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

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BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

BROADWAY BOULEVARD

EUCLID to COUNTRY CLUB

April 30, 2014

Broadway Citizens Task Force Meeting

Meeting Agenda

1.	Call to Order/Agenda Review/Announcements	*5 min*
2.	Approval of CTF Meeting Summaries: *February 25, February 27, March 6, and March 7*	*5 min*
3.	Recommendations from Staff Technical Advisory Committee and Upcoming Presentation to the Mayor and Council	*20 min*
4.	Presentation: Water Harvesting and Green Streets	*15 min*
5.	CTF Activity: Review/Discuss Revised 4-Lane and Revised 6-Lane Drawings and Vignettes for Addressing "Inspiration Points" at Key Points in the Corridor; Potential Approaches for Presentation at Public Open House	*50 min*
6.	1st Call to the Audience	*15 min*
	10 MINS. BREAK	
7.	Public Input Report, and Reports on Project Presentations & Outreach	*15min*
8.	Discuss/Set Public Meeting #4 Date, Format, Presentation Materials, and Survey(s)	*15 min*
9.	Discuss Standard Meeting Agenda Structure and Meeting Organization	*15 min*
10.	2nd Call to the Audience	*10 min*
11.	Next Steps/CTF Roundtable	*15 min*
12.	Adjourn	

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2. Approval of Meeting Summaries:

February 25, 2014
February 27, 2014
March 6, 2014
March 7, 2014 (late delivery)

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3. Recommendations from Staff Technical Advisory Committee and Upcoming Presentation to the Mayor and Council

Jenn Toothaker Burdick
City of Tucson Department of Transportation

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Broadway Project has Reached a Critical Milestone

- Initial analysis of 4 alternatives complete
- Citizens Task Force (CTF) is making decisions/narrowing down alternatives
- Public Meeting #4 coming up – public will be informed and asked to provide input on decisions being made
- New RTA/City contract is contingent on ability to meet May 2016 construction deadline and policy parameters

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CTF Decisions at Charrette #3

- Table the 6+2T alternative for now
- Focus on refinements to the 4-lane and 6-lane/4+2T alternatives, seeking fewer impacts to properties and acquisitions
- Create design variations (vignettes) for how to address challenging areas identified by CTF;
- Illustrate possible infrastructure that can be built for transit in the 6-lane alternative; and,
- Create surveys and/or input opportunities for public on different topics.

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Key Issues Raised at Charrette #3

- Is 4-lane alternative really not an option? Why?
  - *Decision will need to be supported by Mayor & Council, RTA Board, and Pima County*
- Is a combo of 4-lane west of Campbell/6-lane east of Campbell on the table for consideration?
  - *Future HCT not along Broadway, Euclid to Campbell?*
  - *Is 4-lane good enough for local service?*
- What is the reality of a path from 6-lane to a 4+2T? What transit do we plan for 20+ years into future?
  - *How do we address transit (from local bus all the way to light rail)?*

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Steps for Defining Viable Alternatives

- ***4/2 TAC Workshop –*** *Technical input to respond to questions of viable alternatives*
- ***4/30 CTF Meeting*** *– Share TAC feedback; Review requested refined alternatives; Formulate CTF recommendations*
- ***5/6 Mayor & Council Meeting*** *– Provide recommendations from CTF and TAC; request direction*

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Technical Advisory Committee Workshop

- Staff representatives from a variety of departments and agencies

  (COT: CMO, Attorney's, OIP, Econ. Initiatives, TDOT, ParkWise, PDSD; RTA; Pima Co. DOT)
- Data presented to CTF at Charrette #3 shared
- Obtained technical topic matter expert input
- Requested recommendations on what alternatives to <u>eliminate and why</u>, and what the Broadway project should focus time, efforts, and resources on moving forward

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Desired Outcome of TAC Workshop

Consensus recommendation on the following question:

"As a group of technical topic experts with a role in the way this project will be designed, built, and implemented/maintained, what do you recommend the Broadway Project should focus time, money and resources on, moving forward through planning and design?"

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Alternatives Performance Summary Sheets

- Overviews of Each Alternative (incl. Sidewalk Only)
- Highlights of Performances

Broadway: Euclid to Country Club Roadway Improvement Project

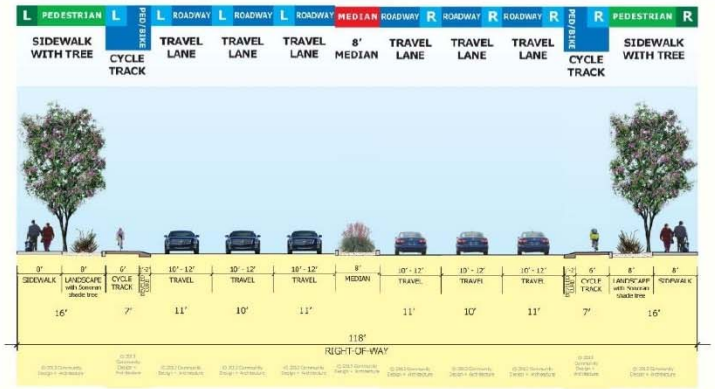
Summary of Performance Highlights:
6-Lane Street Design Concept Alternative (118' Right of Way)

Description

All alternatives include:
- 8' Sidewalks (limited narrowing to avoid impacts, 5' min.)
- 8' Landscaped areas roadside and in medians (limited narrowing to avoid impacts, 6' min. at roadside to allow for some landscape, 3' min. in median without landscape)
- 7'-8' wide cycle tracks with 6' bike lanes at vehicle crossings

6-Lane Alternatives include:
- Bus pullouts at all signals; not at midblock bus stops

Two alignment alternatives drawn for charrette; additional "hybrid" option being develo
- **Minimizing Building Impacts** - preserves as many buildings as possible
- **Minimizing Property Impacts** - limits impacts (acquisitions and demolitions) to on side of the roadway
- Hybrid –reduces impacts to both buildings and properties



Broadway: Euclid to Country Club Roadway Improvement Project

Summary of Performance Highlights:
6-Lane Street Design Concept Alternative (118' Right of Way)

Cost Estimates (Same as the 4+2T)

Alternative	Goal	Construction Estimates	Acquisition Estimates	Total	*Potential Remnant Land Sq. Ft.*	*Potential Costs Recovered*
Minimize Building Impacts	*Preserve buildings*	$26.2 M	$66.4 M	$92.6 M	*~892,637 sq. ft.*	*$13.4 – $35.7 M*
Minimize Property Impacts	*Limit impacts to one side*	$26.2 M	$44.1 M	$70.3 M	*~713,665 sq. ft.*	*$10.7 – $28.5 M*

Results of Transportation Analysis (Transportation Specific Measures)
Assumes a reduced growth rate (22%) from 2040 PAG Projections (33%)

Mode/Measure	Description	Performance Highlights
Vehicle	*~4,166 vehicles (5,000 people)*	- Vehicle travel time during peak hour EB travel **reduced by 1.4% (minus 0.1 min.)** - Intersection delays are high for all movements, but the 6-lane continuous lanes perform better than the 6+2T alternative, which must narrow at both ends of the project area resulting in congestion that "backs into" rest of the study area - Results are comparable to those achieved in the 6+2T alternative, and better than 4-lane or 4+2T - Signal timing creates delays due to wide crossings
Transit	*500 total riders during PM peak hour, assuming local bus and limited stop bus running*	- Bus travel during peak hour EB travel **reduced by 0.7% (minus 0.1 min.)** - Local bus service performs well, although not as good as when there are dedicated lanes - Results are comparable to those achieved in the 6+2T alternative, and better than the 4-lane - Could accommodate future High Capacity Transit if it is acceptable to reduce the number of mixed flow lanes to 4
Bike	*50 bikes*	- All alternatives provide improved buffered facilities and reduced number of conflict points between vehicles and bicyclists - Travel time not impacted much across alternatives (assumed 9-11 mph) - Provides OK support for bike network connections. Crossings at key points are pretty wide – Campbell, Highland, Treat
Pedestrian		- All alternatives provide improved facilities - Reduced number of conflict points - Neutral performance for crossing times same as 4+2T lane, compared to 4-lane performing best and 6+2T performing worst

Results of Additional Analysis (Non-Transportation Specific Measures)

Measure	Performance Highlights
Sense of Place: Impacts to Historic Resources	
Minimize Building Impacts	- 90 Historic Properties impacted of 143 total properties - 23 Historic Buildings directly impacted (of 37 buildings total)
Minimize Property Impacts	- 63 Historic Properties Impacted of 96 total properties - 26 Historic Buildings directly impacted (of 41 buildings total)
"Hybrid"	- Likely impacts many fewer Historic Properties and Buildings
Sense of Place: Impacts to Significant Resources	
Minimize Building Impacts	- Total of 2 Significant (Not yet historic) Property (1 at High, 1 at Mod. Risk for Acquisition)
Minimize Property Impacts	- Total of 2 Significant (Not yet historic) Property (2 at Mod. Risk for Acquisition)
"Hybrid"	- Impact to Significant Properties still to be determined, likely similar to other
Environment & Public Health	
- More cars and vehicle delays lead to higher levels of Greenhouse Gases and other tailpipe emissions than existing; however, performs better than 4-lane or 4+2T, and comparably with the 6+2T - Has not been evaluated for opportunities for water harvesting and green streets, can be assessed for the "Hybrid" option as it is being designed at a detailed level	
Economic Vitality: Change in Economic Potential	
Minimize Building Impacts	- Leaves more existing structures in place compared with other 6-lane alternative (note: "hybrid" performs even better), scoring second lowest for change in economic potential for near-term - Provides the most remnant property for long-term reuse and infill
Minimize Property Impacts	- Leaves less existing structures in place, second highest of all alternatives - Provides less remnant property for long-term reuse and infill, scoring slightly worse than other 6 lane

Considerations
- Meets County Bond Project Ordinance description
- Project does not meet the RTA Plan ballot language, but has more ability to meet the policy "No Diminishment of Functionality" as originally envisioned by the original Technical Committee and Citizens Advisory Committee, because its performance in comparison to the 6+2T is better.

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Summary of
TAC Recommendations by Alternative

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6-Lanes (118’ Right of Way)

Staff Recommendation: **Make this alternative the priority focus of project design now.** **Focus on how roadway could convert to a 4+2 dedicated transit lanes, as ridership and technologies warrant.**

- Creates enhanced benefit to automobiles
- Creates enhanced benefit to transit
- Could accommodate future High Capacity Transit
- Remnant properties are reasonably sized
- Fundable by RTA and Pima County

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BROADWAY BOULEVARD
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4+2T (118’ Right of Way)

Staff Recommendation: Focus on 6-lane design that could convert to a 4+2T dedicates lanes, when ridership and technologies warrant.

- Enhances transit, but creates congestion for automobiles
- Current and modelled transit service does not provide enough functionality to warrant reduction in auto lanes
- Congestion worse than for the 4-lane or existing
- No enhanced benefit to automobiles
- Not fundable by Pima County or RTA because solution creates no added functionality or benefit to auto-driving public (the majority of users on Broadway are in cars)
  - *Repayment of expenditures to date would be required by RTA and Pima County (~$7M)*

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6+2T (150' Right of Way)

Staff Recommendation: Eliminate from consideration.

- Benefits to automobiles and transit worse than the 6-lane
- Does not serve non-transportation specific measures well (e.g., Economic Vitality, Impacts to Historic and Significant Resources, Environmental / Public Health, and others)
- Does not really allow for building a roadway that relates well to existing context (context sensitive)
- Shallow lots restrict ability to attract future infill and businesses (also context sensitive)
- Low benefits to cost ratio, given that there are higher impacts and costs, but performance does not improve on a complementary scale
- Fundable by RTA and Pima County because meets the bond and ballot language
- Construction and acquisition costs create doubt that option is cost feasible

4-Lane (96’ Right of Way)

Staff Recommendation: Eliminate from consideration.

- Does not accommodate future High Capacity Transit
- No enhanced benefit to automobiles
- No enhanced benefit to transit
- Not fundable by Pima County or RTA because solution creates no added functionality or benefit to auto-driving public (the majority of users on Broadway are in cars)
    - *Repayment of expenditures to date would be required by RTA and Pima County (~$7 M)*
- Too far off from the project described in the 2 measures previously voted on (1997 Pima County Transportation Bonds; 2006 RTA Plan)
- Limits future economic vitality because it doesn’t provide enough investment and visible; it is not a catalyst for a better economic future in the area
- Time and money spent on studying this further takes away from potential of other alternatives

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Sidewalk-Only (Existing Curb-to-Curb)

Staff Recommendation: **Example of what City would face if widening not undertaken now;** **staff recommendation is to avoid this situation.**

- Complies with 2013 joint US DOJ/DOT ruling regarding installation of ADA pathways and curb ramps when roadways are altered. If the City resurfaces the roadbed, it will trigger compliance. Such maintenance will be needed within the next 5-15 years. Roadway resurfacing would cost $5-6 M more than above costs.
- No enhanced benefit to automobiles
- No enhanced benefit to transit
- Does not accommodate ROW for future High Capacity Transit
- Not fundable by Pima County or RTA because solution creates no added functionality or benefit to auto-driving public (the majority of users on Broadway are in cars)
    - *Repayment of expenditures to date would be required by RTA and Pima County ($7 M)*

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Steps for Defining Viable Alternatives

- ***4/2 TAC Workshop –*** *Technical input to respond to questions of viable alternatives*
- ***4/30 CTF Meeting*** *– Share TAC feedback; Review requested refined alternatives; Formulate CTF recommendations*
- ***5/6 Mayor & Council Meeting*** *– Provide recommendations from CTF and TAC; request direction*
  - ***Any CTF members able/willing to attend?***

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CTF Discussion / Decisions

- Poll: Are any CTF members available to attend the May 6 M&C Study Session (time to be determined; most likely afternoon)?
- Does CTF support tabling the following decision until after 1st Call to the Audience and Break:
  - Formulating CTF recommendations on alternative(s) to move forward to Mayor and Council and Public Meeting #4
- *Someone needs to make a motion to table this decision*

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4. Water Harvesting and Green Streets

Catlow Shipek,

Watershed Management Group

RTA Regional Transportation Authority

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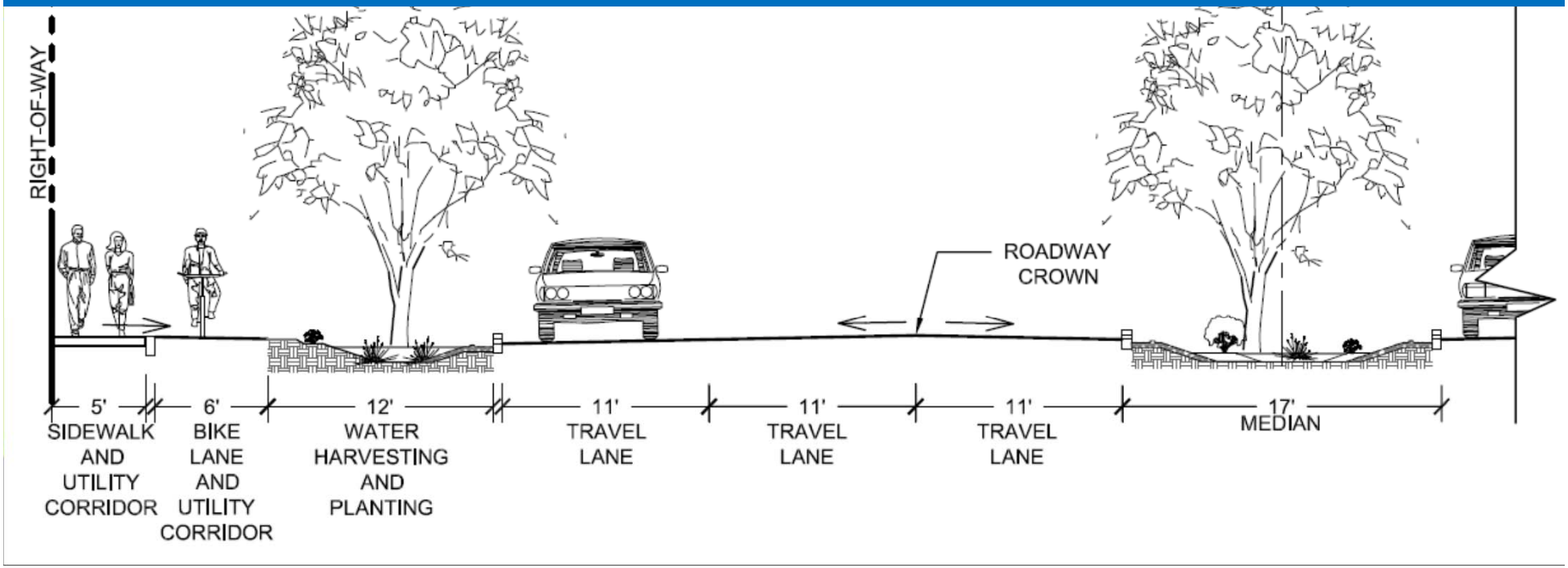
Green Streets Active Practice Guideline

Catlow Shipek
Co-founder & Sr. Program Manager
Watershed Management Group

Watershed Management Group

Watershed Management Group develops and implements community-based solutions to ensure the long-term **prosperity of people** and **health of the environment**. We provide people with the knowledge, skills, and resources for sustainable livelihoods.



Green Infrastructure

www.watershedmg.org

Watershed Management Group

Advisory Committee

- Watershed Management Group
- Mayor's Office
- Tucson Dept. of Transportation
  - Landscape Architect
  - Hydrologist
- Wheat Scharf, Landscape Architectural Firm
- Stantec, Engineering Firm
- Tucson Office of Conservation and Sustainability

Watershed Management Group

Read it: watershedmg.org/policies

Green Streets Active Practice Guideline

ADOPTED BY THE
MAYOR AND COUNCIL

August 6, 2013

RESOLUTION NO. 22116

RELATING TO TRANSPORTATION; AUTHORIZING AND APPROVING THE ADOPTION AND IMPLEMENTATION OF THE GREEN STREETS POLICY FOR THE TUCSON DEPARTMENT OF TRANSPORTATION; AND DECLARING AN EMERGENCY.

Watershed Management Group

Green Streets Active Practice Guideline

Applies to new city road construction and reconstruction

Performance Goals

- Stormwater to be directed through GI before entering storm drains
- Landscape areas to retain ≥ ½" of rain on public right-of-way
- Landscape plantings must meet coverage metrics to provide canopy shade <u>and</u> ground cover
- Landscape within 5years to survive on harvested rainwater

- And, planning process requires coordination and identification of potential GI features at the very start.

Watershed Management Group

Issue: Urban Heat Island

Watershed Management Group

Issue: Sustaining Urban Forests

According to American Trees, a 25% Canopy Cover

Where is Tucson?

2% - 10%

Watershed Management Group

Issue: Increased Runoff and Flooding

Issue: Non-Point Source Pollution

Watershed Management Group

Issue: Water Conservation

Watershed Management Group

Issue: Bike and Pedestrian Enhancements

Watershed Management Group

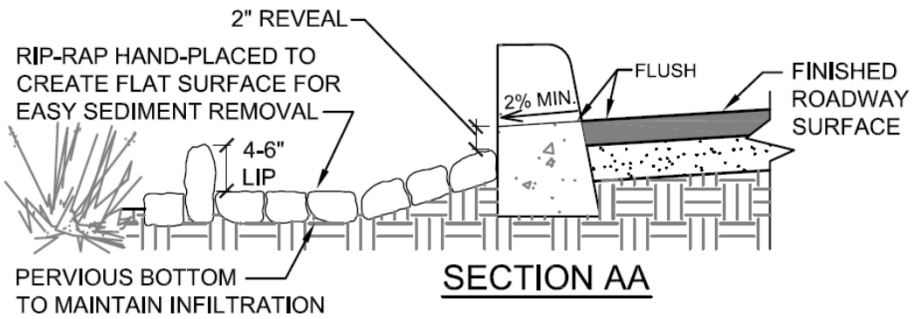
City of Tucson Green Streets

Suggested Technical Best Practices

DRAFT

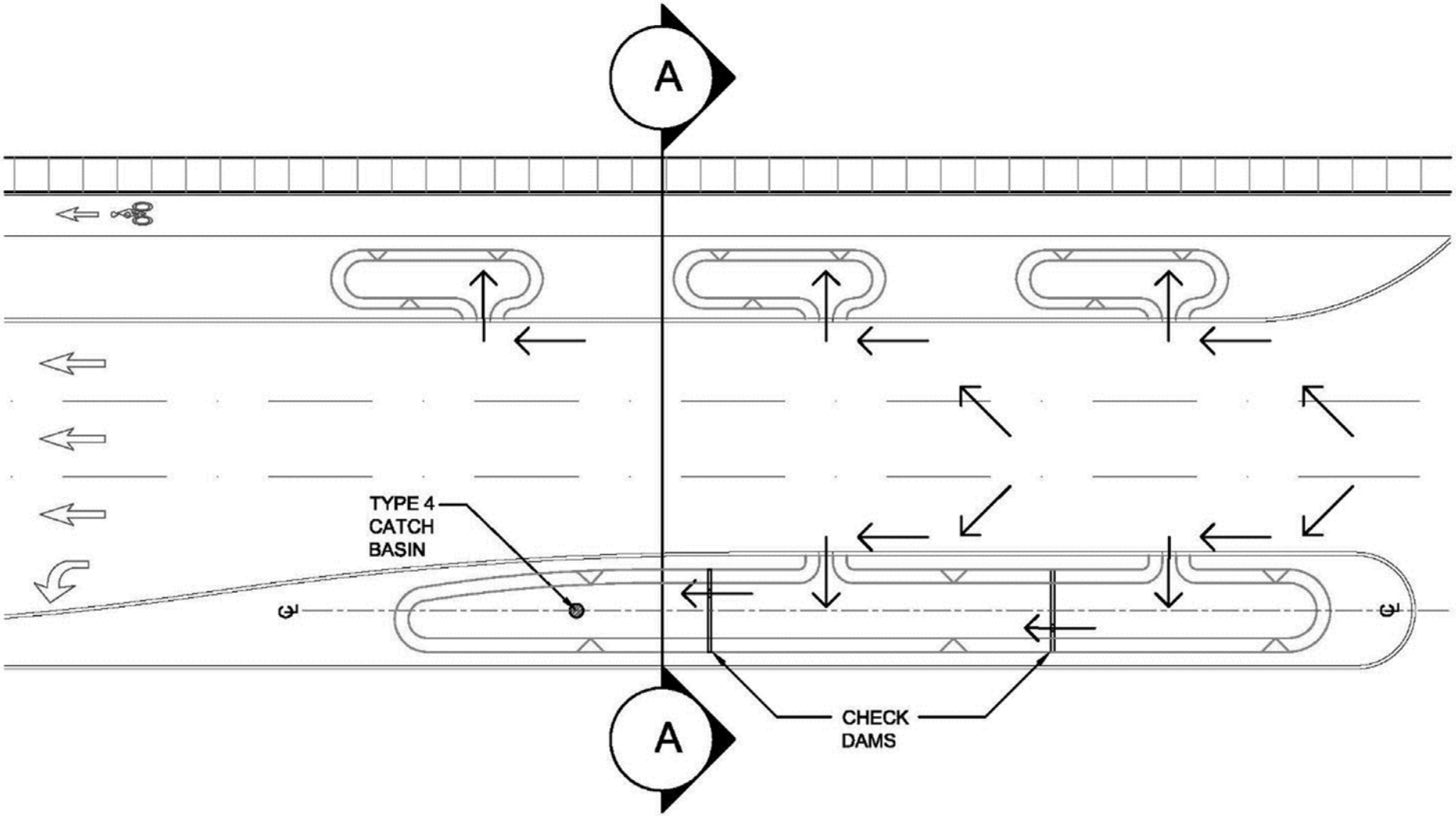
2.4. **Sediment traps.** A sediment trap will be constructed at the initial flow inlet of any landscape retention- feature accepting flow off the street. The sediment trap will be designed to slow the concentrated inflow of water sufficiently to allow particles (fine sand or larger) to settle in the constructed sediment trap.

Sediment trap design considerations include: a) ability to easily remove sediment (e.g. scoop with shovel), b) a pervious bottom to allow water to infiltrate within feature, c) addition of native bunch grasses within or immediately downstream of the sediment trap to further slow and filter runoff. *See figure 2.4.*



Published December 2013 by: Watershed Management Group

Watershed Management Group



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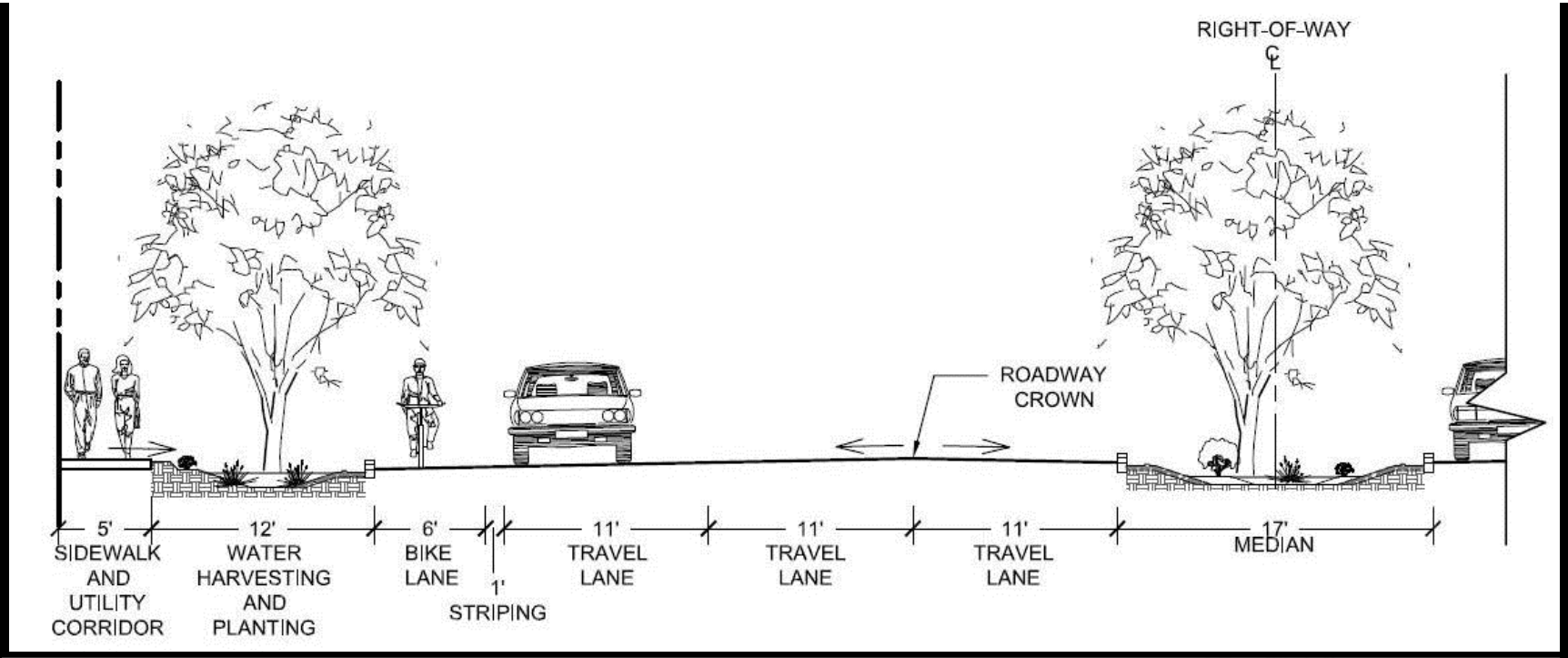
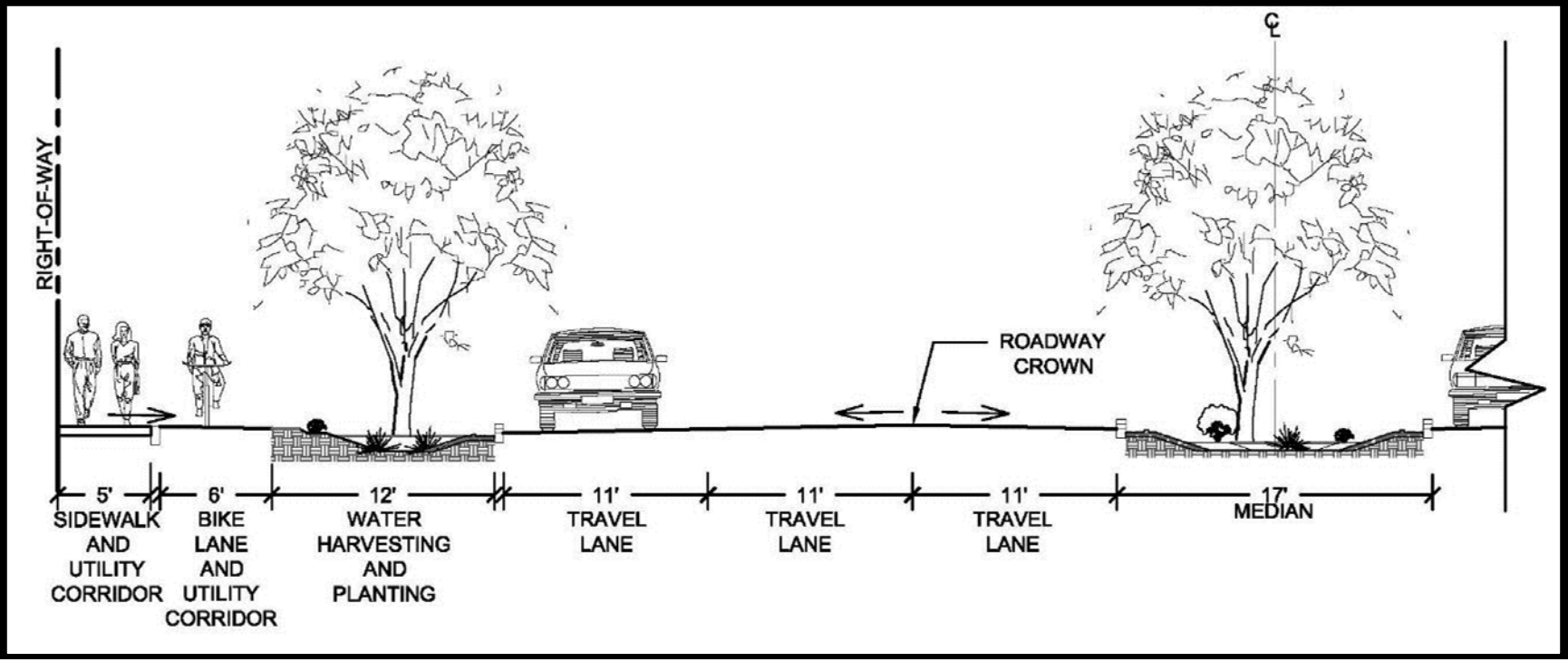

RIGHT-OF-WAY
℄
ROADWAY CROWN
5' SIDEWALK AND UTILITY CORRIDOR
12' WATER HARVESTING AND PLANTING
6' BIKE LANE
1' STRIPING
11' TRAVEL LANE
11' TRAVEL LANE
11' TRAVEL LANE
17' MEDIAN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11' TRAVEL LANE
11' TRAVEL LANE
17' MEDIAN

Would you rather have this?

Van Buren Street, Phoenix, today. Image courtesy of Duany Plater-Zyberk.

Watershed Management Group

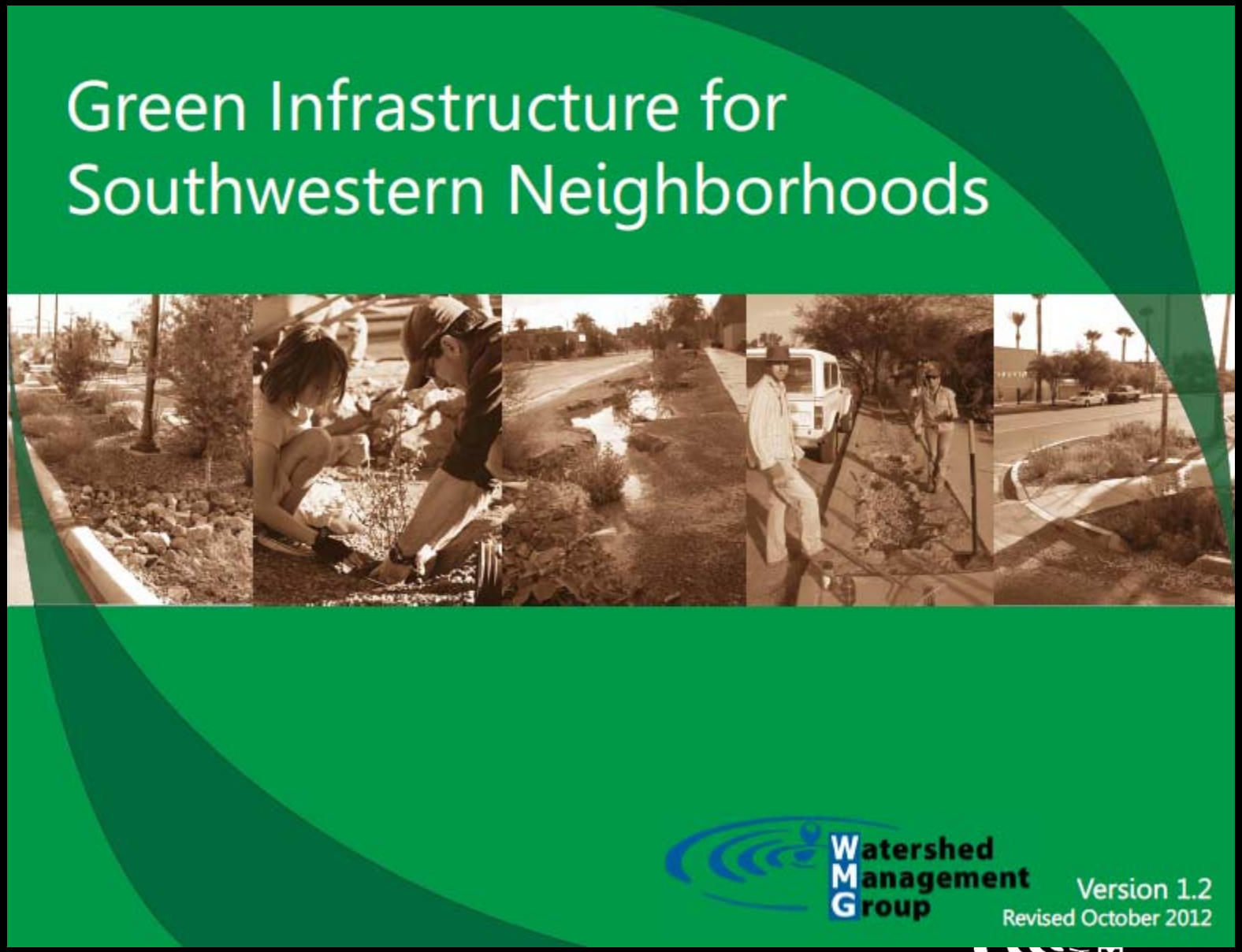
Source: http://bettercities.net/news-opinion/blogs/robert-steuteville/21041/top-10-reasons-new-american-dream

Or this?

Van Buren transformed, by Steve Price of Urban Advantage, for Reinvent Phoenix. Concepts for the street retrofit were via Duany Plater-Zyberk and Crabtree Group. Source: http://bettercities.net/news-opinion/blogs/robert-steuteville/21041/top-10-reasons-new-american-dream

Watershed Management Group

Download your free copy at watershedmg.org/green-streets



5. CTF Activity: Review/Discuss Revised 4-Lane and Revised 6-Lane Drawings and Vignettes for Addressing "Inspiration Points" at Key Points in the Corridor; Potential Approaches for Presentation at Public Open House

Jenn Toothaker Burdick
Project Manager, Tucson Department of Transportation

Mike Johnson
HDR

Phil Erickson
Community Design + Architecture

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4-Lane Refined

- Avoid impacts to Rincon Heights historic contributor properties and buildings

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4-Lane Refined

- Balance avoiding potential historic contributor buildings and minimizing property impacts to the east of Campbell

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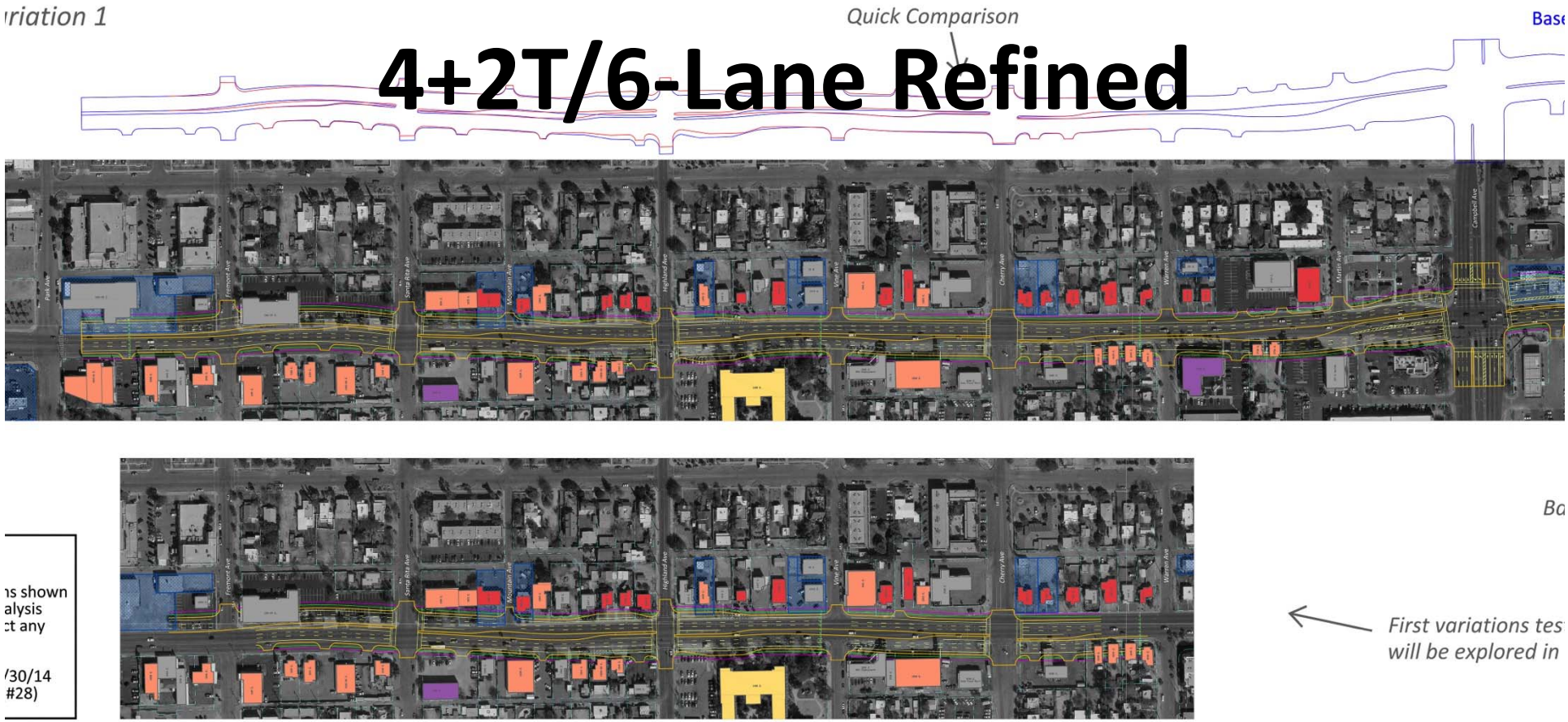
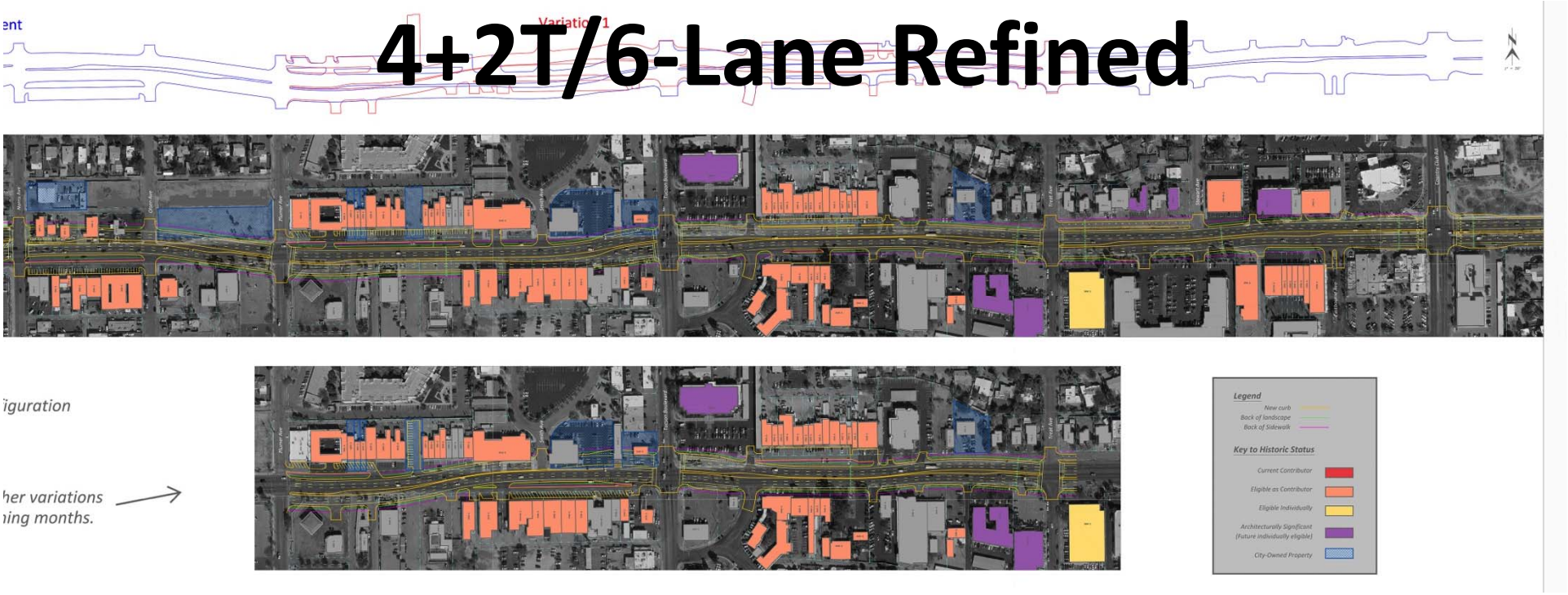
4+2T/6-Lane Refined



- **Base** avoid impacts to Rincon Heights historic contributor properties and buildings
- **Variation A** impacts more properties to north to reduce impacts to Miles School
- **Variation B** avoids impacts to Miles School and impacts Rincon Heights historic contributor buildings

4+2T/6-Lane Refined



- Balance avoiding potential historic contributor buildings and minimizing property impacts to the east of Campbell
  - **Base** impacts buildings to south of Continental Building and Solot's parking
  - **Variation A** impacts Continental Building and avoids impacts to Solot's parking

Updated Assessments

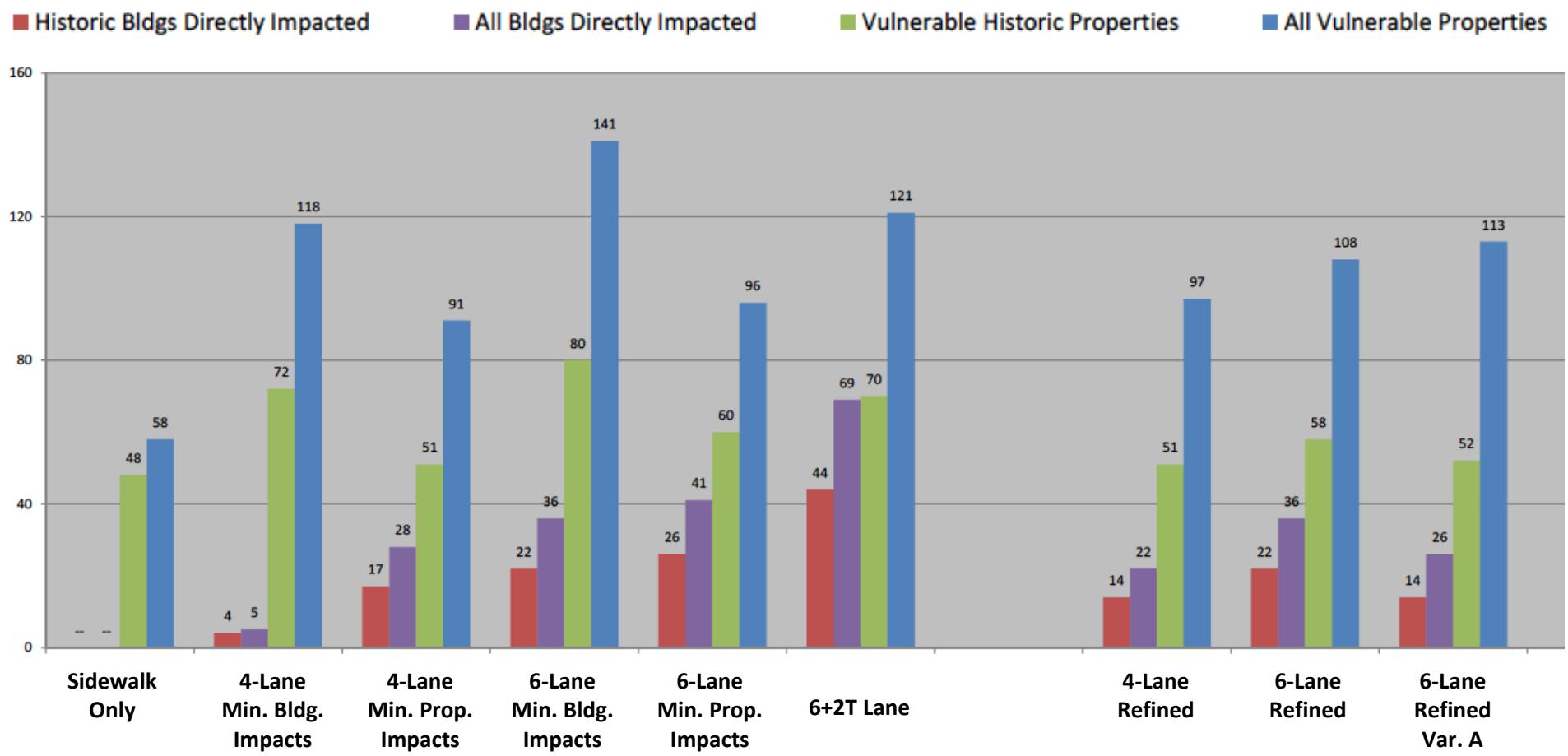
DRAFT

Broadway Boulevard: Euclid to Country Club Improvement Project

Performance Measures Table for CTF Meeting April 30, 2014

Performance Measure — Initial Street Design Concept Alternatives	4-Lane (Min. Bldg. Impact)	4-Lane (Min. Property Impact)	4-Lane (Refined)	4+2T Lane (Min. Bldg. Impact)	4+2TLane (Min. Property Impact)	4+2TLane (Refined)	4+2TLane (Refined Alternative)	6-Lane (Min. Bldg. Impact)	6-Lane (Min. Property Impact)	6-Lane (Refined)	6-Lane (Refined Alternative)	6+2TLane (Min. Property Impact)
1. Pedestrian Access and Mobility												
1a. Functionality of Streetside for Pedestrian Activity: Degree to which there is enough width to support desired pedestrian activity, landscaping, street furnishings and other improvements.	+	++	++	Level of design does not allow assessment		++1/2	+1/2	Level of design does not allow assessment		++1/2	+1/2	+++
1e. Pedestrian Crossings: Ease of crossing Broadway and side streets intersecting with Broadway on foot.		+				o						–
1f. Vehicle / Pedestrian Conflicts at Driveways: Degree to which conflicts between pedestrians and vehicles exist at driveways for site access; strongly related to Performance Measure 2b.	+	+1/2	+1/2	Level of design does not allow assessment		+1/2	+1/2	Level of design does not allow assessment		+1/2	+1/2	++
2. Bicycle Access and Mobility												
2b. Crossing Conflicts Between Bicycles and 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.	+	+1/2	++	Level of design does not allow assessment		++	++	Level of design does not allow assessment		++	++	+++
2e. Bike Network Connections: Convenience and safety of access to surrounding bike network. NOTE – existing conditions is considered o		++		+								–
2f. Bicycle Corridor Travel Time: The time it takes for average bicyclists to travel the length of Broadway. NOTE – existing conditions is likely comparable with a o	~13.5 minutes o											
3. Transit Access and Mobility												
3c. Transit Corridor Travel Time: The time it takes to travel the length of the Broadway project by transit.	18.8 minutes (PM eastbound) – – – 14.3 minutes (PM westbound) +			13.7 minutes (PM eastbound) o 13.5 minutes (PM westbound) +1/2				13.8 minutes (PM eastbound) o 14.0 minutes (PM westbound) +				12.9 minutes (PM eastbound) +1/2 13.9 minutes (PM westbound) +
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.		–				++				o		++
4. Vehicular Access and Mobility												
4a. Movement of Through Traffic During Peak Traffic Periods: Effectiveness of moving through vehicular traffic, which affects a variety of other transportation, environment, and economic factors.		– 1/2				– – –				o		1/2
4b. Intersection Delay – Overall Intersection Performance: Signalized intersection performance measured as average vehicle (auto, transit) delay. **[Average ranked performance]**		3				3.5				1.5		2
5. Person Access and Mobility												
5a. Person Trips for Multiple Measures: Multi-modal measures allowing evaluations on a per person basis.		– –				– – –				o		–

Historic and Significant Resources Impacts



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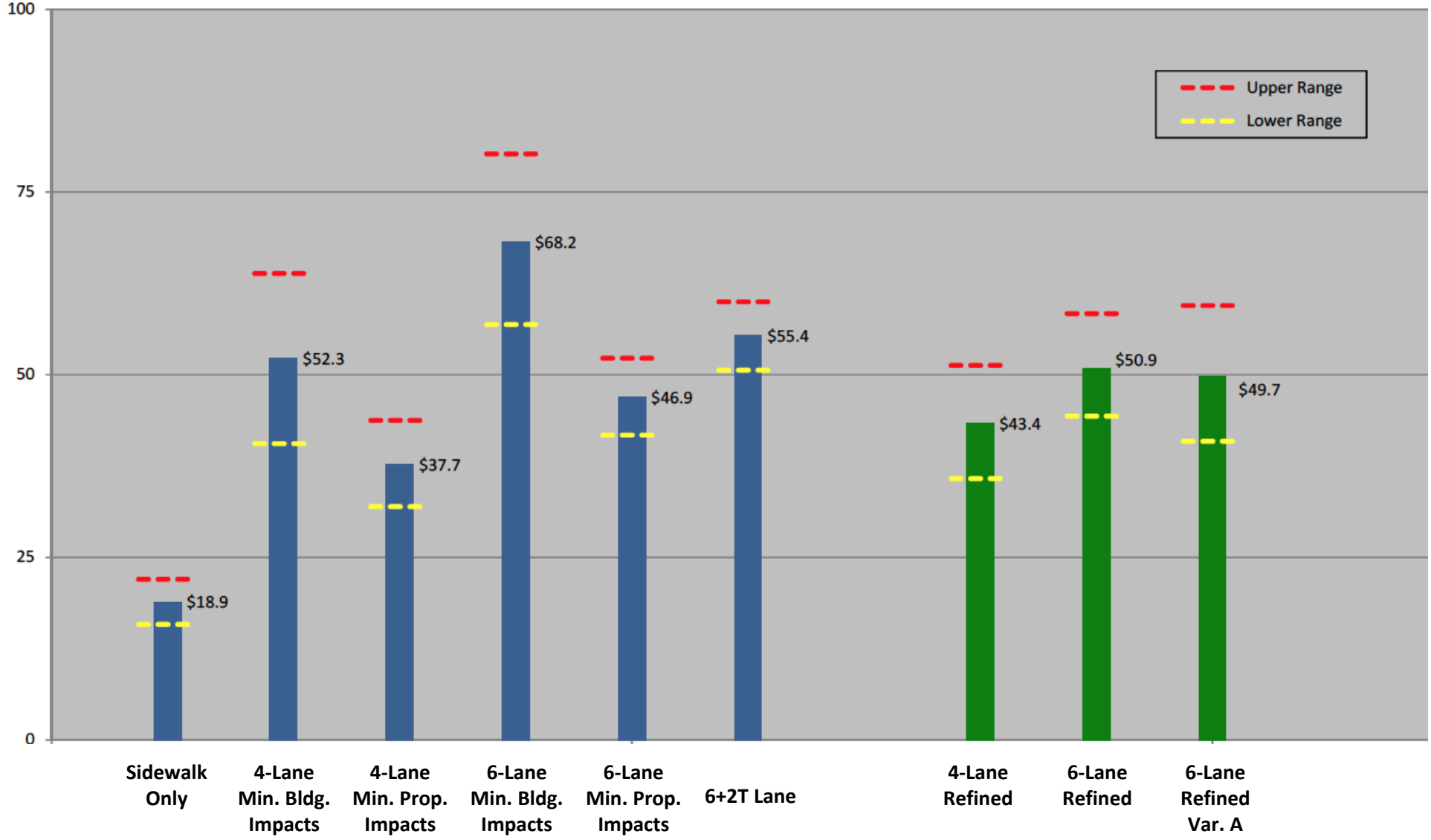
Potential Acquisition Costs

Values shown are in millions



CTF Activity (20 mins)

- Review maps and assessments
- Ask questions
- Provide feedback

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CTF Discussion / Decisions

- Does CTF support tabling the following Item 5 decisions until after Call to the Audience and Break –
  - CTF recommendations on Variations to move forward with for the 4+2T/6-Lane Alternative
  - CTF recommendations on presentation of alternatives and assessments at Public Meeting #4

- *Someone needs to make a motion to table this decision*

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1st 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

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10 min Break

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CTF Discussion / Decisions

(Motion needs to be made to reopen Item 3. Recommendations from TAC and Presentation to the Mayor & Council)

- **Formulate CTF recommendations on alternative(s) to move forward to Mayor and Council and Public Meeting #4**

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CTF Discussion / Decisions

(Motion needs to be made to reopen Item 5. Discuss Revised 4-Lane and Revised 6-Lane Drawings and Vignettes for Addressing "Inspiration Points" at Key Points in the Corridor)

- **CTF recommendations on Variations to move forward with for the 4+2T/6-Lane Alternative**
- **CTF recommendations on presentation of alternatives and assessments at Public Meeting #4**

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7. Public Input Report, and Reports on Project Presentations & Outreach

Jenn Toothaker Burdick

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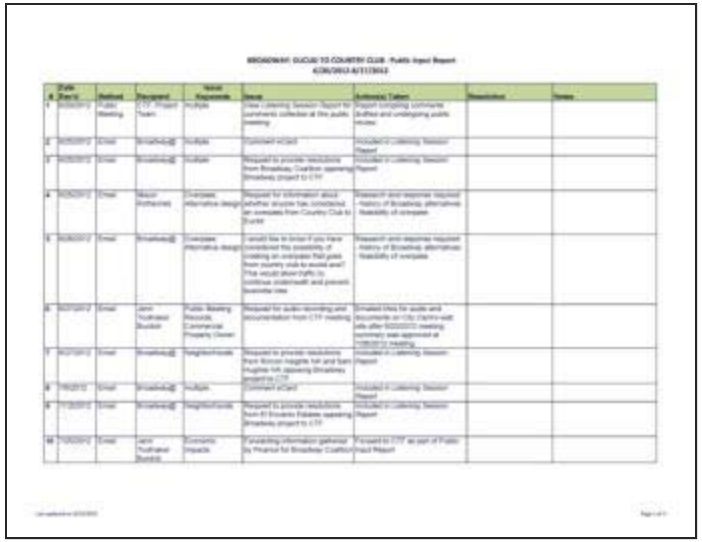
Public Input Report

Jenn Toothaker



Public Input Report consists of a spreadsheet and attachments:

- **Spreadsheet** = Input received from
- **Attachments** = Documentation of only new input received

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Reports on
Project Presentations & Outreach

~ 4/2 Staff Technical Advisory Committee (discussed in Item 5)

~ 5/6 Mayor & Council Update, Study Session (discussed in Item 5)

~ 4/2 Planning Commission Informational Presentation – Joseph Maher

~ 4/14 Real Estate Advisory Committee to the City Manager (REAC)

~ 4/24 Panda Post-Demo Site Treatment Community Meeting #2

~ Suggested open houses/workshops for area property owners and business owners (Summer 2014?)

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8. Discuss/Set Public Meeting #4 Date, Format, Presentation Materials, and Survey(s)

Jenn Toothaker Burdick

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Item 8. Agenda

- Date:
  Thursday, May 22, 2014, 6-8pm, Shriners Hall

- Proposed Purpose/Objectives
- Input Desired
- Proposed Format
- Possible Presentation Materials

- Review of Business and Property Owner Outreach Concept

- Discussion & Decision/Endorsement

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Purpose and Objectives

- Inform public about work since last workshop
  - Alternatives developed and assessed
  - Issues related to property impacts
    - Parking
    - Access
    - Other
  - Communicate concepts for incremental transit implementation
  - CTF recommendations / variations for moving forward

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Input Desired

- Are the project and CTF on the right track?
- What is level of interest/support for improving transit along the full Broadway corridor
- Other?

- *CTF Discussion*

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Public Meeting Format

- Welcome
  - Purpose of meeting
  - Overview of agenda

- CTF Introductions & Presentations
  - Who you are and who you represent
  - Work since last workshop "In your own words"
    - Quick Overview
      - Summary of input from previous workshop
      - Building up technical and design knowledge
      - Moving from street sections of alignment alternatives
      - Performance assessment
    - **More detail**
      - **Refining alternatives**
      - **Direction on viability**
      - **CTF recommendations / variations for moving forward**

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Public Meeting Format

- Open House Stations
  - Staffed by CTF and Planning Team
  - Topics same as introduce in CTF Presentations
  - Focus on CTF initial recommendations and any choices and areas for refinement

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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

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Possible Business Open House

- 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
- Project update including:
  - Items covered in May 22nd Open House
  - Discussion of parking and access issues, etc.

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Public Meeting Format

- ***CTF Decision/Endorsement*** of:
  - Public Open House
    - Identification of key goals for open house
    - CTF introducion and overview presentation
    - Format for open house stations
    - Other
  - Business Open House
    - Concept and format

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9. Standard Meeting Agenda Structure and Meeting Organization

Nanci Beizer, CTF Liaison / Facilitator

Are there changes you would recommend that would make CTF meetings more productive?

- **Action Meetings**
  - Call to Order/Announcements (5 min)
  - Approval of Draft Meeting Summaries (5 min) -
  - 2 Calls to Audience (25 min)
  - Public Input Report, and Reports on Presentations and Outreach (10 min)
  - Next Steps/Roundtable (15 min)

60 mins

- **Study Sessions**
  - Call to Order/Announcements (5 min)
  - 1 Call to Audience (15 min)
  - Public Input Report, and Reports on Presentations and Outreach (10 min)
  - Next Steps/Roundtable (15 min)

45 mins

Call to the Audience

10 Minutes

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Next Steps/Roundtable

Jenn Toothaker

- 5/6/2014 Mayor and Council Meeting
- 5/22/14 Public Meeting #4
- June-August, 2014 –
  - ***More CTF meetings and technical work on maps***
  - Contract renewal with RTA

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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