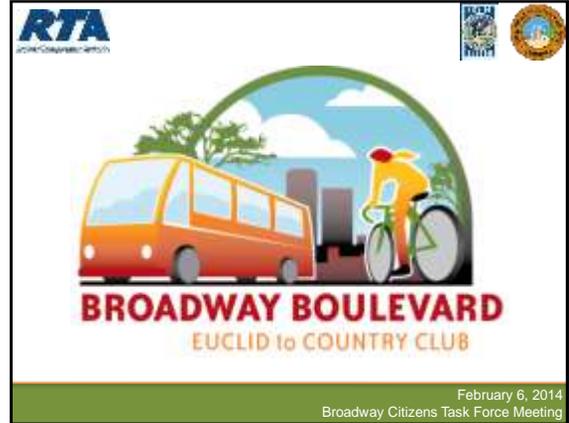


## Call to the Audience Guidelines

- 2 Call to the Audience opportunities
- Must fill out participant card
- Participants called in the order cards are received
- 3 minutes allowed per participant
- CTF Facilitator will call on speakers and manage time
- CTF members cannot discuss matters raised
- CTF cannot take action on matters raised
- CTF members can ask project team to review an item



## Action Meeting Agenda

- |   |        |
|---|--------|
| 1. Call to Order/Agenda Review/Announcements  | 3 min  |
| 2. Approval of CTF Meeting Summary 1/23/14  | 2 min  |
| 3. Discuss/Approve Authoring a CTF Letter of Support for the Sunshine Mile Bond Project   | 5 min  |
| 4. Call to the Audience   | 15 min |
| 5. Public Input Report and Reports on Project Presentations & Outreach  | 15 min |
| 6. Presentations and Discussion: ADA Compliance and Universal Design Considerations   | 60 min |
| <b>10 MIN BREAK</b>   |        |
| 7. Approve Upcoming CTF Design Charrette Meeting Schedule   |        |
| 8. Presentations and Discussion: Introduction to Initial Analyses of Design Approaches and Other Tools to Help Mitigate Property Impacts and Acquisitions | 60 min |
| 9. Call to the Audience   | 10 min |
| 10. Next Steps/CTF Roundtable   | 10 min |
| 11. Adjourn   |        |



## 2. Approval of January 23, 2014 CTF Meeting Summary

Nanci Beizer



## 3. Discuss/Approve Authoring a CTF Letter of Support for the Sunshine Mile Bond Project

Nanci Beizer



## Call to the Audience

15 Minutes

**Please limit comments to 3 minutes**

- Called forward in order received
- CTF members cannot discuss matters raised
- CTF cannot take action on matters raised
- CTF members can ask project team to review an item



## 5. Public Input Report, and Reports on Project Presentations and Outreach

1/23/14 RTA Board Meeting - Jim DeGrood

1/30/14 UA Class Presentation & Partnership on Panda Buffet Building Post-Demo Site Treatment (2419 E. Broadway)



## 6. Presentations and Discussion: ADA Compliance and Universal Design Considerations

Martin DuPont  
ADA Specialist, City of Tucson

Sherry Santee  
Physical Therapist, UA Disability Resources Center



### What Is the American with Disabilities Act (ADA)

*The Americans with Disabilities Act of 1990 (ADA) prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation*

- Why ADA and Universal Design is important for Broadway

### How does ADA Apply to Streets

- Designed to Serve all Users
- Pedestrian Facility Design
  - Architectural Barriers Act (ABA) of 1968
  - Rehabilitation Act of 1973 (Section 504)
  - American with Disabilities Act of 1990
- Communications & Information Access



Reference: [access-board.gov](http://access-board.gov)

### How ADA is Enforced

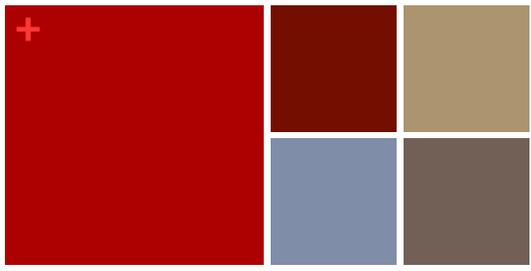
- Design Standards
  - Includes Proposed standards for Pedestrian Facilities in Public Right-of-Way
- Department of Justice Audit



### DOJ Settlement Agreement with City of Tucson

- Project Civic Access
- Notice: November 2004
- Audit: January 2005
- Settlement Agreement: July 2005
- 4-Year Agreement
  - First 3-years spent making corrections
  - Final year spent monitoring





**“Reframing”  
Disability &  
Universal Design**

**+ Emerging  
Frame**

The environment creates and perpetuates barriers that disable or exclude people with impairments.

**+ Universal  
Design**

The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

Our responsibility	Impact
<ul style="list-style-type: none"> <li>Identify and remove barriers to access</li> <li>Incorporate access into design initially</li> </ul>	<ul style="list-style-type: none"> <li>Inclusive and welcoming environments</li> <li>Sustainable design</li> <li>Equitable, respectful experience for all</li> </ul>

**+ Principles of UD**

- Equitable use** | The design is useful and marketable to people with diverse abilities
- Flexibility in use** | The design accommodates a wide range of preferences and abilities.
- Simple and intuitive use** | Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level.
- Perceptible information** | The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities.

**+ Principles of UD – Cont'd**

- Tolerance for error** | The design minimizes hazards and the adverse consequences of accidental or unintended actions.
- Low physical effort** | The design can be used efficiently and comfortably and with a minimum of fatigue.
- Size and space for approach and use** | Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

Center for Universal Design | <http://www.ncsu.edu/project/design-projects/udi/center-for-universal-design/the-principles-of-universal-design/>

**+ How do we design to include these principles?**

+ An example of a Universally Designed entrance



+ How do Universal Design principles relate to roadway and pedestrian features?

- Such as:
  - Sidewalks
  - Driveway crossings
  - Intersection crossings
  - Bus stops
  - Other pedestrian amenities

+ Progressive examples of Sidewalk Design

- Sidewalk meeting minimum standards
- City standard sidewalk widths and buffer
- Higher level of accommodation



Example 4' Wide Sidewalk "Congestion Issues" Source: Kimley Horn Associates



Example 4' Wide Sidewalk "Congestion Issues" Source: Kimley Horn Associates



Increasing width to about 8' would alleviate "congestion" Source: Kimley Horn Associates



**+ Progressive examples of Driveway Design**

- Examples of existing conditions that create challenging travel
- Higher level of accommodation





**+ Interactive Exercise/Discussion**

- What do you think the user experiences are like in the following examples?
- In what ways is the design challenging?
- In what ways is it designed well?
- Other thoughts? Questions?





## 7. Approve Upcoming CTF Design Charrette Meeting Schedule

**Jenn Toothaker**  
Project Manager, Tucson Department of Transportation

**Phil Erickson**  
Community Design + Architecture






### Proposed Charrette Schedule

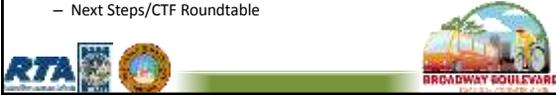
- Charrette #3 end of February and early March
  - Session 1: Tuesday evening, February 25<sup>th</sup> 5:30-8:30pm
  - Session 2: Thursday evening, February 27<sup>th</sup> 5:30-8:30pm
  - Session 3: Thursday, March 6<sup>th</sup> 5:30-8:30pm
  - Session 4: Friday, March 7<sup>th</sup> 3-6pm
- Allows more time for
  - Planning Team to present information
  - CTF to digest and receive clarifications
  - CTF to discuss, gain understanding of benefits and disbenefits of alternatives, and to have in-depth discussion to reach a consensus

### Goals for Charrette

- Foster CTF dialogue to achieve consensus on
  - Street Design Concept Alternatives to take to the public workshop
    - Revisions to those presented at charrette
    - New and hybrid alternatives
  - What does CTF want to hear from the public to help the CTF in selecting their Recommended Street Design Concept
    - Key questions to ask the public
    - Identification of public's preferences
    - Other...
  - Allow time for CTF members to meet with stakeholders during and between meetings

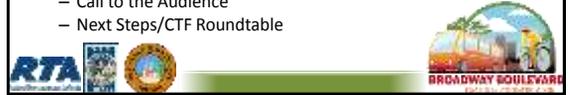
### Draft Charrette Agendas

- Session 1: Tuesday evening, February 25<sup>th</sup> 5:30-8:30pm— Study Session
- Objective – *Introduce Street Design and Assessment materials and methods to establish foundation for charrette work*
  - Phoenix LRT presentation and discussion (40 min. Wulf Grote, Valley Metro LRT Planning and Development Director)
  - Street Design Concept Alternatives /Q&A (65 min. including time for CTF @ large drawings)
  - Break
  - Performance Measures Quantitative and Qualitative Assessment of Concept Alternatives /Q&A (65 min.)
  - Call to the Audience
  - Next Steps/CTF Roundtable



### Draft Charrette Agendas

- Session 2: Thursday evening, February 27<sup>th</sup> 5:30-8:30pm— Action Meeting
- Objective – *For CTF to reach a deeper understanding of Design Concepts and Performance Assessments and to begin dialogue*
  - Call to the Audience
  - Street Design Concept Alternatives and Performance Measure Assessment Discussion (140 mins., including breaks)
    - Address any additional technical and clarification questions
    - CTF Brainstorming process of questions, concerns, ideas, etc.
    - Organize and prioritize into topics for further discussion
    - Discussion amongst CTF, around drawings as needed
  - Call to the Audience
  - Next Steps/CTF Roundtable



### Draft Charrette Agendas

- Session 3: Thursday, March 6<sup>th</sup> 5:30-8:30pm— Action Meeting
  - Call to the Audience
  - CTF Hands-on Working Session (2 hours with breaks)
  - Small group report out (1/2 hour)
  - Call to the Audience



### Draft Charrette Agendas

- Session 4: Friday, March 7<sup>th</sup> 3-6pm— Action Meeting
  - Call to the Audience
  - CTF Discussions and Decisions with breaks: Design concepts and performance measure assessments to advance to Public Meeting #4 (2 hours)
  - Review schedule and next steps
  - Call to the Audience



### CTF Discussion Verify Dates and Approach

- Move ahead with Charrette #3 and proposed agendas
  - Session 1: Tuesday evening, February 25<sup>th</sup> 5:30-8:30pm
  - Session 2: Thursday evening, February 27<sup>th</sup> 5:30-8:30pm
  - Session 3: Thursday, March 6<sup>th</sup> 5:30-8:30pm
  - Session 4: Friday, March 7<sup>th</sup> 3-6pm



### 8. Introduction to Initial Analysis of Design Approaches and Tools to Help Mitigate Property Impacts & Acquisitions

**Mike Johnson**  
Project Manager, HDR

**Jim Mazzocco**  
Deputy Director City of Tucson Planning and Development Services

**Laura Vertes, AIA**  
Swalm Associates

**Donovan Durband**  
Administrator, City of Tucson ParkWise



## Parking and Access Study

## Purpose of Study

- Identify parking and access impacts that could lead to full acquisition
- Identify plausible approaches for limiting these impacts
  - Maintain legal/physical access to existing parking
    - "Low Risk" offset
    - "Moderate Risk" offset
  - Provide offsite replacement parking (public or private)
  - Reduce parking requirements
- Examples along Broadway illustrating the issues and solution approaches
- Establish design approach for alignments

## Example 1 -- Strip Commercial Development with Front Parking



## Access Management Guidelines

- The City of Tucson's "Access Management Guidelines" (Ordinance 9823 revised December 2011):
  - Driveways limited to two per 300' of frontage
  - Driveways at least 80' apart
  - No driveway closer than 150' from an arterial or collector intersection
  - No direct residential lot access from arterials
  - Promotes cross-access agreements for new development with multiple lots
  - A local access lane can used for multiple parcels have direct access to a collector or arterial roadway.
- *How flexible are these? What sort of flexibility would be helpful?*

## One plausible approach -- access lane entirely in existing right-of-way – requires 16' shift to north





## Sidewalk-Only Improvement Study



## Sidewalk-Only Option

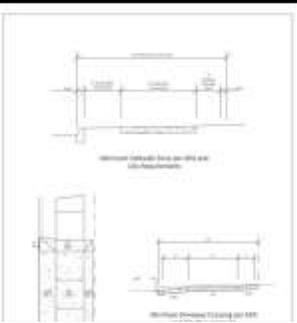
- Examines the acquisition impacts of constructing only a sidewalk system. Primary features are
  - Construct ADA-compliant sidewalk system
  - Hold existing curb lines (no widening of roadway)



## Sidewalk and Driveway Crossing Widths

### Sidewalk Zone

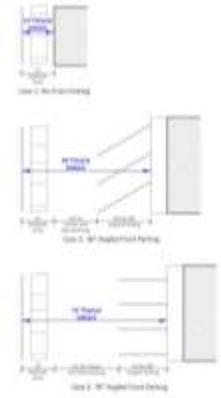
- Pedestrian Travel Zone - 6' minimum
- Building Frontage Zone - 2' minimum
- Street Sign/Utility Zone - 3' minimum
- 12' minimum from face of curb



### Sidewalk Slopes (controls driveways)

- Max Longitudinal slope - 12:1 for short distances
- Max cross slope -- 2%
- Max driveway slope -- 10%
- 12' minimum driveway length as well

## Three Cases of Physical Setback

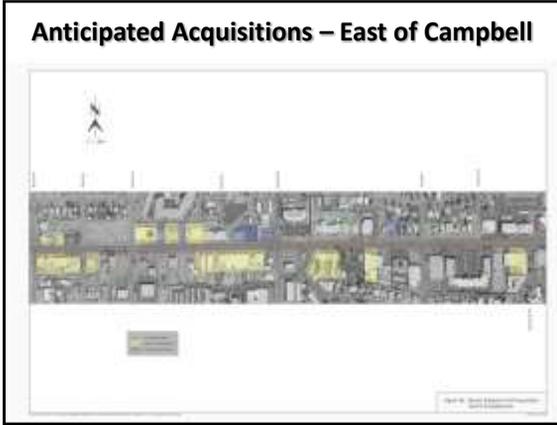


## Appendix -- Calculation and Tabulation of Results

Property ID	Address	Area (sq ft)	Volume (cu ft)	Value (\$)
101	101 Broadway Blvd	10,000	100,000	1,000,000
102	102 Broadway Blvd	10,000	100,000	1,000,000
103	103 Broadway Blvd	10,000	100,000	1,000,000
104	104 Broadway Blvd	10,000	100,000	1,000,000
105	105 Broadway Blvd	10,000	100,000	1,000,000
106	106 Broadway Blvd	10,000	100,000	1,000,000
107	107 Broadway Blvd	10,000	100,000	1,000,000
108	108 Broadway Blvd	10,000	100,000	1,000,000
109	109 Broadway Blvd	10,000	100,000	1,000,000
110	110 Broadway Blvd	10,000	100,000	1,000,000

## Attachments Example -- Data and Results





**Table 2. Summary of Results**

Width of sidewalk zone:	12'	9'	20'
<b>Full Acquisitions</b>			
North Side:	20	20	27
South Side:	37	32	42
Total:	57	52	69
Change:	--	-8.8%	21.1%
<b>Partial Acquisitions</b>			
North Side:	26	24	22
South Side:	21	20	29
Total:	47	44	51
Change:	--	-6.4%	8.5%

**Historic Impacts**

Historic Full Acquisitions			
Width of sidewalk zone:	12'	9'	20'
Current Contributors (North):	4	4	4
Current Contributors (South):	--	--	--
Eligible Contributors (North):	13	13	15
Eligible Contributors (South):	30	25	34
Future Individually Eligible (North):	--	--	1
Future Individually Eligible (South):	--	--	--
Total:	47	42	54
Change:	--	-10.6%	14.9%

**Cost Comparison**

Cost of Full Acquisitions (\$Millions) \*

Width of sidewalk zone:	12'	9'	20'
North Side:	\$5.3	\$6.3	\$8.0
South Side:	\$15.2	\$13.5	\$16.5
Total:	\$20.6	\$19.8	\$24.5
Change:	--	-3.8%	19.1%

\*Acquisition costs are estimated based on publicly available assessor data for the purpose of this analysis only.

- For 12' range of acquisition cost likely to be between \$17 and \$24 million
- Likely in the next 5 to 25 years that maintenance of Broadway would trigger the need to implement sidewalks

**Basics of the Tucson Urban Overlay District (UOD)**

### Urban Overlay District (UOD) Basics

- UOD is initiated by Mayor and Council;
- May require a land use plan amendment first;
- Property owners may request amendments after adoption;
- Modeled on Planned Area Development Zone;
- Creates a zoning option but does not remove underlying zone unless activated.



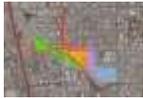
### Urban Overlay (UOD) Basics

- May allow uses other than underlying zone's;
- May allow development standards flexibility for parking, landscaping, loading, alley access etc.;
- May allow re-use of historic residential structures;
- Requires a specific development document;
- Can accommodate form-based district, hybrid, or general flexible standards available;
- Usually implies an overall urban design vision.

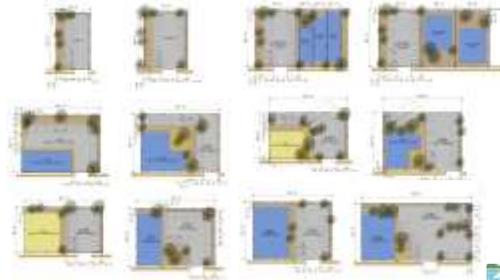


### Current State of Urban Overlay Districts in Tucson

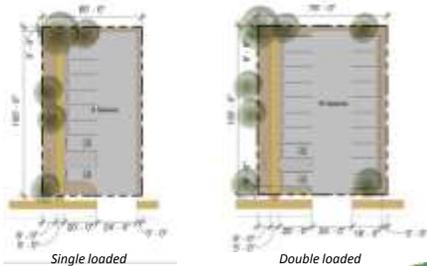
- Main Gate District adopted 2012
- Downtown Links initiated 2012 but on hold
- Grant Road initiated 2012 but on hold



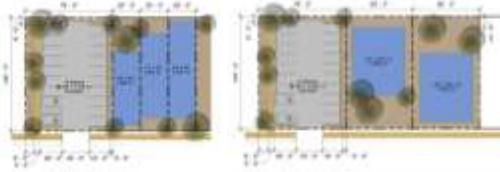
### Development diagrams



### Parking layout diagrams



### 100' deep Lot layout diagrams



### 100' deep x 140' Lot layout diagrams

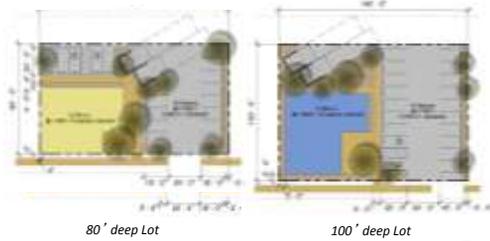


No alley access

Alley access



### Alley access layout diagrams

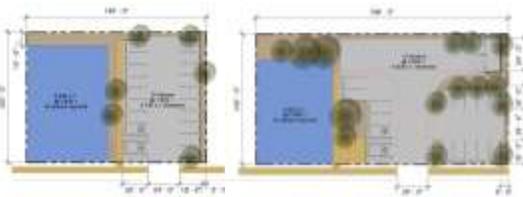


80' deep Lot

100' deep Lot



### Trash enclosure layout diagrams



No onsite trash

With trash vehicle turn around



### 2<sup>nd</sup> Call to the Audience

10 Minutes

**Please limit comments to 3 minutes**

- Called forward in order received
- CTF members cannot discuss matters raised
- CTF cannot take action on matters raised
- CTF members can ask project team to review an item



### Next Steps/Roundtable

*Jenn Toothaker*

#### Next CTF Meeting Dates:

- Session 1: Tuesday evening, February 25<sup>th</sup> 5:30-8:30pm
- Session 2: Thursday evening, February 27<sup>th</sup> 5:30-8:30pm
- Session 3: Thursday, March 6<sup>th</sup> 5:30-8:30pm
- Session 4: Friday, March 7<sup>th</sup> 3-6pm



### Thank You for Coming – Please Stay in Touch!

**Broadway: Euclid to Country Club**

Web: [www.tucsonaz.gov/broadway](http://www.tucsonaz.gov/broadway)

Email: [broadway@tucsonaz.gov](mailto:broadway@tucsonaz.gov)

Info Line: 520.622.0815

RTA Plan

[www.rtamobility.com](http://www.rtamobility.com)

