



## Broadway Boulevard, Euclid to Country Club

**DRAFT**

### SOUTHERN ARIZONA TRANSIT ADVOCATES PROPOSED STREET DESIGN CONCEPT

June 11, 2013

Per the direction of the CTF at their May 30<sup>th</sup> Meeting, the Broadway Boulevard Planning Team has worked with Gene Caywood of the Southern Arizona Transit Advocates (SATA) to prepare the attached street cross sections that are illustrative of SATA's design concept plans and design considerations that were presented at the May 30<sup>th</sup> meeting (SATA's description of their design considerations which was handed out at the CTF meeting is attached).

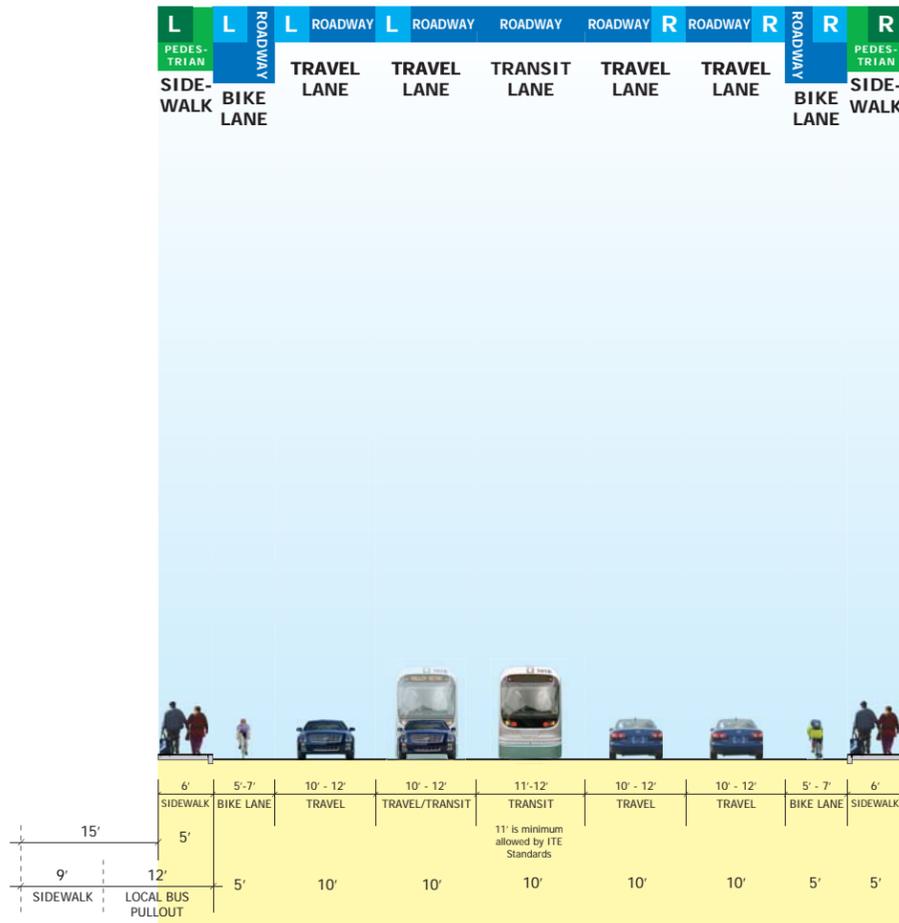
Similar to what was done with the other initial cross-sections, two mid-block sections have been prepared, one to the west and one to the east of the Campbell Avenue intersection (see attached). Both of these keep to the existing curb-to-curb measurements and roughly the same lane widths for traffic lanes, bicycle lanes, and the center running transit lane (existing continuous turn lane); west of Campbell the curb-to-curb width is 60 feet and 64 feet to the east of Campbell. The transit is illustrated as a streetcar with one direction of travel in the center lane and the other direction in the adjacent travel lane going in the opposite direction; the streetcars would "mix" with vehicular traffic for much of the length of the street. Per the SATA design concept plan, depending on location along the roadway, the streetcar in the center lane could either be traveling east or west.

The sidewalk/pedestrian areas that are illustrated in the cross sections are designed to allow the street cross section to fit within the width of the minimum typical existing right of way to the west and east of Campbell. The west of Campbell concept provides 5 foot wide sidewalks with no additional buffer from traffic, resulting from a 70 foot right of way (the right of way to the west of Campbell ranges from 70 to 104 feet). To the east of Campbell a 6 foot wide sidewalk with additional 3 foot wide buffer, with no landscaping, is illustrated within an 80 foot wide right of way (the right of way to the east of Campbell ranges from 80 to 145 feet).

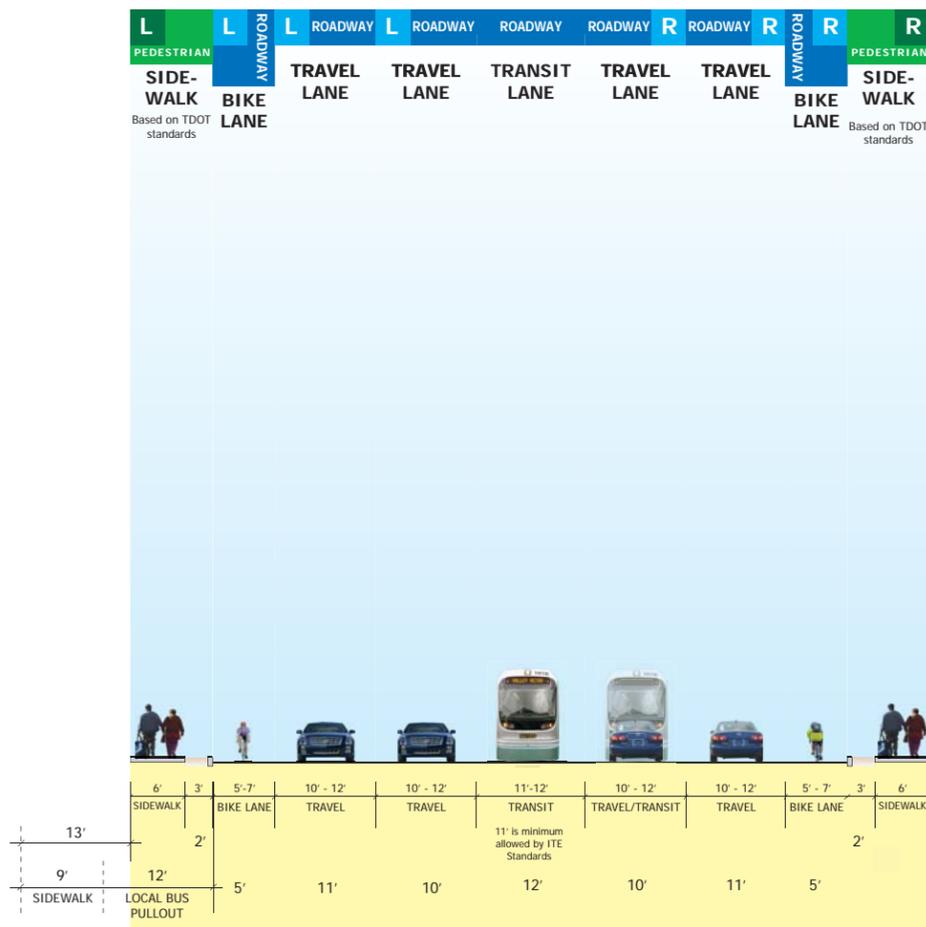
The Planning Team has also made revisions to the draft proposed assessment of street cross section concepts to include an initial assessment on the SATA concept. Note that as with the other performance measure assessments completed to date, these are provided as a starting point for consideration and review by the CTF. The notes regarding current assessment methodology on page three of the preferred assessment table have also been revised to describe the methods and reasons behind the Planning Team's initial evaluation; please see the assessment table and its cover memorandum for more information.

The CTF meeting on June 20<sup>th</sup> will provide an opportunity to discuss the SATA concept and its assessment along with the cross section concepts that have been prepared in consultation with the CTF, to date.

*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.RTAmobility.com](http://www.RTAmobility.com).*



### Option 4+T SATA: 70' Right-of-Way (West of Campbell)



### Option 4+T SATA: 80' Right-of-Way (East of Campbell)

**SOUTHERN ARIZONA TRANSIT ADVOCATES  
BROADWAY CORRIDOR STUDY  
DESIGN CONSIDERATIONS FOR CONSTRAINED ALTERNATIVE**

This drawing is SATA's attempt at creating an alternative for Broadway that stays within the 5 lane cross section of the existing roadway as much as possible while still providing two lanes and stops for High Capacity Transit (HCT). Below are the design considerations/constraints used, or which resulted during design.

- A goal of no buildings demolished. It was reached with the exception of part of one building already in City ownership.
- Minimum right-of-way "takes". It is to be noted that right-of-way takes are shown on the drawing only when on private property, not when impacting City or ADOT owned property.
- Existing right-of-way used as much as possible, especially where additional right-of-way has been acquired over the years with development and is vacant other than landscaping.
- Transit stops have been placed as near as possible to where Sun Tran buses currently stop.
- The roadway has been widened only at transit stops.
- To conserve space, transit typically has been placed in the median as much as possible, and in the left travel lane for some distance on the far side of an intersection.
- While not specifying a particular mode of HCT, the design was done to accommodate the streetcar since it stops more frequently than BRT or LRT.
- The curves used in design match the minimum radius used on Broadway through the U.P.R.R. underpass. Design speed was not calculated, but speed limits were presumed to match those currently in place in the underpass.
- Providing transit lanes requires closing median left turns except at ¼ mile spacing as would be the case with a 6 or 8 lane divided roadway with raised medians.
- Sidewalks and crosswalks, and pedestrian connections to transit stops were not shown but adequate space was provided for them.
- Driveways were not shown on the drawing.
- Transit connections have been shown west of Euclid Ave. into downtown and east of Country Club to El Con.
- Wide medians were provided at both ends of the project which will improve the "first impression" of the project and which provide space for a gateway feature. The drawing shows something spanning one or more transit "lanes".
- Medians are not defined as to raised (or curbed) vs. painted, but are shown as curbed in order to more clearly define where left turns would be prohibited and where cross streets would be closed.
- Resultant Right-of-Way needs:
  - 17 parcels impacted
  - 1 partial building demolition
  - 13 impacted parcels contain a significant building – one shown on the Broadway Corridor Study "Summary of National Register Status" map