BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

May 22, 2014
Broadway Citizens Task Force Meeting
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
## Funding Summary

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

$71,347,000

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*RTA: Regional Transportation Authority
**Pima County**: County of Pima
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Broadway Project Funding
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.

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:

\[
\begin{align*}
&= \$3-5 \ M \text{ for pavement} \\
&= \$17-24 \ M \text{ property acquisition for ADA pathways} \\
&= \$27-32 \ M \text{ (all City funds)}
\end{align*}
\]

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
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
• Participants called in the order cards are received
• 3 minutes allowed per participant
• CTF Facilitator will call on speakers and manage time
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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)
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.
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
<table>
<thead>
<tr>
<th>Topic</th>
<th>Factors</th>
<th>Revised Street Design Alternatives</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Character and Economic Performance</td>
<td></td>
<td>Revised 4-Lane</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Base</td>
</tr>
<tr>
<td>Historic/Significant Building Impacts</td>
<td>Width of right of way (minimizing can negatively or positively affect other performance measures)</td>
<td>14 buildings</td>
</tr>
<tr>
<td>Potential for Acquisition</td>
<td>Alignment of street: Choice/balancing of potential impacts to different sides of the street</td>
<td>43 parcels</td>
</tr>
<tr>
<td>Business Impacts</td>
<td>Design of parking impact avoidance or replacement</td>
<td>22 bldgs.</td>
</tr>
<tr>
<td></td>
<td>Width of sidewalk</td>
<td>73 properties</td>
</tr>
<tr>
<td></td>
<td>Separation from moving traffic</td>
<td>++</td>
</tr>
<tr>
<td></td>
<td>Places to walk to</td>
<td>- Shade</td>
</tr>
<tr>
<td>Walkability</td>
<td></td>
<td>- Shade</td>
</tr>
<tr>
<td>Transportation Performance</td>
<td></td>
<td>18.8 min. @ 6.6 mph</td>
</tr>
<tr>
<td>Transit</td>
<td>Travel time (existing: 13.9 min. @ 8.9 mph during peak hour)</td>
<td>10.4 min. @ 11.9 mph</td>
</tr>
<tr>
<td>Vehicular</td>
<td>Potential for high capacity transit (i.e.; light rail, street car, or bus rapid transit) – space within right of way (i.e.; lanes can be converted to transit only or right of way width available for future transit lanes)</td>
<td>4+2T: not applicable</td>
</tr>
<tr>
<td>Bicycle</td>
<td>Travel time (existing condition: 7.1 min. @ avg. 17.4 mph during peak hour)</td>
<td>4+2T: not applicable</td>
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<tr>
<td></td>
<td>Consider bicycle network access</td>
<td>+1/2</td>
</tr>
<tr>
<td>Funding Viability and Project Functionality</td>
<td></td>
<td>$20-25m</td>
</tr>
<tr>
<td>Construction Cost</td>
<td>$29.3 budgeted per RTA 2005 Plan</td>
<td>$35-50m ($15-30m)</td>
</tr>
<tr>
<td>Acquisition Cost Gross and (net after remnant parcel sales)</td>
<td>$44.0 budgeted per RTA 2005 Plan</td>
<td>$40-65 ($25-45m)</td>
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<tr>
<td>County Funding</td>
<td>Bond ordinance is for a 6- or 8-lane project; nothing less</td>
<td>No</td>
</tr>
<tr>
<td>RTA Funding</td>
<td>Achieve desired level of transportation functionality (no reduction of functionality for any mode)</td>
<td>No</td>
</tr>
<tr>
<td>Tucson Mayor &amp; Council</td>
<td>Maintain county and RTA funding</td>
<td>Likely No</td>
</tr>
<tr>
<td></td>
<td>Achieve balanced range of functionality (transportation + other)</td>
<td>Likely No</td>
</tr>
<tr>
<td>Sustainability Performance</td>
<td></td>
<td>4+2T: ++</td>
</tr>
<tr>
<td>Relationship to Transportation</td>
<td>Provide high-quality options to reduce solo vehicle driving</td>
<td>- -</td>
</tr>
<tr>
<td></td>
<td>Air quality impacts</td>
<td>- -</td>
</tr>
<tr>
<td>Water Harvesting and Green Streets</td>
<td>Meet or exceed City’s Green Streets Active Practice Guidelines</td>
<td>+</td>
</tr>
<tr>
<td>Reduce Heat Island</td>
<td>Use of shade and other improvements to reduce the heat created by the sun shining on Broadway's road pavement and sidewalks.</td>
<td>++</td>
</tr>
<tr>
<td>Manageable Operations and Maintenance Costs</td>
<td>The operations and maintenance costs for pavement, signals, transit, and landscape are yet to be determined</td>
<td>The ability of the city and SunTran to maintain and operate improvements will be considered in the design and construction of any alternative.</td>
</tr>
</tbody>
</table>
Performance Assessments on Key Considerations

Direct Building Impacts

4/30 CTF Meeting Alternatives & Comparisons to Initial Screening Results

CTF Charrette #3 Alternatives

Alternatives responding to comments from Charrette #3
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

Cycle Track Behind Bus Island
Seattle, WA

Source: CD+A
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

Base 6-lane configuration with bus pull outs
120’ curb to curb pedestrian crossing
Potential Bus Platforms at Campbell

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

Alternative B: Median Station Configuration
130’ curb to curb pedestrian crossing
Potential Bus Platforms at Campbell

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

Alternative C: Indirect Left Turn Intersection
Median Station Configuration
104’ curb to curb pedestrian crossing
Group activity to review sample displays

6-Lane Refined Alternative Variations
- Included extended Variation B west of Campbell

**Variation A**

**Variation B(2)**

**Variation B(1)**

**Base Alternative**

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**SIX-LANE REFINED ALTERNATIVE — BASE**

Avoid impacts to Rincon Heights historic contributor properties and buildings.

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**Alternative B: Median Station Configuration for Buses with Standard Right Side Doors**

**Alternative C: Median Station at Indirect Left Turn Intersection Configuration for Buses with Standard Right Side Doors**

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**VARIATION B(2)**

Shifting a bus pull through instead of a bus pullout, shown as dashed line and some of the existing fenced in school yard. Leaves 12' extra parking space. Increase bus pull through includes 12' extra parking space. 24' parking space, except for Riley, property impacts are the same as for Variation B1.
Open House Stations

5. Revised Street Design Alternatives: Funding Viability

City’s Financial Considerations Discussed at May 6, 2014 Meeting

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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:
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City will be unable to make improvements to Broadway...
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
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...
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
Public Meeting Format

• **CTF Decision/Endorsement of:**
  – Public Open House
    • Date June 12th
    • Goals for open house
    • CTF introduction and overview presentation
    • Format for open house stations
    • Comment Card Topics
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)
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
Email: broadway@tucsonaz.gov
Info Line: 520.622.0815

RTA Plan
www.rtamobility.com