

Broadway - Re: Broadway Widening CTF Meeting -- May 22, 2014

From: Jennifer Burdick
To: Broadway; Robert M. Kaye
Date: 5/30/2014 11:37 AM
Subject: Re: Broadway Widening CTF Meeting -- May 22, 2014

Bob,

Thank you very much for forwarding the comments you would have shared at the 5/22 CTF meeting. We appreciate your substantive ideas regarding the project design.

I will enter this into the Public Input Report, and, because of the technical suggestions you make, I will forward this email to members of the project technical team for their review and response. It may be that a meeting would be useful to cover the issues you raise, although I believe this will have to wait until after the June 12 Open House.

I hope we will see you at the June 12 Open House! A Save the Date announcement is online now, and will be distributed soon to the email listserv: http://www.tucsonaz.gov/files/projects/broadway/Bdwy-PUOH_eblast_06-12-14.pdf

Best regards,
 ~Jenn

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>>> On 5/26/2014 at 6:17 PM, "Robert M. Kaye" <r_m_kaye@hotmail.com> wrote:

Jennifer:

I'm pleased I was able to attend the meeting last week and sorry that I was unable to stay for the second round of public comments. Here are the comments I would have made:

1. **Bus Operations on Broadway.** As part of the redesign of the ROW and intersections, look for ways to fine-tune bus operations to improve speed and efficiency: a) location of bus stops in relation to signalized intersections; b) design of bus stops (with "high-speed" cut-outs from the traffic (per my comment on 4/30)); and, c) installation of "smart" signals that can be controlled by "clickers" in emergency vehicles *and* buses.
2. **Demand-Driven Traffic Management.** Design/install new signals and control equipment at the major intersections with wired or wireless connections to a new central control room. Signals should include cameral equipment so that central monitoring staff can watch peak hour operations at each of the signals along the corridor and allocate

green time to the peak movements. This can significantly increase capacity at intersections and can speed operations along the corridor. In the best of all worlds, this would be done along the entirety of Broadway from downtown to Wilmot. Then, the Speedway corridor should be retrofitted with this system. Hopefully, this sort of equipment is already included in the design specs for the Grant road widening. There may even be Federal grant money to support this work, but every city that has installed these systems -- and there are many -- has found them to be cost effective, especially where there is no available option for widening. Worst case, the most expensive parts of the monitoring/control system can be added at a later date. At a minimum, the signals should be interconnected and synchronized so that vehicles proceeding east or west on Broadway at some specified and knowable speed -- say, 35 mph -- see green at every intersection. This was done with the N/S avenues in New York city in the 1950s...certainly this could happen in Tucson now.

3. **Parking for Businesses.** Study and implement the use of corridor-specific signage and pavement/curb painting to indicate to commercial patrons the location of driveways and parking for the businesses they are visiting.
4. **Landscaping.** Focus on planting trees that will create shade along the sidewalks. In my opinion, shade is a pre-condition for pedestrian traffic.

I would be pleased to answer any questions you or your colleagues might have about these comments.

Regards,
Bob

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