

ADOPTED BY THE
MAYOR AND COUNCIL

June 9, 2015

RESOLUTION NO. 22410

RELATING TO TRANSPORTATION: RTA PROJECT #17, BROADWAY: EUCLID TO COUNTRY CLUB ROADWAY IMPROVEMENTS PROJECT; RECOMMENDED BASELINE ALIGNMENT CONCEPT; AND APPROVING RECOMMENDED TECHNICAL DESIGN PARAMETERS AND ALIGNMENT.

WHEREAS, the Broadway: Euclid to Country Club Roadway Improvements Project is one of 35 projects included in the Regional Transportation Authority Plan approved by Pima County voters in a special election in 2006; and

WHEREAS, the General Alignment Map approved in October 2014 identified the approximate location of the future alignment, but was not refined enough to be adopted as the Project's baseline alignment; and

WHEREAS, based on input received between February and May 7, 2015, the Broadway Citizens Task Force affirmed their design and alignment recommendations unanimously, which are listed in the "Baseline Alignment Concept Report"; and

WHEREAS, upon adoption, the Baseline Alignment Concept will undergo technical design to reach 30% design. Technical design begins to apply requirements and standard to the concept, such as engineering, hydrology and ADA; and

WHEREAS, the Technical Design Parameters will guide the technical design process and provide flexibility to ensure that the street design will meet the Citizens Task Force recommendations and result in a safe, attractive and economically viable street that will meet City requirements and RTA direction; and

WHEREAS, a public hearing has been conducted by the Mayor and Council on the Recommended Technical Design Parameters and Baseline Alignment Concept, and such hearing has been completed.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, AS FOLLOWS:

SECTION 1. The Mayor and Council hereby approve the Recommended Technical Design Parameters and the Baseline Alignment Concept as shown on Attachments A and B hereto.

SECTION 2. The City Manager, and the various other City officers and employees are hereby authorized and directed to perform all acts necessary or desirable to give effect to this Resolution.

PASSED, ADOPTED AND APPROVED by the Mayor and Council of the City of Tucson, Arizona, June 9, 2015.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

REVIEWED BY:

[Handwritten Signature]

CITY ATTORNEY

CITY MANAGER

DDmg
5/22/15

PART A. TECHNICAL DESIGN PARAMETERS

The following technical design parameters for adoption have been developed to guide the Broadway street design once the baseline conceptual alignment is adopted.

1. **Overall Design Guidance.** The general direction and guidelines to be followed in developing the Broadway design going forward are to:
 - a. Minimize the number of buildings to be acquired and demolished
 - b. Maintain access and as much parking as possible for existing development
 - c. Reduce construction and acquisition costs. The line work on this drawing indicates the “best case” scenario for minimizing the number of buildings directly impacted. Changes in both the alignment and width will likely result during further design and through the acquisition process. This may change the number of buildings directly impacted.

2. **Street Element Widths.** The widths of street elements generally are:
 - 11' Travel Lane
 - 10' Single Left Turn Lane
 - 11'/10' Combination for Double Left Turn Lanes
 - 10' Right Turn Lane
 - 8' Median
 - 6' Bike Lane
 - 6' Sidewalk, 8' at transit stops per ADA requirements
 - 5' Deep x 29' Long Bus Shelter
 - Bus pullouts will be provided at arterial intersections with sufficient length to accommodate two buses (local and express) concurrently.
 - Bus pullouts will be provided at other signalized intersections where feasible, when property and budget constraints allow

3. **Excess Right-of-Way Width.** When design refinements and acquisition result in additional right-of-way width, it will be allocated in the following order:
 - a. Widen bike lane up to 7' and provide elevated cycle track where uninterrupted stretches of sufficient length exist.
 - b. Widen sidewalk to as much as 8'.
 - c. Provide a landscaped buffer between the bike lane and sidewalk of up to 8' width. The width of excess property available will be determined during the design/acquisition process, and will depend on decisions by property owners as well as the project design team.
 - d. Include features such as:
 - i. **Bicycle Bypasses.** Bicycle bypasses behind bus stops and pullouts will be provided where feasible. In such cases, the bicycle lane passes behind the bus platform. This decreases conflicts between cyclists and the bus.
 - ii. **Green Streets and Water Harvesting.** City of Tucson has a policy of providing water harvesting and green street treatment of stormwater whenever feasible, and additional space within the right-of-way can provide for this landscape.
 - iii. **Other Potential Transit Facilities.** Transit facilities improvements that will be considered during technical design include: level boarding onto low floor buses, queue jumps at intersections, transit priority at signals, fare payment before boarding, street design that can accommodate future high-capacity transit more easily, and relocating utilities to accommodate easier implementation of future high-capacity transit (e.g., streetcar, Bus Rapid Transit, etc.).

4. **Directly Impacted Buildings.** Buildings that would extend into the footprint of the proposed improvements are referred to here as “directly impacted.” In the Baseline Alignment drawing, those directly impacted buildings are fully or partially between the yellow dotted lines. Because the street element widths are already minimal, avoiding those direct impacts can only happen by shifting the alignment.

While the intent of the Baseline Alignment is to retain as many existing structures as possible, it is recognized that even if a building is not directly impacted by the improvements that does not ensure it will not ultimately be acquired and demolished. Acquisition does not always mean

demolition. That determination will be made during the design/acquisition process, depending on:

- a. Engineering factors such as loss of access and parking, ability to provide ADA-compliant access, provisions for utilities, grade differential, drainage and constructability;
 - b. Economic factors of acquisition negotiations, which incorporates individual comparisons of costs to cure vs. total acquisition for properties as well as block-by-block comparisons along both sides of the street; and,
 - c. Building code and public safety issues.
5. **Parking & Access.** Parking and access to existing buildings will be maintained where practicable. The priority of parking approaches will be as follows:
 - a. Maintain public access to existing parking. This provides the least chance of acquisition occurring.
 - b. Maintain sufficient space between the buildings and street such that adjacent property owners are able to establish joint access/parking facilities, if they choose. Any improvements needed by the private property owners cannot, by state statute, be included as part of a public project outright, but could be included in a transaction for partial acquisition.
 - c. Access to properties will generally be governed by the City’s access management ordinance.

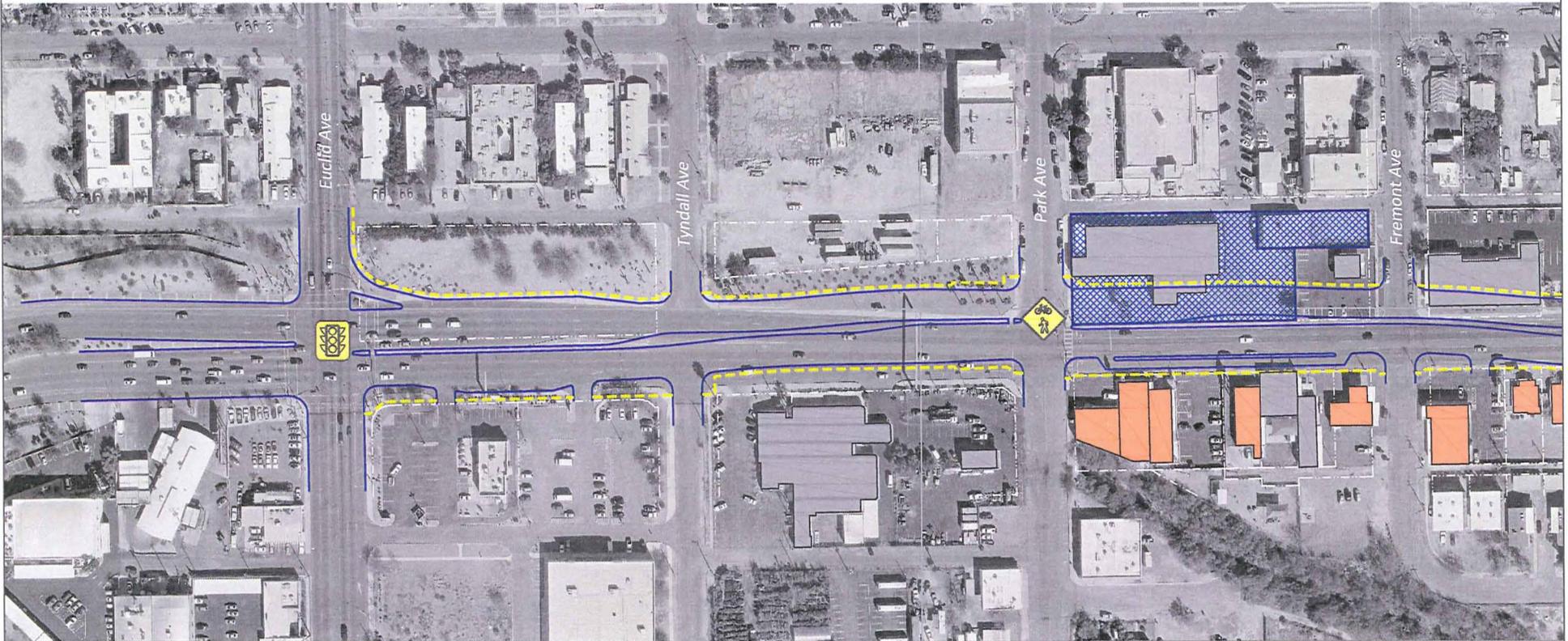
PART B. BASELINE ALIGNMENT CONCEPT

The baseline alignment concept for adoption is attached. The following considerations apply:

1. This baseline alignment, once adopted by Mayor and Council, will be the starting point for developing the actual alignment. It generally indicates the approaches to be followed in developing the final design and alignment.
2. The line work shown on the alignment map is not indicative of whether or not full or partial acquisition from a particular parcel will be needed. Further design and property acquisition negotiations are needed to determine the extent of acquisitions resulting from any alignment.
3. The fact that the improvements do not directly impact a particular structure does not ensure that the structure will not be acquired and demolished.
4. State statutes preclude directly providing parking and access measures to benefit private property. The baseline alignment indicates where space may be available for such improvements. Such improvements could be incorporated as part of a transaction for partial acquisition, provided the applicable agreements among property owners can be secured.

Broadway, Euclid to County Club Roadway Improvement Project

Baseline Alignment Concept



Legend

Recommended Alignment		Signalized Intersection		Current Contributor	
New curb		Pedestrian HAWK		Eligible as Contributor	
Existing Property Lines		Pedestrian and Bike HAWK		Eligible Individually	
City Owned Property				Architecturally Significant (Future Individually eligible)	

Key to Historic Status

0' 100' 200'



Broadway, Euclid to County Club Roadway Improvement Project

Baseline Alignment Concept



Legend

- Recommended Alignment
- New curb
- Existing Property Lines
- City Owned Property

- Signalized Intersection
- Pedestrian HAWK
- Pedestrian and Bike HAWK

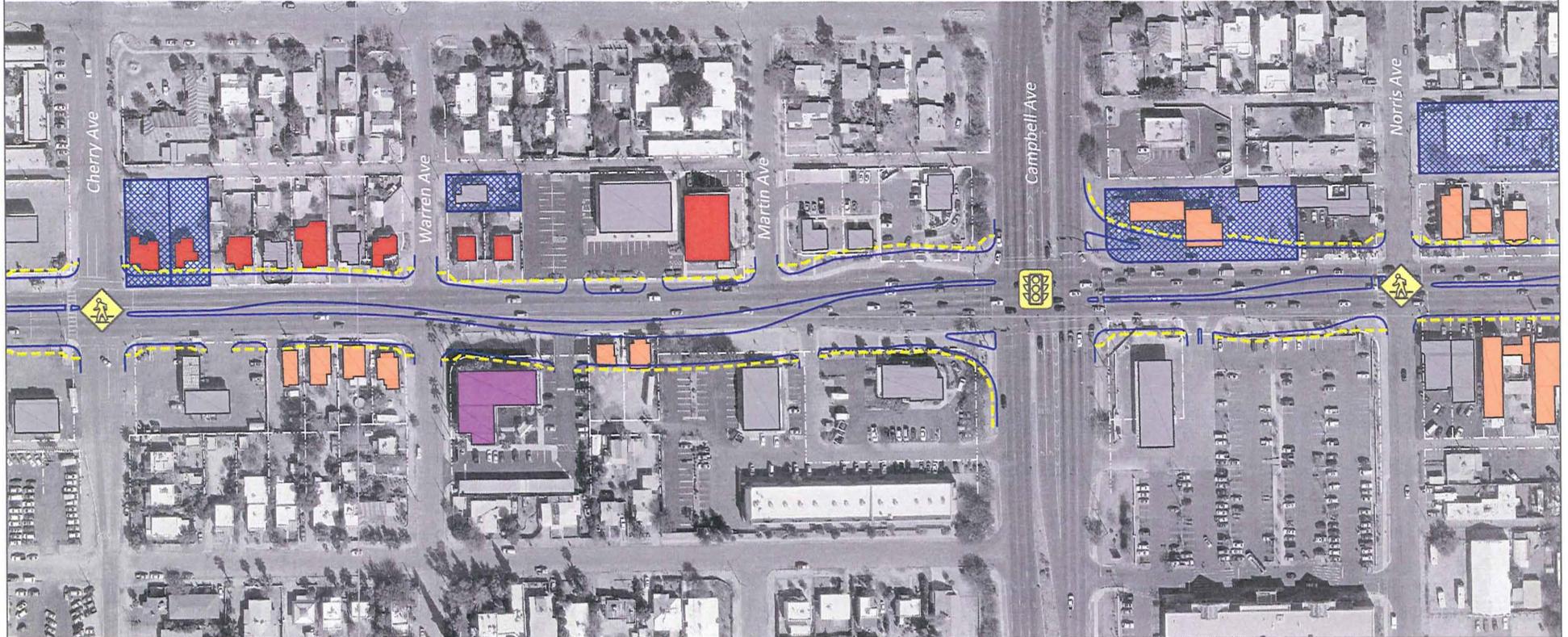
Key to Historic Status

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- Eligible as Contributor
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Broadway, Euclid to County Club Roadway Improvement Project Baseline Alignment Concept



Legend

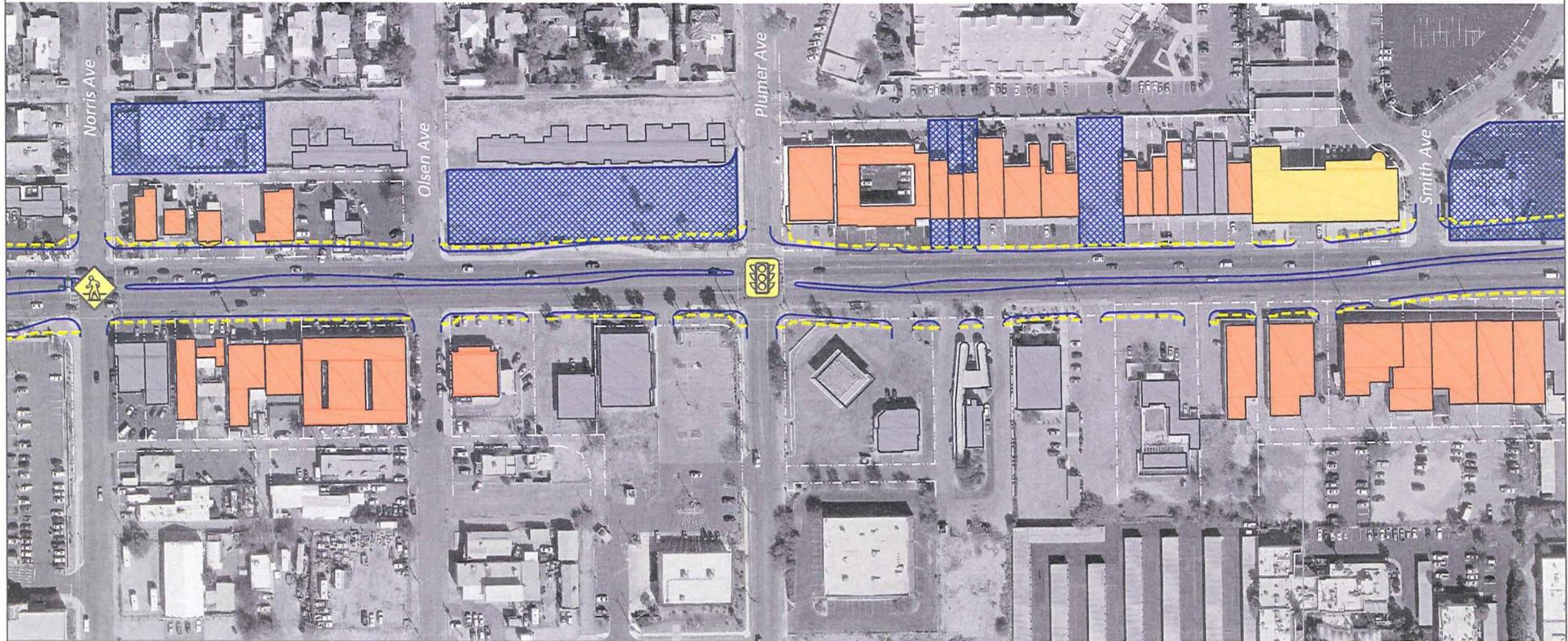
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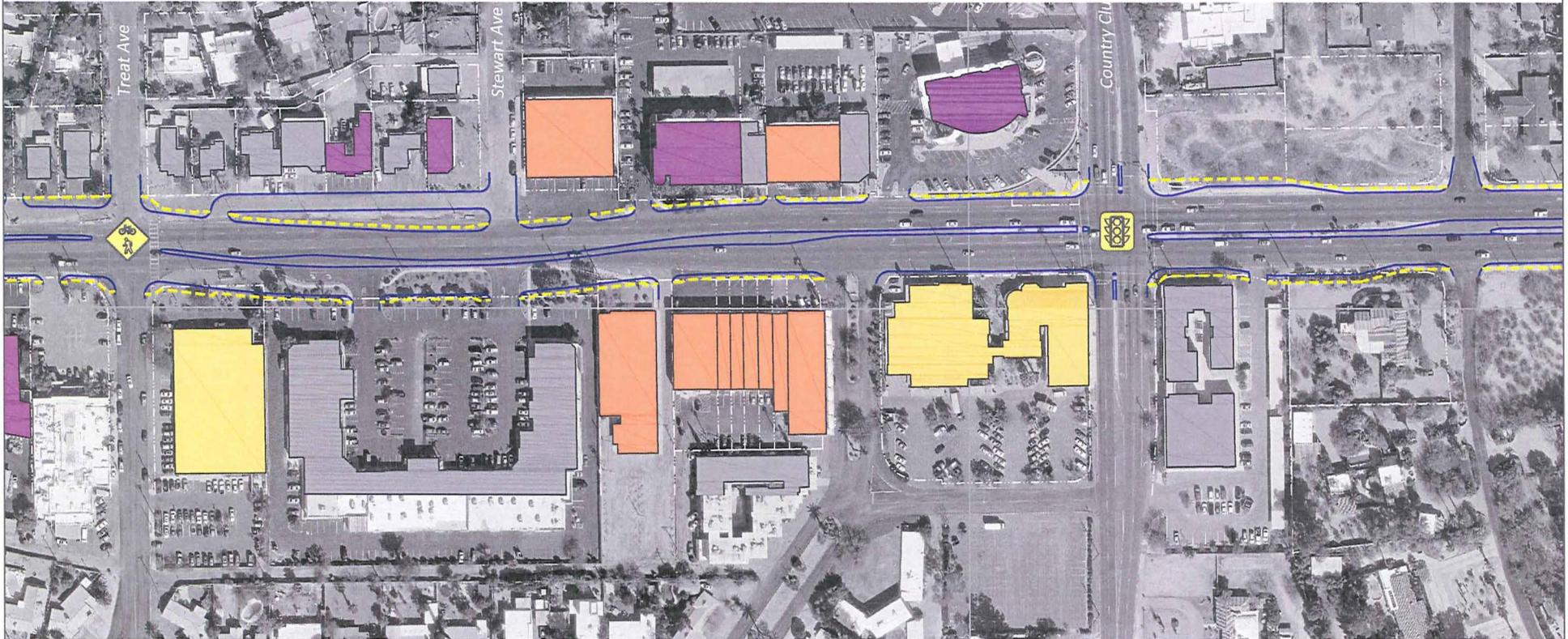
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