

To: Carlos de Leon
Deputy Director, TDOT
201 N. Stone
Tucson, AZ 85701

Subject: BRT for Broadway

I was very interested in your June 20th presentation to the Broadway CTF of the PAG-Department of Transportation's plans for Bus Rapid Transit along Broadway Boulevard. I understand there are many unknowables in future planning projections, but there are two major conceptual questions that arose in my mind as I listened to your vision of how this could work. Perhaps you could help us find a solution to the problems that I perceived which your plan poses.

The first is that the recommendation you presented, selected from three alternative configurations, was the dedicated center lane alternative in the Euclid to Country Club portion. This is despite the fact that east of Country Club there is in place a hybrid configuration, and even further east the current system has a diamond lane configuration. When I look at your travel time charts, I see very little difference (probably in the noise in terms of modeling, because all models are idealizations) between the three alternatives. As you are aware, the CTF is very seriously considering the concept of that portion of Broadway being a destination and not just a throughway. Dedicated center lanes for BRT in the Euclid to Country Club portion will seriously increase pedestrian street crossing difficulties, compared to the other two alternatives. It is less consistent with the concept of a sense of place. And it is inconsistent with at least the near term configurations along that route. The Broadway Coalition favors BRT along Broadway, but the alternative chosen makes this boulevard less amenable to being a destination than either of the other two. I would urge that future plans and presentations focus on the other two

The dedicated center lane alternative also requires the largest right-of-way of the three alternatives, causing maximal disruption of local businesses and neighborhoods. That is of course inconsistent with retaining a sense of place.

A 3-4 minute difference on a ¾ hour trip seems not worth the problems it presents.

The second problem I see is that your plan calls for a reduction of local bus service (time between buses) in favor of the express buses. That would certainly not be consistent with increasing a sense of place locally in the Euclid to Country Club portion; a destination should have user-friendly means of getting there. I urge that some consideration be given this issue. If Broadway is reinforced as a destination by the Broadway Project, as we all would like to see, a reduction in local bus service will just put more cars on the road! We urge you to incorporate local bus service appropriate to a destination for Broadway.

Please let me know what is incorrect in any of the above. And, if all this is correct, I would hope your subsequent planning efforts will focus on the hybrid and diamond alternatives; it appears to me that the hybrid is the best fit to the circumstances surrounding this project.

Thanks for your attention to these issues.

Sincerely,

JD Garcia
Member, Broadway Coalition Steering Committee