



Broadway Boulevard, Euclid to Country Club CITIZENS TASK FORCE

ALIGNMENT RECOMMENDATIONS MAJORITY AND MINORITY REPORTS – SEPTEMBER 2014

On August 28, 2014, the Broadway Citizens Task Force developed initial recommendations regarding the Broadway: Euclid to Country Club corridor development concepts for presentation to the Mayor and Council. The Broadway Citizens Task Force operates under a consensus-based decision making model; however, it did not come to a consensus (see Appendix A). As a result, this document reports the decisions reached by more than a majority the CTF, titled ‘Majority Report’, and records the dissenting views that would not allow for consensus to be reached, called the ‘Minority Report’.

MAJORITY REPORT

1) MOVE FORWARD WITH THE PREFERRED “6-LANE INCLUDING TRANSIT” ALIGNMENT

CTF Members in Support: 9 support

*1 would not block decision but strongly supports dedicated lanes from Day 1
(arguments included in Minority Report)*

CTF Members Against (Would Block): 2 (explanations included in Minority Report)

CTF Members Abstaining: 1

Ten (10) members of the 13-member Citizens Task Force support a 6-lane design concept that includes transit lanes, bike lanes, sidewalks, and landscaping, for the following reasons:

- The future of the corridor hinges on improved capacity for all modes of travel.
- 6-Lane Including Transit Alignment supports the “best mix of performance objectives,” including:
 - Minimize Business Impacts
 - Visual Quality
 - Pedestrian Access & Mobility
 - Bicycle Access & Mobility
 - Transit Access & Mobility
 - Vehicle Access & Mobility
 - Acquisition Cost
 - Provide for Changing Transportation Needs
- Give priority to local transit in the short-term which will have more frequent stops, with a goal of expanding to include express transit (limited stops) to support the commuters coming from the east end of Broadway in the longer-term. An environment that has great bike lanes and walkable and ADA-compliant sidewalks contributes to supporting the economic vitality of the corridor that everybody is interested in preserving and enhancing in the future, as well as supporting transit use.

MAJORITY REPORT

- It includes landscape buffers and shade for pedestrians – where they walk and cross – via trees or structures.
- Broadway is a business boulevard and commerce should thrive here.
- Business owners and property owners along Broadway that attended recent meetings have expressed that they prefer the roadway to be improved through widening, to ‘do it right the first time,’ that a decision should be made as soon as possible, and once made, the City should stick to it and stay on schedule.
- This alignment accommodates for other future transit.
- It is not an option to leave the roadway as it is – the City will have to improve the roadway per Federal ADA requirements, and there is no money to do so.

Any of our 6-lane configurations will result in exceedingly similar potential for acquisitions. Therefore [at this point] the Citizens Task Force is focusing less on the “roadway width” and more on innovative solutions, such as those that accommodate our local transit priority, bike and pedestrian safety, and economic vitality. The roadway width will flex throughout the project area as is reasonable. As design of the 6-Lane Including Transit Alignment progresses, every opportunity should be taken to achieve all of the following, to the extent possible:

- avoid impacting historic buildings or parking
- ensure adequate space to support all modes safely
- preserve enough “dirt” for future mass transit.

2) SUPPORT FOR TRANSIT IMPROVEMENTS ON BROADWAY

The prominent role the Broadway corridor plays in the regional bus system, and the high ridership the Broadway route has had throughout the decades has led to much discussion about the role of transit in the project design.

The type of service provided by the future mass transit is also an important consideration, especially in relationship to the design discussions:

- ‘Local service’ type provides frequent stops. An example of this would be existing local bus service goals of stops every $\sim\frac{1}{4}$ -mile.
- ‘Limited service’ provides stops that are more widely spaced out than ‘Local service’, which might be every $\sim\frac{1}{2}$ -mile to 1 mile.
- Lastly, ‘Express service’ refers to long-distance routes that might have a few stops at either end of the route, but none to very few stops in between.

How to support transit appropriately in the design of the street has been discussed generally in two ways: providing the ability in the design to accommodate future mass transit, such as streetcar and/or bus rapid transit; and, improving existing local bus transit facilities and enhance existing service.

2a) Accommodate Future Mass High Capacity Transit

CTF Members in Support (Would Not Block): 13

CTF Members Against (Would Block): 0

CTF Members Abstaining: 0

All of the Broadway Citizens Task Force members support/would not block Broadway having future mass transit systems running in this 2-mile segment of Broadway, both providing local and limited service.

MAJORITY REPORT

2b) Improving local bus transit service by dedicating lanes to buses in current roadway design.

CTF Members in Support (Would Not Block): 7 support;

5 would not block, but prefer 6 lanes with enough "dirt" to convert in the future

CTF Members Against (Would Block): 1

CTF Members Abstaining: 0

A majority of Broadway Citizens Task Force members would support/would not block the decision to dedicate lanes to existing local service, **provided doing so would not impact funding for the RTA and County funding**. The level of agreement in support of the dedicated lanes from "Day 1" ranges, and the reasons have been organized into two categories below – 'In Support', and 'Would Not Block':

In Support

- Actual traffic counts have declined on this segment Broadway.
- Traffic projections and modelling done to date on the project suggest that vehicular traffic would be compromised several (more than 10) years from now.
- Faster, more reliable service can be a draw that increases ridership.
- Removing buses from vehicular traffic lanes, no mid-block stops, or buses merging back in to traffic lanes could result in vehicular traffic moving better.
 - Allowing right-turning vehicles the ability to use the dedicated lanes, similar to the way the diamond lanes work on Broadway east of Columbus, would also help traffic movement.
- It is easier to dedicate the lanes now to transit, than to do so in the future. Traffic will fill all 6 lanes if built as mixed-flow lanes now.
- The lane dedication could be removed if, after a period of time (suggested as 10+ years), automobile functionality is diminished to below 2010 levels.
- The dedicated lanes would provide more of a buffer for cyclists and pedestrians, as well as properties that will be closer to the roadway, from vehicular traffic.

Trends regarding use of cars by millennials indicate that the future generation will not be driving as much, and that aging baby boomers would benefit from alternatives to driving

Would Not Block

- Tell Council what transit facilities are needed, and that's what should be implemented from Day 1.
- Funding for future transit will likely require a public vote – converting a vehicle lane to transit will likely be a non-issue.
- The City has seen too much money refused; roads and transit has suffered.
- Don't want to see us refuse or delay the cash by going to election, or asking supervisors.
- Support 6 lanes with enough dirt for future transit option, and not coming back to tear down buildings.
- If you can tell me that within 3 years of completing the roadway we will be able to fund [mass] transit, then I would be supportive of dedicated transit lanes.
- Until City and RTA have prepared to develop higher level of transit, the additional lanes should be used for both transit and vehicles.
- The community will give up two lanes of traffic when high capacity transit is developed.
- Grant and Broadway had suicide lanes, but those were taken away. Now people don't remember. Access to businesses was constricted at certain times of the day. Traffic patterns can change.

MAJORITY REPORT

- Concerned about appearance to the public if lane is not being used. Running a bus every 10-15 minutes and that is the only thing using lane. Negative attitudes fed by not using road to fullest capability until transit options developed could be substantially more negative on future proposals.
- Feel that further analysis should be done to provide better evidence that vehicular performance of the street will not be adversely affected by dedication of transit lanes from Day 1; as well as an estimate of how much traffic growth could be accommodated before vehicle performance is degraded.
- Think that a test should be done to help the decision. If the dedicated lanes would be shown to function with the existing actual traffic counts and new roadway design, then that should be considered.

Funding is available for a transit study and should be pursued/done now. A good faith effort towards transit improvements on this street should be visible and aggressive.

3) DEVELOP RECOMMENDATIONS TO ADDRESS ISSUES THAT HAVE SURFACED AS A RESULT OF DESIGN DISCUSSIONS

There was not a discussion about level of support for the issues and recommendations on this item.

The Task Force continues to discuss issues, with the largest relating to land use planning. These discussions should result in recommendations of issues the City should address moving forward, which could include:

- A number of issues for property owners adjacent to Broadway have been highlighted that can be addressed through some type of zoning overlay, or initiated by the City to guide reuse of its City-owned properties. These issues include:
 - Provide adequate parking: consider parking requirements, opportunities for communal parking areas; and Park-N-Rides to improve business viability and support transit.
 - Allow alley access to commercial properties to improve utility of existing properties for commercial use.
 - Support higher-density urban residential and commercial development to support mass transit and walkability of environment along Broadway
 - Preserve historic character – through keeping some historic properties and reselling them on the private market, developing design guidelines that promote compatible development, or incentives to keep and rehabilitate historic properties.
- Encourage economic vitality in the area by:
 - Utilizing innovative urban planning, such as overlays
 - Create opportunities for communal parking
 - Minimize acquisitions that result in derelict property
- City-owned property can be sold with specific development/design perimeters. Encourage parameters that address concerns, such as incentivizing and retaining small businesses, or limiting drive thru businesses (very noisy).
- City should consider purchasing identified significant historic buildings listed in the Tucson Historic Preservation Foundation's brochure and assisting these businesses and property owners with more support.

MAJORITY REPORT

- Support façade programs that would rehabilitate historic facades, and/or redesigning business entries to allow customers to enter properties through the rear (especially if parking will be primarily provided through rear parking). If bonding for the facades through Pima County Bond Program is not passed or delayed, Council should develop its own facade program as they did Downtown to match the construction timetable.
- Public shared parking should be created now on existing city owned properties to assist businesses now and during construction. Making parking available now may encourage businesses to stay. Consider inexpensive approaches done in downtown area.
 - Create park-n-ride at El Con
 - Create communal parking areas
 - Charge more for parking downtown
- Physical improvements to alleys where businesses are on both sides should be part of project. Use of alleys can encourage and provide new design solutions on small properties, additional access now and during construction, and later for these small businesses.
- It's a business street--where do we put businesses if not on a business street?
- Property owners and businesses expect that the City will support them. Will there be compensation and assistance sufficient enough to retain them in the area, so they choose to rebuild, relocate, remodel, or make temporary relocations - all with intentions to remain in the Sunshine Mile? Or will negotiations and lack of funding, lack of design understanding for building construction, etc. destroy the timetable for construction and past due rejuvenation of this important boulevard, and our Citizen Task Force's goals for this dream design of a unique project serving all parties.

Three dissenting views blocking consensus, and one dissenting view NOT blocking consensus but ardently supported, are recorded in the following pages.

DISSENTING VIEW #1: Blocks the selection of a 6-Lane alignment – does not support any alignments currently being considered.

DISSENTING VIEW #2: Blocks the selection of the 6-Lane alignment IF dedicated lanes for existing bus transit are not included from Day 1.

DISSENTING VIEW #3: Would not block consensus on selection of the 6-Lane alignment, but strongly support s dedicated lanes for existing transit be included from Day 1.

DISSENTING VIEW #4: Blocks the selection of a 6-Lane alignment that includes dedicated lanes to existing bus transit from Day 1.

DISSENTING VIEW #1: Blocks the selection of a 6-Lane alignment – does not support any alignments currently being considered.

Submitted by Mary Durham-Pflibsen, CTF Member, Northeast Neighborhood Interests

“The Sam Hughes Neighborhood Association Board of Directors, and the majority of neighborhood stakeholders from the project area who have provided input, request that Broadway improvement be completed within the current roadway width. Reason for blocking consensus for Broadway designs that are currently on the table as of 8/28/14 is because all result in a wider right-of-way than currently exists.

Functionality can be improved for all modes within the current Broadway footprint, or with minimal widening at intersections and strategically placed bus pullouts:

- Intersection improvements
- Additional bus pullouts and improved facilities at stops
- Traffic signal synchronization
- Improved sidewalks and bicycle lanes
- Four or six lanes with improved sidewalks and bike paths can be accommodated in the current footprint

Public Input is not reflected in currently presented design options:

- Results of well-attended public meetings consistently reflect the majority of stakeholders’ desire for Broadway improvements in the narrowest footprint possible, preserving historic buildings and current businesses
- Broadway was not the only item on the 2006 ballot
 - Although the ballot passed, not every voter wanted every project
 - Public meetings indicate that there is little support for a wider Broadway at this time
 - Current growth projections indicate that past traffic estimates were overstated
 - Traffic data presented to the CTF indicates that numbers have decreased over 15% since 2010.
- Our youngest generations are driving less- we need to design for the future, not the past

Impact to and/or loss of too many historic buildings:

- Mid-century modern buildings represent the unique history and character of the surrounding neighborhoods and should be preserved for future generations
- Even if CTF recommends city policy to require preservation of facades of historic buildings that would be acquired and resold, concern that the City of Tucson and RTA will follow through if such a policy makes property harder to sell or result in lower selling price
- Property development projects in West University Neighborhood have raised concerns that development incompatible with neighborhood lifestyle and values would be allowed on Broadway if historic buildings are lost
- Loss of tourism interest and dollars if mid-century modern buildings are lost
- Loss of historic designation for surrounding neighborhoods if sufficient numbers of contributing or contributing-eligible historic buildings are lost

Sense of Place/Broadway as a Destination is lost

- Insufficient reassurance/demonstration of potential for retaining small locally owned businesses that exist currently to provide human scale services, entertainment & dining
 - Zoning already granted to allow Brake Masters to build large new shop on the northeast corner of Broadway and Campbell

- Not the type of business that attracts cyclists, pedestrians and transit riders to the area, nor does it enrich the neighborhood.
- Without sense of place, there will be few pedestrians, and cyclists or transit riders will “pass through”; i.e. Broadway becomes a throughway with beautiful bike facilities and sidewalks that no one uses.

Economic Vitality:

- Concerns about losing many small, locally owned businesses that currently thrive in this area:
 - These businesses will do even better when uncertainty about the Broadway Project is alleviated and vacant buildings are sold and restored
- Concerns about remnant parcel sizes if Broadway is wider:
 - No good examples provided to stakeholders of the kinds of development that could occur in shallow remnant lots resulting from the current design options
 - Speedway suggested as an example of wider Broadway, but very few pedestrians and cyclists on Speedway- it lacks the vibrancy and unique character of the “Sunshine Mile”
- Concern that if CTF recommends commercial zoning compatible with adjacent neighborhoods, COT and RTA may not support or implement the recommendation.
- Presentation by Jarrett Walker and other materials presented to the CTF indicate that widening roads inversely impacts the kind of economic growth and development that supports neighborhoods and creates destinations for pedestrians, bicyclists and transit riders.

Walkable Community:

- Safety and comfort concerns for pedestrians crossing a wider Broadway, particularly for residents of two large senior citizen communities within the project area and children crossing Broadway to reach schools/homes in the project area
- Need someplace to walk to (see Sense of Place, above)
- Addition of parking lots between buildings due to loss of front parking makes area less walkable because greater distance between businesses = less roadside interest for pedestrians & cyclists

Transit Access and Mobility:

- Concerns about if and when funding will be available for transit
- Concerns that making Broadway better for cars won't build the transit ridership needed to justify transit improvements
- Concerns that transit will be located elsewhere when funding does become available because of difficulty displacing cars when traffic flows have adjusted to the additional lanes on Broadway

Sustainability Performance/EPA Guidelines:

- What happened to these performance measures? Insufficient quantitative information to encourage stakeholder support with current design options.
- Qualitative analysis supports the current, narrower right-of-way

Neighborhood Impacts:

- Concerns about noise, increased emissions/pollution, parking and cut-through traffic in neighborhoods have not been discussed or resolved by the CTF
- Concerns about the proximity of new development to residential properties if Broadway is widened have not been addressed

DISSENTING VIEW #2: Blocks the selection of the 6-Lane alignment IF dedicated lanes for existing bus transit are not included from Day 1.

Submitted by Colby Henley, CTF Member, Northwest Neighborhood Interests

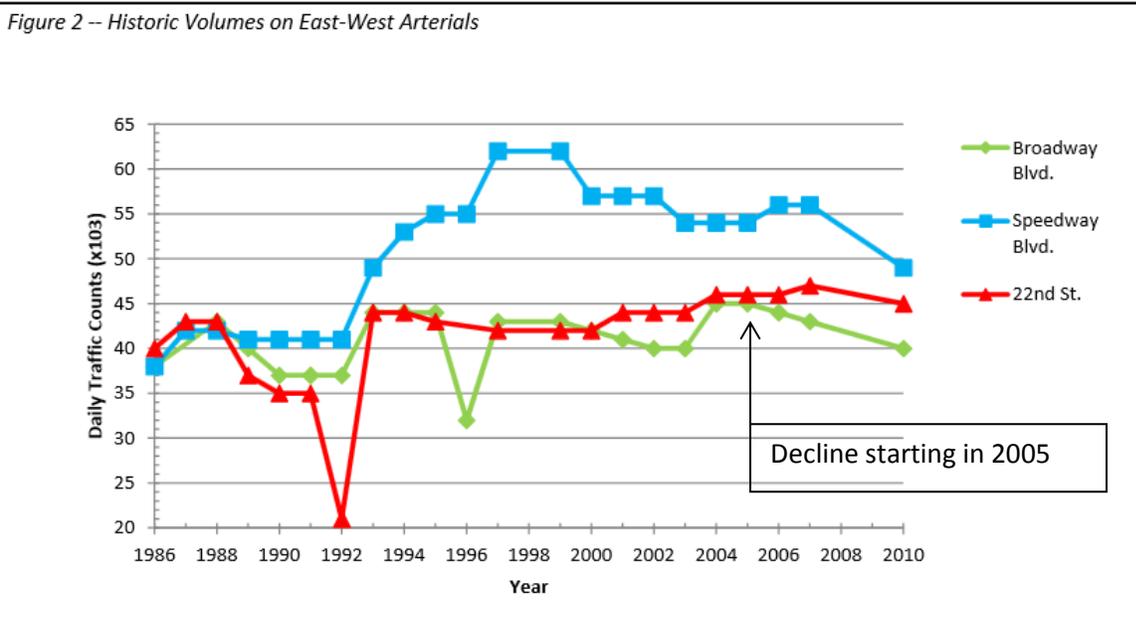
Why we need full-time dedicated transit lanes on opening day

1. Dedicated Transit Lanes Do Not Diminish Auto Functionality and Actually Improve Performance for All Modes

Project staff have expressed the concern that anything less than 6 auto lanes on opening day may not be funded because it would ‘diminish functionality’ for automobiles. The data below shows why dedicated transit lanes would not diminish auto functionality in the near term, and would even provide expanded person-trip capacity through the life of the improvements out to 2040.

The City’s traffic counts from the last decade actually show declining traffic volumes on Broadway.

- The Aug 2012 Traffic Update¹ (page 3, Fig 2) shows that traffic volumes on Broadway declined between 2005 and 2010. This decline was explained away as a result of the recession, even though the decline started 3 years earlier.



- The June 2014 Traffic Update² (page 2, Table 1) shows an even further decline between 2010 and 2014. Again, this was explained away as a response to streetcar construction downtown and that traffic had diverted to 22nd & Sixth St, despite the fact that both of these other streets also had lane closures due to construction.

¹ http://tdot.tucsonaz.gov/files/projects/2012_8-30_TrafficAnalysisSummary.pdf

² http://tdot.tucsonaz.gov/files/projects/2014_06-27_TrafficDataUpdates-FINAL.pdf

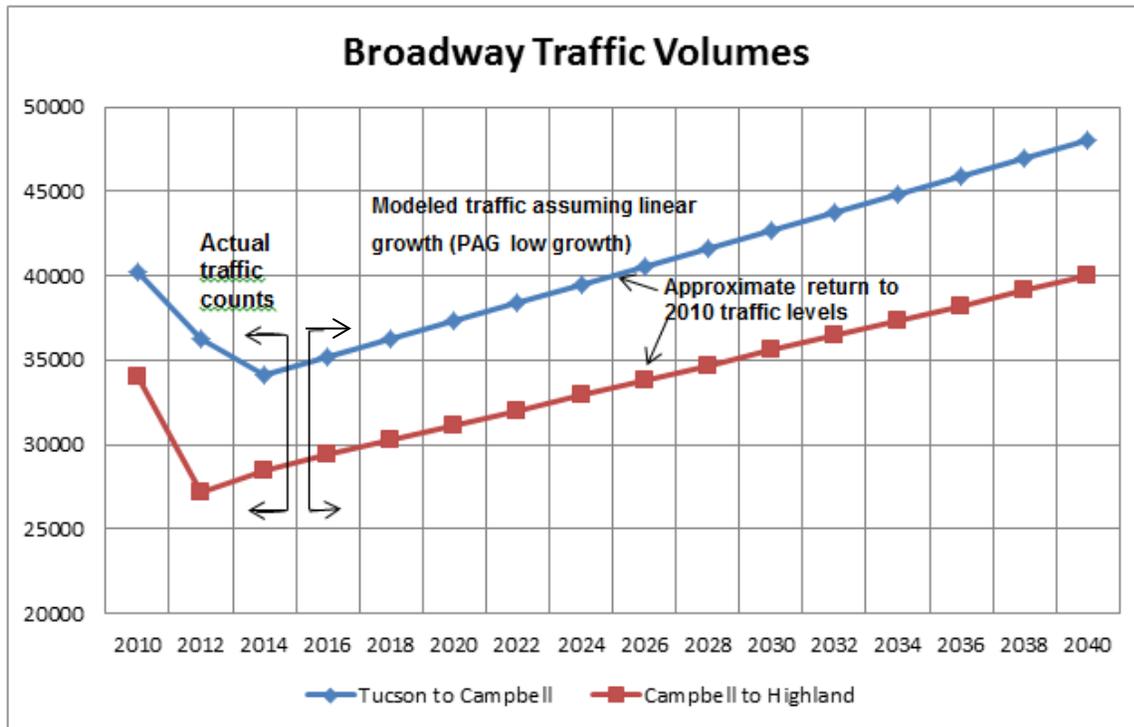
Table 1. Recent Average Daily Traffic Counts on Broadway Boulevard

Source: Pima Association of Governments

PAG ROAD SEGMENT	PAG Traffic Count (1)		
	12/1-2/2010	9/19-20/2012	3/25-26/2014
Alvernon to Country Club	50,098	43,903	-
Tucson to Campbell	40,239	36,308	34,137
Campbell to Highland	34,006	27,218	28,485
Euclid to Toole	35,006	32,890	-

1. Average of 2-day count; Totals reflect an average of the daily volume of traffic in both directions

Looking forward, all of the traffic modeling done for Broadway uses 2040 peak hour traffic = meaning we have 25 years before we might see those conditions (if even then).



Assuming steady growth from the most recent traffic counts up to the 2040 traffic model projections, we won't return to 2010 traffic levels for at least 9 or 10 years post construction. And it will be 2034 before we return to the traffic levels of 2005, about the time the RTA ballot went before voters. TDOT has also suggested Broadway have 6 mixed-flow lanes on opening day, "grow" transit, and then convert to dedicated transit lanes at some point in the future. The data above shows why that is the exact opposite approach of what should be done.

Having a full-time dedicated transit lane on opening day has multiple traffic performance benefits:

- a) Gives TDOT/PAG/RTA 10+ years to complete transit study and secure funding for transit improvements (streetcar? BRT?) without diminishing automobile functionality below 2010 levels.
- b) Actually improves automobile functionality by removing buses from the mixed-flow lanes, no mid-block stops in the lane or merging back from pull-outs.
- c) Prioritizes transit in this corridor and improves transit performance, thereby actually growing ridership to support future transit investments.
- d) May provide an additional safety and comfort buffer to bikes and pedestrians if in the curb lane (not yet decided).

Having dedicated transit lanes on opening day does not lock-in that configuration. If in the future, funding for transit improvements is not found, ridership does not warrant it, or auto traffic becomes too congested, TDOT can convert the lane to mixed-flow.

2. Dedicated Transit Lanes Grow Ridership

TDOT has also suggested a 'hybrid' transit lane where it is dedicated to transit during the middle of the day and overnight, but open to automobiles during the morning and evening commute.

This approach would severely limit potential transit growth. It is true that current peak transit ridership is during the middle of the day, and a dedicated transit lane would serve this group of riders well. But these buses are relatively full and the real opportunity for growth is during the traditional commute periods. Having a dedicated transit lane during peak commute times would allow transit to perform at a level that would better compete with driving and be an attractive option for those people who want to take transit.

If the investment in transit is done properly, it can absorb the bulk of new person-trips within the corridor over the life of the project. In fact a dedicated transit lane with High Capacity Transit vehicles can vastly exceed the person-trip capacity of a comparable auto lane.

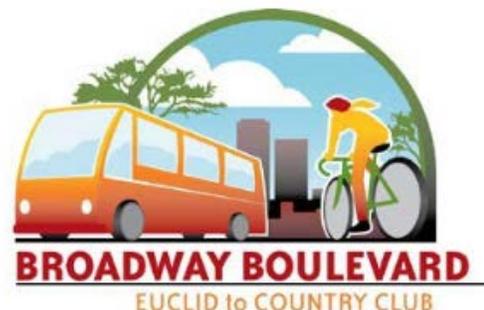
3. Dedicated Transit Lanes Support Economic Vitality + Walkability

All the alignments we are looking at result in substantial demolitions, particularly on the west half. We have been told repeatedly throughout the process that the redevelopment potential for these remnant parcels will result in increased economic vitality. Redevelopment of these remnant parcels in the near term (<10 yrs) with attractive, appropriately-scaled multi-use urban infill is key to supporting the sense of place, destination, and walkability that are important for the vitality of this corridor.

We have seen with the streetcar that the development community responds to transit investments. Adding a dedicated transit lane on opening day would signal to the development community that the City is committed to transit along this corridor. Adding car lanes does not attract good urban infill.

4. Look at the project logo

From the very beginning, before the CTF even began meeting, it has been understood that Broadway should be a transit priority corridor.



DISSENTING VIEW #3: Would not block consensus on the selection of the 6-Lane alignment, but strongly supports dedicated lanes for existing bus transit from Day 1.

Submitted by Shirley Papuga, CTF Member, Southeast Neighborhood Interests, prior to the August 28, 2014 meeting

Dear Broadway Project CTF and Project Team –

I am sorry that I am not able to attend tonight's important meeting. I wanted to include some of my thoughts here, for your consideration in your discussions and deliberations. That said – my hope is that despite the difficult nature of the "decision" at hand, that I hear back tonight that a decision was made and that some form of consensus was reached. I am writing a number of thoughts here. Given the time we had to do this – this is not a complete list – but hopefully captures my sentiments for your evaluation and consideration. I will not block consensus, but having said that, I am strongly in favor of 4 + 2T "From Day One" as I argue below.

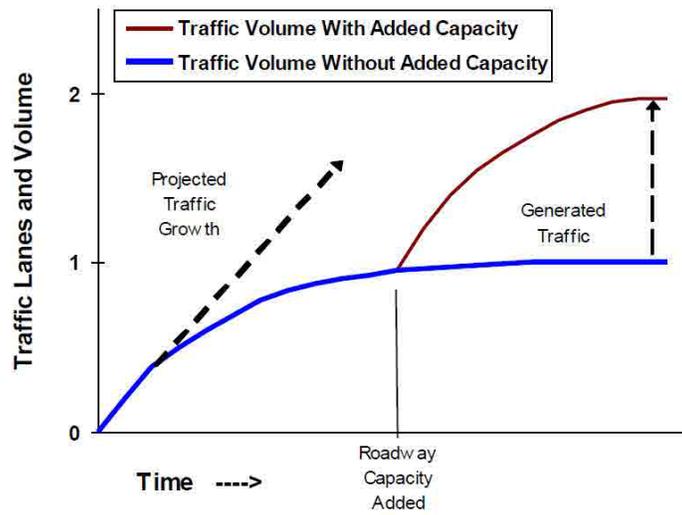
What I see as the vision we have reached as the CTF:

The 2-mile project area between Euclid and Country Club (or to "El Con") is viewed as a unique area within the 11 stretch of Broadway. It is a place that is connected to downtown, and our vision is to strengthen that connection. While it is understood that it is in the corridor that links the eastern end of Broadway to downtown, this stretch of Broadway function should be looked at more as an extension of downtown, with its own "Sunshine Mile" character. Viewing this section of Broadway in this light has important implications vehicular transit and other alternative modes of transportation are viewed through the project area:

- (1) It should be recommended that priority transit in this section of Broadway be "local transit" – meaning frequent stops.
In the near term, this means making things easier for local buses. HOWEVER, ultimately this section of Broadway could be viewed as an extension of the Modern Streetcar system linking downtown to the El Con area. Street car "stops" would be about every ¼ mile, essentially aligning with the current local bus stops. Ultimately the Street Car could replace the local bus in this stretch of Broadway – in places where current and planned pedestrian crossings would be (including just east of Country Club). Space should be designated in the alignments for these stops in the design process – either in the middle, or on the outside lanes, whichever minimizes impact to historic places while also making sure our bikers are safe.
- (2) Although the vision is for local transit priority in this stretch of Broadway, it should be strongly recommended that this would also accommodate future high capacity transit for commuters from the east end of Broadway.
In the near term, this would be the current express bus. HOWEVER, ultimately this could be either as BRT or a more "limited" extension of the Modern Street Car (with Light Rail "type" of service). Therefore, limited service stations [light rail style] should be accounted for in the design process on Broadway at Euclid, Campbell, [and near El Con]. The idea would be that the Modern Street Car would operate as the faster "Limited Service/Infrequent Stops" between El Con and the east end of Broadway, but would slow to the "Local Service/Frequent Stops" from El Con into downtown. (See examples of Los Angeles Blue Line; Portland MAX; etc...).
- (3) It is recognized that we need to accommodate for other future transit from the N/S directions.
By allocating space in the initial design for limited service stations at Euclid and Campbell we are acknowledging those future transit ideas.
- (4) People should be encouraged to "get out of their vehicles" through this stretch of Broadway. I mean a couple of different things by this:

- a. Create park-and-ride at El Con (Camille a commuter keeps bringing this up in the calls to audience and I think it's a great idea).
Get commuters to park at a "park-and-ride" at El Con or High Corbett and get on transit (because we'll have an awesome Modern Street Car) or a bike (because we'll make biking so attractive through the area we'll get people excited about bring their bikes or creating a bike-share program).
 - b. Create opportunity for communal parking areas
 - c. Charge more for parking downtown
- (5) Economic vitality should be encouraged in the area by:
- a. Utilizing innovative urban planning, such as "overlays" (Swaim should provide examples)
 - b. Creating opportunities for communal parking areas (Swaim should provide examples)
 - c. Minimizing acquisitions that result in derelict property
- (6) Impact to buildings and property owners in the area should be minimized
At this point, any of our six-lane configurations will result in exceedingly similar potential for acquisitions. Therefore [at this point] we focus less on the "roadway width" and more on innovative solutions [that accommodate our local transit priority, bike and ped safety, and economic vitality]. Mayor and Council should recognize that the roadway width will flex throughout the project area as is reasonable.
- (7) Opportunity for use of transit and alternative modes into the future should be maximized.
Personally I see this as the heart of the conversation about 6 lanes of travel versus 4 lanes plus 2 dedicated for transit.
- POINT 1: Currently – our vehicular traffic in relative terms is not compromised throughout the project area. Traffic projections and modeling scenarios that we have seen suggest that vehicular traffic will be compromised several (>10 year from now). Therefore, a design that accommodates 4 travel lanes plus 2 dedicated for traffic DOES NOT DIMINISH the functionality of the vehicular mode in the near term. In fact – it would IMPROVE it. By moving buses out of the travel lanes and into their own dedicated lanes, we improve the flow of vehicular traffic in the area. Therefore, we are [in theory] improving the conditions for all modes from Day 1 under the 4 + 2T "From Day One" scenario. (Yes, signal timing and all of that will also play a role, but complexity aside, all modes should improve, including the conditions for bikers and pedestrians under this scenario).*
- POINT 2: As Colby has suggested, by providing the opportunity for improved transit functionality, we have the opportunity to build our transit user community in the first several years.*
- POINT 3: As Colby has suggested, if the functionality of the vehicular mode is diminished in the future (~10 years) as is projected, the dedicated transit lanes could be reclaimed at that point (nothing is lost).*
- POINT 4: I understand that it has been shown that a travel lane can be reacquired for transit in the future (see the BRT article I provided earlier on). However, a lot of research has also shown once you put in a vehicular lane, it gets filled up (see Figure below). I think the community has shown in their public meetings that they don't want that.*
- POINT 5: From my perspective, 4 + 2T scenario "From Day One" improves conditions for bikers, and provides a nicer buffer for businesses that might be pushed up closer to the roadway (if they are on the outside lanes).*

Figure 1 How Road Capacity Expansion Generates Traffic



Traffic grows when roads are uncongested, but the growth rate declines as congestion develops, reaching a self-limiting equilibrium (indicated by the curve becoming horizontal). If capacity increases, traffic grows until it reaches a new equilibrium. This additional peak-period vehicle travel is called “generated traffic.” The portion that consists of absolute increases in vehicle travel (as opposed to shifts in time and route) is called “induced travel.”

Have a great discussion tonight! Feel free to text me with specific questions!!

Best,

Shirley

DISSENTING VIEW #4: Blocks the selection of a 6-Lane alignment that includes dedicated lanes to existing bus transit from Day 1.

Submitted by Michael J. Sumner, CTF Member, prior to the August 28, 2014 meeting

Relating to 2T: Two dedicated lanes of transit in a six-lane road is not viable. I will block any effort to recommend ANY dedicated transit lanes in a six-lane roadway because:

- It is not fundable. It is not fair. It is not functional. It is not what RTA and Pima County voters approved to spend their money on. We sacrificed dedicated transit lanes when we abandoned the 8-lane roadway. We cannot expect the RTA and Pima Co. to pay to hold two out of six lanes vacant, simply to benefit the five percent of the users of the road who ride buses – especially when those users pass by only once every 8 minutes at best. This metro region needs six lanes available for traffic. It is not our place to try to force people to abandon cars by forbidding drivers from using one-third of the roadway.

Appendix A

Context Sensitive Solutions and Consensus-Based Decision-Making Model

The Broadway Citizens Task Force operates using a consensus-based decision-making model. Consensus is an agreement made without voting. It involves everyone clearly understanding the decision being made, analyzing all of the relevant facts together, and then jointly developing solutions representing the group's best thinking. It is characterized by open and active listening, healthy debate, and testing of options. The goal of consensus is to reach a decision that everyone can accept. Everyone may not like the solution equally well or will have an equal commitment to it. Consensus generates a decision about which everyone, at a minimum, says "I can live with it and move forward."

Levels of Agreement: Consensus is achieved if all participants indicate that they are at levels 1 through 4. When a decision is made, all consensus levels will be recorded.

1. I can say an **unqualified 'yes'** to the decision.
2. I find the decision **perfectly acceptable**. It is the best of the real options we have available to us.
3. I can **live with the decision**; however, I am not especially enthusiastic about it.
4. I will **stand aside** and not block the decision. I will support it because I trust the wisdom of the group; however, I do not fully agree with the decision and need to register my views about it.
5. I do not agree with the decision and feel the need to **block** the decision being accepted as consensus for the following reasons.

Consensus is reached when no one is left in category 5. Consensus is not designed to achieve 100% agreement, rather create an outcome that represents the best feasible course of action, given the circumstances.