





BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

July 17, 2014
Broadway Citizens Task Force Meeting

Action Meeting Agenda

1. Call to Order/Agenda Review/Announcements	3 min
2. Approval of CTF Meeting Summaries: April 30, 2014 and May 22, 2014	2 min
3. Public Input Report, and Reports on Project Presentations & Outreach	10 min
4. 1 st Call to the Audience	15 min
5. Brief Overview of 6/12/2014 Open House Public Input Report	25 min
6. CTF TakeAways/Report Out from the 6/12/2014 Open House, Discussion, and Recommendations for Moving Forward	90 min
7. 2 nd Call to the Audience	10 min
8. Discuss Initial Transit Enhancement Design	10 min
9. Upcoming Property & Business Owners Meetings	5 min
10. Review Proposes Meeting Schedule and Meeting Agenda	5 min
11. Next Steps/CTF Roundtable	5 min
12. Adjourn	





2. Approval of CTF Meeting Summaries: April 30, 2014 and May 22, 2014

Jenn Toothaker
Project Manager, Tucson Department of Transportation





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

Jenn Toothaker
Project Manager, Tucson Department of Transportation





Call to the Audience

15 Minutes

Please limit comments to 3 minutes

- Called forward in order received
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Call to the Audience Guidelines

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5. Brief Overview of 6/12/2014 Open House Public Input Report



Jenn Toothaker
Project Manager, Tucson Department of Transportation

Phil Erickson
Community Design + Architecture



5. Brief Overview of 6/12/2014 Open House Public Input Report

- Overview of Open House Report
- Questions
- Endorsement of releasing report to the general public



Overview of June 12, 2014 Workshop

- **Goals**
 - Reintroduce CTF to public
 - Share CTF key concerns and project take-away's
 - Provide information about process to date:
 - Performance Measures as derived from the project Vision and Goals
 - Design alternatives and assessments
 - Project progress and schedule
 - Next steps
 - Give individuals the opportunity to provide input
 - Garner input regarding what design alternatives to advance to further stages of design and analysis
 - Contribute to the public participation process and engage in dialogue regarding the project



Comment Form Responses

- 246 participants signed in (~15% more than Public Meeting #3)
- 142 forms submitted (58% of people who signed in)
- Quick review of responses regarding:
 - Background
 - Goals Topic Areas
 - Travel Mode Prioritization
 - Performance Assessment Key Considerations
 - Alignment Preferences
- Have PDF of Full Report and Appendices for use during CTF questions and discussion



Background Responses

Table 1
Zip Codes that Respondents Live and Work In

Zip Codes	Live In		Work In		Live and Work In [1]	
85716/85719	82	59.4%	48	37.8%	33	23.2%
Other	56	40.6%	79	62.2%	109	76.8%
Total Responses	138	100.0%	127	100.0%	142	100.0%

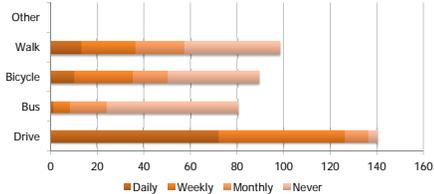
1. The category Live and Work in the Study Area also includes those respondents who listed themselves as retired for the work question.

Analysis— ~60% live within project area compared with 78% at Public Meeting #3



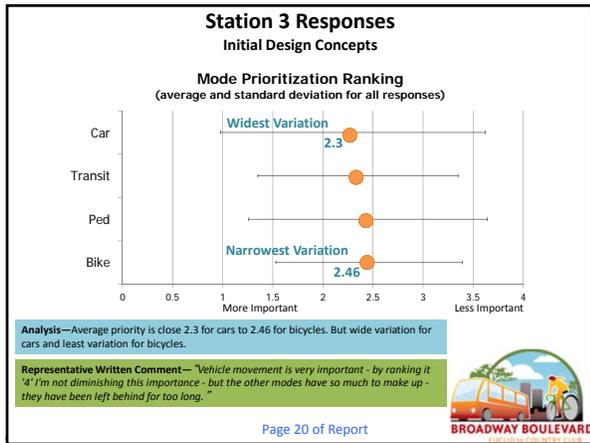
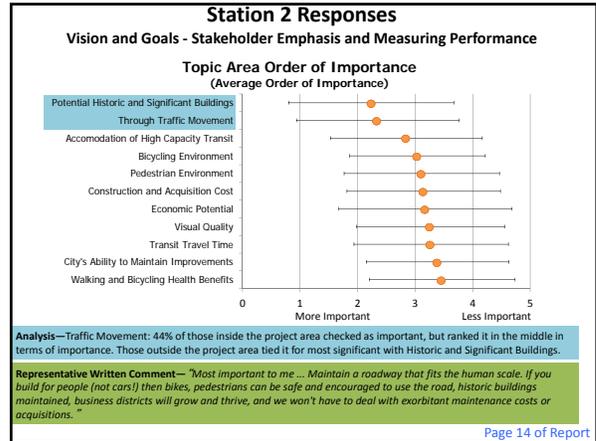
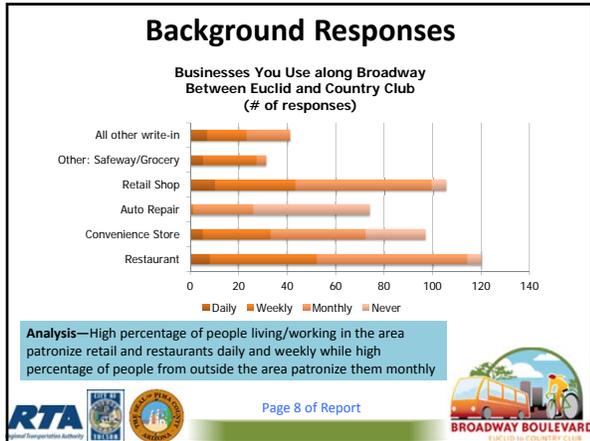
Background Responses

Mode of Travel along Broadway Between Euclid and Country Club (# of responses)



Analysis—About 1/3 of people that live and/or work in the project area walk or bicycle daily.





Station 5 Responses

Revised Street Design Alternatives

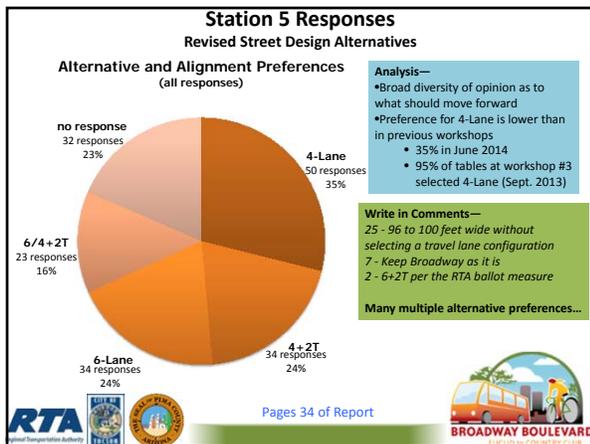
Table 8 Performance Assessment Key Considerations

Key Consideration	Important		Must Address	
	Total Responses	% of People Responding	Total Responses	% of People Responding
Funding Viability	55	44%	2	6%
Construction Cost	56	44%	10	34%
Acquisition Cost	48	38%	12	34%
Community Character/Economic Performance	53	42%	4	13%
Historic/Significant Building Impacts	69	55%	2	6%
Potential for Acquisition	31	25%	14	45%
Business Impacts	58	46%	8	26%
Transportation Performance	64	50%	1	3%
Pedestrian	61	48%	6	19%
Bicycle	72	57%	1	3%
Transit	63	50%	3	10%
Vehicle	58	46%	8	26%
Sustainability Performance	55	44%	2	6%
Multimodal Transportation Performance	62	49%	4	13%
Harvesting and Green Streets	56	44%	10	32%
Reduce Heat Island	61	48%	6	19%
Operations and Maintenance Costs	41	33%	13	40%

Analysis—The need to balance transportation performance with historic/significant building and business impacts is highlighted by responses to this question

Funding was generally important (tied for 4th) but not as highly ranked as something that must be addressed (6th)

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Station 5 Responses

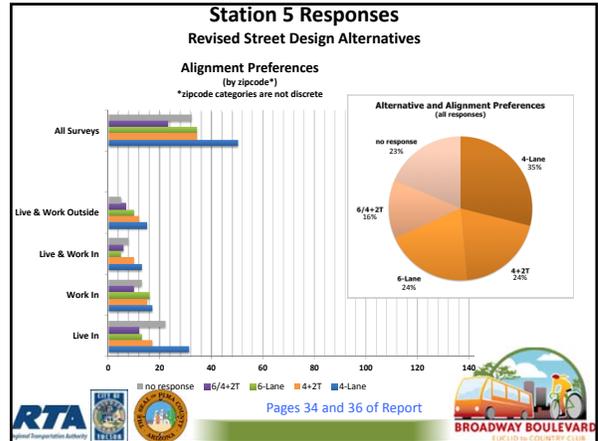
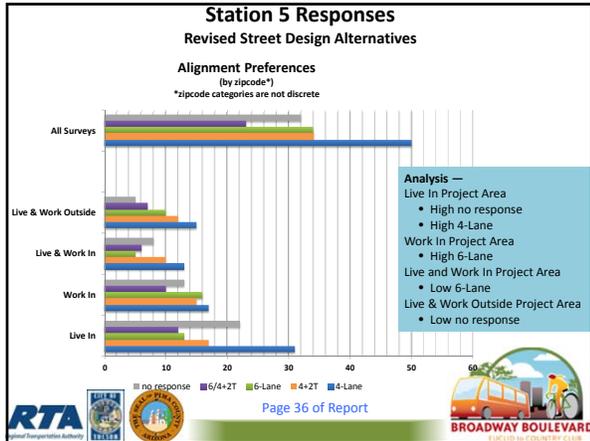
Revised Street Design Alternatives

Table 10 Alignment Preference Combinations

Combination of Alternatives Selected	Number of Selections	Percentage of Selections
No Selections (including Write-ins)	32	23%
Only 4-Lane	38	27%
Only 6-lane	20	14%
Only 4+2T	16	11%
Only 6/4+2T	9	6%
Combination 4-lane and 4+2T	8	6%
Combination 6 Lane and 6/4+2T	7	5%
Combination 4+2T and 6/4+2T	4	3%
Combination 4+2T and 6 Lane	3	2%
Combination 4-Lane and 6-Lane	1	1%
Combination 4-Lane, 4+2, and 6-Lane	1	1%
Combination 4-Lane, 6-Lane, and 6/4+2T	1	1%
Combination 4-Lane, 4+2T, and 6/4+2T	1	1%
Combination 4+2T, 6 Lane, and 6/4+2T	1	1%
Combination 4 Lane and 6/4+2T	0	0%
All 4-lane, 4+2T, 6-Lane, and 6/4+2T	0	0%

Multiple Alternatives Selections
 8% - 4-Lane and another
 13% - 4+2T and another
 9% - 6-Lane and another
 10% - 6/4+2T and another

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- ### Comment Cards
- 65 comment cards received
 - Overview of comments
 - Reflect diversity of input on comment forms
 - Many comments regarding:
 - Minimizing building impacts (particularly Miles Exploratory Learning Center)
 - Minimizing business impacts
 - Support for 4+2T option
 - Potential to revitalize as extension of downtown
- Page 39 of Report

- ### Comment Cards
- Overview – continued
 - Concerns about cost and availability of funding
 - Process comments
 - Has been good
 - Feel that opinions and concerns have not been heard
 - Chance of Tucson to be “proactive rather than reactive”
 - Take advantage of a “once in a life-time opportunity”
 - Time for “CREATIVE SOLUTIONS, PEOPLE!!”
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- ### 5. Brief Overview of 6/12/2014 Open House Public Input Report
- Questions
 - CTF Decision Point
 - Is the draft report ready for release to the public?
- BROADWAY BOULEVARD

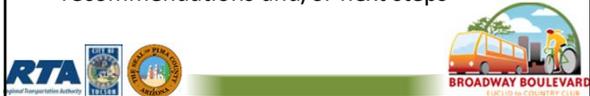
6. CTF TakeAways/Report Out from the 6/12/2014 Open House, Discussion, and Recommendations for Moving Forward

Jenn Toothaker
Project Manager, Tucson Department of Transportation

BROADWAY BOULEVARD

Item 6 Agenda

- Share thoughts on outline for CTF Corridor Development Concept Outline
- CTF Discussion
 - Call to the Audience
 - 10 min. Break
 - Continue discussion
- Endorsement of endorsement of recommendations and/or next steps



CTF Corridor Development Concept Outline

Design Components

- Alignment
- Cross section variations
- Transit treatments
- Intersections
 - Pedestrian & bicycle crossings
 - Median openings
- Access and parking

Support Polices & Programs

- Policies
 - Parking
 - Development standards
 - Other?
- Programs
 - Economic development
 - Reuse of remnant parcels
 - Other?



Call to the Audience

10 Minutes

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10 Minute BREAK



Item 6 Continuation

- CTF Discussion
- Endorsement of endorsement of recommendations and/or next steps



8. Discuss Initial Transit Enhancement Design

Phil Erickson
Community Design + Architecture



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://www.nacto.org/wp-content/uploads/2012/08/Urban-Street-Design-Elements-Curb-Expressions-Booklet.pdf>

Incremental Transit Improvements

BUS "STATION" AND CYCLE TRACK OPTION




Proposed Telegraph Avenue Complete Streets Improvements
Oakland, CA

- Other potential improvements
 - Queue jump lanes at some intersections
 - Signal priority at intersections
 - Non-street design possible recommendations:
 - Special service identity
 - Off-board ticketing
 - Proof of payment all door loading
 - Others to be defined...

Incremental Transit Improvements

Side "Station" Configuration (6 Lane Variations)



Proposed Geary BRT Station, San Francisco, CA



Proposed AC Transit BRT, Oakland, CA

Median Island "Station" Configuration (POTENTIAL 6/4+2 TRANSIT LANE HYBRIDS)



Seattle, WA



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



6 LANE BASE CONFIGURATION

Base 6-lane configuration with bus pull outs
120' curb to curb pedestrian crossing




Potential Bus Platforms at Campbell

- This concept provides platforms to the "outside" of a bicycle lane
- Pedestrian crossing distance increases by 12'



6 LANE VARIATION

Alternative A - Side Station Configuration
132' curb to curb pedestrian crossing




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 D: Indirect Left Turn Intersection
Median Station Configuration
104' curb to curb pedestrian crossing

9. Upcoming Property & Business Owners Meetings

Phil Swaim, AIA
Swaim Associates, LLC

Jenn Toothaker
Project Manager, Tucson Department of Transportation

Upcoming Property & Business Owners Meetings

Decision: Approve the formation of a July 2014 Business and Property Owners Meetings Subcommittee

10. Review Proposes Meeting Schedule and Meeting Agenda

Jenn Toothaker
Project Manager, Tucson Department of Transportation

Next Steps/Roundtable

Jenn Toothaker

Next CTF Meeting Dates:

- August CTF Meeting: Thursday, August 7, 2014
 - Explore design options and variations in order to move towards a consensus decision and to provide direction to Planning Team regarding refinements, additional variations, etc. that need to be developed prior to Charrette #4 to support goal of achieving an initial CTF Recommended Corridor Development Concept during that week

Thank You for Coming – Please Stay in Touch!

Broadway: Euclid to Country Club Improvement Project

Web: www.tucsonaz.gov/broadway
 Email: broadway@tucsonaz.gov
 Info Line: 520.622.0815

RTA Plan
www.rtamobility.com



Station 2 Responses

Most Important Performance Measure Topic Areas

<p style="text-align: center;">February 2013 Open House Top Five Goals</p> <ol style="list-style-type: none"> 1. Do not widen Broadway Boulevard 2. Recognize and support the distinct character of Broadway as a series of places, defined by their historic and significant structures, signage, landscape, and uses 3. Create an inviting pedestrian environment that encourages walking along Broadway and for crossing the Boulevard 4. Provide east-west mobility for bicyclists of various skill levels on Broadway Boulevard and parallel streets 5. Optimize the use of the right-of-way to improve mobility and safety for all modes of travel along and across Broadway 	<p style="text-align: center;">June 2014 Open House Five Most Important Topic Areas</p> <ol style="list-style-type: none"> 1. Potential Historic and Significant Buildings 2. Pedestrian Environment 3. Visual Quality 4. Bicycle Environment 5. Economic Potential
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