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

RTA
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BROADWAY BOULEVARD

EUCLID to COUNTRY CLUB

October 24, 2013
Broadway Citizens Task Force Meeting

Meeting Agenda

1.	Call to Order/Agenda Review/Announcements	*5 min*
2.	1st Call to the Audience	*15 min*
3.	Distribute/Approve CTF Meeting Summary 8/22/2013	*5 min*
4.	Approve the September 26, 2013 Public Meeting Report for public distribution	*10 min*
5.	Public Input Report (updated spreadsheet for 8/17/2013-10/22/2013)	*10 min*
6.	Staff/CTF Discussion (including presentations as determined in 10/21 meeting discussions): Cross Section Alternatives refinements and/or selection, suggested alignment options, performance assessment methodologies, & schedule (Potential direction on any of the above)	*110 min*
7.	2nd Call to the Audience	*10 min*
8.	Next Steps/CTF Roundtable	*20 min*
9.	Adjourn	

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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

Distribute / Approve Meeting Summary:
August 22, 2013 Meeting

Nanci Beizer

BROADWAY BOULEVARD
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Approve the September 26, 2013 Public Meeting Report for public distribution

Jenn Toothaker Burdick
Project Manager, Tucson Department of Transportation

Broadway Task Force

BROADWAY BOULEVARD
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Public Input Report
(updated spreadsheet for 8/17/2013-10/22/2013)

Jenn Toothaker Burdick
Project Manager, Tucson Department of Transportation

Broadway Task Force

BROADWAY BOULEVARD
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Staff/CTF Discussion & Presentations Cross Section Alternatives and/or selection, suggested alignment options, performance assessment methodologies, and schedule

Jenn Toothaker Burdick

Project Manager, Tucson Department of Transportation

Design Team Members

BROADWAY BOULEVARD
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Objectives for Charrette #2

- Review public input from workshop
  - Understand themes and variety in public input
  - Understand tradeoffs across diverse goals to resolve in next phase of design

- Discuss potential design alternatives, performance measures, and street design and assessment methods

- Identify initial CTF recommendations for design alternatives to take out for stakeholder agency review and initial design and assessment

Tonight's Agenda

Street Concepts Design and Assessment Methods

- Street Concepts
  - 4 Lanes
  - 4+T Lanes
  - 6 Lanes
  - 6+T Lanes
- Street Design Elements
- 'Functionality' & Performance Objectives
- Methods for Measuring Performance
- Key Issue Areas and Policies
- Design Methods
- Schedule
  - Design and Analysis Steps
  - Meetings

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Street Types

4 Lanes

4+T Lanes

6 Lanes

6+T Lanes

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Input on Street Section Alternatives

Top Cross Sections Identified for Further Study		Selections by Table																	
Street Cross Section Alternative	% of Total Selections	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
4+T SATA – existing width	17%																		
4A – 98' width	26%																		
4B – 114' width	21%																		
4+TA – 124' width	11%																		
4+TB – 152' width	11%																		
6A – 120' width	2%																		
6B – 152' width	6%																		
6+TA – 146' width	2%																		
6+TB – 154' width	4%																		

Only 4 Lane Alternatives

4 and Larger Selections

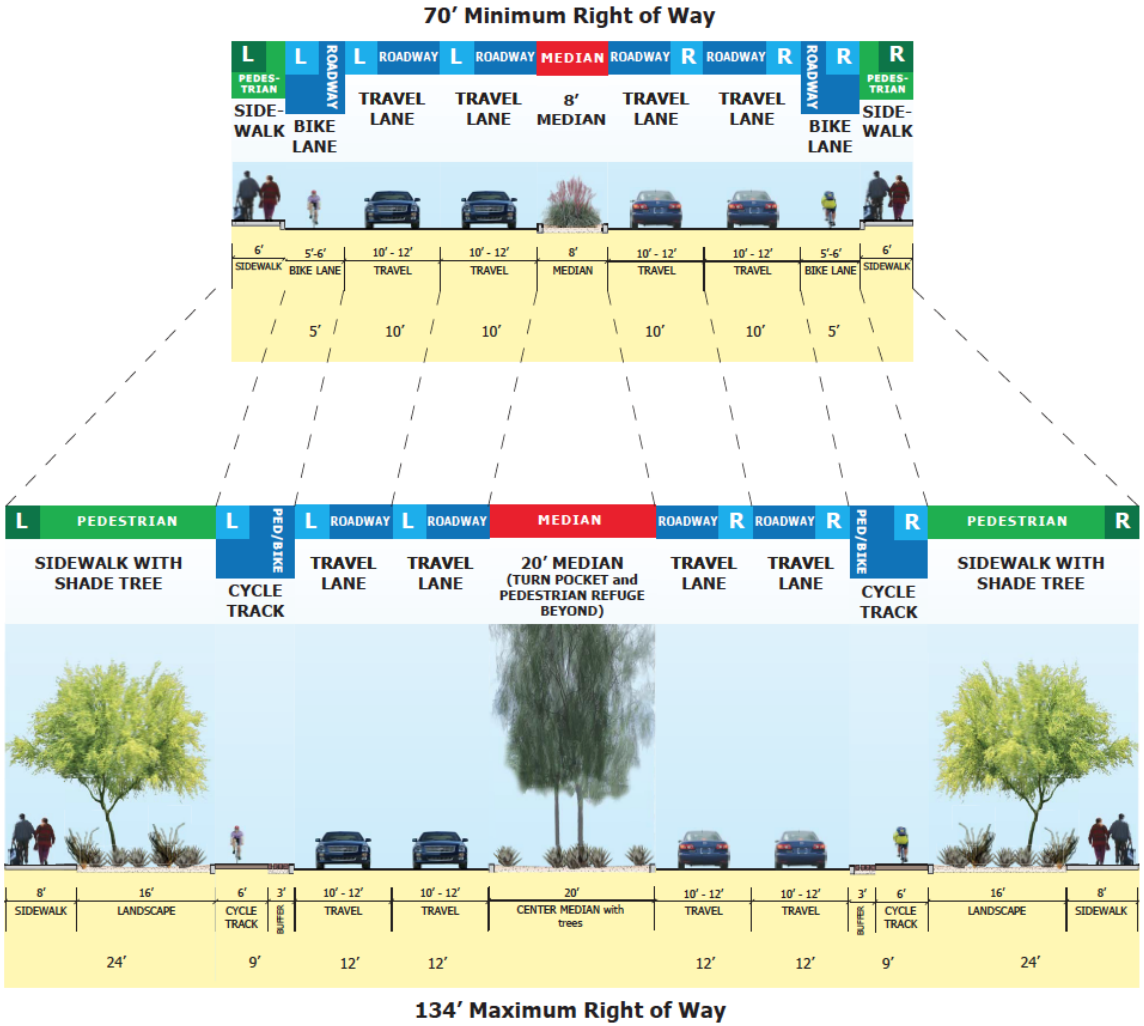
Only 4+T and 6 Lane Selections

Street Design Elements

- Use efficient widths to minimize impact while providing for:
  - Safety
  - Cost
  - Achieving desired goals
- Key areas to explore balance of function and width:
  - Bicycle facilities
  - Sidewalks
  - Landscape/Shade

- **Mixed Flow Lanes**
- **Transit Lanes**
- **Bicycle Facilities**
- **Sidewalks**
- **Landscape/Shade Types**
- **Medians**

Street Types and Range of Width



- 4 Lanes
- 70 to 134 foot R.O.W.

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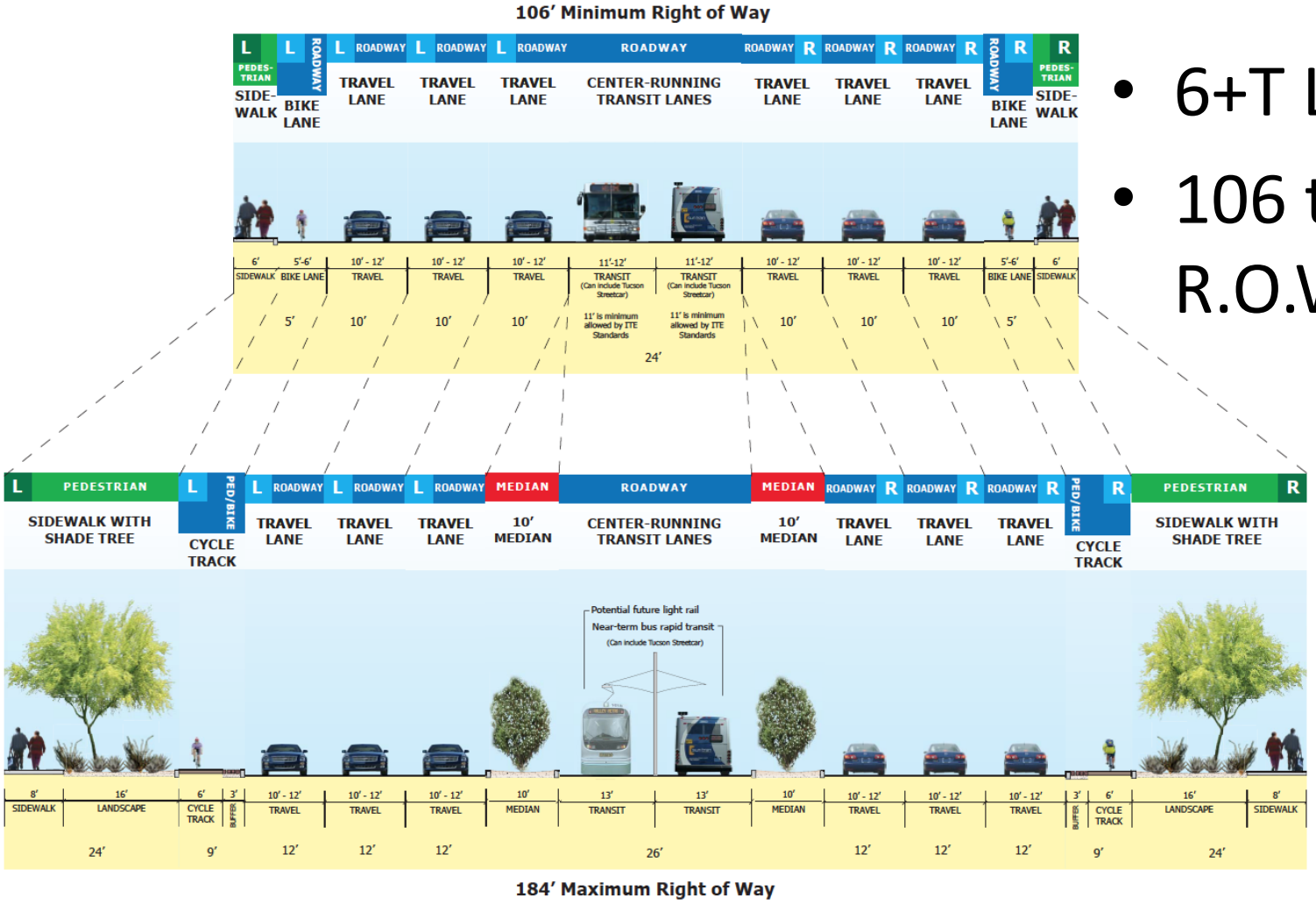
Street Types and Range of Width



- 6+T Lanes
- 106 to 184 foot R.O.W.

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‘Functionality’ & Performance Objectives

Public Workshop Group Selections			RTA CART/TMC & County Emphasis
rank	**Measure**	**Pct.**	**Planning Team’s Current Interpretation**
1	Historic and Significant Buildings	20%	✔ (related to cost)
2	Economic Potential	16%	✔
3	Visual Quality	12%	
4	Bicycling Environment	11%	✔
4	Pedestrian Environment	11%	✔
6	Health Benefits of Walking and Biking	9%	
6	Traffic Movement	9%	✔✔
8	Accommodation of High Capacity Transit	7%	✔
9	Ability of City to Maintain	3%	
10	Construction and Acquisition Cost	1%	✔✔
11	Transit Travel Time	0%	✔

	57 Detailed Performance Measures	11 Compiled Performance Measures for Public Workshop
Pedestrian Access & Mobility	1a. Functionality of Streetside for Pedestrian Activity 1b. Separation from Vehicular Traffic 1c. Pedestrian-Oriented Facilities or Improvements 1d. Walkable Network/Neighborhood Connections 1e. Pedestrian Crossings 1f. Vehicle/Pedestrian Conflicts at Driveways 1g. Universal Design 1h. Walkable Destinations 1i. Ease of Transition to Walking	• **Pedestrian Environment (1a, 1b, 1c, 1e, 1f, & 1g)**
Bicycle Access & Mobility	2a. Separation of Bikes and Arterial Traffic 2b. Bike Conflicts with Crossing Vehicles 2c. Pavement Condition 2d. Bike Facility Improvements 2e. Bicycle Network Connections 2f. Bicycle Corridor Travel Time 2g. Bike Crossings	• **Bicycling Environment (2a, 2b, 2d, & 2g)**
Transit Access & Mobility	3a. Distance to Transit Stops 3b. Transit Stop Facilities 3c. Transit Corridor Travel Time 3d. Schedule Adherence 3e. Frequency and Hours of Service 3f. Accommodation of Future High Capacity Transit 3g. Riders per Vehicle	• **Transit Travel Time (3c)** • **Accommodation of Future High Capacity Transit (3f)**
Vehicular Access & Mobility	4a. Movement of Through Traffic During Peak Traffic Periods 4b. Intersection Delay – Overall Intersection Performance 4c. Intersection Delay – Worst Movement 4d. Accident Potential 4e. Lane Continuity 4f. Access Management Management for Adjacent Properties	• **Traffic Movement (4a)**
Person Access & Mobility	5a. Person Trips for Multiple Measures	
Sense of Place	6a. Historic Resources 6b. Significant Resources 6c. Visual Quality 6d. Broadway as a Destination 6e. Gateway to Downtown 6f. Conduciveness to Business 6g. Walkable Community	• **Historic & Significant Buildings (6a & 6b)** • **Visual Quality (6c)**
Environment and Public Health	7a. Greenhouse Gases 7b. Other Tailpipe Emissions 7c. Heat Island 7d. Water Harvesting 7e. Health Benefits of Changes in Walking and Biking 7f. Land Use Mix 7g. Affordability	• **Health Benefits of Walking & Biking (7c)**
Economic Vitality	8a. Change in Economic Potential 8b. Change in Business Revenue 8c. Change in Sales Tax Revenue 8d. Change in Property Tax Revenue 8e. Business Impacts 8f. Job Impacts	• **Economic Potential (8a)**
Project Cost	9a. Construction Cost 9b. Acquisition Cost 9c. Operations and Maintenance Cost 9d. Income for Reuse of Excess City-owned Property	• **Construction and Acquisition Cost (9a & 9b)**
Certainty	10a. Ability to Provide for Changing Transportation Needs 10b. Risk of Relying on Future Development for Economic Vitality 10c. Ability of City to Operate and Maintain Improvements	• **Ability of City to Operate & Maintain Improvements (10c)**

Workshop Performance Measures	Detailed Performance Measures (57)
Historic and Significant Buildings	6a. Historic Resources 6b. Significant Resources
Economic Potential	8a. Change in Economic Potential
Visual Quality	6c. Visual Quality
Bicycling Environment	2a. Separation of Bikes and Arterial Traffic 2d. Bike Facility Improvements 2f. Bicycle Corridor Travel Time 2b. Bike Conflicts with Crossing Vehicles 2e. Bicycle Network Connections 2g. Bike Crossings 2c. Pavement Condition
Pedestrian Environment	1a. Functionality of Streetside for Pedestrian Activity 1f. Vehicle/Pedestrian Conflicts at Driveways 1b. Separation from Vehicular Traffic 1c. Pedestrian-Oriented Facilities or Improvements 1g. Universal Design 1d. Walkable Network/Neighborhood Connections 1h. Walkable Destinations 1e. Pedestrian Crossings 1i. Ease of Transition to Walking
Health Benefits of Walking and Biking	7e. Health Benefits of Changes in Walking and Biking
Traffic Movement	4a. Movement of Through Traffic During Peak Traffic Periods 4d. Accident Potential 4b. Intersection Delay – Overall Intersection Performance 4e. Lane Continuity 4f. Access Management Management for Adjacent Properties 4c. Intersection Delay – Worst Movement
Accommodation of High Capacity Transit	3f. Accommodation of Future High Capacity Transit
Ability of City to Maintain	10c. Ability of City to Operate and Maintain Improvements
Construction and Acquisition Cost	9a. Construction Cost 9b. Acquisition Cost
Transit Travel Time	3a. Distance to Transit Stops 3c. Transit Corridor Travel Time 3e. Frequency and Hours of Service 3b. Transit Stop Facilities 3d. Schedule Adherence 3g. Riders per Vehicle
	5a. Person Trips for Multiple Measures
	6d. Broadway as a Destination 6f. Conduciveness to Business 6e. Gateway to Downtown 6g. Walkable Community
	7a. Greenhouse Gases 7c. Heat Island 7f. Land Use Mix 7b. Other Tailpipe Emissions 7d. Water Harvesting 7g. Affordability
	8b. Change in Business Revenue 8e. Business Impacts 8c. Change in Sales Tax Revenue 8f. Job Impacts 8d. Change in Property Tax Revenue
	9c. Operations and Maintenance Cost 9d. Income for Reuse of Excess City-owned Property
	10a. Ability to Provide for Changing Transportation Needs 10b. Risk of Relying on Future Development for Economic Vitality

Workshop Performance Measures	Detailed Performance Measures for Initial Design Phase
Historic and Significant Buildings	**6a. Historic Resources** **6b. Significant Resources**
Economic Potential	**8a. Change in Economic Potential**
Visual Quality	**6c. Visual Quality**
Bicycling Environment	**2a. Separation of Bikes and Arterial Traffic** **2d. Bike Facility Improvements** **2f. Bicycle Corridor Travel Time** **2b. Bike Conflicts with Crossing Vehicles** 2e. Bicycle Network Connections **2g. Bike Crossings** **2c. Pavement Condition**
Pedestrian Environment	**1a. Functionality of Streetside for Pedestrian Activity** **1f. Vehicle/Pedestrian Conflicts at** **1b. Separation from Vehicular Traffic Driveways** 1c. Pedestrian-Oriented Facilities or Improvements 1g. Universal Design 1d. Walkable Network/Neighborhood Connections 1h. Walkable Destinations **1e. Pedestrian Crossings** 1i. Ease of Transition to Walking
Health Benefits of Walking and Biking	7e. Health Benefits of Changes in Walking and Biking
Traffic Movement	**4a. Movement of Through Traffic During Peak Traffic Periods** 4d. Accident Potential **4b. Intersection Delay – Overall Intersection Performance** **4e. Lane Continuity** **4f. Access Management Management for Adjacent Properties** **4c. Intersection Delay – Worst Movement**
Accommodation of High Capacity Transit	**3f. Accommodation of Future High Capacity Transit**
Ability of City to Maintain	10c. Ability of City to Operate and Maintain Improvements
Construction and Acquisition Cost	**9a. Construction Cost** **9b. Acquisition Cost**
Transit Travel Time	3a. Distance to Transit Stops **3c. Transit Corridor Travel Time** **3e. Frequency** and Hours **of Service** 3b. Transit Stop Facilities 3d. Schedule Adherence **3g. Riders per Vehicle**
	5a. Person Trips for Multiple Measures
	6d. Broadway as a Destination 6f. Conduciveness to Business 6e. Gateway to Downtown 6g. Walkable Community
	7a. Greenhouse Gases **7c. Heat Island** 7f. Land Use Mix **7b. Other Tailpipe Emissions** **7d. Water Harvesting** 7g. Affordability
	8b. Change in Business Revenue 8e. Business Impacts 8c. Change in Sales Tax Revenue 8f. Job Impacts 8d. Change in Property Tax Revenue
	9c. Operations and Maintenance Cost 9d. Income for Reuse of Excess City-owned Property
	10a. Ability to Provide for Changing Transportation Needs 10b. Risk of Relying on Future Development for Economic Vitality

Recommended Performance Assessments for Initial Design Concepts

Methods of Measuring Performance

- Some examples—
  - Historic and Significant Buildings
  - Economic Potential
  - Construction Cost
  - Acquisition Cost
  - Transportation Analysis
    - Traffic Movement
    - Transit Corridor Travel Time & Riders Per Vehicle
    - Bicycle Travel Time

Methods of Measuring Performance

- Historic and Significant Buildings—
  - Future right of way alignment results in building demolition *(reporting: # or % of buildings)*
  - Future right of way alignment impacts parking and access
    - Potential impact to use and site viability may result in building demolition *(reporting: # or % of buildings)*

Methods of Measuring Performance

- Economic Potential—
  - Assessment of potential for full acquisition
  - Example reuse design studies for single and multiple properties
  - Initiate preparation of Economic Development Framework

  - Estimate of economic potential based on existing development that is maintained and potential for reuse *(reporting – short and long terms – – – to +++)*

Methods of Measuring Performance

- Construction Cost—
  - Cost estimate based on cost evaluation of design concepts *(reporting: estimated $ values)*

Methods of Measuring Performance

- Acquisition Costs—
  - Potential partial acquisition purchase costs
  - Potential full acquisition costs, including:
    - Relocation,
    - Purchase of property, and
    - Demolition
  - *Reporting: estimated $ values*

Methods of Measuring Performance

- Transportation Analysis
  - Traffic Movement
  - Transit Corridor Travel Time & Riders Per Vehicle
  - Bicycle Travel Time

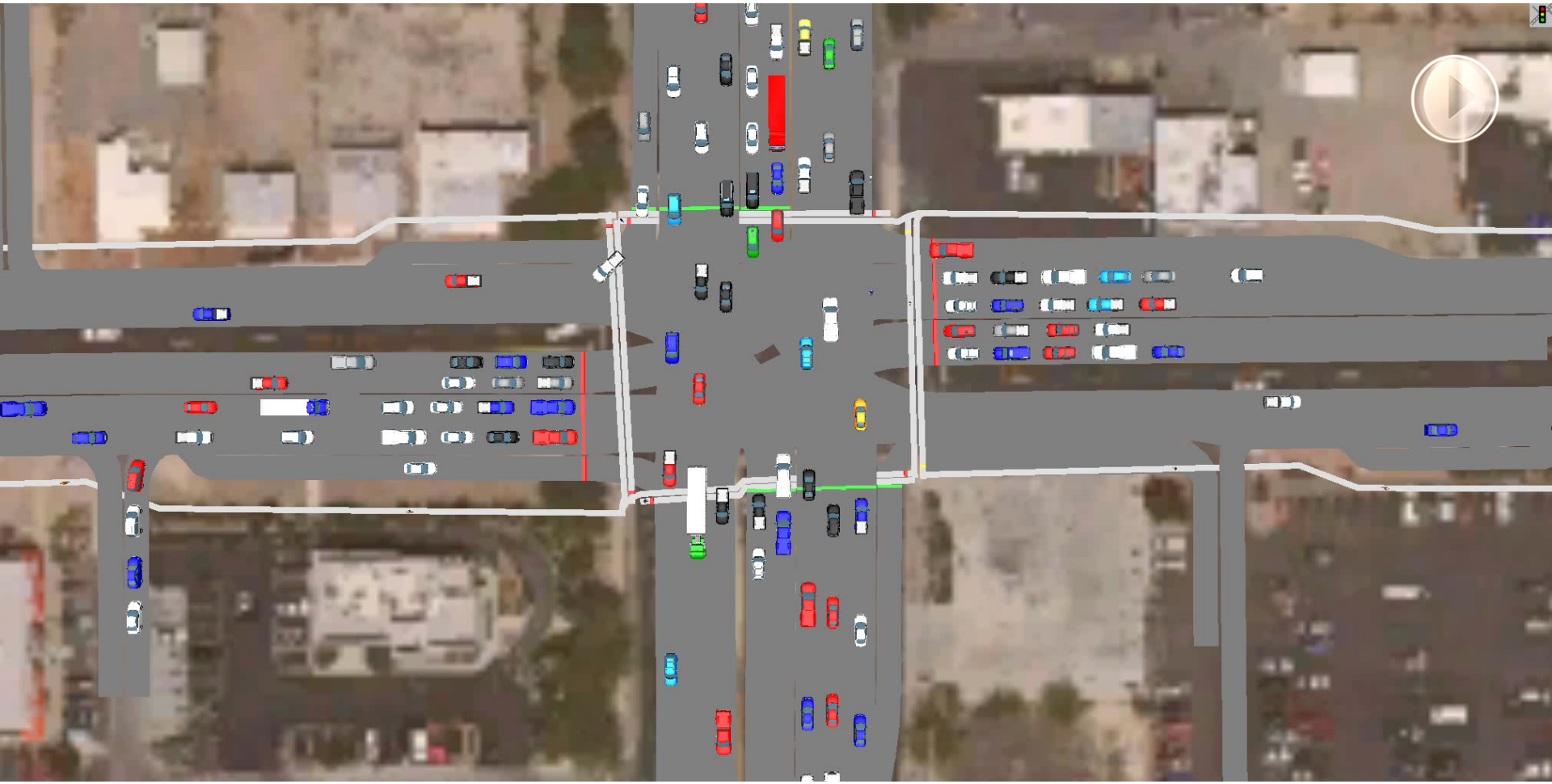
Methods of Measuring Performance

- **Traffic Operations**
  - VISSIM: a traffic simulation modeling tool
  - Used to evaluate multi-modal performance:
    - travel time (auto, transit, bicycle, pedestrian)
    - vehicle delay → level of service
    - queue length
    - speed
- Traffic Safety
  - Highway Safety Manual
    - Used to assess the effect of roadway features on crashes

Methods of Measuring Performance

- VISSIM does not project traffic demand or distribute demand to the network
- Uses demand(s) generated from a regional traffic model (PAG) to simulate and evaluate traffic and multi-modal conditions
- Two traffic demand scenarios
  - PAG 2040 model projections
  - Reduced PAG 2040 model projections (70% of projected growth)

Methods of Measuring Performance



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Methods of Measuring Performance

- VISSIM will allow us to:
  - Compare traffic operations and performance measures for 4, 4+T, 6, and 6+T cross sections
  - Test the effects of
    - increased bus ridership (increased bus frequency, stops, dwell times) with reduced auto traffic
    - higher pedestrian activity (roadway crossings)
  - Evaluate alternative intersection configurations

Key Issue Areas and Policy Studies

Property Impacts & Economic Vitality

- South / North Impact Risks
  - Risk of partial impacts becoming full acquisitions
  - Potential for partial impacts (and risks on both sides)
- Parking: On-Street and Off-Street
  - Redesign of parking
  - District parking
  - Use of walkways for public sidewalks
  - Easements
  - Flexibility with existing policies
    - Number of spaces
    - Alley access
  - Risk of increasing acquisition costs
- Potential for reuse
  - Existing zoning
  - Potential flexibility or revisions
  - Estimates of use and capacity
  - Estimates of value and economic potential
- Definition of Economic Framework

Street Design & Transportation

- Intersection Type
  - Standard
  - Indirect Left Turn
- Transit Options
  - Existing Local and Limited Service
  - Rapid bus
  - BRT: fully dedicated or hybrid
  - Street car
  - Light rail
- Efficiency of Streetscape Improvements
  - Shade
  - Pedestrian buffer
  - Visual quality
  - Landscape vs. construction
  - Construction and maintenance costs
  - Trees overhanging bicycle facilities
- Universal Design Treatments
- Potential for Traffic to Redistribute

Project Progress & Successes

Multi-Agency Technical Advisory Team formed

Advises/troubleshoots issues with the Broadway project consultants; includes agency decision-makers and internal staff

COT – *Albert Elias, Nicole Gavin, Daryl Cole, Carlos de Leon, Andy McGovern, Hector Martinez, Donovan Durband, Ann Chanecka, Gary Wittwer, Jonathan Mabry, Damian Fellows, Jim Mazzocco*

Pima County – *Rick Ellis; David Longoria*

PAG/RTA – *Jim DeGrood, Jeremy Papuga; Britton Dornquast*

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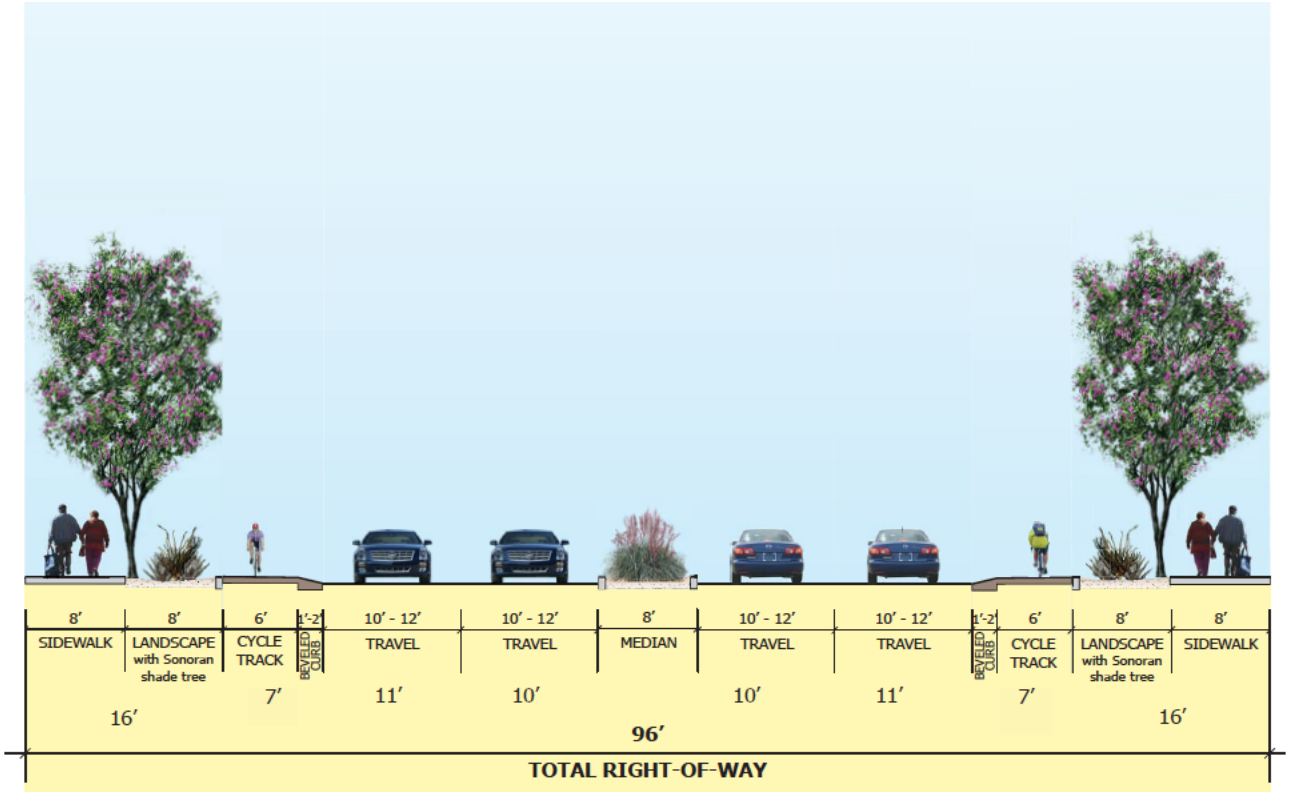
Design Concept Development

4 Lane examples

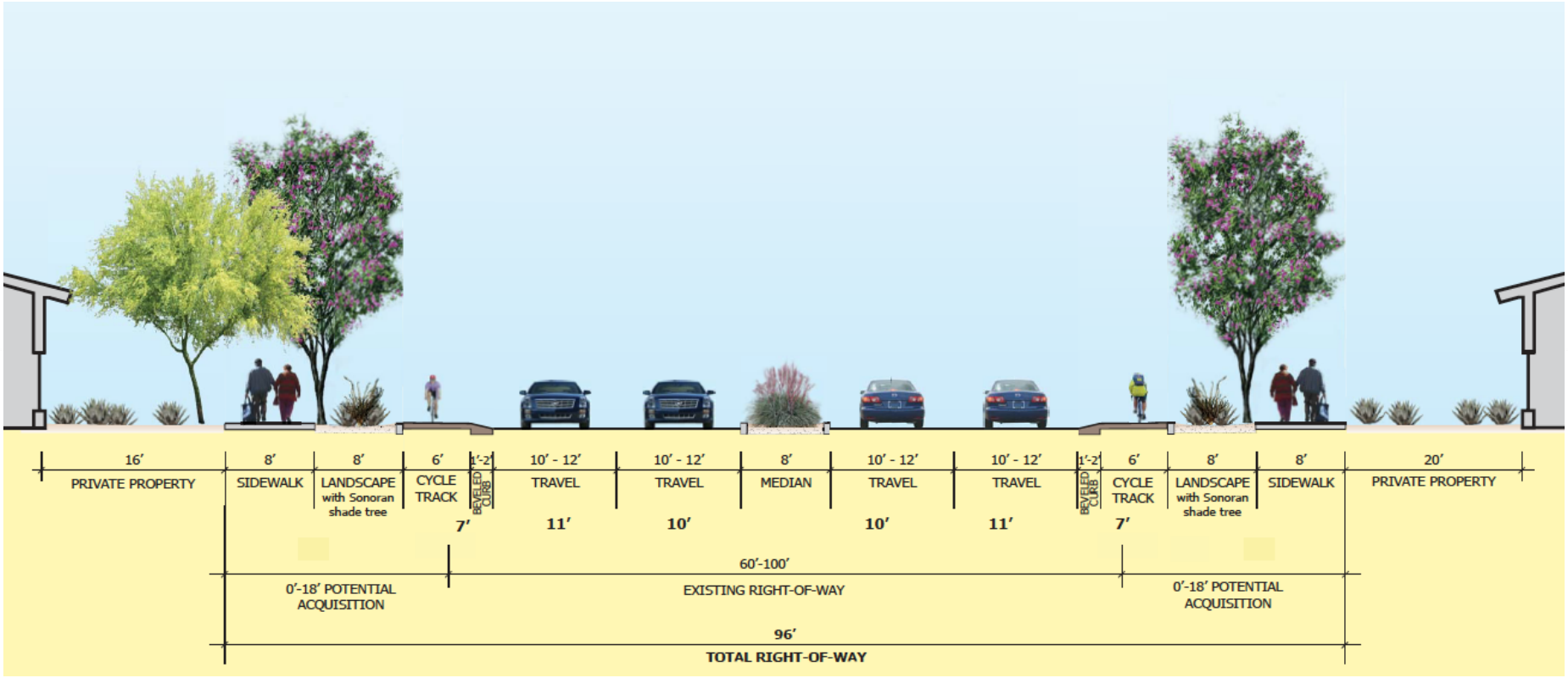
- Base Cross Section
  - Combination of 4A (98') & 4B (114') based on public input



Design Concept Development

4 Lane examples

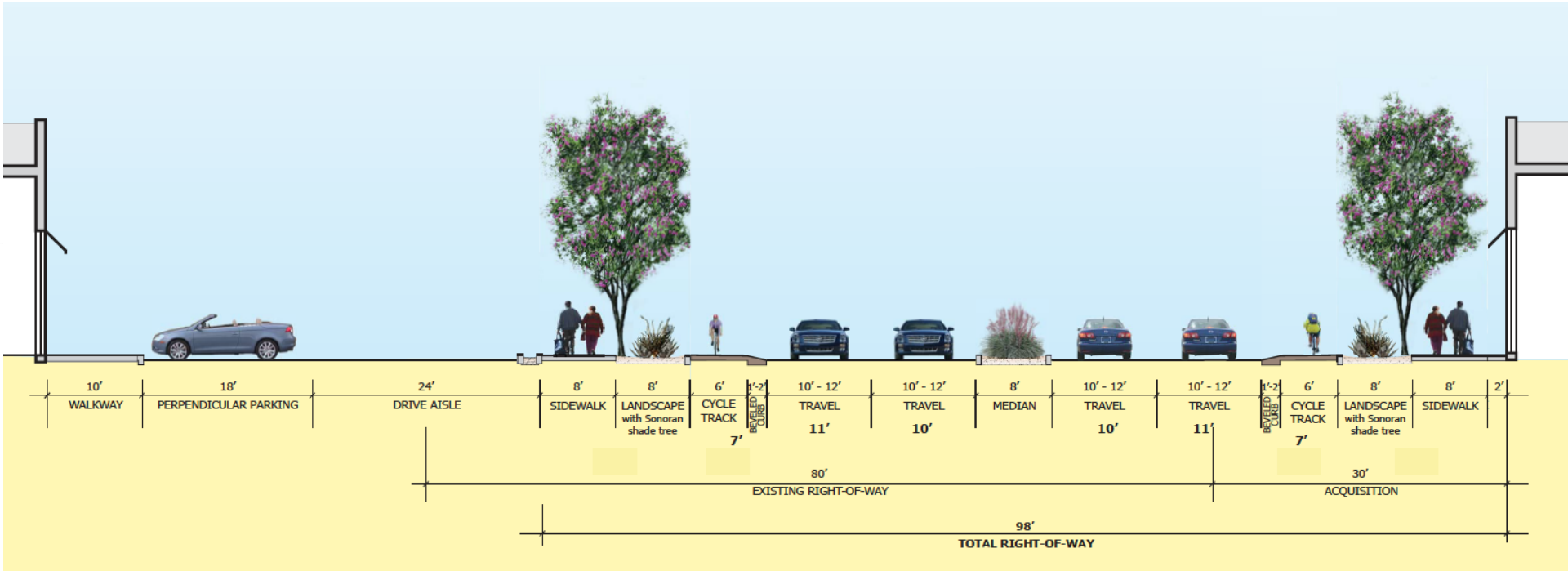
- West of Campbell
  - Partial or no acquisitions
  - Negotiations could result in full acquisitions



Design Concept Development

4 Lane examples

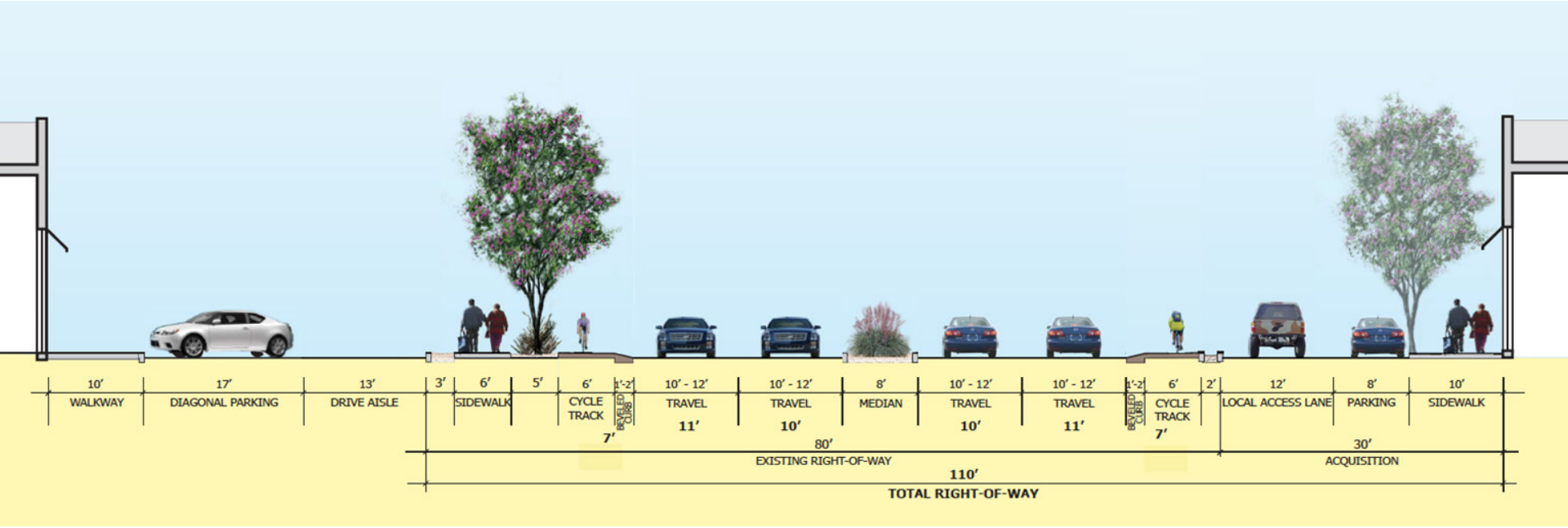
- East of Campbell – minimize impacts to one side
  - LEFT: Existing R.O.W. dedicated to adjacent property and cross access easement could result in full acquisitions
  - RIGHT: All parking removed – likely full acquisition and increased potential for building demolition



Design Concept Development

4 Lane examples

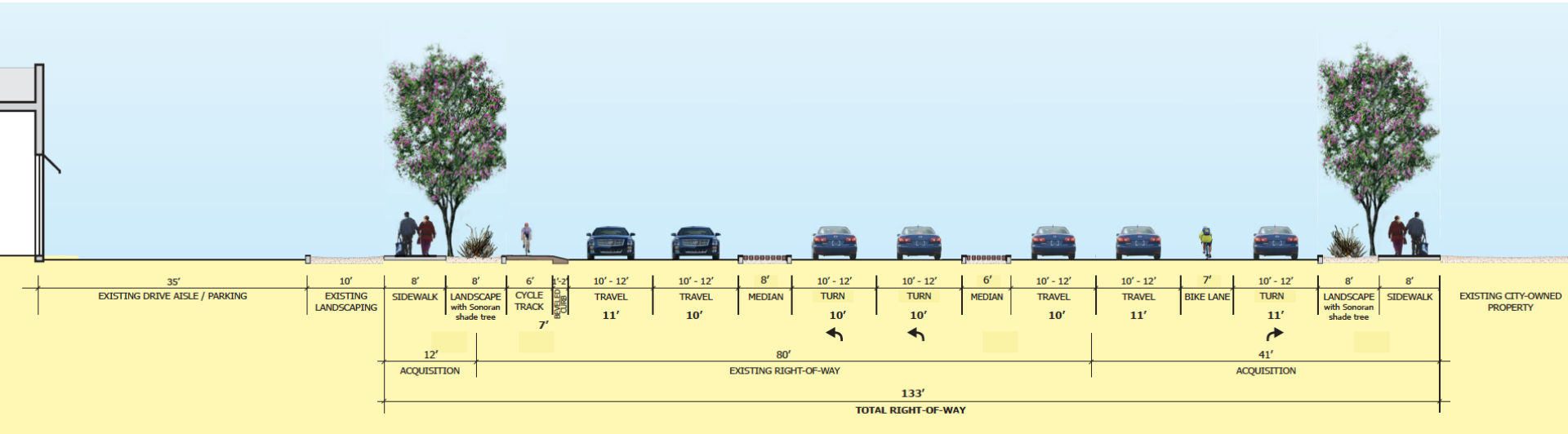
- East of Campbell – impacts on two sides
  - LEFT: Reconfigure parking to diagonal (parking reduced) and need for cross access easement could result in full acquisition
  - RIGHT: Reconfigure parking to parallel (parking reduced) and need for cross access easement could result in full acquisition



Design Concept Development

4 Lane examples

- At Campbell Intersection: standard configuration not Indirect Left Turn
  - Double left turn lanes with pedestrian refuge medians
  - Single right turn lane with transition of cycle track to bike lane
  - RIGHT: partial acquisition
  - LEFT: city owned or significant partial impact with potential full acquisition



Design and Analysis Recommended Approach

- Initial Design Concepts – full intersection design and alignment drawings, and assessment of **selected** performance measures for:
  - 4 Lane
  - 6+T Lane

- Initial Multi-modal Travel Time and Traffic Capacity/Performance Assessment – schematic intersection, transit (lanes, pullouts, stops/stations locations), pedestrian crossings, and basic alignment designs, PAG model run, and VISSIM model run for:
  - 4 Lane
  - 4+T Lane
  - 6 Lane
  - 6+T Lane

Design and Analysis Approach

- December CTF Meeting:
  - Economic Development Framework Presentation/Discussion
  - Parking and Access Issues Presentation/Discussion
  - Report on any feedback from Stakeholder Agencies on CTF recommended design concept development alternatives, methodology, and schedule
  - Confirm design and assessment progress
  - Plan for Early 2014 CTF Charrette

Design and Analysis Approach

- Early 2014 CTF Design Charrette:
  - Review and discuss
    - Initial Design Concepts – full intersection design and alignment drawings and initial performance measures assessments for:
      - 4 Lane
      - 6+T Lane
    - Initial Multi-modal Travel Time and Traffic Capacity/Performance Assessment
      - 4 Lane
      - 4+T Lane
      - 6 Lane
      - 6+T Lane

Design and Analysis Approach

- Early 2014 CTF Design Charrette:
  - Define initial concepts for refinement of design options potentially including:
    - Varying number of lanes and provision of dedicated transit along the length of the street
    - Intersection types and number/type of lanes
    - Parking district and access easements
    - Refinements to remnant property reuse concepts, including integration of historic and significant structures

Remaining Project Schedule to Mayor and Council Hearing

Meeting Descriptions	Potential Revised Schedule
Charrette #3 – CTF Draft Recommended Street Design and Corridor Development Concept; presentation on Universal Design	Late-January, 2014 **#22 and #23**
No CTF meetings. Technical work completed by project team to prepare and assess initial Street Design Concepts	Feb. and Early-March 2014
CTF Meeting (Action Mtg.) – Street Design Concepts direction on refinements	Mid-March, 2014 **#24**
Design refinements and analysis; prepare for Stakeholder Review	March and April 2014
Stakeholder Agency Review	Late-April 2014 **#3**
CTF Meeting (Action Mtg.) – Finalize design refinements and analysis for public presentation	Early May, 2014 **#25**
Public Meeting #4 – Cross section, alignment, and corridor development concepts; performance evaluation; and preferred design approach.	Mid-May 2014
CTF Meeting (Action Mtg.) – Public Input and Street Design and Corridor Development Concept	June 5, 2014 **#26**
Charrette #4 – CTF Draft Recommended Street Design and Corridor Development Concept; presentation on Universal Design	Mid-June, 2014 **#27 and #28**
No CTF meetings. Technical work to detail and evaluate draft recommended concept	July and August 2014
CTF Meeting (Action Mtg.) – CTF Draft Recommended Street Design and Corridor Development Concept Evaluation	Late August, 2014 **#29**
Stakeholder Agency Review	September 2014 **#4**
CTF Meeting (Action Mtg.) – Finalize CTF Draft Recommended Street Design and Corridor Development Concept Evaluation for public presentation	Early Oct., 2014 **#30**
Public Meeting #5 – Draft Recommended Street Design and Corridor Development Concept Evaluation	Late Oct. 2014
Charrette #5 – Determine CTF Recommended Design Concept	Nov. 2014 **#31 and #32**
CTF Meeting (Action Mtg.) – Finalize CTF Recommended Broadway Design Concept	Early Dec. 2014
Mayor and Council Hearing – Action on CTF Recommended Broadway Design Concept	Late Dec. 2014 or Early Jan. 2015

CTF Decision Points

- Alternatives for future study
- Performance measure selections
- December **5 or 12**, 2013 CTF Meeting
- **Early 2014** CTF Design Charrette

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: **Thursday, 12/5 or 12/2013**

  5:30-8:30 p.m., Child & Family Resources

- Proposed Agenda
  - Welcome/Agenda Review
  - Call to the Audience
  - Economic Development Framework Presentation/Discussion
  - Parking and Easement Issues Presentation/Discussion
  - Report on any feedback from Stakeholder Agencies on CTF recommended design concept development alternatives, methodology, and schedule
  - Call to the Audience (2nd)
  - Next Steps/Roundtable

Thank You for Coming – Please Stay in Touch!

Broadway: Euclid to Country Club

Web: www.tucsonaz.gov/broadway

Email: broadway@tucsonaz.gov

Info Line: 520.622.0815

RTA Plan

www.rtamobility.com

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