

BROADWAY: EUCLID TO COUNTRY CLUB - Public Input Report

11/22/2013-01/13/2014

(All items online at <http://cms3.tucsonaz.gov/broadway/public-input-report>)

#	Date Rec'd	Method	From	Representing	Recipient	Issue Keywords	Issue	Action(s) Assigned	Date, Actions Taken, and Status of Resolution
127	12/5/2013	Email	Gene Caywood	Himself; SATA	Jenn Toothaker Burdick	Transit	<p>"Jenn, Thanks for the opportunity to provide my thoughts on a transit study for Broadway. You will find them in the attachment. To Carlos' point, I envision a more limited study, which hopefully I have justified and outlined.</p> <p>Although I am certainly not qualified to say how much it would cost to do what I have outlined, I would think and hope it would be far less than what Carlos experienced with the Tempe and Tucson streetcar studies. The main reason is (in addition to other things mentioned in the attachment) that those studies were breaking new ground, but now that the ground is broken we don't have to completely reinvent the wheel, but can rely on a lot of decisions already made.</p> <p>If you have any questions, please contact me. I look forward to further discussions with you and others on this matter.</p> <p>By the way, I won't make it to the meeting tonight until about 7 p.m. as I have an Old Pueblo Trolley board meeting that was scheduled before I knew you had changed the date to Dec. 5.</p> "	- Forward to CTF - Share with Project Team and Staff to prepare response	Needs response
126	12/4/2013	Email	Aisling McCallum	Self; Homeowner	Broadway@	Alternate Design; Downtown connection	<p>">>> Aisling McCallum <aisycoqui@cox.net> 12/04/13 11:59 AM >>> My husband and I reside in Barrio San Antonio. We wanted to give some input into the potential widening of Broadway. I have heard most of the reasoning behind it which leads us to pose this one question. If you are seeking a greater, brisker traffic flow into downtown, how does it make sense to spend that kind of money when the actual entrance into downtown is a huge bottleneck? Fixing the existing roads makes much more sense to us at this time. Making roads bigger and faster instead of better and more community friendly only encourages a greater use of cars in an environment screaming for us to lessen car use. Thank you, Peter and Aisling McCallum"</p>	- Forward to CTF - Prepare response	Needs response
125	11/26/2013	email	Louise Warrick	Self; Homeowner	Broadway@	Noise Abatement through Design and Technologies	<p>"Thank you for your response, Jenn. I live 2 blocks north of Broadway. There is considerable noise from the emergency vehicles, cars, trucks, backup beeps from larger trucks, and the weekend motorcycle races up Broadway. Of course, some of this is normal and I can live with it. But, the new construction offers an opportunity to muffle some of this noise with appropriate trees and newer technologies. Please consider this in your designs for the improvement."</p>	- Forward to CTF	11/25/2013 - Email from Jenn Toothaker Burdick requesting additional details about concerns. No additional response needed.

Jennifer Burdick - Fwd: Re: Transit Study

From: Jennifer Burdick
To: Broadway
Date: 12/13/2013 9:41 AM
Subject: Fwd: Re: Transit Study
Attachments: SATA Bwy Corr - Transit Study Suggest 12-5-13.doc

>>> On 12/5/2013 at 1:56 PM, "caywoodgm@juno.com" <caywoodgm@juno.com> wrote:

Jenn,

Thanks for the opportunity to provide my thoughts on a transit study for Broadway. You will find them in the attachment. To Carlos' point, I envision a more limited study, which hopefully I have justified and outlined. Although I am certainly not qualified to say how much it would cost to do what I have outlined, I would think and hope it would be far less than what Carlos experienced with the Tempe and Tucson streetcar studies. The main reason is (in addition to other things mentioned in the attachment) that those studies were breaking new ground, but now that the ground is broken we don't have to completely reinvent the wheel, but can rely on a lot of decisions already made.

If you have any questions, please contact me. I look forward to further discussions with you and others on this matter.

By the way, I won't make it to the meeting tonight until about 7 p.m. as I have an Old Pueblo Trolley board meeting that was scheduled before I knew you had changed the date to Dec. 5. See you tonight.

Gene

----- Original Message -----

From: "Jennifer Burdick" <Jennifer.Burdick@tucsonaz.gov>

To: "Gene Caywood" <caywoodgm@juno.com>

Cc: <phil@community-design.com>, "Michael (Tucson) Johnson" <Michael.T.Johnson@hdrinc.com>, "Carlos de Leon" <carlos.deleon@tucsonaz.gov>, "Rebecca Ruopp" <Rebecca.Ruopp@tucsonaz.gov>

Subject: Transit Study

Date: Fri, 29 Nov 2013 14:52:32 -0700

Hi, Gene -

Hope this message finds you in a great place having had a wonderful week and holiday.

I wanted to follow up with you on this issue of a transit study. I was talking recently with Rebecca Ruopp, and also with Carlos de Leon, about this issue of whether we can do a transit study as part of the Broadway project.

When Carlos talks about a transit study, he talks about a comprehensive detailed study (such as what he was

part of for the light rail project in Tempe) that costs millions and takes years. Are you thinking a transit study would be at this level of detail? Or something else?

It might help our conversations to have a better understanding of what you envision when you are discussing doing a transit study at this point.

Thanks in advance for sharing thoughts you have on this.

Best regards,
~Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

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Web: <www.tucsonaz.gov/broadway>

**BROADWAY CORRIDOR STUDY
TRANSIT STUDY**

Recommendations by W. Eugene Caywood – December 5, 2013

INTRODUCTION

On behalf of the Southern Arizona Transit Advocates (SATA), I have been suggesting that the ongoing study of the Broadway corridor between Euclid and Country Club be expanded to make definitive decisions about transit. There are at least three reasons I believe this should be done:

- Give assurance to stakeholders that they will not have to endure another, later study that could substantially alter the conclusions of the current study.
- Identify infrastructure improvements that can/should be built now as part of any roadway widening in order to minimize future disruption to traffic and businesses.
- Provide sufficient data to confidently predict funding needs, and using them identify adequate potential funding sources to build the balance of a transit project.

In order to do the above, the expanded transit study element must first make basic decisions and assumptions about the future High Capacity Transit (HCT) mode or modes to be operated along Broadway. Further, it must make specific (and permanent) alignment decisions to allow certainty regarding placement of infrastructure improvements built with any roadway widening. Finally, the expanded study must define the future HCT system to a level sufficient to make decisions regarding alignment width and location, and right-of-way and other space requirements.

ASSUMPTIONS

In addition to the above, I feel it is necessary to make some additional assumptions relating to expanding the study of transit along Broadway:

1. Federal funds will not be available to build a transit project in the Broadway Corridor. This was made abundantly clear by speakers at last month's Arizona Transit Association's Rail Conference, including Barbara W. Reese with Parsons Brinckerhoff in Virginia, and State Senator Steve Farley.
2. Therefore, a full study following FTA Alternatives Analysis guidelines is not necessary and should not be conducted.
3. We have sufficient data and information from the recent Modern Streetcar Project to answer most non site-related questions.
4. Without federal funding it will be necessary to carefully determine what we absolutely have to have versus what we can live without, and thus pare down costs to the bare minimum.

RECOMMENDED STUDY ELEMENTS

1. Mode decisions –
 - a. Confirm or revise conclusions of the PAG HCT Study. Including prioritization of implementation of the three recommended modes
 - b. Importance:
 - i. With a Bus Rapid Transit (BRT) alternative, exclusive lanes should be provided and paved with any roadway widening
 - ii. With a rail alternative, grading should be done as part of any roadway work to provide the roadbed on which track can be placed later. This is critical to assure

proper drainage without having to do major alteration to the roadway and ancillary facilities in the future.

- iii. With an electric powered rail alternative, street light poles should be placed where they can also serve to support Overhead Conductor System (OCS), and be designed with sufficient strength to support OCS.

2. Alignment decisions –

- a. Determine destinations for various HCT modes – they may not all be the same. The PAG HCT Study assumes they all terminate downtown, but the University of Arizona campus is a much larger destination than downtown.
 - b. Determine location within the broader study corridor – on Broadway, or off Broadway – if the latter, examine alignments defined by SATA – 6th St., 9th St., 10th St., Arroyo Chico-13th and Arroyo Chico-15th.
 - c. Select a firm alignment, including stop/station locations, in conjunction with the roadway alignment alternative decision process.
3. Nature of the system – define only to the extent necessary to identify the items in element 4.
- a. Characteristics of BRT buses, various potential streetcars, and light rail vehicles.
 - b. Type of/requirements for OCS, including poles and substation locations
 - c. Will rail be embedded or ballasted?
 - d. Potential requirements/sites for streetcar or Light Rail vehicle maintenance facility
4. Infrastructure that should be done with any roadway widening – the ones I can think of are:
- a. Roadway grading and pavement, or rail roadbed grading.
 - b. Combination street light/OCS poles
 - c. Utility relocations limited to those for roadway widening – Very important – don't want to have to relocate utilities twice, once now for roadway and again later for transit.
 - d. Advance infrastructure elements of the transit design that can/should be built with any roadway improvements to the same level of design as all other roadway improvements.
5. Preliminary cost estimate
- a. With regard to a BRT element, costs for roadway should be the same as for other project elements.
 - b. With regard to a rail element, suggest beginning with costs from the Modern Streetcar Project, then carefully reviewing them to see if/where savings can be made.
 - c. Costs should assume no federal dollars used, no consultants (other than the current team) hired, limited utility relocation.
6. Funding options
- a. General fund
 - b. RTA (existing and future)
 - c. Districts (Improvement and Special)
 - d. P3's (Public/Private Partnerships – example could be El Con)
 - e. Other

CONCLUSION

A limited transit study should be conducted as part of the ongoing Broadway Corridor Study. It should make definitive decisions with regard to mode and alignment of future HCT and define the nature of future HCT to a minimum level, identify infrastructure that logically should be build with any roadway widening in order to minimize future disruption, and project costs to a level sufficient to enable identification of adequate funding.

From: Jennifer Burdick
To:
CC: Broadway@tucsonaz.gov
Date: 12/4/2013 7:03 PM
Subject: re: widening of roadway

>>> Aisling McCallum <aisycoqui@cox.net> 12/04/13 11:59 AM >>>

My husband and I reside in Barrio San Antonio. We wanted to give some input into the potential widening of Broadway. I have heard most of the reasoning behind it which leads us to pose this one question. If you are seeking a greater, brisker traffic flow into downtown, how does it make sense to spend that kind of money when the actual entrance into downtown is a huge bottleneck? Fixing the existing roads makes much more sense to us at this time. Making roads bigger and faster instead of better and more community friendly only encourages a greater use of cars in an environment screaming for us to lessen car use.

Thank you,

Peter and Aisling McCallum

Broadway - Re: Broadway Boulevard Project - Upcoming CTF Meeting and More

From: Louise Warrick <lwarrick52@hotmail.com>
To: "Broadway.PWPO1.PWDOM2@tucsonaz.gov" <Broadway.PWPO1.PWDOM2@tucsonaz.gov>
Date: 11/26/2013 8:45 AM
Subject: Re: Broadway Boulevard Project - Upcoming CTF Meeting and More

Thank you for your response, Jenn. I live 2 blocks north of Broadway. There is considerable noise from the emergency vehicles, cars, trucks, backup beeps from larger trucks, and the weekend motorcycle races up Broadway. Of course, some of this is normal and I can live with it. But, the new construction offers an opportunity to muffle some of this noise with appropriate trees and newer technologies. Please consider this in your designs for the improvement.

With thanks - Louise

Louise Warrick
228 N Norton Ave.
Tucson AZ. 85719
(520) 620-1514

On Nov 25, 2013, at 10:24 PM, Broadway.PWPO1.PWDOM2@tucsonaz.gov wrote:

Ms. Warrick,

I will include your request with items for the Citizens Task Force to consider.

May I ask you for some more information? When you think about the noise, is there particular noise abatement you are thinking of? Is it the current sound of cars passing on the roadway, or cars playing music, people? Or is future noise you expect?

Your clarification will help me understand better, and I am sure it will be helpful to the Task Force and project team, too.

Thank you,
~Jenn

>>> On 11/22/2013 at 11:12 AM, Louise Warrick <lwarrick52@hotmail.com> wrote:
Please address the issue of noise abatement in your design process. Thanks!

Louise Warrick
228 N Norton Ave.
Tucson AZ. 85719
(520) 620-1514

On Nov 22, 2013, at 11:06 AM, broadway@tucsonaz.gov wrote:

