

### Action Meeting Agenda

1. Call to Order/Agenda Review/Announcements	5 min
2. Approval of Meeting Summaries: March 7, 2014	2 min
3. Presentation by TDOT Director Daryl Cole and CTF Discussion and Considerations Regarding May 6, 2014 Mayor and Council Meeting	75 min
4. Call to the Audience	15 min
5. Discussion/Endorsement of Materials (Drawings/Information) to be Presented at Public Meeting #4, and Possible Meeting Approach	45 min
6. Public Input Report and Reports on Project Presentations	5 min
7. Call to the Audience	10 min
8. Next Steps/CTF Roundtable	10 min
9. Adjourn	

### 3. Presentation by TDOT Director Daryl Cole and CTF Discussion and Considerations Regarding May 6, 2014 Mayor and Council Meeting

**Daryl Cole**  
Director, Tucson Department of Transportation

- ### May 6, 2014 Mayor and Council Meeting
- Director Cole presentation
  - Report out by CTF members who attended
  - Questions for Director Cole
  - Discussion and Input

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### Broadway Project Funding


Funding Summary			
Funding Sources		Amount	Source
A. RTA*	59.0%	\$ 42,125,000	Roadway Element
B. City of Tucson	4.2%	3,000,000	Development Impact Fees
C. Pima County**	35.0%	25,000,000	1997 Transportation Bonds
D. Regional	1.7%	1,222,000	PAG Regional Funds (previously expended)
		<b>\$71,347,000</b>	

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### RTA's Minimum Requirements: Functionality Not to Be Diminished


"Functionality Not to Be Diminished - The Technical/Management Committee as well as the Citizens Advisory Committee had specific capacity and/or performance improvements in mind when recommending highway improvement projects as well as transit improvements. This functionality should not and cannot be diminished. The voters, in approving the expenditure plan, are relying on the planned improvements actually being implemented."

May 22, 2013  
RTA CART Presentation


 **RTA's Minimum Requirements:  
Defining Functionality**

Functionality can be assessed for many functions (pedestrian accessibility, transit speed, etc.), but is most important on modes of travel impacted by a change proposal.


Where a departure from the ballot description is being considered, a performance comparison between the proposed alternative and the original scope of work must show no degradation in performance.

 Delivering  
the promise  
of you  
Regional Transportation Authority


May 22, 2013  
RTA CART Presentation

 **Pima County  
1997 Transportation Bond Funds**

- County Bond Ordinance funds 6- or 8-lane project
- Bond funds cannot be used for project less than 6-lane, without an amendment process
  - County Administrator will not support an amendment going to the Board of Supervisors (4 memos clearly state that)
  - There is no indication that the Board will overturn the County Administrator's recommendation

 **City's Financial Considerations  
Discussed at May 6, 2014 Meeting**

- 4-Lane does not meet minimum criteria of RTA and County
- 4-Lane design would result in:
  - = \$7 M repayment to RTA & Pima Co. (City funds)
  - = \$23.5 M in lost funding from County Bonds
  - = \$35 M in lost funding from RTA sales tax
- No funds available for repaving and ADA pathways

 **City's Financial Considerations  
Discussed at May 6, 2014 Meeting**

If this project is not funded, pavement will need to be rehabilitated. This will require ADA-compliant pathways – at a significant cost to the City:

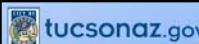
- = \$3-5 M for pavement
- = \$17-24 M property acquisition for ADA pathways
- \$27-32 M (all City funds)**

**City will be unable to make improvements to Broadway...**


 **Future Transit on Broadway**

Incremental steps to enhance mass transit:

- Explore design of infrastructure for Broadway project area to better local and limited service and grow existing ridership
- Take advantage of existing investments
  - Park N Ride at Broadway / Houghton
  - Downtown development and new residents
- Develop corridor-wide treatment applications
  - Comprehensive Operational Analysis recommendations
  - Regional Transit Study by Pima Association of Governments
  - Investments in technologies (buses, signals, fare boxes, etc.)
  - Land Use planning
  - Improve walking environment, a necessary condition for high-quality transit


 **Moving Forward**

- Current viable alternatives = 6-lanes/4+2T
  - Allows flexibility at pinch points, which can help to achieve other goals (preserve businesses, properties);
  - Meets minimum functionality for RTA and County;
  - Supports, and as possible improves, existing multimodal travel; and,
  - Allows for future mass transit


 **Value of Moving Forward**

- Processes are important!
  - ❖ Valuable input = better results
- Ample work to be done yet with community
  - Alignment and “pinch points”
  - Streetscape
  - Transit
- Important to move forward to
  - Support reinvestment in Broadway, provide certainty
  - Define a path for a transit rich future along Broadway

 **EXTRA SLIDES**


 **Concerns about Cost Overruns**

- City has not had any cost overruns to date
- Current construction bids have been favorable
- Resale of properties will reduce net project costs
- City of Tucson is not required to do more work than there is funding available to pay for
  - May find additional funding if desired to fund additional features

 **RTA Board Responsibilities Related to RTA Plan Implementation**


- The RTA Board has adopted a policy not to diminish individual project functionality. This should be evaluated by mode of travel.
- The RTA Board engages its committees to inform the Board on specifics of project design and implementation.
- The RTA Board is bound by its fiduciary duty to the public to use wise discretion when spending the public’s money.

 May 22, 2013  
RTA CART Presentation

 **RTA’s Minimum Requirements: Board’s Overarching Fiduciary Duty**





Public officials, like the members of the RTA Board, must use a high level of care in spending public funds to implement the RTP. Indeed, it is the highest standard of care, known as a fiduciary duty. *Op. Atty. Gen. 75-11.*

This is a duty which is owed to the public, and it means, in part, that public officials who have the authority to expend public funds, “have a fiduciary obligation to do so in the most economical and feasible manner.” *Id.* Specifically, they must “obtain maximum return for each dollar spent . . . .” *Op. Atty. Gen. 84-24. Hertz Drive-Ur-Self System, Inc. v. Tucson Airport Authority, 81 Ariz. 80, 85 (1956).*

 May 22, 2013  
RTA CART Presentation

**May 6, 2014 Mayor and Council Meeting**

- Report out by CTF members who attended
- Questions for Director Cole
- Discussion and Input


   

## 4. 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



## Call to the Audience Guidelines


- Must fill out participant card
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## 5. Discussion/Endorsement of Materials (Drawings/Information) to be Presented at Public Meeting #4 and Possible Meeting Approach

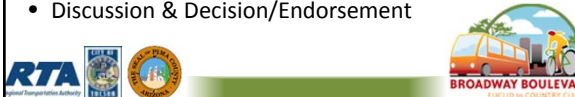
**Jenn Toothaker Burdick**  
Project Manager, Tucson Department of Transportation

**Phil Erickson**  
Community Design + Architecture




## Item 5. Agenda

- Date:  
*Thursday, June 5 or 12, 2014, 6-8pm, Shriners Hall*
- Proposed Goals
- Proposed Format
- Proposed Open House Station Materials  
*(Including CTF group activity to review some draft boards)*
- Comment Card Topics
- Presentations
- Discussion & Decision/Endorsement




## Goals for Public Meeting Format and Results

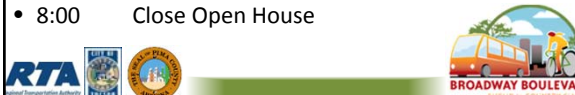
- Inform public about work since last workshop
  - Be concise — avoid “information overload”
  - Use boards to tell story of the 22-month process
  - Provide summary of key work to date, so stakeholders who are new to the process can ground themselves in work and decisions to date
  - Focus on the last stations about where we are now in the process
- Get stakeholder input that can help guide the CTF’s work in selecting and refining a recommended project design and alignment

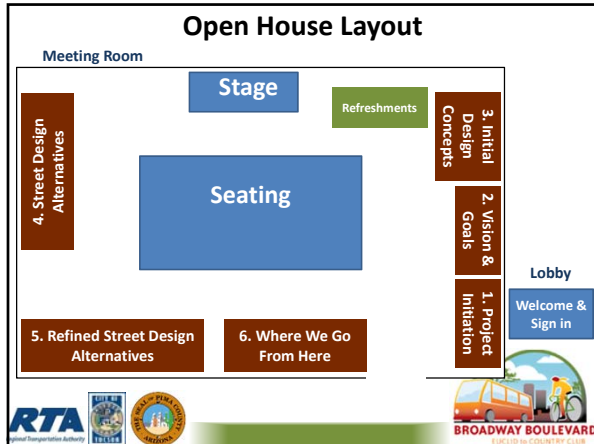


## Public Meeting Format



- 5:10 Welcome (*Jenn Toothaker Burdick*)
- 5:20 CTF Introductions & Presentations
- 5:50 Open House – 6 stations
- 7:40 CTF “Takeaways”
- 8:00 Close Open House





### Open House Stations

- “Background” Stations

- 1. Project Initiation:** Basic facts about the project
- 2. Vision and Goals:** range of stakeholder emphasis and how to measure performance
- 3. Initial Design Concepts:** street design and performance assessment for functionality (4, 4+2T, 6, and 6+2T)
- 4. Street Design Alternatives:** alignment options and performance assessment for functionality (materials and results from CTF Charrette)

**Logos:** RTA, City of Charlotte, Mecklenburg County, BROADWAY BOULEVARD

### Open House Stations

**5. Refined Street Design Alternatives:** we need your feedback to help the CTF develop their recommended design

- **Station Goal:** This station is the main focus of the Community Event – develop understanding of the 4, 4+2T, and 6 lane concepts, assessments, trade-offs, and key decision points. Likely that many who have been to previous events will “jump” to this station and spend most time here. Majority of questions on comment sheets will relate to this station.

**Logos:** RTA, City of Charlotte, Mecklenburg County, BROADWAY BOULEVARD

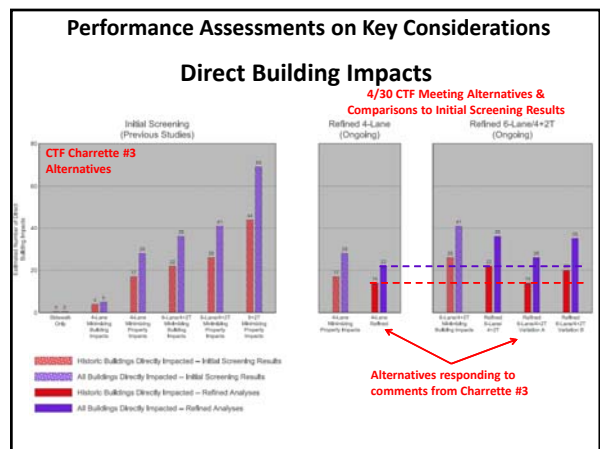
### Open House Stations

**5. Revised Street Design Alternatives:** we need your feedback to help the CTF develop their recommended design

- Alignment Drawings: 4-Lane and 4+2T/6-Lane
- Performance Assessments on Key Considerations
  - Community Character and Economic Performance
  - Transportation Performance
  - Funding Viability and Project Functionality
  - Sustainability Performance

**Logos:** RTA, City of Charlotte, Mecklenburg County, BROADWAY BOULEVARD

Topic	Factors	Revised Street Design Alternatives			
		Refined 4 Lane	Base	Variation A	Variation B
<b>Community Character and Economic Performance</b>	<ul style="list-style-type: none"> <li>Historic/significant building impacts</li> <li>Potential for relocation</li> <li>Business impacts</li> <li>Walkability</li> </ul>	<ul style="list-style-type: none"> <li>14 buildings</li> <li>22 bldgs, 73 properties</li> <li>Shade</li> <li>Separation from moving traffic</li> <li>Places to walk to</li> </ul>	<ul style="list-style-type: none"> <li>14 buildings</li> <li>30 parcels, 81 properties</li> <li>Shade</li> <li>Separation from moving traffic</li> <li>Places to walk to</li> </ul>	<ul style="list-style-type: none"> <li>14 buildings</li> <li>43 parcels, 85 properties</li> <li>Shade</li> <li>Separation from moving traffic</li> <li>Places to walk to</li> </ul>	<ul style="list-style-type: none"> <li>20 buildings</li> <li>46 parcels, 88 properties</li> <li>Shade</li> <li>Separation from moving traffic</li> <li>Places to walk to</li> </ul>
<b>Transportation Performance</b>	<ul style="list-style-type: none"> <li>Transit</li> <li>Vehicular</li> <li>Bicycle</li> </ul>	<ul style="list-style-type: none"> <li>18.8 min. @ 8.9 mph during peak hour</li> <li>6.6 mph</li> <li>11.8 min. @ 11.4 mph during peak hour</li> <li>11.5 mph</li> <li>+1/2</li> </ul>	<ul style="list-style-type: none"> <li>4+2T: 13.7 min. @ 9.0 mph HCT: **</li> <li>6-Lane: 11.8 min. @ 9.0 mph HCT: *</li> <li>HCT: **</li> <li>11.8 min. @ 11.4 mph</li> <li>6-Lane: 7.0 min. @ 12.6 mph</li> <li>+</li> </ul>	<ul style="list-style-type: none"> <li>4+2T: 13.7 min. @ 9.0 mph HCT: **</li> <li>6-Lane: 11.8 min. @ 9.0 mph HCT: *</li> <li>HCT: **</li> <li>11.8 min. @ 11.4 mph</li> <li>6-Lane: 7.0 min. @ 12.6 mph</li> <li>+</li> </ul>	<ul style="list-style-type: none"> <li>4+2T: 13.7 min. @ 9.0 mph HCT: **</li> <li>6-Lane: 11.8 min. @ 9.0 mph HCT: *</li> <li>HCT: **</li> <li>11.8 min. @ 11.4 mph</li> <li>6-Lane: 7.0 min. @ 12.6 mph</li> <li>+</li> </ul>
<b>Funding Viability and Project Functionality</b>	<ul style="list-style-type: none"> <li>Construction Cost</li> <li>Acquisition Cost</li> <li>County Funding</li> <li>RTA Funding</li> <li>Tyson Meyer &amp; Council</li> </ul>	<ul style="list-style-type: none"> <li>\$29.3 budgeted per RTA 2005 Plan</li> <li>\$44.8 budgeted per RTA 2005 Plan</li> <li>No</li> <li>No</li> <li>Likely No</li> </ul>	<ul style="list-style-type: none"> <li>\$20-25m</li> <li>\$35-50m (\$15-30m)</li> <li>\$40-55m (\$20-35m)</li> <li>4+2T: unknown</li> <li>6-Lane: Yes</li> <li>No</li> <li>Likely No</li> </ul>	<ul style="list-style-type: none"> <li>\$25-30m</li> <li>\$40-55m (\$25-45m)</li> <li>4+2T: unknown</li> <li>6-Lane: Yes</li> <li>No</li> <li>Likely No</li> </ul>	<ul style="list-style-type: none"> <li>\$45-65 (\$25-45m)</li> <li>4+2T: unknown</li> <li>6-Lane: Yes</li> <li>No</li> <li>Likely No</li> </ul>
<b>Sustainability Performance</b>	<ul style="list-style-type: none"> <li>Relationship to Transportation</li> <li>Water recycling and Green Streets</li> <li>Reduce Heat Island</li> <li>Manageable Operations and Maintenance Costs</li> </ul>	<ul style="list-style-type: none"> <li>Provide high quality options to reduce solo vehicle driving</li> <li>Air quality impacts</li> <li>Mixed or exceed City's Green Streets Action Practice Guidelines</li> <li>Use of shade and other improvements to reduce the heat created by the sun during on Broadway road pavement and sidewalks</li> <li>The operations and maintenance costs for pavement, signs, transit, and landscape are yet to be determined</li> </ul>	<ul style="list-style-type: none"> <li>4+2T: *</li> <li>6-Lane: *</li> <li>+</li> <li>++</li> <li>+</li> </ul>	<ul style="list-style-type: none"> <li>4+2T: *</li> <li>6-Lane: *</li> <li>+</li> <li>++</li> <li>+</li> </ul>	<ul style="list-style-type: none"> <li>4+2T: *</li> <li>6-Lane: *</li> <li>+</li> <li>++</li> <li>+</li> </ul>



## Open House Stations

### 5. Revised Street Design Alternatives: we need your feedback to help the CTF develop their recommended design

- Alignment Drawings:
  - 4-Lane and 4+2T/6-Lane Variations
    - Base and variations from 4/30 CTF Meeting
    - Variations in response to comments at 4/30 meeting
  - Cross sections to illustrate variation in street width
- Incremental Transit Improvement Board



## Incremental Transit Improvements

- Options for bus platforms/stations at major intersections
  - Can be paired with signal improvements get buses through intersections faster
  - Can work for local and limited stop buses in near-term, but as transit ridership increases local service likely moves to separate stops
  - A range of options are potentially viable along the side or within the median of Broadway

Bus Island in Median  
Market Street, San Francisco, CA



Source: CD+A

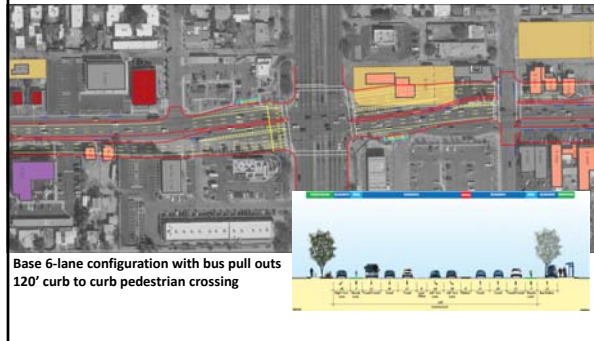
Cycle Track Behind Bus Island  
Seattle, WA



Source: NACTO Urban Street Design Guide  
<http://www.nacto.org/urban-street-design-elements/curb-extensions/bus/>

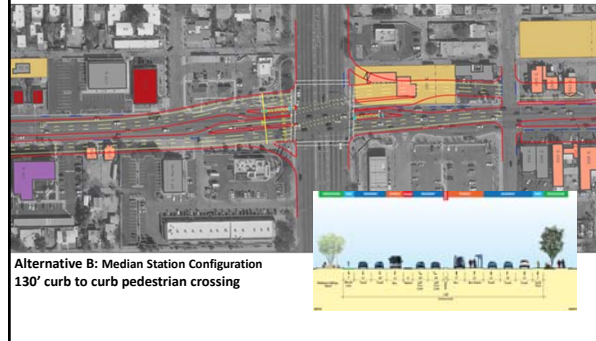
## Potential Bus Platforms at Campbell

- It is possible to provide platforms for limited stop bus service at Campbell and Euclid within a 6-Lane alignment alternative



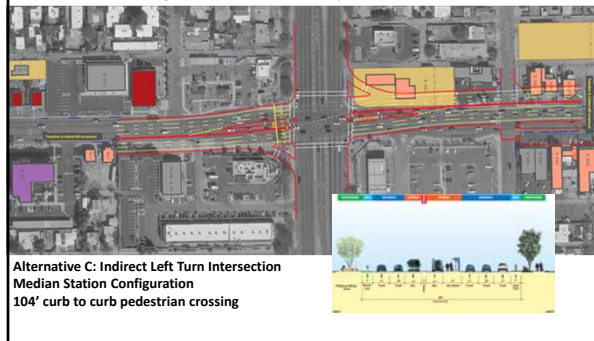
## Potential Bus Platforms at Campbell

- This concept provides median stations for buses with standard right side doors
- Pedestrian crossing distance increases by 10'



## Potential Bus Platforms at Campbell

- Indirect Left Turn intersection concept with median stations for standard buses
- Pedestrian crossing distance is decreased by 16'



## Group activity to review sample displays



## Open House Stations

### 5. Revised Street Design Alternatives: Funding Viability

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**City's Financial Considerations Discussed at May 6, 2014 Meeting**

- 4-Lane does not meet minimum criteria of RTA and County
- 4-Lane design would result in:
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**City's Financial Considerations Discussed at May 6, 2014 Meeting**

If this project is not funded, pavement will need to be rehabilitated. This will require ADA-compliant pathways – at a significant cost to the City:

- \$3.5 M for pavement
- \$17-24 M property acquisition for ADA pathways
- \$27-32 M (all City funds)

*City will be unable to make improvements to Broadway...*










**BROADWAY BOULEVARD**

## Open House Stations

### 6. Where We Go From Here





- **Station Goal:** Provide schedule to public for the remainder of the design. Garner specific public input on what to move forward with
  - Identify alternative(s) to move forwards
  - Work through tradeoffs of alignment variations on adjacent neighborhoods
  - Property and Business owner outreach
  - Detail alignment concept
  - Present for feedback at Public Meeting #5
  - Refine and make recommendation to Mayor and Council
  - Begin engineering and detail design
  - Finalize construction documents and start construction by May 2016

**BROADWAY BOULEVARD**

## What Public Input will Help CTF in Next Steps?





- Comment Card Topics
  - Which design alternative delivers the desired balance of satisfying the key considerations?
    - What refinements are desired to enhance its performance?
  - Range of questions about desired investment in transit
  - Range of questions about pedestrian and bicycle facilities
  - Range of questions about sustainability
    - Landscape and Green Infrastructure
    - Air Quality
    - Urban Heat Island
    - Supporting transportation choices
  - Others topics...

**BROADWAY BOULEVARD**

## Open House Format





- CTF Introductions and Overview Presentation
  - Who you are and who are stakeholders you represent
  - Presentation by CTF members
    - Our process to this point
    - Decisions we have made and those to come
    - What we would like to learn from you, our stakeholders tonight

**BROADWAY BOULEVARD**

## Public Meeting Format

- **CTF Decision/Endorsement** of:
  - Public Open House
    - Date June 12<sup>th</sup>
    - Goals for open house
    - CTF introduction and overview presentation
    - Format for open house stations
    - Comment Card Topics





**BROADWAY BOULEVARD**

## 6. Public Input Report and Reports on Project Presentations & Outreach

4/24/2014 Panda Post-Demo Site Treatment Community Meeting # 2

5/21/2014 Miles Neighborhood Association Meeting

Open Houses/Workshops for Area Property Owners and Business Owners – RTA MainStreet Sign-ups; Discussions of Parking Issues and Design Options (Summer 2014)


**BROADWAY BOULEVARD**

## 7. Call to the Audience

**10 Minutes**


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## 8. Next Steps/Roundtable

*Jenn Toothaker*

**Public Meeting #4: June 5 or 12, 2014**

- Planning Update and Open House
  - Present information on “where we are and how we got there”
  - Spotlight current street design alternatives, performance and CTF recommendations to date
  - Convey important considerations the CTF is grappling with
  - Sign-ups for more info and invites to future meetings
  - Obtain public input



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

**Broadway: Euclid to Country Club Improvement Project**

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)

