

BROADWAY: EUCLID TO COUNTRY CLUB - Public Input Report
5/21/2012-6/9/2013

#	Date Rec'd	Method	From	Representing	Recipient	Issue Keywords	Issue	Action(s) Assigned	Date, Actions Taken, and Status of Resolution
66	4/21/2013	Email	Gene Caywood	Himself; Southern Arizona Transit Advocates	Jenn Toothaker Burdick; Mike Johnson, HDR	Map; Roadway Design	"Jen, I would like to layout some alternative alignments for high capacity transit in the Broadway Corridor. At last Thursday's meeting I spoke with Mike about the possibility of obtaining a copy of the topography map in 1"=100' scale to do the layout, and he asked that I run the request through you. If you approve, I will meet with Mike at his office to work out the details. Thanks for your help. Gene"	- Forward request to HDR for production of the map, as requested. - Forward to CTF as part of Public Input Report. - Technical review and response	6/11/2013 - Draft pre-reading materials submitted to CTF for review prior to 6/20/2013 includes initial cross-section concepts and assessment table has initial assessment. 5/30/2013 - Gene Caywood presented conceptual drawings and information to the CTF (via Call to the Audience). CTF member requested the drawings be included in analysis of cross-sections. 5/9/2013 - As of now, Gene and Mike have not yet met, but still plan to.
75	5/23/2013	Comment Card	Steve Melton	Himself	TDOT	Supportive of Project	"I think we need it and I say continue with the plans."	- Forward to CTF as part of Public Input Report	No additional action required.
76	5/30/2013	Comment Card	Broadway Commuter		TDOT	Supportive of Project; Project Budget/Funding	"Excellent presentation. Staff/team did a good job of presenting baseline information/options for the Task Force to work with. All options are being evaluated. Bottom line is that without sufficient capacity improvements, Pima County and RTA funding goes away."	- Forward to CTF as part of Public Input Report	No additional action required.

BROADWAY: EUCLID TO COUNTRY CLUB - Public Input Report
5/21/2012-6/9/2013

#	Date Rec'd	Method	From	Representing	Recipient	Issue Keywords	Issue	Action(s) Assigned	Date, Actions Taken, and Status of Resolution
77	5/30/2013	Email	Colby Henley	Himself	Jenn Toothaker Burdick	Request for Information	<p>"Hi Jenn, Thanks to you and the team for a lot of great work these past 3 meetings and for being responsive to our feedback.</p> <p>I have 1 request and 1 comment following tonights meeting</p> <p><input type="checkbox"/> Can we get a copy of the presentation that RTA Counsel Mr. Benavidez gave to the CART meeting last week?</p> <p><input type="checkbox"/> I am disappointed in Doug Mance's presentation about the RTA meetings. We really learned nothing specific about the CART or RTA Board meetings and only after I questioned him did he share that Mr. Benavidez made a presentation extremely pertinent to the Broadway project and that it generated, in his words, a very spirited debate. If his role is indeed to serve as an unbiased communicator between the CTF and the RTA, I'm shocked that he didn't share even the basic facts of the meeting. If we are unable to trust the credibility of his reports, then the CTF deserves someone else serve as RTA liason. <i>Please add this comment to the public record.</i></p> <p>Thanks again, Colby"</p>	<p>- Forward to CTF as part of Public Input Report - Request information from Doug Mance</p>	<p>6/11/2013 - Memo from Doug Mance, with a copy of DRAFT RTA CART meeting minutes, provided to Jenn Toothaker Burdick to include in the meeting packet.</p> <p>Information noted for future presentations.</p> <p>No additional action required.</p>
78	6/9/2013	Email	Marc Fink	Broadway Coalition	Jenn Toothaker Burdick	Comments on Draft Assessments of Cross-Section Concepts	<p>"Jenn, Attached is the Broadway Coalition's response to the Draft Performance Measure Assessment. We would greatly appreciate it if you could include it in the packet you send out to the CTF for the June meeting.</p> <p>We would also humbly request that we be able to present it to the CTF (a short one) as opposed to doing so during the Call to the Audience as the presentation would make more sense and it would allow the CTF to ask us questions.</p> <p>Thanks greatly, Marc"</p>	<p>- Forward to CTF as part of Public Input Report - Provide response - Verify with City Clerk's Office what options are possible</p>	<p>6/10/2013 - Email response by Jenn Toothaker Burdick provided. Time on agenda was not set aside for a presentation, but information will be included in materials being sent out for consideration. Call to the Audience suggested as manner to provide verbal presentation to CTF. Awaiting confirmation from City Clerk's regarding interaction during agenda item.</p> <p>Awaiting City Clerk comment. No additional action required.</p>



Broadway Boulevard, Euclid to Country Club

DRAFT

SOUTHERN ARIZONA TRANSIT ADVOCATES PROPOSED STREET DESIGN CONCEPT

June 11, 2013

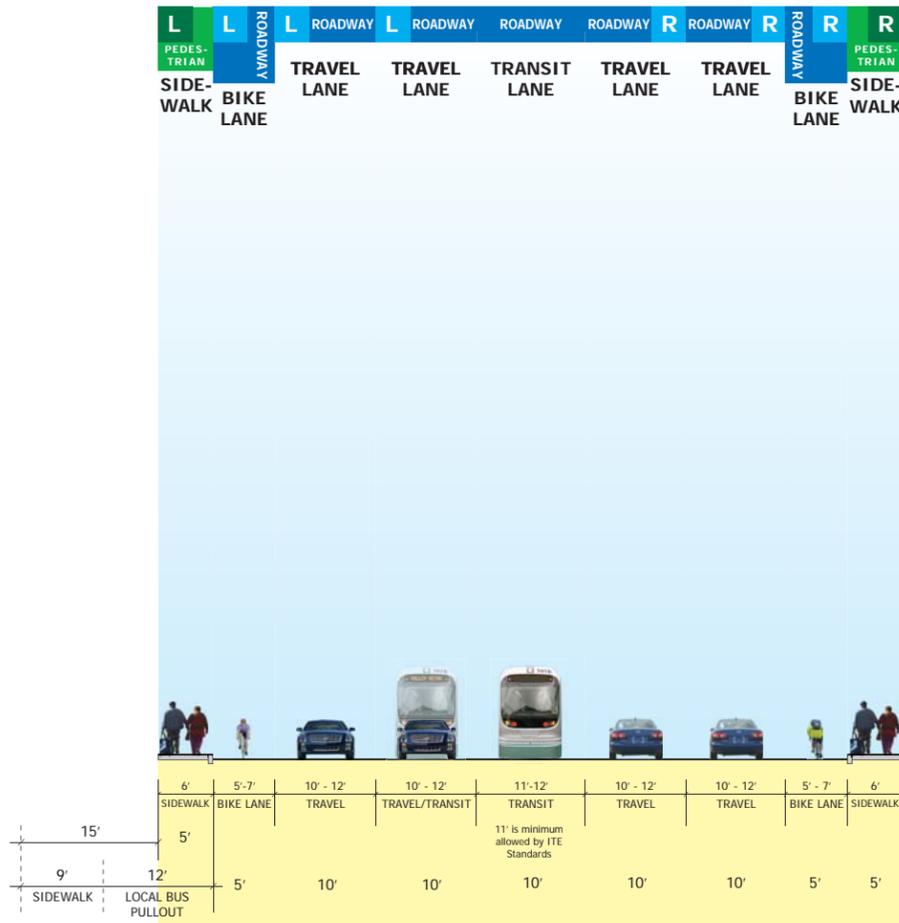
Per the direction of the CTF at their May 30th Meeting, the Broadway Boulevard Planning Team has worked with Gene Caywood of the Southern Arizona Transit Advocates (SATA) to prepare the attached street cross sections that are illustrative of SATA's design concept plans and design considerations that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

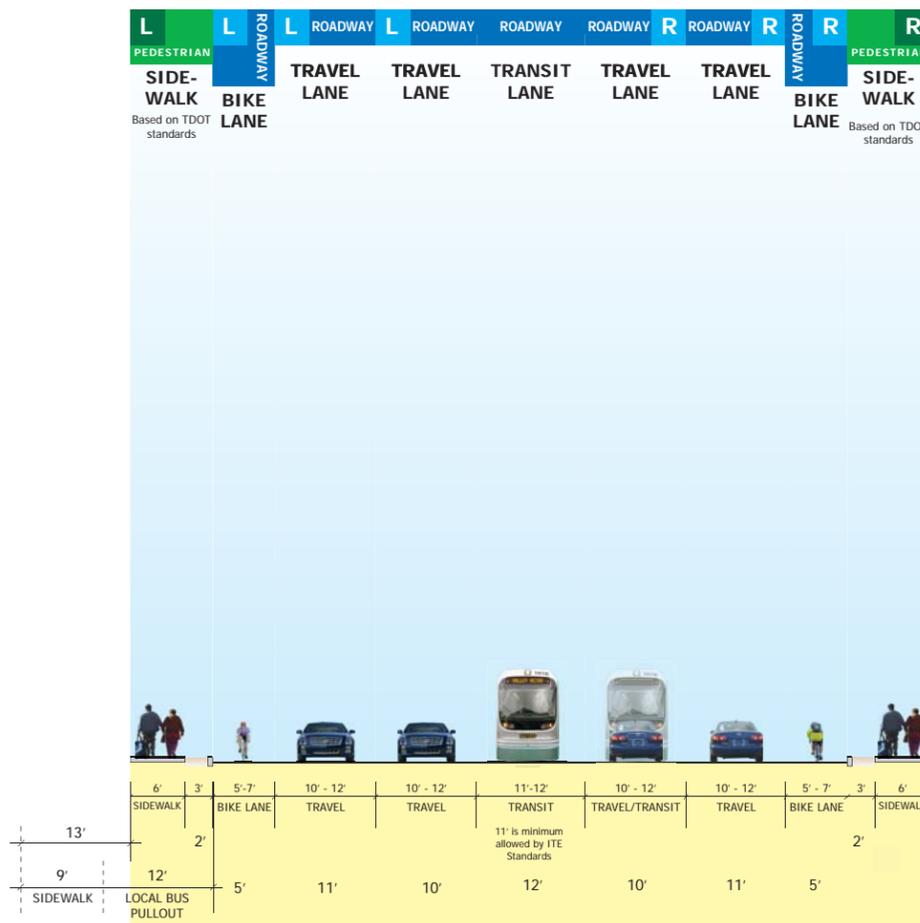
The sidewalk/pedestrian areas that are illustrated in the cross sections are designed to allow the street cross section to fit within the width of the minimum typical existing right of way to the west and east of Campbell. The west of Campbell concept provides 5 foot wide sidewalks with no additional 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 20th 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.



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



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES



BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 498 TUCSON, AZ

POSTAGE WILL BE PAID BY ADDRESSEE

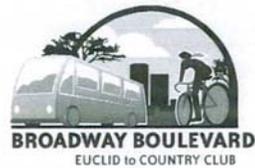
BROADWAY PROJECT
C/O CITY OF TUCSON
DEPARTMENT OF TRANSPORTATION
PO BOX 27210
TUCSON AZ 85775-2602



Broadway Boulevard

Euclid Avenue to Country Club Road

Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.



I THINK WE NEEDED IT AND I SAY CONTINUT WITH THE PLANS.

Optional: STEVE MELTON

Name: 1523 E BROADWAY BLVD
Address:

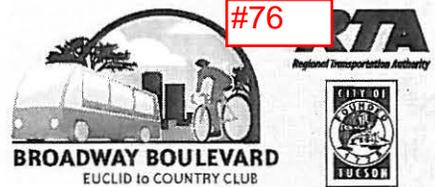
E-mail:

Major cross-streets near your home or business

Broadway Boulevard

Euclid Avenue to Country Club Road

Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.



EXCELLENT PRESENTATION. STAFF/TEAM DID A GOOD JOB OF
PRESENTING A BASELINE OF INFORMATION/OPTIONS FOR TASK FORCE TO WORK WITH.
ALL OPTIONS ARE BEING EVALUATED. BOTTOM LINE IS THAT WITHOUT SUFFICIENT
CAPACITY IMPROVEMENTS, PIMA CO. # RTA FUNDING GOES AWAY.

Optional:

Name

Address

E-mail

Broadway Commuter

Major cross-streets near your home or business

This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com.
The Regional Transportation Authority has a nine-member board with representatives from local, state and Tribal governments. This project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway

Jennifer Burdick - Broadway CTF

From: Colby and Karen Henley <psalm116@gmail.com>
To: Jennifer Burdick <jennifer.burdick@tucsonaz.gov>, "Steve Kozachik (steve.kozachik@tucsonaz.gov)" <steve.kozachik@tucsonaz.gov>, <ward6@tucsonaz.gov>
Date: 5/30/2013 9:37 PM
Subject: Broadway CTF

Hi Jenn,

Thanks to you and the team for a lot of great work these past 3 meetings and for being responsive to our feedback.

I have 1 request and 1 comment following tonights meeting

- Can we get a copy of the presentation that RTA Counsel Mr. Benavidez gave to the CART meeting last week?
- I am disappointed in Doug Mance's presentation about the RTA meetings. We really learned nothing specific about the CART or RTA Board meetings and only after I questioned him did he share that Mr. Benavidez made a presentation extremely pertinent to the Broadway project and that it generated, in his words, a very spirited debate. If his role is indeed to serve as an unbiased communicator between the CTF and the RTA, I'm shocked that he didn't share even the basic facts of the meeting. If we are unable to trust the credibility of his reports, then the CTF deserves someone else serve as RTA liason. *Please add this comment to the public record.*

Thanks again,
Colby



Regional Transportation Authority

#77

177 N. Church Avenue, Suite 405, Tucson AZ 85701
Phone: (520) 770-9410 Fax: (520) 620-6981

RTAmobility.com

Date: June 10, 2013

To: Broadway Citizens Task Force

From: Doug Mance, RTA CART Committee Member

Re: May 22, 2013, RTA CART Committee Draft Minutes

I requested a copy of the Draft Minutes of the May 22, 2013 CART Committee meeting from the Regional Transportation Authority. The content of the minutes conveys discussion on the Broadway Project by several members of the CART Committee.

Links to the presentations made by Jenn Toothaker Burdick and Thomas Benavidez, the RTA's legal counsel, are provided in the document.

Ms. Burdick's presentation can be found at: [Presentation Item6 A Broadway Proj Overview 05-22-2013](#)

Mr. Benavidez's presentation can be viewed at: [Presentation Item6 B Broadway Functionality 05-22-2013](#)

I believe a review of the minutes by the Task Force will be beneficial to help members understand the existing sentiments of members of the CART Committee. No official action or comment was requested at the meeting.

I am happy to discuss further during our next meeting.



Regional Transportation Authority

177 N. Church Avenue, Suite 405, Tucson AZ 85701

Phone: (520) 770-9410 Fax: (520) 620-6981

RTAmobility.com

DRAFT

Regional Transportation Authority CART Committee

Minutes of May 22, 2013, Meeting

Committee Members Present

Kelle Maslyn, Chair
Dick Roberts
Kendall Elmer
Al Cook
Charles Mendonca
Albert Pesqueira
Douglas Mance
Herb Trossman
George McFerron
Joseph Olivia III
Robert Cook
Steve Huffman
Chris Albright
Kentton Grant
M. Joe Yee
Roger Cracraft
Sami Hamed
Tom Bush
William N. Poorten III
William Sheldon
James Barber
Grace Evans
Emily Brott
Pamela Traficanti
Charlene Robinson
Amber Smith

Public/Agencies

Jenn Burdick, COT
Margot Garcia, BCC
Sharon & Gordon Pairman

Staff

Jim DeGrood
Rob Samuelson
Jeremy Papuga
Britton Dornquast
Ryan Gurnett
Jeff Hildebrand
Sheila Storm
Thomas Benavidez
Tiki Lawson

1. Call to Order

The meeting was called to order by Ms. Maslyn at 12:00 p.m.

2. Approval of April 4, 2013, CART Committee Meeting Minutes

Motion was made by Grace Evans to approve the Minutes of April 4, 2013, as amended, seconded by James Barber, and approved unanimously.

3. Announcements

Mr. DeGroot updated the Committee on the following topics:

- The RTA is marking the 7th anniversary of plan approval and is one third of the way through implementation of the 20-year plan.
- The RTA Board passed the Intersection Safety and Capacity Upgrades Report at the April 2013 meeting, and it can be viewed online.
- The Board is fully engaged in the search for a new Executive Director. The application process closed on May 15 with a total of 27 having applied for the nationally advertised position. The final selection should be completed by the end of the summer.
- A Regional Assembly with local and southern Arizona elected officials and key stakeholders is tentatively scheduled for Sept. 12 to discuss various relevant transportation topics, among them the development of the proposed I-11 corridor.

Mr. Cracroft and Tom Bush suggested that one or more CART members take an active part in the Executive Director selection process. RTA attorney Thomas Benavidez advised that as this item was not on the Agenda, it could not be voted on. Mr. DeGroot said he would convey this interest by CART members to PAG management.

4. Executive Director's Report

Discussed in Announcements.

5. RTA Board Report

Mr. DeGroot introduced the newest Board appointee, Amber Smith, and pending appointee, Emily Brott.

6. Broadway Blvd. Project (RTA #17)

Mr. DeGroot opened up this item for discussion. Mr. Mance, CART Liaison to the Citizens Task Force for Broadway Boulevard, began by noting the project was entering a new detail stage and a charrette has emerged out of the first educational stage. He added all parties have been encouraged to work toward a good compromise as moving forward is the key and is supported by all. Mr. Mance noted that the RTA Board is interested in this project moving forward as indicated by RTA Board Chair Steve Christy's recent column in the newspaper. Mr. Mance noted that "this is a project that is bigger than all of us" and that it was approved by the voters in 2006 as part of the RTA plan.

Jenn Burdick, City of Tucson, gave some background and an overview of the Broadway Blvd., Euclid to Country Club project, and the current status of the undertaking. The following topics were covered:

- The 1987 Broadway Corridor Transportation Study was approved by Mayor and Council in 1987 with recommendations for bus and light rail transit options.
- The current funding summary with funding sources broken down shows the RTA as the largest funding source with 59 percent followed by Pima County with 35 percent and then the City and regional funds rounding up the estimated total project cost of over \$71 million.

- The Broadway construction schedule began in 2012 with a planning & design phase with final design coming to an end by 2016 when construction would begin. The recommended design for Broadway will define and support the roadway's functionality.
- Draft performance measures for Broadway taken into account include pedestrian, bicycle, transit and vehicular access and mobility as defined by EPA examples.
- Initial cross-section concepts and their merits range from options of four lanes, including two transit lanes, to six lanes with a local access lane, each with different right-of-way options. One of the reasons that four lanes are considered has to do with the end game results. The cross-sections will be analyzed to determine what works and what will not work.
- The next steps include future Citizens Task Force meetings with results to be shared at upcoming City, County and RTA meetings as well as presentations to the public in September 2013 where citizens can create their own cross-sections for consideration.

Ms. Burdick's presentation can be found at: [Presentation Item06 A Broadway Proj Overview 05-22-2013](#)

Joseph Oliva asked whether the cross sections could have transit lanes on the inside lanes vs. the outside lanes and whether the transit lane could be a carpool lane. Ms. Burdick noted this has not been discussed with the Task Force but could be in the future. Sami Hamed inquired about the overall cost and whether the numbers will come down as well as whether the streetcar would be applicable to this thoroughfare. Ms. Burdick noted it was still too early in the project to give an accurate response.

Robert Cook distributed various handouts to the Committee on the RTA and discussed what was intended seven years ago and that now is time for a new reality check. He said there is a new and emerging concept going forward which needs reinterpretation based on a better understanding of alternate mode usage and vehicle mile decline. He added this decline is not a local but a national phenomena, and the figures have been presented to the Broadway Task Force as an effort to understand the larger planning context.

William Poorten said he has looked at the RTA ballot and publicity pamphlet and stated that the project description as seen on the ballot is as was presented earlier by Ms. Burdick. He said the ballot language was clear and made no reference to qualities such as functionality. He also referenced letters in the publicity ballot that were against the RTA Plan ballot initiative and noted that the letters suggested voters vote "no" due to mistrust of government. He also said he has had the privilege of serving on the CART Committee for seven years and that this Committee was set up as a result of RTA foresight based on public mistrust at that time and to ensure the voters got what they were promised. Poorten said it's clear that the voters approved the RTA plan in its entirety and did not give the voters the option to pick or choose projects. He said the people who put the plan together had the foresight to bring together the stakeholders that helped bring the voters to the table to overwhelmingly approve the plan. Mr. Poorten said that while data informed the decision on whether the project was part of the plan, whether or not that data is good or bad is irrelevant. He said that it's a matter of giving the voters what the RTA promised to them. He added that he was unsure whether the RTA could deviate with what the voters approved and suggested the input of independent counsel and opinion on whether the RTA or the implementing jurisdiction has the legal authority to make changes to the language of the original ballot.

Herb Trossman commented that the CART Committee had no real authority. If it determined that there was non-compliance, there was no enforcement procedure other than an annual letter to the Board. In addition, the Plan covers a deviation scenario so that if it went over 10 percent, it would have to go back to voters. The change for Broadway could be less than 10 percent so alterations could be made without violating the Plan as the Plan anticipates changes to be made.

Ms. Maslyn said there is the opportunity for a CART member to go to the Board to argue a case if he or she feels something isn't being done correctly.

Mr. DeGroot said the RTA counsel should present his material after which time the Committee could engage in a broader discussion.

Thomas Benavidez, the attorney for the RTA, gave a brief presentation providing legal context of the RTA Board as fiduciary over the 20-Year RTA Plan in terms of developing, changing and administering the Plan. In essence, no element or certain type of transportation project of the Plan can be added or deleted without the prior approval of the voters who approved the Plan in the original 2006 election. The exception to this rule is the A.R.S. 48-5309 (E) substantial change definition based on an overexceedance of costs based on element percentages. The sole purpose of these percentages is to ensure that the Board could react, efficiently, to changing circumstances throughout the Plan's 20-year implementation period.

Mr. Benavidez also brought up the fiduciary duty and obligation of the RTA Board to exercise that duty within the context of the voter mandate as well as the functionality of the CART and Technical Management Committees to advise and ensure implementation on specific projects. In conclusion, he stated that:

- the RTA Board has adopted a policy not to diminish individual project functionality
- the RTA Board committees were designed 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 wide discretion when spending the public's money

Steve Huffman noted that the creation of the RTA was brought forward by his legislative bill while he was in the State Legislature. He noted that although changes in the RTA plan were anticipated by the Legislature, he said that the main reason that the RTA plan passed was because the whole community had to come together and had to believe the plan would be implemented as approved by the voters. The 10 percent language was included to stress that if the RTA deviates from what was promised that the Legislature could take action against the RTA. He noted that the RTA statute does not provide the latitude that people are suggesting.

Robert Cook said he was aware of the process. However, this Plan overshot population and vehicle mile travel projections when instead, it had the fiduciary responsibility to reflect reality; the voters should not be burdened by a rigid interpretation of a Plan without a modal mix.

Roger Cracroft asked a question regarding the long-term traffic model of the regional transportation program. Jim DeGroot said the modelers are continuously updating information and noted the RTA is working on its 2045 plan which would be developed next year and is looking at accepted state population statistics.

Tom Bush spoke about the mistrust and lack of confidence most people have for the promises made by government entities. He reiterated the need to honor the voters' decision or there would be no second 20-year program. Robert Cook spoke again about public mistrust and the Broadway Task Force vision for an alternate mode corridor. Grace Evans noted some Committee members might need guidance on this issue, and Dick Roberts suggested having the RTA talk to the public, in particular to residents of Green Valley who feel they are out of the loop.

Mr. DeGroot said this was an information item only for the time being, adding the Committee is not being asked to take action on it immediately. The project will continue to be a standing item on future agendas.

Margot Garcia spoke on behalf of the Broadway Coalition. She distributed a handout entitled Context Sensitive Design and spoke about its contents detailing the design and implementation of transportation projects with respect for their natural and urban contexts or surroundings. She said this was an opportunity for Tucson to be a leading edge City and follow the practice of design approach to enhance the surrounding community and places of business and to respect the history and culture of the area.

Mr. Benavidez's presentation can be viewed at: [Presentation Item06 B Broadway Functionality 05-22-2013](#)

7. RTA Program Review

Jim DeGroot presented information on the current and future completion status of RTA projects and noted that the majority of these have come in under or on budget. He gave updates on specific projects such as the Elderly and Pedestrian Safety Improvements of RTA #37, and the Greenways, Pathways, Bikeways & Sidewalks #41, as well as the City's HAWKs and summarized the distribution of funds spent cost effectively. Mr. DeGroot also mentioned the status of the City's Sidewalks Package and Arroyo Chico Greenway improvements, as well as the County's Bike Package. Please see: [Presentation Item07 A RTA Assessment 05-22-2013](#) for more information.

Main Street Business Assistance Program Manager Britton Dornquast addressed the Committee with an overview of the Program. He highlighted several projects within the Program, the services provided to over thousands of businesses and employees as well as concerns addressed by businesses that are affected during planning, design and construction phases. The Program's key points, which have produced high client satisfaction, were summarized including:

- Be proactive not reactive
- Always advance business fundamentals, growth opportunities and collaborative possibilities
- Take responsibility for your success
- Build trust early in the project
- Have an empathetic and compassionate ear

For additional information on the Main Street Program, please see the presentation: [Presentation Item07 B Main Street 05-22-2013](#) or the web page: www.MainStreetinfo.org.

8. Modern Streetcar Update

Jeremy Papuga, Director of Transit Services, updated the Committee on the following topics related to the modern streetcar:

Project status and timeline of works in progress
Maintenance and Storage Facility
Line Segment Construction
Vehicle production, quality and delay

Robert Cook asked a question regarding spare parts for the vehicles and Douglas Mance questioned the future storage facilities for the vehicles. Please also see: [Presentation Item08 Streetcar Update 05-22-2013](#)

9. RTA FY 2014 Budget and Future Program Expenditures

Jim DeGroot gave a presentation on the FY 2014 proposed budget based on an expected increase in revenues and summarized financial statistics with a breakdown of all expenditures by category

Mr. Poorten mentioned that the operating side showed underperformance and that what was promised to voters should be matched up.

Mr. DeGroot noted the RTA is currently at its peak with nine projects in progress, and added the total expenditures projected for FY 2014 amount to \$191 million with bond revenue of \$75 million budgeted. Mr. Cracroft noted the bond issue should move forward as time is of the essence.

For further details, please see: [Presentation Item09 FY2014 Budget 05-22-2013](#)

10. RTA Projects Update

Mr. DeGroot spoke about the projects and services completed, those currently under construction as well as upcoming bids. In summarizing the various projects, he noted that to date:

- 327 Safety Element projects have been completed, 9 are under construction and 44 are in design
- 89 Environmental & Economic Vitality Element projects are completed with 2 currently under construction and 16 in design
- 79 Transit Element projects have been completed with one currently under construction and in design

Other topics covered included:

- RTA financial statistics
- RTA project updates with a focus on the status of safety, environmental & economic vitality and transit elements and completion numbers
- Roadway projects under construction
- Recent bids for projects

Please see the following for more details: [Presentation Item10 May Project Update 05-22-2013](#)

11. RTA Finance Report

Rob Samuelson gave a brief presentation covering key elements of the RTA's financial status including monthly sales tax receipts, revenue trends and the market value of the RTA fund. He said there has been consistent improvement for 28 months in a row, with \$10 million of bond money left.

12. Call to the Audience

Sharon Pairman asked for news about the Kolb and Valencia project including when it is expected to move forward and asked for a timeline of the project. Mr. DeGroot said he would meet with her to give her the information she needs.

Tom Bush passed around a handout of a May 6, 2013, letter from two Tucson City Council Members sent to the Grant Road Task Force members, which, he said was in violation of the State open meeting law. He noted all those involved should be reprimanded and added the letter appeared to be a form of intimidation and warned the Broadway Coalition of similar action.

13. Future Agenda Items

Mr. Poorten reiterated his request for the CART Committee to be an integral part of the RTA Executive Director search.

14. Adjournment

The meeting adjourned at 1:52 p.m.

Jennifer Burdick - Re: Broadway Coalition Response to Draft Assessment

From: Jennifer Burdick
To: Marc Fink
Date: 6/10/2013 11:02 AM
Subject: Re: Broadway Coalition Response to Draft Assessment

Hi, Marc -

Thank you (and the Coalition) for sharing your thought-provoking comments on the draft assessment.

I will include it in the mailing, which we are currently preparing and will mailout tomorrow (need to add 2 days to mailing time, now that it is all processed in Phoenix).

I cannot recommend adding another presentation to the agenda. The CTF approved at the last meeting having just one informational presentation, on the BRT update. While your comments/presentation are related, we need as much of the meeting time to devote to just the CTF's time to work on the assessments.

I can offer this approach instead:

- Please plan to present information/reference the comments at Call to the Audience(s).
- If the CTF needs answers to questions they have related to your document, immediate clarifications can be asked for during that agenda item.
- If the CTF would like a full presentation at the July meeting, they can request it and the group can make that decision.

I will be sure that the mailing transmittal letter/email calls out the fact that your comments are attached and they will be useful in preparing for the meeting.

While not exactly what you had desired, I hope this can be a workable solution for now?

Cheers,
~Jenn

>>> On 6/9/2013 at 2:43 PM, Marc Fink <maf123@cox.net> wrote:

Jenn,

Attached is the Broadway Coalition's response to the Draft Performance Measure Assessment. We would greatly appreciate it if you could include it in the packet you send out to the CTF for the June meeting.

We would also humbly request that we be able to present it to the CTF (a short one) as opposed to doing so during the Call to the Audience as the presentation would make more sense and it would allow the CTF to ask us questions.

Thanks greatly,

Marc

Comments Regarding Draft Performance Measure Assessment

Below are comments from the Broadway Coalition on the Draft Performance Measure Assessment. The purpose of the comments is to provide alternative interpretations of the measures; and to suggest a process in which to evaluate the measures and analyze the various scenarios.

The Citizens' Task Force has reached the most important phase of the process; it has worked long and hard to get to this point. What the CTF accomplishes here will influence everything that occurs afterwards. Therefore, it is vital that the CTF spends whatever time is necessary to insure that the analysis and its results truly reflects the views of the CTF and the community.

A. Definitions:

1. General Comments

How the individual performance measures are defined and clearly understanding the assumptions used in evaluating each of the measures is the core of the analysis; the definition determines the rating. Each measure needs to be defined clearly, in non-jargon language (for example, define albedo) and with all assumptions and how it is to be used clearly delineated. This needs to be done for both those measures being evaluated and those that may not be (in order to better determine if, in fact, the particular measure can be evaluated). One should not have to look at other references (e.g. ITE manuals) to find information; it needs to be included in this document.

In addition, the definition of the various measures must be done in context of the vision and goals. Many, if not all, of the measures are context neutral. Therefore, any discussion of the individual measures needs to be done in relation to how the particular scenario implements the applicable parts of the vision for Broadway.

Related to this is the need to clearly spell out why a particular measure is given a particular rating. Further, it also needs to be explained why those measures not being evaluated cannot be evaluated, especially given the fact that over half of the measures are not rated in the draft assessment and many of these measures reflect important aspects of the vision and goals. Not incorporating these other measures may skew the evaluation of how well a particular scenario implements the vision and goals. For example, Options 6B (152 foot ROW) and 6 + TB (174 foot ROW), both of which will eliminate existing development on the north side of the road, perform very well on the measures used (the first has only one negative, one high construction cost and seven neutrals; the second has three negatives, two high construction costs and four neutrals). Yet, if impacts related to sense of place, economic vitality, and other categories are included, the assessment would look very different (even assuming that the existing ratings are not changed based on a re-evaluation of the definitions).

As much of the analysis is qualitative, many of the unevaluated measures can be assessed as to how they further the vision and goals. For example, for those scenarios which will require destruction of many of the businesses and other uses along Broadway, it seems obvious that there will be a negative impact on the various measures relating to Broadway as a destination and retention of businesses.

Finally, there needs to be an evaluation of each measurement category (sense of place, pedestrian access and mobility) as well as a discussion of what each category demonstrates. This is particularly important if there are measures not being evaluated in order to create a more complete picture of how each scenario implements the vision and goals. Further, this will

provide a better means of communicating information to the public as opposed to relying on over 50 individual measures.

2. Comments on Individual Measures

The comments regarding the individual measures are intended to provide alternative interpretations of the various measures and to raise concerns regarding how they are defined and the assumptions use; as well as to provide suggestions on why many of the measures not used can be used in evaluating the individual scenarios. The list is not intended to be exhaustive, but illustrative of the issues involved.

Overall Comments: The overall assumption for the assessment is that both the design speed and posted speed will be 30 MPH. While this might be true if the subject area remains four-lane, this would not be true if the road is widened (the rest of Broadway has a posted speed limit of 40 MPH). Usually design speed is 10 mph higher than posted speed. If the roadway is widened and is a straight section of roadway such as this segment of Broadway, the design speed and posted speed are essentially meaningless. Drivers will travel at the speeds they feel comfortable with on a wide 6 to 8 lane roadway and what they feel that they can get away with. The 85th percentile speed will likely go up over 40 mph, which of course means 15 percent of drivers are traveling at an even higher speed.

There is no discussion of impacts from the various options onto other portions of Broadway. Further, it seems that the discussion should incorporate the fact that this a two-mile portion of a much longer corridor that has issues that will remain (and may be exacerbated) regardless of what occurs along this stretch.

While the measures being assessed deal primarily with movement through the corridor, few of the measures deal with Broadway's current context (especially land use) or that which is implied from the vision and goals. As a result, the assessment does not provide a comprehensive assessment of the various options. (Note: the numbers associated with each measure is the identifying number for the measure in the assessment)

1. Pedestrian Access and Mobility:

1a. Functionality of Streetside for Pedestrian Access: It is not clear what information is being provided and what is being rated; nor is it clear why the different scenarios receive different scores. The information from the ITE manuals should be summarized here rather than requiring people to search for the documents. In addition, pedestrian access implies that there are destinations to access; if not, no one will use the sidewalks. Therefore, the extent to which a scenario supports businesses/destinations would rate higher in terms of pedestrian access functionality.

1f. Vehicle/Pedestrian Conflicts at Driveways: It is not clear why a wider sidewalk will provide more visibility for drivers. Visibility would only be increased if there are not side obstructions blocking views, so the assumption must be that all landscape and street furniture is kept well away from the driveways. Further, it seems to make more sense to design the street to help control speeds and the wider the street, the faster the traffic; therefore, greater risks to pedestrians. Also, pedestrian safety will be increased by reducing the number of curb cuts (egress/ingress), which implies links to land use and creative ways to handle parking.

1h. Walkable Destinations: We would suggest that this measure evaluates how the various scenarios support or reduce destinations on Broadway and should be included in the assessment. Several of the scenarios will remove most of the buildings on the north side of

Broadway. From a qualitative perspective, it is not difficult to determine how a particular scenario will support the creation and maintenance of destinations on Broadway.

2. Bicycle Access and Mobility:

2a. Separation of Bikes and Arterial Traffic: In order to encourage more people to bike on a major arterial like Broadway will require more aggressive measures than a 7-foot bicycle lane). Separated bicycle facilities such as one-way cycle tracks, elevated bike lanes, or buffered bike lanes such as those planned for Grant Road and currently existing on Mountain Avenue should be evaluated.

2b. Bike Conflicts with Crossing Vehicles: It is not clear why options with dedicated transit lanes in the middle get a + if one assumes that there will still be local buses in the outside lanes. Further, it is not clear why options that require buses to cross over bike lanes are neutral; it seems that the potential for crashes is increased.

3. Transit Access and Mobility:

3b. Transit Stop Facilities: It is not clear what is being assessed with this measure. If it is convenient, comfortable, and shady transit shelters, then it seems that any alternative can provide excellent facilities. On the other hand, BRT in the middle of the street, especially if the street is very wide, could create safety issues for potential riders.

3c. Corridor Travel Time: It is unclear whether what is being evaluated is transit travel time through the corridor or all travel. If transit, then the analysis needs to look at what types of transit are being provided (if rail is to be provided, there is no reason to differentiate among those options as the rail will travel on its own tracks). It also assumes that dedicated transit (whether rail or BRT) will be successful regardless of the land uses provided and will be successful even if driving is made easy or easier. It also ignores the fact that other jurisdictions have developed successful rail systems without increasing the number of travel lanes (for example, Phoenix).

If all travel is being considered, then there are several issues. First, induced demand is ignored; the criteria assume that more lanes equal better travel. Widening this corridor would induce single occupant motor vehicle use; trends nationwide show that driving has stabilized and driving by the age group 16 through 34 has declined significantly. It also ignores the idea of Broadway as a destination and place and the fact that slower travel time will better support commercial development and local businesses.

3e. Frequency and Hours of Service: One could make the assumption that those options which negatively affect land uses will also reduce frequency and hours of service because of the decrease of places and destinations for people to travel to and reduces the ability to create higher density residential development.

3f. Accommodation of High Speed Transit: This measure may be substantially redundant with 3c. It is unclear what is meant by the last sentence relating to 6+TB (ie, "...with implementation of the concept.") The definition also ignores the option provided by Gene Caywood which demonstrates that transit can be provided within both the existing roadway and ROW, and the option also provides two travel lanes in each direction. And, it ignores the fact that Phoenix has implemented a very successful light rail system with little, if any widening of its major streets (including Central Avenue which runs through the middle of downtown).

4. Vehicular Access and Mobility: In general, this stretch needs to be evaluated within the larger Broadway corridor, especially given that Broadway is six lanes at Country Club (with no plans or money to widen east of Country Club) and Broadway/Congress in Downtown are 4 lanes.

4a. Movement of Through Traffic: The definition ignores induced demand and assumes that the current condition is a negative, which is arguably not the case (and may not be the case in the future if people continue to drive less). Also, a significant component of vehicle mobility is related to the design of the intersections, less so on the through-lanes between intersections. Because intersection design is not a part of these concepts, it would be difficult to rate the cross-sections to the detail shown (multiple minuses and pluses).

5. Sense of Place: Measures that assess land use mix and design (e.g. land use mix (#6f) and walkability and bikeability (#6c) should be included in this category.

5b. Visual Quality: There is no definition provided. In general, the assessment is primarily based on what is to be achieved. If Broadway is to become a destination, then options that reduce development should be rated negatively.

5c. Broadway as a Destination: This measure relates to place-making, and any option that reduces land uses should be rated as a negative. Even if some uses are theoretically possible from remnant parcels, the expanded ROW's would have serious impacts on place-making as opposed to another arterial strip development as exists further east on Broadway.

5d. Gateway to Downtown: Despite the reference to community character (undefined), it appears that what is being assessed is an option's ability to move people through the Broadway Corridor; it does not assess the Corridor's relationship with Downtown or how Broadway can compliment Downtown. This is clear by the fact that the option with widest right-of-way and the biggest impact to existing development is rated as the best option as a gateway. A true gateway should provide for a transition into the now emerging high-transit/highly-walkable downtown environment.

5e. Conduciveness to Businesses: Again, it seems that it's possible to determine if an option will have a positive or negative impact on business conduciveness, with options eliminating commercial uses and opportunities as having a negative impact.

5f. Walkable Community: Walkability can be defined as, "The extent to which the built environment is friendly to the presence of people living, shopping, visiting, enjoying or spending time in an area." In other words, walkability is related to place making. There are institutions which have developed means of measuring walkability. Two such efforts are Walk Score, a company which calculates a score based on proximity to various types of establishments (grocery stores, movie theaters, restaurants, etc); and the University of British Columbia, which has developed a Walkability Index which looks at residential and commercial density, land use, and street connectivity. In contrast, what is provided in the Draft Assessment relies primarily on movement through the corridor, with some notice of historical resources (why historical resources but not other land uses?). This explains why the options with the biggest negative impact on existing development (destinations) are rated as neutral.

5g. Certainty: This measure has been defined in presentations before the CTF as how well an option will "get it right the first time." On the other hand, certainty can be defined as how likely a

particular option can be implemented or how closely an option reflects the vision and goals. In any case, this measure does not really belong in the Sense of Place category. More importantly, the definition provided is very unclear on how the measures combined have anything to do with any definition of certainty.

6. Environmental / Public Health

6c. Heat Island: The definition essentially says that wider roads help fight the heat island effect. This is based largely on the assumption that new roads will be paved with high reflectivity treatments. This is highly unlikely as such treatments are rarely used, are much noisier and probably much more expensive. Further, such treatments do darken somewhat and still create heat sinks. Therefore, also provide examples of actual paving materials with high albedo.

6e. Walkability / Bikeability: Same issues as with Walkable Community (#5f), and that measure is one of the inputs into this measure. Again, it seems that options that significantly reduce places and destinations will have a negative impact on walkability and bikeability, yet these options are rated as neutral.

6f. Land Use Mix: It is unclear why this measure is considered one that cannot be evaluated as it seems that options that require the removal of existing development would have a negative impact on the land use mix. Further, as wider roads and higher traffic speeds have a negative impact on local businesses, those options, by encouraging non-local businesses (where there might be an opportunity to develop or redevelop) would again have a negative impact on the land use mix. On the other hand, options that allow for redevelopment and revitalization would have positive impacts.

7. Economic Vitality: None of the eight measures in this category are evaluated. However, it seems that options that reduce land uses and eliminates or reduces commercial activity would have negative impacts on sales and property taxes, jobs, economic potential, etc, whereas, those options that would retain existing commercial activity and allow for increased activity (residential and commercial) would have potential positive impacts. In other words, place-making has positive economic results.

It has been suggested that the remnant parcels have economic potential. However, it needs to be demonstrated that this economic potential equals the potential of retaining the existing businesses and ownership, as the reduced size of the parcels will affect their development potential (while increasing the potential of negative impacts to the surrounding residential neighborhoods). Most likely, the City would have to take the lead in developing these properties as the existing structures would be removed to implement the wider ROW's), supplanting the existing ownership. Further, the wider ROW will have a negative impact on the existing character of the area (small, locally-owned businesses in a potentially more human-oriented scale); and wider roads and higher travel speeds encourage the loss of local business in favor of chains. And, as studies have demonstrated, locally-owned businesses have a more positive impact on the local economy than chains.

8. Project Cost: We would suggest that operations / maintenance costs be one of the measures, as this will be a significant cost over time and responsibility for these costs will fall on City residents. As is well known, the Tucson region is only maintaining streets at about 10 to 15 percent of the level that they should be maintained. This is leading to a major crisis for infrastructure, with no relief in sight even with the relatively modest City bond approval for street maintenance. There is no clear funding strategy for maintenance at the local, state or federal levels so building larger and larger roadways results in an even more severe deficit.

8c. Income For Reuse of City-Owned Properties: It is not clear why this measure is not evaluated, as options that encourage / allow for redevelopment of City properties would have a positive effect on income to the City, while those options that would reduce or preclude development of City properties would have a negative impact.

3. Options

It appears that the Existing Conditions option assumes no changes; this is a misinterpretation of what this option should be. Instead, the option should assume that the existing roadway and right-of-way remains unchanged (or virtually unchanged), but that improvements, including light rail (as shown on Gene Caywood's scenario), streetscape improvements and redevelopment can occur.

If the above changes are made, then Option 4A provides a ROW that is less than occurs along any section of the Broadway Corridor (the smallest row is 70 feet along two blocks on the western end of the corridor). As a result, this option does not seem to provide a viable alternative, even for discussion. Further, if the Existing Conditions alternative is viewed as we suggest, then that alternative works better as representing an option utilizing minimal ROW.

Option 6A for the section east of Campbell is shown as a 138-foot ROW; the difference from the western section is the addition of a local access lane and parking. This needs to be reflected on the assessment chart.

Given the variation of ROW's along the two-mile corridor, any discussion should look at a block by block analysis.

There should be options that incorporate four lanes plus two outer shared bus/bike lanes, basically similar to Broadway east of Columbus minus two regular travel lanes. This option, would include a green center lane within the bus/bike lane that includes frequent bike symbols on it. Long Beach has a lane like this.