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
• 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 4 min
2. Approval of Meeting Summary: October 23, 2014 2 min
3. Public Input Report, and Reports on Project Presentations & Outreach 11 min
4. 1st Call to the Audience 15 min
5. 2015 Project Milestones and Decision Points, CTF Reappointments, and Filling of CTF Vacancies 25 min
6. Discussion/Decisions Regarding Moving 6-Lane Including Transit Baseline Refined Alignment Forward 90 min
7. 2nd Call to the Audience 10 min
8. Next Steps/CTF Roundtable 20 min
9. Adjourn

2. Approval of Meeting Summary – October 23, 2014

Jenn Toothaker
Project Manager, Tucson Department of Transportation
3. Public Input Report, and Reports on Project Presentations & Outreach

Jenn Toothaker
Project Manager, Tucson Department of Transportation

Public Comment Period Report
- Comments received through 9:00 this morning provided to Task Force members and included in written comment report

Presentations & Outreach
- 11/2014 Planning Commission meeting – Shannon McBride-Olsen nominated to be replacement representative on CTF (Item 5 discussion)
- 2/18/15 Casitas on Broadway Presentation (Mary & Jon, Item 6 discussion)
- 3/2/15-3/3/15 Business & Property Owners Meetings (Item 6 discussion)

Scheduled
- Council House (not yet scheduled)
- Downtown Tucson Partnership
- April 2015 Broadway Open House
- 5/19/15 Mayor and Council meeting to adopt alignment
3. Public Input Report, and Reports on Project Presentations & Outreach

Information Forwarded by Task Force Members:

Recently forwarded:

Forwarded previously to CTF in 3/5/15 email:
- Here's an interesting piece on pedestrian LOS: http://urbankchoze.blogspot.com/2015/01/what-if-we-calculated-level-of-service.html
- Related to bad traffic predictions: http://www.alenblock.net/blog/?p=3772
- Setting priorities and evaluating success in transportation: http://t4america.org/maps-tools/performance-measures-report/
- Denver drivers are driving less: http://www.denverpost.com/news/ci_27257641/denver-metro-driverscontinue-turn-aways-from-cars

4. First Call to the Audience
Call to the Audience

15 Minutes

Please limit comments to 2-3 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

If you do not have the opportunity to speak please submit your comments to broadband@tucsonaz.gov or on comment cards located at the sign-in table

5. 2015 Project Milestones and Decision Points, CTF Reappointments, and Filling of Vacancies

Jenn Toothaker
Project Manager, Tucson Department of Transportation
Schedule for 2015

### Alignment Adoption: Acquisition and Relocation Planning

<table>
<thead>
<tr>
<th>2015 Dates</th>
<th>Meeting</th>
<th>Goal/Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thurs., Mar. 19</td>
<td>Broadway CTF</td>
<td>Present Staff-Recommended 6-Lane Including Transit Refined Alignment and Refinements Report</td>
</tr>
<tr>
<td>April 13-April 24</td>
<td>Public Open House</td>
<td>Present Staff-Recommended/CTF Recommended 6-Lane Including Transit Refined Alignment and Refinements Report</td>
</tr>
<tr>
<td>April 30</td>
<td>Broadway CTF</td>
<td>Possible meeting to confirm/complete CTF recommendation to M&amp;BC</td>
</tr>
<tr>
<td>Tues., May 19</td>
<td>Mayor and Council</td>
<td>Adopt 6-Lane Including Transit Refined Alignment</td>
</tr>
</tbody>
</table>

### Finalize Design Concept Report

<table>
<thead>
<tr>
<th>2015 Dates</th>
<th>Meeting</th>
<th>Goal/Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>July-September</td>
<td>Broadway CTF; DCR Subcommittee</td>
<td>Meeting(s) to finalize DCR</td>
</tr>
<tr>
<td>September-October</td>
<td>Public Open House</td>
<td>Present Recommended DCR</td>
</tr>
<tr>
<td>November-December</td>
<td>Mayor and Council</td>
<td>Approve DCR</td>
</tr>
<tr>
<td>November-December</td>
<td>RTA Board</td>
<td>Approval of Funding Request</td>
</tr>
<tr>
<td>December</td>
<td>Broadway CTF</td>
<td>Meeting to close Planning &amp; Design Phase; Discuss Final Design Phase</td>
</tr>
</tbody>
</table>

CTF Appointments and Vacancies

- Endorsement of Replacement Appointment from Planning Commission
6. Discussion/Decisions Regarding Moving 6-Lane Including Transit Baseline Refined Alignment Forward

Jenn Toothaker and Beth Abramovitz, P.E.
Co-Project Managers, Tucson Department of Transportation

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**Item Topics to Cover & Discuss**

- Refinements Made Since October, 2014
  - Slides to illustrate on maps what changes were made and related commenters
    - Mike Johnson facilitates table discussion

- Design Considerations for Moving Forward
  - Broadway Coalition’s Concepts (Mary/Colby)
  - Examples of Design Modifications/Trade offs (Beth)
  - Considerations of Strategic Parameters Moving Forward (Beth & Design Team)

- CTF Input & Decisions
Desired Input and Decisions by CTF

- Discussion & endorsement of 6-Lane Including Transit Refined Alignment as baseline for future refinements
- Discussion & endorsement of strategic considerations
- Discussion & endorsement moving baseline alignment to an April Open House (goal of going to M&C for adoption)
2. Rerouting - Park to Fremont
   - No longer showing parking access measures on south side. These measures will be incorporated later depending on discussions with property owners (TAC).
   - Did not shift the alignment southward after discussion with the City (TAC).

3. Santa Ana to Mountain
   - Shift corridor 1' south to preserve 8' sidewalk/8' buffer across Atteca (Tenas)
   - Will require slight narrowing on south side.
6. View to Cherry
- Centerline shifted 6' south to reduce impact to north side.
- Narrowing does not reduce the number of directly impacted buildings.
- Narrowing does increase nominal depth of remaining property 10'.
- An additional 8' could be achieved by replacing the 6' sidewalk/6' buffer with a 10' sidewalk/buffer area.

7. Campbell Intersection
- Shift centerline 3' south through Campbell intersection.
- Drive-throughs for Carl's Jr. and Starbucks remain functional through Broadway access to Starbucks in east.
- Mined westbound public westward (IAA, Texas).
10. Tucson Boulevard Interaction
- Eliminated right turn lane (CSP, TMC)
- Converted bus pullover to bus stop (TST, TMC)
- Moved eastbound bus stop eastward to provide
  a Broadway access for 2510 E through bicycle
  lanes approach (TMC)

11. North Side Shops
- Parking/access solution for north side
  shops. As before, there will be worked
  out with property owners during
  design (TMC)
13 Stewart to Country Club
- Narrow the bike lanes to 6’ to accommodate the wider travel lanes without reducing curb width.
- Eliminate the landscaping buffer on the north side from 2957 E andeward to avoid existing landscape features.
- Develop an access/parking solution in consultation with Southside property owners if they are agreeable.
Design Concepts submitted by Broadway Coalition

For presentation and discussion during Item 6.
March 19, 2015 Broadway CTF meeting
Design Concepts submitted by Broadway Coalition

Design Concepts submitted by Broadway Coalition
Productive Design Refinement:
1. Avoids historic/significant building impact.
2. Avoids full acquisition/Reduces project costs.
4. Provided flexibility for TEP overhead lines.

Trade-offs of Design Refinement:
1. Bus stop is further from intersection.
2. Sidewalk is adjacent to the roadway.
3. Loss of landscape buffer area.

When did these refinements happen? 30-60%

---

Productive Design Refinement:
1. Avoids full acquisition/Reduces project costs.
3. Walkable community – able to incorporate crosswalk with relocated sidewalk to provide convenient restaurant and shopping center access for pedestrians.

Trade-offs of Design Refinement:
1. Sidewalk is adjacent to the roadway.
2. Loss of landscape buffer area.

When did these refinements happen? 30%

---

Productive Design Refinement:
1. Avoids full acquisition/Reduces project costs.
3. Walkable community – able to incorporate crosswalk with relocated sidewalk to provide convenient restaurant and shopping center access for pedestrians.

Trade-offs of Design Refinement:
1. Sidewalk is adjacent to the roadway.
2. Loss of landscape buffer area.

When did these refinements happen? 30%

---

Preliminary Design (OCR) Full acquisition - sidewalk, power lines, bus pullout and loss of parking required building demolition.

Current Design
Building demolition avoided by shifting bus pullout to the east, working with TEP to move power line, and relocating parking to the property to the south (same owner).

Finish Masters
2332 N Stone Avenue

Preliminary Design (OCR) Full acquisition due to loss of parking.

Current Design
Moved sidewalk adjacent to curb in front of restaurant to preserve parking and on-street maneuverability.

Mandarin Grill
505 E Grant Road
Owners do not support as drawn; however, property owners support shared access across properties.

**Productive Design Refinement:**
1. Avoids historic / significant building impact.
2. Avoids six (6) full acquisitions on south side/Reduces project costs.
4. Possibility of shared access/parking allows for pedestrian access and mobility – narrowing of alignment or pedestrian realm alone would not reduce the impact to these businesses.

**Trade-offs of Design Refinement:**
1. Only works with the agreement of all affected property owners.
2. Creates additional access location.

When did these refinements happen? Could be on 30%

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**Considerations of Strategic Parameters for Moving Forward**

March 19, 2015

The following considerations are presented for your consideration of supporting moving the alignment forward to an Open House and to Mayor and Council for adoption.

- The 6-Lanes Including Transit Baseline Alignment reflects the maximum roadway width anticipated for the project; it will be modified throughout design where feasible and productive; and, a deliberative multi-disciplinary process that considers the project performance and trade-offs involved. Decisions to modify the baseline alignment, as well as other options, should be made utilizing:
  - CTF preferences regarding allowable trade-offs related to project performance objectives. CTF preferences could include the following parameters:
    - Minimize impacts to properties and relocations in order to preserve existing businesses and historic buildings. Options for minimizing can include one or more of the following design changes:
      - Reduce sidewalk to a minimum 6’ width
      - Reduce or eliminate landscaping
      - Reduce median widths where feasible
    - Build a roadway that supports all modes, and is safe.
    - Maximize project budget for construction of the roadway and all of its amenities by reducing the number of full acquisitions.
Desired Input and Decisions by CTF

- Endorsement of 6-Lane Including Transit Refined Alignment as baseline for future refinements
- Endorsement of strategic considerations
- Endorsement moving baseline alignment to an April Open House (goal of going to M&C for adoption)

10 Minute BREAK
7. Second Call to the Audience

Call to the Audience
10 Minutes
Please limit comments to 2-3 minutes

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- CTF members can ask project team to review an item

If you do not have the opportunity to speak please submit your comments to broadway@tucsonaz.gov or on comment cards located at the sign-in table
8. Next Steps/Roundtable

Jenn Toothaker / Beth Abramovitz

- Discuss Confirm Future Dates
  - Overview of Open House
  - Potential Open House Date  April 23rd
  - Potential CTF Meeting  April 30th
  - Mayor & Council Meeting  May 19th

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
Staff-Recommended Alignment and Narrowed Landscape Buffer & Sidewalk Comparison

- Visual Simulation from multiple viewpoints

Staff-Recommended Narrowed Sidewalk Zone

Pedestrian’s View from Sidewalk

Staff-Recommended Narrowed Sidewalk Zone
Cyclist’s View from Cycle Track

Driver’s View from Traffic Lane
Transit Rider’s View from Bus Island

Cyclist’s View entering Bus Bypass

Narrowed Sidewalk Zone

Staff-Recommended

Staff-Recommended
Pedestrian’s View Approaching Bus Island Crosswalk

Narrowed Sidewalk Zone

Staff-Recommended