, led a discussion regarding the public input that had been received since the October 4, 2012 Action Meeting. Jenn gave an update on actions that have been assigned or taken and the resolutions that have been achieved. The CTF had no additional questions or input.

4. Approve Meeting Summaries from October 4, 2012 and October 18, 2012 CTF Meetings

The Task Force was asked to approve the meeting summaries from the October 4, 2012 and October 18, 2012 CTF meetings. The Task Force agreed to approve the meeting summaries with one small change made to the October 18, 2012 meeting summary. (This change was subsequently made and the meeting summaries have been posted to the Clerk's Office.)

5. Discuss/Approve CTF Bylaws

Jenn Burdick presented the CTF with a set of draft bylaws to review and discuss. The CTF was asked to either approve the bylaws or request more time to review them. After looking over the bylaws as a group, the CTF requested the bylaws to be edited and presented to them again at the December 13, 2012 meeting. Listed below is a summary of the discussion that took place regarding the draft bylaws.

CTF Questions, Comments and Concerns

- Do we need to include responsibilities for the facilitator (listed under staff support)? It seems from this document that we are rudderless and directionless. I recommend that we show the facilitator's responsibilities.

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- We need to add a statement clarifying the consensus approach that states that having such an approach takes the place of having formal “powers” and “responsibilities.”
- On a grammatical note we need to take out the period in the compensation sentence.
- It states in the bylaws that the chair will be filing the annual report, but the chair has no responsibilities. Please change this statement to reflect that the project team will file the annual report and that the CTF will have the opportunity to provide input to the report.
- The length of CTF terms is listed on both page 2 and 3. One states 24 months and the other states 15 percent completion of the DCR. Is this a contradiction? Do we need to clarify what final report means?
- Do we need to reference the resolution for the enabling ordinance?
- No reference is provided as to how a CTF member leaves and how they are replaced if they do leave.
- Why are terms mentioned on two different pages? We should consolidate them into one section.

Summarized Responses

- The facilitator will manage tasks and duties that are traditionally handled by officers to ensure that the group is equitable. I can add a statement regarding this in the document.
- The project manager will file the annual report with input provided by the task force.
- The final report can be the DCR or a formal final report, the way this is stated in the document provides flexibility.
- We do need to include the enabling ordinance; I will place it at the beginning of the bylaws.
- The process used to fill Task Force member positions involved finding runners-up who will be looked at once again if a Task Force member leaves the CTF. We are currently using this process to fill Dave Nasser’s role. (See attached overview of the Task Force selection process and the perspectives table.)
- We will make the requested changes to the document based off of this conversation and bring it back to you all at the December 13, 2012 meeting.

6. Introduction to Broadway Project Public Participation Plan

Jenn Burdick gave a quick overview of the components that will make up the Public Participation Plan and how they relate the project schedule. Jenn presented that the purpose of the document is to: identify goals for input public and participation;

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frame the parameters for public information, outreach and involvement; and clarify the methods to achieve goals within the given parameters. Listed below is a summary of the conversation that took place following this overview:

CTF Questions, Comments and Concerns

- I am already giving presentations on the project at our monthly staff meetings. Initially, I did not feel comfortable but in the past several weeks I have found myself becoming more comfortable speaking about the project. I am here to represent south side business and I am anxious to get out there and speak to my constituents. A canned presentation that we could utilize is a great idea, additionally; something like business cards that we could use to identify ourselves with the project would be very useful as well.
- If do we get business cards they need to have the website displayed prominently on them. I would like some larger scale items to display in my restaurant. Everything I put up is well received and people are hungry for the knowledge. Most people do not know about the project.
- It would be easy if we had a list of stakeholders we could check off; for example: standing boards and commissions like the Bicycle Advisory Committee (BAC), Citizens Transportation Advisory Committee (CTAC) and others. We could hold focused open houses for specific neighborhoods - the CTF can be ambassadors for Neighborhood Associations and by making personal contact we can encourage greater attendance at our public meetings.
- Have you (the project team) received a lot of requests from groups to present to?
- I think it is premature to present to our stakeholder groups. After our February Open House the opportunity to communicate and present will, hopefully, be increased as more interest is generated towards the project. Downtown Tucson Partnership and the Metropolitan Pima Alliance would be good organizations to present to.
- I would like to know what people east of Country Club think of the corridor.
- We could take a miniature version of the mapping exercise we did at the previous meeting to our stakeholders.
- If anyone in the audience wants to comment on how the information is being distributed to the public please speak up during the call to the audience. I am interested to know if information about the project is getting out in an effective and timely manner. We need to hear from the public and it is encouraging to have members of the public at these meetings.
- We need to be proactive; can we convince council members to include a project update in their newsletters? We should make sure we have gotten the word out about what we are doing. The information that is distributed needs to be objective and include different perspectives.

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- I would check the website for accessibility through non-visual tools (voice software). Whatever is communicated visually also needs to have voice output to be accessible by all.

Summarized Responses

- We are moving forward and the fact that some CTF members are ready to go out and speak to their stakeholders is great. Please let us know what we can do to help with stakeholder outreach.
- To be honest more people have asked to present than have asked us to present to them. That's more of a marketing thing and through the Public Participation Plan we will be able to get the word out to a larger audience.
- We are very close to having a version of the mapping exercise that we will be able to hand out and post to the website.
- We can proactively provide updates to the Mayor and Council.

7. Follow-up Discussion/Questions Regarding Study Sessions and Topics

Jenn Burdick led a discussion with the Task Force that addressed the study sessions that have been held to date and any outstanding issues that may exist. Listed below is a summary of the discussion.

CTF Questions, Comments and Concerns

- I have questions and concerns following up on the traffic studies and projections that were presented to us, as addressed in this handout (attached):
 - Dealing out traffic based on an assumption of an 8-lane cross section is presumptuous. The pattern of growth has shown that there was an increase of population but the traffic volume did not go up.
 - I would like to hear a good explanation as to why there is such a big jump in the traffic projections (figure 2, Summary of Traffic Analysis).
 - I would like an explanation of why we can't use lower traffic projection numbers.
 - For intersection movements with LOS level F - I would like to see modeling with intersection widening, but not widening throughout the entire corridor.
 - There are two jurisdiction that I know of that allow for LOS Level E. Would TDOT allow this? Would they allow a Level E just in urban areas?
 - In terms of Transit/Mode Share: the Mode Share in the PAG model grossly underestimates the existing use which can be seen in the

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three tables I have provided (see attachment). I would suggest re-running the PAG model using a more realistic transit mode share of that Traffic Analysis.

- The emphasis on assumptions that go into the modeling make a big difference.
- For the transit number do you take into account just Broadway or does it include the whole route?
- Figure two on your table shows 6 lanes merging into 4 lanes, I think that would work at a lot of intersections. Are you thinking of Country Club and Campbell?
- There are two left turn lanes turning onto northbound and southbound Country Club but I've never seen a situation where two turn lanes turn onto a road with just two lanes of traffic.
- One thing that confuses me is that we are only considering things piecemeal. The "Build your Own Street" mapping exercise looked at the big picture of roadway design. This exercise put forth the consideration of having multiple transit lanes. When we talk at this level of detail do we have enough information to make good decisions? We don't have enough knowledge to consider the impact of transit. Can we continue the conversation to get the information about this and tease out these ideas to "Build our Own Street" for real?
- We need to refer back to the Major Streets Plan and look at Country Club.
- It seems like intersections will be important for regulating traffic in the corridor. Are there things we can look at for this information? I would like to know how intersection design affects traffic.
- On Saturday when we took the tour there was discussion about the possibility of a HAWK signal being installed at Treat Avenue. It seems like it is already determined where they go. I would like information about how to get HAWKs in at certain locations where I have observed accidents and near misses. I don't want to get too far along in the process to do something about it.
- On the Living Streets Alliance website you can report near misses to track unreported data. The BAC does this all the time. The information on the website comes for CTAC, bicycle and pedestrian groups, etc. It takes time for this information to be compiled but it does help to get the information out and move the process along. There is a HAWK signal being planned for Treat Avenue as part of a Bike Boulevard being funded by the RTA.
- Stakeholders are asking me when they will know when their property will be acquired, how much money they will be paid, and when they can sell. I need

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to be able to tell them something; otherwise I cannot do my job as a CTF member. Should I tell them that it will be more than one year?

- It would be very helpful to have a list of the properties that have already been acquired.
- Are we spending more on planning and design than anticipated?
- Can the RTA money that was set aside for acquisition be used for other things such as parking? Can it be shifted to other areas or is it dedicated money?

Summarized Responses

- The model assumes 55 percent ridership that is just on Broadway for bus route #8.
- Having the more detailed comprehensive discussion of cross-section design has always been the idea once we got into the "corridor design" portion of the project but we need to get all of the necessary background information to you first.
- The team has been working very hard on how to get all of the relevant and necessary information to you. Soon, we will be defining the scope of the project and planning the future meetings in greater detail. We will set aside time to get you this information. The long range game plan needs to continue to develop as we provide you background knowledge. After the public meeting we will get back to design issues and do a real exercise that produces results that are analyzed. It will become iterative and we will integrate public input. We will revisit this topic at the January meeting. There is still a lot of background information we need to get to you - we are setting the stage for you to begin actively engaging your stakeholders.
- The process for the placement of HAWK signals is independent of the project and has to follow TDOT guidelines. Crossings will be looked at and recommendations will be made as part of this project.
- Do not worry, crossings will be something we look at, and it will not just be HAWK signals. We do not want Broadway to be a barrier so we look at all the bird named crossings.
- It is difficult to answer the acquisition question immediately. It will be at least year before we are able to give a clear answer.
- From a project perspective: real estate and business assistance will both give presentations. Right of Way acquisition is on hold we do not know what the alignment is. Our process needs to happen. As our discussion gets us to 15% percent design plan the final design process will follow from that and it will be at least a two year process to get there. The City Real Estate Department will not even think about acquisition until the plans are at 60%.

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- Construction is slated to begin in 2016 and it will be between 2014 and 2016 when acquisition is completed.
- Currently there is an IGA that has been developed and is going to Mayor and Council and the RTA to be voted on that would convert money set aside for right-of-way acquisition to money for planning and design. Acquisition will be accomplished piece by piece.
 - In terms of acquisition Broadway is unique: there is \$42 million set aside for acquisition costs and \$20 million for construction. The RTA will warrant more money for planning and design, especially if it helps save money in the future for acquisition costs.
 - The RTA has identified funding for line item expenditures. I will confirm what can be done and what cannot.

8. Begin Drafting Vision and Goals Framework

Phil Erickson led the Task Force in an activity that will help them piece together the previous conversations and presentations about the project's Vision and Goals Framework. The goals for the exercise were to review and refine the suggested goal topics, review the emphasis areas and range of functions that could be used as the basis for the goals framework and to establish the ground work for starting to draft vision and goals statements. The first exercise of the activity was to work in small groups. Summarized below is the discussion that followed this exercise, the comments are organized by goal topic.

CTF Questions, Comments and Concerns

- **Neighborhoods and Districts:**
 - Make clear identity for neighborhoods to provide distinct access. We need something to identify the places we pass by or go through (i.e. Lost Barrio).
 - The corridor is a destination in and of itself; the highest priority has to be to maintain its integrity as place and destination.
 - There are different identities; overall there are three or four subareas. Country Club to Campbell is the "Sunshine Mile."
 - The corridor is a destination but you cannot negate the fact that it is a link to downtown and different neighborhoods.
 - Land use: how would the overlay zone function as an option?
 - The driving force for the corridor is destination areas - like the area between Campbell and Country Club. The corridor could be a lot like other areas such as Williams Center. You have to look at land use and density when you look at Broadway as a transit corridor.
- **Building and Site:**

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- We need to encourage adaptive re-use.
- Since neighborhoods stand in opposition of the project as it is written we need a feedback system. The main customers of the businesses in the corridor are the neighbors. We need to cross pollinate businesses.
- What is the viability of businesses before and after construction?
- Incubator spaces add character.
- We need to identify the corridor as a business district and ensure it is marketed - Sunshine Mile. In terms of parking we need multi-use parking concepts. We could also close some of the access point to protect bicycle traffic.
- **Right of Way Impacts:**
 - We should add the goal of maximizing the right-of-way impact to ensure that we make the most out of it.
 - There are issues with access: the amount and the type, and access to commercial properties.
- **Multi-Modal Street Design:**
 - We need parallel and intersecting boulevards and we need roadway design and land use practices that incentivize multiple modes.
 - I have an ADA access wish list. We need to think more in terms of intuitive space that is inviting and usable.
 - We need to ensure use for all age groups.
 - Safety is important. We need to avoid conflict areas and solve them through design (i.e. driveway locations)
 - We need to work at defining what we mean by a complete street.
- **Landscape and Street Design:**
 - We need to avoid utility conflicts and make the best use of them.
 - We need to emphasize the appropriate type and height of signage so non motorists can see them as well.
 - It would so nice, at least the block between Campbell and Country Club, to have the utilities placed underground. They are visually obtrusive.
- **Planning and Design Process**
 - Public input is a big deal; we need a feedback loop to identify how well the public input is going. I am not sure we have this.
 - It would be nice, in my opinion, if we had a conversation with the decision makers to feel out what we need to do for the corridor.

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- We need to get the feedback from decision makers about the process is going to give us direction.
- We could use this project to set the standard and pave the way for future projects.
- I would like to learn about other projects going on to get a knowledge base and be informed.
- We need to bring Downtown Links into the Broadway equation. Once Aviation is completed it will siphon traffic from Broadway. East of Aviation they are building an extension off of Palo Verde which will add traffic down on Aviation which could put more traffic on Broadway. A big map would be useful. I believe Jim Degrood or PAG may have one.
- **Implementation Area:**
 - We should add public health as a goal. By that I mean promoting physical activity in the corridor.

Following the group exercise the Task Force worked on their own to further reflect on things. Listed below is a description of the conversation that followed.

CTF Questions, Comments and Concerns

- **Historical Buildings:**
 - Who determines the criteria for significant buildings?
 - There is a sense in the community that there is a consensus to protect and preserve these buildings. I circled these because of the context issue. An example of enhancing or changing the building would be adaptive re-use.
- **Businesses:**
 - The continuum does not seem valid. New and affordable do not go together Older tenant don't see new businesses as enhancing. New buildings that are only affordable and available for new startups with deep pockets may switch the character of the corridor from small local business to big franchises.
 - Campbell to Country Club versus the rest of the corridor presents a dichotomy. The rest of the corridor may provide greater opportunity for new development that will increase the value of this section of Broadway. We need to think in those terms, there are different areas along the corridor that could present infill and redevelopment opportunities.
 - There are many investment properties for rent along Broadway; these could be turned into commercial properties and add to the continuum of the eastern portion.

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- Stone Cactus is an example of the above mentioned comment.
- **Bike and Pedestrian:**
 - There is strong support in the bicycle community for bicycle lanes on Broadway, buffered some way, preferred over cycle tracks. Parallel improvements such as bike boulevards are supported as well. This is an area of controversy and there are vastly differing thoughts within the bicycle community. The quality of improvements is what is most important. For example green lanes near intersections. There is a generally agreed upon idea that the more improvements that are made the better. High quality pedestrian amenities are important to making a sense of place. Comfort is a huge issue; the provision of shade and street furniture as well as bus shelters is critical to the functionality. Additionally, the appearance is a large determining factor when one is walking to a destination.
 - You should add another column for public health, the bike and pedestrian score would be high.

After this discussion Phil Erickson addressed the CTF and asked if the exercise was helpful. He asked the CTF if more time should be allowed for homework or if it would be more helpful to start drafting goal statements. Jenn Burdick stated the task force should step back and see how we are using the vision and goals to shape the evaluation criteria. Listed below are the Task Force members' responses to these statements and questions.

- There are so many topics and so much information. Are we really at a point where we can start on these topics?
- Does anyone object to having more time to do these?
- No, but I am not a creative thinker. It would be easier to critique vision and goal statements that we are given rather than create our own.
- Just to clarify you are talking about creating statements for us to critique?
- I think that would get the ball rolling but it would be useful to us to condense these topics to just three or four and have the discussion of preserve, enhance or change for individual items.
- It would definitely be helpful to see something.
- If you truly use this as a mechanism to explore that would be good. Im concerned with us setting course too quickly without exploring all of the options.
- Having a statement right away could inhibit our creativity.
- We could use the goal statements to start the discussion and consolidate all of this. The statements would be a work in progress. This is information overload for us.

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Phil conclude this discussion by stating the just because the conversation is started does not mean we cannot change in the future.

9. Call to the Audience

Five (5) members of the public filled out speakers cards and were called on to address the Task Force:

Gene Caywood: Mr. Caywood addressed the Task Force to describe the presentation he will be giving at the December 13, 2012 meeting. Mr. Caywood also gave a status update on the Downtown Links project stating that the west end of the project has begun construction and that the RTA has approved the design for the rest of the section. The next steps for the rest of the project will be to begin construction in approximately 2015.

Laura Tabili: Ms. Tabili spoke to the Task Force to reinforce her belief that older buildings with lower rent allow local businesses to operate. She referred to the book "The life and Death of Great American Cities" to support her statements. She concluded by stating that small local businesses cannot afford the rent in newer buildings and that is how you get big box chain stores.

Margot Garcia: Ms. Garcia stated that she is concerned with the amount of time it takes a pedestrian to cross streets in a wheel chair elaborating that it is an act of courage to do so. She also stated that 30 years ago citizens rejected the division of the city by a cross town freeway. There is no major consensus for freeways and there never will be. Further, she requested someone well versed in the subject area of land use come and present to the Task Force, someone such as professor in the subject. She stated that there is a lot material on the subject and how it impacts economics and corridor development. Finally, she stated that high rise and corridor development is not the way Tucson has developed in the past and there is no obvious view that this will change at any point.

Les Pierce: Ms. Pierce asked the project team and Task Force to consider planting vegetation in place of the power poles if the decision is made to underground the utilities. She concluded by stating the Downtown Links project will be creating low speed roadways and they will not be an "autobahn."

Andie Zelnio: Ms. Zelnio thanked the Task Force and the public for coming to the Tucson Modernism Week events and workshops. She stated that over 2,500 people attended and that there were several people that came from out of town just to attend the events. She hopes to be able to present to the Task Force in January.

10. Next Steps

Jenn Burdick presented the upcoming meeting topics and agendas to the Task Force. Jenn presented two schedule alternatives to the Task Force, one of which would push the public meeting #2 to March. She asked for feedback from the Task

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Force and confirmed the agenda for the December 13, 2012 meeting. The following items were proposed for the December 13, 2012 meeting:

- Review Public Input Report
- Approve Meeting Summaries
- Presentations from:
 - Southern Arizona Transit Advocates
 - Living Streets Alliance
 - City of Tucson Bike/Ped Coordinator

After Jenn presented the schedule alternatives the Task Force gave the following input:

- It is important to not push the Public Meeting back any further.
- Pushing the meeting back may allow for the public to give input on the vision and goals framework.
- I much prefer the alternative of keeping the public Meeting in February because it maintains continuity.
- We may want to consider hearing Phil's presentation on Context Sensitive Solutions rather than IGT. IGT is more macro level.
- IGT and Plan Tucson are very important for the vision and goals discussion.
- Maybe move Plan Tucson to a later date.

11. CTF Roundtable

No comments were during the CTF Roundtable

12. Adjourn

Nanci Beizer called meeting to a close at 8:40 p.m.

The presentations given at this meeting can be reviewed by visiting the Broadway Boulevard Citizens Task Force web page at:

<http://cms3.tucsonaz.gov/broadway/broadway-citizens-task-force>

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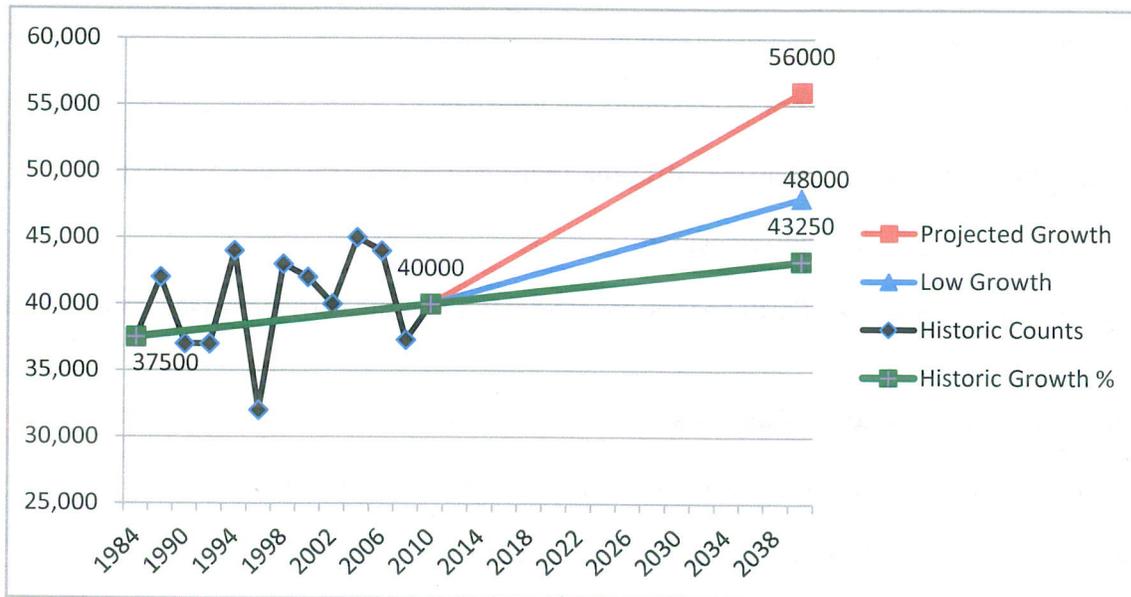
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PAG TRAFFIC MODEL

- Assumes 8-lane configuration and “deals out” traffic based on the quickest/most direct route
- Obviously, an 8-lane road will be a magnet for traffic, so this is a self-fulfilling process (induced demand – widen it and they will drive it)

SUMMARY OF TRAFFIC ANALYSIS (AUG 30, 2012)

Figure 2 – modified to include future projections



Q: After an increase in Broadway ADT of 2,500 from 1984 to 2010 (26 years – which includes a boom period of historic growth in the region), why does the model project an increase of 16,000 over the next 30 years?

Similarly, the reduced traffic projection differs substantially from the historic trend.

Summary – pg 10, second paragraph:

“It would be difficult to technically justify the use of the lower volumes even if they did result in the roadway operating acceptably.”

Q: Please explain? Why would it be difficult to justify when the reduced volumes are still greater than historic growth?

Summary – Figure 11 (pg 9) Four Lane Section, Reduced Traffic Volumes:

Q: For the intersections movements with LOS F (Campbell & Country Club), can you model 6 through lanes at the intersection only, then merging back to 4 lanes? (I’ve seen this approach at other intersections).

In 2005, San Jose, CA exempted its downtown completely from LOS standards and lifted the minimum LOS D standard for “Special Strategy Areas”, including Transit Oriented Development Corridors and Neighborhood Business Districts. (Resolution 72765.1, 6/21/05).

Likewise, Florida DOT LOS Standards (Rule14.94-003) allow for LOS E on roadways parallel to exclusive transit facilities (i.e. the auto lanes on Broadway if the future design includes dedicated transit lanes.)

Q: Would TDOT policy allow for LOS E along Broadway given its urban character and transit priority?

TRANSIT/MODE SHARE

Summary of Traffic Analysis – pg 1, bottom paragraph:

- Sun Tran route 8 has in excess of 10,000 riders per weekday.

Based on 2010 traffic counts of 34,000-40,000 ADT¹, this represents a 20%-23% transit mode share

Land Use, Urban Form report – pg 4 bottom figure:

- Alternate Mode Usage Rate(2010 Census) for residents along the corridor ranges from 13% to 59%

November 2 Memo – response to CTF questions:

- Question 3 re: mode share – PAG model estimates transit mode share of 4% - 5%

Based on above data, this grossly underestimates the actual transit mode share.

Additionally, shouldn't we be encouraging & incentivizing an increased mode share by 2040?

Assuming high-end 2040 traffic projections:

2040 Projected Volumes	PAG Model - 5% Transit Mode Share	Existing - 20% Transit Mode Share	Desired? – 30% Transit Mode Share
Total “People”	59,000	59,000	59,000
Transit riders	3,000	11,800	17,700
Average Daily Traffic (autos)	56,000 ¹	47,200	41,300

Request either a re-run of the PAG model using a more realistic transit mode share, or that the Traffic Analysis include the more realistic transit mode share.

¹ Summary of Traffic Analysis (August 2012), Figure 3