

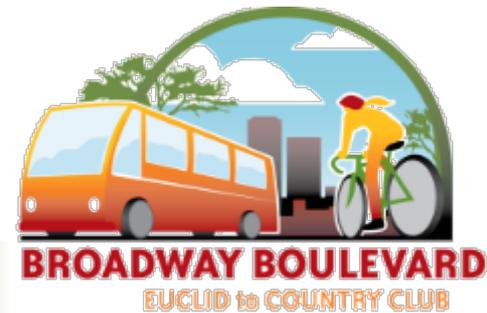
5. Discussion/Endorsement of Materials (Drawings/Information) to be Presented at Public Meeting #4 and Possible Meeting Approach

Jenn Toothaker Burdick

Project Manager, Tucson Department of Transportation

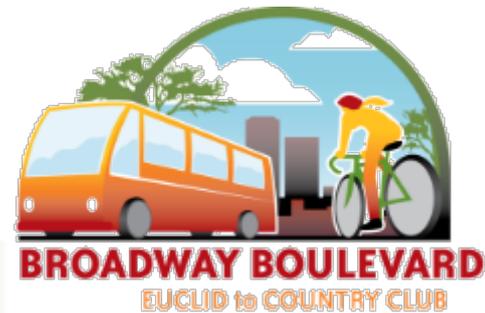
Phil Erickson

Community Design + Architecture



Item 5. Agenda

- Date:
Thursday, June 5 or 12, 2014, 6-8pm, Shriners Hall
- Proposed Goals
- Proposed Format
- Proposed Open House Station Materials
(Including CTF group activity to review some draft boards)
- Comment Card Topics
- Presentations
- Discussion & Decision/Endorsement



Goals for Public Meeting Format and Results

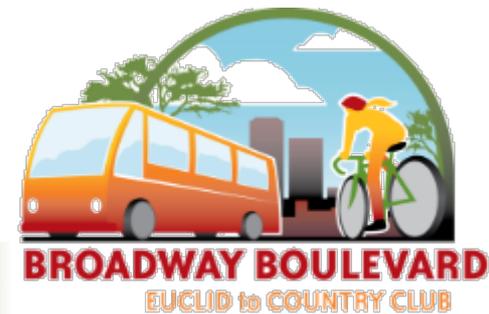
- Inform public about work since last workshop
 - Be concise — avoid “information overload”
 - Use boards to tell story of the 22-month process
 - Provide summary of key work to date, so stakeholders who are new to the process can ground themselves in work and decisions to date
 - Focus on the last stations about where we are now in the process
- Get stakeholder input that can help guide the CTF’s work in selecting and refining a recommended project design and alignment



Public Meeting Format

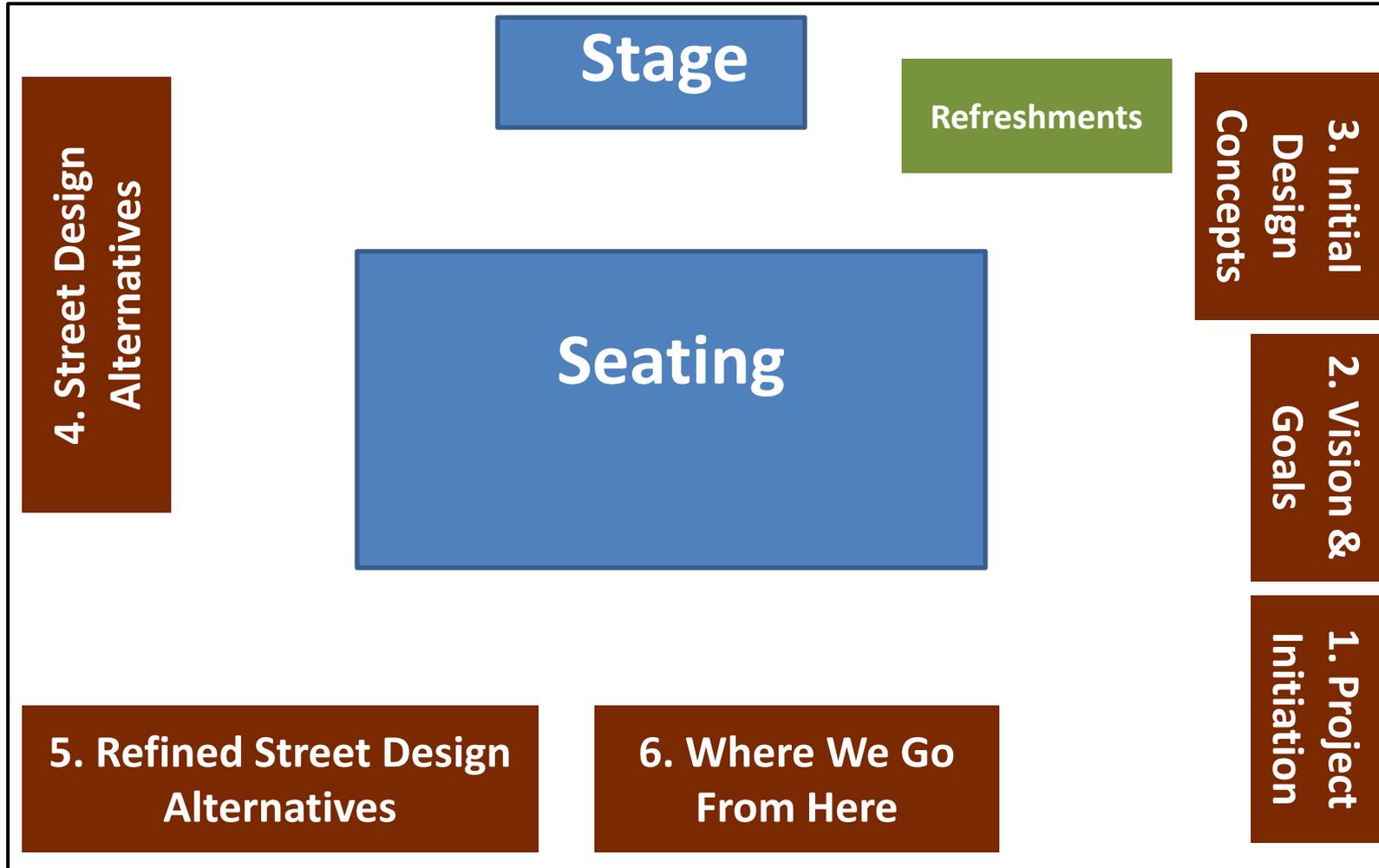


- 5:10 Welcome (*Jenn Toothaker Burdick*)
- 5:20 CTF Introductions & Presentations
- 5:50 Open House – 6 stations
- 7:40 CTF “Takeaways”
- 8:00 Close Open House



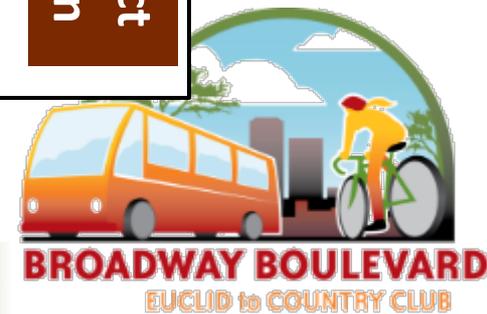
Open House Layout

Meeting Room



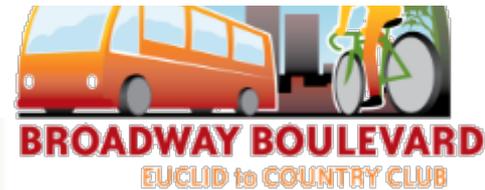
Lobby

Welcome & Sign in



Open House Stations

- “Background” Stations
 1. **Project Initiation:** Basic facts about the project
 2. **Vision and Goals:** range of stakeholder emphasis and how to measure performance
 3. **Initial Design Concepts:** street design and performance assessment for functionality (4, 4+2T, 6, and 6+2T)
 4. **Street Design Alternatives:** alignment options and performance assessment for functionality (materials and results from CTF Charrette)



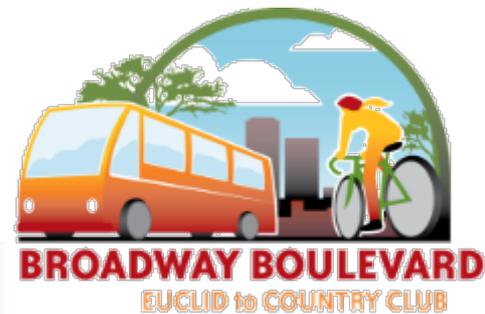
Open House Stations

5. **Refined Street Design Alternatives:** we need your feedback to help the CTF develop their recommended design
- **Station Goal:** This station is the main focus of the Community Event – develop understanding of the 4, 4+2T, and 6 lane concepts, assessments, trade-offs, and key decision points. Likely that many who have been be to previous events will “jump” to this station and spend most time here. Majority of questions on comment sheets will relate to this station.

Open House Stations

5. Revised Street Design Alternatives: we need your feedback to help the CTF develop their recommended design

- Alignment Drawings: 4-Lane and 4+2T/6-Lane
- Performance Assessments on Key Considerations
 - Community Character and Economic Performance
 - Transportation Performance
 - Funding Viability and Project Functionality
 - Sustainability Performance

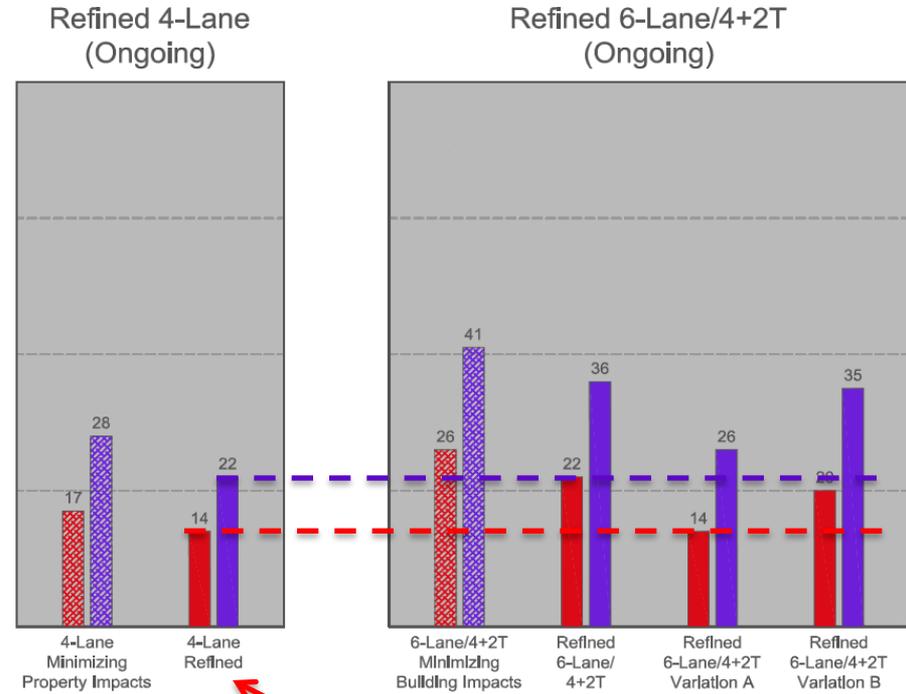
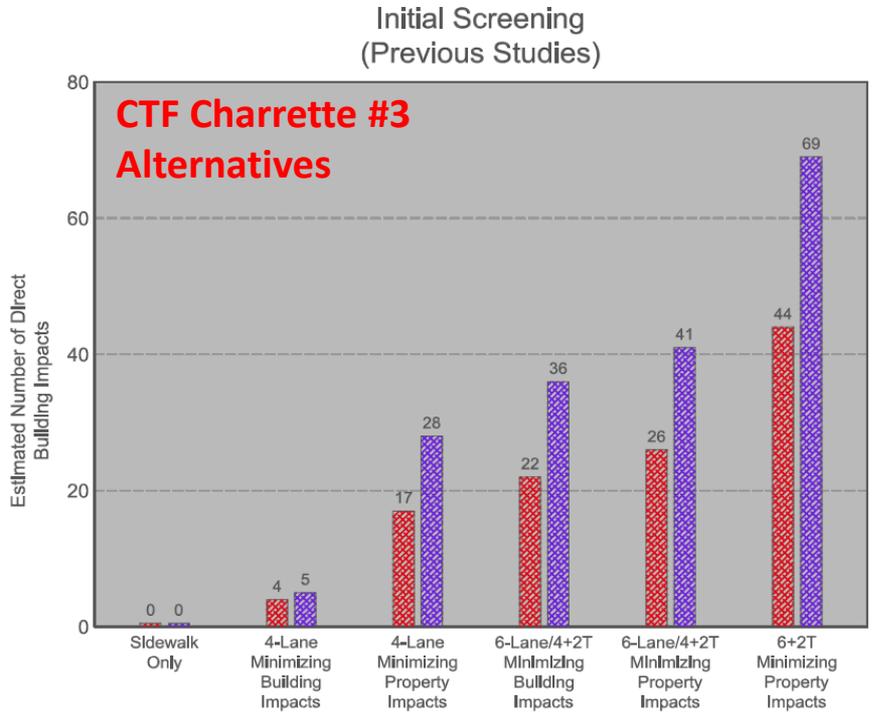


Topic	Factors	Revised Street Design Alternatives			
		Refined 4-Lane	Refined 4+2T/6-Lane Base		
			Base	Variation A	Variation B
Community Character and Economic Performance					
Historic/Significant Building Impacts	<ul style="list-style-type: none"> - Width of right of way (minimizing can negatively or positively affect other performance measures) - Alignment of street: Choice/balancing of potential impacts to different sides of the street - Design of parking impact avoidance or replacement 	14 buildings	22 buildings	14 buildings	20 buildings
Potential for Acquisition		43 parcels	50 parcels	43 parcels	46 parcels
Business Impacts		22 bldgs. 73 properties	36 bldgs. 81 properties	26 bldgs. 85 properties	35 bldgs. 86 properties
Walkability	<ul style="list-style-type: none"> - Width of sidewalk - Separation from moving traffic - Places to walk to - Shade - Width and design of street crossings - Universal Design and ADA 	++	+		
Transportation Performance					
Transit	<ul style="list-style-type: none"> - Travel time (existing: 13.9 min. @ 8.9 mph during peak hour) - Potential for high capacity transit (i.e.; light rail, street car, or bus rapid transit) – space within right of way (i.e.; lanes can be converted to transit only or right of way width available for future transit lanes) 	18.8 min. @ 6.6 mph HCT: -	4+2T: 13.7 min. @ 9.0 mph HCT: ++ 6-Lane: 13.8 min. @ 9.0 mph HCT: ○		
Vehicular	<ul style="list-style-type: none"> - Travel time (existing condition: 7.1 min. @ avg. 17.4 mph during peak hour) 	10.4 min. @ 11.9 mph	4+2T: 15.8 min. @ 7.8 mph 6-Lane: 7.0 min. @ 17.6 mph		
Bicycle	<ul style="list-style-type: none"> - Travel time (existing and future conditions: ~13.5 minutes) - Consider bicycle network access 	+1/2	+		
Funding Viability and Project Functionality					
Construction Cost	- \$29.3 budgeted per RTA 2005 Plan	\$20-25m	\$25-30m		
Acquisition Cost Gross and (net after remnant parcel sales)	- \$44.0 budgeted per RTA 2005 Plan	\$35-50m (\$15-30m)	\$40-55m (\$20-35m)	\$45-65 (\$25-45m)	\$45-65 (\$25-45m)
County Funding	- Bond ordinance is for a 6- or 8-lane project; nothing less	No	4+2T: unknown 6-Lane: Yes		
RTA Funding	<ul style="list-style-type: none"> - Achieve desired level of transportation functionality (no reduction of functionality for any mode) - Must compare favorably to/better than original project scope (6+2T) 	No	4+2T: No 6-Lane: Likely		
Tucson Mayor & Council	<ul style="list-style-type: none"> - Maintain county and RTA funding - Achieve balanced range of functionality (transportation + other) 	Likely No	4+2T: Possibly 6-Lane: Likely		
Sustainability Performance					
Relationship to Transportation	<ul style="list-style-type: none"> - Provide high-quality options to reduce solo vehicle driving - Air quality impacts 	--	4+2T: + 6-Lane: +		
Water Harvesting and Green Streets	- Meet or exceed City's Green Streets Active Practice Guidelines	+	+		
Reduce Heat Island	- Use of shade and other improvements to reduce the heat created by the sun shining on Broadways road pavement and sidewalks.	++	+		
Manageable Operations and Maintenance Costs	- The operations and maintenance costs for pavement, signals, transit, and landscape are yet to be determined	The ability of the city and SunTran to maintain and operate improvements will be a considered in the design and construction of any alternative.			

Performance Assessments on Key Considerations

Direct Building Impacts

4/30 CTF Meeting Alternatives & Comparisons to Initial Screening Results



-  Historic Buildings Directly Impacted – Initial Screening Results
-  All Buildings Directly Impacted – Initial Screening Results
-  Historic Buildings Directly Impacted – Refined Analyses
-  All Buildings Directly Impacted – Refined Analyses

Alternatives responding to comments from Charrette #3

Open House Stations

5. Revised Street Design Alternatives: we need your feedback to help the CTF develop their recommended design

- Alignment Drawings:
 - 4-Lane and 4+2T/6-Lane Variations
 - Base and variations from 4/30 CTF Meeting
 - Variations in response to comments at 4/30 meeting
 - Cross sections to illustrate variation in street width
- Incremental Transit Improvement Board

Incremental Transit Improvements

- Options for bus platforms/stations at major intersections
 - Can be paired with signal improvements get buses through intersections faster
 - Can work for local and limited stop buses in near-term, but as transit ridership increases local service likely moves to separate stops
 - A range of options are potentially viable along the side or within the median of Broadway

Bus Island in Median
Market Street, San Francisco, CA



Source: CD+A

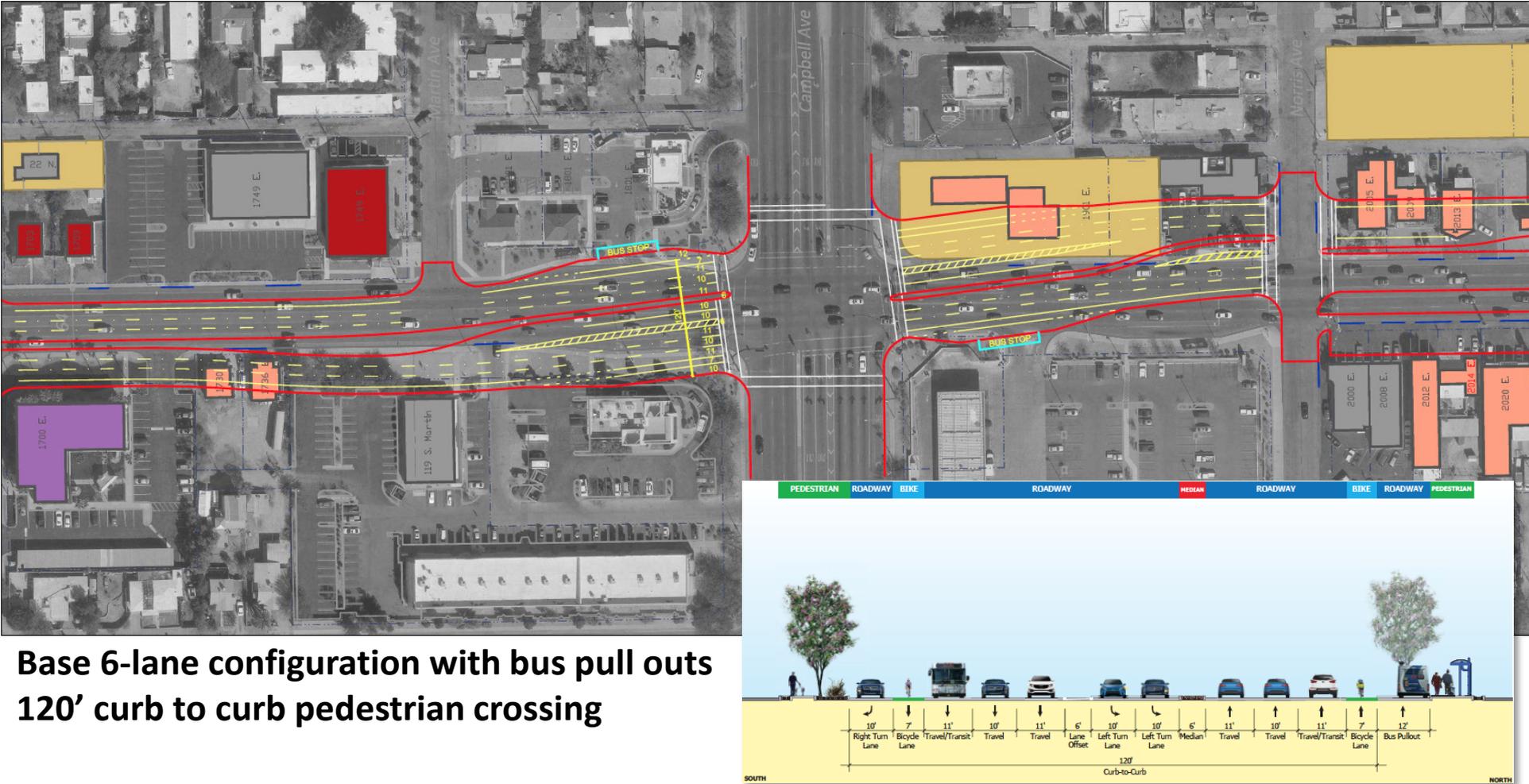
Cycle Track Behind Bus Island
Seattle, WA



Source: NACTO Urban Street Design Guide - <http://nacto.org/usdq/street-design-elements/curb-extensions/bus-bulbs/>

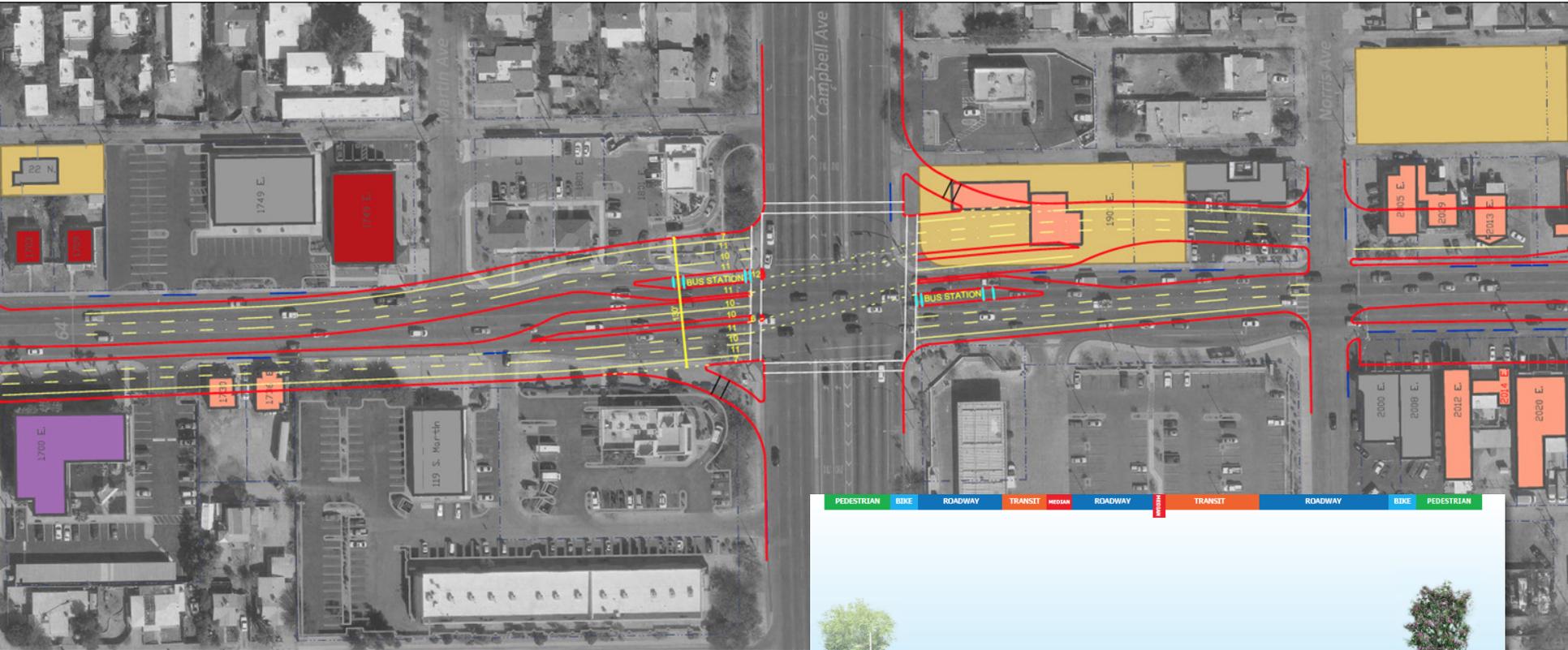
Potential Bus Platforms at Campbell

- It is possible to provide platforms for limited stop bus service at Campbell and Euclid within a 6-Lane alignment alternative

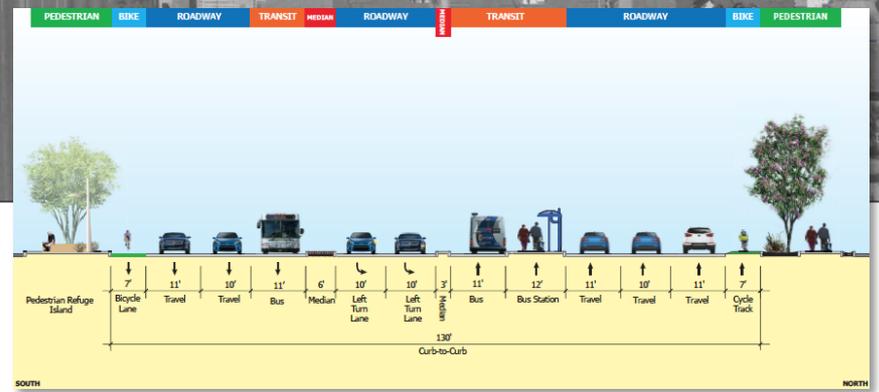


Potential Bus Platforms at Campbell

- This concept provides median stations for buses with standard right side doors
- Pedestrian crossing distance increases by 10'

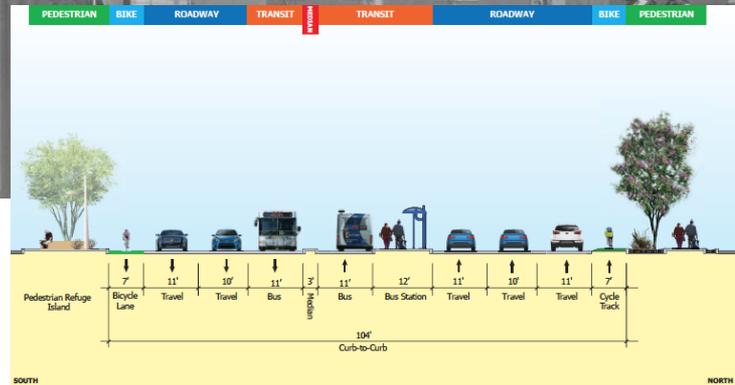
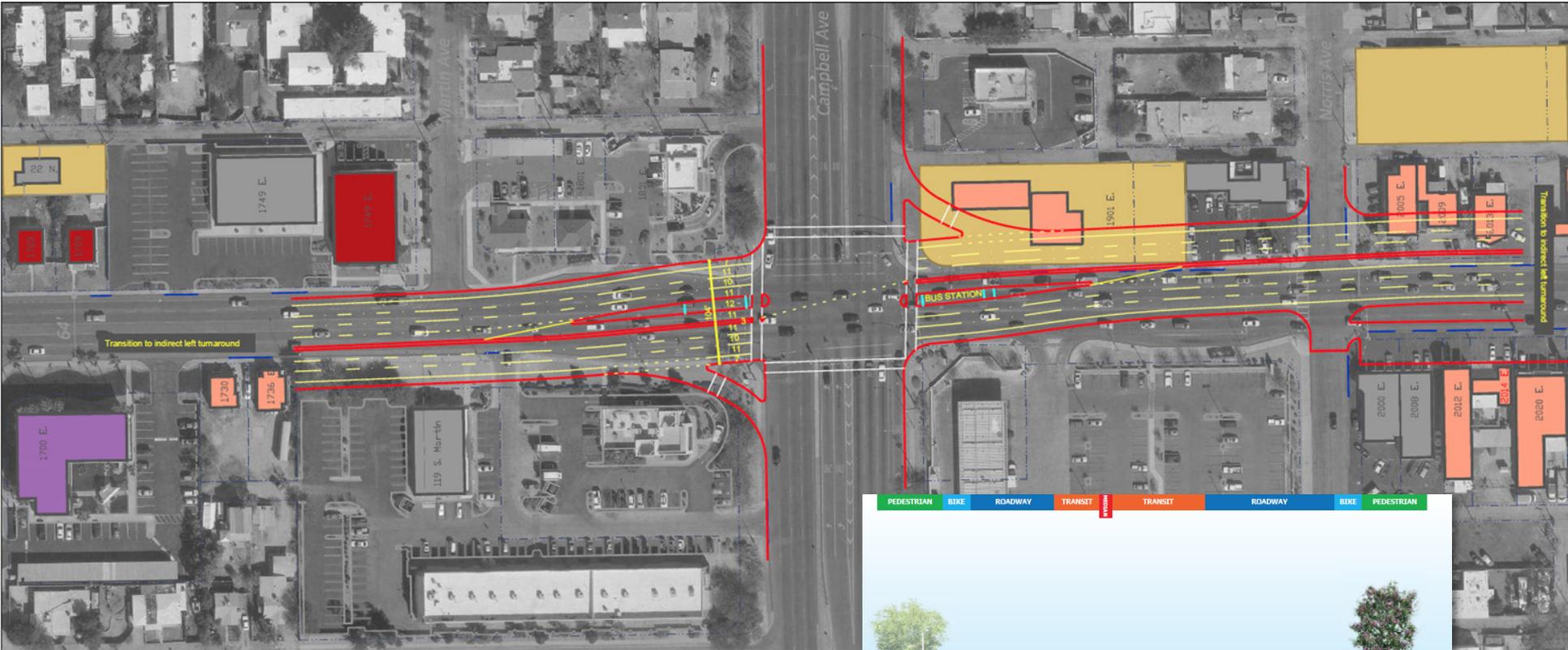


Alternative B: Median Station Configuration
130' curb to curb pedestrian crossing



Potential Bus Platforms at Campbell

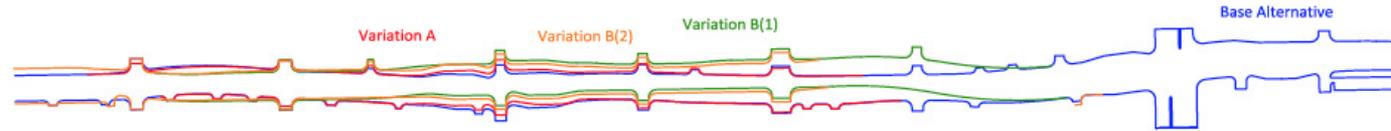
- Indirect Left Turn intersection concept with median stations for standard buses
- Pedestrian crossing distance is decreased by 16'



**Alternative C: Indirect Left Turn Intersection
Median Station Configuration
104' curb to curb pedestrian crossing**

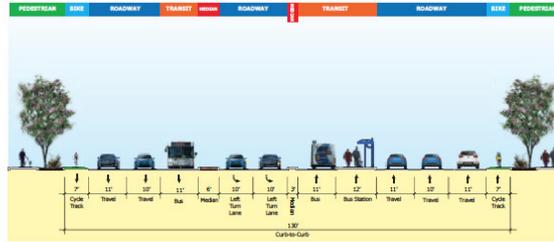
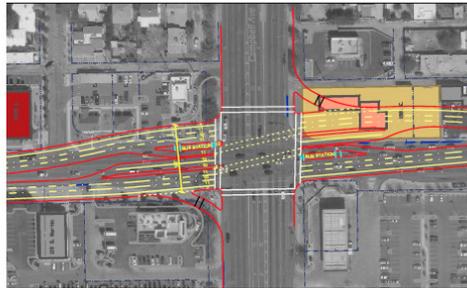
Group activity to review sample displays

6-Lane Refined Alternative Variations Included extended Variation B west of Campbell



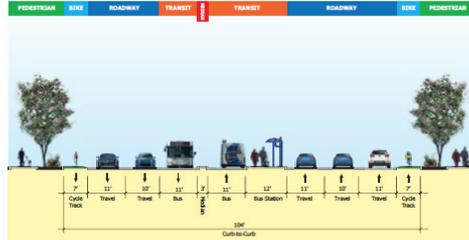
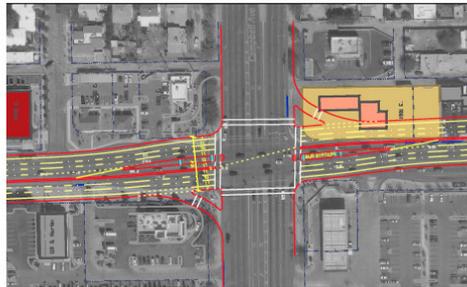
SIX-LANE REFINE ALTERNATIVE -- BASE
Avoid impacts to Rincon Heights historic contributor properties and buildings.

Alternative B: Median Station Configuration for Buses with Standard Right Side Doors



School

Alternative C: Median Station at Indirect Left Turn Intersection for Buses with Standard Right Side Doors



ALTERNATIVE -- VARIATION B(2)
Proposed fence line and some of the existing fenced in school yard. Leaves 12' of space for a bus pullout area instead of a bus pullout, shown as dashed line. Except for Miles, property impacts are the same as for Variation B1

Open House Stations

5. Revised Street Design Alternatives: Funding Viability



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City's Financial Considerations Discussed at May 6, 2014 Meeting

- 4-Lane does not meet minimum criteria of RTA and County
- 4-Lane design would result in:
 - = \$7 M repayment to RTA & Pima Co. (City funds)
 - = \$23.5 M in lost funding from County Bonds
 - = \$35 M in lost funding from RTA sales tax
- No funds available for repaving and ADA pathways



tucsonaz.gov

City's Financial Considerations Discussed at May 6, 2014 Meeting

If this project is not funded, pavement will need to be rehabilitated. This will require ADA-compliant pathways – at a significant cost to the City:

- = \$3-5 M for pavement
- = \$17-24 M property acquisition for ADA pathways
- \$27-32 M (all City funds)**

City will be unable to make improvements to Broadway...

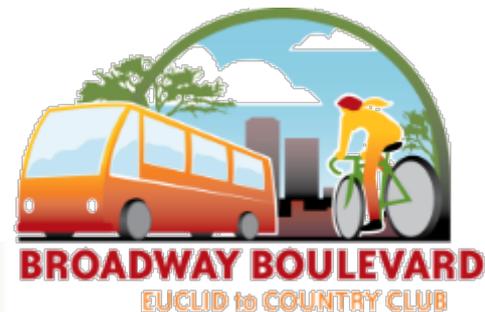
Open House Stations

6. Where We Go From Here

- **Station Goal:** Provide schedule to public for the remainder of the design. Garner specific public input on what to move forward with
 - Identify alternative(s) to move forwards
 - Work through tradeoffs of alignment variations on adjacent neighborhoods
 - Property and Business owner outreach
 - Detail alignment concept
 - Present for feedback at Public Meeting #5
 - Refine and make recommendation to Mayor and Council
 - Begin engineering and detail design
 - Finalize construction documents and start construction by May 2016

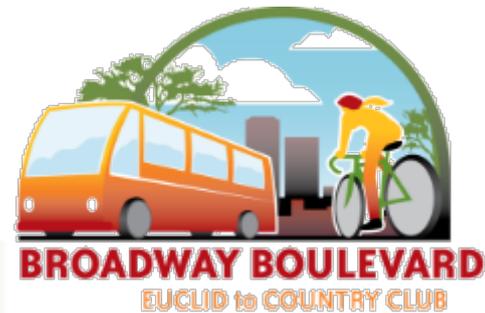
What Public Input will Help CTF in Next Steps?

- Comment Card Topics
 - Which design alternative delivers the desired balance of satisfying the key considerations?
 - What refinements are desired to enhance its performance?
 - Range of questions about desired investment in transit
 - Range of questions about pedestrian and bicycle facilities
 - Range of questions about sustainability
 - Landscape and Green Infrastructure
 - Air Quality
 - Urban Heat Island
 - Supporting transportation choices
 - Others topics...



Open House Format

- CTF Introductions and Overview Presentation
 - Who you are and who are stakeholders you represent
 - Presentation by CTF members
 - Our process to this point
 - Decisions we have made and those to come
 - What we would like to learn from you, our stakeholders tonight



Public Meeting Format

- ***CTF Decision/Endorsement*** of:
 - Public Open House
 - Date June 12th
 - Goals for open house
 - CTF introduction and overview presentation
 - Format for open house stations
 - Comment Card Topics

