

Call to the Audience Guidelines

- 2 Call to the Audience opportunities
- Must fill out participant card
- Participants called in the order cards are received
- 3 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

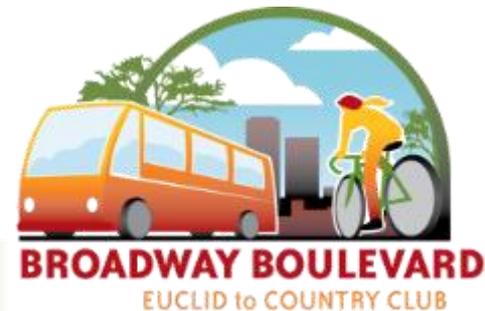
1. Call to Order/Agenda Review/Announcements *10 min*
2. 1st Call to the Audience *15 min*
3. Approval of CTF Meeting Summaries for the July 25, 2013 *5 min*
4. Public Input Report, and Reports on Project Presentations & Outreach *20 min*
5. Review of Revisions to Materials Presented at July 25, 2013 CTF Meeting *100 min*
6. Preparation for Community-Wide Meeting on September 26, 2013 *Total*
7. 2nd Call to the Audience *10 min*
8. Next Steps/CTF Roundtable *20 min*
9. Adjourn

Call to the Audience

15 Minutes

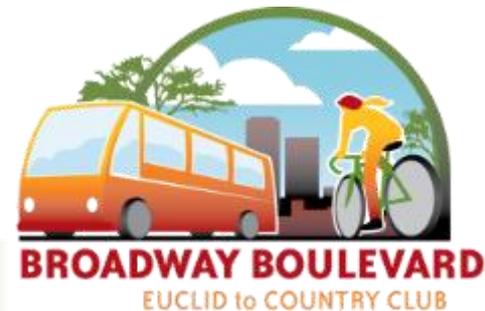
Please limit comments to 3 minutes

- 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



Approval of Meeting Summary: July 25, 2013 Meetings

Jenn Toothaker, Project Manager
City of Tucson Department of Transportation



Review Public Input Report

Jenn Toothaker

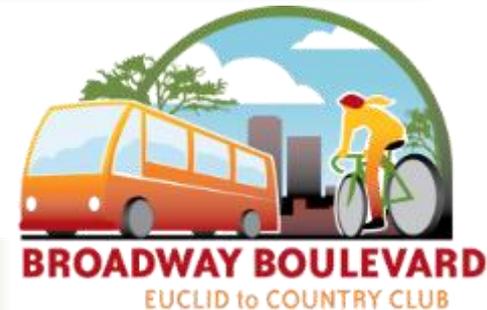
BROADWAY EUCLID TO COUNTRY CLUB - Public Input Report
©2013 RTA 10/13/2013

ID	Date	Author	Response	Issue	Issue	Response	Comments	Notes
1	8/12/2013	Public	Public	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	
2	8/12/2013	Public	Public	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	
3	8/12/2013	Public	Public	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	
4	8/12/2013	Public	Public	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	
5	8/12/2013	Public	Public	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	
6	8/12/2013	Public	Public	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	
7	8/12/2013	Public	Public	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	
8	8/12/2013	Public	Public	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	
9	8/12/2013	Public	Public	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	
10	8/12/2013	Public	Public	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	Request for information about whether private bus lanes are available from Country Club Station	

Public Input Report consists of a spreadsheet and attachments:

- **Spreadsheet** = Input received from 6/20/2013 to 8/12/2013
- **Attachments** = Documentation of only new input received

The screenshot shows the RTA website interface for the Public Input Report. It includes navigation tabs for Government, Neighborhoods, Business, City Info, Engagements, and A-Z Answers. The main content area is titled 'PUBLIC INPUT REPORT' and provides a summary of the report, including the dates 8/20/2013 to 8/12/2013. A table below the summary lists the input received, with columns for 'INPUT RECEIVED/RESPONSE' and 'TECHNICAL RESPONSE, if needed'. The table contains 10 rows of data, with the first row showing '1' in the first column and '2' in the second column. The right sidebar contains contact information for the RTA and project technical staff.

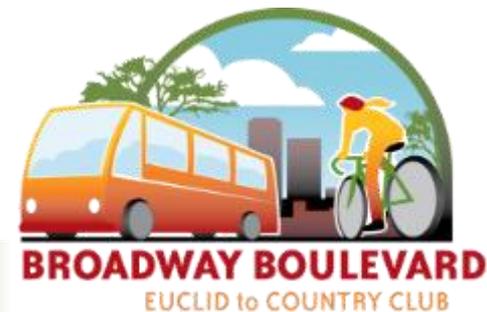


Review & Discussion of Updated Materials from July 25, 2013 CTF Meeting

Street Cross Section Alternatives Performance Measure Definitions Assessments

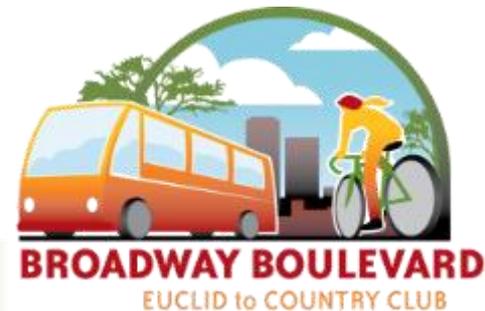
Phil Erickson

Community Design + Architecture



Agenda for this item

- Introduction
- Overview of new and updated materials
 - Revisions to street cross section elements
 - Revisions to street cross section alternatives
 - Updates to:
 - Performance Measure Definitions and Methodology
 - Assessments
- Questions and comments
- Discussion & Decision/Endorsement – following the Public Workshop discussion



Basis for Revisions

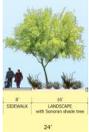
- Based on comments from the last CTF meeting
- Email correspondence from some CTF members since the last meeting about Performance Measures:
 - 3f. Accommodation of Future High Capacity Transit – *include consideration of modern streetcar*
 - 6e. Gateway to Downtown – *include reference to importance of historical continuity along Broadway*
 - 7d. Water Harvesting – include landscape section elements as having affect on performance
 - 7e. Health Benefits of Changes in Walking and Biking – like updated wording
 - Concern about greyed out Performance Measures being seen as dismissive

Basis for Revisions

- Email correspondence from some CTF members since the last meeting about Community Meeting:
 - Small Group Exercise:
 - Lets get on to a dry run thru of the exercise, this is a design problem, lets get to it.
 - Discussion of further options for engaging in goals and performance measures
 - General comment:
 - Need to hear from the breadth of stakeholder opinions
 - “voice of the voters”
 - Property and business owners wanting to reinvest
 - What can be done to provide opportunities for others in the community to be involved?

July Alternatives

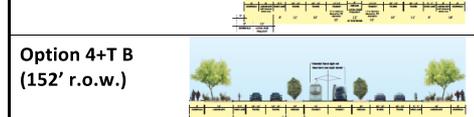
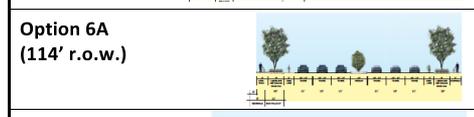
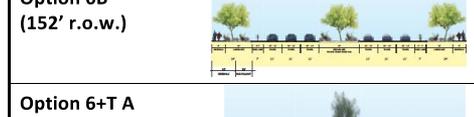
Street Cross Section Elements

8' Sidewalk with shade tree (16' landscape)	
8' Sidewalk with shade tree (8' landscape)	
6'-8' Sidewalk with shade structure (7' landscape)	
6' Sidewalk with 5' landscape	
6' Sidewalk with 3' buffer	
6' Sidewalk	
26' Center-Running Transit	
11'-12' Side- or Center-Running Transit	
5'-7' Bike Lane	
7'-9' Buffered Bike Lane	

Lane Configuration Alternatives

4 lane without landscaping (62'-92')	
4 lane with landscaping (84'-138')	
4 lane + transit without landscaping (84'-116')	
4 lane + transit with landsc. and ctr. median (106'-162')	
4 lane + center-running transit with landscaping and two center medians (118'-160')	
6 lane without landscaping (82'-116')	
6 lane with landscaping (104'-162')	
6 lane + transit with landsc. and ctr. median (126'-186')	
6 lane + transit with landscaping and 2 center medians (138'-184')	

Street Cross Section Alternatives

Option 4A (67' r.o.w.)	
Option 4B (100' r.o.w.)	
Option 4C (112' r.o.w.)	
Option 4+T A (118' r.o.w.)	
Option 4+T B (152' r.o.w.)	
Option 6A (114' r.o.w.)	
Option 6B (152' r.o.w.)	
Option 6+T A (146' r.o.w.)	
Option 6+TB (174' r.o.w.)	
Option 4+T SATA (existing r.o.w.)	

Revised Description of Alternatives

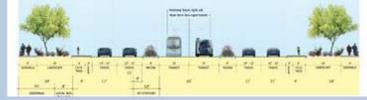
Street Cross Section Elements

8' Sidewalk with shade tree (16' landscape)	
8' Sidewalk with shade tree (8' landscape)	
6'-8' Sidewalk with shade structure (7' landscape)	
6' Sidewalk with 5' landscape	
6' Sidewalk with 3' buffer	
6' Sidewalk	
26' Center-Running Transit	
11'-12' Side- or Center-Running Transit	
5'-6' Bike Lane	
7'-9' Buffered Bike Lane	
7'-9' Cycle Track	

Lane Configuration Alternatives

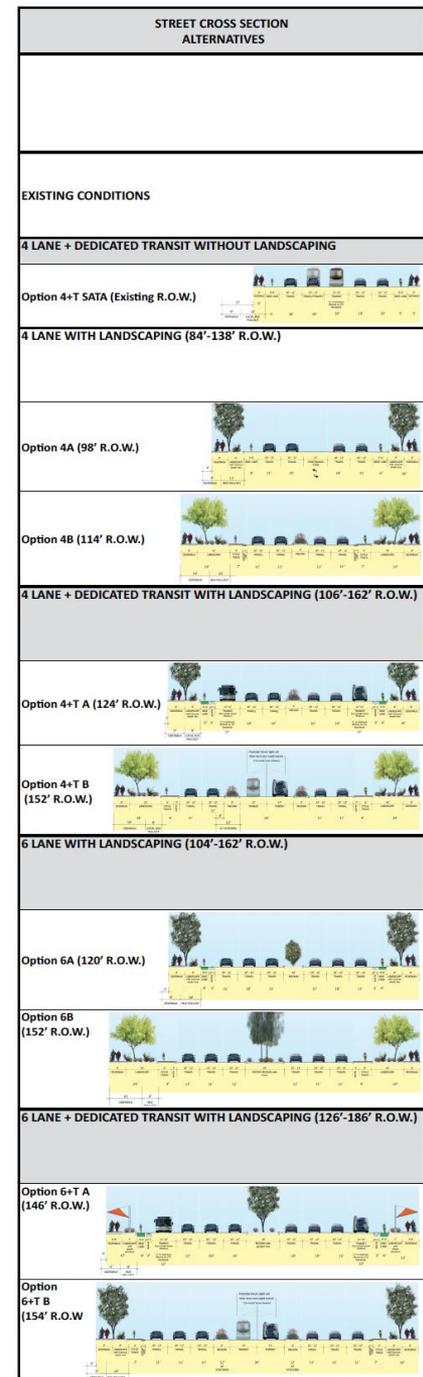
4 lane without landscaping (62'-98')
4 lane with landscaping (84'-138')
4 lanes with landscaping + dedicated transit (106'-162')
6 lane with landscaping (104'-162')
6 lanes with landscaping + dedicated transit (126'-186')

Street Cross Section Alternatives

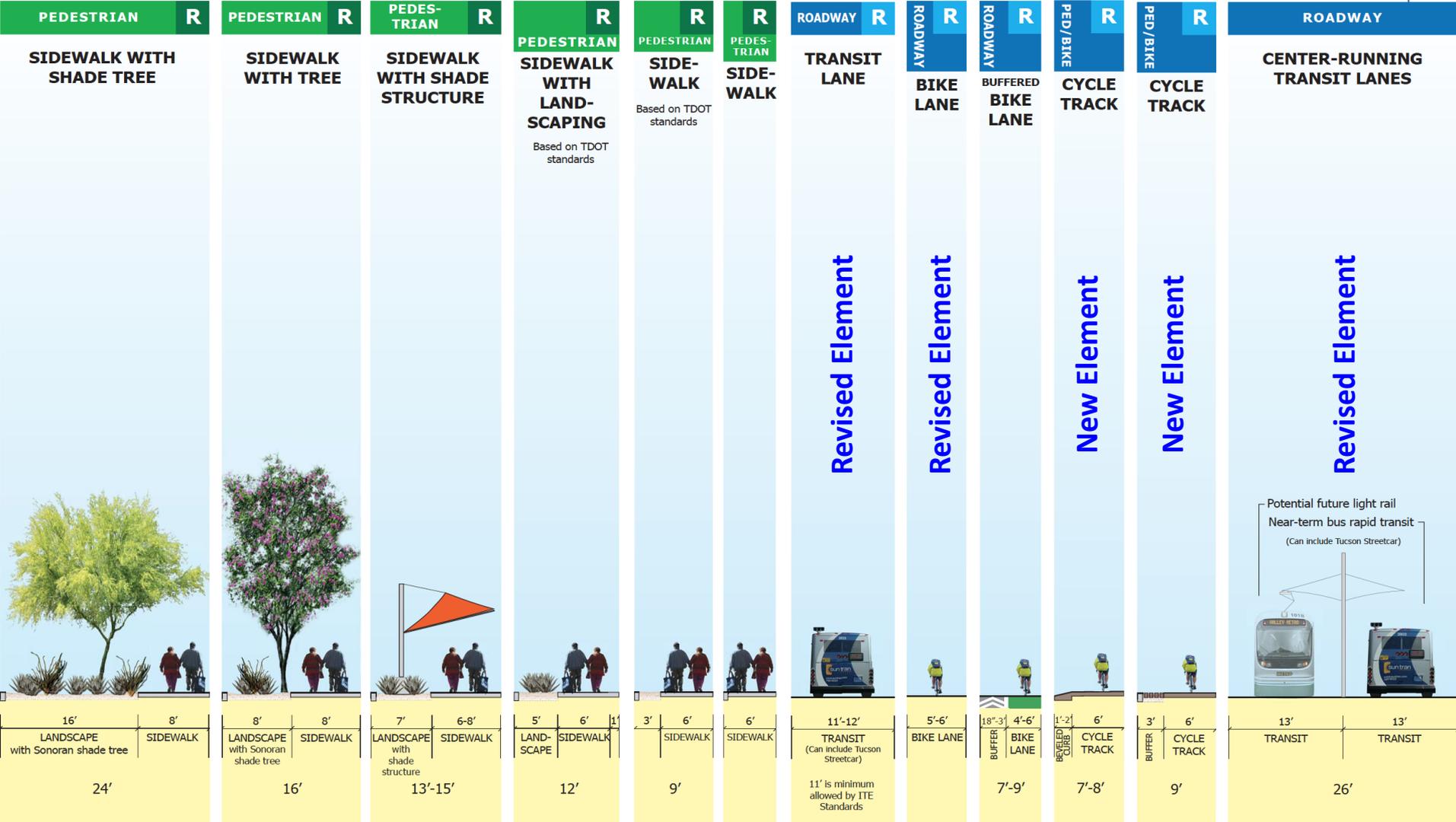
Option 4A (98' r.o.w.)	
Option 4B (114' r.o.w.)	
Option 4+T A (124' r.o.w.)	
Option 4+T B (152' r.o.w.)	
Option 6A (120' r.o.w.)	
Option 6B (152' r.o.w.)	
Option 6+T A (146' r.o.w.)	
Option 6+TB (154' r.o.w.)	
Option 4+T SATA (existing r.o.w.)	

Alternatives for Public Meeting

- Combination of
 - Lane Configuration Types
 - Street Cross Section Alternatives



Street Cross Section Elements



Updated Street Section Elements

Beveled Curb
Portland, OR
Source: Maus, Bike
Portland



- 2a. Separation of Bikes and Arterial Traffic
 - Added cycle track
 - Beveled curb
 - Vertical curb



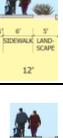
The Hague, NL
Source: CD+A

2a. Separation of Bikes and Arterial Traffic

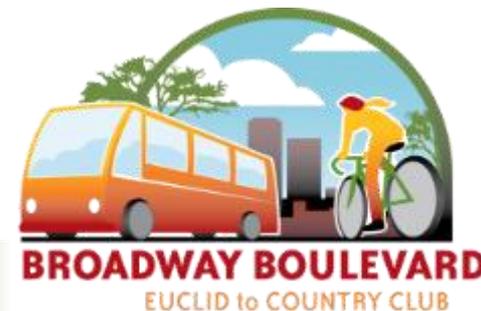
Degree to which the street design elements allow separation of cyclists from vehicular traffic.

- Greater separation is a factor related to bicyclist safety and comfort, and therefore likely bicycle use of Broadway.
- The main factor in this performance measure is the width of the bicycle lane.
- The following guidance is based on traffic speeds of 35 mph or less:
 - 5 ft. width negative (–)
 - 6 ft. width neutral (ITE Manual recommendation)
 - 7 ft. width positive (+)
 - 7 to 9 ft. width buffered bike lane positive (+ to ++)
 - 7 to 8 ft. width beveled curb cycle track positive (++)
 - 9 ft. width full curb cycle track positive (+++)

2a. Separation of Bikes and Arterial Traffic

STREET ELEMENTS OR DETAILS		2a. Separation of Bikes and Arterial Traffic
Existing Conditions		-
8' Sidewalk with shade tree (16' landscape)		
8' Sidewalk with shade tree (8' landscape)		
6'-8' Sidewalk with shade structure (7' landscape)		
6' Sidewalk with 5' landscape		
6' Sidewalk with 3' buffer		
6' Sidewalk		
26' Center-Running Transit		
11'-12' Side- or Center-Running Transit		
5'-7' Bike Lane		○ to +
7'-9' Buffered Bike Lane		+ to ++

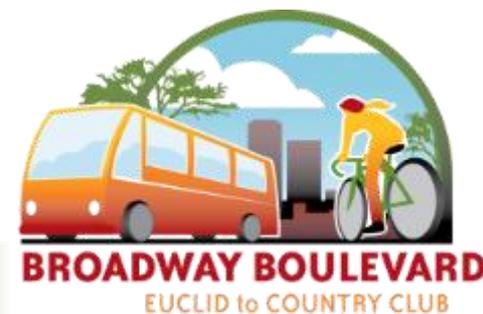
STREET ELEMENTS OR DETAILS		2a. Separation of Bikes and Arterial Traffic
Existing Conditions		-
8' Sidewalk with shade tree (16' landscape)		
8' Sidewalk with shade tree (8' landscape)		
6'-8' Sidewalk with shade structure (7' landscape)		
6' Sidewalk with 5' landscape		
6' Sidewalk with 3' buffer		
6' Sidewalk		
26' Center-Running Transit		
11'-12' Side- or Center-Running Transit		
5'-6' Bike Lane		- to +
7'-9' Buffered Bike Lane		+ to ++
7'-9' Cycle Track		+ to +++



2a. Separation of Bikes and Arterial Traffic

STREET CROSS SECTION ALTERNATIVES		2a. Separation of Bikes and Arterial Traffic
Existing Conditions		-
Option 4A (67' r.o.w.)		O to +
Option 4B (100' r.o.w.)		O to +
Option 4C (112' r.o.w.)		O to +
Option 4+T A (118' r.o.w.)		O to +
Option 4+T B (152' r.o.w.)		+
Option 6A (114' r.o.w.)		O to +
Option 6B (152' r.o.w.)		O to +
Option 6+T A (146' r.o.w.)		O to +
Option 6+TB (174' r.o.w.)		O to +
Option 4+T SATA (existing r.o.w.)		O to +

STREET CROSS SECTION ALTERNATIVES		2a. Separation of Bikes and Arterial Traffic
Existing Conditions		-
Option 4A (98' r.o.w.)		O
Option 4B (114' r.o.w.)		+
Option 4+T A (124' r.o.w.)		++
Option 4+T B (152' r.o.w.)		+++
Option 6A (120' r.o.w.)		++
Option 6B (152' r.o.w.)		+++
Option 6+T A (146' r.o.w.)		++
Option 6+TB (154' r.o.w.)		+
Option 4+T SATA (existing r.o.w.)		-



Updated Performance Measures

- **2b. Crossing Conflicts Between Bicycles and Vehicles (was Bike Conflicts with Crossing Vehicles):** The frequency of points where vehicles cross the bike lane and the ability of the street design to mitigate those potential conflicts. Potential conflicts and level of comfort for bicyclists making turns at intersections with crossing streets.
- Added regarding methodology:
 - The assessment of potential conflicts and comfort for bicyclists making turns at intersections cannot be assessed at this level of design, because intersections are not yet designed; this will be done in the next phase of alternatives design and assessment.

Updated Performance Measures

- **3c. Transit Corridor Travel Time**
- Refined methodology discussion:
 - Dedicated transit lanes with accompanying signal prioritization, etc. are assumed to have roughly the same corridor travel time as vehicles, except for where the dedicated lane is outside lane (Options 4+TA and 6+TA), because it would have issues with right turning vehicles and the BRT may need to use the bus pullouts. Also, SATA is one minus sign less than the vehicular through movement performance measure because at least a portion of the service is in a dedicated lane.
 - The assessment of 4 + T is shown as a range and 6 + T without a range because 6 + T creates more certainty that there will be enough capacity for both vehicles and buses to flow smoothly; 4 + T will not have ample capacity for vehicles unless there is a significant mode shift to transit away from vehicle use and there is a level of uncertainty as to the extent of potential mode shift.

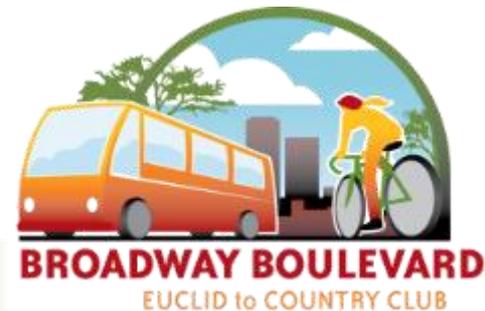
3c. Corridor Travel Time

STREET CROSS SECTION ALTERNATIVES	TRANSIT ACCESS
	3c. Transit Corridor Travel Time
Existing Conditions	--- now
Option 4A (67' r.o.w.)	Future (PAG) Future (PAG Low)
Option 4B (100' r.o.w.)	Future (PAG) Future (PAG Low)
Option 4C (112' r.o.w.)	Future (PAG) Future (PAG Low)
Option 4+T A (118' r.o.w.)	--- to --- Future (PAG) - to ○ Future (PAG Low)
Option 4+T B (152' r.o.w.)	--- to --- Future (PAG) - to ○ Future (PAG Low)
Option 6A (114' r.o.w.)	--- Future (PAG) ○ Future (PAG Low)
Option 6B (152' r.o.w.)	--- Future (PAG) ○ Future (PAG Low)
Option 6+T A (146' r.o.w.)	○ Future (PAG) + Future (PAG Low)
Option 6+TB (174' r.o.w.)	+ Future (PAG) ++ Future (PAG Low)
Option 4+T SATA (existing r.o.w.)	--- Future (PAG) --- Future (PAG Low)

STREET CROSS SECTION ALTERNATIVES	TRANSIT ACCESS AND
	3c. Transit Corridor Travel Time
Existing Conditions	--- now
Option 4A (98' r.o.w.)	Future (PAG) Future (PAG Low)
Option 4B (114' r.o.w.)	Future (PAG) Future (PAG Low)
Option 4+T A (124' r.o.w.)	--- to --- Future (PAG) - to ○ Future (PAG Low)
Option 4+T B (152' r.o.w.)	--- to ○ Future (PAG) - to + Future (PAG Low)
Option 6A (120' r.o.w.)	--- Future (PAG) ○ Future (PAG Low)
Option 6B (152' r.o.w.)	--- Future (PAG) ○ Future (PAG Low)
Option 6+T A (146' r.o.w.)	○ Future (PAG) + Future (PAG Low)
Option 6+TB (154' r.o.w.)	+ Future (PAG) ++ Future (PAG Low)
Option 4+T SATA (existing r.o.w.)	--- Future (PAG) --- Future (PAG Low)

Updated Performance Measures

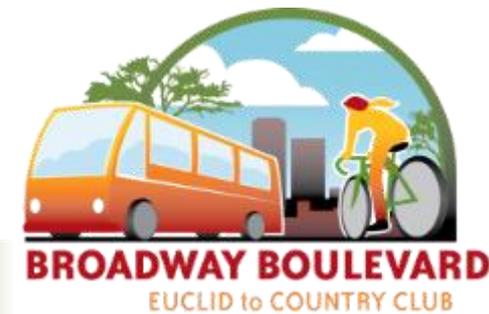
- **3f. Accommodation of Future High Capacity Transit:** The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures.
 - Existing and 4 lanes get – because they would end up having one lane in each direction for vehicular traffic if dedicated transit lanes were provided.
 - Six lane options get a neutral o (had been –) because even though these could be converted to 4+T with dedication of lanes, there would likely be resistance to reducing traffic lanes and required reconstruction.
 - Side running dedicated transit lane options have a right turning vehicle issues so rates a ++.
 - Center running dedicated transit lane options get +++, because they provide for high-quality high capacity transit with implementation of the concept
 - SATA is rated neutral because only one direction is in a dedicated lane while the service levels are reduced by the other direction running in a shared lane.
 - All current alternatives could accommodate the potential future integration of streetcar as a transit mode either in mixed-flow lanes with vehicles or in some cases within dedicated transit lanes.



3f. Accommodation of Future High Capacity Transit

STREET CROSS SECTION ALTERNATIVES		3f. Accommodation of Future High Capacity Transit
Existing Conditions		-
Option 4A (67' r.o.w.)		-
Option 4B (100' r.o.w.)		-
Option 4C (112' r.o.w.)		-
Option 4+T A (118' r.o.w.)		+++
Option 4+T B (152' r.o.w.)		+++
Option 6A (114' r.o.w.)		-
Option 6B (152' r.o.w.)		-
Option 6+T A (146' r.o.w.)		++
Option 6+TB (174' r.o.w.)		+++
Option 4+T SATA (existing r.o.w.)		o

STREET CROSS SECTION ALTERNATIVES		3f. Accommodation of Future High Capacity Transit
Existing Conditions		-
Option 4A (98' r.o.w.)		-
Option 4B (114' r.o.w.)		-
Option 4+T A (124' r.o.w.)		++
Option 4+T B (152' r.o.w.)		+++
Option 6A (120' r.o.w.)		o
Option 6B (152' r.o.w.)		o
Option 6+T A (146' r.o.w.)		++
Option 6+TB (154' r.o.w.)		+++
Option 4+T SATA (existing r.o.w.)		o



Updated Performance Measures

- **6e. Gateway to Downtown:** Visual quality, ease of mobility, and similar features **can make** connection to downtown **stronger and more inviting**. How does Broadway function as a place, in terms of visual quality, **(cultural and historic continuity)** and as a transportation connection to downtown?
 - Combination of 2. Bicycle, 3. Transit, and 4. Vehicular Access and Mobility
 - **6a./6b. Minimize impacts to historic and significant buildings and thereby character of the area as an early extension of commercial activity out of downtown**
 - 6c. Visual Quality (at current level of design this is a measure of the visual quality of the street)
 - 6g. Walkable Community **(which cannot be assessed at current level of design)**
 - Relationship to adjacent uses is difficult to predict at this point as don't know the future condition of context at current level of design
 - Given the importance of future adjacent use to the assessment of this performance measure and the inability to adequately understand the potential for future use, this performance measure cannot be assessed at this time.

Updated Performance Measures

- **8a. Change in Economic Potential:** Suitability of parcels along Broadway to provide for current commercial or residential use, repurposed, or adaptive reuse, or to provide future mix of commercial and residential uses, and open space.
 - Impacts of Broadway improvements to on-site parking, vehicular access, and buildings all affect viability of existing businesses and potential for future development.
 - While cross section width is an indicator of negative impact on existing businesses, in some cases reuse of remnant parcels may have more economic potential than existing development.
 - Not able to fully assess potential for future development and revitalization of existing buildings at current level of design and planning (need alignments and intersection designs to understand full right of way impacts).
 - Real estate and business market potential also needs to be assessed.
 - This assessment includes both short term and long term potential. They differ in that while short term potential is based on the survival of the current function of Broadway properties, long-term potential is based on the re-development potential of Broadway parcels after street improvements are made.

Updated Performance Measures

- Assessment Methodology at current level of design for Short Term Economic Vitality Potential (up to 5 years after construction of Broadway improvements): **The Project Team roughly estimated a percentage of street-fronting property where the Broadway improvements would result in removal of at least a part of a building. For these “impacted” properties, short-term economic vitality would be diminished.**
- 80’ R.O.W. – West of Campbell likely no buildings impacted and to the east about 5% would likely be impacted
- 90-100’ R.O.W. – West of Campbell likely 25% of buildings impacted and to the east about 10% would likely be impacted (○)
- 105-120’ R.O.W. – West of Campbell likely 50% of buildings impacted and to the east about 20% would likely be impacted (-)
- 125-135’ R.O.W. – West of Campbell likely 50% of buildings impacted and to the east about 35% would likely be impacted (--)
- 140-165’ R.O.W. – West of Campbell likely 50% of buildings impacted and to the east about 45% would likely be impacted (---)

Updated Performance Measures

- Assessment Methodology at current level of design for Long Term Economic Vitality Potential (6 or more years after construction of Broadway Improvements): The Project Team roughly estimated a percentage of street-fronting property that would be of sufficient depth to be re-developed. These “developable” parcels have long-term economic development potential. This estimate is based on the following assumptions:
 - A parcel with 65-foot depth can be reused for development (a 75-foot depth has also been evaluated to illustrate the variation in impact that could result from a deeper lot). The majority of lots that would result in 65-foot deep remnant parcels have alley access. A 65-foot depth allows for development of building types with “tuck-under” parking accessed from the alley with a 40-foot deep building fronting onto Broadway. In addition, surface parking lots with buffering along the Broadway sidewalk could be developed in between freestanding buildings. Design studies have shown that 1 to 2 story buildings, with some 3 story portions if desired, can be developed in this configuration for commercial, residential, or mixed use developments. This type of development would need to occur through a PAD entitlement.
- 130’ R.O.W. – West and east of Campbell Avenue more than 95% (92%) of street fronting parcels could likely maintain their current use or be redeveloped (-- to ++)
- 150’ R.O.W. – West of Campbell about 90% (75%) and to the east about 92% (92%) of street fronting parcels could likely maintain their current use or be redeveloped (--- to ++)
- 160’ R.O.W. – West of Campbell about 75% (70%) and to the east about 92% (85%) of street fronting parcels could likely maintain their current use or be redeveloped (--- to ++)
- 170’ R.O.W. – West of Campbell about 70% (62%) and to the east about 85% (85%) of street fronting parcels could likely maintain their current use or be redeveloped (--- to +)

8a. Change in Economic Potential

STREET CROSS SECTION ALTERNATIVES	ECONOMIC
	8a. Change in Economic Potential
Existing Conditions	— now
Option 4A (67' r.o.w.)	Short term: ○ Future: ○ to —
Option 4B (100' r.o.w.)	Short term: ○ Future: ○ to ++
Option 4C (112' r.o.w.)	Short term: — to ○ Future: ○ to ++
Option 4+T A (118' r.o.w.)	Short term: — — Future: — — to ++
Option 4+T B (152' r.o.w.)	Short term: — — — — Future: — — — — to ++
Option 6A (114' r.o.w.)	Short term: — — Future: — — to ++
Option 6B (152' r.o.w.)	Short term: — — — — Future: — — — — to ++
Option 6+T A (146' r.o.w.)	Short term: — — Future: — — to ++
Option 6+TB (174' row)	Short term: — — — — Future: — — — — to +
Option 4+T SATA (existing r.o.w.)	Short term: ○ Future: ○ to —

STREET CROSS SECTION ALTERNATIVES	ECONOMIC
	8a. Change in Economic Potential
Existing Conditions	— now
Option 4A (98' r.o.w.)	Short term: ○ Future: ○ to ++
Option 4B (114' r.o.w.)	Short term: — to ○ Future: ○ to ++
Option 4+T A (124' r.o.w.)	Short term: — — — — Future: — — — — to ++
Option 4+T B (152' r.o.w.)	Short term: — — — — Future: — — — — to ++
Option 6A (120' r.o.w.)	Short term: — — Future: — — to ++
Option 6B (152' r.o.w.)	Short term: — — — — Future: — — — — to ++
Option 6+T A (146' r.o.w.)	Short term: — — Future: — — to ++
Option 6+TB (154' r.o.w.)	Short term: — — — — Future: — — — — to ++
Option 4+T SATA (existing r.o.w.)	Short term: ○ Future: — to ○



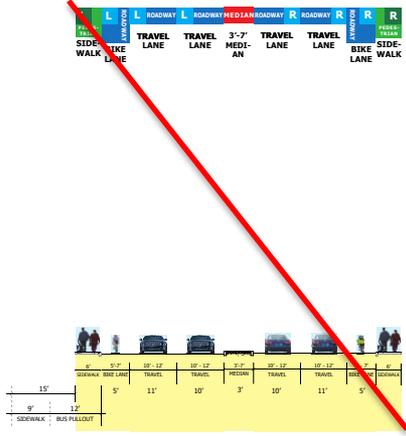
Revised Street Cross Section Alternatives



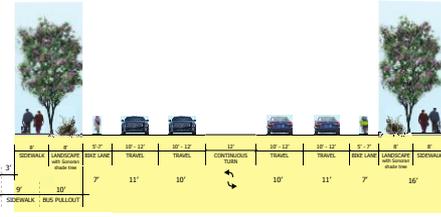
67' - 134' Right-of-Way



67' - 138' Right-of-Way

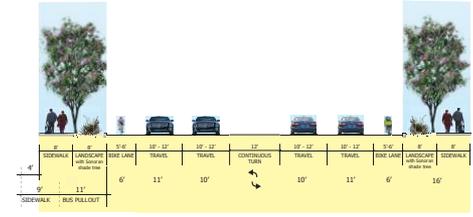


Option 4A: 67' Right-of-Way



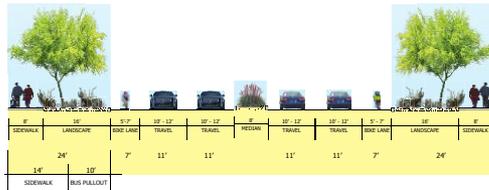
Option 4B: 100' Right-of-Way

7' Bike Lanes



Option 4A: 98' Right-of-Way

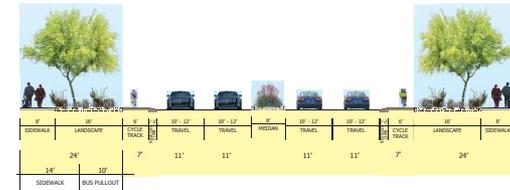
6' Bike Lanes



Option 4C: 112' Right-of-Way

4 Lanes

DRAFT Initial Cross Section Concepts
May 30, 2013



Option 4B: 114' Right-of-Way

4 Lanes

DRAFT Initial Street Cross Section Alternatives
August 13, 2013

6' Bike Lanes

7' Cycle Tracks

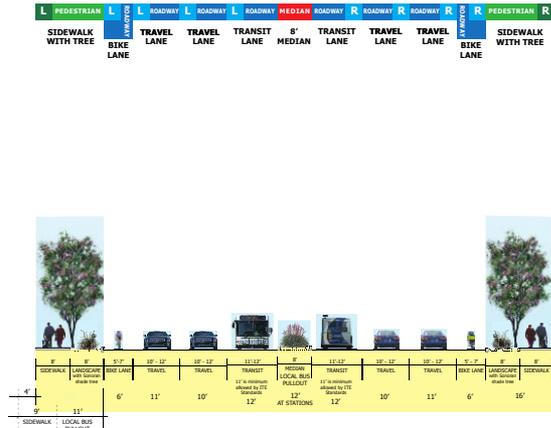
Revised Street Cross Section Alternatives



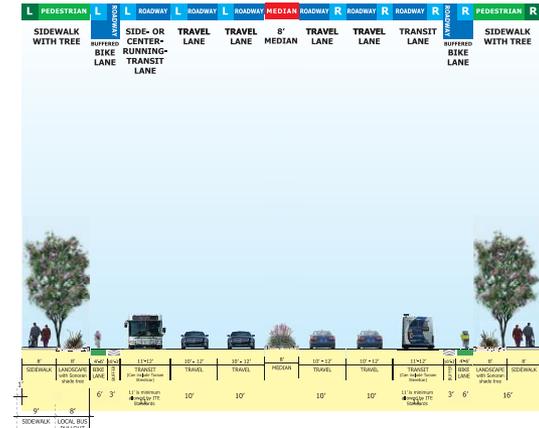
89' - 156' Right-of-Way



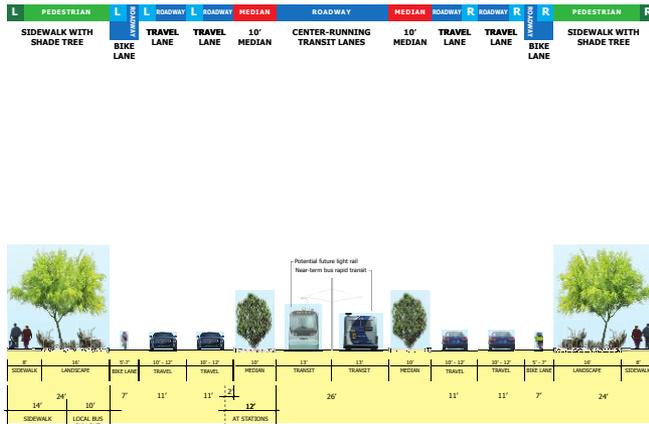
89' - 156' Right-of-Way



- Transit in center
- 6' Bike Lanes



- Transit on sides
- 9' Buffered Bike Lanes



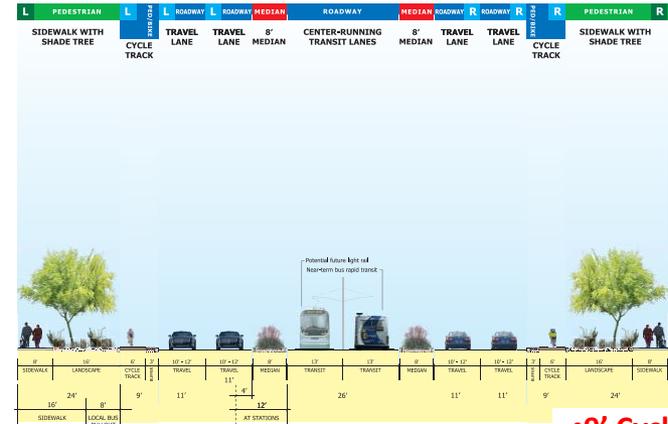
Option 4+T B: 152' Right-of-Way

- 7' Bike Lanes

4 Lanes plus 2 Transit Lanes

DRAFT Initial Cross Section Concepts

May 30, 2013



Option 4+T B: 152' Right-of-Way

- 9' Cycle Tracks
- Narrower Medians

4 Lanes plus 2 Transit Lanes

DRAFT Initial Street Cross Section Alternatives

August 13, 2013

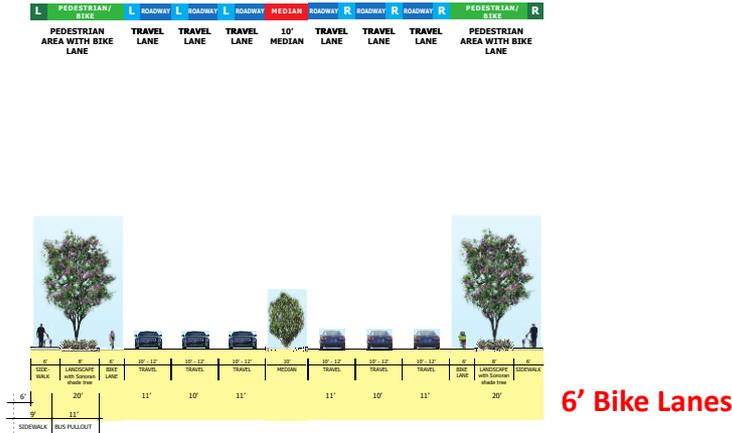
Revised Street Cross Section Alternatives



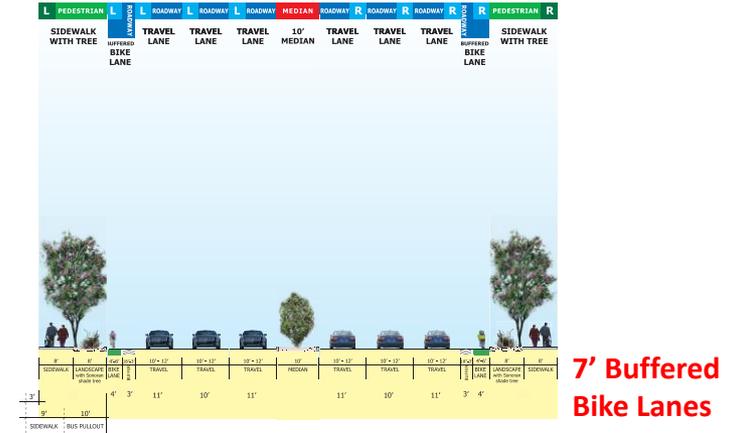
89' - 152' Right-of-Way



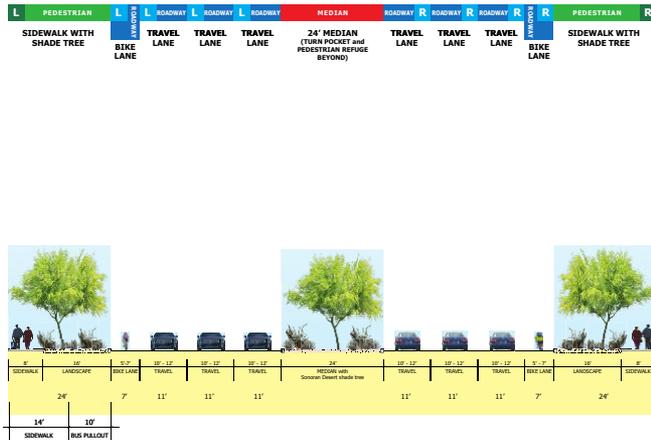
89' - 152' Right-of-Way



Option 6A: 114' Right-of-Way



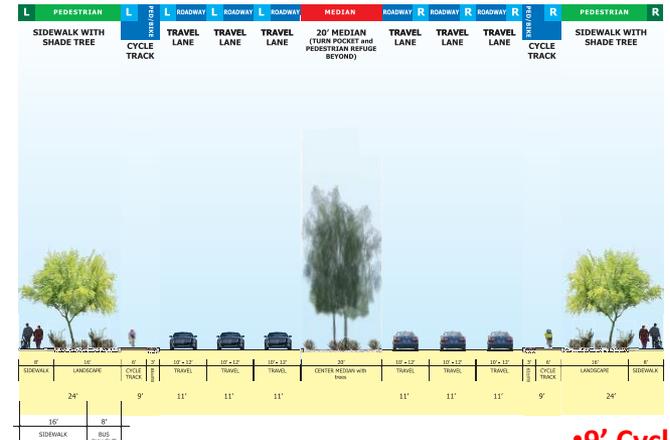
Option 6A: 120' Right-of-Way



Option 6B: 152' Right-of-Way

6 Lanes

DRAFT Initial Cross Section Concepts
May 30, 2013



Option 6B: 152' Right-of-Way

6 Lanes

DRAFT Initial Street Cross Section Alternatives
August 13, 2013

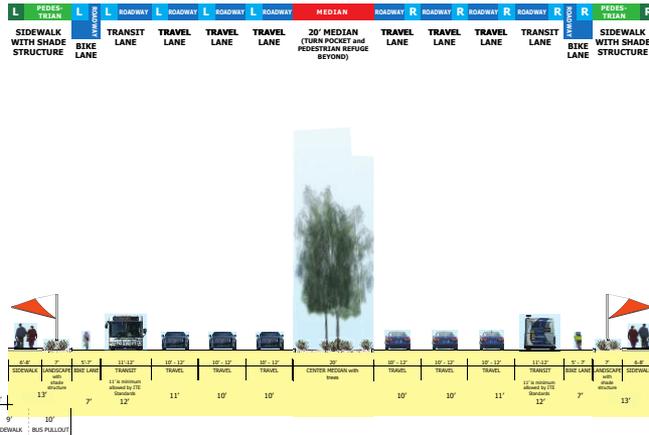
Revised Street Cross Section Alternatives



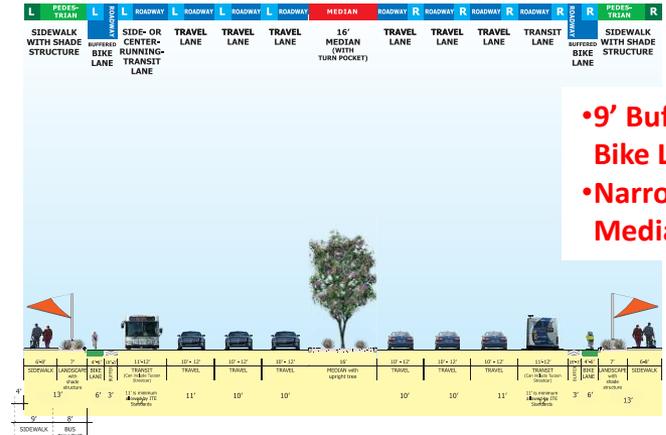
109' - 172' Right-of-Way



109' - 186' Right-of-Way



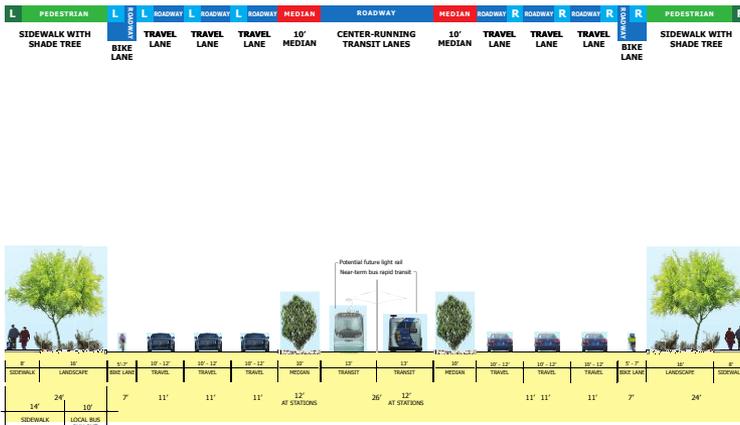
Option 6+T A: 146' Right-of-Way



Option 6+T A: 146' Right-of-Way

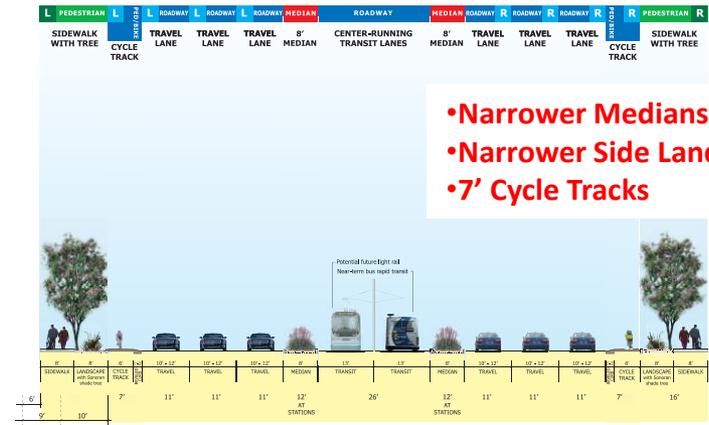
7' Bike Lanes

•9' Buffered Bike Lanes
•Narrower Median



Option 6+T B: 174' Right-of-Way

7' Bike Lanes



Option 6+T B: 154' Right-of-Way

•Narrower Medians
•Narrower Side Landscape
•7' Cycle Tracks

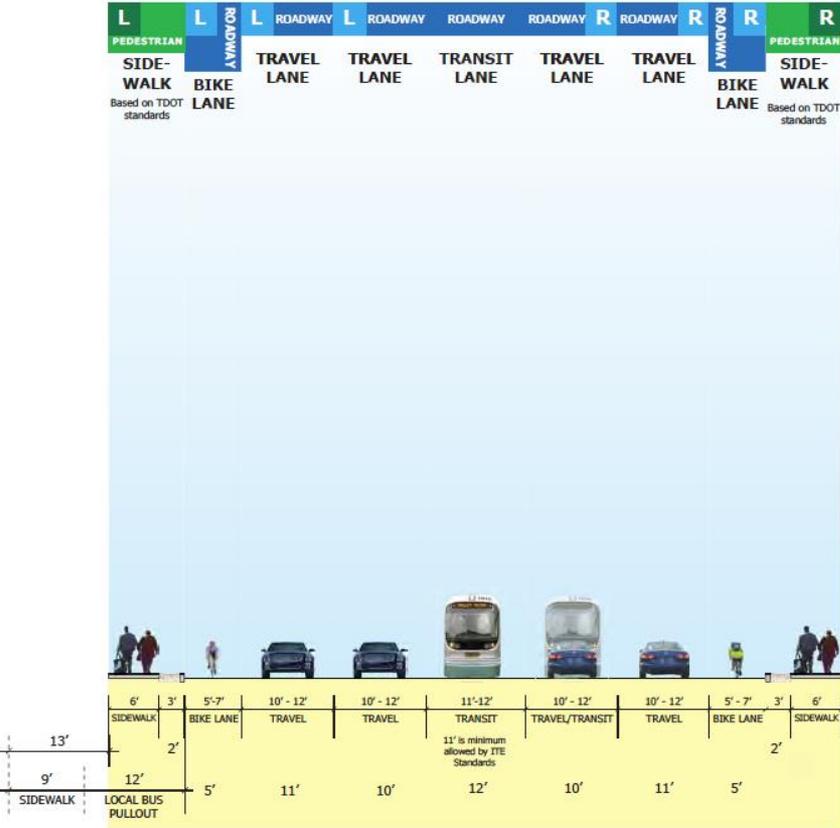
6 Lanes plus 2 Transit Lanes

DRAFT Initial Cross Section Concepts
May 30, 2013

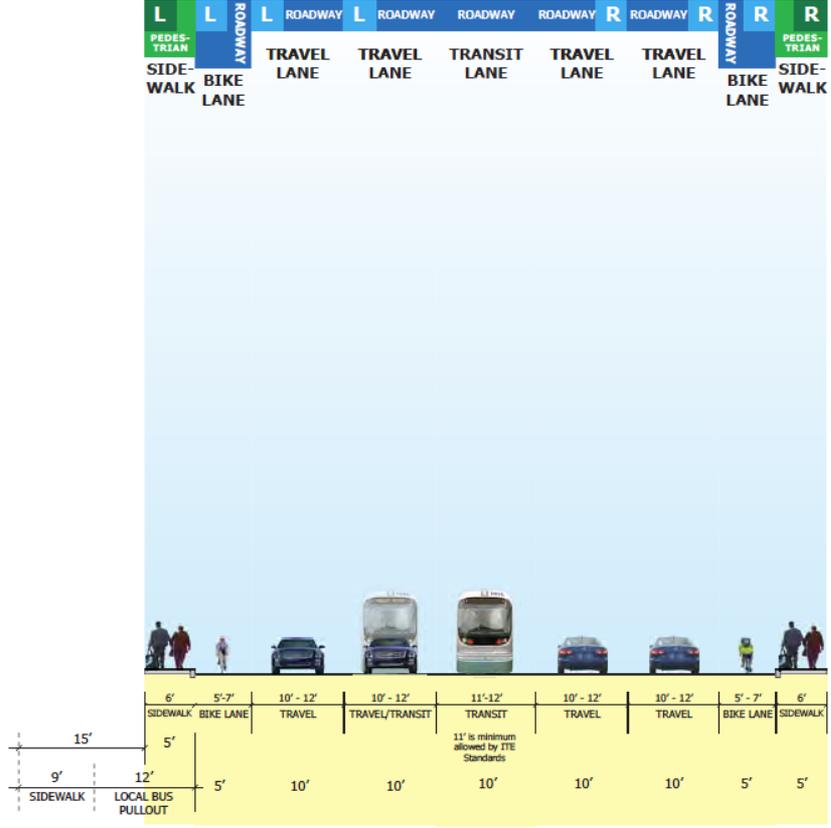
6 Lanes plus 2 Transit Lanes

DRAFT Initial Street Cross Section Alternatives
August 13, 2013

Southern Arizona Transit Advocates Concept (No Revisions)



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

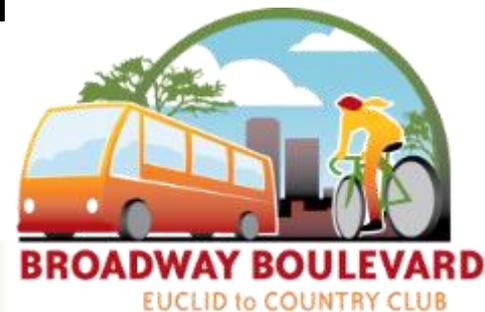


**Option 4+T SATA: 70' Right-of-Way
(West of Campbell)**

CTF Discussion of Performance Measures, Lane Configurations, Street Cross Sections, and Assessments

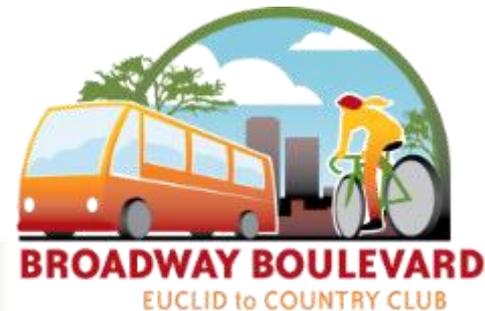
We recommend moving discussion of this item to be after the small group exercise Dry Run

- Group discussion of items to clarify or refine
- Decision/Endorsement of these materials:
 - Performance Measure definitions and methodology
 - Lane Configurations to carry forward
 - Street Section Alternatives to carry forward
 - General concept for public meeting



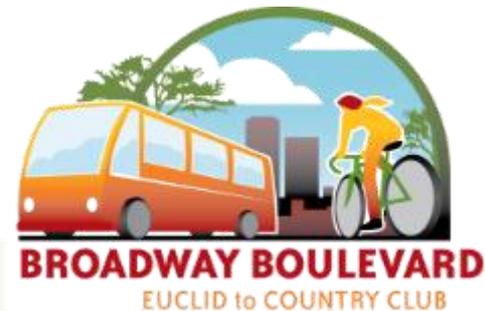
Preparation for Community-Wide Meeting on September 26, 2013 [Public Meeting #3]

Phil Erickson



Agenda for this item

- Introduction
- Overview of compilation of Performance Measures and Assessments for use in the Community Meeting
- Review of Community Meeting Agenda
- Overview of Small Group Exercise
- CTF “Dry Run” of Small Group Exercise
- Review of Business and Property Owner Outreach Concept
- Discussion & Decision/Endorsement



Preparation for Public Meeting

- Public Meeting purpose and desired public input
 - Provide information about process to date
 - Performance Measures
 - Design alternatives and assessments
 - Next steps for project
 - Desired public input
 - Performance Measure priorities
 - Recommendations for Street Section Alternatives to study further
 - Major discussion points amongst participants – potential “points of tension”

	57 Detailed Performance Measures	16 Compiled Performance Measures
Pedestrian Access & Mobility	1a. Functionality of Streetside for Pedestrian Activity 1b. Separation from Vehicular Traffic 1c. Pedestrian-Oriented Facilities or Improvements 1d. Walkable Network/Neighborhood Connections 1e. Pedestrian Crossings 1f. Vehicle/Pedestrian Conflicts at Driveways 1g. Universal Design 1h. Walkable Destinations 1i. Ease of Transition to Walking	<ul style="list-style-type: none"> • Quality of Pedestrian Environment along Broadway (1a, 1b, 1c, 1f, & 1g) • Quality of Pedestrian Crossings (1e)
Bicycle Access & Mobility	2a. Separation of Bikes and Arterial Traffic 2b. Bike Conflicts with Crossing Vehicles 2c. Pavement Condition 2d. Bike Facility Improvements 2e. Bicycle Network Connections 2f. Bicycle Corridor Travel Time 2g. Bike Crossings	<ul style="list-style-type: none"> • Quality of Bicycling Environment along Broadway (2a, 2b, & 2d) • Quality of Bicycling Crossings (2g)
Transit Access & Mobility	3a. Distance to Transit Stops 3b. Transit Stop Facilities 3c. Transit Corridor Travel Time 3d. Schedule Adherence 3e. Frequency and Hours of Service 3f. Accommodation of Future High Capacity Transit 3g. Riders per Vehicle	<ul style="list-style-type: none"> • Quality of Transit Stops (3b) • Transit Travel Time (3c) • Accommodation of Future High Capacity Transit (3f)
Vehicular Access & Mobility	4a. Movement of Through Traffic During Peak Traffic Periods 4b. Intersection Delay – Overall Intersection Performance 4c. Intersection Delay – Worst Movement 4d. Accident Potential 4e. Lane Continuity 4f. Access Management Management for Adjacent Properties	<ul style="list-style-type: none"> • Through Traffic Movement in Peak Traffic Periods (4a)
Person Access & Mobility	5a. Person Trips for Multiple Measures	
Sense of Place	6a. Historic Resources 6b. Significant Resources 6c. Visual Quality 6d. Broadway as a Destination 6e. Gateway to Downtown 6f. Conduciveness to Business 6g. Walkable Community	<ul style="list-style-type: none"> • Potential Impacts to Historic & Significant Buildings (6a & 6b) • Visual Quality (6c)
Environment and Public Health	7a. Greenhouse Gases 7b. Other Tailpipe Emissions 7c. Heat Island 7d. Water Harvesting 7e. Health Benefits of Changes in Walking and Biking 7f. Land Use Mix 7g. Affordability	<ul style="list-style-type: none"> • Health Benefits of Walking & Biking (7c)
Economic Vitality	8a. Change in Economic Potential 8b. Change in Business Revenue 8c. Change in Sales Tax Revenue 8d. Change in Property Tax Revenue 8e. Business Impacts 8f. Job Impacts	<ul style="list-style-type: none"> • Change in Economic Potential (8a)
Project Cost	9a. Construction Cost 9b. Acquisition Cost 9c. Operations and Maintenance Cost 9d. Income for Reuse of Excess City-owned Property	<ul style="list-style-type: none"> • Construction Cost (9a) • Acquisition Cost (9b)
Certainty	10a. Ability to Provide for Changing Transportation Needs 10b. Risk of Relying on Future Development for Economic Vitality 10c. Ability of City to Operate and Maintain Improvements	<ul style="list-style-type: none"> • Ability to Provide for Changing Transportation Needs (10a) • Ability of City to Operate & Maintain Improvements (10c)

Performance Measures for Community Meeting



PEDESTRIAN ACCESS AND MOBILITY

Quality of Pedestrian Measures along Broadway

The overall quality of improvements that influence the experience of people walking along Broadway. This includes:

- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest;
- Degree to which conflicts between pedestrians and vehicles exist at driveways; and,
- Provision of access and mobility for people of all ages and abilities using design elements that go beyond base requirements of the Americans with Disabilities Act (ADA) federal design requirements.



Quality of Pedestrian Crossings

The ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

BICYCLE ACCESS AND MOBILITY

Quality of Cycling Environment along Broadway

The overall quality of improvements that influence the experience of people bicycling along Broadway. This includes:

- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
- Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclists' needs.



Quality of Bicycle Crossings

The convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway.

TRANSIT ACCESS AND MOBILITY

Quality of Transit Stops

The design qualities of transit stops for comfort and safety of riders and to support improved aesthetics and community character.

Transit Travel Time

The time it takes to travel the length of the Broadway project by transit.

Accommodation of Future High Capacity Transit

The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures.



Pick the 3 most important Performance Measures

1/2



VEHICULAR ACCESS AND MOBILITY

Through Traffic Movement in Peak Traffic Periods

The effectiveness of moving through vehicular traffic, which affects a variety of other transportation, environment, and economic factors.

SENSE OF PLACE

Potential Impacts to Historic and Significant Buildings

The number of historic and significant structures lost due to direct impact and loss of usefulness resulting from loss of parking, setback, site access, and other conditions.

Visual Quality

The ability of Broadway's design to enhance the visual quality along it, including its relationship with and impacts to the existing and future visual character of adjacent uses.



ENVIRONMENT AND PUBLIC HEALTH

Health Benefits of Walking and Biking

The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

ECONOMIC VITALITY

Change in Economic Potential

The suitability of parcels along Broadway to provide for current commercial or residential use, repurposing, adaptive reuse, or for a future mix of commercial and residential uses, and open space.

PROJECT COST

Construction Cost

The total construction cost of planned improvements.

Acquisition Cost

The total cost of purchasing property, relocation, and other costs associated with acquisition of property for the Broadway improvements.

CERTAINTY

Ability to Provide for Changing Transportation Needs

The ability of the Broadway design alternatives to adapt to changing transportation demands over time with the goal of minimizing the need for additional right-of-way and other capital investment. Changing transportation demands include future high capacity transit, bicycle, pedestrian, and vehicular demands and needs as they change over time.

Ability of City to Maintain Improvements

The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of Broadway improvements.

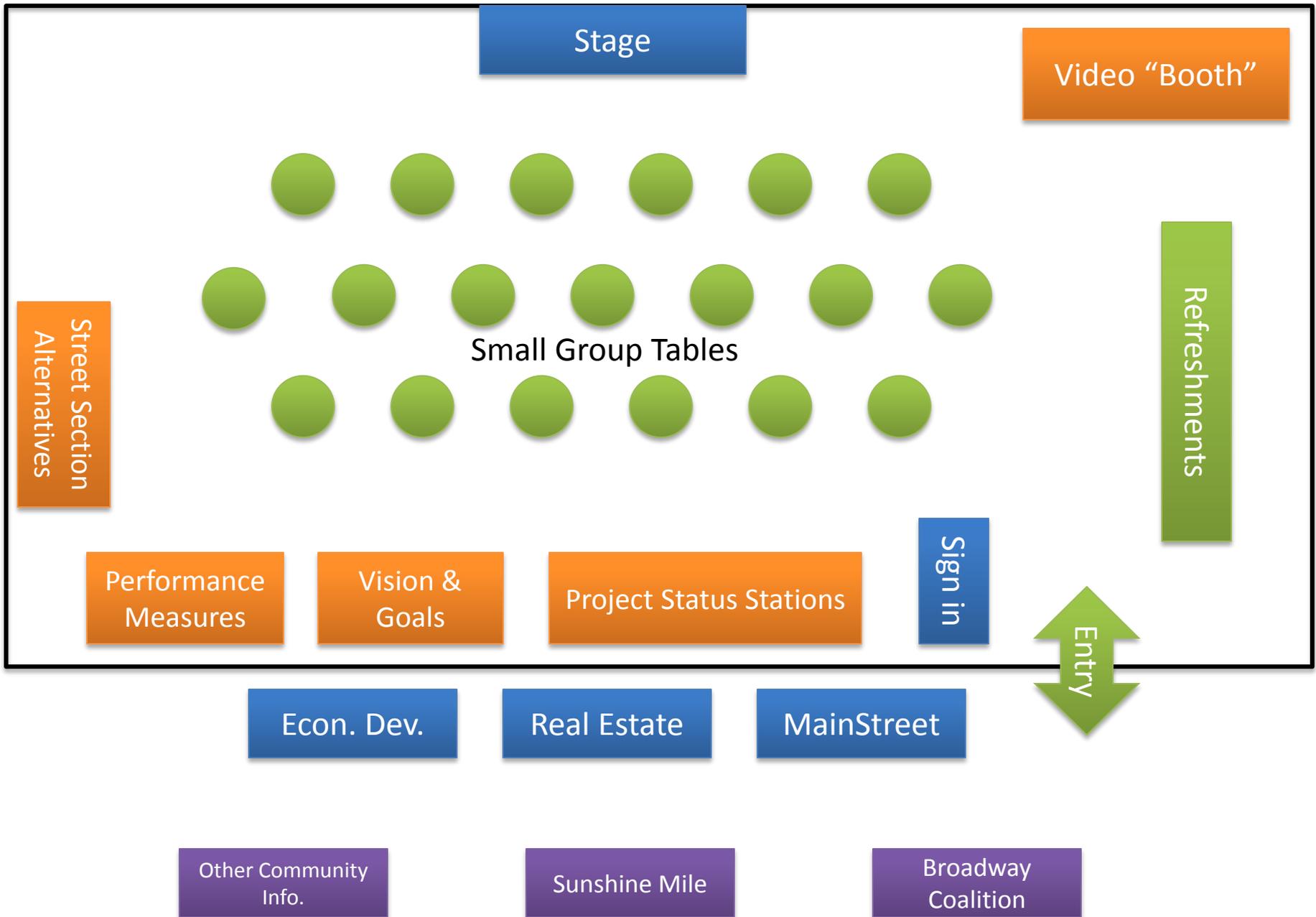
2/2

Proposed Meeting Agenda

Item	Timing
Welcome	5 minutes
CTF Introductions	15 minutes
Presentation	20 minutes
Small Group Work	1 hour
Small Group Report Out	30 minutes
CTF Take Away Summary	15 minutes
Next Steps and Thank You	5 minutes
TOTAL TIME	2-1/2 hours
MainStreet, Real Estate, and Economic Development	Available for one-on-one discussions throughout



Community Meeting Room Layout



Public Meeting Format

- Welcome
 - Purpose of meeting
 - Overview of agenda
- CTF Introductions
 - Who you are and who you represent
 - Short statement
 - Why you volunteered to by a CTF member?
 - Main hope for the future of Broadway
 - Other
 - *Discuss what short statement should be about?*



Public Meeting Format

- Presentation
 - Overview of project steps and schedule
 - Where we are now in the process
 - Summary of work to date
 - Vision and goals
 - Lane Configurations and Street Section Concepts
 - Performance measures (select three most important for small group exercise!)
 - Performance assessment
 - Description of small group work



Public Meeting Format

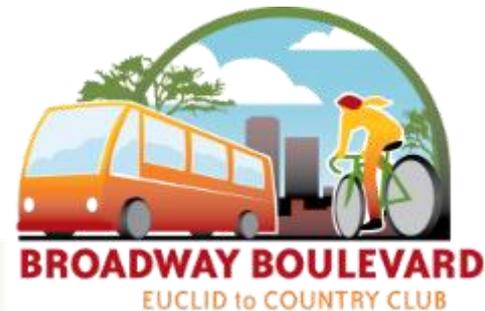
Small Group Work	Timing
Group Introductions	5 minutes
Performance Measure Discussion & Identify Top 5	15 minutes
Street Section Alternatives & Performance Assessment discussion	35 minutes
Summary of key items and prepare for report out	5 minutes
TOTAL TIME	1 hour



CTF Small Group Exercise

“Dry Run”

- Select Group’s Top 3 Performance Measures (3 min.)
- Review Assessments (7 min.)
- Select 3 Street Section Alternatives for further study (15 min.)
- Verify Top 3 Performance Measures & Prepare for Report Out (3 min.)
- Report Out (12 min.)
- *In 40 minutes!*



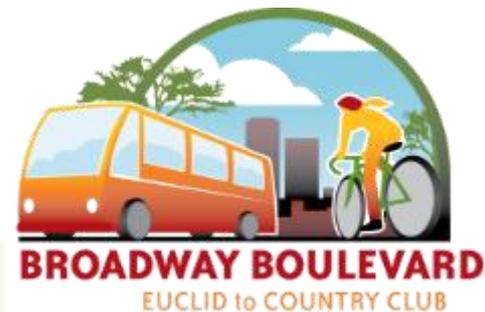
Prepare for Report Out

- Change Top 5 Performance Measures if needed
- Put together materials for report out:
 - Up to 5 Performance Measures
 - 3 preferred Street Cross Section Alternatives
 - Summary of most discussed topics and any strong non-consensus opinions



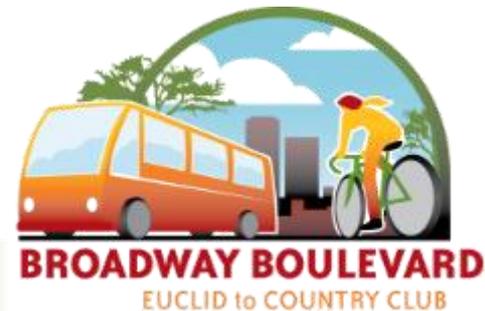
Small Group Report Out (30 minutes)

- Random or select 5 groups to start report out with focus on diverse input
- Following first 5, ask other groups if they have more to add or reinforce with a reference to what another group has already said



CTF Take Away Summary (15 minutes)

- CTF Take Away Summary (15 minutes)
 - CTF members discuss key things they have heard and learned from the night's activities
- Next Steps and Thank You (5 minutes)
 - Rough schedule for preparing Draft Report on the Public Meeting
 - Next major steps and schedule for the CTF and the technical work of the project
 - Rough timing and topics for the next public meeting
 - Thank you for taking part this evening

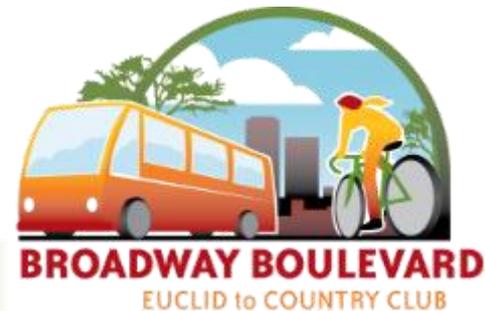


Business Open House

- Following the Community-wide Meeting
Sabbar Shrine Hall, September 27 from 8:30-10 am
- Open house format –
 - allows for drop-in and for people to spend a focused short time getting up to date and to ask questions
 - One presentation at an early set time
- MainStreet, Real Estate, and City Economic Development available for one-on-one discussions

CTF Discussion of Performance Measures, Lane Configurations, Street Cross Sections, and Assessments

- Group discussion of items to clarify or refine
- ***Decision/Endorsement*** of these materials:
 - Performance Measure definitions and methodology
 - Lane Configurations to carry forward
 - Street Section Alternatives to carry forward
 - General concept for public meeting

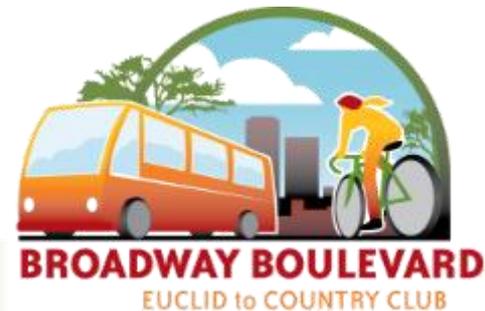


Public Meeting Format

CTF Discussion

&

Decision/Endorsement

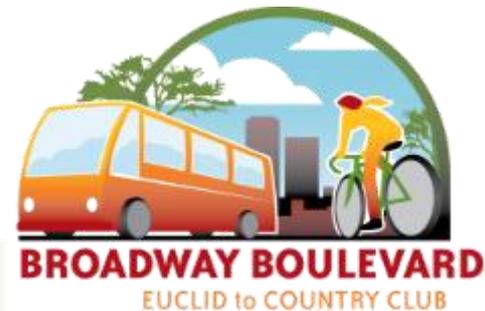


Call to the Audience

10 Minutes

Please limit comments to 3 minutes

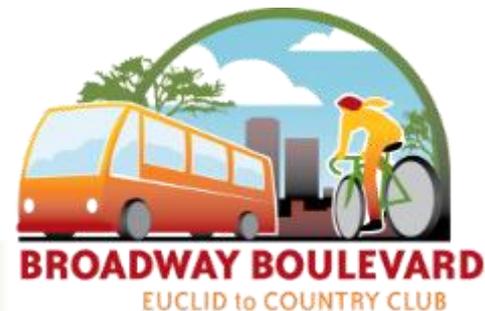
- Called forward in order received
- CTF members cannot discuss matters raised
- CTF cannot take action on matters raised
- CTF members can ask project team to review an item



Next Steps/Roundtable

Jenn Toothaker

- Community-wide Meeting at Sabbar Shrine Hall, September 26 from 6-8:30 pm
- Business and Property Owner Open House at Sabbar Shrine Hall, September 27 from 8:30-10 am
- CTF Charrette: October 21 to 24 –
 - CTF Meeting evening of Monday 10/21
 - POSSIBLE CTF Meeting evening of Tuesday 10/22
 - CTF Meeting evening of Thursday 10/24
 - Goals for charrette:
 - Review input from Community Meeting
 - Initial identification of up to 4 Street Design Alternatives (could vary cross section along the length of the study area) for further study
- Cycle track webinar information



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

