To: Broadway Citizens Task Force  
From: Broadway Project Team  
Date: July 10, 2014  
RE: CTF Member’s Question about Street Design Alternatives and Funding

“What are the final costs and funding sources for the “sidewalks and pavement only”, 4+2T, and 6-Lane?”

<table>
<thead>
<tr>
<th>Description</th>
<th>Sidewalk, Pavement only</th>
<th>4+2T [Fully Dedicated] Lanes</th>
<th>6-[Mixed Flow] Lanes</th>
<th>NEW Potential Hybrid: 6/4+2T [Shared Priority]</th>
</tr>
</thead>
<tbody>
<tr>
<td>If no RTA Project built, roadway asphalt between existing curbs would be rehabilitated, restriping of existing lane configurations, and install of ADA-compliant paths (sidewalks assumed) and curb ramps</td>
<td>Operating from Day 1 as 4 mixed flow lanes for cars, 2 fully dedicated transit lanes, bike lanes, and sidewalks</td>
<td>Operating from Day 1 with 6 mixed flow lanes for cars and buses, bike lanes, and sidewalks</td>
<td>Goal: To find the balance between the 4+2T [Fully Dedicated] Lanes operations and the 6-[Mixed Flow] Lanes operations that emphasizes transit improvements, but still improves all 4 modes of transport (including car)</td>
<td></td>
</tr>
<tr>
<td>Traffic Modeling Performance (Goal: Show improvement to all 4 modes of transport, as good or better than the 6+2T or better)</td>
<td>Not modeled; would perform worse than 4-Lane, which modeled improvements to intersections</td>
<td>Ped: Better Bike: Better Bus: Better Auto: Worse</td>
<td>Ped: Better Bike: Better Bus: Better Auto: Better</td>
<td>(Goal: ‘Better’ for all) Ped: not modeled yet Bike: not modeled yet Bus: not modeled yet Auto: not modeled yet</td>
</tr>
<tr>
<td>Funding Source</td>
<td>None – City would be responsible when near-term roadway maintenance</td>
<td>As is, none; If car perf. Increased, eligible for RTA &amp; Pima Co. funding (see Hybrid 6/4+2T)</td>
<td>RTA &amp; Pima Co. Project funding</td>
<td>If all 4 modes improved, RTA &amp; Pima Co. Project funding</td>
</tr>
<tr>
<td>Construction</td>
<td>$5.7 M</td>
<td>$25-$30 M</td>
<td></td>
<td></td>
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<tr>
<td>Acquisition</td>
<td>$17-$24 M (does not include relocation costs)</td>
<td>$48-$66 M (includes all possible relocation, environmental, demolition costs)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Potential Costs Recaptured</td>
<td>[1]</td>
<td>$12-$17 M</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes:
1. Potential to recapture acquisition costs through sale of remnant properties has not been estimated for this alternative.
2. Handouts distributed at the 6/12/14 Open House provide detailed performance for key areas. A copy of this sheet can be found online at: http://www.tucsonaz.gov/files/projects/broadway/2014_06-12_PerfDetail_RefAlts.pdf
### Community Character and Economic Performance

**Historic/Significant Buildings Directly Impacts**
- Width of right of way (minimizing can negatively or positively affect other performance measures)

**Potential Historic/Significant Building Acquisition**
- Alignment of street: Choice/balancing of potential impacts to different sides of the street
- Design of parking impact avoidance or replacement

**Business Impacts (Total Buildings Directly Impacted % Probably Acquisitions)**
- 12 buildings, 71 properties
- 17 buildings, 59 properties
- 22 buildings, 86 properties
- 34 buildings, 93 properties
- 19 buildings, 89 properties
- 13 buildings, 91 properties

### Transportation Performance

**Pedestrian**
- Width of sidewalk
- Separation from moving traffic
- Places to walk to
- Shade
- Width and design of street crossings
- Universal Design and ADA

**Bicycle**
- Travel time (existing and future conditions: ~13.5 minutes)
- Consider bicycle network access

**Transit**
- 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)

**Vehicular**
- Travel time (existing condition: 7.1 min. @ avg. 17.4 mph during peak hour)

### Funding Viability and Project Functionality

**Construction Cost**
- $29.3 budgeted per RTA 2005 Plan

**Acquisition Cost Gross and (net after estimated remnant parcel sales)**
- $44.0 budgeted per RTA 2005 Plan
- Costs shown here are approximate, based on preliminary analyses to provide a basis for comparing alternatives and variations

**County Funding**
- Bond ordinance is for a 6- or 8-lane project

**RTA Funding**
- Must achieve a level of transportation functionality comparable to the voter-approved project (6+2 Transit Lanes) with no reduction of functionality for all modes (vehicles, transit, bicycles, and pedestrians)

**Tucson Mayor & Council**
- Maintain county and RTA funding
- Achieve balanced range of functionality (transportation + other)

### Sustainability Performance

**Relationship to Transportation Performance**
- Provide high-quality options to reduce solo vehicle driving
- Air quality impacts

**Water Harvesting and Green Streets**
- Meet or exceed City’s Green Streets Active Practice Guidelines

**Reduce Heat Island**
- Use of shade and other features of the improvements to Broadway that can reduce the heat created by the sun shining on Broadway 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

### Revised Street Design Alternatives

<table>
<thead>
<tr>
<th>Topic</th>
<th>Revised 4-Lane</th>
<th>Revised 4+2T/6-Lane Base</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Community Character and Economic Performance</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Business Impacts (Total Buildings Directly Impacted % Probably Acquisitions)</td>
<td>12 buildings, 71 properties</td>
<td>19 buildings, 89 properties</td>
</tr>
<tr>
<td>Potentials/Significant Building Directly Impacts</td>
<td>48 parcels, 59 properties</td>
<td>53 parcels, 93 properties</td>
</tr>
<tr>
<td>Potential Historic/Significant Building Acquisition</td>
<td>22 buildings, 86 properties</td>
<td>35 buildings, 92 properties</td>
</tr>
<tr>
<td>Business Impacts (Total Buildings Directly Impacted % Probably Acquisitions)</td>
<td>34 buildings, 93 properties</td>
<td>52 buildings, 105 properties</td>
</tr>
<tr>
<td>Funding Viability and Project Functionality</td>
<td>$40 m ($32 m)</td>
<td>$66 m ($49 m)</td>
</tr>
<tr>
<td>Construction Cost</td>
<td>$20-25m</td>
<td>$25-30m</td>
</tr>
<tr>
<td>Acquisition Cost</td>
<td>$40 m ($32 m)</td>
<td>$66 m ($49 m)</td>
</tr>
<tr>
<td>Gross and (net after estimated remnant parcel sales)</td>
<td>$40 m ($32 m)</td>
<td>$66 m ($49 m)</td>
</tr>
<tr>
<td>County Funding</td>
<td>No</td>
<td>4+2T: unknown</td>
</tr>
<tr>
<td>RTA Funding</td>
<td>No</td>
<td>4+2T: No</td>
</tr>
<tr>
<td>Tucson Mayor &amp; Council</td>
<td>Likely No</td>
<td>4+2T: Possibly</td>
</tr>
<tr>
<td>Sustainability Performance</td>
<td></td>
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