Call to the Audience Guidelines

• 2 Call to the Audience opportunities
• Must fill out participant card
• Participants called in the order cards are received
• 2 minutes allowed per participant
• CTF Facilitator will call on speakers and manage time
• CTF members cannot discuss matters raised
• CTF cannot take action on matters raised
• CTF members can ask project team to review an item

Meeting Agenda

1. Call to Order/Welcome/Agenda Review 15 min
2. Call to the Audience 5 min
3. Public Input Report Review 5 min
4. Approve Meeting Summaries from November 8 and November 15 CTF Meetings, and from November 10 CTF Workshop 5 min
5. Discuss/Approve CTF Bylaws 5 min
6. Introduction: How Needed Land is Acquired for Roadway Improvements 25 min
7. Presentation by Southern Arizona Transit Advocates (SATA) 30 min
8. Presentation on Pedestrian/Bicycle Systems 30 min
9. Next Steps: Discussion of CTF Meeting Schedule Through 2/21/12 Public Meeting 25 min
10. Call to the Audience 10 min
11. Roundtable 15 min
12. Adjourn

1st Call to the Audience

15 Minutes

Please limit comments to 2 minutes

• CTF members cannot discuss matters raised
• CTF cannot take action on matters raised
• CTF members can ask project team to review an item

Review Public Input Report

Jenn Toothaker Burdick

Public Input Report includes:

• Spreadsheet = Listing input received since 6/20/2012 and any changes in actions taken/assigned
• Attachments = Documentation for new input received since last report ending 10/26, and responses provided

Approve Summary of
November 8, 2012 and November 15, 2012 CTF Meetings, and November 10, 2012 CTF Workshop

The approved Meeting Summary and audio recording from the November 8, 2012 and November 15, 2012 CTF Meetings, and November 10, 2012 CTF Workshop will be posted to the Broadway CTF page on the City Clerk’s website within 3 working days.

http://cms3.tucsonaz.gov/clerks/boards?board=100
Discuss/Approve CTF Bylaws
Jenn Toothaker Burdick

Edits requested at the Nov. 15, 2012 meeting and the changes made are as follows:

- Reference to CTF enabling Ordinance 21508, and approved CTF documents
- Clarification of (re)appointment process
- Remove duplicative reference to ‘Term’ by consolidating info into one section that covers durations of CTF membership, and the CTF
- Clarification of responsibilities for CTF officers and facilitator
- Reference to relationship between using a Consensus-based Decision-Making Model and not having responsibilities for officers
- Clarification of staff support for the CTF, to include the facilitator role

TERMINATION. Under the provisions of the Tucson Code, Section 10A-134(e), a member of a body who misses four (4) consecutive meetings for any reason or who fails to attend for any reason at least forty (40) percent of the meetings called in a calendar year, is automatically and immediately removed as a member of the body. Notice will be provided to members who are nearing this limit.

Voluntary terminations, or resignations, require a written statement be submitted to TDOT staff, which will then be forwarded to the City Clerk’s Office. Termination is effective upon notice of receipt of the statement.”

Discuss/Approve CTF Bylaws
Jenn Toothaker Burdick

Recommended addition to text, following:

"\textbf{Acquisitions and Relocations}

\begin{itemize}
  \item \textbf{Acquisition of Property Rights}
    \begin{itemize}
      \item Title Report
      \item Appraisal
      \item Appraisal Review
      \item Just Compensation
      \item Offer to Purchase
      \item Negotiations
    \end{itemize}
  \item \textbf{Close of Escrow/Payment of Compensation}
  \item \textbf{Transfer of rights to the City}
\end{itemize}\\

\begin{itemize}
  \item \textbf{Relocation of Occupants}
    \begin{itemize}
      \item Relocation Planning
      \item Eligibility
      \item Bids for Move
      \item Determination
      \item Move of Personal Property/Vacancy
      \item Disbursement of Reimbursed expenses
    \end{itemize}
\end{itemize}\\

\begin{itemize}
  \item Property acquired for transportation purposes includes land or any interest in the land necessary for:
    \begin{itemize}
      \item Rights-of-way, water, or material needed in the construction, improvement or maintenance of roadways;
      \item Rights-of-way to the place material required in the construction, improvement or maintenance of highways;
      \item Rights-of-way for access to any location prescribed this subsection;
      \item Relocation of existing utility or irrigation facilities to facilitate a transportation purpose;
      \item Legal access to property acquired through adjacent property; and
    \end{itemize}
\end{itemize}
Acquisition Regulations Continued:
- If part of a parcel of land is to be taken for transportation purposes and the remainder is to be left in such shape or condition as to be of little value to its owner or to give rise to claims or litigation concerning severance or other damage, the director may acquire the whole parcel by any means provided in subsection A, and the remainder may be sold, exchanged for other property needed for transportation purposes or used for rights-of-way for relocated utility or irrigation facilities.

Acquisition Services Continued
- Acquisition of Property Rights
  - Inability to negotiate settlement may result in the Agency exercising their Right of Eminent Domain.

Acquisition Regulations Continued:
- Acquisition – Arizona Revised Statutes (ARS) § 12–1116. Actions for condemnation; immediate possession; money deposit
  - Acquisition requirements:
    - at least twenty (20) days prior to filing an action for condemnation of property or any interest in property, the Agency shall deliver to the property owner of record and as a courtesy to the sole lessee of record:
      - A written offer to purchase the property or interest in the property and to pay just compensation for the property rights; and
      - Provide an appraisal that supports the amount of the proposed compensation.

Acquisition Regulations Continued:
- Federal Highway Administration 49 CFR Part 24 Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs; Final Rule
  - Subpart B—Real Property Acquisition
    - Prior to the initiation of negotiations, the Agency shall establish the amount which it believes is just compensation for the real property.
    - The amount shall not be less than the approved appraisal of the market value.
    - The Agency shall make a written offer to the owner to acquire the property for the full amount determined to be just compensation.

Relocation Services
- Relocation of displacee
  - Eligibility
  - Bids for Move
  - Determination of Entitlements
  - Selection of Replacement site
  - Coordination of Move
  - Disconnect, Move of Personal Property/Vacancy
  - Reconnect of Personal Property
  - Claim of Entitlements
  - Disbursement of Reimbursed expenses

Relocation Regulations
- Relocation Service – Arizona Revised Statutes (ARS) § 28–7142. Relocation assistance advisory services
  - A. Projects undertaken by an Agency shall be planned in a manner that both:
    - 1. Recognizes, at an early stage in the planning of the projects and before the commencement of any actions that will cause displacements, the problems associated with the displacement of individuals, families, businesses and farm operations.
    - 2. Provides for the resolution of the problems in order to minimize adverse impacts on parties.
Relocation Regulations Continued:

B. The displacing agency shall ensure that the relocation assistance advisory services are made available to all persons displaced by the Project.

C. Each relocation assistance advisory program required shall include:
   1. Determine and make timely recommendations on the needs and preferences, if any, of displaced persons for relocation assistance.
   2. Provide current and continuing information on the availability, sales prices and rental charges of comparable replacement dwellings for displaced homeowners and tenants and suitable locations for businesses and farm operations.
   3. Assist a person who is displaced from a business or farm operation in obtaining and becoming established in a suitable replacement location.

D. The Agency shall coordinate relocation activities performed by other governmental agencies in the community that could affect the efficient and effective delivery of relocation assistance and related services.

E. If a displacing agency acquires property for a Project, a person who occupies the property on a rental basis for a short term or a period subject to termination when the property is needed for the Project is eligible for advisory services to the extent determined by the Agency.

Relocation Regulations Continued:

Federal Highway Administration 49 CFR Part 24 Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs, Final Rule Uniform Policies Act of 1970, as amended (Uniform Act) has been developed to:

(a) To ensure that owners of real property to be acquired for Federal and federally-assisted projects are treated fairly and consistently, to encourage and expedite acquisition by agreements with such owners, to minimize litigation and relieve congestion in the courts, and to promote public confidence in land acquisition programs;

(b) To ensure that persons displaced as a direct result of Projects are treated fairly, consistently, and equitably so that such displaced persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole; and

(c) To ensure that Agencies implement these regulations in a manner that is efficient and cost effective.

Relocation Benefits

- Relocation Advisory Services
  - Residential Assistance
  - Business, Farm, and Nonprofit Organization Assistance
    - Individuals, and Families
    - Moving Costs
    - Replacement Housing - Purchase Supplement
    - Replacement Housing - Rental Assistance
    - Replacement Housing - Downpayment Assistance
    - Business, Farm, and Nonprofit Organization Assistance
  - Moving Costs Reimbursement
  - Related Eligible Expenses
  - Reestablishment Expenses
  - Fixed Payment for move and related expenses

Transit Considerations for Broadway Corridor

Presented by Southern Arizona Transit Advocates (SATA)
(formerly Tucsonans for Sensible Transportation)

SATA

Formed in 2002 to oppose COT referendum for road construction with limited transit
Put transit Initiative on 2003 ballot
Proposed streetcar plan in 2003
Lead effort for an RTA

We are your neighbors:
- Joy - Sam Hughes
- Ron - El Encanto
- Clague - Peter Howell
- Steve - Ellemen Elm
PREVIOUS PLANS

Broadway Corridor Study (1987) –
- Not a roadway study
- Requested by CTAC and Modern Transit Society
- Funded by FTA – so primarily a transit study – purpose to see if LRT feasible
- Study defined Broadway as a transit arterial – due to fundamentally different land uses compared to other arterials
- Study recommended widening west of Columbus to accommodate LRT

PREVIOUS PLANS

Tucsonans for Sensible Transportation Initiative - 2003
- Included LRT on Broadway east to Pantano Road, but moved it to 6th St. west of Country Club to better serve the UA and to avoid widening Broadway

PREVIOUS PLANS

Tucsonans for Sensible Transportation Streetcar Plan - 2003
- Included modern streetcar in same location as LRT, but ending at El Con

PREVIOUS PLANS

PAG, High Capacity Transit (HCT) Study
- Recommended BRT, convertible to LRT, on Broadway
- Streetcar on Broadway to El Con

Southern Arizona Transit Advocates position on Broadway Corridor Study:
- Transit is most important part of project – core concept
- Study must provide space for HCT
- Want to see first phase built
GUIDING PRINCIPAL 1 - All arterials are not created equal

- Broadway was recognized as a transit arterial in the 1987 study
- CTAC tried to have Major Streets and Routes Plan designate different types of arterials with Broadway as a transit arterial
- Broadway already is a heavy transit arterial - today moves 9% of the people traveling on Broadway (3,000 daily transit trips)
- Diamond lanes east of Columbus give Broadway the feel of a transit arterial. Their continuation to the west is very important
- The Broadway bus route carries 9% of the Sun Tran system total
- A new Park and Ride, funded by the KTA, is about to be constructed at Houghton and Broadway
- Broadway is the most logical location for the region’s first LRT line – only regional corridor containing a community college campus, two major hospitals, downtown, the U. of A., a regional park, a regional shopping centers, and a corporate center

GUIDING PRINCIPAL 2 - Enhanced transit will benefit Broadway businesses and residents, and other parts of the city

- Enhanced transit will add immediate travel capacity and eliminate the need for future roadway widening – LRT has the capacity to handle 90,000 people per day – twice the automobile ADT on Broadway today –
- Cap auto capacity like UA did parking spaces
- Increase transit share in traffic model
- Enhanced transit will bring additional customers to Broadway businesses
- Enhanced transit will ease traffic on adjacent arterials (Speedway and 22nd St.) because HGT draws from a broad area

GUIDING PRINCIPAL 3 - Travel density, not population density justifies investment in HCT

- Travel density is created by the number and intensity of activity centers (nodes) along an arterial roadway – Broadway qualifies as noted in Guiding Principle 1
- Broadway qualifies with 44,000 cars a day average and the best bus route in region
- HCT draws passengers from substantial distances (rider shed) via feeder bus lines, bike, drive and park (Park and Ride), and drop off (Kiss and Ride), not just within walking distance of the corridor. Thus LRT & BRT do not demand high density development adjacent to the station like Heavy Rail (Subway) typically does

We have established that Broadway supports enhanced transit

What are our choices?
- Only 3 types of transit
  - LOCAL
  - LIMITED
  - EXPRESS

Fixed-Route Transit types – determined by frequency of stops which determines speed

<table>
<thead>
<tr>
<th>ROUTE TYPE</th>
<th>SPEED</th>
<th>STOP FREQ.</th>
<th>COMMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL</td>
<td>Slow</td>
<td>Frequent</td>
<td>Every few blocks – Sun Tran is ½ mile</td>
</tr>
<tr>
<td>LIMITED</td>
<td>Moderate</td>
<td>Limited</td>
<td>½ to 1 ½ miles – at arterials or major nodes</td>
</tr>
<tr>
<td>EXPRESS</td>
<td>Fast</td>
<td>Infrequent</td>
<td>4 to 5 miles without stopping</td>
</tr>
</tbody>
</table>

On a given route, these types can be mixed and matched:
TRANSIT 101

Vehicle Types Defined

<table>
<thead>
<tr>
<th>VEHICLE TYPE</th>
<th>POWER LOCATION</th>
<th>POWER TRANSMISSION</th>
<th>MOTOR/ENGINE</th>
<th>VEHICLE CAPACITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus</td>
<td>On board</td>
<td>None – self</td>
<td>Engine – diesel, CNG, LPG, propane, methanol, hybrid</td>
<td>Low</td>
</tr>
<tr>
<td>Cable Car</td>
<td>Remote</td>
<td>Cable</td>
<td>Electric motor at power house</td>
<td>Low</td>
</tr>
<tr>
<td>ETB, Streetcar/ LRT</td>
<td>Remote</td>
<td>Overhead electric conductor</td>
<td>Electric traction motor on vehicle</td>
<td>Low/ Intermediate</td>
</tr>
<tr>
<td>Heavy Rail/ Subway</td>
<td>Remote</td>
<td>Third rail</td>
<td>Electric traction motor on vehicle</td>
<td>High</td>
</tr>
<tr>
<td>Commuter Rail</td>
<td>Locomotive</td>
<td>Cars coupled to locomotive</td>
<td>Diesel-electric locomotive, or electric locomotive</td>
<td>High</td>
</tr>
</tbody>
</table>

ETB = Electric Trolley Bus

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TRANSIT 101

Vehicle Type by Route Type & Lane Location

<table>
<thead>
<tr>
<th>ROUTE TYPE</th>
<th>VEHICLES TYPICALLY USED</th>
<th>LANE (or TRACK) LOCATION</th>
<th>EXAMPLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL</td>
<td>Standard Bus, ETB, Streetcar (trolley)</td>
<td>Mixed travel in curb lane</td>
<td></td>
</tr>
<tr>
<td>LIMITED</td>
<td>Larger Bus*, LRT</td>
<td>Exclusive lanes as much as possible, but can share single lane or track for both directions, or use auto lanes in some locations</td>
<td>Example: Orange (BRT) line, Los Angeles</td>
</tr>
<tr>
<td>EXPRESS</td>
<td>Larger Bus*, Commuter Rail, Heavy Rail</td>
<td>Freeway, exclusive guideway, or diamond lanes</td>
<td>Example: El Monte Busway, Los Angeles</td>
</tr>
</tbody>
</table>

*articulated or double deck

---

TRANSIT 101

Stop Types & Utilization based on User Volume

<table>
<thead>
<tr>
<th>ROUTE TYPE</th>
<th>STOP TYPE</th>
<th>SIZE</th>
<th>AMENITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>LOCAL</td>
<td>Bus or streetcar stop</td>
<td>Small</td>
<td>Sign, bench, single shelter</td>
</tr>
<tr>
<td>LIMITED</td>
<td>Station</td>
<td>Medium</td>
<td>Two or three shelters/benches</td>
</tr>
<tr>
<td>EXPRESS</td>
<td>Station, Park and Ride lot, transit center, depot</td>
<td>Large</td>
<td>Many shelters/benches or building</td>
</tr>
</tbody>
</table>

---

TRANSIT 101

Another Reason for Selecting Rail – Attracts 4 to 8 times the riders of local bus & more than BRT

<table>
<thead>
<tr>
<th>OLD INDIAN TROLLEY</th>
<th>LOS ANGELES</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.5 mile route (UA to Downtown)</td>
<td>1 mile route (UA to 4th Avenue)</td>
</tr>
<tr>
<td>75 cent fare</td>
<td>$1.00 fare</td>
</tr>
<tr>
<td>6 days a week</td>
<td>2 1/2 days a week</td>
</tr>
<tr>
<td>10 minute service</td>
<td>20 minute service</td>
</tr>
<tr>
<td>Free transfer to train</td>
<td>Pay 2nd fare on bus</td>
</tr>
<tr>
<td>8,000 ANNUAL RIDERS</td>
<td>20,000 ANNUAL RIDERS</td>
</tr>
</tbody>
</table>

---

TRANSIT 101

Vehicle Selection – modern vs. historic

Reasons for using historic vehicles:
- Nostalgic – attracts riders
- Fits district being served
- Saves money (vehicles are far cheaper)
CONSIDERATIONS FOR BROADWAY HIGHER SPEED TRANSIT

Lane Widths – 10 feet for rail, 11 feet for bus

Limited, Express and Local can operate in same lanes if pullouts are provided to get the slower vehicle out of the way

CONSIDERATIONS FOR BROADWAY HIGHER SPEED TRANSIT

Crossing the street – you always cross street twice with any location of the running way

CONSIDERATIONS FOR BROADWAY HIGHER SPEED TRANSIT

Locations for HST –
• On Broadway –
  • Travel lane (streetcar & local bus only)
  • Side of roadway (diamond lane)
  • Median
  • Combination (median & travel lane - single vs. double track)
• On 6th Street
• North of Broadway
• South of Broadway

CONSIDERATIONS FOR BROADWAY HIGHER SPEED TRANSIT

Locations for HST – The universe of possibilities

IN SUMMAY:
Southern Arizona Transit Advocates position on Broadway Corridor Study:
  ➢ Transit is most important part of project – core concept
  ➢ Study must provide space for HST
  ➢ Want to see first phase built
Thank you for the opportunity to present our position and inform you about planning for high capacity transit.

Presentation on Pedestrian/Bicycle Systems

Emily Yetman, Executive Director
Living Streets Alliance

Ann Chanecka, Bike/Ped Coordinator
City of Tucson Department of Transportation

promoting “Streets for People” in the greater Tucson region

Emily Yetman, Executive Director
Our mission:

To promote healthy communities by empowering people to transform our streets into vibrant places for walking, bicycling, socializing, and play.

Why living streets?

Safety, Access, Transportation, Equality
elderly, youth, disabled; “eyes on the street”

Why living streets?

Health
Why living streets?

Economy
transportation costs, roadway maintenance, supporting local economy, changing demographics

Why living streets?

Environment
urban sprawl, urban heat island effect, air quality

Why living streets?

Because transportation can be place-making…

Why living streets?

Because transportation can be place-making… or place-breaking

Our Work:
Shifting the way we plan, use, and think about our streets by…
- Creating and sharing a vision
- Educating the public and local leadership
- Hosting transformative events
- Advocating for better conditions
Creating a vision of streets that enhance our quality of life

Reprioritizing how we use space

Safe connections

Transportation equality

Streets as green space

Advocacy:

2012-2013 Pedestrian Safety & Comfort Campaign
Our goal

To make the simple act of walking safe, comfortable, and convenient in the greater Tucson region.

1) Pedestrian Friendly Policies

2) Neighborhood Walking Audits

3) Community Walking Promotion

4) Pedestrian Master Plan

5) Pedestrian Improvement Funding
6) A safe, “Walk Friendly” Community

1) Safety

4) Good engineering invites right use

8) Buildings should define streets – not motor vehicles
10-13) The Zone System

Emily Yetman
emily@livingstreetsalliance.org
www.livingstreetsalliance.org

City of Tucson
Bicycle and Pedestrian Program
Broadway Blvd Citizen’s Task Force
12/13/2012

Walking and Biking Potential
More than 40 percent of urban trips in the United States are less than two miles, yet 90 percent of those short trips are taken by car.

Cycling along Broadway
• Today there is already high usage in the area
• There is potential for a lot more!

Different Types of Bikeway Facilities will attract the different categories of cyclists.
Appeals to the Strong/Fearless and often the Enthused/Confidant

Buffered Bike Lanes: A buffer is preferred by most cyclists

Pros and Cons

Cycle Tracks
Raised Cycle Tracks

Cycle Track Considerations
- Driveways and intersections create conflict points
- Visibility and predictability are important for cyclists' safety
- Special considerations should be given at transit stops to manage bicycle and pedestrian interactions

Urban Pathways

For Broadway - No Sidepaths!

Bicycle Boulevards
- Fewer cars and slower speeds
5 Elements of Bicycle Boulevards

1. Bike/Ped Crossings
   - Attracting Riders
     - Gil Penalosa, 8-80 Cities
     - 2 ‘Must Haves’
       1. Lower speeds on residential roads
       2. Physical separation on higher speed roads

Planned Bicycle and Ped Projects in the area

- Treat Bicycle Boulevard
- Arroyo Chico Urban Greenway
- 8/9th Street Bicycle Boulevard
- Park Ave Bicycle Boulevard
- Cycle Track from Centro Garage to Euclid
- Downtown Links

Treat Bicycle Boulevard
- Received RTA funding recently
Ann Chanecka
City of Tucson
Bicycle and Pedestrian Coordinator
ann.chanecka@tucsonaz.gov
520-837-6691
Next Steps

**Jenn Toothaker Burdick**

Proposed Date: Thursday, 2/28/2013
Proposed Venue: Shriner's Hall, 450 S. Tucson Boulevard

**Meeting Focus:**
Present and receive input on Existing Conditions reports
Present and receive input on CTF DRAFT-recommended Project Vision and Goals Framework

Next Steps

**Jenn Toothaker Burdick**

**Agendas Through February Community-Wide Meeting**

**Thursday, 1/17/2012**
Proposed “Study Session” Agenda:
- Welcome/Agenda Review
- Citywide and Regional Planning Efforts (Plan Tucson and Imagine Greater Tucson)
- Citywide – What is the Context?
- Multidistrict Business Assistance Program
- CTF Discussion: Vision and Goals
- CTF Discussion: Public Participation Plan
- Next Steps
- Call to the Audience
- CTF Roundtable

**Thursday, 2/7/2013**
Proposed “Action Meeting” Agenda:
- Welcome/Agenda Review
- Call to the Audience
- RTA CRAFT Committee Update
- Public Input Report
- Meeting Summary Approvals
- CTF Direction: Public Participation Plan
- CTF Discussion: CTF Vision and Goals
- CTF Discussion: CTF Draft Vision and Goals Plan
- CTF Discussion: CTF Meeting Format
- CTF Draft Vision and Goals Program
- Call to the Audience (2nd)
- CTF Roundtable

Next Steps

**Jenn Toothaker Burdick**

**Opportunities to Work on Vision & Goals Framework**

**GOAL:** Provide opportunities to work on the Vision & Goals Framework
Worksheet handed out at the 11/15/12 CTF Meeting

**Options:**
1) Set a new CTF meeting (requires attendance of quorum of CTF)
2) One-on-one conversations/emails with Phil Erickson and any other project team member
(nota group setting)
3) Create a Vision & Goals Working Group Subcommittee tonight, set a meeting(s) prior to 1/8/13
(publicly noticed; meeting summary required)

Next Steps

**Jenn Toothaker Burdick**

**2nd Call to the Audience**

10 minutes

**Please limit comments to 2 minutes**

- Called forward in order received
- CTF members cannot discuss matters raised
- CTF cannot take action on matters raised
- CTF members can ask project team to review an item
CTF Roundtable

Nanci Beizer

- Each CTF member gets a chance to share
- Feel free to share anything you want
- Feel free to ask any questions you want answered by staff

Thank You for Coming – Please Stay in Touch!

Broadway: Euclid to Country Club
Web: www.tucsonaz.gov/broadway
Email: broadway@tucsonaz.gov
Info Line: 520.622.0815

RTA Plan
www.rtamobility.com