

# 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**

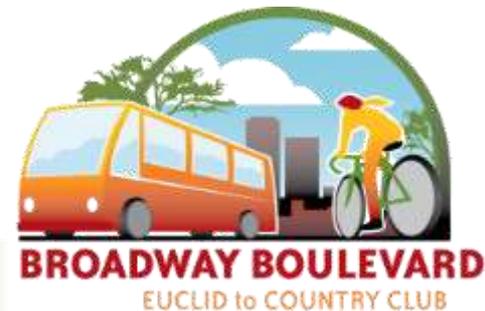
EUCLID to COUNTRY CLUB

# Meeting Agenda

1. Call to Order/Agenda Review/Announcements *5 min*
2. 1<sup>st</sup> 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<sup>nd</sup> 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

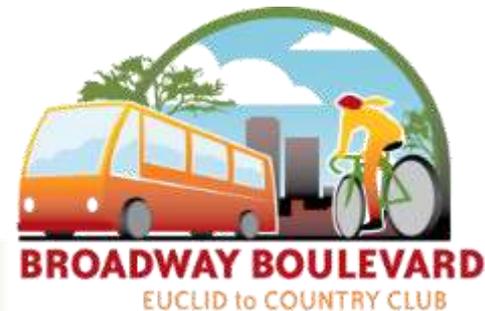


# CTF TakeAways from 9/26 Public Meeting and 9/27 Open House

**Jenn Toothaker Burdick**

Project Manager, Tucson Department of Transportation

**Broadway Task Force**



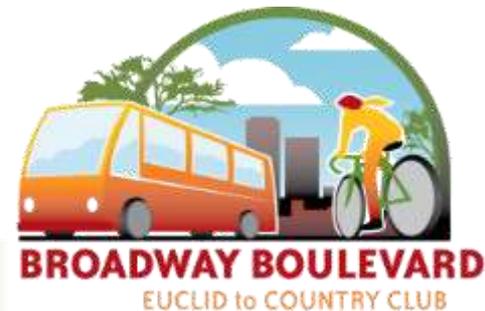
# Presentation and Discussion: Public Input on Potential Cross Sections Concepts and Performance Measures from Public Meeting #3

**Jenn Toothaker Burdick**

Project Manager, Tucson Department of Transportation

**Phil Erickson**

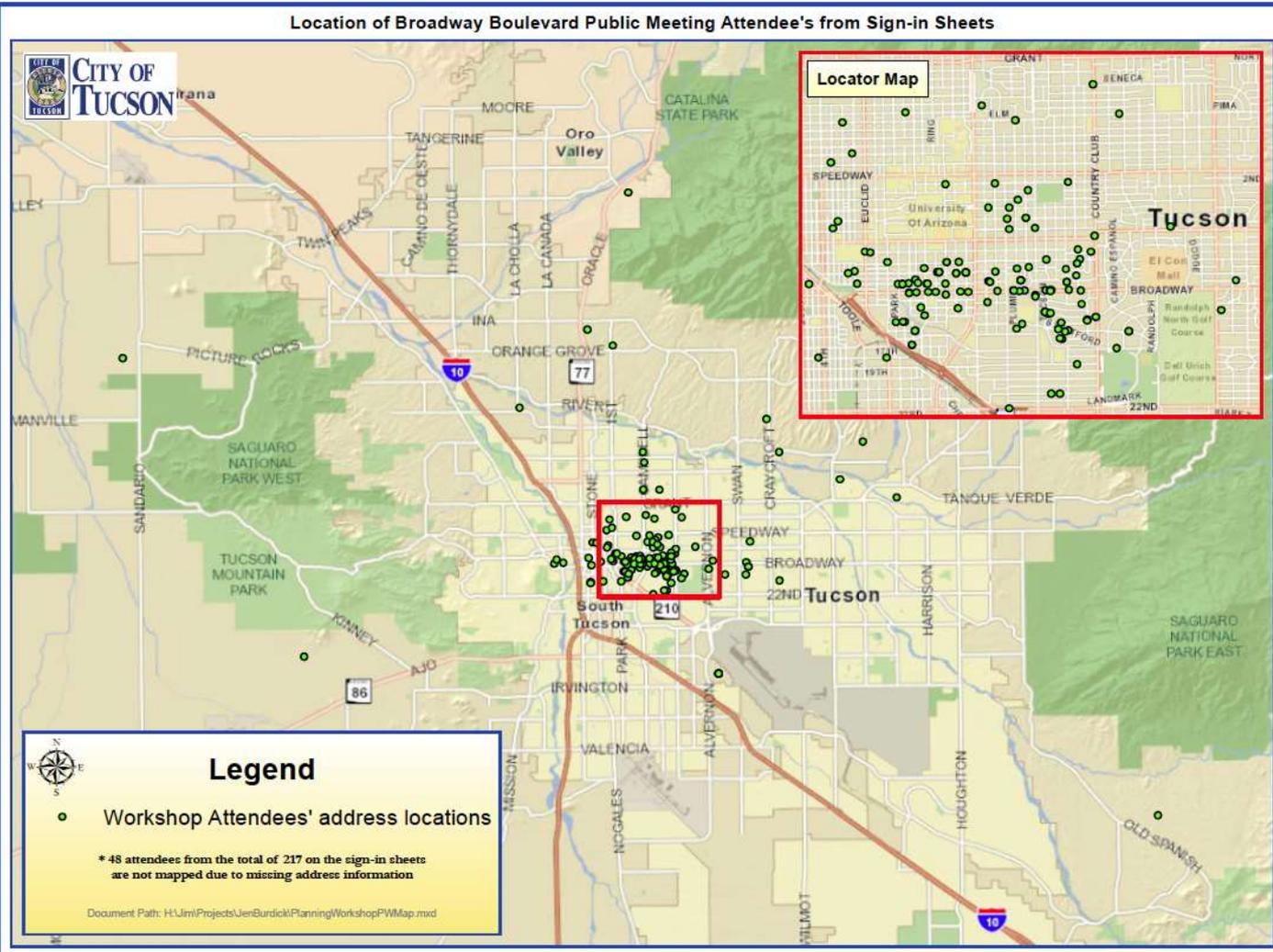
Community Design + Architecture



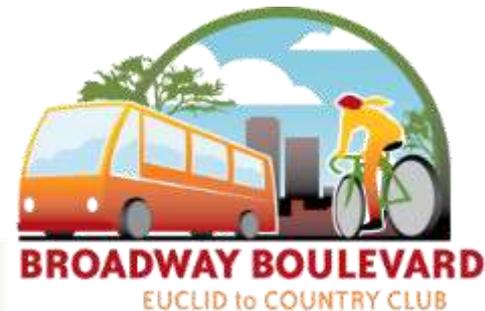
# Overview of Sept. 26<sup>th</sup> Workshop

- 217 participants signed in

Location of Broadway Boulevard Public Meeting Attendee's from Sign-in Sheets



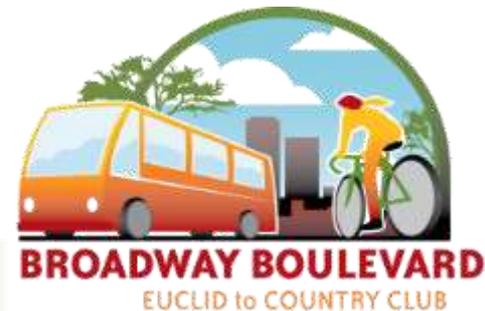
- 78% provided addresses
- 78% of addresses within 1 mile of the Broadway project



# Overview of Sept. 26<sup>th</sup> 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



## Pick the 3 most important Performance Measures

### PEDESTRIAN ACCESS AND MOBILITY

#### Pedestrian Environment

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

- 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.

It also includes 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

#### Bicycling Environment

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

- 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.

It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.



### TRANSIT ACCESS AND MOBILITY

#### Transit Travel Time

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



#### Accommodation of 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 through a future improvement project.



### VEHICULAR ACCESS AND MOBILITY

#### Through Traffic Movement

The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.



### SENSE OF PLACE

#### Potential Historic and Significant Buildings Impacts

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



#### Visual Quality

The ability of Broadway's design to enhance the visual quality along it. This includes the width and design of median and streetside landscaping and number and location of placemaking features such as public art, wayfinding, lighting, and furniture. It also includes Broadway's relationship with and impacts to the existing and future visual character of adjacent uses.

### ENVIRONMENT AND PUBLIC HEALTH

#### Walking and Biking Health Benefits

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, and a future mix of commercial, residential, and open space uses that improves the economic value of uses along Broadway.



### PROJECT COST

#### Construction and Acquisition Cost

The total construction cost of planned improvements.



### CERTAINTY

#### City's Ability to Maintain Improvements

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



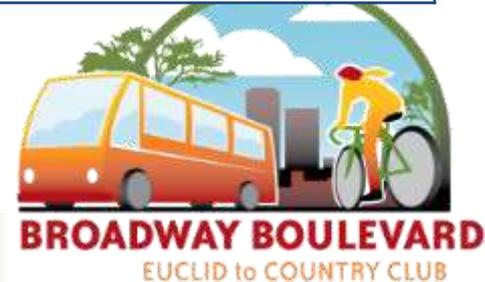
# Exercise 1

- **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



STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES													
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential	Construction and Acquisition Cost	City's Ability to Maintain Improvements	
EXISTING CONDITIONS 	to ---	to 0	Now ---	Future (100% PAG) ---	Future (70% PAG) ---	Future (100% PAG) ---	Future (70% PAG) ---	---	+++	to 0	to ---	---	NA	0 to ++
<b>8 LANE + DEDICATED TRANSIT (WITHOUT LANDSCAPING)</b>														
Option 41T 54T4 (Existing R.O.W.) 	---	to 0	Future (100% PAG) ---	Future (70% PAG) ---	Future (100% PAG) ---	Future (70% PAG) ---	0	+++	to 0	0 to + Short term	0 to ++ Long term	\$\$	0 to ++	
<b>4 LANE WITH LANDSCAPING (84' - 134' R.O.W.)</b>														
Option 4A (96' R.O.W.) 	0	0	Future (100% PAG) ---	Future (70% PAG) ---	Future (100% PAG) ---	Future (70% PAG) ---	---	++	++	+	0 to ++ Short term	++ to ++ Long term	\$\$	0 to +
Option 4B (134' R.O.W.) 	+++	++	Future (100% PAG) ---	Future (70% PAG) ---	Future (100% PAG) ---	Future (70% PAG) ---	---	+	++++	++	--- to ++ Short term	0 to +++ Long term	\$\$\$	---
<b>8 LANE + DEDICATED TRANSIT WITH LANDSCAPING (108' - 162' R.O.W.)</b>														
Option 41T A (124' R.O.W.) 	+	+	Future (100% PAG) --- to ---	Future (70% PAG) --- to 0	Future (100% PAG) --- to ---	Future (70% PAG) --- to 0	++	0	+++	+	--- to + Short term	--- to +++ Long term	\$\$\$	---
Option 41T B (162' R.O.W.) 	++	+++	Future (100% PAG) --- to ---	Future (70% PAG) --- to 0	Future (100% PAG) --- to ++	Future (70% PAG) --- to ++	+++	---	+	++	--- to 0 Short term	--- to ++ Long term	\$\$\$\$	---
<b>6 LANE WITH LANDSCAPING (104' - 142' R.O.W.)</b>														
Option 4A (124' R.O.W.) 	+	+	Future (100% PAG) 0	Future (70% PAG) +	Future (100% PAG) -	Future (70% PAG) 0	0	0	+++	+	--- to ++ Short term	0 to +++ Long term	\$\$\$	---
Option 4B (142' R.O.W.) 	++	++	Future (100% PAG) 0	Future (70% PAG) +	Future (100% PAG) -	Future (70% PAG) 0	0	---	++	++	--- to 0 Short term	--- to ++ Long term	\$\$\$\$	---
<b>8 LANE + DEDICATED TRANSIT WITH LANDSCAPING (128' - 184' R.O.W.)</b>														
Option 41T A (148' R.O.W.) 	---	0	Future (100% PAG) +	Future (70% PAG) ++	Future (100% PAG) +	Future (70% PAG) ++	++	---	-	0	--- to 0 Short term	--- to +++ Long term	\$\$\$\$	0 to +
Option 41T B (184' R.O.W.) 	+	+	Future (100% PAG) +	Future (70% PAG) +++	Future (100% PAG) ++	Future (70% PAG) +++	+++	---	+	+	--- to 0 Short term	--- to ++ Long term	\$\$\$\$	---

LEGEND Best Performance ++++ Neutral 0 Worst Performance --- Highest Cost \$\$\$\$\$ Lowest Cost \$ September 26, 2013

Facilitator/Recorder Initials    
Table #

## PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES





# Input on Street Section Alternatives

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

STREET CROSS SECTION ALTERNATIVES		PERFORMANCE MEASURES													
		Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Acquisition Cost	City's Ability to Maintain Improvements
8 LANE + UNDEVELOPED TRAVEL WITHOUT LANDSCAPING															
Option 4-T SADA (Existing R.O.W.)		---	- to ○	Future (100% PAG)	Future (70% PAG)	Future (100% PAG)	Future (70% PAG)	○	+++	- to ○	-	○ to + Short term	○ to ++ Long term	\$\$	○ to ++
4 LANE WITH LANDSCAPING (84'-10" R.O.W.)															
Option 4A (84' R.O.W.)		○	○	Future (100% PAG)	Future (70% PAG)	Future (100% PAG)	Future (70% PAG)	-	++	++	+	○ to ++ Short term	+ to ++ Long term	\$\$	○ to +
Option 4B (134' R.O.W.)		+++	++	Future (100% PAG)	Future (70% PAG)	Future (100% PAG)	Future (70% PAG)	-	+	++++	++	- to ++ Short term	○ to +++ Long term	\$\$\$	- to ○

Option 4A: 98' Right-of-Way

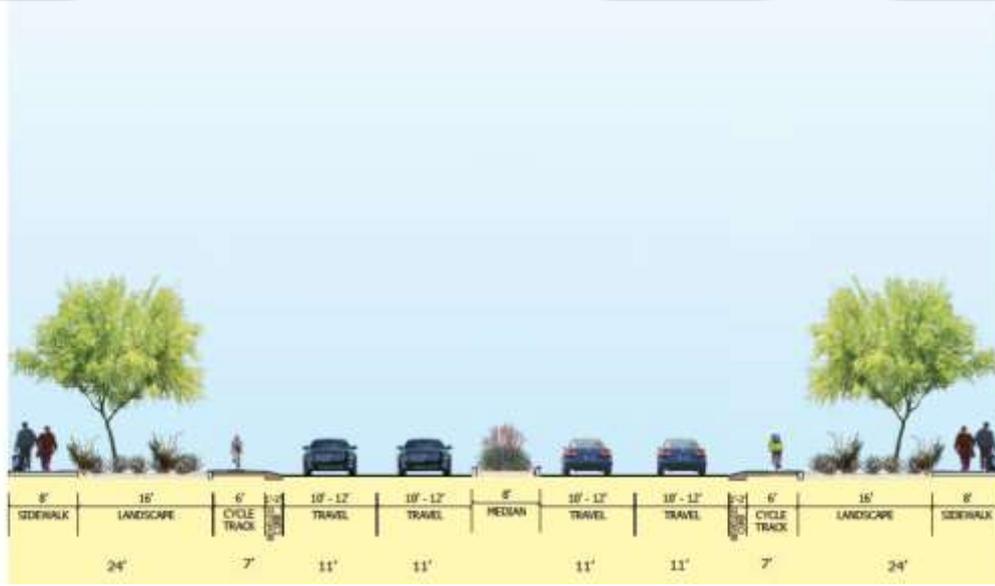


# Input on Street Section Alternatives

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

STREET CROSS SECTION ALTERNATIVES		PERFORMANCE MEASURES													
		Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Acquisition Cost	City's Ability to Maintain Improvements
8 LANE + UNDEVELOPED TRAVEL WITHOUT LANDSCAPING															
Option 4-T SADA (Existing R.O.W.)		---	0	Future (100% PAG)	Future (70% PAG)	Future (100% PAG)	Future (70% PAG)	0	+++	to 0	-	0 to + Short term	0 to ++ Long term	\$\$	0 to ++
4 LANE WITH LANDSCAPING (84'-10" R.O.W.)															
Option 4A (84' R.O.W.)		0	0	Future (100% PAG)	Future (70% PAG)	Future (100% PAG)	Future (70% PAG)	-	++	++	+	0 to ++ Short term	++ to ++ Long term	\$\$	0 to +
Option 4B (114' R.O.W.)		+++	++	Future (100% PAG)	Future (70% PAG)	Future (100% PAG)	Future (70% PAG)	-	+	++++	++	- to ++ Short term	0 to +++ Long term	\$\$\$	- to 0

Option 4B: 114' Right-of-Way

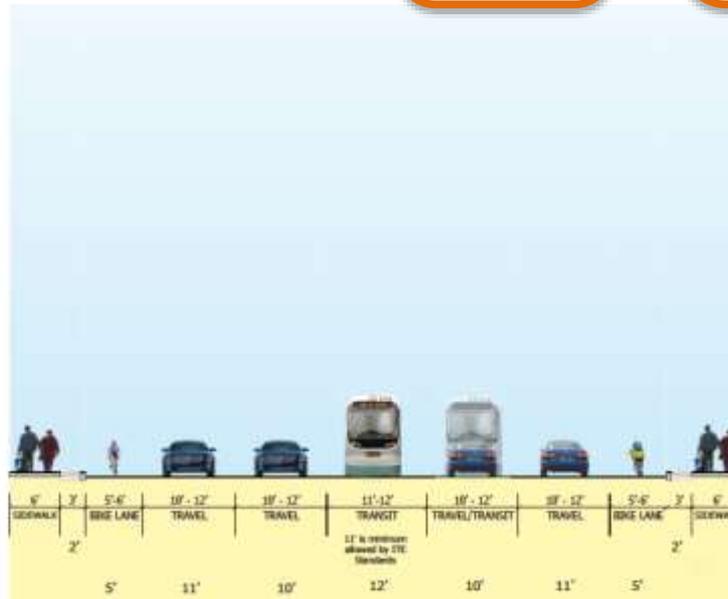


# Input on Street Section Alternatives

- 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

STREET CROSS SECTION ALTERNATIVES		PERFORMANCE MEASURES													
		Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Acquisition Cost	City's Ability to Maintain Improvements
8 LANE + UNREGULATED TRAVEL WITHOUT LANDSCAPING															
Option 4+T SATA (Existing R.O.W.)		---	to	Future (100% PAG)	Future (70% PAG)	Future (100% PAG)	Future (70% PAG)	○	+++	to	-	○ to + Short term	○ to ++ Long term	\$\$	○ to ++
4 LANE WITH LANDSCAPING (84'-10" R.O.W.)															
Option 4A (84' R.O.W.)		○	○	Future (100% PAG)	Future (70% PAG)	Future (100% PAG)	Future (70% PAG)	-	++	++	+	○ to ++ Short term	+ to ++ Long term	\$\$	○ to + +
Option 4B (134' R.O.W.)															
Option 4B (134' R.O.W.)		+++	++	Future (100% PAG)	Future (70% PAG)	Future (100% PAG)	Future (70% PAG)	-	+	++++	++	- to ++ Short term	○ to +++ Long term	\$\$\$	- to ○

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



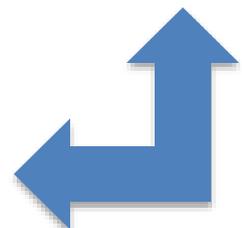
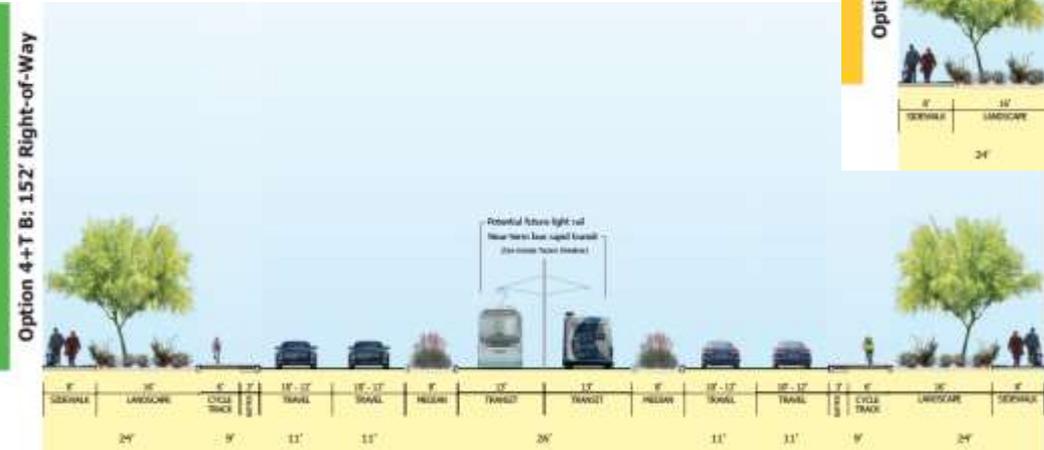


# Input on Street Section Alternatives

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

STREET CROSS SECTION ALTERNATIVES		PERFORMANCE MEASURES													
		Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High-Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Mitigation Cost	City's Ability to Maintain Improvements
Option 4+TB (152' R.O.W.)		++	+++	Future (100% PAG) to -	Future (70% PAG) to ○	Future (100% PAG) to +	Future (70% PAG) to ++	+++	--	+	++	Short term: - to ○	Long term: - to ++	\$\$\$\$	to ○
Option 6B (152' R.O.W.)		++	++	Future (100% PAG) to ○	Future (70% PAG) to +	Future (100% PAG) to -	Future (70% PAG) to ○	○	--	++	++	Short term: - to ○	Long term: - to ++	\$\$\$\$	to ○

Some groups mentioned potential for conversation of six-lane alternatives to four-lane plus transit lane alternatives.





# Tradeoffs and Balancing Performance

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



# 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

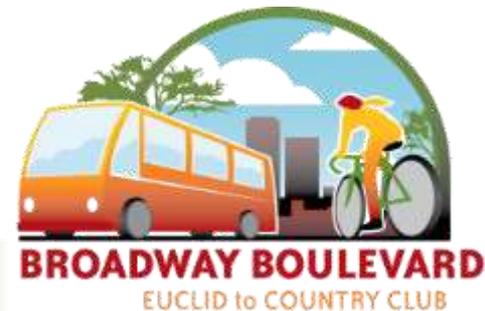
## *What does it mean?*

- 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*

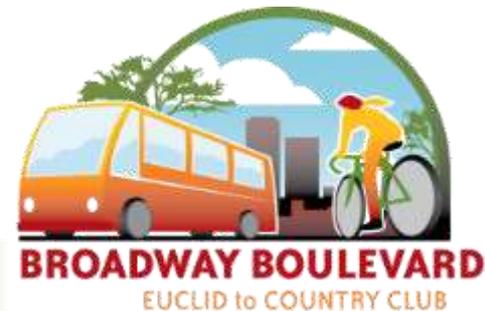
- Several tables willing to trade traffic movement for improvements for pedestrians, bicycles, and pedestrians
- Several recommendations to enhance multi-modal design features of 4-lane alternatives:
  - Table J: selected 4+T SATA with added pedestrian and bicycle enhancements
  - Table I: selected 4A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

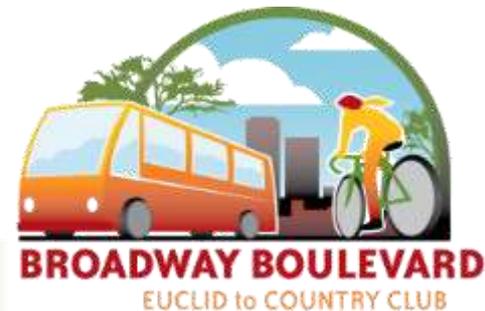
## *What does it mean?*

- 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*

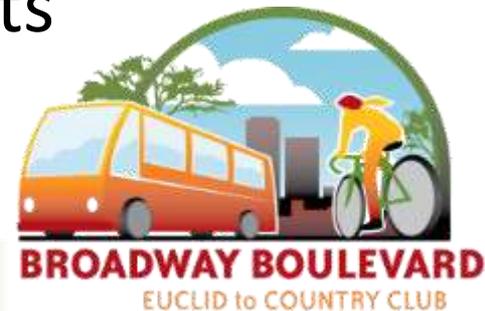
- Balance between short-term and long-term economic growth
- Table F: discussions—
  - Group saw 4+TA as *“modest compromise with width & overall potential/opportunity to provide new motivation & impact to business/visual/access”*
  - Selected 4B, 4+TA, and 4+TB to *“find a sweet spot; compromises with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



# Preserving existing business and buildings vs. potential for new growth

## *What does it mean?*

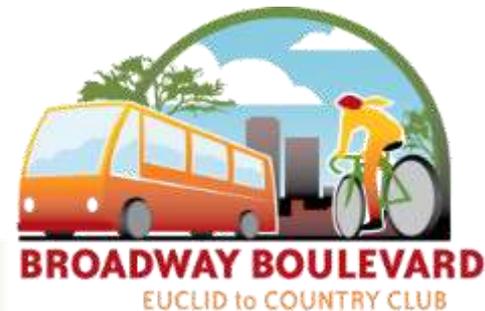
- **Develop economic framework** for properties along Broadway providing policy recommendations to support desired range of economic futures, from both public policy, private development, and small business owners' perspectives
- Provide information from **research and case studies of impacts to businesses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



# Cost vs. more multi-modal features

## *Discussion of tradeoffs*

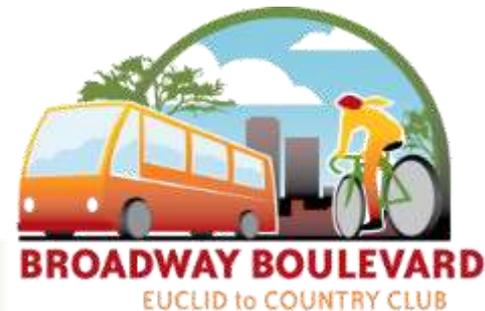
- Some participants discussed tradeoff between multimodal features and the higher costs associated with including more, like—
  - sidewalks,
  - landscape,
  - transit lanes, and
  - bike facilities



# Cost vs. more multi-modal features

## *What does it mean?*

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

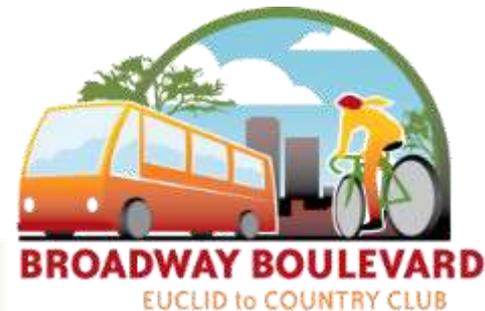


# Doing it right vs. not doing it at all

## *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

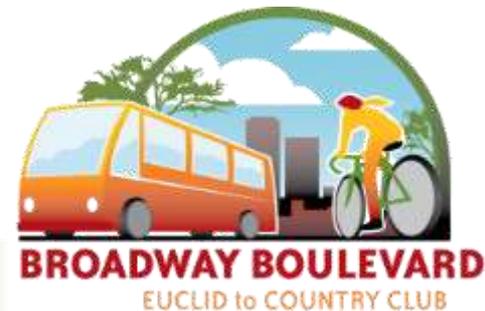


# Doing it right vs. not doing it at all

## *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”**

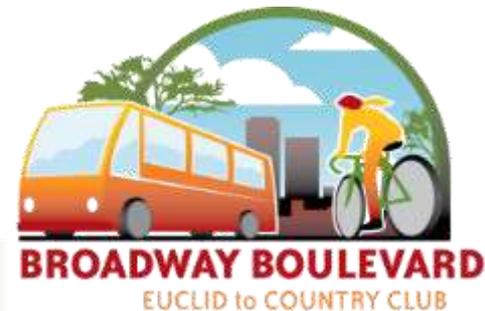
# Staff/CTF Discussion: Project Funding, Project Schedule and Tasks, Continued Discussion of Public Input, Performance Assessment Methodologies, Other Studies of Particular Interest (e.g.; Parking, etc.)

**Jenn Toothaker Burdick**

Project Manager, Tucson Department of Transportation

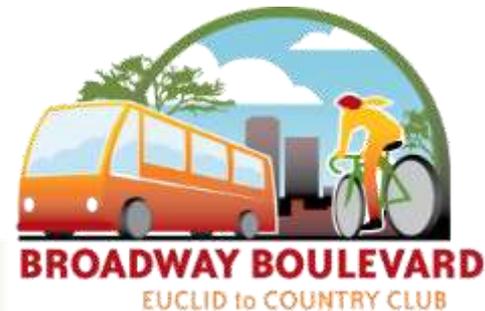
**Phil Erickson**

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

Current Schedule (07/18/13)	Meeting Descriptions	Potential Revised Schedule (10/21/13)
None	<b>Stakeholder Agency Review</b>	November and early-Dec. #2
None	<b>CTF Meeting (Action Mtg.)</b> – Presentations: Economic Development Framework and shared & district parking, and other topics identified in October CTF Charrette. Review input from stakeholder agencies. CTF verification of cross section and alignment alternatives for further design and assessment	Mid-December #21
Nov. 2013 to mid-Jan. 2014	No CTF meetings. Technical work completed by project team to prepare and assess initial Street Design Concepts	Jan. to Feb. 2014
Jan. 23 or 30, 2014 #21	<b>CTF Meeting (Action Mtg.)</b> – Street Design Concepts direction on refinements	Feb. 27 or Mar. 6, 2014 #22
Feb. 2014	Design refinements and analysis; prepare for Stakeholder Review	March 2014
Feb. to Mar. 2014 #2	<b>Stakeholder Agency Review</b>	Mar. to April 2014 #3
Mar. 27, 2014 #22	<b>CTF Meeting (Action Mtg.)</b> – Finalize design refinements and analysis for public presentation	April 24, 2014 #23
April 24, 2014	<b>Public Meeting #4</b> – Cross section, alignment, and corridor development concepts; performance evaluation; and preferred design approach.	Mid-May 2014
May 8, 2014 #23	<b>CTF Meeting (Action Mtg.)</b> – Public Input and Street Design and Corridor Development Concept	June 5, 2014 #24
Mid-May 2014 #24 and #25	<b>Charrette #3</b> – CTF Draft Recommended Street Design and Corridor Development Concept; presentation on Universal Design	Mid-June, 2014 #25 and #26
June and July 2014	No CTF meetings. Technical work to detail and evaluate draft recommended concept	July and August 2014
Early August 2014 #26	<b>CTF Meeting (Action Mtg.)</b> – CTF Draft Recommended Street Design and Corridor Development Concept Evaluation	Late August, 2014 #27
Aug. and Sept. 2014 #3	<b>Stakeholder Agency Review</b>	September 2014 #4
Late Sept. 2014 #27	<b>CTF Meeting (Action Mtg.)</b> – Finalize CTF Draft Recommended Street Design and Corridor Development Concept Evaluation for public presentation	Early Oct., 2014 #28
Mid-Oct. 2014	<b>Public Meeting #5</b> – Draft Recommended Street Design and Corridor Development Concept Evaluation	Late Oct. 2014
Nov. 2014 #28 and #29	<b>Charrette #4</b> – Determine CTF Recommended Design Concept	Nov. 2014 #29 and #30
Early Dec. 2014	<b>CTF Meeting (Action Mtg.)</b> – Finalize CTF Recommended Broadway Design Concept	Early Dec. 2014
Late Dec. 2014 or Jan. 2015	<b>Mayor and Council Hearing</b> – Action on CTF Recommended Broadway Design Concept	Late Dec. 2014 or Early Jan. 2015

# Call to the Audience

10 Minutes

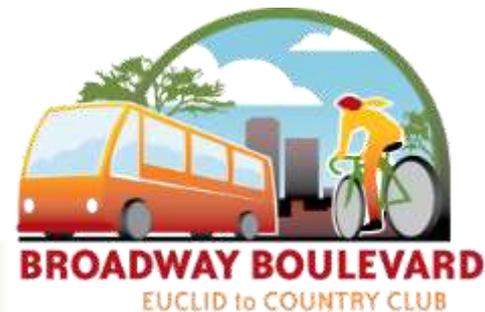
**Please limit comments to 3 minutes**

- 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 (2<sup>nd</sup>)
  - Next Steps/Roundtable



# Thank You for Coming – Please Stay in Touch!

## Broadway: Euclid to Country Club

Web: [www.tucsonaz.gov/broadway](http://www.tucsonaz.gov/broadway)

Email: [broadway@tucsonaz.gov](mailto:broadway@tucsonaz.gov)

Info Line: 520.622.0815

## RTA Plan

[www.rtamobility.com](http://www.rtamobility.com)

