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To: "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>
Date: 5/23/2014 11:55 PM
Subject: Followup to May 22, 2014 meeting
Attachments: 2012 Traffic Study bwaytraffic_v3-12_01_execsumm.pdf; Huckelberry SCA-COPIE R-14050814300.pdf; \$3 million not \$7 million.pdf; SATA 2013_06-20_BroadwayS ATASStreetDesignConcept.pdf

Dear Task Force members,

It was disappointing to hear in the May 22, 2014 meeting the same myths repeated that the Mayor & Council, Broadway Coalition, Southern Arizona Transit Advocates and others have produced evidence to dispel.

Let me try again:

Myth #1: Bicyclists will benefit from a wider road.

The RTA's own 2012 Traffic Engineering Study (attached) admits on p.27 that:

"The results, provided in Exhibit 19, indicate that a 6-lane roadway with 5-ft or 6-ft bike lanes will provide good level of service for transit users and pedestrians, however bicyclists will experience poor level of service (LOS E). The primary factors affecting bicycle level of service are high traffic volumes and high density of driveways and side streets. Wider multi-use lanes may improve bicycle level of service simply based on a more lateral clearance between a cyclist and adjacent traffic, however the effects of conflicting transit vehicles and right-turn traffic using the same lane could very well make it a worse condition for cyclists."

Myth #2: The County Board will not fund less than 6 lanes. The recent letter from County Executive Chuck Huckelberry (attached and distributed in the meeting) admits that "there are mechanisms to amend the ordinance, which are described in the County Code" and that "the Board is free to direct a bond amendment that would do otherwise (than the six-lane road)."

Myth #3: A configuration less than 6 lanes will trigger a COT payback of \$7 million. Margot Garcia's calculations (attached) show only \$3 million of RTA funds expended thus far. This is about two years' worth of tax revenues lost if the north side of the street were demolished. That revenue loss, however, would be compounded year after year.

Myth #4: A four-lane configuration would not allow for transit. The Southern Arizona Transit Advocates produced a 5-lane transit plan using existing streets (attached) ranked #1 by stakeholders in the September 2013 meeting. Yet somehow it has disappeared from subsequent discussions.

Additionally, a clarification: The COT's Major Streets & Routes Plan states on p.20 (distributed--again--at the May 22 meeting):

"a. Landscaped medians shall be provided on routes of more than four through lanes, except where the route passes through or adjacent to a historic area and the width of the roadway would intrude on the character of historic structures, ..."

All of the Study Area between Euclid and Country Club, on both sides of the street, is historically sensitive.

Finally, I think it is reaching to expect the CTF to consider seriously a CART committee meeting held nearly a year ago, when major developments, including a new RTA Director, have intervened. The CTF got clear direction from the Mayor & Council earlier this month.

Thank you all for your service.

Laura Tabili