

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



October 21, 2013
Broadway Citizens Task Force Meeting

Meeting Agenda

- | | |
|--|--------|
| 1. Call to Order/Agenda Review/Announcements | 5 min |
| 2. 1 st Call to the Audience | 15 min |
| 3. Approval of CTF Meeting Summary for the July 25, 2013 CTF Meeting #19 | 5 min |
| 4. CTF TakeAways from 9/26/2013 Public Meeting and 9/27/2013 Open House | 30 min |
| 5. Presentation and Discussion: Public Input on Potential Cross Section Concepts and Performance Measures from 9/26/2013 Public Meeting # 3 | 30 min |
| 6. Staff/CTF Discussion: Project Funding, Project Schedule and Tasks, Continued Discussion of Public Input, Performance Measure Assessment Methodologies, and Other Studies of Particular Interest (e.g.; Parking, etc.) | 75 min |
| 7. 2 nd Call to the Audience | 10 min |
| 8. Next Steps/CTF Roundtable | 10 min |
| 9. Adjourn | |



Objectives for Charrette #2

- Review public input from workshop
 - Understand themes and variety in public input
 - Understand tradeoffs across diverse goals to resolve in next phase of design
- Discuss potential design alternatives, design criteria, and methods
- Identify initial CTF recommendations for design alternatives to take out for stakeholder agency review



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 Meeting

Nanci Beizer



CTF TakeAways from 9/26 Public Meeting and 9/27 Open House

Jenn Toothaker Burdick
Project Manager, Tucson Department of Transportation
Broadway Task Force



Presentation and Discussion: Public Input on Potential Cross Sections Concepts and Performance Measures from Public Meeting #3

Jenn Toothaker Burdick
Project Manager, Tucson Department of Transportation
Phil Erickson
Community Design + Architecture



Overview of Sept. 26th Workshop

- 217 participants signed in



- 78% provided addresses
- 78% of addresses within 1 mile of the Broadway project



Overview of Sept. 26th Workshop

- Goals
 - Reintroduce CTF and project technical team to public
 - Provide information about the planning process to date:
 - Performance Measures
 - Street Cross Section Alternatives and assessments
 - Project progress and schedule
 - Next steps
 - Discuss, provide input and ideas in small groups on:
 - Priorities for performance measures
 - Preferences for what stakeholders are willing to accept on street performance and design
 - General comments about the project
 - Give individuals the opportunity to provide input, ask questions and learn about the project progress, and the performance measures and street cross section design alternatives
 - Contribute to the public participation process and engage in dialogue regarding the project



Pick the 3 most important Performance Measures

Exercise 1

- Goal – Pick up to 4 performance measures the group feels are the most important for evaluation of the design of Broadway Boulevard.



Input on Performance Measures

Individual Selections			Group Selections		
rank	Measure	Pct.	rank	Measure	Pct.
1	Historic and Significant Buildings	16%	1	Historic and Significant Buildings	20%
2	Economic Potential	15%	2	Economic Potential	16%
3	Visual Quality	13%	3	Visual Quality	12%
4	Pedestrian Environment	12%	4	Bicycling Environment	11%
5	Bicycling Environment	10%	4	Pedestrian Environment	11%
6	Health Benefits of Walking and Biking	8%	6	Health Benefits of Walking and Biking	9%
6	Traffic Movement	8%	6	Traffic Movement	9%
8	Accommodation of High Capacity Transit	7%	8	Accommodation of High Capacity Transit	7%
9	Ability of City to Maintain	4%	9	Ability of City to Maintain	3%
10	Construction and Acquisition Cost	3%	10	Construction and Acquisition Cost	1%
11	Transit Travel Time	2%	11	Transit Travel Time	0%



Potential Historic and Significant Buildings Impacts

- Received 72 individual dots as a top-3 measure, or **16%** of the total, ranking **No.1 overall**.
- Received 15 group top-4 performance measure selections, or **20%** of the total, **83% of tables (all but 3)**, ranking **No. 1 overall**.



Potential Historic and Significant Buildings Impacts

- Why Important
 - “Historic properties cannot come back.”
 - “Once you have torn down any historic buildings, you can never put it back. The Old Pueblo is its historic history. Without the building, it’s just Phoenix Jr.”
 - “Do not destroy our history for an inner city highway.”
 - *And many more comments in report...*



Potential Historic and Significant Buildings Impacts

- Why did people not think it important?
 - “Not up to code structures; cannot be maintained - tear them down.”
 - “Be selective when saving some historic buildings.”
 - “Some disagreement on historic/architectural merit.”
 - *And some additional comments in report...*



Through Traffic Movement

- Received 37 individual dots as a top-3 measure, or **8%** of the total, ranking tied for **No. 6 overall**.
- Received 7 group top-4 performance measure selections, or **9%** of the total, ranking tied for **No. 6 overall**.



Through Traffic Movement

- Why important
 - “The only reason traffic has decreased is depressed economy. As affluence increases we will have more cars and need 6 lanes... This is a decision for 40 years, not today only.”
 - “I drive and expect roads to be functional.”



Through Traffic Movement

- Why did people not think it important?
 - “Again the concern for a bottleneck downtown comes up.”
 - “Favoring narrow width, because it would have lesser through traffic and reliance on cars.”
 - “Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key... New visions: walking, biking, public transportation, and keeping our history.”



Exercise 2

- Goals –
 - Pick 3 street cross section alternatives the group feels should be studied further in the next phase of the Broadway Boulevard Project
 - Note why these were selected



Exercise 2: Street Section Alternatives and Assessment

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

Input on Street Section Alternatives

Top Cross Sections Identified for Further Study		Selections by Table																
Street Cross Section Alternative	% of Total Selections	A	B	C	D	E	F	G	H	I	J	K	L	M	O	P	Q	R
4+7 SATA – existing width	18%																	
4A – 98' width	27%																	
4B – 114' width	38%																	
4+7A – 120' width	12%																	
4+7B – 152' width	14%																	
6A – 120' width	2%																	
6B – 152' width	6%																	
8+7A – 140' width	2%																	
8+7B – 154' width	2%																	

Input on Street Section Alternatives

- Top three sections are also narrowest right-of-way widths
- Tables' discussions of why they selected these not always based on width

Top Cross Sections Identified for Further Study		Selections by Table																
Street Cross Section Alternative	% of Total Selections	A	B	C	D	E	F	G	H	I	J	K	L	M	O	P	Q	R
4+7 SATA – existing width	18%																	
4A – 98' width	27%																	
4B – 114' width	38%																	
4+7A – 120' width	12%																	
4+7B – 152' width	14%																	
6A – 120' width	2%																	
6B – 152' width	6%																	
8+7A – 140' width	2%																	
8+7B – 154' width	2%																	

Input on Street Section Alternatives

- 4A—most selected section
- Didn't perform as well as Option 4B, suggests importance of width



Input on Street Section Alternatives

- 4B—tied for second most selected section
- Performed well on 3 out of the top 5 performance measures



Input on Street Section Alternatives

- 4+T SATA—tied for second most selected section
- Didn't perform well in 3 out of the top 5 performance measures, suggests importance of width



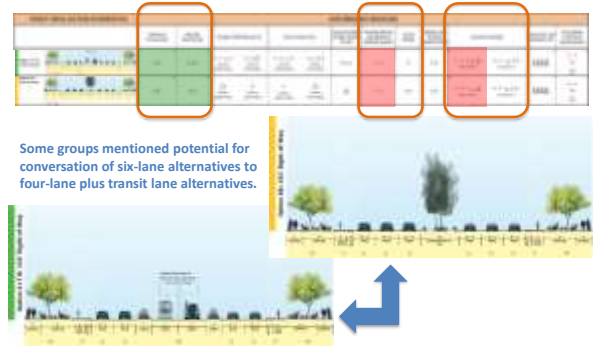
Input on Street Section Alternatives

- 6A, 6+TA, and 6+TB—tied for least selected sections
- Did not perform that well for top 5 performance measures



Input on Street Section Alternatives

- Option 4+TB selected fourth, and 6B tied for sixth
- All 3 tables that selected 6B also selected 4+TB



Tradeoffs and Balancing Performance

- Key challenge in designing a context sensitive complete street is balancing various transportation uses and other non-transportation goals.
- What tradeoffs did groups discuss and how might this inform the CTF's on-going work?

Street Cross Section Alternative	% of Total Selections	Selections by Table																	
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
4+T SATA - walking width	38%																		
4A - 98' width	27%																		
4B - 114' width	38%																		
4+TA - 120' width	12%																		
4+TB - 112' width	34%																		
6A - 120' width	2%																		
6B - 132' width	6%																		
6+TA - 140' width	2%																		
6+TB - 154' width	1%																		

Tradeoffs and Balancing Performance

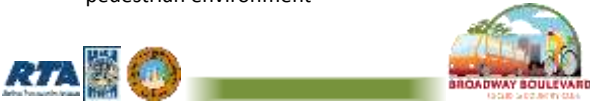
- Transportation vs. place
 - Pedestrian environment
 - Bike mobility
 - Dedicated transit
 - Traffic movement
- Preserving existing business and buildings vs. potential for new growth
- Cost vs. more multi-modal features
- Traffic movement vs. multi-modal mobility
- Doing it right vs. not doing it at all
- Landscape vs. other things



Pedestrian Environment Input *Discussion of tradeoffs*

Table P discussions—

- *Difficult balance to strike—road width vs. bike/ped facilities which contribute to overall ROW width*
- *I'd be willing to trade bike/ped width improvements for not widening traffic lanes*
- Selections: 4-A, 4-B, 4+TB, and 6B
 - 4-B, 4+TB, and 6B are highest ranked for pedestrian environment



Pedestrian Environment Input *Discussion of tradeoffs*

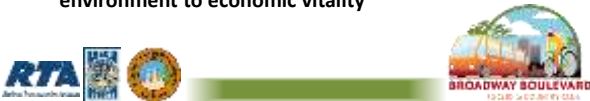
Table J discussions—

- Preferred not widening from existing width but wanted to add lighting, better traffic controls, and better pedestrian crossings
- Selected 4+T SATA, only if both pedestrian and bicycle environment improved



Pedestrian Environment Input *What does it mean?*

- Explore **options to narrow improvements** while improving pedestrian comfort and safety
- Define **viability of providing public pedestrian access in space between street and existing buildings**
- Identify **local and other desert climate examples of pedestrian environments** to address lack of belief in pedestrian environment assessment
- Define and clarify **relationship of pedestrian environment to economic vitality**



Bicycle Mobility Input *Discussion of tradeoffs*

Table O discussions—

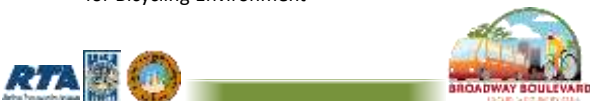
- Chose Bicycling Environment as one of performance measures
- Comments regarding
 - Parallel bike boulevards
 - Narrowing or replacing landscape to improve bike facilities
- Selections: 4+T SATA and 4A
 - *“sacrifices”* to bicycle environment as tradeoff for better historic/economic/cost of maintenance performance



Bicycle Mobility Input *Discussion of tradeoffs*

Table D discussions—

- Diverse opinions about bicycle environment
 - *We need the option of no bike lane at all and pedestrian overpasses like the snake bridge*
 - *Broadway is not a good place to bike*
 - *Bikes are the way to go for the future!*
- Selections: 4B, 4+TB, and 6B
 - Three best-performing alternatives for bicycles
 - Seemed to tradeoff Historic and Significant Buildings for Bicycling Environment



Bicycle Mobility Input *What does it mean?*

- Clarify **City requires bike lanes** on Broadway Boulevard at a minimum; alternative **parallel routes do not negate this requirement**
- Explore **options for minimizing the total width of bicycle facilities** in relation to the pedestrian improvements and vehicle lanes
- Define and clarify **relationship of bicycle mobility to economic vitality**



Dedicated Transit Input Discussion of tradeoffs

Table H discussions—

- *Would hate to see the businesses go, but they've been there for many years and don't really have much eye appeal. Many may be willing to make improvement [for better transit]*
- Selections: 4+T SATA, 4+TA, and 4+TB
 - Try to satisfy Accommodation of High Capacity Transit and Historic and Significant Buildings to detriment of traffic
 - One top selection for each measure
 - One selection performing in middle for each measure



Dedicated Transit Input What does it mean?

- Explore potential for **“hybrid” approach to dedicated transit** – dedicated where space allows and at stations, transition to mixed-flow elsewhere
- Explore policy tradeoffs of defining **Broadway as a transit-emphasis street** where lesser level of vehicle performance is acceptable for transit benefit
- Define **traffic growth reduction needed** to make 4+T concept perform at same level as designs with 6 vehicle lanes



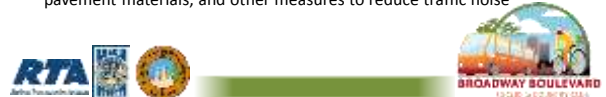
Traffic Movement Input Discussion of tradeoffs

- Traffic movement seemed to be first thing sacrificed for reducing impact to existing buildings and businesses. **Almost all groups not willing to trade loss of existing buildings and businesses for more auto capacity.**
- Some willing to trade existing context for auto capacity:
 - Table I: *Don't think every building needs to be kept and selected 4A, 6A, and 6+TB*
 - Table A: *consider wider east quadrant (Campbell to Country Club) and narrower west quadrant - different needs of traffic volumes*



Traffic Movement Input What does it mean?

- Explore **maximizing capacity of 4-lane cross section** using:
 - Access management
 - Signal and intersection improvements
 - Other technological improvements
- Identify **level of traffic growth decrease needed** to have 4-lane concept perform similarly to 6-lane concept
- Explore potential for **varying number of mixed flow lanes** depending on demand and physical space at different locations along Broadway
- Assess congestion benefits and safety impacts of **providing additional lanes at key intersections**
- Define **level of noise reduction** resulting from speed management, pavement materials, and other measures to reduce traffic noise



Traffic movement vs. multi-modal mobility Discussion of tradeoffs

- Several tables willing to trade traffic movement for improvements for pedestrians, bicycles, and pedestrians
- Several recommendations to enhance multi-modal design features of 4-lane alternatives:
 - Table J: selected 4+T SATA with added pedestrian and bicycle enhancements
 - Table I: selected 4A with additional bicycle lane width



Traffic movement vs. multi-modal mobility What does it mean?

- Review and clarify **minimum acceptable mixed flow traffic lane width**; is something narrower than 11 feet possible?
- Review other **street width design criteria** and clarify potential ranges and reference related design standards and safety research



Landscape vs. other things

Discussion of tradeoffs

- Landscape often identified as something to reduce, or to eliminate to reduce the width of the cross section
 - Table G: selected 4B with reduction to landscape to make room for future light rail line
 - Table C: *to obtain more landscaping in a smaller area...consider using trees with grates*
 - Tables A & O: put landscape on adjacent private property



Landscape vs. other things

What does it mean?

- Clarify **purpose of landscape as pedestrians infrastructure**, particularly trees
- **Revisit design of landscape space, tree species, and bicycle improvement** to minimize width
- Clarify **difficulties of relying on landscaping within private property for pedestrian shade**
 - Not a current city standard
 - Revisions to standards are difficult
 - Enforcement a challenge



Preserving existing business and buildings vs. potential for new growth

Discussion of tradeoffs

- Balance between short-term and long-term economic growth
- Table F: discussions—
 - Group saw 4+TA as “*modest compromise with width & overall potential/opportunity to provide new motivation & impact to business/visual/access*”
 - Selected 4B, 4+TA, and 4+TB to “*find a sweet spot; compromises with economic potential*”



Preserving existing business and buildings vs. potential for new growth

What does it mean?

- **Develop economic framework** for properties along Broadway providing policy recommendations to support desired range of economic futures, from both public policy, private development, and small business owners’ perspectives
- Provide information from **research and case studies of impacts to businesses and buildings** resulting from urban street reconstruction projects



Cost vs. more multi-modal features

Discussion of tradeoffs

- Some participants discussed tradeoff between multimodal features and the higher costs associated with including more, like—
 - sidewalks,
 - landscape,
 - transit lanes, and
 - bike facilities



Cost vs. more multi-modal features

What does it mean?

- Give **strong consideration to capital and maintenance costs of potential street improvements**



Doing it right vs. not doing it at all Discussion of tradeoffs

Table K discussions—

- Some thought: *Broadway isn't broken—don't fix it*
- Others thought: *'we need to make it count' meaning we need to widen the road and get value out of the project*
- Selections—
 - 4+T SATA, 4A, and 4+TA 3 of the narrowest alternatives
 - 4+TB trades-off performance for non-transportation measures for performance on pedestrian and high-capacity transit measures



Doing it right vs. not doing it at all Discussion of tradeoffs

Table F discussions—

- *"very seldom buy a house & say 'I wish I had less space'. If it's worth doing, it's worth doing right. Tucson has historically not considered growth....If you are going to spend money, you need to do something."*
- Selections—4+TA, 4+TB, and 6B
 - All three add lanes either for transit or through traffic



Doing it right vs. not doing it at all What does it mean?

- Continue a planning, design, and decision-making process that allows for informed decisions and definition of improvements that balance and address range of desired project performance measures so CTF can recommend a set of improvements that "do it right"



Staff/CTF Discussion: Project Funding, Project Schedule and Tasks, Continued Discussion of Public Input, Performance Assessment Methodologies, Other Studies of Particular Interest (e.g.; Parking, etc.)

Jenn Toothaker Burdick
Project Manager, Tucson Department of Transportation
Phil Erickson
Community Design + Architecture



Potential Topics for Discussion

- Project Funding
- Project Schedule and Tasks
- Continued Discussion of Public Input
 - Themes
 - Key issues of discussion
 - Tradeoffs
- Performance Assessment Methodologies
- Initial design alternatives for further design and analysis
- Other Studies of Particular Interest
 - Parking (policies for district parking and non-conformance)
 - Economic Framework
 - Phoenix – Central Avenue and Tempe – Apache Boulevard Light Rail redesign
 - Traffic Growth Projections
 - Universal Design
- Other ideas...



Project Schedule following Charrette

Event/Activity	Meeting Description	Proposed Dates & Location (Tucson, AZ)
None	Stakeholder Agency Review	November 19, 2013
None	CTF Meeting (JASON M&E) - Performance Assessment Framework and draft of 2013-2014 CTF, and other issues identified in October CTF Charrette. Review input from stakeholder agencies, CTF verification of items, agency and alignment information for further design and assessment.	Nov 19, 2013
Nov 19, 2013	CTF Meeting (JASON M&E) - Street Design, Strategic direction on alternatives.	Nov 19, 2013
Jan 21, 2014	RTA CTF Meeting - Review of draft alternatives and project team progress and review initial Street Design Framework.	Jan 21, 2014
FEB 19, 2014	Stakeholder Agency Review	FEB 19, 2014
FEB 19, 2014	Stakeholder Agency Review	FEB 19, 2014
Mar 27, 2014	CTF Meeting (JASON M&E) - Public design refinements and analysis for public presentation.	Mar 27, 2014
Apr 14, 2014	Public Meeting #4 - Final system alignment, and schedule development contacts, performance evaluation and potential design alternatives.	Monday, 2014
May 8, 2014	CTF Meeting (JASON M&E) - Draft final design and 100-000 footcandle framework.	May 8, 2014
May 14, 2014	Openhouse #5 - CTF Meeting (JASON M&E) - Draft final design and 100-000 footcandle framework.	May 14, 2014
June 10, 2014	CTF Meeting (JASON M&E) - CTF Draft Recommendation final design and further development tasks at finalization.	June 10, 2014
July 10, 2014	Stakeholder Agency Review	September, 2014
Aug 14, 2014	CTF Meeting (JASON M&E) - Final Recommendation final design and further development tasks at finalization.	July 14, 2014
Nov 19, 2014	Public Meeting #5 - Final Recommendation final design and further development tasks at finalization.	Nov 19, 2014
Dec 19, 2014	Openhouse #6 - Review of final Recommendation final design.	Dec 19, 2014
Jan 19, 2015	CTF Meeting (JASON M&E) - Review of final Recommendation final design.	Jan 19, 2015
Feb 19, 2015	Stakeholder Agency Review	Feb 19, 2015

Call to the Audience

10 Minutes

Please limit comments to 3 minutes

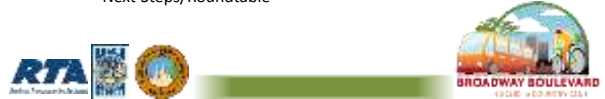
- Called forward in order received
- CTF members cannot discuss matters raised
- CTF cannot take action on matters raised
- CTF members can ask project team to review an item



Next Steps/Roundtable

Jenn Toothaker

- Next CTF Meeting: **Thursday, 10/24/2013**
5:30-8:30 p.m., Child & Family Resources
- Proposed Agenda
 - Welcome/Agenda Review
 - Call to the Audience
 - Staff/CTF Discussion (Including presentations as determined by 10/21 meeting discussions): Cross Section Alternatives Refinements and /or Selection, Suggested Alignment Options, Performance Assessment Methodologies, and Schedule (potential direction on any of above)
 - Call to the Audience (2nd)
 - Next Steps/Roundtable



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

