

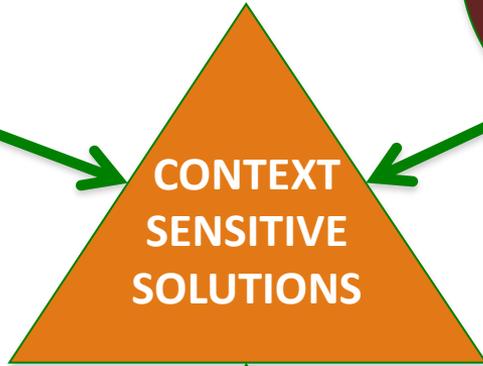
Context Sensitive Solutions (CSS)

Integration of...



Transportation
for All

Built and
natural
environments
(today &
tomorrow)



Community
Values

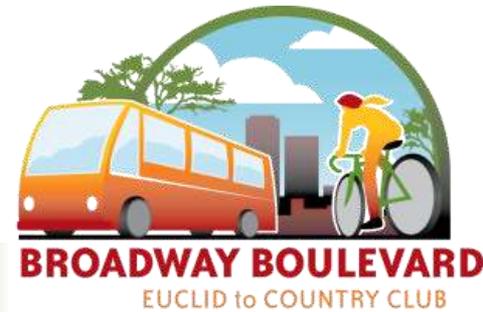


Broadway Implementation Schedule



Broadway's Planning & Design Phase

We are here



CTF DRAFT Vision Statement

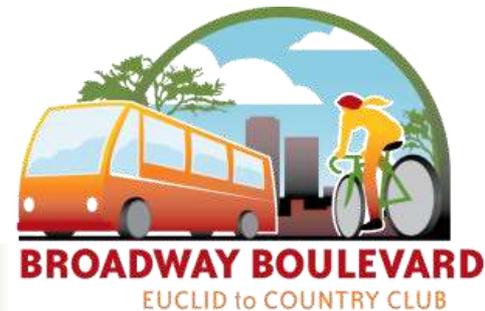
The Citizens Task Force's recommended design solution for Broadway Boulevard from Euclid to Country Club will balance the varied needs of the Boulevard's users and surrounding neighborhood and districts. It will maximize benefits and minimize negative impacts.

The recommended design will support a future for Broadway that will—

- maintain and improve the provision of affordable, efficient, and sustainable transportation choices serving local and regional transportation needs for walking, bicycling, transit, and vehicles;
- provide improved safety and comfort for all users;
- support and improve the economic vitality and the valued character of development along the Boulevard;
- improve the visual character of the street and the physical condition of the public realm in support of the unique character of the historic places along the Boulevard;
- strengthen the relationship between transportation and uses along the Boulevard to adjacent neighborhoods through appropriate access, visual and physical character, and encouraging supportive uses;
- balance the Boulevard's function as a major street serving citywide multimodal mobility with its function as a stronger retail, service, and civic destination;
- provide opportunities for the improved public health of those within the planning area and the region; and,
- improve environmental sustainability in Tucson.

The Broadway Boulevard planning and design work will all be guided by a public participation process that actively seeks out and engages the full diversity of stakeholders in a substantive dialogue, and utilizes a design process that aims for the change resulting from the transportation improvements to support positive improvement to the districts and neighborhoods along the Broadway boulevard .

See [handout](#) for the Vision Statement



CTF DRAFT Goal Topics

• Neighborhoods and Districts

- Recognize & support the distinct character of Broadway and its context
- Link neighborhoods to district uses
- Improve quality of Broadway and its context
- Protect Adjacent Neighborhoods
- Protect existing businesses and enhance the business environment
- Protect residences and enhance the environment for residences

• Building and Site Development

- Recognize value of historic buildings and sites
- Recognize value of significant buildings and sites
- Support development scale and mix of use appropriate to context
- Consider importance of parking supply and demand

• Multimodal Street Design

- Balancing modes to create a 'Complete Street'
- Broadway's role in the transportation network
 - Vehicular traffic
 - Transit
 - Bicycling
 - Pedestrian

• Multimodal Street Design - continued

- Universal Design (ADA access)
- Speed Management / Traffic Calming
- Landscape / Streetscape Design
- Public Art

• Right of Way Impacts

- Minimize physical impacts
- Width of Broadway Boulevard

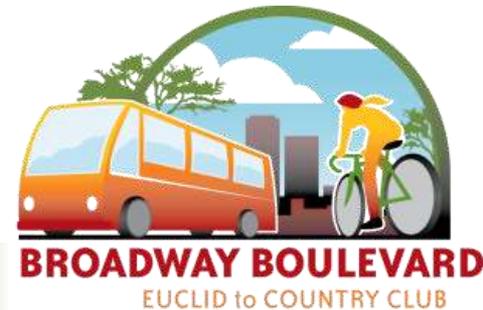
• Sustainability

- Environmental
- Economic

• Planning and Design Process

- Learn from best example practices (in Tucson and other places)
- Public input
- Agency and organization coordination
- More than transportation performance metrics
- Be effective
- Be efficient

See handout for Goal Topics



From Needs & Desires to Performance Measures

STAKEHOLDER NEEDS & DESIRES

Neighborhoods - Merchants - Property Owners - Regional users – Agencies
Public Meetings #1 & #2 CTF Meetings #1-18 Public Input Report (#1-95)

Citizens Task Force 5 mtgs

VISION & GOALS

Neighborhoods & Districts Multimodal Street Design Sustainability
Buildings & Site Development Right-of-Way Impacts Planning & Design Process

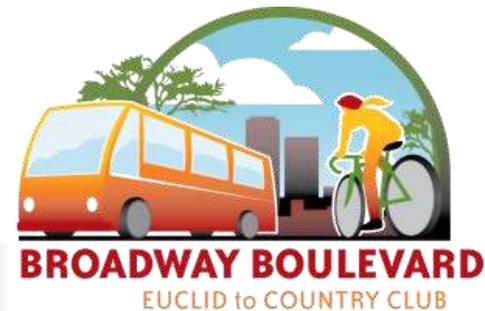
Citizens Task Force 6 mtgs

PERFORMANCE MEASURES

Pedestrian Access & Mobility Bicycle Access & Mobility Transit Access & Mobility Vehicle Access & Mobility
Person Access & Mobility
Sense of Place Environmental / Public Health Economic Vitality Project Cost Certainty

Range of Values in Draft Goals

- Recognize value of significant buildings and sites
 - **Protect all** significant buildings and sites.
 - **Protect best examples** of significant buildings and sites.
 - **To extent feasible given needed transportation and other improvements** along Broadway, **protect the best examples** of significant buildings and sites.
- Through mobility of vehicular traffic
 - Improve vehicular mobility along Broadway **through any means other than widening** the roadway.
 - Improve vehicular mobility along Broadway while **minimizing widening of the roadway and otherwise minimizing impacts** to adjacent property to the extent feasible.
 - Increase capacity of Broadway to **accommodate future growth in through and commute traffic**



Pick the 3 most important Performance Measures



Pick the 3 most important Performance Measures

PEDESTRIAN ACCESS AND MOBILITY

Pedestrian Environment

The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:

- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest;
- Degree to which conflicts between pedestrians and vehicles exist at driveways; and,
- Provision of access and mobility for people of all ages and abilities using design elements that go beyond base requirements of the Americans with Disabilities Act (ADA) federal design requirements.

It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.



BICYCLE ACCESS AND MOBILITY

Bicycling Environment

The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:

- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
- Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclists' needs.

It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.



TRANSIT ACCESS AND MOBILITY

Transit Travel Time

The time it takes to travel the length of the Broadway project by transit.



Accommodation of High Capacity Transit

The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.



VEHICULAR ACCESS AND MOBILITY

Through Traffic Movement

The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.



SENSE OF PLACE

Potential Historic and Significant Buildings Impacts

The number of historic and significant structures lost due to direct impact and loss of usefulness resulting from reductions to parking, setbacks, site access, and other conditions.



Visual Quality

The ability of Broadway's design to enhance the visual quality along it. This includes the width and design of median and streetside landscaping and number and location of placemaking features such as public art, wayfinding, lighting, and furniture. It also includes Broadway's relationship with and impacts to the existing and future visual character of adjacent uses.



ENVIRONMENT AND PUBLIC HEALTH

Walking and Biking Health Benefits

The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.



ECONOMIC VITALITY

Change in Economic Potential

The suitability of parcels along Broadway to provide for current commercial or residential use, repurposing, adaptive reuse, and a future mix of commercial, residential, and open space uses that improves the economic value of uses along Broadway.



PROJECT COST

Construction and Acquisition Cost

The total construction cost of planned improvements.



CERTAINTY

City's Ability to Maintain Improvements

The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.



Pedestrian Environment



Bicycle Environment



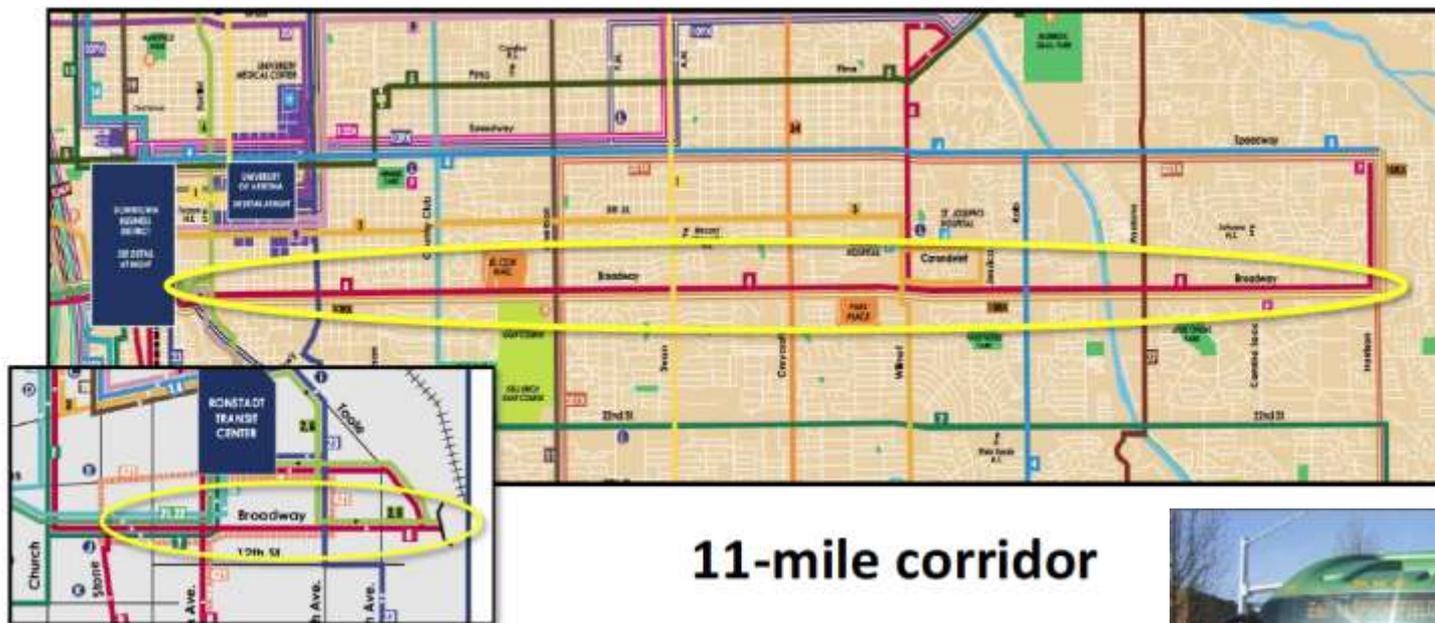
Through Traffic Movement



Transit Travel Time



Accommodation of High Capacity Transit



11-mile corridor



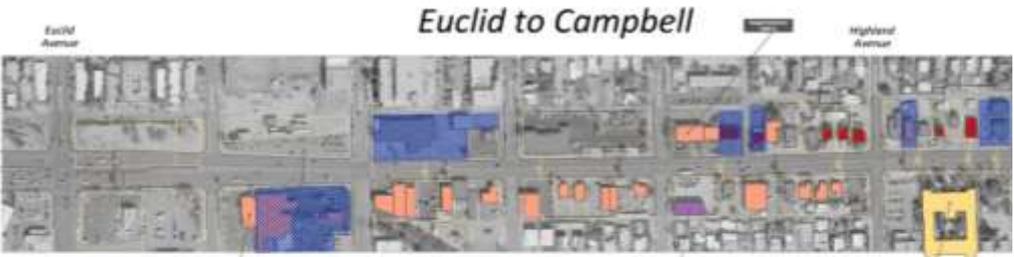
Potential Historic and Significant Buildings Impacts



Potential Historic and Significant Buildings Impacts



Source: Microsoft Corp 2012



Euclid to Campbell



Campbell to Country Club

- Current historic district contributor
- Eligible as district contributor
- Individually eligible
- Architecturally significant (future eligible)
- Existing Curb
- Existing Right of Way
- City-Owned Property

Visual Quality



Walking and Biking Health Benefits



- Combination of street design and surrounding land use patterns supporting walking and biking



Economic Potential

Short Term Factors

- Based on immediate potential impact to uses along Broadway
 - Access
 - Parking
 - Buildings
- Decision on alignment and acquisitions should create
 - More certainty for businesses and property owners
 - Investment in remodeling and willingness to sign leases likely to increase

Long Term Factors

- Based on potential for reuse of land that remains after acquisitions
- Economic potential dependent on real estate market supporting investment in reuse of properties
- Current assessment has a broad range
 - Further design can reduce uncertainty of impacts
 - Further market analysis and site studies can help determine market potential

Construction and Acquisition Cost

Construction Factors

- Design Factors
 - Size and complexity of cross section
 - Amount and type of landscaping, lighting, and other improvements
 - Number and complexity of traffic signals
 - Extent of drainage improvements
 - Other design factors

Acquisition Factors

- Design Factors
 - Cross section width
 - Intersection land area
 - Street alignment
- Potential Impacts and Cost are based on negotiations with property owners
 - Access, not dependent on width of roadway
 - Parking
 - Buildings

City's Ability to Maintain Improvements

Cost Factors

- Design Factors
 - Amount and type of landscaping, lighting, and other improvements
 - Intentional design to reduce maintenance needs

Revenue Factors

- Design Factors
 - Improvement of economic potential
 - Potential increase in tax revenue
 - Potential direct support from Business Improvement District

LEARN, DISCUSS, PROVIDE INPUT & IDEAS!

PLANNING UPDATE & COMMUNITY WORKSHOP

BROADWAY BOULEVARD

EUCLID to COUNTRY CLUB
IMPROVEMENT PROJECT



Agenda

Small Group Work

60 min

- Group Introductions *5 min*
- Exercise 1: Performance Measures Discussion and Prioritization
Group Work *15 min*
- Exercise 2: Street Section Alternatives and Assessment
Presentation *5 min*
Group Work *30 min*
- Exercise 3: Summarize key discussion & prepare for report out *5 min*

Small Group Report Out

30 min



Small Group Exercise

- **Ground Rules**

- Let everyone participate, be civil
- Get to your point quickly
- All ideas welcome, active listening
- Begin & end on time
- Avoid side conversations
- Phones on vibrate, step out to take calls
- If you are not at a table you may observe and listen, but not participate



Small Group Exercise

- **Roles**

- **Small Group Participants:** follow ground rules, work to complete exercises, give CTF and planning team your input and insights into the potential future for Broadway.
- **Group “Reporter”**
 - Monitor the recorder’s work in capturing the discussions.
 - At end of small group work, summarize the results of the group discussion in the Report Out
- **Facilitator:** Guide group through the exercise to keep focused on task, spur useful discussion, and maintain neutrality.
- **Recorder:** Capture group’s discussion, especially why decisions were made and how they arrived at decisions. Also capture minority opinions.
- **Project Team:** Answer technical questions or more foundational questions or concerns that a group may have
- **CTF Members:** Observe and actively listen to the small group work in process. Available for conversations with participants at time outside of the small group work.

Small Group Exercise

- Group Introductions
 - Who you are and your connection to Broadway
 - Identify a volunteer to present the group's work could be:
 - A few groups will do a more detailed report out
 - The rest will highlight additional perspectives and unique ideas or issues

Exercise 1

- **Goal** – Pick up to 4 performance measures the group feels are the most important for evaluation of the design of Broadway Boulevard.



Exercise 1: Discussion and Identify up to Top 4 Performance Measures



Pedestrian Environment

The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:

- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
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- Provision of access and mobility for people of all ages and abilities using design elements that go beyond base requirements of the Americans with Disabilities Act (ADA) federal design requirements.

It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

PEDESTRIAN ACCESS AND MOBILITY



Potential Historic and Significant Buildings Impacts

The number of historic and significant structures lost due to direct impact and loss of usefulness resulting from reductions to parking, setbacks, site access, and other conditions.

Visual Quality

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SENSE OF PLACE



Bicycling Environment

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BICYCLE ACCESS AND MOBILITY



Economic Potential

The suitability of parcels along Broadway to provide for current commercial or residential use, repurposing, adaptive reuse, and a future mix of commercial, residential, and open space uses that improve the economic value of uses along Broadway.

ECONOMIC VITALITY



Through Traffic Movement

The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

VEHICULAR ACCESS AND MOBILITY



Construction and Acquisition Cost

The total cost of the construction of improvements and the cost of purchasing property, relocation, and other costs associated with acquisition of property for the Broadway improvements.

PROJECT COST



Transit Travel Time

The time it takes to travel the length of the Broadway project by transit.

Accommodation of High Capacity Transit

The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.

TRANSIT ACCESS AND MOBILITY



City's Ability to Maintain Improvements

The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.

CERTAINTY



PERFORMANCE MEASURES

Exercise 1: Discussion and Identify up to Top 4 Performance Measures

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It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

Through Traffic Movement

The effectiveness of moving through vehicular traffic along Broadway in the project area, taking into account a variety of other transportation, environmental, and economic factors.

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PEDESTRIAN ACCESS AND MOBILITY

BICYCLE ACCESS AND MOBILITY

VEHICULAR ACCESS AND MOBILITY

TRANSIT ACCESS AND MOBILITY

Historical and Significant Buildings Impacts

The number, historic, and significant structures lost due to direct impact and loss of historic character resulting from reductions to parking, setbacks, site access, and other conditions.

Visual Quality

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Walking and Bicycling Health Benefits

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Economic Potential

The suitability of parcels along Broadway to provide for current commercial or residential uses, repositioning, adaptive reuse, and a future mix of commercial, residential, and open space uses that improves the economic value of uses along Broadway.

Construction and Acquisition Cost

The total cost of the construction of improvements and the cost of purchasing property, relocation, and other costs associated with acquisition of property for the Broadway improvements.

City's Ability to Maintain Improvements

The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.

SENSE OF PLACE

ENVIRONMENT AND PUBLIC HEALTH

ECONOMIC VITALITY

PROJECT COST

CERTAINTY

PERFORMANCE MEASURES

Facilitator/Recorder Initials
Table #

Start Exercise 1

- **Goal** – Pick up to 4 performance measures the group feels are the most important for evaluation of the design of Broadway Boulevard.

15 minutes



Start Exercise 1

- **Goal** – Pick up to 4 performance measures the group feels are the most important for evaluation of the design of Broadway Boulevard.

10 minutes



Start Exercise 1

- **Goal** – Pick up to 4 performance measures the group feels are the most important for evaluation of the design of Broadway Boulevard.

5 minutes



Start Exercise 1

- **Goal** – Pick up to 4 performance measures the group feels are the most important for evaluation of the design of Broadway Boulevard.

2 minutes



Start Exercise 1

- **Goal** – Pick up to 4 performance measures the group feels are the most important for evaluation of the design of Broadway Boulevard.

1 minutes



Start Exercise 1

- **Goal** – Pick up to 4 performance measures the group feels are the most important for evaluation of the design of Broadway Boulevard.



Complete

Exercise 2

- **Goals –**
 - Pick 3 street cross section alternatives the group feels should be studied further in the next phase of the Broadway Boulevard Project
 - Note why these were selected.



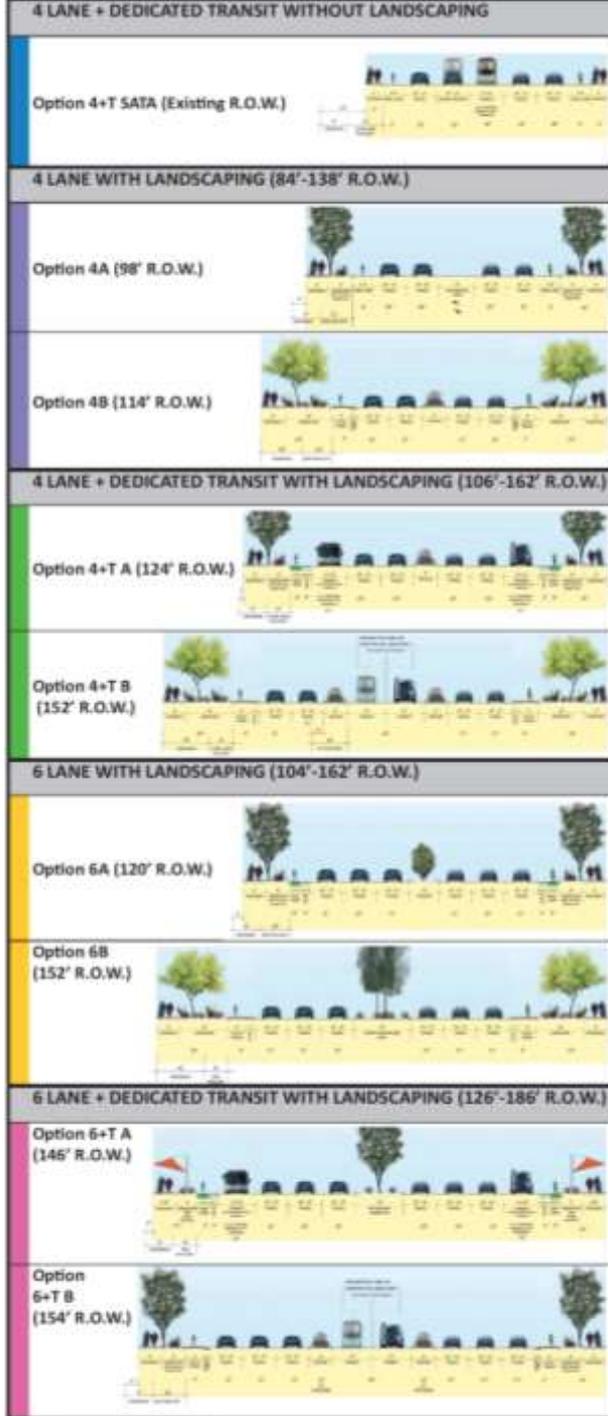
Street Cross Section Alternatives

- Existing Street
 - 4 lanes with continuous center turn lane
 - 60 to 64 ft. between curbs
 - Generally 70 to 80 ft. wide right-of-way, some places 140 ft.



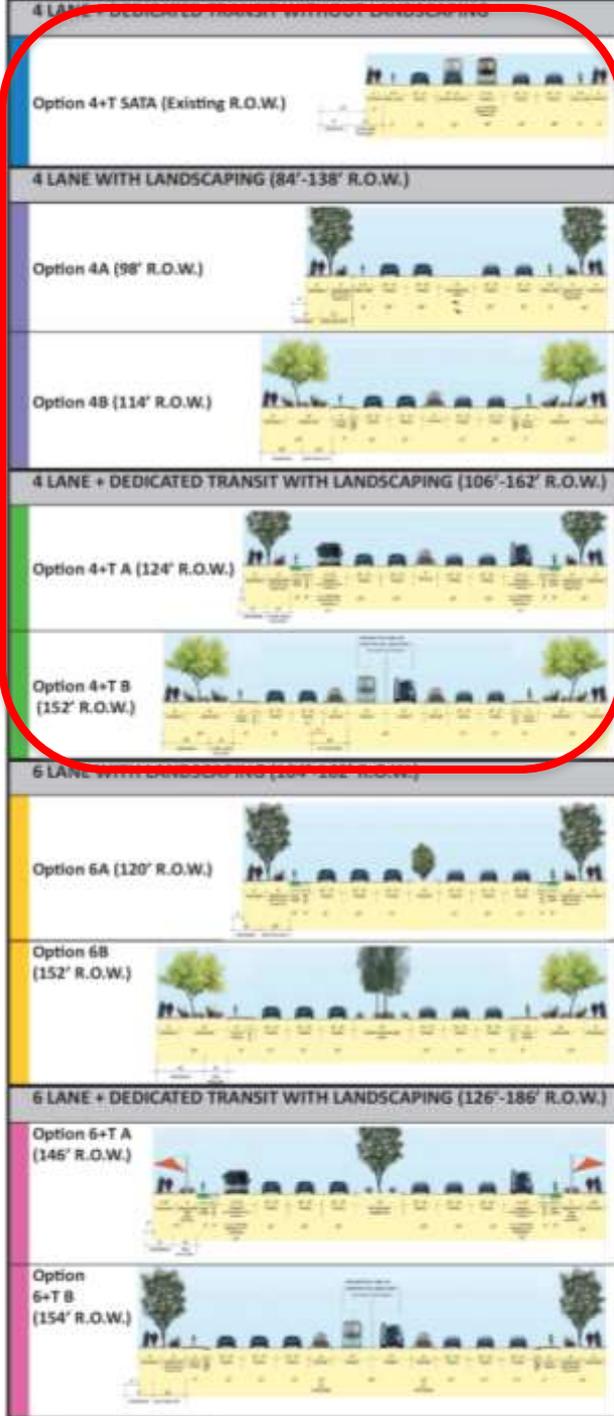
Street Cross Section Alternatives

- Vary in terms of:
 - Number of lanes
 - How transit is provided for
 - Bicycle improvements
 - Pedestrian improvements
 - Landscape
 - Width of street



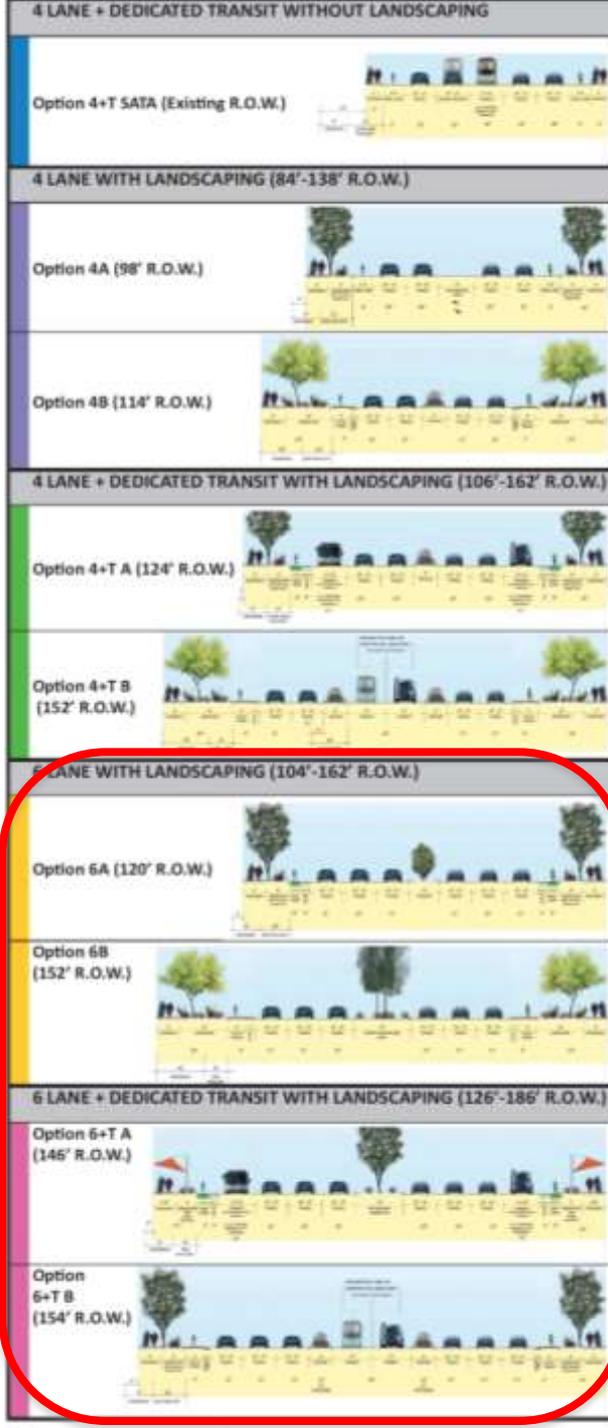
Street Cross Section Alternatives

- 4 travel lanes
 - With no transit lanes
 - With rail transit in median and travel lanes
 - With additional transit lanes (6 lanes total)



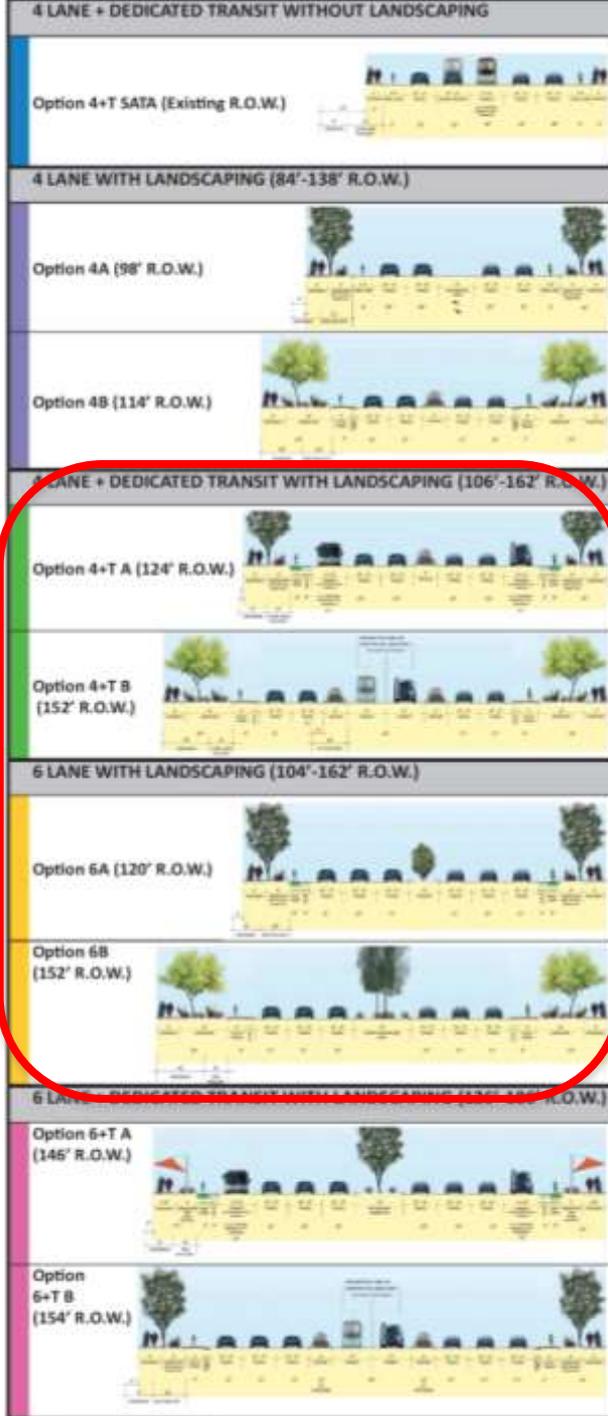
Street Cross Section Alternatives

- 6 travel lanes
 - With no transit lanes, buses in travel lanes
 - With additional transit lanes (8 lanes total)



Street Cross Section Alternatives

- Total of 6 lanes
 - Could start with roadway having 6 mixed flow lanes with bus pull outs
 - Convert two lanes to dedicated transit in the future
 - *Can be difficult to reach agreement to convert mixed flow lanes to transit only lanes*



Exercise 2: Street Section Alternatives and Assessment



STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES													
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential	Construction and Acquisition Cost	City's Ability to Maintain Improvements	
EXISTING CONDITIONS 	to ---	to 0	to ---		to ---		---	+++	to 0	to ---	---	NA	0 to ++	
8 LANE + DEDICATED TRANSIT (WITHOUT LANDSCAPING)														
Option 41T 54T (Existing R.O.W.) 	---	to 0	to ---		to ---		0	+++	to 0	---	0 to + Short term	0 to ++ Long term	\$\$	0 to ++
4 LANE WITH LANDSCAPING (84' - 134' R.O.W.)														
Option 4A (96' R.O.W.) 	0	0	to ---		to ---		---	++	++	+	0 to ++ Short term	++ to ++ Long term	\$\$	0 to +
Option 4B (134' R.O.W.) 	+++	++	to ---		to ---		---	+	++++	++	to ++ Short term	0 to +++ Long term	\$\$\$	to 0
8 LANE + DEDICATED TRANSIT WITH LANDSCAPING (108' - 162' R.O.W.)														
Option 41T A (124' R.O.W.) 	+	+	to ---		to 0		++	0	+++	+	to + Short term	to +++ Long term	\$\$\$	to 0
Option 41T B (162' R.O.W.) 	++	+++	to ---		to 0		+++	---	+	++	to 0 Short term	to ++ Long term	\$\$\$\$	to 0
6 LANE WITH LANDSCAPING (104' - 142' R.O.W.)														
Option 4A (124' R.O.W.) 	+	+	0 Future (100% PAG)		+ Future (70% PAG)		---	0	+++	+	to ++ Short term	0 to +++ Long term	\$\$\$	to 0
Option 4B (142' R.O.W.) 	++	++	0 Future (100% PAG)		+ Future (70% PAG)		---	0	++	++	to 0 Short term	to ++ Long term	\$\$\$\$	to 0
8 LANE + DEDICATED TRANSIT WITH LANDSCAPING (128' - 186' R.O.W.)														
Option 41T A (146' R.O.W.) 	---	0	+ Future (100% PAG)		++ Future (70% PAG)		+	++	---	0	to 0 Short term	to +++ Long term	\$\$\$\$	0 to +
Option 41T B (186' R.O.W.) 	+	+	+ Future (100% PAG)		+++ Future (70% PAG)		++	+++	+	+	to 0 Short term	to ++ Long term	\$\$\$\$	to 0

LEGEND Best Performance ++++ Neutral 0 Worst Performance --- Highest Cost \$\$\$\$\$ Lowest Cost \$ September 26, 2013

Facilitator/Recorder Initials
Table #

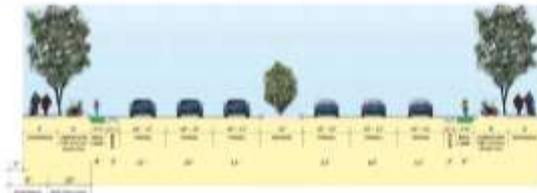
PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

Exercise 2: Street Section Alternatives and Assessment



6 LANE WITH LANDSCAPING (104'-162' R.O.W.)

Option 6A (120' R.O.W.)



+

+

○
Future
(100% PAG)

++
Future
(70% PAG)

Option 6B
(152' R.O.W.)



++

++

○
Future
(100% PAG)

++
Future
(70% PAG)

6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)

Option 6+T A
(146' R.O.W.)

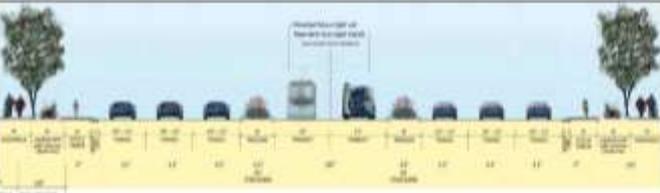


○

++
Future
(100% PAG)

+++
Future
(70% PAG)

Option
6+T B
(154' R.O.W.)



+

+

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Future
(100% PAG)

++++
Future
(70% PAG)

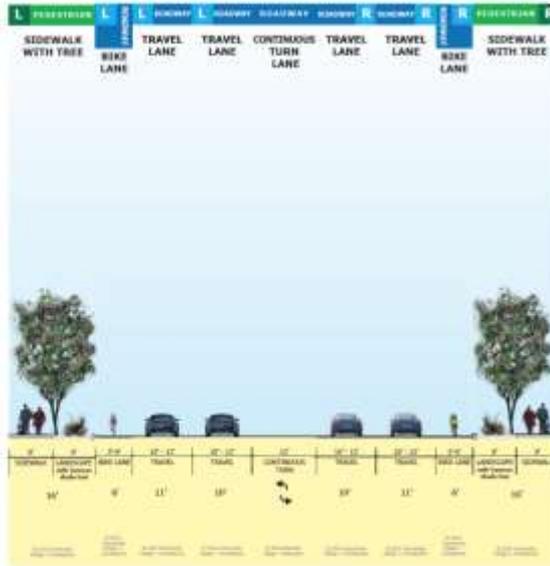
LEGEND Best Performance ++++ Neutral ○ Worst Performance --- Highest Cost \$\$\$\$\$ Lowest Cost \$

Facilitator/Recorder Initials
Table #

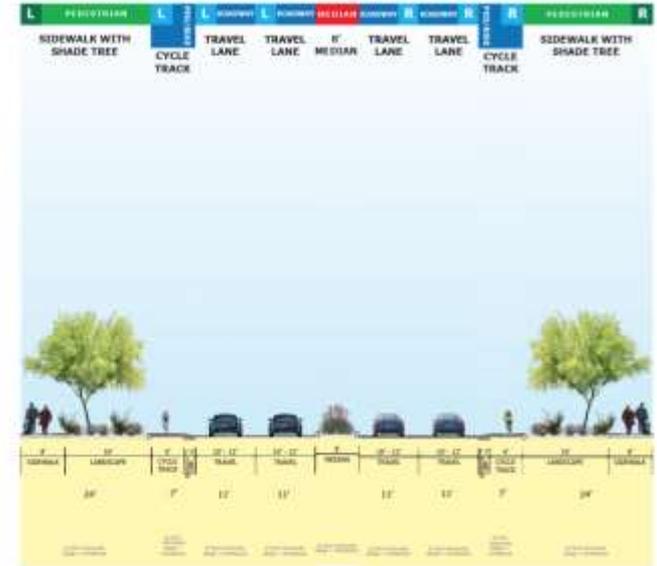
PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

Exercise 2: Street Section Alternatives and Assessment

4 LANE WITH LANDSCAPING 84'-138' R.O.W

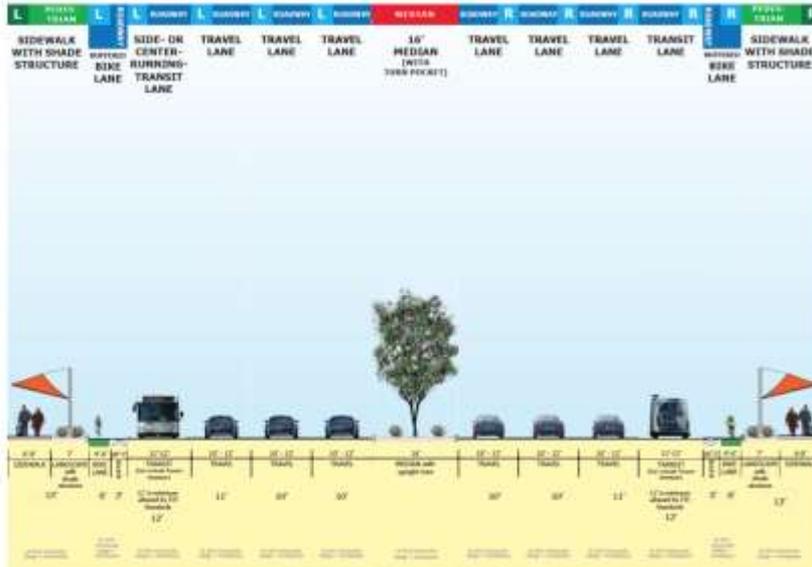


Option 4A: 98' Right-of-Way

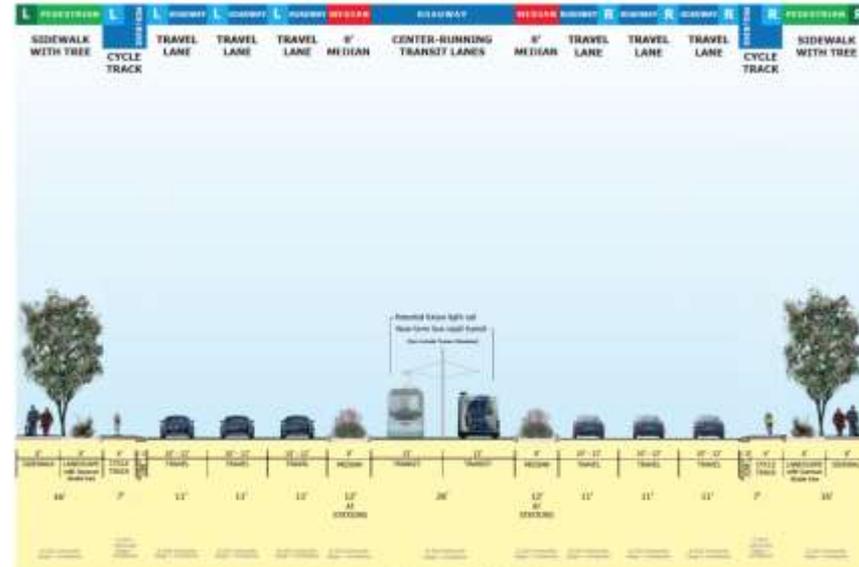


Option 4B: 114' Right-of-Way

6 LANE + DEDICATED TRANSIT WITH LANDSCAPING 126'-186' R.O.W

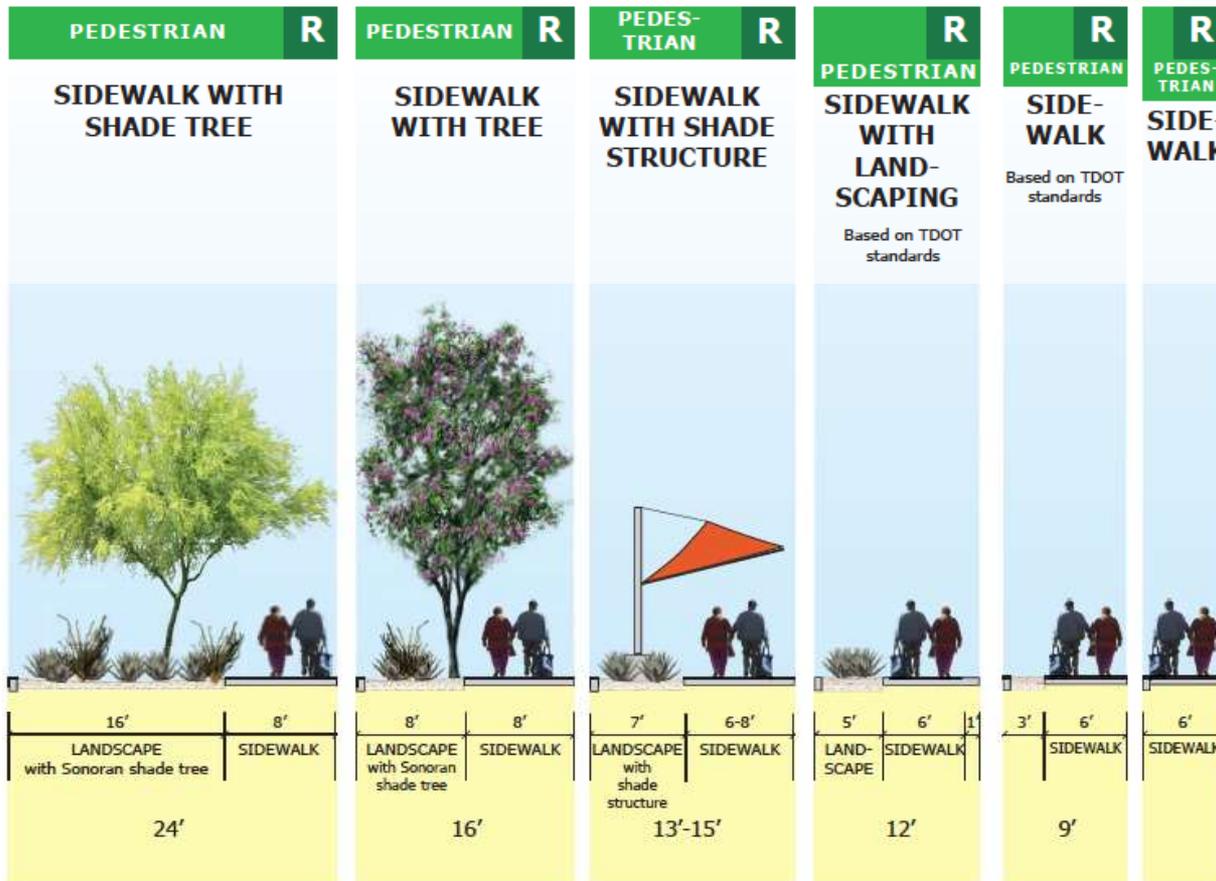


Option 6+T A: 146' Right-of-Way



Option 6+T B: 154' Right-of-Way

Pedestrian Environment



- Variation in sidewalk and buffer design





6'

3'



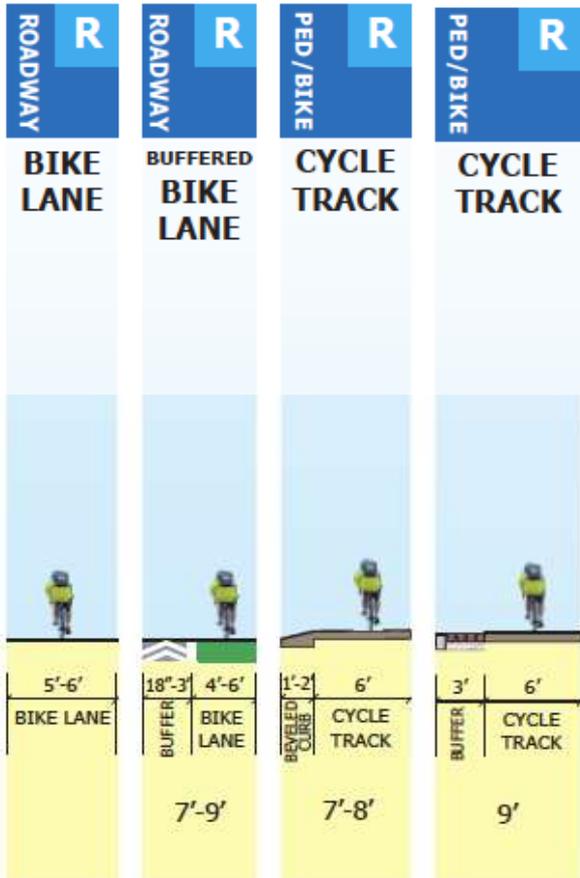


8'

12'

Bicycle Environment

- Variation in width and treatment of bicycle lane

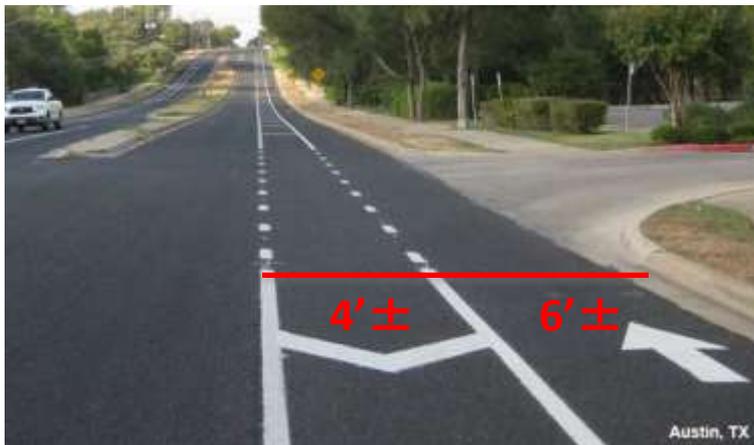


Standard
Bike Lane

Buffered Bike Lane



Mountain Avenue, Tucson



Arterial Street, Austin, TX
Source: NACTO

Cycle Track



Beveled Curb, Portland, OR

Source: Maus, Bike Portland

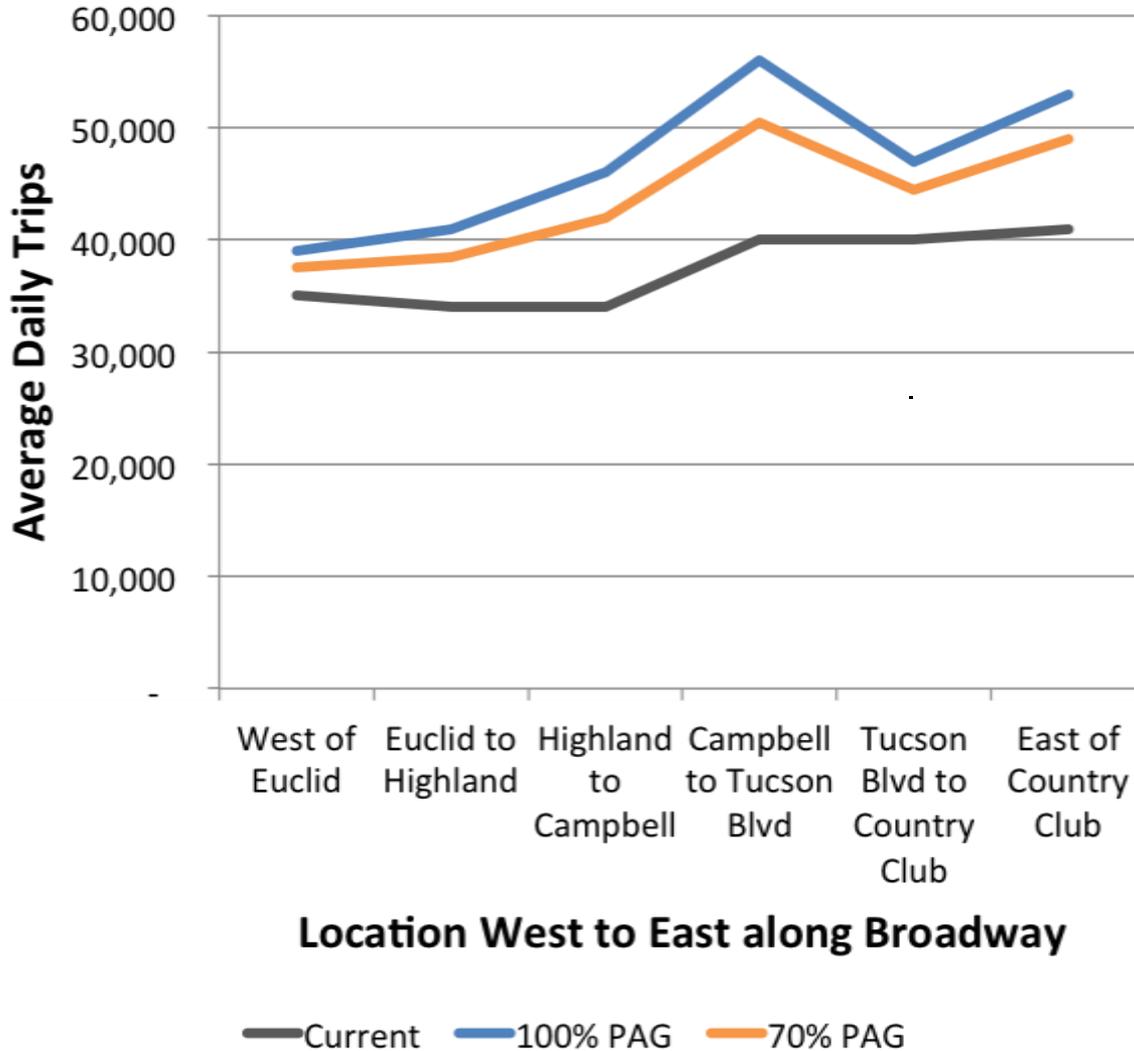


Vertical Curb, The Hague, NL

Source: CD+A

Through Traffic Movement

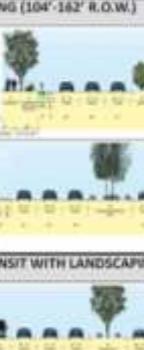
Traffic Growth Projections (2040)



STREET CROSS SECTION ALTERNATIVES	PERFORMANCE	
	Through Traffic Movement	
EXISTING CONDITIONS	Now	
	Future (100% PAG)	Future (70% PAG)
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING		
Option 4+T S/A (Existing R.O.W.)	Future (100% PAG)	Future (70% PAG)
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)		
Option 4A (88' R.O.W.)	Future (100% PAG)	Future (70% PAG)
Option 4B (114' R.O.W.)	Future (100% PAG)	Future (70% PAG)
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)		
Option 4+T A (128' R.O.W.)	Future (100% PAG)	Future (70% PAG)
Option 4+T B (132' R.O.W.)	Future (100% PAG)	Future (70% PAG)
6 LANE WITH LANDSCAPING (104'-182' R.O.W.)		
Option 6A (120' R.O.W.)	Future (100% PAG)	Future (70% PAG)
Option 6B (152' R.O.W.)	Future (100% PAG)	Future (70% PAG)
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)		
Option 6+T A (146' R.O.W.)	Future (100% PAG)	Future (70% PAG)
Option 6+T B (154' R.O.W.)	Future (100% PAG)	Future (70% PAG)

Transit Travel Time

- Improve Performance
 - Signal priority can make some improvements compared to general traffic flow
 - Dedicated transit lanes and other BRT improvements
- Reduce Performance
 - Bus pullouts

STREET CROSS SECTION ALTERNATIVES		Transit Travel Time	
		Now	
EXISTING CONDITIONS		Future (100% PAG)	Future (70% PAG)
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING			
Option 4+T SAA (Existing R.O.W.)		Future (100% PAG)	Future (70% PAG)
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)			
Option 4A (84' R.O.W.)		Future (100% PAG)	Future (70% PAG)
Option 4B (114' R.O.W.)		Future (100% PAG)	Future (70% PAG)
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (104'-162' R.O.W.)			
Option 4+T A (124' R.O.W.)		Future (100% PAG)	Future (70% PAG)
Option 4+T B (152' R.O.W.)		Future (100% PAG)	Future (70% PAG)
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)			
Option 6A (120' R.O.W.)		Future (100% PAG)	Future (70% PAG)
Option 6B (152' R.O.W.)		Future (100% PAG)	Future (70% PAG)
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)			
Option 6+T A (140' R.O.W.)		Future (100% PAG)	Future (70% PAG)
Option 6+T B (154' R.O.W.)		Future (100% PAG)	Future (70% PAG)

Potential Historic and Significant Buildings Impacts



Economic Potential

- Short Term Future – a bit more predictable
- Long Term Future – more difficult to predict, depends on:
 - Market conditions
 - Developability of remnant parcels
 - Land use policy

STREET CROSS SECTION ALTERNATIVES		Economic Potential	
EXISTING CONDITIONS		Now	
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING			
Option 4+T SATA (Existing R.O.W.)		○ to + Short term	○ to ++ Long term
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)			
Option 4A (98' R.O.W.)		○ to ++ Short term	+ to ++ Long term
Option 4B (114' R.O.W.)		- to ++ Short term	○ to +++ Long term
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)			
Option 4+T A (124' R.O.W.)		- - to + Short term	- to +++ Long term
Option 4+T B (152' R.O.W.)		- - - to ○ Short term	- - to ++ Long term
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)			
Option 6A (120' R.O.W.)		- to ++ Short term	○ to +++ Long term
Option 6B (132' R.O.W.)		- - - to ○ Short term	- - to ++ Long term
8 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)			
Option 8+T A (146' R.O.W.)		- - - to ○ Short term	- - to +++ Long term
Option 8+T B (154' R.O.W.)		- - - to ○ Short term	- - to ++ Long term

Exercise 2: Street Section Alternatives and Assessment



STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES													
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential	Construction and Acquisition Cost	City's Ability to Maintain Improvements	
EXISTING CONDITIONS 	to ---	to 0	to ---		to ---		---	+++	to 0	to ---	---	NA	0 to ++	
8 LANE + DEDICATED TRANSIT (WITHOUT LANDSCAPING)														
Option 41T 54T (Existing R.O.W.) 	---	to 0	to ---		to ---		0	+++	to 0	---	0 to + Short term	0 to ++ Long term	\$\$	0 to ++
4 LANE WITH LANDSCAPING (84' - 134' R.O.W.)														
Option 4A (96' R.O.W.) 	0	0	to ---		to ---		---	++	++	+	0 to ++ Short term	++ to ++ Long term	\$\$	0 to +
Option 4B (134' R.O.W.) 	+++	++	to ---		to ---		---	+	++++	++	--- to ++ Short term	0 to +++ Long term	\$\$\$	---
8 LANE + DEDICATED TRANSIT WITH LANDSCAPING (108' - 162' R.O.W.)														
Option 41T A (124' R.O.W.) 	+	+	to ---		to ---		++	0	+++	+	--- to + Short term	--- to +++ Long term	\$\$\$	---
Option 41T B (162' R.O.W.) 	++	+++	to ---		to ---		+++	---	+	++	--- to 0 Short term	--- to ++ Long term	\$\$\$\$	---
6 LANE WITH LANDSCAPING (104' - 142' R.O.W.)														
Option 4A (124' R.O.W.) 	+	+	0 Future (100% PAG)		+		0	0	+++	+	--- to ++ Short term	0 to +++ Long term	\$\$\$	---
Option 4B (142' R.O.W.) 	++	++	0 Future (100% PAG)		+		0	---	++	++	--- to 0 Short term	--- to ++ Long term	\$\$\$\$	---
8 LANE + DEDICATED TRANSIT WITH LANDSCAPING (128' - 184' R.O.W.)														
Option 41T A (148' R.O.W.) 	---	0	+		++		+	++	---	0	--- to 0 Short term	--- to +++ Long term	\$\$\$\$	0 to +
Option 41T B (184' R.O.W.) 	+	+	+		+++		++	+++	---	+	--- to 0 Short term	--- to ++ Long term	\$\$\$\$	---

LEGEND Best Performance ++++ Neutral 0 Worst Performance --- Highest Cost \$\$\$\$\$ Lowest Cost \$ September 26, 2013

Facilitator/Recorder Initials
Table #

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

Start Exercise 2

- **Goal –**
 - Pick 3 street cross section alternatives the group feels should be studied further in the next phase of the Broadway Boulevard Project
 - Note why these were selected.

20 minutes



Start Exercise 2

- **Goal –**
 - Pick 3 street cross section alternatives the group feels should be studied further in the next phase of the Broadway Boulevard Project
 - Note why these were selected.

15 minutes



Start Exercise 2

- **Goal –**
 - Pick 3 street cross section alternatives the group feels should be studied further in the next phase of the Broadway Boulevard Project
 - Note why these were selected.

10 minutes



Start Exercise 2

- **Goal –**
 - Pick 3 street cross section alternatives the group feels should be studied further in the next phase of the Broadway Boulevard Project
 - Note why these were selected.

5 minutes



Start Exercise 2

- **Goal –**
 - Pick 3 street cross section alternatives the group feels should be studied further in the next phase of the Broadway Boulevard Project
 - Note why these were selected.

2 minutes



Start Exercise 2

- **Goal –**
 - Pick 3 street cross section alternatives the group feels should be studied further in the next phase of the Broadway Boulevard Project
 - Note why these were selected.

1 minutes



Start Exercise 2

- **Goal –**
 - Pick 3 street cross section alternatives the group feels should be studied further in the next phase of the Broadway Boulevard Project
 - Note why these were selected.



Complete

Exercise 3

- **Goal –**
 - Put together materials for the report out—
 - Your group's (up to) 4 top performance measures
 - Your group's 3 top preferred street cross section alternative(s) with modifications, if any
 - Summary of most discussed topics and any strong opinions not represented in group decisions



Start Exercise 3

- **Goal –**
 - Put together materials for the report out—
 - Your group's (up to) 4 top performance measures
 - Your group's 3 top preferred street cross section alternative(s) with modifications, if any
 - Summary of most discussed topics and any strong opinions not represented in group decisions



Report Out

- Your group's (up to) 4 top performance measures
- Your group's 3 top preferred street cross section alternative(s) with modifications, if any
- Summary of most discussed topics and any strong non-consensus opinions

Citizens Task Force Members' Take Aways

STAKEHOLDER GROUP REPRESENTATION	TASK FORCE MEMBER
Neighbor Interests - NW	Colby Henley, Rincon Heights NA (Historic District)
Neighbor Interests - NE	Mary Durham-Pflibsen, Sam Hughes NA (Historic District), CTF Chairperson
Neighbor Interests - SE	Shirley Papuga, Broadmoor-Broadway Village NA
Neighbor Interests - SW	Michael J. "Jamey" Sumner, Miles NA
Business Interests - North	Anthony R. DiGrazia, <i>Rocco's Little Chicago</i>
Business Interests - North	Bruce Fairchild, <i>Bruce's Lock Shop</i> , CTF Vice Chairperson
Business Interests - South	Bob Belman, <i>Arizona Auto Refrigeration</i>
Business Interests - South	Diane Robles, <i>Child & Family Resources, Inc.</i>
Citizens Transportation Advisory Committee (CTAC)	Dale Calvert
Tucson Pima County Bicycle Advisory Committee	Naomi Mclsaac
Tucson Planning Commission	Joseph Maher, Jr., AIA
Special Needs	Jon Howe, Sam Hughes NA
Regional Interests (RTA appointment)	Michael Butterbrodt, <i>Inglis Florists</i>

LEARN, DISCUSS, PROVIDE INPUT & IDEAS!

PLANNING UPDATE & COMMUNITY WORKSHOP

BROADWAY BOULEVARD

EUCLID to COUNTRY CLUB
IMPROVEMENT PROJECT



Input on Design

Oct. 21 & 24,
2013

Nov 2013-Feb
2014

Spring 2014-
Public Mtg #4

- Broadway Citizens Task Force (CTF) will consider input; choose street design alternatives for further study
- Alternatives studied/discussed with CTF
- CTF/project team develop initial project:
 - ✦ street width - *cross section*
 - ✦ location/placement of widening - *alignment*
 - ✦ potential designs of improvements - *corridor development alternatives*
 - ✦ overall evaluation of alternative



Thank you for coming - please stay informed & involved!

- ✓ **Broadway Citizens Task Force**
next meetings = **Oct. 21 & 24, 5:30-8:30pm**
2800 E. Broadway
- ✓ **Web:** www.tucsonaz.gov/broadway
- ✓ **Email:** broadway@tucsonaz.gov
- ✓ **Info Line:** 520.622.0815

RTA Plan

www.rtamobility.com

