

BROADWAY: EUCLID TO COUNTRY CLUB ROADWAY IMPROVEMENTS PROJECT BASELINE ALIGNMENT CONCEPT REPORT

DRAFT: May 8, 2015

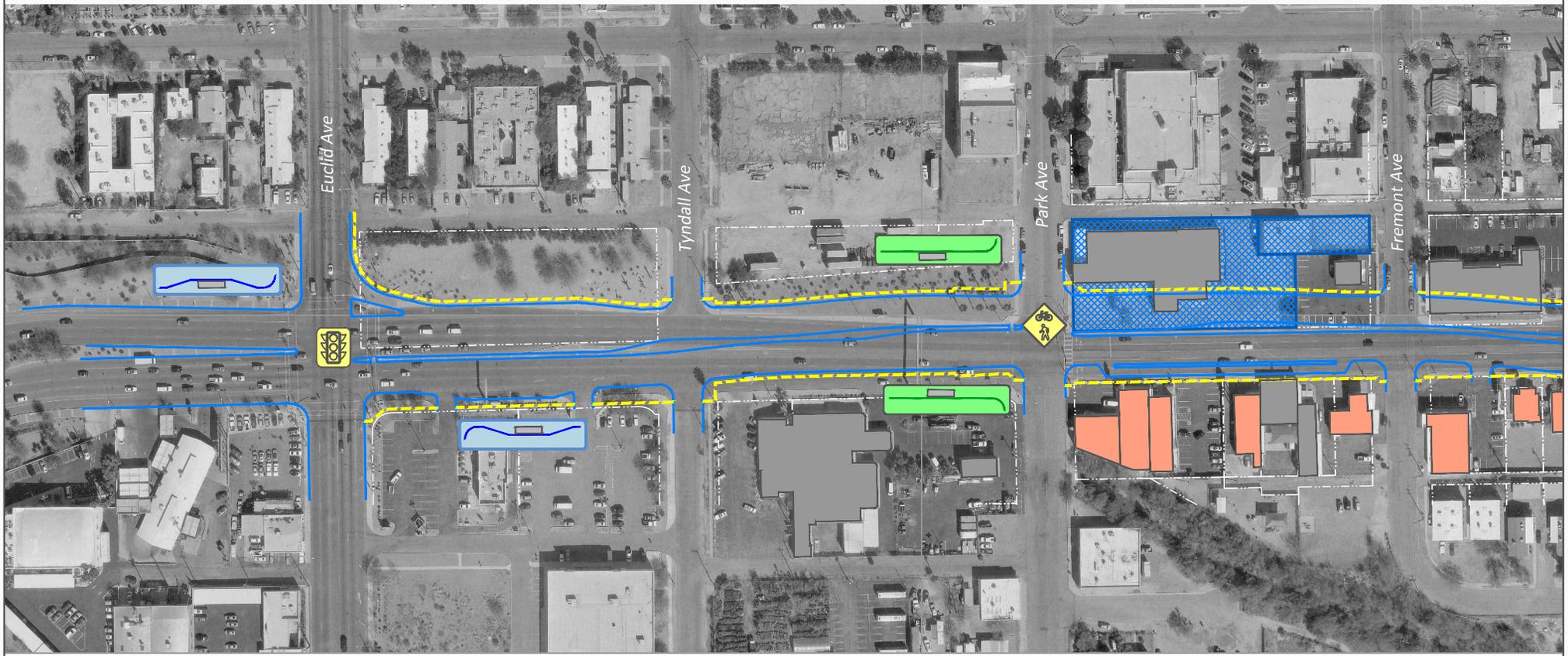
Overview. The Broadway Citizens Task Force (CTF) first convened on June 20, 2012. Since that date, the Task Force has held 37 public Task Force meetings and 5 large-scale public meetings. Variations of possible cross-sections, alignments, and performance measures were reviewed and analyzed. On March 26, 2015, the CTF selected a baseline alignment in concept and approved strategic recommendations to guide the design process moving forward. The public Open House meeting held on April 23, 2015 allowed the CTF's recommendations to be presented for public review and comment.

Broadway Citizens Task Force Recommendations. The Citizens Task Force met on May 7, 2015 to finalize their recommendations, which are:

- 1) The primary parameters for the Broadway street design are intended to have the least impact to adjacent properties and are illustrated in the baseline alignment:
 - Maintain buildings and viable parcels wherever possible
 - Use 6' sidewalks consistent with ADA standards
 - Use 6' bike lanes
- 2) Secondary parameters for the Broadway street design are intended for when design is refined and modifications made, or additional right of way becomes available and the following elements can be added back in to the street design (in order of priority):
 - Tied for first – add back in a balanced way:
 - 7' elevated bike lanes/cycle track
 - Up to 8' sidewalks
 - Where additional space is available, provide a landscaped buffer to:
 - Enhance pedestrian environment
 - Improve visual quality
 - Achieve City's Green Streets policy (with water harvesting)
 - If feasible and space allows, add the following design features:
 - Bus pullouts
 - Bicycle bypasses
- 3) All the Citizens Task Force members support the concept of Broadway as a priority transit corridor. They support a policy for dedicating lanes for transit as soon as funding for high capacity transit is available.
- 4) Incorporate best practices and creative design solutions from other communities and adapt policies so they can be implemented in city of Tucson.
- 5) Citizens Task Force members request that the following Technical Design Parameters (Part A) and the Conceptual Baseline Alignment (Part B) be presented to the Mayor and Council for their consideration.

Broadway, Euclid to County Club Roadway Improvement Project

Conceptual Baseline Alignment



Legend

Recommended Alignment		In-Lane Bus Stop		<i>Key to Historic Status</i>	
New curb		Bus Pullout		Current Contributor	
Existing Property Lines		Signalized Intersection		Eligible as Contributor	
City Owned Property		Pedestrian HAWK		Eligible Individually	
		Pedestrian and Bike HAWK		Architecturally Significant (Future individually eligible)	



Broadway, Euclid to County Club Roadway Improvement Project

Conceptual Baseline Alignment



Legend

Recommended Alignment		In-Lane Bus Stop		<i>Key to Historic Status</i>	
New curb		Bus Pullout		Current Contributor	
Existing Property Lines		Signalized Intersection		Eligible as Contributor	
City Owned Property		Pedestrian HAWK		Eligible Individually	
		Pedestrian and Bike HAWK		Architecturally Significant (Future individually eligible)	



Broadway, Euclid to County Club Roadway Improvement Project

Conceptual Baseline Alignment



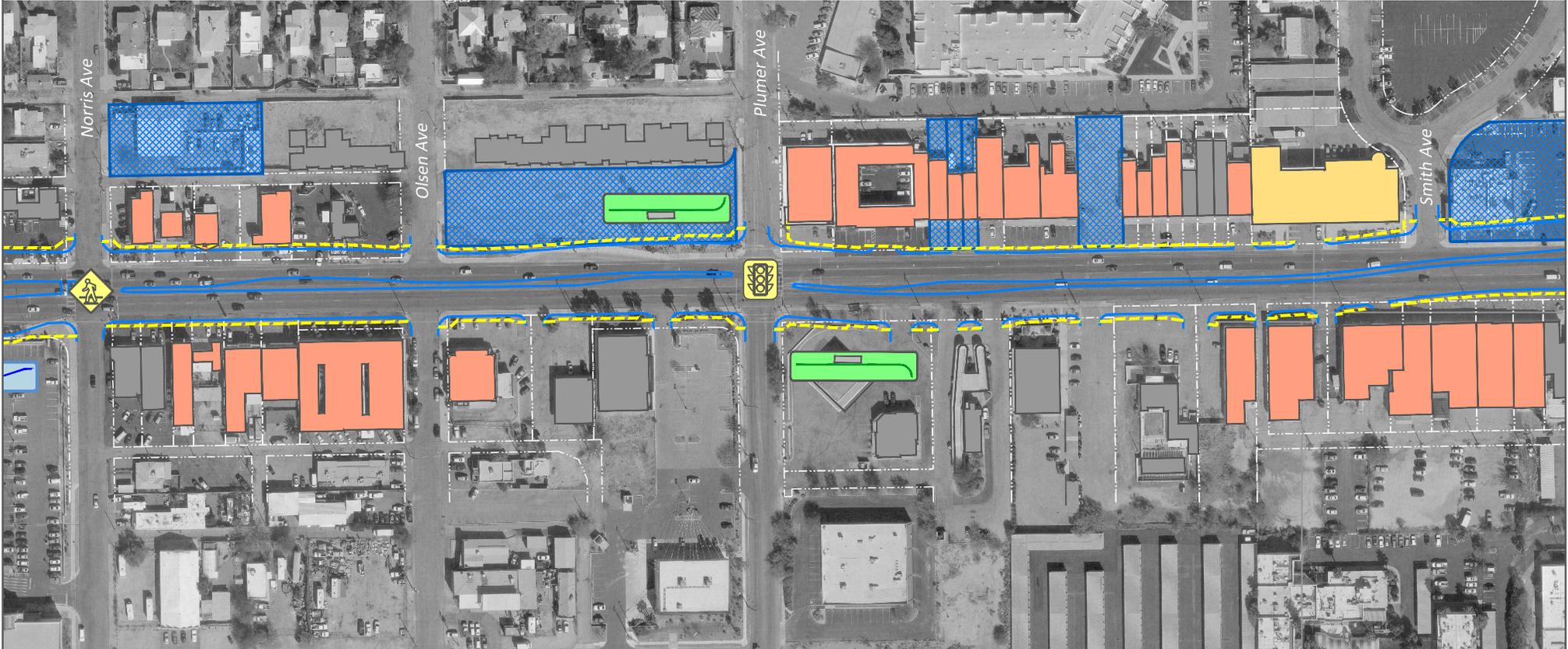
Legend

Recommended Alignment	--- Yellow dashed line	In-Lane Bus Stop	Green rectangle	<i>Key to Historic Status</i>	
New curb	Blue line	Bus Pullout	Blue wavy shape	Current Contributor	Red square
Existing Property Lines	Dotted line	Signalized Intersection	Traffic light symbol	Eligible as Contributor	Orange square
City Owned Property	Blue hatched area	Pedestrian HAWK	Yellow diamond with pedestrian symbol	Eligible Individually	Yellow square
		Pedestrian and Bike HAWK	Yellow diamond with pedestrian and bike symbols	Architecturally Significant (Future individually eligible)	Purple square



Broadway, Euclid to County Club Roadway Improvement Project

Conceptual Baseline Alignment



Legend

Recommended Alignment		In-Lane Bus Stop		<i>Key to Historic Status</i>	
New curb		Bus Pullout		Current Contributor	
Existing Property Lines		Signalized Intersection		Eligible as Contributor	
City Owned Property		Pedestrian HAWK		Eligible Individually	
		Pedestrian and Bike HAWK		Architecturally Significant (Future individually eligible)	

0' 100' 200'



Broadway, Euclid to County Club Roadway Improvement Project

Conceptual Baseline Alignment



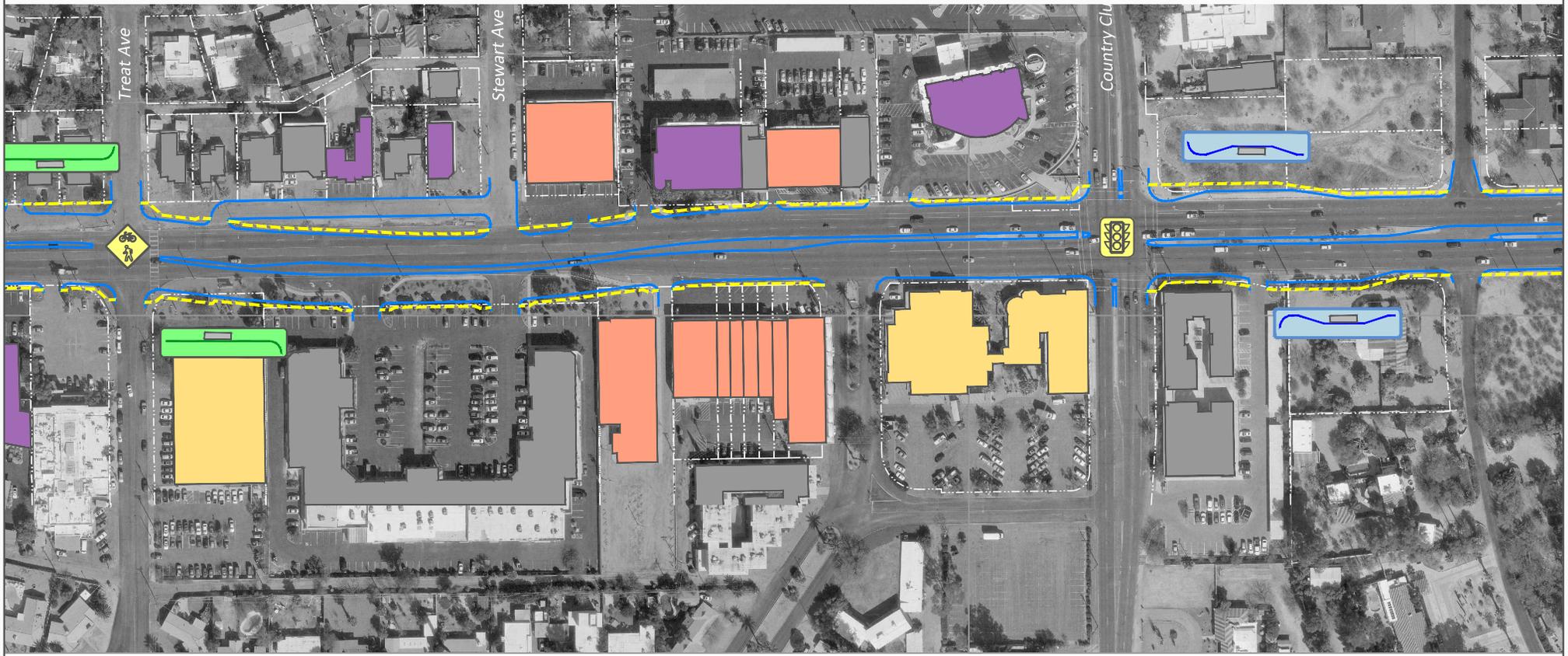
Legend

Recommended Alignment		In-Lane Bus Stop		<i>Key to Historic Status</i>	
New curb		Bus Pullout		Current Contributor	
Existing Property Lines		Signalized Intersection		Eligible as Contributor	
City Owned Property		Pedestrian HAWK		Eligible Individually	
		Pedestrian and Bike HAWK		Architecturally Significant (Future individually eligible)	



Broadway, Euclid to County Club Roadway Improvement Project

Conceptual Baseline Alignment



Legend

Recommended Alignment	--- (Yellow dashed line)	In-Lane Bus Stop	▭ (Green rectangle)	<i>Key to Historic Status</i>	
New curb	— (Solid blue line)	Bus Pullout	▭ (Blue rectangle)	Current Contributor	▭ (Red square)
Existing Property Lines	- - - (Dashed white line)	Signalized Intersection	⚡ (Signal icon)	Eligible as Contributor	▭ (Orange square)
City Owned Property	▭ (Blue hatched box)	Pedestrian HAWK	⚠ (Pedestrian icon)	Eligible Individually	▭ (Yellow square)
		Pedestrian and Bike HAWK	⚠ (Bike icon)	Architecturally Significant (Future individually eligible)	▭ (Purple square)



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. CONCEPTUAL BASELINE ALIGNMENT

The baseline conceptual alignment 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.