

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



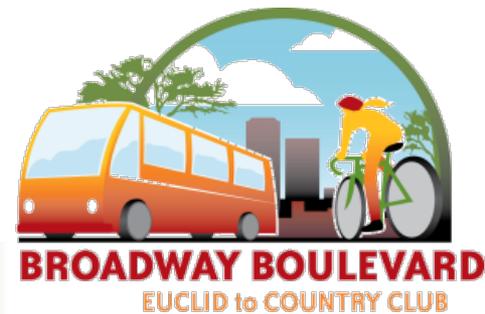
BROADWAY BOULEVARD

EUCLID to COUNTRY CLUB

Meeting Agenda

1. Call to Order/Agenda Review
2. Call to the Audience *15 min*
3. * City Attorney's Office Presentation *5 min*
4. Review Public Input Report *5 min*
5. Review/Approve Meeting Summary from July 26 *5 min*
6. Review/Approve Revised CTF Mission *5 min*
7. Review/Approve Proposed Schedule *5 min*
8. Review/Approve Listening Session Draft Report *20 min*
9. RTA Presentation *20 min*
10. Land Use & Transportation Planning Presentation *20 min*
11. Broadway Traffic Studies and Analyses *30 min*
12. Vision and Goals Framework Review *20 min*
13. Next Steps *5 min*
14. Roundtable *10 min*
15. Call to the Audience *10 min*
16. Adjourn

Call to the Audience

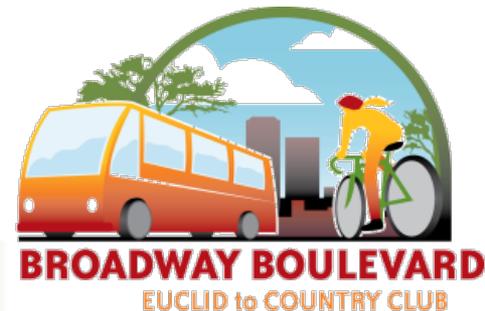


1st Call to the Audience

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



City Attorney's Office Presentation

Open Meeting Law – CTF members must avoid any discussion of CTF issues with other CTF members outside of the CTF's noticed, agenda'd public meetings.

Officer Requirements for the Broadway CTF – the City Ordinance creating the CTF specifically *requires* that a Chair and Vice Chair be selected from the CTF membership. A facilitator can still be used.

Review Public Input Report

The Public Input Report contains public comments received by the project team since the last CTF meeting. This report includes input received from June 20 through August 17.




Overview of the Public Input Report and Process

Public Input Report Purpose
Input received from the public throughout a roadway design project can have an influence on the resulting plans, particularly when the input is received in the early stages of the project's planning and design development. Projects utilizing a Context Sensitive Solutions model or Context Sensitive Approach require public input to help define the "context" for which solutions are sought. A method of tracking public input can be a tool useful to all involved throughout the planning and design development process. Additionally, some projects track public input received and they provide a final report summarizing the substantive public input gathered that influenced the end project product.

In the instance of the Broadway, Euclid to Country Club roadway improvements project, the tracking mechanism envisioned is a spreadsheet that logs input received, the actions taken, and resolutions achieved. It would be distributed to the Citizens Task Force (CTF) on a regular basis, ideally prior to every CTF meeting. The end product of the Planning and Design Phase is a Design Concept Report (DCR) and related Initial (IS) Plans. A summary report at the conclusion of Broadway's Planning and Design Phase would utilize the tracking log to summarize comments received during the planning and design of the Broadway that either influenced the DCR and Initial Plans, or were incorporated into them.

Use of the Public Input Report
The Regional Transportation Authority (RTA) and the City of Tucson Mayor and Council have identified the Citizens Task Force as the primary body to represent the public's interests for the work conducted in the phase. Broadway's Planning and Design Phase is expected to last 18-24 months and formally kicked off on June 20, 2012 with the first meeting of the Citizens Task Force and the public Listening Session. Throughout the phase, opportunities for the public to participate are planned. These opportunities will be described in greater detail in the project's Public Participation Plan, which is currently in development. However, standard opportunities offered throughout the project's duration exist, including, emails, letters, phone calls, comment cards, and Citizens Task Force meetings.

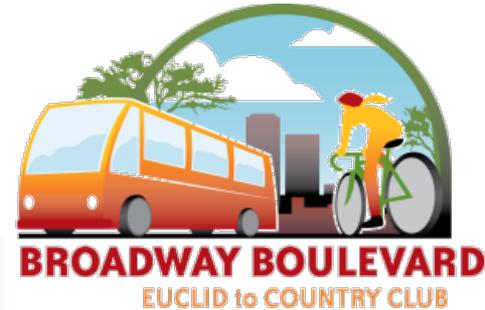
It is proposed by Project Team that the Public Input Report be shared with the CTF in advance of each CTF meeting so there is time to review the information. In order to do this, 11 calendar days are needed for preparation and finalization, reproduction, and mailing of the public input Report and other meeting materials. Upon review, CTF members are invited to contact the Project Team if they find something in error, or believe an item should be handled differently - either in advance of the CTF meeting, during, or after. Remarks or comments by CTF members, Project Team members, and representatives of the sponsoring agencies will be recorded/tracked in the "Notes" field on the spreadsheet.

August 30, 2012 CTF Meeting 1

BROADWAY: EUCLID TO COUNTRY CLUB - Public Input Report
6/20/2012-8/17/2012

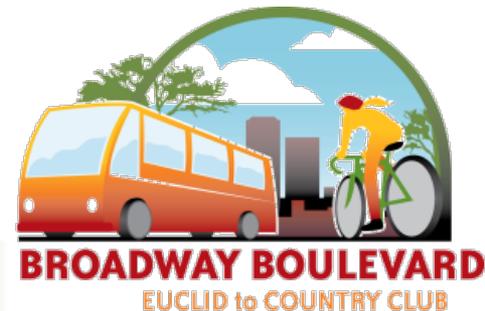
#	Date	Method	Recipient	Issue/Keywords	Issue	Action(s) Taken	Resolution	Notes
1	6/20/2012	Public Meeting	CTF - Project Team	Multiple	Input Listening Session Report for comments collected at this public meeting	Report containing comments drafted and undergoing public review		
2	6/25/2012	Email	Broadway@	Multiple	Comment eCard	Included in Listening Session Report		
3	6/25/2012	Email	Broadway@	Multiple	Request to provide resolutions from Broadway Coalition opposing Broadway project to CTF	Included in Listening Session Report		
4	6/25/2012	Email	Mayor Rothchild	Overpass, Alternative design	Request for information about whether anyone has considered an overpass from Country Club to Euclid	Research and response required - history of Broadway alternatives - feasibility of overpass		
5	6/26/2012	Email	Broadway@	Overpass, Alternative design	I would like to know if you have considered the possibility of creating an overpass that goes from country club to euclid ave? This would allow traffic to continue underneath and prevent business loss	Research and response required - history of Broadway alternatives - feasibility of overpass		
6	6/27/2012	Email	Jerrn Toothaker Burdick	Public Meeting Records, Commercial Property Owner	Request for audio recording and documentation from CTF meeting	Emailled links for audio and documentation on City Clerk's web site after 6/26/2012 meeting. Summary was approved at 7/26/2012 meeting		
7	6/27/2012	Email	Broadway@	Neighborhoods	Request to provide resolutions from Roncan Higgins, Niki and Sam Hughes N/A opposing Broadway project to CTF	Included in Listening Session Report		
8	7/16/2012	Email	Broadway@	Multiple	Comment eCard	Included in Listening Session Report		
9	7/12/2012	Email	Broadway@	Neighborhoods	Request to provide resolutions from El Encanto Estates opposing Broadway project to CTF	Included in Listening Session Report		
10	7/25/2012	Email	Jerrn Toothaker Burdick	Economic impacts	Forwarding information gathered by Finance for Broadway Coalition	Forwarded to CTF as part of Public Input Report		

Let updated on 8/17/2012 Page 1 of 4



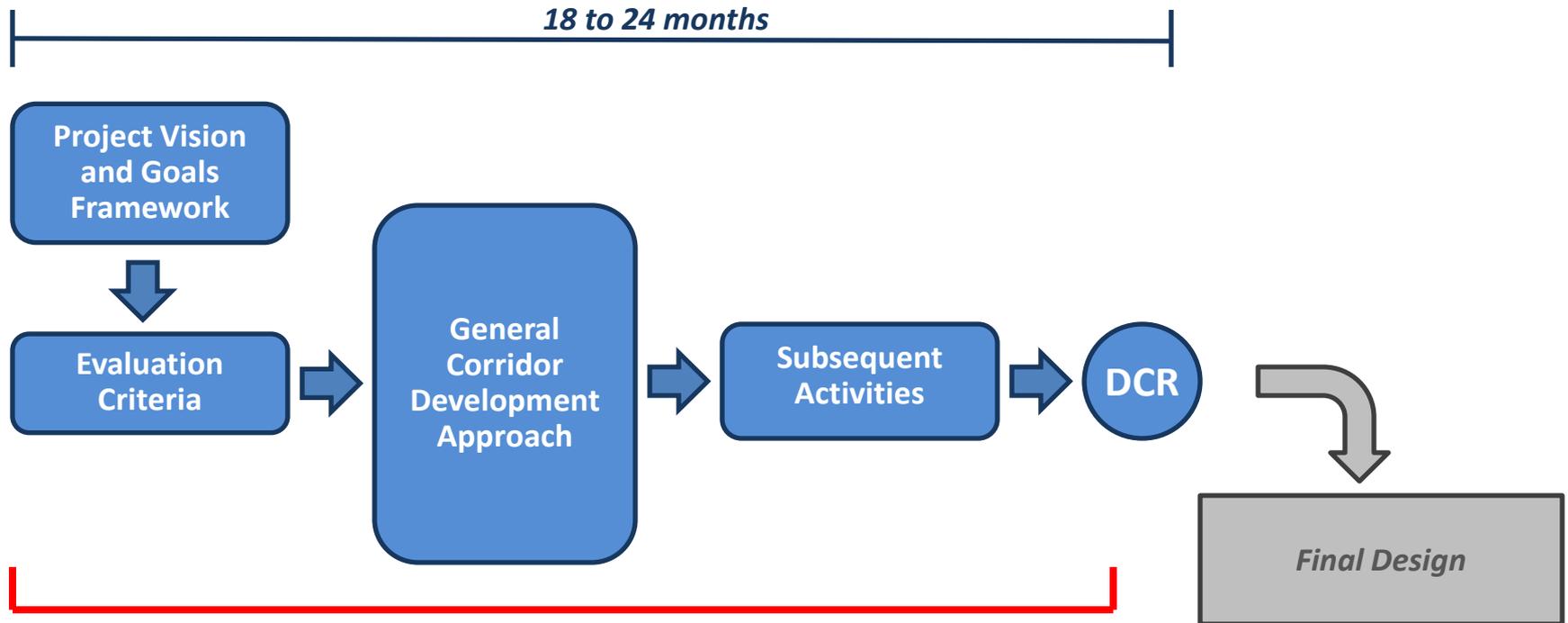
Approve Summary July 26 CTF Meeting

The approved Meeting Summary and audio recording from the July 26 CTF Meeting will be posted to the BBCTF page on the City Clerk's website within 3 working days.



Overview of Project Approach

The Two Stages of the Planning and Design Process



This is the “DCR Process” which is our current focus

Revise Mission Statement

The Broadway Boulevard project team was asked to redraft the CTF mission to include:

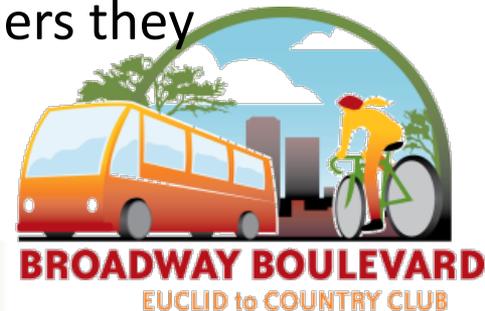
- Incorporate the word “businesses” into the list of stakeholders
- Clarify “urban interface” and “alignment” terms used

Draft 2 – Mission Statement

The Broadway Boulevard CTF has been formed by Mayor and Council to work with the Project Team to evaluate and select alternatives, and to develop stakeholder supported recommendations regarding the project:

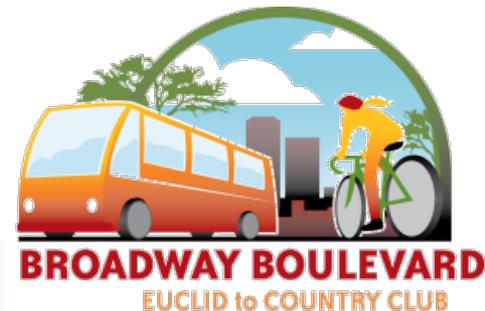
- roadway width and location of any widening to the north and/or south of the current roadway;
- roadway cross-section and back-of-curb streetscape designed for all users and modes of transportation, and
- an overarching context-sensitive street design addressing the relationship between the street and its adjacent development and uses.

Task Force members will help provide effective communication between the neighborhoods, businesses, and stakeholders they represent and the Broadway Boulevard Project Team.



Approve Proposed Meeting Schedule

The proposed meeting schedule outlines upcoming Broadway Boulevard CTF meeting dates through early 2013. The Child and Family Resources meeting space is available and confirmed for all proposed CTF and public meetings.



Approve Proposed Schedule of Meeting Dates through March 2013

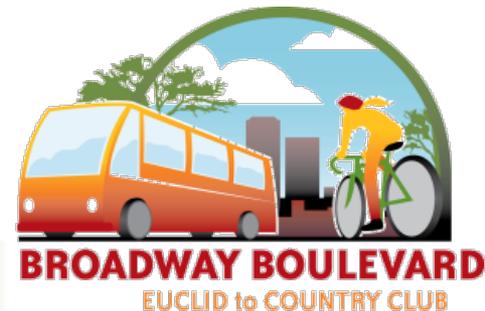
- No September meeting
- October 4th – Proposed CTF Meeting 4
- October 18th – Proposed CTF Meeting 5
- October 20th – Proposed CTF Workshop 1
- November 1st or 8th – Public Meeting 2
- November 15th – Proposed CTF Meeting 6
- December 13th – Proposed CTF Meeting 7

Approve Proposed Schedule of Meeting Dates through March 2013

- January 17th – Proposed CTF Meeting 8
- February 21st – Proposed CTF Meeting 9
- March 21st – Proposed CTF Meeting 10
- April 18th – Proposed CTF Meeting 11
- May 2nd – Proposed CTF Meeting 12
- May 23rd – Proposed Public Meeting 3
- June 20th – Proposed CTF Meeting 13

Discuss and Approve Listening Session Draft Report

Phil Erickson, AIA, President
Community Design + Architecture



Listening Session Draft Report Additions

Several new items have been included in the Listening Session Draft Report. The report now includes:

- An analysis table for comment cards and emails
- Analysis of stakeholder input, including concerns and desires of various groups
- Scanned images of all comment cards and emails

*These changes make the report more comprehensive but do **not** change the results or analysis.*

Listening Session Worksheet



Broadway Citizens Task Force Members – Listening Session Experience Worksheet

Public participation in the Broadway, Euclid to Country Club project will be a critical factor to a successful design process and product. The Citizens Task Force is a critical component of this participation process. In the coming months, and throughout the Planning & Design Phase, we will define and refine plans to support outreach and encourage involvement in this project.

This worksheet is designed to help you put into a written format what you heard and experienced at the public Listening Session, as well as gauge your support for the Draft Listening Session Report. Please read the Draft Listening Session Report and then fill out this worksheet. Your answers help the project team effectively capture the input of stakeholders and develop methods to involve them in the Broadway Boulevard project.

Please fill this worksheet out by the next meeting, set for August 30, 2012.

1. After reading the Draft Listening Session Report, do you think the report accurately captures and conveys what you heard in the group discussion? Why or why not?

2. Based on your experience at the Listening Session, is there anything you would add to or change about the report?

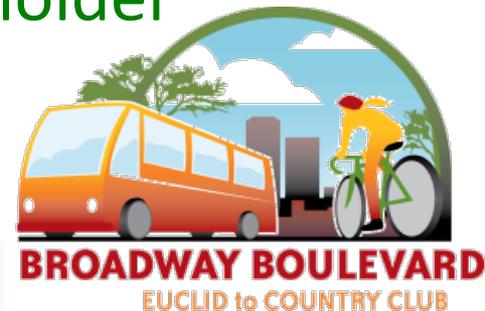
3. When thinking about the stakeholders you represent and input that is documented in the Draft Listening Session Report:
 - a. Please indicate how well you think the views of your stakeholder group are represented in the report.

 - b. Do you think this report will help you represent your stakeholder group?

Discussion of Listening Session Draft Report.

Discussion of Listening Session Draft Report

1. What characteristics in the Broadway Boulevard project area should be preserved?
2. What characteristics in the Broadway Boulevard project area should be changed?
3. What do we fear and hope for in the Broadway Boulevard project area
 - 9 Tables with a total of about 57 participants, and 100-170 comments per question
 - 9 comment cards, 5 emails, and 4 stakeholder group resolutions in report appendices



Discussion of Listening Session Draft Report

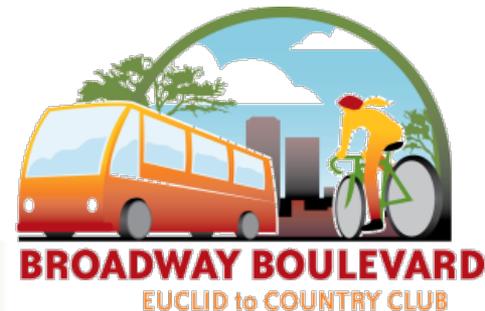
- Key Issue Areas
 - Corridor Character
 - Transportation Function
 - Design of the Street
 - Economic Development
 - Process and Making the Vision Happen
- How will Listening Report be used?
A starting point for public input that will inform all stages of the project
 - Vision and Goals concept process later this evening is an example

Corridor Character

Topic	Preserve	Enhance	Change
Businesses & Services	✓		✓
Neighborhoods	✓		
Building Height & Massing	✓	✓	
Land Use Character	✓	✓	✓
Historic & Significant Buildings	✓	✓	✓
Overall Identity & Placemaking	✓	✓	✓

Corridor Character

- Existing Identity and Placemaking
 - Result will be loss/death of community (5)
 - Value existing sense of community/place, “it’s not generic” (2+)
- Potential Identity and Placemaking
 - Turn Broadway into a place where people want to be; holistic sense of place (2)
 - Create attractive streetscape, unique to Tucson, sidewalks and retail, restaurant, and buildings close to the sidewalks (1*)
- Preserve Historic & Significant Buildings
 - General (5+3+4)
 - Specific Buildings (11+3)



Transportation Function

Topic	Preserve	Enhance	Change
Business & Service Access	✓		✓
Traffic Volume & Mobility	✓	✓	✓
Pedestrian Access & Safety	✓	✓	✓
Bicycle Access & Safety	✓	✓	✓
Transit Access & Safety	✓	✓	✓
Overall Network	✓		✓
Overall Broadway Function		✓	✓

Transportation Function

- Traffic Mobility and Volume
 - Improve efficiency of traffic flow, signal coordination (2+4)
 - Improve without widening (1+4)
 - Maintain business access (4)
- Pedestrian Access and Safety
 - Provide more sidewalks and handicap access (2)
 - Maintain business access (4)
 - More pedestrian friendly (17)

Design of the Street

Topic	Preserve	Enhance	Change
Impact on Existing Uses & Community Character	✓	✓	✓
Noise Mitigation	✓	✓	
Street R.O.W.: sidewalks & number of lanes	✓	✓	✓
Overall Broadway Design & Condition	✓	✓	✓
Speed Management			✓
Streetscape and Landscape			✓
Sustainable Design			✓
Construction and Maintenance Costs		✓	✓

Design of the Street

- R.O.W. Size— lanes number/width, sidewalks, landscaping
 - Provide High Capacity Transit (13+5)
 - Specific type of transit - light rail (4) or streetcar (3) or BRT (1) Provide landscape, trees, shade (13)
 - Provide bus pullouts (8+3+4)
 - Preserve current width (6+2+4)
 - Provide pedestrian sidewalks/walkways (4+3)
 - *8-lanes is too wide (3+3)*
 - Widen to some degree, varied opinions on number of lanes (4)
 - Turn Broadway into a place where people want to be; holistic sense of place (2+2)

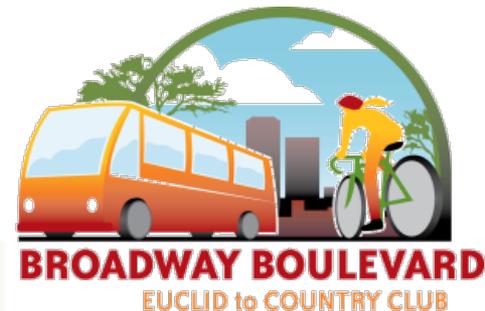
Economic Development

Topic	Preserve	Enhance	Change
Affordable & Diverse Housing	✓		✓
Financial Impacts & Incentives		✓	✓

- Loss of property value who will buy property in the future?; blight (5+3)
- Tax incentives or grant money for façade enhancements and restoration of historic buildings (2)

Process & Making the Vision Happen

Topic	Preserve	Enhance	Change
Efficiency of Delivering Project		✓	✓
Stakeholder Involvement in Current and Future Decisions			✓
Veracity of Data and Analysis		✓	✓



Process

- Stakeholder Involvement
 - Find a Plan that pulls community together (2)
 - *What is planned will happen regardless of public input (2)*
- Veracity of data and analysis
 - Need to address perception that transportation and growth projections are out of date (2+3+4)
- Construction and Maintenance Costs
 - *Estimates of construction/acquisition costs are inaccurate and funding won't be available (3)*

Listening Session Experience Worksheet

- Does the report accurately capture and convey what you heard in the group discussions? Why or why not?



Broadway Boulevard, Euclid to Country Club

June 20, 2012 Listening Session Report
Completed July 24, 2012

Public Involvement Process

The Broadway Boulevard, Euclid to Country Club project is entering the planning and design phase. To assist with this process, a Broadway Boulevard Citizen Planning Task Force (CTF) has been formed. The CTF held their first meeting on June 20, 2012 at the Randolph Golf Complex, located at 600 South Alvernon Way in Tucson. This initial meeting was followed by a public Listening Session.

The public Listening Session is structured to kick off the public dialogue about the Broadway Boulevard project that will continue throughout the planning process in CTF meetings and future public meetings. This public dialogue is important, as this project is set to improve two miles of urban arterial roadway just east of downtown Tucson. This roadway serves both the neighborhoods adjacent to the corridor slated for improvement, as well as the region as a whole. Due to this regional need for an improved Broadway Boulevard corridor, the project was included in the 2006 voter-approved Regional Transportation Authority (RTA) Plan. Community input is a key component in developing a roadway design that meets improvement criteria of the RTA and serves surrounding neighborhoods, businesses and the greater Tucson community.

The public Listening Session was held immediately following the first meeting of the Broadway Boulevard CTF. Approximately 57 participants attended this session. The results from the Listening Session will be useful to CTF members as the project moves into an 18 to 24-month planning and design process. Throughout this process, the CTF will be engaged in CSS planning to create a roadway design that best meets the needs and goals of the local and regional communities that this section of Broadway Boulevard serves.

The public Listening Session was a publically noticed CTF meeting where no decisions were made. Under State of Arizona Open Meeting Law, this report will serve as the Meeting Minutes from the Listening Session.

This project is funded by the City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is part of the voter-approved, \$2.1 billion RTA plan that will be implemented through 2026. Details about the plan are available at www.RTAability.com.

Listening Session Experience Worksheet

- Is there anything you would add to or change about the report?



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Listening Session Experience Worksheet

- Feedback on Listening Session format will be discussed as part of the Public Participation Plan discussion at next CTF meeting.
- Is there anything else the CTF would like to share about the Listening Session at this point?



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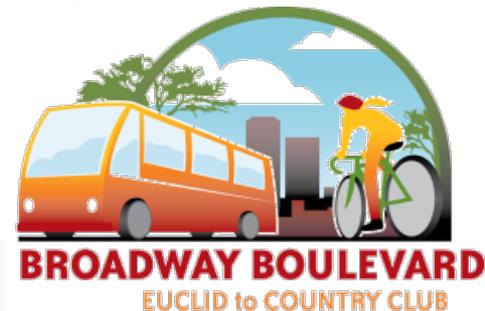
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Approve Listening Session Draft Report for Public Review

- Listening Session Report will act as minutes of publically noticed Listening Session
- CTF will be asked to approve Listening Session Report at next CTF Meeting
- Project Team will provide a summary of any public comment received by Sept. 7th and distribute to CTF prior to the next meeting
- Draft Report Update will be posted to the website

Regional Transportation Authority (RTA) Presentation

Jim DeGrood, Director of Transportation Services
Regional Transportation Authority



RTA Roles & Responsibilities

**A Presentation for the
Broadway Citizens Task Force**

Aug. 30, 2012

RTA Formation

The RTA was formed by the Legislature in 2004 to develop a regional transportation plan through regional cooperation



People from diverse backgrounds were brought together to form the Citizens' Advisory Committee and Technical Management Committee to ensure a balanced regional approach

Public Involvement

All projects in the RTA were vetted by the public as the plan was developed and after it was approved for the ballots through:

- More than 400 group presentations
- 27 open houses

The Citizens' Advisory Committee met 19 times and the Technical Management Committee met 29 times over this period



RTA Board Approval

The RTA Board adopted the twenty-year Regional Transportation Plan [“RTA Plan”] on November 30, 2005, through its Resolution No. 2005-01.

Jurisdictional Approval

All RTA local member governing bodies **unanimously** approved the RTA plan

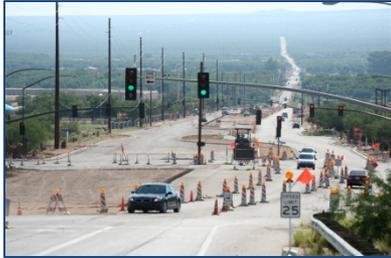


RTA Voter Approval

The RTA Plan was approved by the voters of Pima County on May 16, 2006 by a 3 – 2 margin



Four Elements of the RTA Plan



Roadway Improvement

Transit

Safety

Environment & Economic Vitality

Broadway Blvd

The RTA Plan described the Broadway project as:

RTA #17 Broadway Boulevard, Euclid to Country Club Widen roadway to 6-lane arterial plus 2 dedicated bus lanes, bike lanes & sidewalks.

RTA funds: \$42,125,000

Committed, Non-RTA funds: \$29,222,000

Other Sources of Funds

“Committed, Non-RTA funds” are:

- \$25,000,000 Pima Co. 1997 Bond Program
- \$ 3,000,000 City of Tucson (Impact fees)
- \$ 1,222,000 Regional Funds (PAG TIP)

Each fund source has rules for the use of its funds

RTA Board's Statutory Responsibility

The RTA Board is charged with developing, adopting, supplementing, changing, implementing and administering the RTA Plan

A.R.S. 48-5304 (6) (12) (13) & (16); 48-5309 (A); 48-5314 (A).

Substantial Change Defined

A.R.S. 48-5309(E)

“An estimated cost to complete one or more elements of the RTA Plan that exceeds the expenditure limitations of the RTA Plan . . . by the following or greater percentages:

- a. Ten per cent for a single element of the plan.
- b. Fifteen per cent for any two elements of the plan.
- c. Twenty per cent for three or more elements of the plan.”

What is an Element?

An element is a group of a certain type of transportation projects

[See: 48-5304(3); 48-5314(C)(4); 48-5308(F)]

The RTA Plan is broken into 4 separate elements:

- Roadway Improvements
- Safety Improvements
- Environmental and Economic Vitality Improvements
- Public Transit Improvements

Can the plan be changed?

This statute means that the RTA Board may make changes to the RTA Plan, so long as the “substantial change” thresholds, stated above, are not reached

Statutory Purposes

The purpose of the Legislature in empowering the RTA Board to make changes to the RTA Plan, without necessitating a public vote, was to ensure that the Board could react efficiently to changing circumstances throughout the RTA Plan's twenty-year implementation period

Overarching Fiduciary Duty

Public officials, like the members of the RTA Board, must use a high level of care in spending public funds. Indeed, it is the highest standard of care, known as a **fiduciary duty** *Op. Atty. Gen. 75-11*.

This is a duty which is owed to the public, and it means, in part, that public officials who have the authority to expend public funds, “have a fiduciary obligation to do so in the most economical and feasible manner.” *Id.* Specifically, they must “**obtain maximum return for each dollar spent**” *Op. Atty. Gen. 84-24. Hertz Drive-Ur-Self System, Inc. v. Tucson Airport Authority*, 81 Ariz. 80, 85 (1956).

The Board's Policy

Immediately after adopting the RTA Plan, the Board adopted its Resolution No. 2005-02, which approved policies for implementation of the RTA Plan. Among these policies was item 2, which read:

“Functionality Not to Be Diminished - The Technical/Management Committee as well as the Citizens Advisory Committee had specific capacity and/or performance improvements in mind when recommending highway improvement projects as well as transit improvements. This functionality should not and cannot be diminished. The voters, in approving the expenditure plan, are relying on the planned improvements actually being implemented.”

Implementing the Policy

The RTA Board Established Committees to Guide Project Implementation

1. **CART** -- *Citizens Accountability for Regional Transportation* – Ensures that the RTA Plan is implemented as promised to the voters.
2. **TMC** – *Technical Management Committee* – Advises the Board on specific project implementation and technical matters.
3. **CAC** – *Citizen Advisory Committees* (such as the Broadway Citizen’s Task Force) – Guide implementation of specific projects regarding roadway characteristics, design features, mitigation measures, etc.

Limitation on Spending RTA Funds

When the RTA Board is able to save money on individual projects, be it through value engineering, scope refinement, or market conditions, that money is still restricted, and must only be spent to implement other projects within the RTA Plan

A.R.S. 48-5307 (E); see A.R.S. 48-5304; A.R.S. 48-5308 (C).

Conclusions

- The public has provided input on all RTA projects, including Broadway
- The RTA Board retains authority to implement the RTA Plan
- The Voters must approve any substantial or elemental changes to the RTA Plan

Conclusions

- The RTA Board has adopted a policy not to diminish individual project functionality
- The RTA Board engages its committees to inform the Board on specifics of project design and implementation
- The RTA Board is bound by its fiduciary duty to the public to use wise discretion when spending the public's money
- Any RTA funds saved through efficient project implementation must be spent in furtherance of the

RTA Plan

Recommendations

- Establish “lines of communication” between the Broadway CTF and RTA CART & TMC

Recommendations

- Establish “lines of communication” between the Broadway CTF and RTA CART & TMC
- Work to identify what “functionality” means on the Broadway Corridor

Questions?

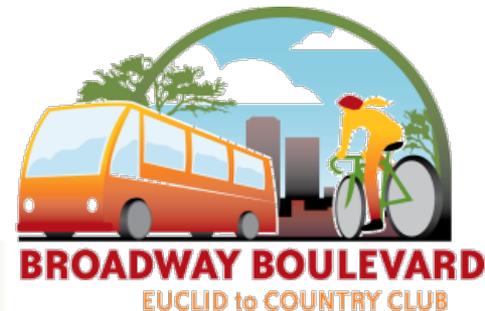


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*Improving transportation and bringing
economic vitality to our region*

Regional Land Use and Transportation Planning Presentation

John Liosatos, Transportation Planning Director
Pima Association of Governments (PAG)



Broadway Citizens Task Force

Regional Transportation Plan

August 30, 2012



**How was the PAG Regional
Transportation Plan (RTP)
developed?**

History

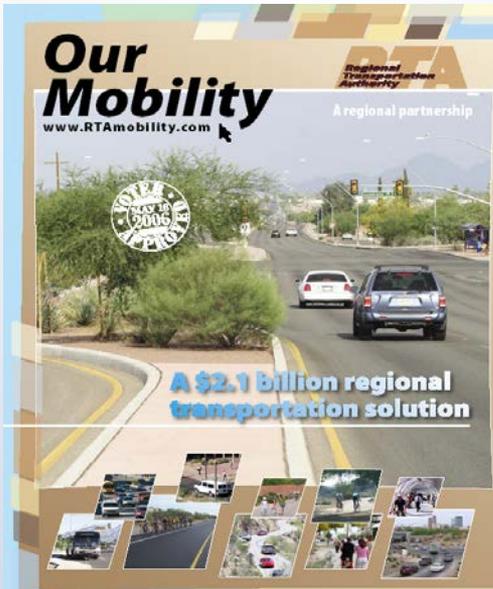
Metropolitan Planning Organizations

- Federal Aid Highway Act of 1962
 - The Three “C”s - Continuing, Comprehensive & Coordinated
 - PAG was formed Dec. 7, 1970
- 1973 Highway Act
 - Funding for MPOs
 - PAG was designated as the MPO on Dec. 14, 1973





Mobility matters throughout our lives.

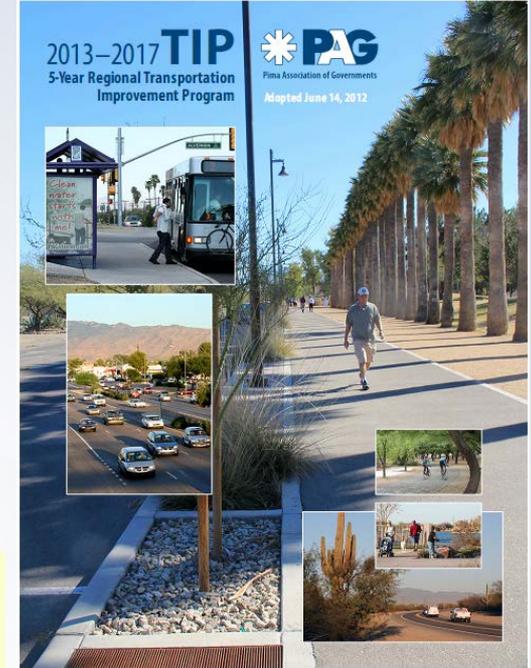



Our Mobility
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RTA
Regional Transportation Authority

A regional partnership

A \$2.1 billion regional transportation solution



2013-2017 TIP
5-Year Regional Transportation Improvement Program
Adopted June 14, 2012



Pima Association of Governments

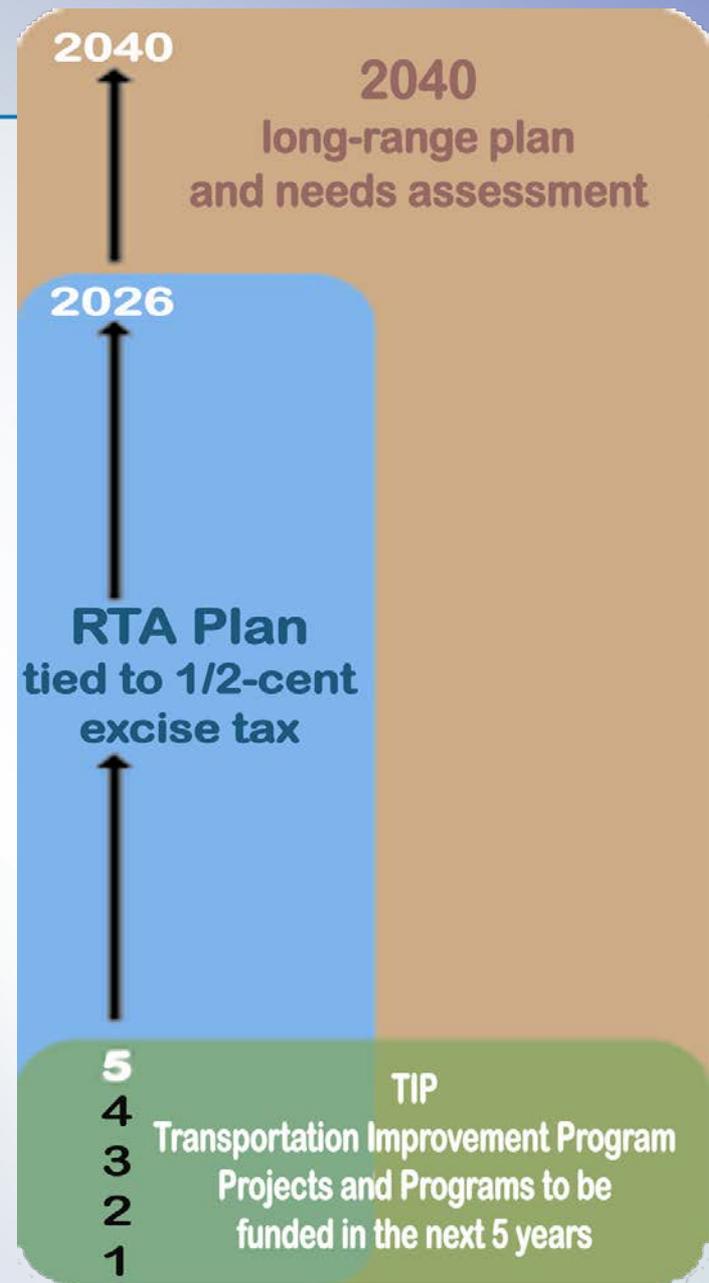
Following the Funding



Plans Tie Together

The RTP is the “parent” plan for the region.

The RTP includes short and long range projects.



2040 Regional Transportati on Plan



Mobility matters throughout our lives.

2040 Regional Transportation Plan



RTP Development

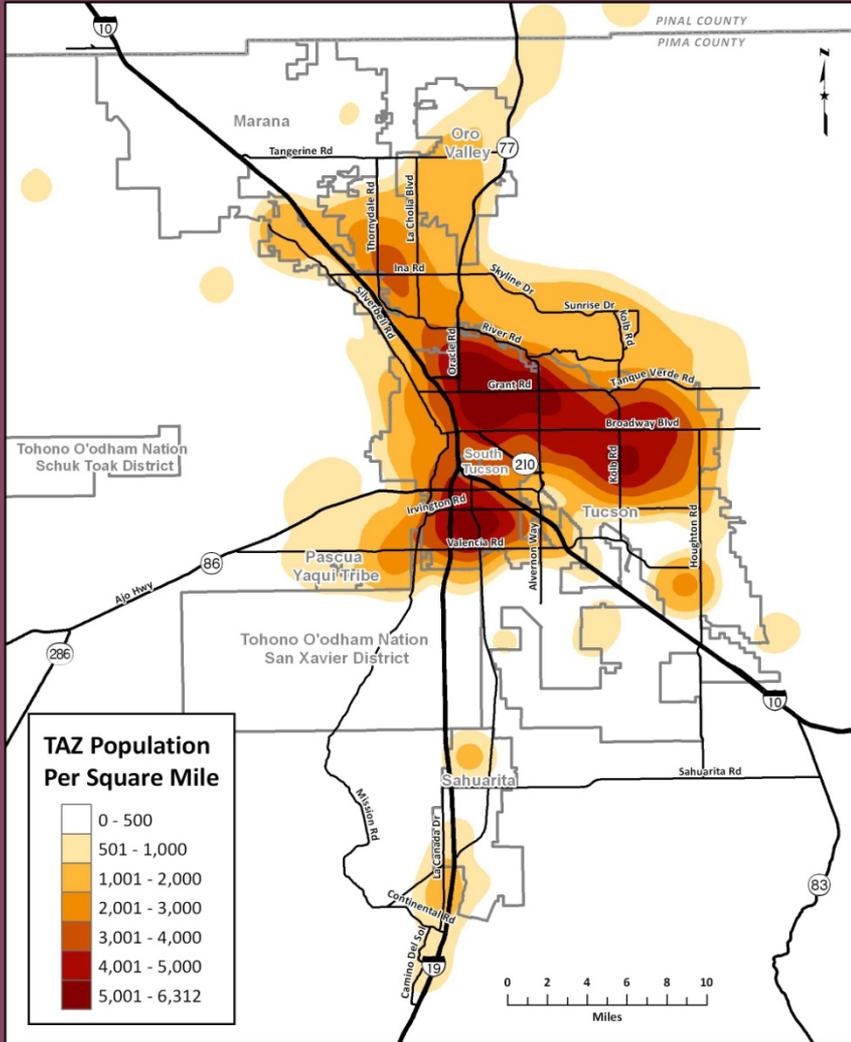
- Identification of existing and future challenges.
- Identification of “reasonably expected” funding available to meet those challenges.
- Jurisdictions provide “candidate projects” to address challenges.
- Candidate projects are prioritized into a draft project list w/ several factors taken into consideration including: extensive citizen stakeholder input, environmental concerns, cost and what type of funds can be used to construct.

RTP Development

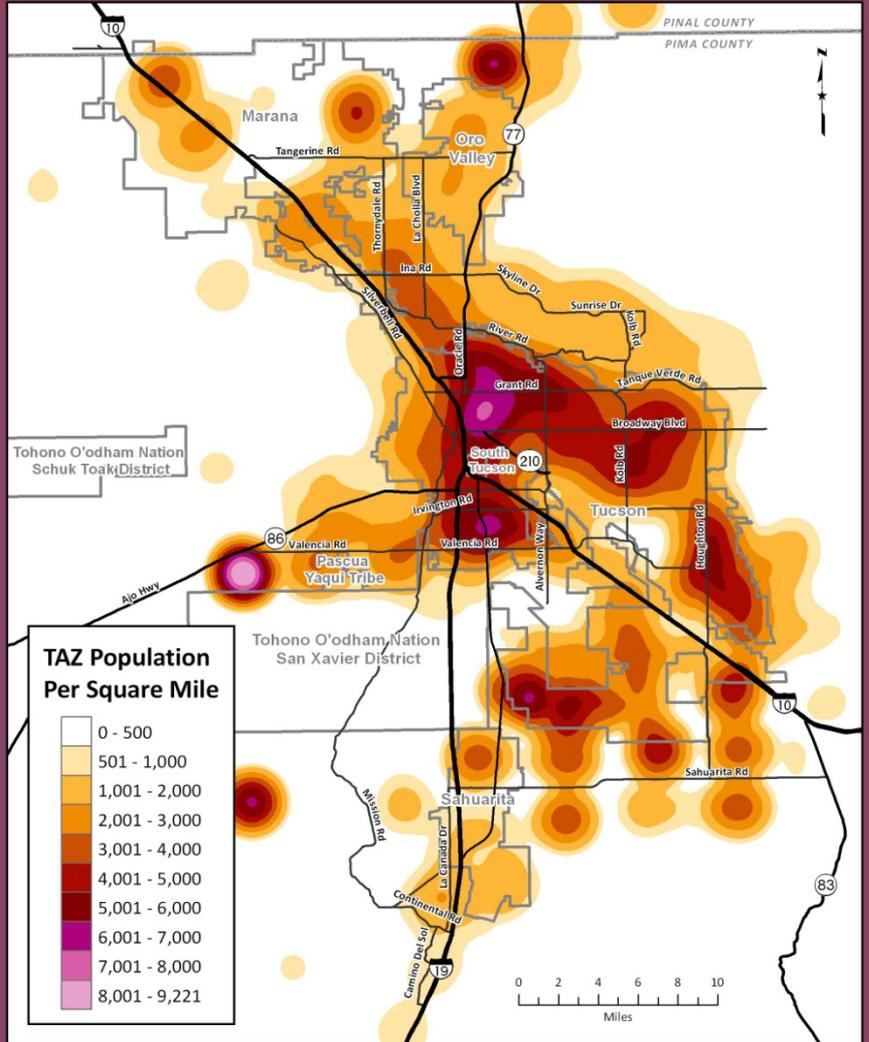
- Draft project list is modeled for travel time and congestion using a regional model.
 - Title VI
 - Air quality
- Draft project list is released for public comment and review.
- Adjustments can be made to address public comments.
- Proposed RTP is made available for 30 day public comment period.
- Adoption by PAG Regional Council.

Regional Growth

POPULATION DENSITY 2005

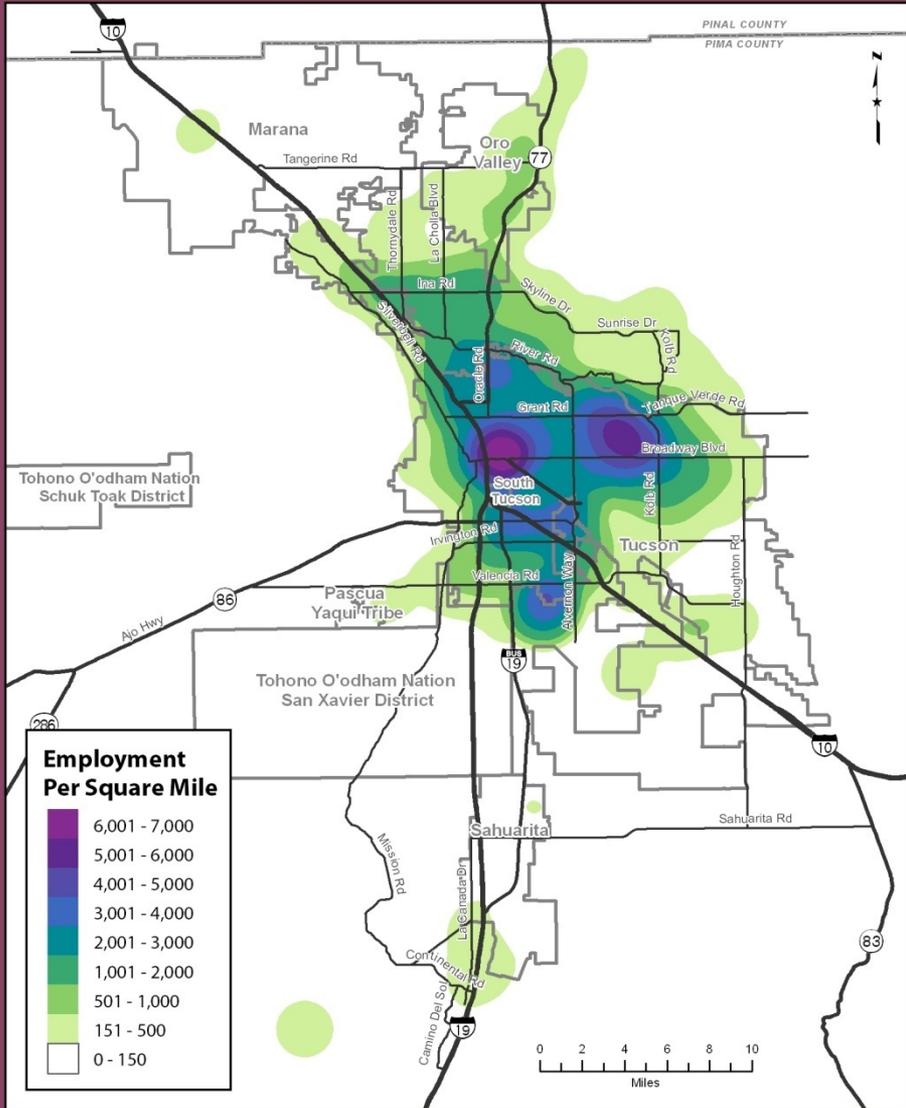


POPULATION DENSITY 2040

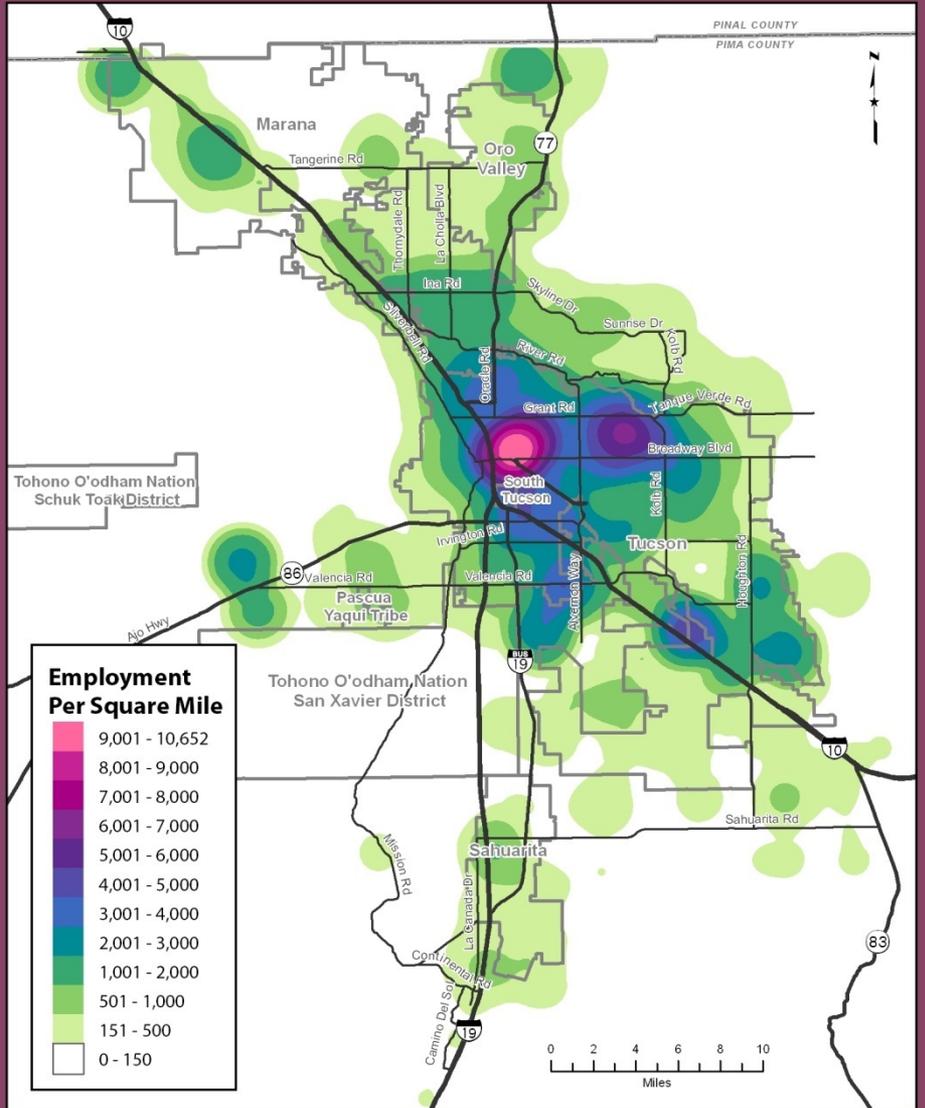


Regional Growth

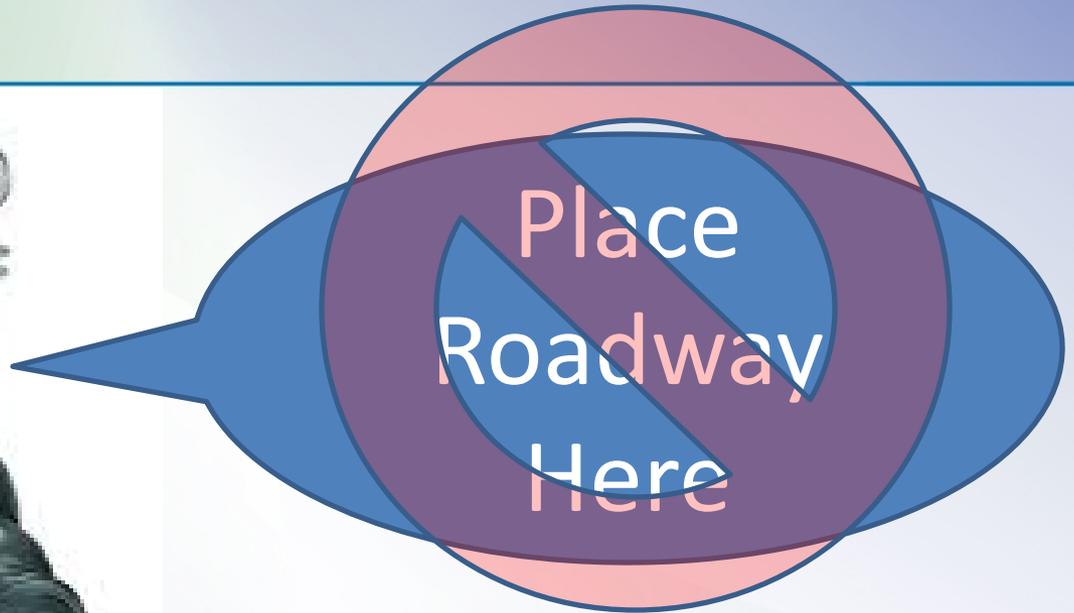
EMPLOYMENT DENSITY 2008



EMPLOYMENT DENSITY 2040



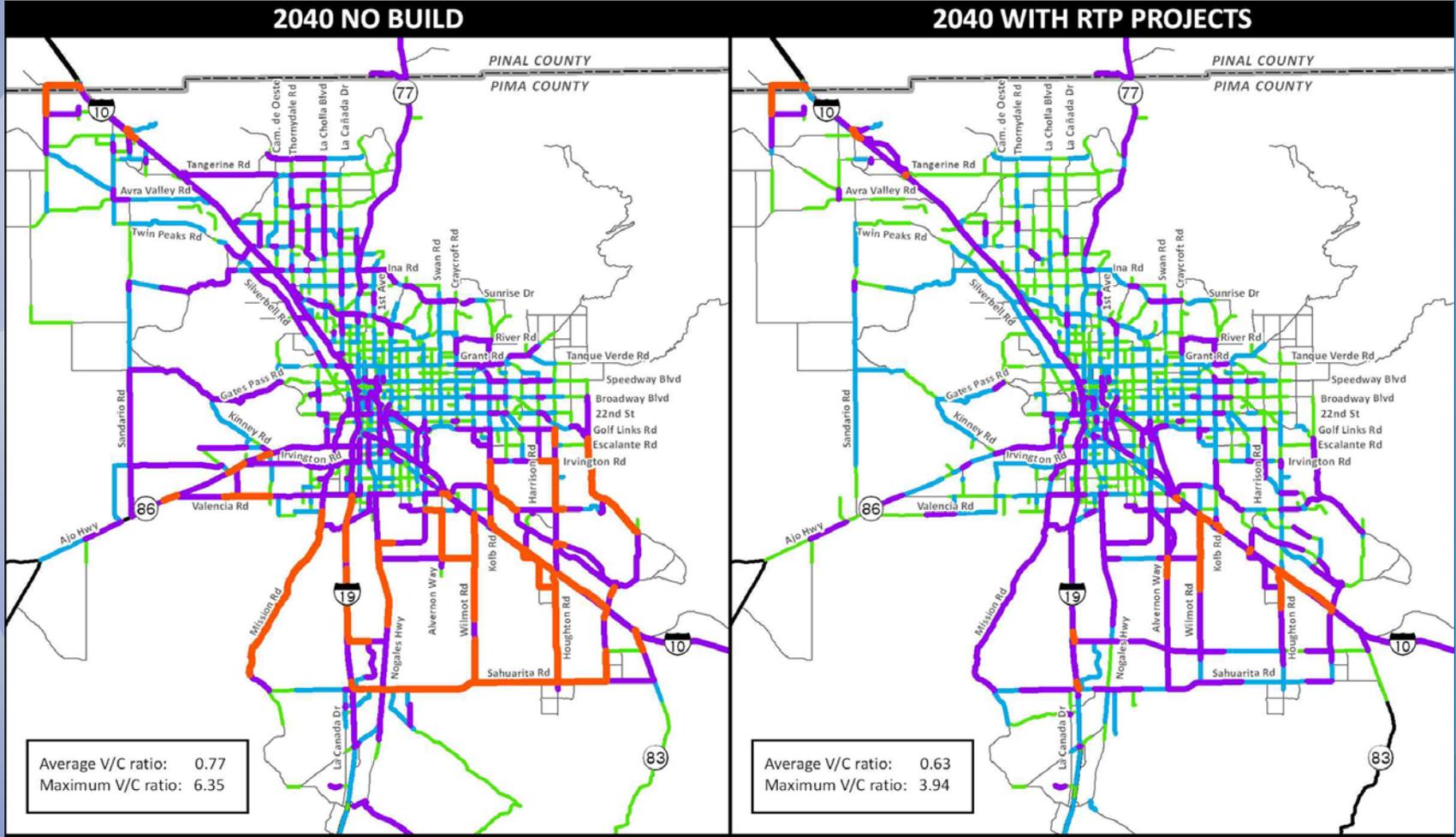
The PAG Model is a regional model that analyzes the projects that we have keyed in under the growth assumptions for the region as a whole.



The model doesn't recommend roadway projects but rather validates the effectiveness of the projects offered by the jurisdictions.

Traffic Congestion

2040 TUCSON METRO TRAFFIC CONGESTION (MORNING PEAK HOURS, 6:30 AM - 8:30 AM)



"2040 No Build" scenario includes projects with committed funding.

"2040 With RTP Projects" scenario includes projects with additional possible funding.

Congestion levels displayed are based on the higher value of the two traffic directions.

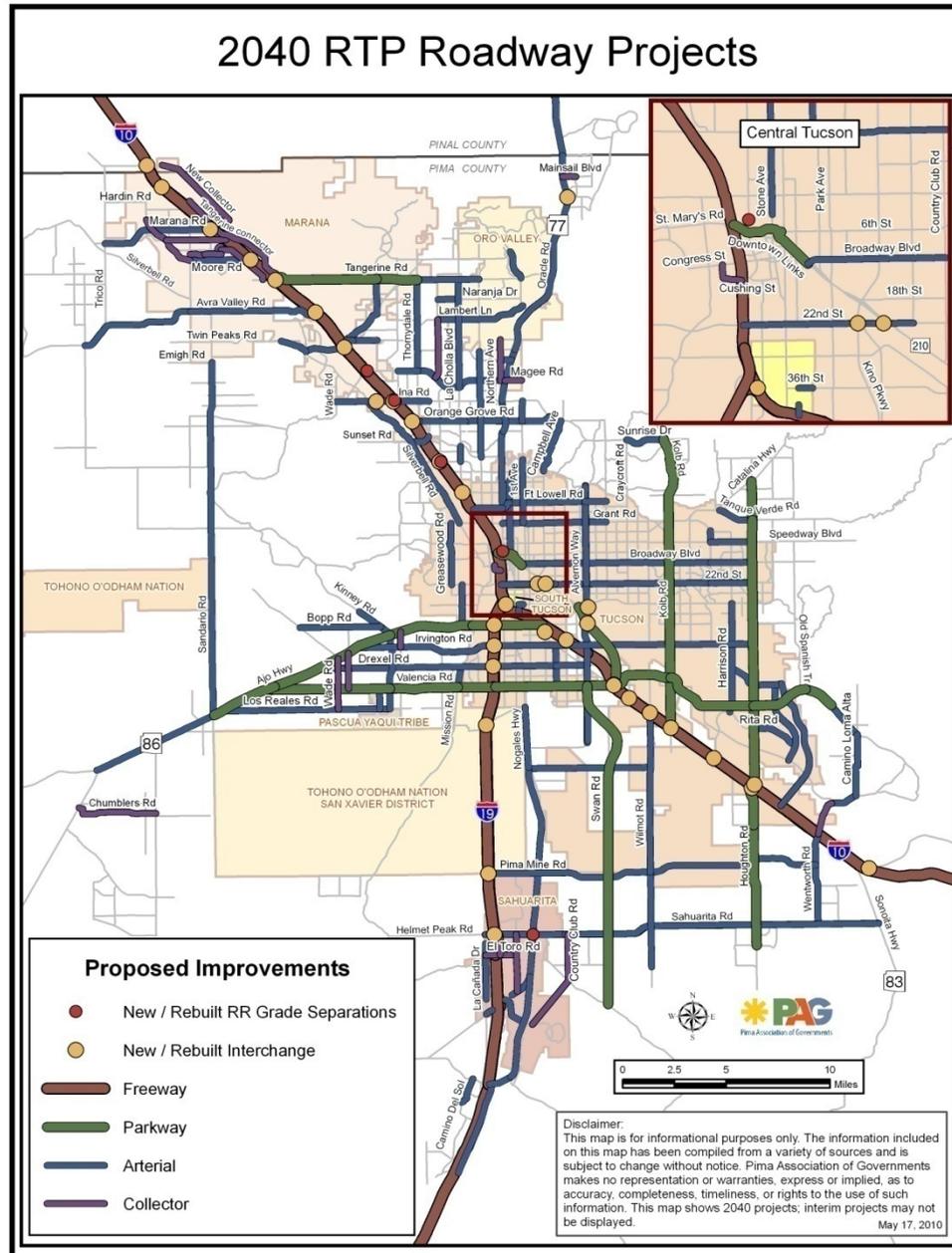
V/C (Volume/Capacity) is the ratio of travel demand during a certain time period (volume) to the number of vehicles the street can hold (capacity).



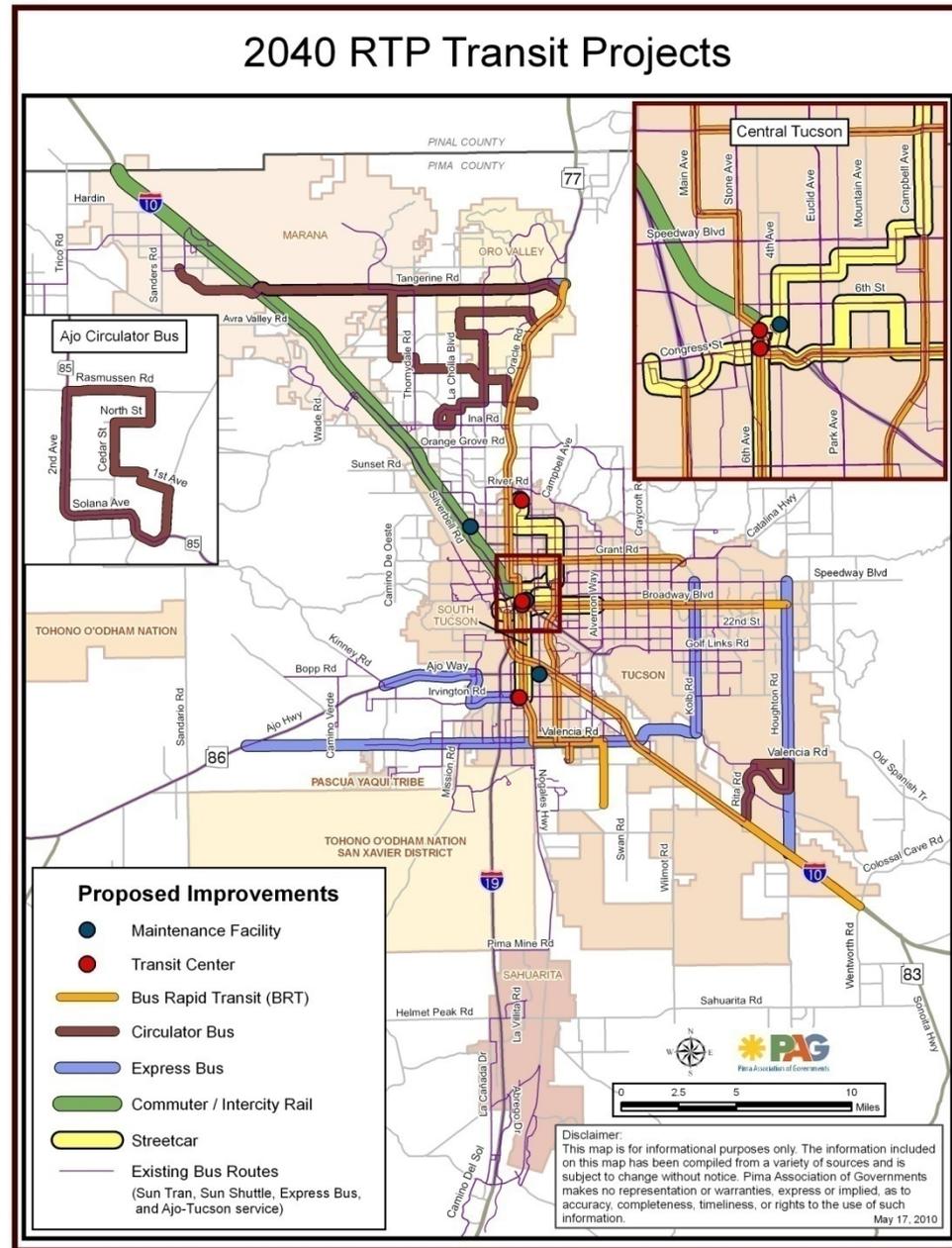
- Extremely Severe (2.01 +)
- Severe (1.01 - 2.00)
- Heavy (0.76 - 1.00)
- Moderate (0.51 - 0.75)
- Low (0.00 - 0.50)

Roadway Map

2040 RTP Roadway Projects

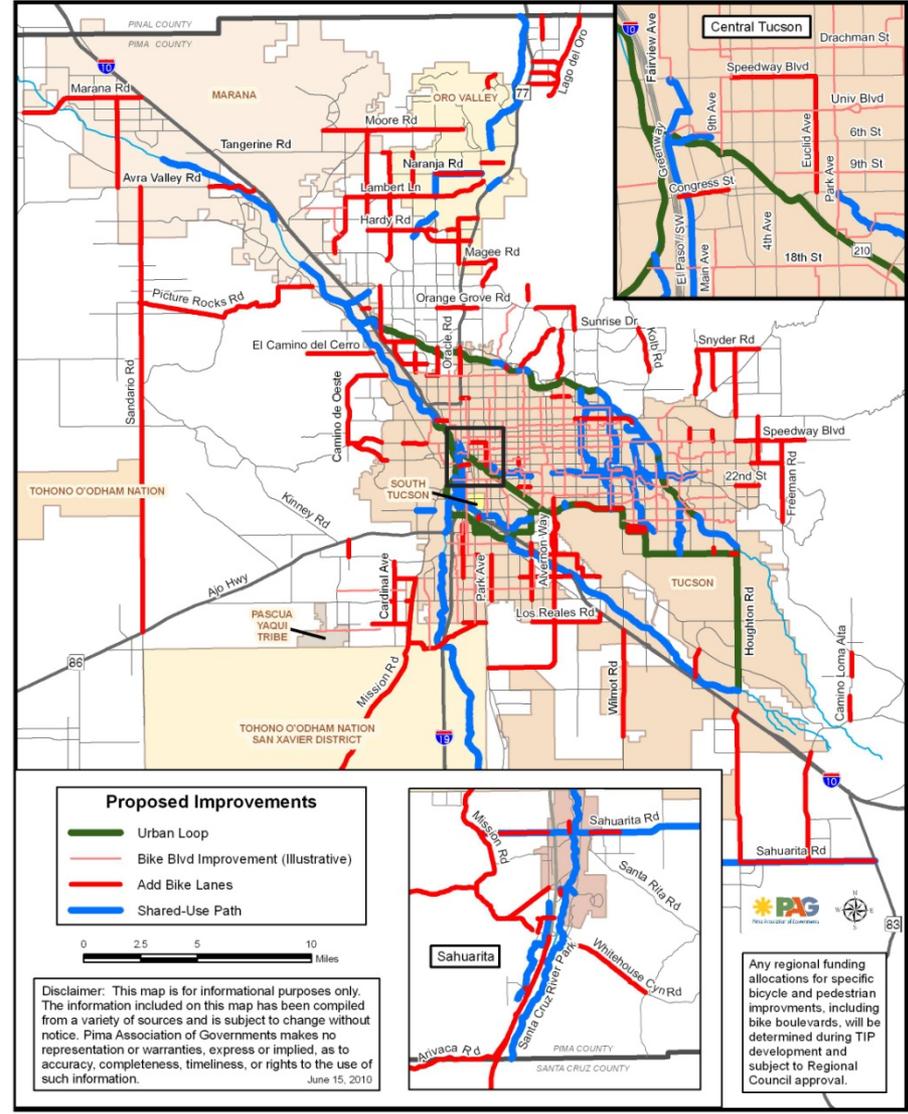


Transit Map



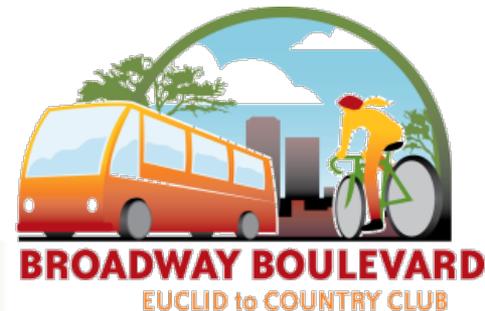
2040 RTP Bicycle and Pedestrian Projects

Bike/Ped
Map



Broadway Project Area Traffic Analysis Summary Presentation

Jim Schoen, PE, Principal
Kittelson & Associates

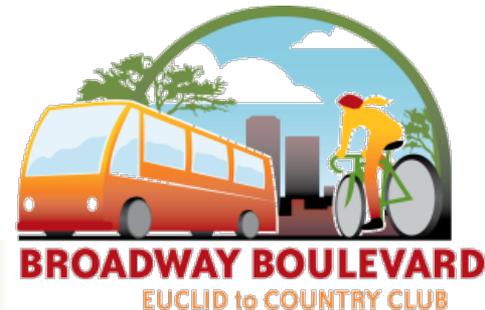


Traffic Overview

- Corridor Traffic Planning & Studies
- Roadway Classification and Function
- Existing Conditions
- Future Needs

Corridor Studies

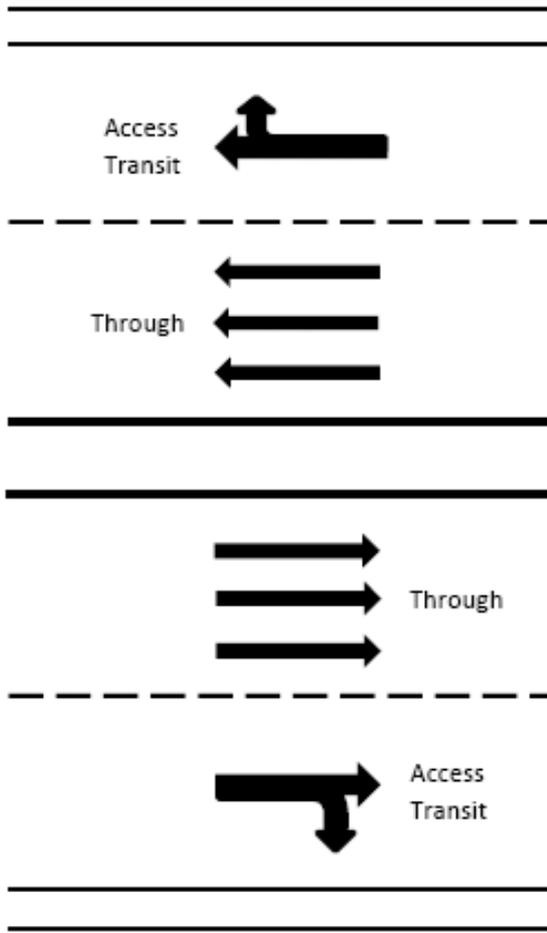
- Broadway Corridor Plan (1987)
 - Transit focus
 - Defined current adopted cross section and alignment
- PAG High Capacity Transit System Plan (2009)
 - Identified Broadway as primary HCT candidate route
- Euclid to Country Club Traffic Study (On-going)



On-Going Study Purpose

- Support design decisions that address:
 - Safety
 - Capacity (lanes, turn-lane storage)
 - Traffic control, signal operations
 - Access
 - Multi-modal facilities
 - Neighborhood protection

Roadway Classification and Function



- Principal Urban Arterial
 - Backbone of urban system
 - Provide regional mobility
 - Connect major employment and activity centers
 - Provide high capacity
 - Allow limited access to adjacent properties

Major Activity Centers



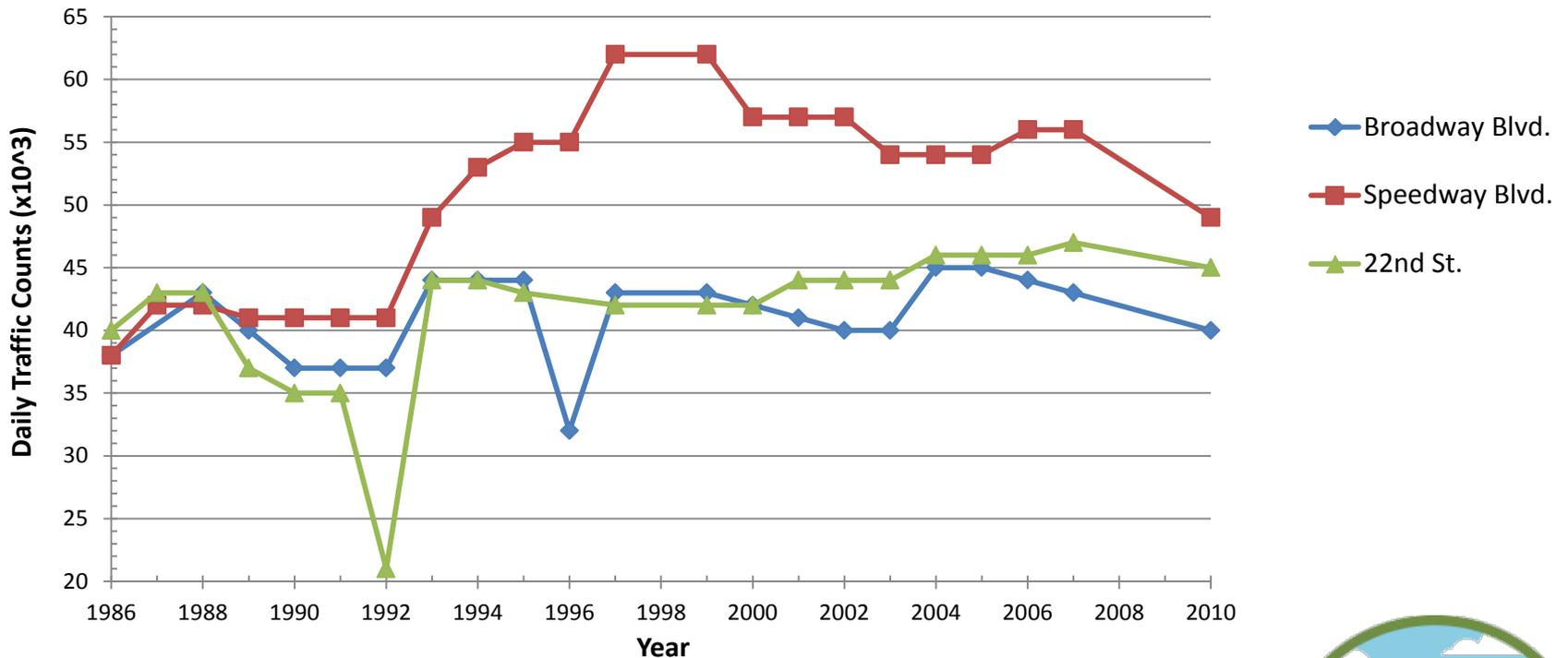
Physical Features



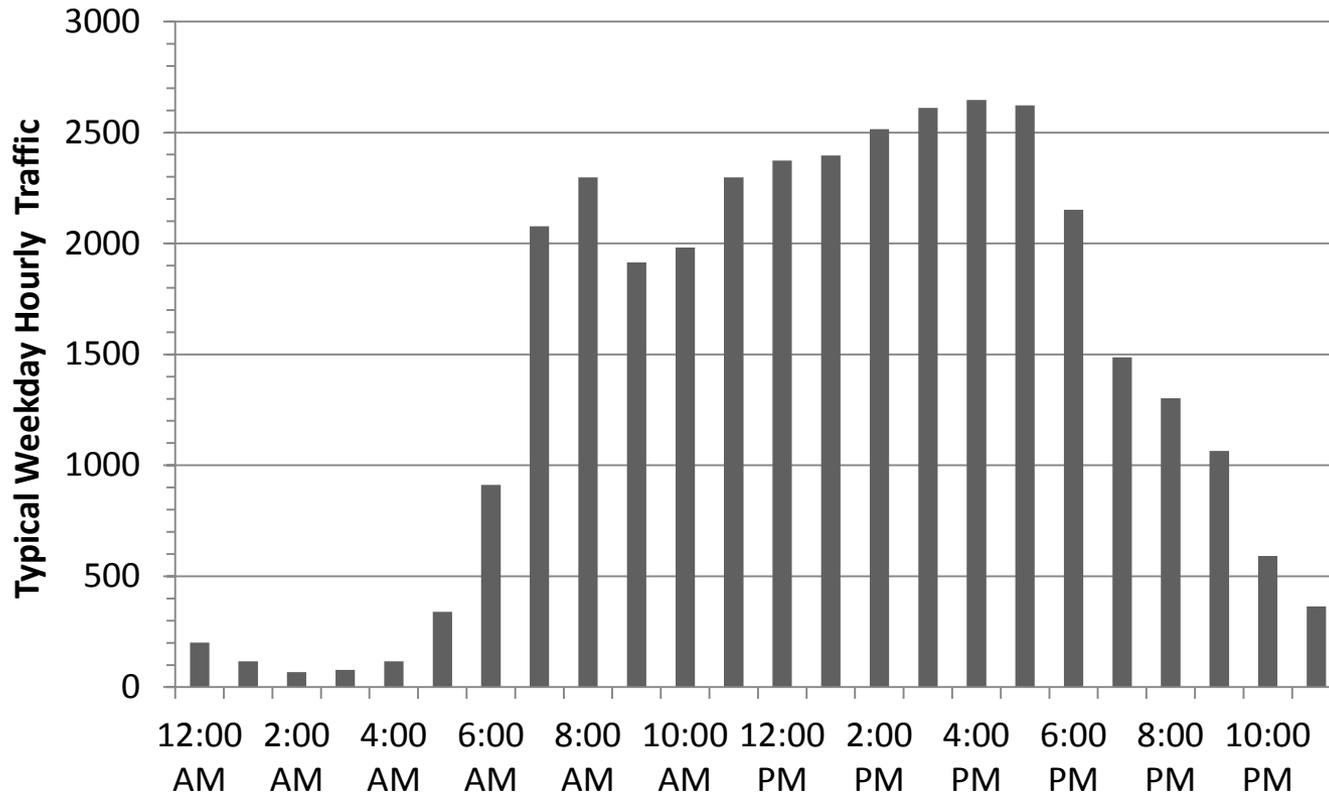
- 4 travel lanes with continuous left turn lane
- 5 foot bike lanes
- Continuous sidewalk/paved surface (ADA deficiencies)
- 16 transit stops

Traffic Volumes

Daily Traffic Counts on Major Arterials by Year
(from Campbell Ave. to Country Club Rd.)



Average Weekday Hourly Traffic



Feb 2009 Count

Time



Transit Ridership

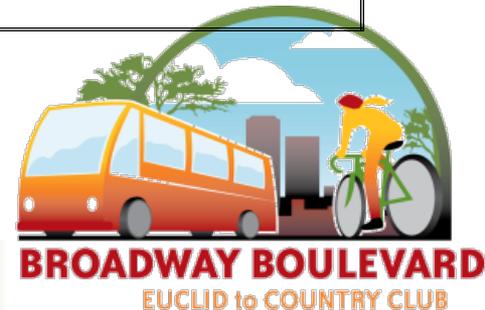


Route	Annual Ridership (2011/2012)
8 - Broadway/6th Ave	3,182,789
16 - Oracle/12 th Ave	1,919,850
4 - Speedway	1,614,785
11 - Alvernon Way	1,339,851
6 - S. Park/N. First Ave	1,283,986
108 Broadway Express	22,596

Pedestrian Activity

Intersection	2011 Pedestrian Volumes (Signal Activations)		
	During Peak Hours on Broadway		Peak Pedestrian Crossing Activity
	AM	PM	
Park Ave./Broadway Blvd. (HAWK)	22 (18)	11 (9)	41 (15); 9:15-10:15 AM
Cherry Ave./Broadway Blvd. (HAWK)	19 (11)	14 (12)	21 (9); 7:45-8:45
Norris Ave./Broadway Blvd. (HAWK)	3 (3)	6 (5)	15 (9); 3:15-4:15 PM
Plumer Ave./Broadway Blvd. (HAWK)	17 (12)	14 (13)	27 (12); 3:15-4:15 PM
Treat Ave./Broadway Blvd. (marked crosswalk)	1 (NA)	1 (NA)	6 (NA); 9:45-10:45

* Does not include peds crossing at signalized intersections



Traffic Operations Measure: Level of Service

Signalized Intersection LOS

1 cycle 2 cycles 3 cycles

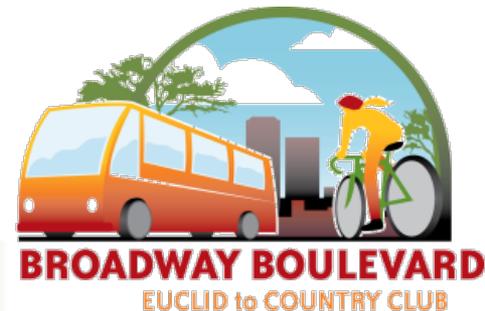
Intersection LOS	A	B	C	D	E	F
Delay (s/veh)	≤10	10-20	20-35	35-55	55-80	≥80

Arterial LOS, Speed Limit = 35mph

Standard Maximum
(Peak Hours)

Segment LOS	A	B	C	D	E	F
Travel Speed (mph)	≥30	23-30	18-23	14-18	10-14	≤10

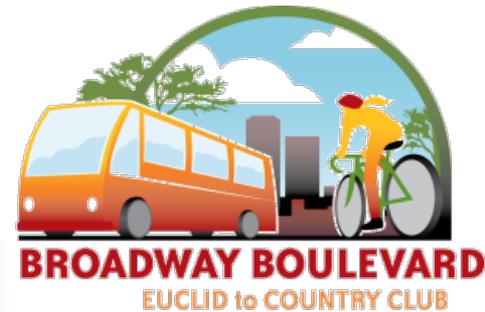
7.5 min 10 min >12 min



Existing Peak Hour Traffic Operations

Intersection		Euclid	Highland	Campbell	Tucson	Country Club
AM	LOS	D	B	D	C	C
	Movements LOS > D	EBL, SBL		EBL, NBT		SBL
PM	LOS	C	A	D	C	D
	Movements LOS > D	SBL		EBL, WBL, SBL		SBL

Arterial		Euclid	Highland	Campbell	Tucson	Country Club
AM	Travel Speed	←		C	←	
	LOS			20 mph		
PM	Travel Speed	→			C	→
	LOS				19 mph	



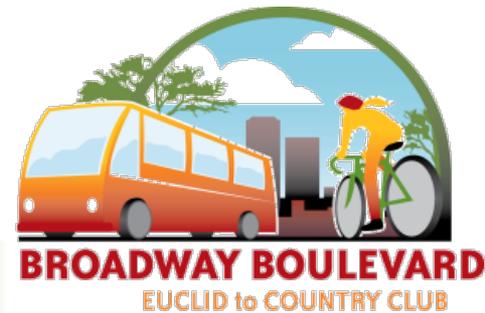
Multi-Modal Operations

Existing MMLOS	Transit	Bicycle	Pedestrian
Score	1.3	4.56	3.17 - 3.75
LOS	A	E	C - E
MMLOS Criteria	<ul style="list-style-type: none"> • Frequency • Perceived Wait/Travel Time • Speed • Seating/Shelter 	<ul style="list-style-type: none"> • % Heavy Vehicle • Vehicle Speed/Volume • Lane Width • Pavement Quality • #Driveways/Sidestreets 	<ul style="list-style-type: none"> • Vehicle Speed/Volume • Sidewalk Presence/Width • Lateral Separation

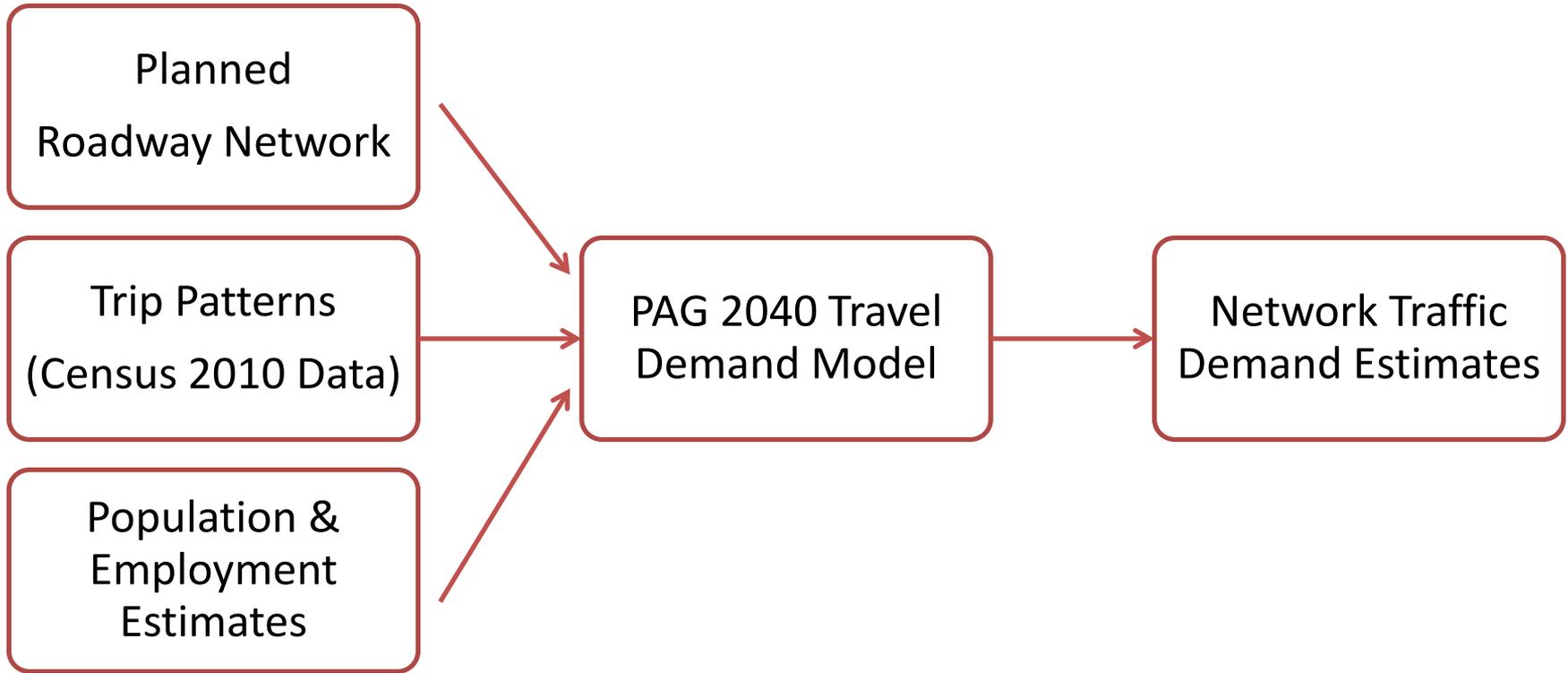
Crash History

Crash data for the 3-year period from January 1, 2008 to December 31, 2010:

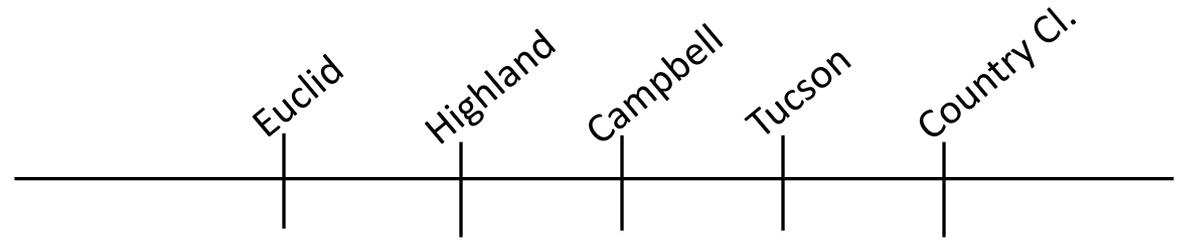
Crashes	Euclid	Highland	Campbell	Tucson	Country Cl.	Total
Intersection	67	12	101	51	70	301
Segment		27	26	59	21	133
						434



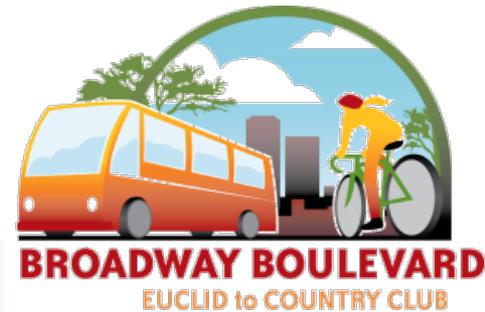
Future Traffic Demand



Traffic Projections

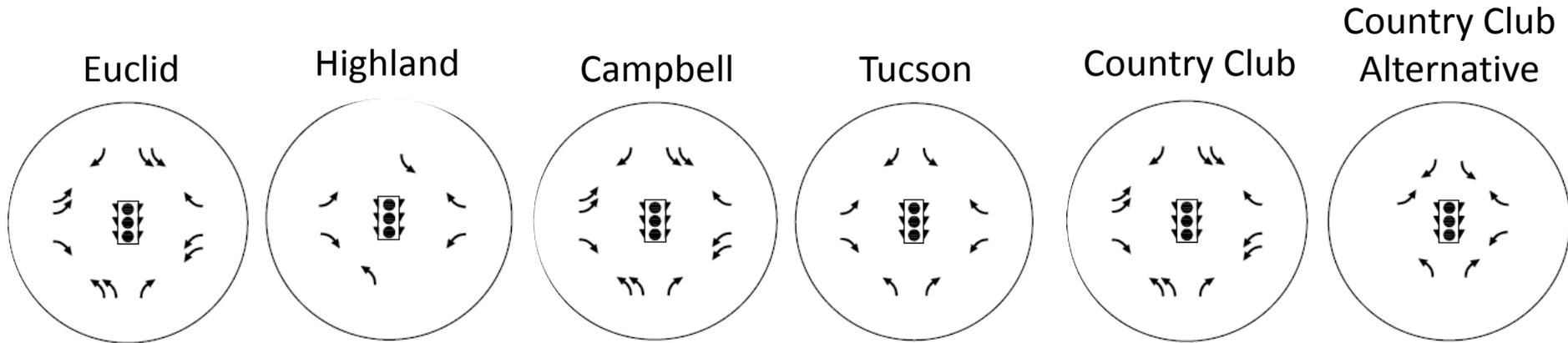


		Euclid	Highland	Campbell	Tucson	Country Cl.	
Existing	Volume (1000's)	35	34	34	40	40	41
PAG 2040	Volume (1000's)	41	45	46	56	47	52
	% Increase	18%	33%	36%	39%	18%	27%
PAG Reduced Growth	Volume (1000's)	39	41	42	50	45	48
	% Increase	12%	22%	24%	26%	12%	18%



Cross Section Alternatives

- 4 and 6 through lanes
- Exclusive turn lanes at signalized intersections

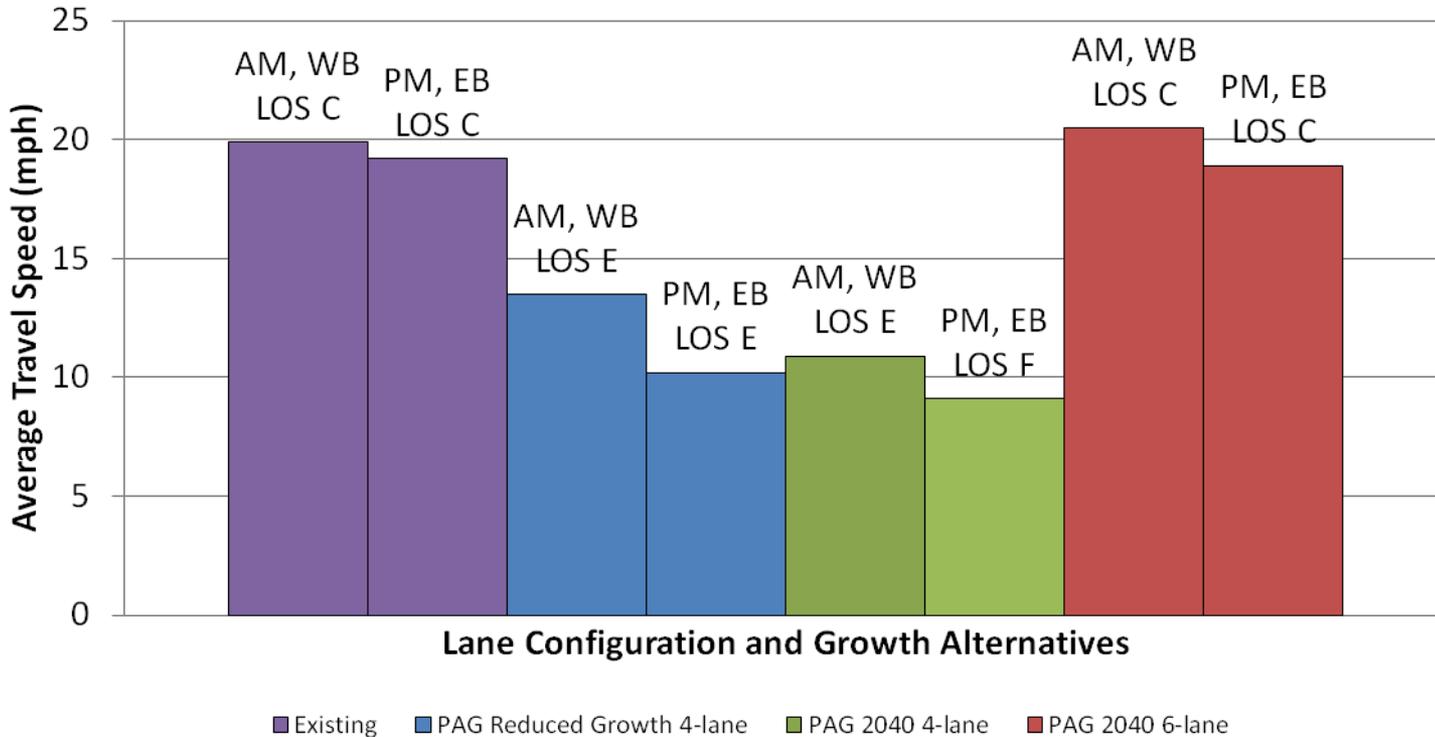


Capacity Needs

Overall Intersection LOS							
Alternative		Euclid	Highland	Campbell	Tucson	Country Cl.	Country Cl. Alt.
4-lane PAG 2040 (30%)	AM	E	B	F	D	C	D
	PM	D	B	F	E	E	F
4-lane PAG Reduced Growth (20%)	AM	D	B	E	C	C	C
	PM	D	B	F	D	E	F
6-lane PAG 2040 (30%)	AM	C	B	D	B	C	C
	PM	C	A	D	C	C	D



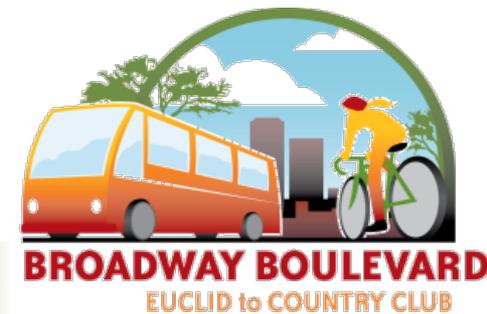
Arterial Travel Speed



* Does not account for impacts of driveways or HAWKS

Multi-Modal Facilities

Cross Section	Results	Transit	Bicycle	Pedestrian
6 lane divided w/ 12 ft multi-use lanes & 6ft sidewalk	Score	0.25	3.55	3.02
	LOS	A	D	C
6 lane divided w/ 5 ft bike lanes & 6ft sidewalk	Score	1.27	4.37	3.10
	LOS	A	E	C
4 lane divided w/ 5 ft bike lanes & 6ft sidewalk	Score	1.31	4.65	3.33
	LOS	A	E	D



High Capacity Transit

- Bus Rapid Transit (BRT) most feasible
- PAG evaluating implementation alternatives



Questions?



Vision and Goals Framework Review

Phil Erickson, AIA, President
Community Design + Architecture



Introduction of Vision and Goals Framework

- Purpose
 - Document public needs, wants, and expectations
 - Guide development of design strategies and alternatives concepts
 - Shape evaluation criteria and methods
 - Highlight key areas of tension in stakeholder opinions

Introduction of Vision and Goals Framework

- Let's start with Goals Framework and then come back to the Vision Statement
- Ways of addressing issues:
 - Preserve (216 comments)
 - Enhance (71 comments)
 - Change (161 comments)
 - Process and Making the Vision Happen (24 comments)

Introduction of Vision and Goals Framework

- Organization of this discussion of Goals Framework
 - Opportunity for CTF to share key information from Brainstorming Worksheets
 - Slides summarize Listening Session input for each goal concept ordered by number of related comments received

Broadway Boulevard Citizen Task Force — Vision and Goals Concepts Brainstorming Worksheet

Concepts Defined from Area 8 Neighborhood Plans	CTF Member Goals Notes and Brainstorm Concepts	Listening Session Input
<p>Vision Statement</p> <p>Successfully manage and negotiate impending forces of change and frame these challenges into improvements to the quality of life.</p>		<ul style="list-style-type: none"> * Turn Broadway into a beautiful street (1) * Change "old of it" could mean either the planes/potential improvements should be changed or that everything about existing condition should change (1) * "I don't want to change anything." (1)
<p>Preservation Goals</p>		<ul style="list-style-type: none"> * Preserve unique and diverse small local businesses and services (1) * Will become like Phoenix, and will lose small businesses, put current services out of business on both sides of street; increased "big box" businesses (2) * Giving sense of community between businesses and their patrons (2) * District areas with unique homes fronting on roadway (1) * Distribution elements (bicycle) will hurt businesses (2) * Local neighborhood benefits in new signs, not as a corridor/gateway to downtown (2) * No acquisition of homes or businesses (1) * Desire a plan of the art street that preserves existing businesses and character (1) * No business has to be relocated (2) * Making buildings will be better (1) * Increases from loss of business activity (1)
<p>Recognize distinct neighborhoods and districts in the Project Area</p>		<ul style="list-style-type: none"> * Maintain business access, including linkages to neighborhoods for walking and bicycling (4) * More lanes, less increase presence of big businesses (2) * Assess existing width of roadway to promote variety of existing businesses and services (1)
<p>Goals Coverage Needed: Transportation issues related to distinct neighborhoods and districts.</p>		

Page 8 of 9

Preservation

- **Distinct Neighborhoods & Districts** (72)
 - Unique and diverse small & local businesses (41)
 - Neighborhoods & residential fronting Broadway (5)
- **Preserve diversity / character of historic & significant buildings** (45)
 - Fear losing historic character & structures (2)
 - Special features (15):
 - Broadway Village (6)
 - 1st Assembly of God Church (3)
 - Miles School (3)
 - Chase Bank (2)
- **Transportation** function of Broadway (29)
 - Preserve current width right-of-way / curb-to-curb (12)
 - Bus access (3)
 - Bicycle lanes (3)
 - East-west traffic flow (2)
- **Complement existing character of Districts & Neighborhoods** (26)
 - *Will become a thoroughfare not a place to be* (5)
 - Sense of community and place, it's not generic (2+)

Preservation

- **Transportation** related to district character (21)
 - Existing curb to curb / r.o.w. distance (12)
 - Business access and parking (7)
 - Bicycle lanes (3)
- Design roadway to **avoid business impacts & maintain revenues** (16)
- **Compact, pedestrian-oriented activity center** given University & regional context (5)
- **Protect residential areas** from commercial encroachment (2)
- Discourage unnecessary traffic from using residential streets (no comments)

Preservation

- **Distinct Neighborhoods & Districts** (72)
- **Preserve diversity / character of historic & significant buildings** (45)
- **Transportation** function of Broadway (29)
- **Complement existing character of Districts & Neighborhoods** (26)
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Enhancement

- Complete & improve **multimodal transportation** network & access (39)
 - More pedestrian friendly (17)
 - More bike friendly (5)
 - Enhance pedestrian crossings (3)
 - Greater connectivity across Broadway & entire area (3)
 - Better overall safety (3)
- **Transportation** related to function of Broadway (12)
 - Better lighting (3)
 - Save money fix potholes (3)
- Ensure **viability of properties** (11)
 - *Fear loss of property value & blight* (5)
 - Removing parking will kill businesses (2)
- **Land use mix to enhance character** of area (7)
 - Control billboards, signage, etc. (2)
- **Enhance access to UofA, 4th Avenue, and Downtown** (2)

Change

- Transportation function of Broadway (80)
 - Make Broadway a **transit corridor** with less frequent stops (15+)
 - Provide high-capacity trans connection (3)
 - Provide light rail on Broadway (3)
 - Provide streetcar (3)
 - Provide **bus pullouts** (9)
 - **Consistent speed** limit, needs to be **calmed** (especially near church and school), narrow lanes (6)
 - **Widen to some degree** but not as much as plan calls for (4)
 - Provide **more sidewalks** / continuous handicap access (4)
 - Design a **smarter, more efficient road** (4)
 - **Reconsider 8 lane expansion** and improve traffic flow without extreme, unnecessary destructiveness (4)
 - Provide **more and safer crosswalks** (3)
 - Add **left-turn arrows** at Tucson intersection (3)
 - **Solve bottleneck** into downtown (3)
 - **Fear of widening** to 8-lanes (2)
 - **Remove bike lanes**, provide a bike path; or use existing bike routes (2)
 - NOTHING!!! STOP IT!!!; KILL IT!!! (2)
 - **Don't run streetcar** down Broadway to Downtown (2)

Change

- **Greener and shadier street environment (24)**
 - Provide vegetation (6)
 - More greenery, more scenic, tree-lined streets (5)
 - Provide shade for bus riders (3)
 - More shade, more trees (3)
 - Bury power lines (2)
 - Trees to separate traffic lanes and sidewalks, not in median (2)
- **Leverage strategic location (15)**
 - Improve business appeal to generate more tax revenue (2)
 - Turn into a place where people want to be (2)
- **Green and sustainable development (14)**
 - Widening proposed in the 1987 Plan, does not support goals of livability, sustainability, and walkable, bikeable streets. (4)
 - Increased environmental sensitivity, green infrastructure, less pollution (3)
 - Provide green infrastructure to water trees (2)
 - *Fear more pollution (2)*
- **Discourage strip commercial expansion / develop pedestrian-oriented mixed use activity centers (14)**
 - Land use planning tied into roadway; mixed land use; walk and bike to work (3)
 - Increase density of development in corridor (2)
 - Build mixed use commercial and residential, if feasible (2)
 - No Overlay! *Fear overlay (2)*

Change

- Support **development on perimeter** of neighborhoods to **protect and enhance quality of life** (7)
- **Unify Broadway frontage** (3)
- **Complement historic preservation** with **compatible infill** development (2)
- Strongly encourage **development of vacant property** throughout University Area (2)
- Good transition between land uses (no comments)
- Create neighborhood gateways (no comments)

Change

- **Transportation function** of Broadway (80)
- **Greener and shadier street** environment (24)
- **Leverage strategic location** (15)
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Process & Making the Vision Happen

- Need to use **up to date data** and **create confidence in successful implementation** (15)
 - The project charter constrains the process (4)
 - Planning & design process needs to address perception that it is based on old no longer applicable transportation & growth projection data (3)
 - *Fear that this drags on forever* (3)
 - If you do something, do it right the first time (2)
- **Full and meaningful stakeholder involvement** in current and future decisions (9)
 - Can find a plan that makes everyone happy; bring community together (2)
 - What is planned will happen regardless of public input; will city really listen (2)
- **Build relationships** between organizations affecting the future of the area (no comments)

Vision and Goals

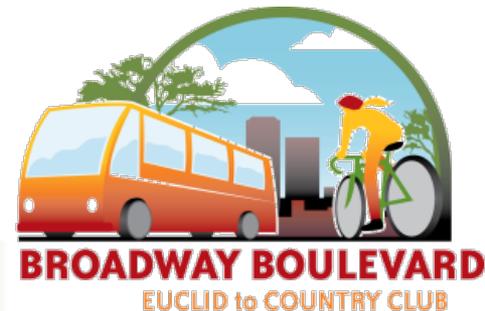
- Next Steps
 - Review and process CTF Brainstorming Worksheets
 - Planning Team will draft concepts and distribute before October 4th CTF Meeting
 - Vision and Goals refinement during October CTF Meetings
- and Beyond...
 - CTF Draft Recommendations reviewed by public in November Public Meeting
 - CTF review of public input and revise if needed
 - Use for scenario development and evaluation

Next Steps



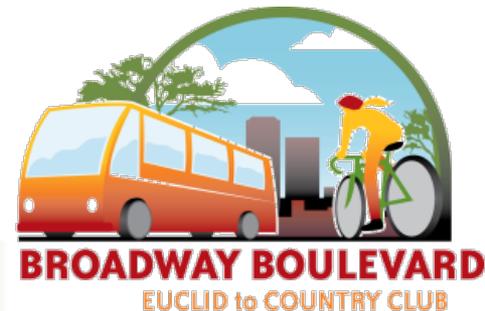
Next Steps

- Next CTF Meeting:
 - Thursday, 10/4/2012, 5:30 p.m. at Child and Family Resources
 - Depends on CTF approval of proposed meeting dates
- Proposed Agenda Items:
 - Finalize CTF-recommended Project Vision and Goals Framework
 - Typical sections discussion
 - Review and discussion of proposed revisions to Project Charter
 - Initial discussion of evaluation criteria
 - Presentations related to historic buildings and land use
 - Historic Buildings Inventory Report
 - Existing Land Use and Urban Form Assessment
 - Significant Structures Inventory



CTF Roundtable

- 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



2nd Call to the Audience



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

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

