

The Citizens Task Force (CTF)



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, CPA
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>

# SEATS	STAKEHOLDER GROUP REPRESENTATION (NOMINATING/APPOINTING AUTHORITY)
4	Neighbor interests along the project Corridor, TDOT Director, with input from Wards 5 & 6
4	Business interests along the project Corridor, TDOT Director, with input from Wards 5 & 6
1	Regional interests, Regional Transportation Authority (RTA)
1	Special needs and interests, TDOT Director, with input from Commission on Disability Issues (CODI)
1	Citizens Transportation Advisory Committee (CTAC) representative
1	Alternative modes of transportation representative, Tucson Pima Bicycle Advisory Committee
1	Tucson Planning Commission representative, TDOT Director



PLANNING UPDATE & PUBLIC OPEN HOUSE

BROADWAY BOULEVARD

EUCLID to COUNTRY CLUB
IMPROVEMENT PROJECT

The Broadway Citizens Task Force, the Project Team, the City of Tucson and our partnering agencies invite you to attend this Open House to learn, provide input, ask questions & provide input that will assist the Task Force in developing their recommended design.

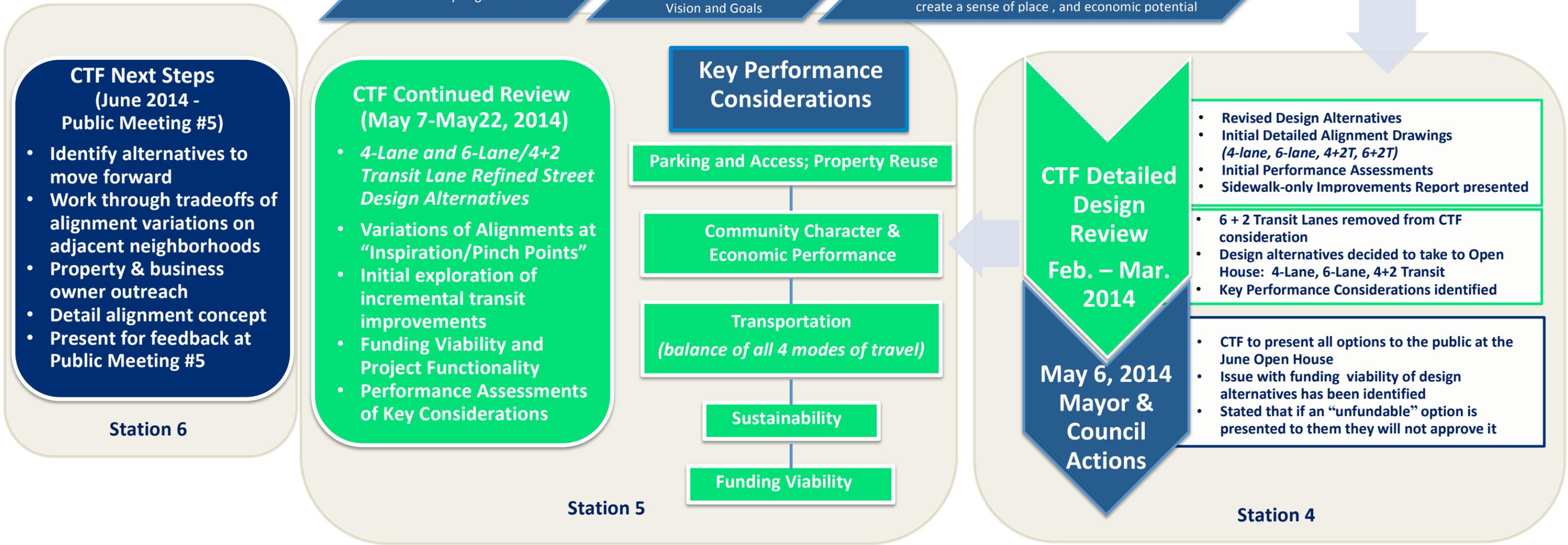
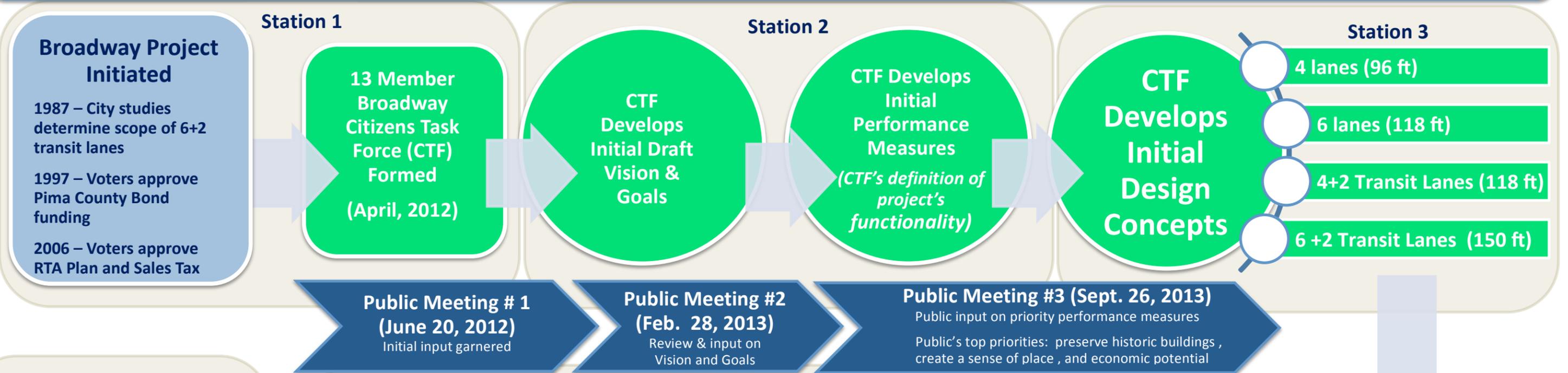
Open House Agenda

- 5:00-7:30 PM** Participants are invited to interact with the Citizens Task Force, project technical team, and City staff at different information stations organized on the following topics:
 - Basic facts about the project
 - The Citizens Task Force's Draft Vision and Goals, based on a range of stakeholder priorities
 - Initial Design Concepts and Performance Measures that laid the foundation for the review of different street designs and placements of improvements
 - Current Variations of Street Design Alternatives and performance assessment under review by the Task Force
 - Next steps in the planning and design process

Input opportunities will be provided throughout the event
- 6:00-6:30 PM** Introductions/brief presentation by the Citizens Task Force
- 7:30 PM** Citizens Task Force Members present their "Takeaways," the key themes and comments they will take away with them from the evening's interactions
- 8:00 PM** Close Open House

Public Meeting #4 (June 12, 2014) – Present timeline of project process and request Public input that will guide the Citizens Task Force (CTF) in next steps of planning & design process such as:

- ❖ Process & decisions to date
- ❖ Acceptable trade-offs among performance measures
- ❖ Priorities amongst design alternatives
- ❖ Important considerations in refining design alternatives



Broadway Boulevard June 12, 2014 Public Open House Comment Form



The Broadway Boulevard Citizens Task Force (CTF) has asked for your input to help them develop their recommendations for the future of Broadway from Euclid to Country Club. They will be developing their recommended street design and alignment through the summer and value your putting time into responding to the questions in this Comment Form and providing other input at the stations around the room. Thank you for your time and attention to this important project in the City of Tucson.

Your information will remain confidential and anonymous, unless you indicate otherwise.

Background Questions

- In what zip code do you live? _____
- In what zip code do you work? _____
- How frequently do you travel on Broadway between Euclid and Country Club using the following modes?

Modes	Purpose: (for example work, shopping, etc.)	Daily	Weekly	Monthly	Never
Drive		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walk		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Broadway Boulevard June 2014 Public Open House
Comment Card – EXAMPLE FROM MEETING**

- Do you patronize businesses along this segment of Broadway? Which ones and frequency

Business Type:	Daily	Weekly	Monthly	Never
Restaurant	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Convenience Store	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Auto Repair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retail Shop	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Station 1 - Project Initiation: Basic facts about the project

- How did you learn about the Broadway – Euclid to Country Club design process?
Please check all that apply:

Family Friend Neighbor
 Radio Newspaper Previous meeting
 Other

- How did you learn about tonight's Open House?

Family Friend Neighbor
 Radio Newspaper Previous meeting
 Other

- Have you attended previous project public meetings? (provide check boxes and list meetings)

Public Meeting # 1
 Public Meeting # 2
 Public Meeting # 3

**Broadway Boulevard June 2014 Public Open House
Comment Card – EXAMPLE FROM MEETING**

- Have you attended Citizens Task Force meetings for this project?

Yes No

How many: _____

Station 2 - Vision and Goals: range of stakeholder emphasis and how to measure performance

- Please check the five performance measure topic areas that are most important to you. Once you have done that, rank those five in order of importance to you (1 being the most important and 5 being the least important):

Performance Measure Topic Areas	5 most important (✓)	Order of Importance
Pedestrian Environment	<input type="checkbox"/>	___
Bicycling Environment	<input type="checkbox"/>	___
Through Traffic Movement	<input type="checkbox"/>	___
Transit Travel Time	<input type="checkbox"/>	___
Accommodation of Future High Capacity Transit	<input type="checkbox"/>	___
Potential Historic and Significant Buildings	<input type="checkbox"/>	___
Visual Quality	<input type="checkbox"/>	___
Walking and Bicycling Health Benefits	<input type="checkbox"/>	___
Economic Potential	<input type="checkbox"/>	___
Construction and Acquisition Cost	<input type="checkbox"/>	___
City's Ability to Maintain Improvements	<input type="checkbox"/>	___

Station 3 - Initial Design Concepts: street design and performance assessment for functionality

The initial design concepts illustrate how the elements within the cross section of the street (i.e. number of lanes, provision of transit lanes, width and detail of bicycle and pedestrian infrastructure) and the total combined width of these elements in a conceptual street section affect the assessment of the design’s performance. A review of these issues and selection of cross sections for further study was the focus of Public Workshop #3.

- A goal for the Broadway project is to balance street space for all users. Ultimately, given desire to minimize impacts to adjacent buildings and to minimize costs, it is likely that some users will get less than the most desirable space in the street for their needs. Given that, please rank the following user types by order of importance (Rank from 1 to 4 with 1 being the most important, feel free to say that they are equally important)

User Types	Order of Importance (1 through 4)
Vehicles	_____
Transit	_____
Bicycles	_____
Pedestrians	_____

- The bus route that runs along Broadway has the highest ridership today within the SunTran system. SunTran and the city have a long-term goal to improve transit service on Broadway from Downtown to the eastern edge of the city. Improvements could include the development of bus rapid transit, streetcar, or light rail – high capacity transit. Tell us what you think about SunTran:

a. Overall how often do you ride SunTran

Daily
 Weekly
 Monthly
 Rarely
 Never

b. How often do you ride SunTran on Broadway between Euclid and Country Club?

Daily
 Weekly
 Monthly
 Rarely
 Never

**Broadway Boulevard June 2014 Public Open House
Comment Card – EXAMPLE FROM MEETING**

c. If you selected never or rarely on previous question, which of the following would most encourage you to ride SunTran service on Broadway? (check all that are appropriate):

- More frequent service
- Faster travel time
- Improved “on time” service
- More comfortable transit vehicles
- More comfortable transit stops
- Stop location closer to where I get on or off the transit
- Other please specify: _____
- Nothing, riding a bus is not an attractive or viable option for me

d. Which of the following design elements of a transit stop is most important to you?

- Electronic real-time transit arrival display
- Seating
- Good quality lighting
- Shade trees
- Other landscaping
- Transit shelter structure (for shade and weather protection)
- Bicycle racks
- Public art
- Wheelchair accessibility
- Other please specify: _____

Station 4 - Street Design Alternatives: alignment options and performance assessment for functionality

- Based on the earlier review of Performance Measures at stations 2 and 3, and the materials provided at this station, do you agree with the Task Force’s identification of the key performance considerations? Yes or No, and provide space for comments
- How would you prioritize the key performance considerations; please check the four that are most important to you. Once you have done that, rank those four in order of importance to you (1 being most important, the next important being 2, and so on):

Performance Considerations	4 most important (✓)	Order of Importance
Parking and access	<input type="checkbox"/>	—
Reuse of remnant property	<input type="checkbox"/>	—
Community character and economic performance	<input type="checkbox"/>	—
Parking and access	<input type="checkbox"/>	—
Multi-modal Transportation Performance	<input type="checkbox"/>	—
Funding Viability / Project “Functionality”	<input type="checkbox"/>	—
Sustainable Performance	<input type="checkbox"/>	—
Other please specify: _____	<input type="checkbox"/>	—
Other please specify: _____	<input type="checkbox"/>	—
Other please specify: _____	<input type="checkbox"/>	—

**Broadway Boulevard June 2014 Public Open House
 Comment Card – EXAMPLE FROM MEETING**

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

Performance Assessments on Key Considerations

There are 14 key consideration assessments listed for the Design Alternatives at this station, check those that are important to you and the ones that must absolutely be addressed by the ultimate design of the project:

Key Consideration	Important (✓)	Must Address (✓)
Funding Viability and Project Functionality		
Funding	<input type="checkbox"/>	<input type="checkbox"/>
Construction Cost	<input type="checkbox"/>	<input type="checkbox"/>
Acquisition Cost	<input type="checkbox"/>	<input type="checkbox"/>
Community Character and Economic Performance		
Historic/Significant Building Impacts	<input type="checkbox"/>	<input type="checkbox"/>
Potential for Acquisition	<input type="checkbox"/>	<input type="checkbox"/>
Business Impacts	<input type="checkbox"/>	<input type="checkbox"/>
Transportation Performance		
Pedestrian	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>
Transit	<input type="checkbox"/>	<input type="checkbox"/>
Vehicular	<input type="checkbox"/>	<input type="checkbox"/>
Sustainability Performance		
Multimodal Transportation Performance	<input type="checkbox"/>	<input type="checkbox"/>
Water Harvesting and Green Streets	<input type="checkbox"/>	<input type="checkbox"/>
Reduce Heat Island	<input type="checkbox"/>	<input type="checkbox"/>
Operations and Maintenance Costs	<input type="checkbox"/>	<input type="checkbox"/>

**Broadway Boulevard June 2014 Public Open House
Comment Card – EXAMPLE FROM MEETING**

Your Preferences for Street Design Alternatives to Move Forward

Given your review of the design drawings, funding viability discussion, and other materials at this and other stations, as well as your personal experiences with Broadway and the general area, what is your preference for the Street Design Alternative or Alternatives that should move forward for further design, assessment, and consideration by the CTF as they craft their recommendations to Mayor and Council (also note if you have a preference for a particular alignment variation and why).

Design Alternative or Variation Preference (check all that apply):

- 4-Lane
 - Variation A
 - Variation A'

- 4+2 Transit Lane (6-Lane but with 2 lanes dedicated to transit)
 - Variation A
 - Variation B
 - Variation C
 - Variation D

- 6-Lane
 - Variation A
 - Variation B
 - Variation C
 - Variation D

- 6 / 4+2 Transit Lane Hybrid (6-Lane with range of improvements for transit)
 - Variation A
 - Variation B
 - Variation C
 - Variation D

Additional Comments about the Design Alternatives or Variations:

**Broadway Boulevard June 2014 Public Open House
Comment Card – EXAMPLE FROM MEETING**

Station 6 - Where We Go From Here

As you can see, much remains to be done to finalize the definition of the future for Broadway between Euclid and Country Club and to achieve construction of the selected Corridor Design Concept.

If you would like to keep informed about the progress of the effort and future opportunities for public input, receive notices for future Citizens Task Force Meetings, etc. Please make sure that you provided contact information when you signed in for the open house.

If you are a business or property owner and would like to participate in the small group and one-on-one discussions that will start this summer, please make sure you provide contact information at the business and property owner section of Station 5.

Comments regarding the June 12, 2014 Planning Update and Open House

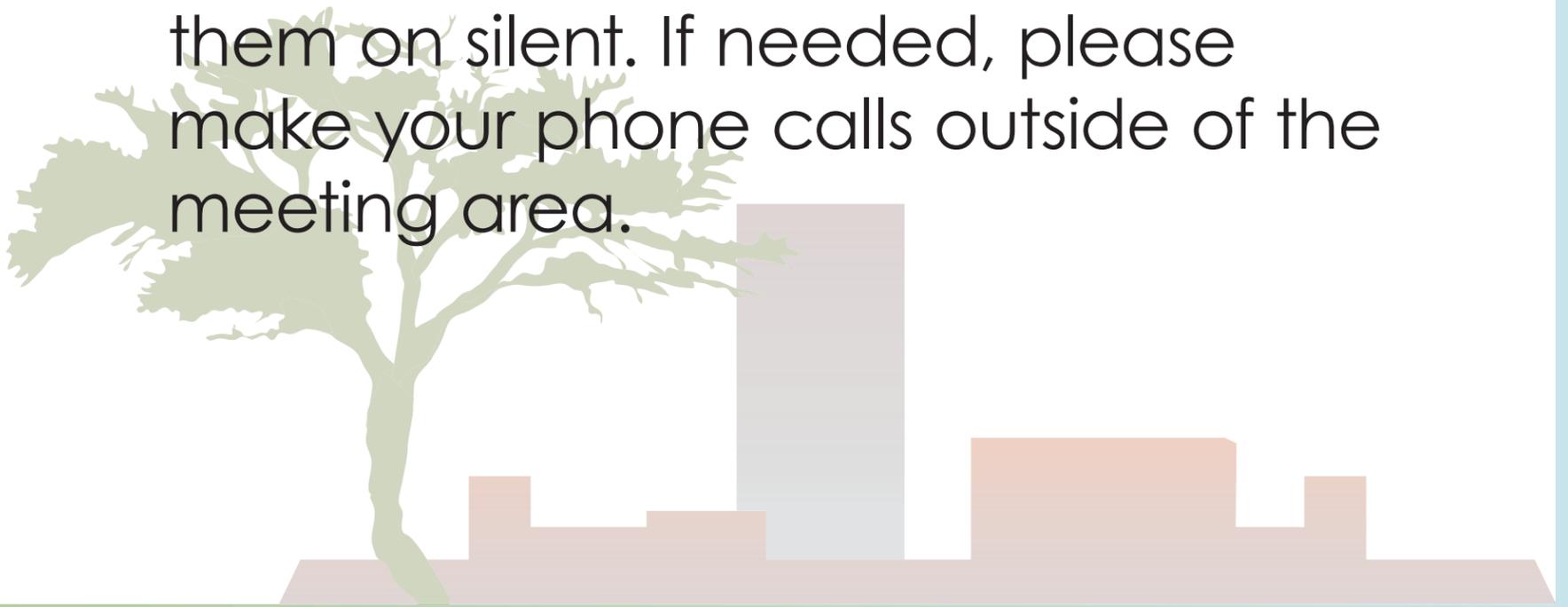
Please provide feedback about tonight's event here:

Thank you for attending tonight's Public Open House and for taking the time to provide the Citizens Task Force with your input this will be helpful in informing their deliberations in the coming months as they define their Recommended Corridor Development Concept for the consideration of the Tucson Mayor and Council

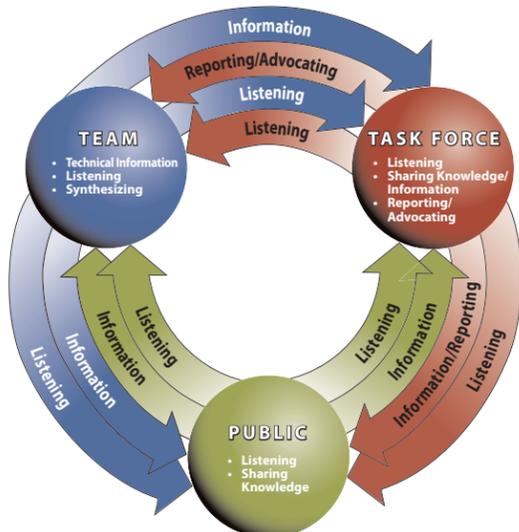


Ground Rules

- Treat each other with respect and courtesy at all times.
- Actively listen to each other. Avoid interrupting, speaking over others, condescending language or threats.
- Keep open minds and think outside the box.
- Keep the focus on solving the problem.
- Show a willingness to collaborate.
- Respect each other's perspective and consider issues from others' points of view.
- Please turn off cell phones, or place them on silent. If needed, please make your phone calls outside of the meeting area.

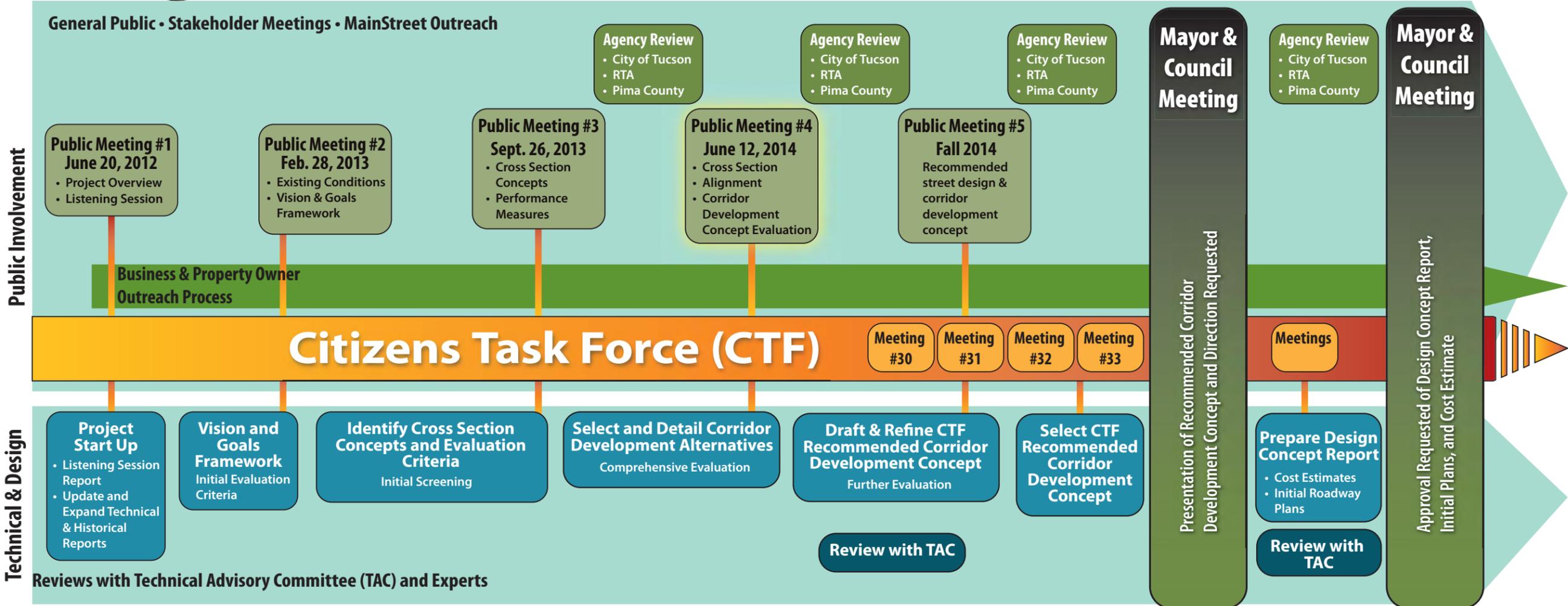


Planning & Design Phase: Key Input & Decision Points in the Public Participation Process

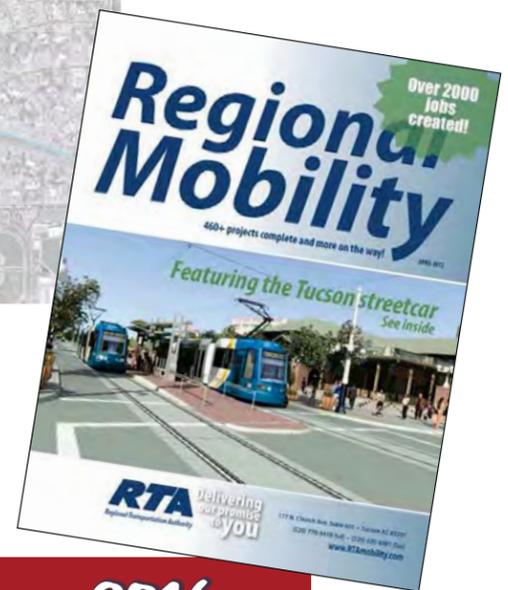
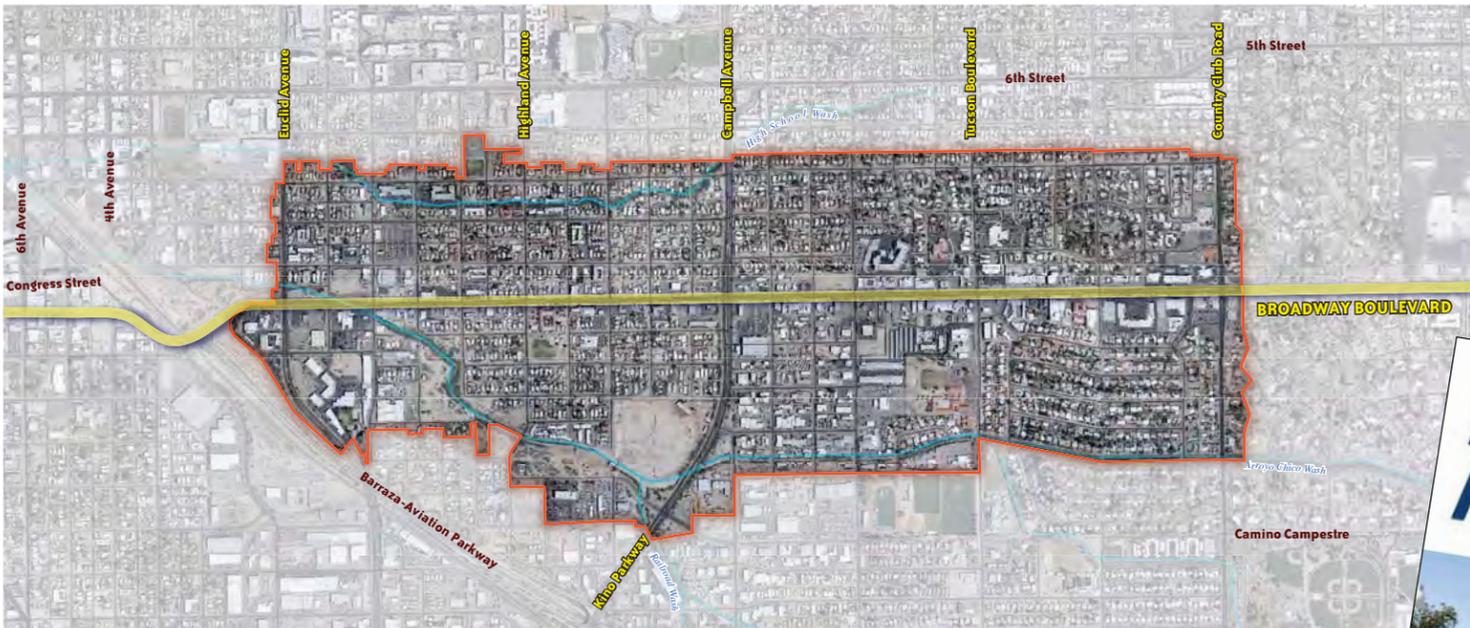


The Broadway Project’s Planning and Design Phase provides the most opportunity for the public to inform and shape the resulting improvements. The project technical team has developed a process for the project that will be guided by Context Sensitive Solutions approach and the International Association of Public Participation (IAP2) ‘collaborate’ level of public participation, and will incorporate applicable recommendations from the U.S. Environmental Protection Agency’s Guide to Sustainable Transportation Performance Measures.

The diagram below represents the technical tasks that must be accomplished to develop the Design Concept Report and Initial Plans. The Citizens Task Force meetings and the Public Meetings have and will continue to allow presentation of technical information and the gathering of public input, which can then be utilized in the design process. The Agency Reviews will keep the sponsoring agencies involved in the development of the design, and ensure that the project is “on the right track.” The Mayor and Council meetings will provide action and direction on the resulting Design Concept Report.



What is the Broadway Boulevard, Euclid to Country Club, Improvement Project?



The Broadway Boulevard, Euclid to Country Club, Improvement Project is a Corridor Transportation Project that encompasses a 1/4-mile wide corridor along both sides of Broadway Boulevard between Euclid Avenue and Country Club Road. The Project is one of 35 roadway improvement projects included in the 2006 Regional Transportation Authority (RTA) Plan.

The project scope, in the RTA Plan, is listed as: widen to 6 travel lanes plus 2 dedicated bus lanes, bike lanes, and sidewalks.

The project is broken out into three phases: Planning and Design, Final Design, and Construction.

2012			2016
PLANNING & DESIGN	FINAL DESIGN		CONSTRUCTION
<ul style="list-style-type: none"> • Formation of Citizens Task Force • Initiate Project & Background Assessment • Street Design Concept Development & Assessment • Corridor Development Options & Assessment 	<ul style="list-style-type: none"> • Draft Street Design • Draft Corridor Development Plan 	<ul style="list-style-type: none"> • Finalize Street Design • Approve Street Alignment • Approve Corridor Development Plan 	<ul style="list-style-type: none"> • Prepare Street Construction Documents • Construction Bidding • Finalize Right-of-Way Acquisition
Provide Business Support Through MainStreet Business Assistance Program ➔			

Currently the project is in the planning and design phase. This planning and design process will utilize a Context Sensitive Solutions planning approach to ensure a roadway planning and design process that is transparent, involves the public early and often, and takes into account the entire design and mobility context for the area, not just the roadway itself. The planning approach will have integrated roadway design with alternate mode use, and has, and will continue to, evaluate economic development strategies and enhance community character through recommendations for land use planning and urban design concepts.



Project Budget

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)	
	\$71,347,000		

* IGA with RTA executed February 1, 2007
** IGA with Pima County executed September 7, 2004

FUNDING

The total amount of funds allocated for the Broadway Boulevard, Euclid to Country Club, Improvement Project is \$71.3 million. Approximately \$42 million of project funding will be provided by the Regional Transportation Authority, with another \$25 million coming from the 1997 Pima County Transportation Bond Improvement Plan, and \$3 million from the City of Tucson.



The Citizens Task Force (CTF)



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1	Alternative modes of transportation representative, Tucson Pima Bicycle Advisory Committee
1	Tucson Planning Commission representative, TDOT Director



Project Team



- The project team mission is to develop a Design Concept Report based on feedback and direction from the Citizens Task Force and the public.
- Project prime and other experts selected through a competitive procurement process.

ROLE / DISCIPLINE	MEMBER
Lead Agency/ Project Manager	City of Tucson Jennifer Toothaker Burdick, City of Tucson Department of Transportation
Prime Consultant/ Project Manager	HDR Engineering Michael T. Johnson, PE, RLS
Context Sensitive Boulevard Design	Community Design + Architecture Phil Erickson, AIA, Architect, President Kevin Saavedra, Urban Designer
Public Involvement	Kaneen Advertising & Public Relations, Inc. Joan Beckim, IAP2 certified Joshua Weaver
Traffic Engineering	Kittelson & Associates, Inc. Jim Schoen, PE, Principle
Architecture, Historic Assessment	Swaim Associates, LTD Phil Swaim, AIA Laura Vertes
Right-of-Way Cost Estimating	Tierra Right of Way Services, Ltd. Mack Dickerson, SR/WA, RW/RAC Myrlene Francis, SR/WA
Cooperating Agency	Pima County Rick Ellis, PE, Engineering Division Manager, Pima County Department of Transportation
Cooperating Agency	Regional Transportation Authority (RTA) James R. DeGrood, PE, Director of Transportation Services
Business Assistance	MainStreet Program Britton Dornquast, Program Manager Jan Aalberts-Waukon



STATION 2: PUBLIC MEETING #2 FEEDBACK

FEBRUARY 2013 PUBLIC MEETING

The February 28, 2013 Progress Report and Community Input event was the second of four planned large-scale public meetings. This community-wide event was a publicly noticed project event where no decisions were made, but input obtained throughout this phase of the project helped inform the roadway’s design and ultimate placement.

A total of 145 people signed in at the event, but because not everyone signed in, the project team estimates that approximately 200 community members were in attendance. In total, 151 comments were collected at the open house. These include written comments made on display boards; written comments on the Public Input Wall; filled-out comment cards; a letter, and video booth comments.

TOP SUPPORTED GOALS

The public input received was varied and wide-ranging and included feedback from residents of adjacent neighborhoods and businesses as well as the entire region. At the time, many of the goal statements forwarded by the Citizens Task Force contradicted one another, but were included to reflect the full spectrum of opinion about the issues on which the community has placed importance. Public input from the Community Input event revealed the top supported goals to be the following:



1. Do not widen Broadway Boulevard

31 comments supported this goal. They included:

- “The Broadway widening plans as originally envisioned are no longer feasible, valuable, or conducive to a progressive or sustainable future Tucson.”
- “Keep the buildings, forgo the asphalt.”
- “Build wider roads - Cars will fill it up.”
- “I suggest a road diet! Let’s move people not vehicles!”
- “A sense of place is of utmost importance. No increased width! We do not need a dismal no-hum corridor for just cars.”

2. Recognize and support distinct character of Broadway as a series of places, defined by their historic and significant structures, signage, landscape, and uses.

23 comments supported this goal. They included:

- “This is an opportunity to preserve & enhance this unique district.”
- “Integrate old and new structures.”
- “Let’s stop destroying the unique character we have in Tucson.”
- “If you destroy all of the North side businesses how do you expect this area to be/remain a destination?”
- “Promote the “Sunshine Mile” as a historic designation.”

3. Create an inviting pedestrian environment that encourages walking along Broadway and for crossing the Boulevard

20 comments supported this goal. They included:

- “Pedestrian friendly, wide sidewalks, lots of trees.”
- “I am concerned that light will be eliminated or Broadway will be so wide to make crossing it dangerous or scary, like Campbell at Broadway.”
- “Walk able Broadway- inviting to stroll- easy to cross-easy to shop and access businesses.”
- “I want to see this road redesigned to put the safety and comfort of our most vulnerable roadway users first. Build improvements for people not cars! It’s people that come into and support businesses-not cars. More people would come by foot or by bike and transit if it was a more convenient and comfortable option.”

4. Provide east-west mobility for bicyclists of various skill levels on Broadway Boulevard and parallel streets.

20 comments supported this goal. They included:

- “Build better bike paths and extra lanes for cars won’t be needed, especially for the short commute from the Country Club area to Downtown.”
- “Separated bike lanes.”
- “Encourage bicycles to use 3rd street. Clearly marked, well-lighted and crossings for a usable bike route.”
- “Wider bike lanes.”

5. Optimize the use of the right-of-way to improve mobility and safety for all modes of travel along and across Broadway.

19 comments supported this goal. They included:

- “Make my commute safe whether I drive, bike or bus!”
- “Make it pretty and inviting to walk or drive or bike.”
- “People move in a variety of ways-Not just by car to places not just to a through area.”
- “There are so many awesome and creative ways to satisfy the bond that do not include widening road bed.”

6. Increase the amount and quality of landscaping and lighting along Broadway through an approach that is efficient in terms of capital and maintenance costs

14 comments supported this goal. They included:

- “Pedestrian friendly, wide sidewalks, lots of trees.”
- “Please include “green space” between East and West traffic.”
- “Trees and landscaping.”

7. Nurture Broadway’s role as a place for new and existing small, local and incubator businesses through preserving EXISTING development and its lower rents and by encouraging new policies to require new development to help create commercial space for small, local businesses.

12 comments supported this goal. They included:

- “Preservation of small local businesses.”
- “Please encourage pedestrian and bike friendly mass-transit options that will encourage local opportunities-not just chain/franchise.”
- “Celebrate its mid-century heritage with more local businesses”

8. Respect the aesthetic character of the districts along Broadway while encouraging maintenance and reinvestment to improve aesthetic appearance of existing development. Also, encourage new development that complements today’s aesthetic character.

12 comments supported this goal. They included:

- “Elegant, Historic.”
- “Make it pretty and inviting to walk or drive or bike.”
- “We need to beautify Broadway to have it represent the beauty of Tucson as a gateway to downtown.”

9. Minimize widening of Broadway Boulevard

11 comments supported this goal. They included:

- “Restore the pedestrian environment by widening sidewalks not the road.”
- “No 8 Lanes!”
- “Instead of widening all of Broadway, only widen intersections. Bus pullouts at all bus stops.”

10. Encourage a mix of neighborhood and regional serving businesses to support vibrant mixed use districts along Broadway

10 comments supported this goal. They included:

- “Yes! Destination. Not a corridor place of architecture business, Taxpaying, local owners, more people in lots of ways not just cars.”
- “To become a destination for people to shop, eat, meet, congregate. To be a vibrant urban place NOT a traffic corridor to thoroughly move people through.”

11. Protect all individually historic and contributing buildings, signage, and sites

10 comments supported this goal. They included:

- Save the buildings! Especially the church just west of Campbell-beautiful!”
- “It would be much better to preserve our architectural heritage along this route. Keep the buildings, forgo the asphalt”
- “...the historic buildings and exceptional mid-century character along Broadway Boulevard must be spared in conjunction with the planning for this roadway expansion.”

12. Provide effective east-west high capacity transit on Broadway Boulevard

10 comments supported this goal. They included:

- “A lot more people could travel in a narrower roadway using Bus Rapid Transit.”
- “Minimal median in anticipation of future center lane LRT (following 2009 PAG HCT Plan).”

STATION 2: OTHER STAKEHOLDER PERSPECTIVES

ADDITIONAL AREAS OF FOCUS/STAKEHOLDER PERSPECTIVES

In addition to public input gathered through public meetings, various stakeholders, including Citizens Task Force members, have given their input on design considerations for the future design of Broadway. Areas of focus include:

UNIVERSAL DESIGN

Universal Design is the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. Examples of Universal Design Principles related to street and pedestrian features include:

- Sidewalks built for optimum accessibility for wheelchair users and non-users, allowing for comfortable passing and travel in groups with friends and aides
- Driveway crossings and sidewalks without extreme slopes
- Designing narrower intersections or providing protected medians across wide intersections to minimize crossing times and provide safe places of refuge if users cannot make it across in one signal cycle
- Use of design features and technologies that comply with or exceed the American with Disabilities Act (ADA)



Example of a median does not provide an adequate pedestrian refuge



This sidewalk does not provide adequate room for a wheelchair user to maneuver



Even a 4' ADA-compliant sidewalk can prove difficult for pedestrians and wheelchair users to share



This driveway slope is excessive and can be difficult to cross

GREEN STREET INFRASTRUCTURE

Green Street Infrastructure is a natural landscape system designed to capture, cleanse, and infiltrate stormwater.

- Resolution No. 22116 authorized and approved the adoption and implementation of the green streets policy for the Tucson Department of Transportation, which requires that stormwater-harvesting features, such as vegetated streetside basins, be integrated into all publicly-funded roadway development and re-development projects.

Performance Goals include:

- Stormwater directed through Green Infrastructure before entering storm drains
- Landscape areas retaining greater than 1/2" of rain on public right-of-way
- Landscape plantings must meet coverage metrics to provide canopy shade and ground cover
- Landscape within 5 years to survive on harvested rainwater
- Planning process requires coordination and identification of potential Green Infrastructure at the very start

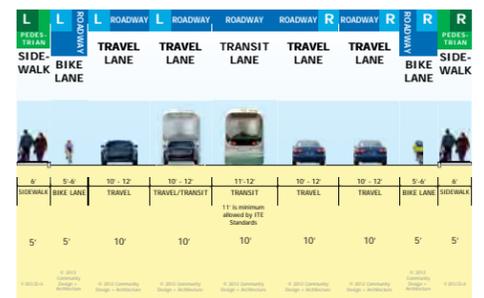


Example of Green Infrastructure

PUBLIC TRANSIT

Southern Arizona Transit Advocates (SATA) have voiced support for transit on Broadway. They have stated the following positions:

- Transit is the most important part of the Broadway Project and should be considered a core concept
- Selected alternatives must provide space for High Capacity Transit (Light Rail, Street Car, Bus Rapid Transit, or similar technology)
- Would like to see first phase of High Capacity Transit built
- Several CTF members have raised the issue of designing Broadway to provide for High Capacity Transit



Example Broadway Street Configuration depicting Light Rail

PARKING AND ACCESS

Properties impacted by future street improvements must still meet City of Tucson standards for parking and access. There are a range of existing policies and standards, potential changes to policies and standards, and other tools that can help property owners and businesses address parking and access impacts. (See information at Station 5)



STATION 2: VISION AND GOALS

CITIZENS TASK FORCE DRAFT VISION

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 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 and unique character of the 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 utilize a design process that aims for the change resulting from the transportation improvements to support positive improvement to the districts and neighborhoods along Broadway Boulevard.

CITIZENS TASK FORCE POTENTIAL GOAL STATEMENTS

Goal Topics	Potential Goal Statements	Related Performance Measures
Planning and Design Process		
Learn from best example practices (in Tucson and other places)	<ul style="list-style-type: none"> ▪ Learn from exemplary multimodal and context sensitive transportation projects in Tucson and elsewhere in the planning and implementation of the Broadway Boulevard process. 	<i>The planning and design process goals do not vary based on the street design concepts</i>
Public input	<ul style="list-style-type: none"> – Take process to stakeholders and report back to CTF ▪ Efficiently and effectively seek out public input to draw from stakeholders in the study area and throughout the city and region to provide input for the on-going Citizens Task Force process. – Planning, Design, Construction, and Post Construction phases ▪ Continue the public process into the construction and post-construction phases of the project. 	
Agency and organization coordination	<ul style="list-style-type: none"> ▪ Coordinate with other agencies and organizations that are project stakeholders so they can understand the on-going efforts and goals for the future of Broadway Boulevard. 	
More than transportation performance metrics	<ul style="list-style-type: none"> ▪ Utilize more than just transportation performance measures in the decision-making process for the design and implementation. 	
Be effective	<ul style="list-style-type: none"> ▪ Design and build Broadway as a long-term, quality improvement that will last and be effectively maintained for decades into the future; and create certainty for existing businesses and property owners and support investment. 	
Be efficient	<ul style="list-style-type: none"> ▪ Be as efficient in terms of time and budget as possible in the planning, design, and construction process. 	
Buildings and Site Development		
Recognize value of historic buildings and sites	<ul style="list-style-type: none"> ▪ Protect all individually historic and contributing buildings, signage, and sites. ▪ Protect best examples of individually historic and contributing buildings, signage, and sites. ▪ To extent feasible given needed transportation and other improvements along Broadway, protect the best examples of individually historic and contributing buildings, signage, and sites. 	<ul style="list-style-type: none"> ▪ Potential Historic and Significant Buildings Impacts
Recognize value of significant buildings and sites	<ul style="list-style-type: none"> ▪ 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. 	<ul style="list-style-type: none"> ▪ Potential Historic and Significant Buildings Impacts
Support development scale and mix of use appropriate to context	<ul style="list-style-type: none"> – Appropriate to existing context (heights, setbacks, etc.) – To support multimodal investment (mix uses, pedestrian-oriented, intensity, etc.) ▪ Encourage preservation, remodeling, and new development that is scaled to existing context while allowing for a mix and intensity of use to support walking, bicycling, and transit use. ▪ Encourage new development at a scale that is more intense than what exists today if it transitions at its edges to the scale of existing context, and if it supports the multi-modal, economic development, and affordability goals for Broadway. 	<ul style="list-style-type: none"> ▪ Potential Historic and Significant Buildings Impacts ▪ Pedestrian Environment ▪ Bicycling Environment ▪ Through Traffic Movement ▪ Economic Potential
Consider importance of parking supply and demand	<ul style="list-style-type: none"> ▪ Encourage efficient manage corridor’s parking demand and supply to provide enough, but not too much parking. ▪ Encourage development of district parking lots and other methods to help maintain viability of existing businesses and properties and too help manage parking supply. 	<ul style="list-style-type: none"> ▪ Pedestrian Environment ▪ Pedestrian Environment

STATION 2: VISION AND GOALS

Goal Topics	Potential Goal Statements	Related Performance Measures
Right-of-way Impacts		
Minimize physical impacts	<ul style="list-style-type: none"> Avoid physical impacts to all existing property and businesses along Broadway Boulevard. To the extent feasible, minimize physical impacts to existing property and businesses along Broadway Boulevard while achieving the transportation and other goals for improvement to the Boulevard. 	<ul style="list-style-type: none"> Economic Potential Construction and Acquisition Cost
Width of Broadway Boulevard	<ul style="list-style-type: none"> Do not widen Broadway Boulevard. Minimize widening of Broadway Boulevard. Widen Broadway Boulevard to the extent needed to achieve other goals. 	<ul style="list-style-type: none"> Construction and Acquisition Cost
Neighborhoods and Districts		
<p>Recognize & support the distinct character of Broadway and its context of Neighborhoods and Districts</p> <ul style="list-style-type: none"> Broadway Boulevard is a series of places along a corridor Visually enhance district identities Encourage an appropriate mix of uses to support distinct districts Consider existing special features ("Sacred Places") 	<ul style="list-style-type: none"> Recognize and support distinct character of Broadway as a series of places, defined by their historic and significant structures, signage, landscape, and uses. Recognize and reinforce existing areas with distinct character and support the creation of distinct new places so that Broadway is a linked series of places, defined by their historic and significant structures, signage, landscape, and uses. Develop identities for segments and centers of activity along Broadway. Design the roadway, its streetscape, wayfinding signage, and the uses along it to give identity to the 'gateways' along Broadway - to neighborhoods, to Downtown, and to the University, and others. Preserve and protect the existing special features and places along Broadway Preserve and enhance key features of this segment of Broadway 	<ul style="list-style-type: none"> Potential Historic and Significant Buildings Impacts Visual Quality Change in Economic Potential Pedestrian Environment City's Ability to Maintain Improvements Pedestrian Environment Bicycling Environment Historic and Significant Buildings Impacts Visual Quality Economic Potential Construction and Acquisition Cost City's Ability to Maintain Improvements Pedestrian Environment Bicycling Environment Transit Travel Time Accommodation of High Capacity Transit Visual Quality Economic Potential Historic and Significant Buildings Impacts Visual Quality Economic Potential
Link neighborhoods to district uses	<ul style="list-style-type: none"> Provide better integration of neighborhoods to districts on Broadway with a walkable circulation network and by encouraging policies for neighborhood-supporting uses 	<ul style="list-style-type: none"> Pedestrian Environment Bicycling Environment
<p>Improve quality of Broadway and its context</p> <ul style="list-style-type: none"> Encourage improvements to existing development Encourage high quality new development Provide and encourage public gathering places 	<ul style="list-style-type: none"> Respect the aesthetic character of Broadway and the destinations along it while encouraging maintenance and reinvestment to improve aesthetic appearance of existing development. Also, encourage new development that complements today's aesthetic character. Encourage the creation of public gathering places and provide for public places as feasible through design of the boulevard. 	<ul style="list-style-type: none"> Pedestrian Environment Bicycling Environment Historic and Significant Buildings Impacts Visual Quality Economic Potential Pedestrian Environment Bicycling Environment Visual Quality Economic Potential Pedestrian Environment Bicycling Environment Visual Quality Economic Potential City's Ability to Maintain Improvements
<p>Protect Adjacent Neighborhoods</p> <ul style="list-style-type: none"> From noise, light, and air quality impacts From cut through traffic and overflow parking Privacy from adjacent district development By transitioning intensity from corridor towards neighborhoods Particularly existing and potential National Register of Historic Places (NRHP) Historic District designations 	<ul style="list-style-type: none"> Minimize noise, light, and air quality-impacts from traffic on Broadway Boulevard Minimize overflow parking, cut through traffic, noise, light, and other impacts from development along Broadway into adjacent neighborhoods Maintain and improve privacy between neighborhoods and development along Broadway Do not allow new intensity along Broadway Design any new development along Broadway to transition to a lower intensity where it is adjacent to neighborhoods Protect all contributing structures for existing and potential NRHP Historic District designations Protect best examples of contributing structures to existing and potential NRHP Historic District designations To extent feasible given needed transportation and other improvements along Broadway, protect the best examples of contributing structures to existing and potential NRHP Historic District designations while maintaining the viability of Historic Districts 	<ul style="list-style-type: none"> Pedestrian Environment Bicycling Environment Through Traffic Movement Transit Travel Time Accommodation of High Capacity Transit Through Traffic Movement <i>This is a land use policy issue that is outside the scope of the project.</i> <i>This is a land use policy issue that is outside the scope of the project.</i> Potential Historic and Significant Buildings Impacts
<p>Protect existing businesses and enhance the business environment</p> <ul style="list-style-type: none"> Small and local businesses Affordable rents / potential for business to own property 	<ul style="list-style-type: none"> Nurture Broadway's role as a place for new and existing small, local and incubator businesses through preserving existing development and its lower rents and by encouraging new policies to require new development to help create commercial space for small, local businesses. 	<ul style="list-style-type: none"> Pedestrian Environment Bicycling Environment Through Traffic Movement Visual Quality Economic Potential
<ul style="list-style-type: none"> Neighborhood-serving uses Viability of businesses before and after construction Economic connections 	<ul style="list-style-type: none"> Encourage a mix of neighborhood and regional serving businesses to support vibrant mixed use districts along Broadway. Avoid impacts to the viability of existing businesses and property along Broadway to the extent feasible, and otherwise maximize the viability of property and business before, during and after construction. Improve the cultural, economic, and transportation linkages of Broadway and the uses along it with Downtown and the University of Arizona. 	<ul style="list-style-type: none"> Pedestrian Environment Bicycling Environment Through Traffic Movement Visual Quality Economic Potential Pedestrian Environment Through Traffic Movement Economic Potential Construction and Acquisition Cost Pedestrian Environment Bicycling Environment Accommodation of High Capacity Transit Economic Potential
<p>Protect residences and enhance the environment for residences</p> <ul style="list-style-type: none"> Choice of housing types Affordable rents and ownership 	<ul style="list-style-type: none"> Encourage protection of existing and creation of new housing to maintain diversity of housing types and rental and ownership choices that are affordable to a range of households. 	<ul style="list-style-type: none"> Walking and Bicycling Health Benefits Economic Potential Pedestrian Environment Bicycling Environment Through Traffic Movement Transit Travel Time Walking and Bicycling Health Benefits Economic Potential

STATION 2: VISION AND GOALS

Goal Topics	Potential Goal Statements	Related Performance Measures
Multimodal Street Design		
Balancing modes to create a 'Complete Street'	<ul style="list-style-type: none"> Optimize the use of the right-of-way to improve mobility and safety for all modes of travel along and across Broadway. 	<ul style="list-style-type: none"> Pedestrian Environment Bicycling Environment Through Traffic Movement Transit Travel Time Accommodation of High Capacity Transit Walking and Bicycling Health Benefits Construction and Acquisition Cost City's Ability to Maintain Improvements
Broadway's role in the transportation network		<i>See specific goals</i>
Vehicular traffic – Through mobility	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Pedestrian Environment Bicycling Environment Through Traffic Movement Accommodation of High Capacity Transit Construction and Acquisition Cost City's Ability to Maintain Improvements
– Corridor/neighborhood access	<ul style="list-style-type: none"> Provide high-quality access for vehicles to adjacent development and neighborhoods. 	<ul style="list-style-type: none"> Pedestrian Environment Bicycling Environment
Transit – Through mobility	<ul style="list-style-type: none"> Provide effective east-west high capacity transit through the Broadway study area on Broadway Boulevard and/or parallel routes. Provide effective east-west high capacity transit on Broadway Boulevard. 	<ul style="list-style-type: none"> Through Traffic Movement Transit Travel Time Accommodation of High Capacity Transit
– Corridor/neighborhood access	<ul style="list-style-type: none"> Improve the quality, comfort, and convenience of transit access for the Broadway study area, including improved safety at transit stops. 	<ul style="list-style-type: none"> Pedestrian Environment Bicycling Environment Construction and Acquisition Cost City's Ability to Maintain Improvements
– Improve transit stops		
Bicycling – Provide east-west mobility for bicyclists of various skill levels	<ul style="list-style-type: none"> Provide east-west mobility for bicyclists of various skill levels on Broadway Boulevard and parallel streets 	<ul style="list-style-type: none"> Bicycling Environment Walking and Bicycling Health Benefits
– Broadway crossings / Bicycle network connections	<ul style="list-style-type: none"> Improve crossings for bicyclists, including those that connect with bicycle network 	<ul style="list-style-type: none"> Bicycling Environment Walking and Bicycling Health Benefits
Pedestrian – Provide for movement along and across Broadway, include buffering pedestrians from the roadway	<ul style="list-style-type: none"> Create an inviting pedestrian environment that encourages walking along Broadway and for crossing the Boulevard. Provide a buffer between pedestrians and traffic on Broadway that is effective given the speed and amount of vehicular traffic. 	<ul style="list-style-type: none"> Pedestrian Environment Walking and Bicycling Health Benefits Construction and Acquisition Cost City's Ability to Maintain Improvements
– Provide connections between districts and neighborhoods	<ul style="list-style-type: none"> Enable and provide quality connections between districts and neighborhoods 	<ul style="list-style-type: none"> Pedestrian Environment Walking and Bicycling Health Benefits
Universal design (ADA access)	<ul style="list-style-type: none"> Exceed ADA minimum requirements where ever feasible to maximize the level of universal design, including enhanced wayfinding techniques. 	<ul style="list-style-type: none"> Pedestrian Environment
Speed Management / Traffic Calming	<ul style="list-style-type: none"> Design improvements to Broadway to encourage traffic to travel no faster than the speed limit 	<i>This is more related to design criteria and the detailed design of any of the street cross section concepts for speed management. Factors such as number of lanes and presence of landscaping do vary with the cross sections, but lateral shifting of lanes at intersections and to minimize negative property impacts will not be known until the later stage of the project when alignments are designed. Still "Accommodation of Speed Management" could be made a new Vehicular Access and Mobility performance measure</i>
Landscape / Streetscape Design – Improve the environment along Broadway	<ul style="list-style-type: none"> Increase the amount and quality of landscaping and lighting along Broadway through an approach that is efficient in terms of capital and maintenance costs. 	<ul style="list-style-type: none"> Pedestrian Environment Construction and Acquisition Cost City's Ability to Maintain Improvements
– Select context appropriate plants and other design elements	<ul style="list-style-type: none"> Use plants that are native to the Sonoran Desert or plants that are adaptive to the Tucson environment, and that along with other streetscape elements help to create the desired character for the districts along Broadway. 	<i>This is more related to design criteria and the detailed design of any of the street cross section concepts and is open to qualitative interpretation. Does not seem appropriate to have a performance measure for this goal, but could try to develop one.</i>
Public Art	<ul style="list-style-type: none"> Provide opportunities for public art that complement the aesthetic and placemaking goals for Broadway 	<i>This is a design detail that any design concept should be able to satisfy.</i>
Sustainability		
Environmental – General environmental impact	<ul style="list-style-type: none"> Utilize materials and design techniques in the improvements to Broadway that minimize environmental impacts, including energy efficient lighting and other means. 	<i>There is much that can be achieved through design details, materials specifications, definition of construction technique, and other details as the project moves forward towards construction.</i>
Environmental - continued – Water use and stormwater management	<ul style="list-style-type: none"> Emphasize use of water harvesting and storm water management techniques in landscaped areas and the use of permeable surfaces and paving to extent feasible 	<ul style="list-style-type: none"> City's Ability to Maintain Improvements
– Air quality	<ul style="list-style-type: none"> Design the improvements to Broadway to help reduce air quality impacts from green house gases, particulates, and other emissions. 	
– Shade	<ul style="list-style-type: none"> Reduce heat island effect through various design measures, such as shading and high albedo pavement, while also providing shade for pedestrian comfort. 	<ul style="list-style-type: none"> Pedestrian Environment Construction and Acquisition Cost City's Ability to Maintain Improvements
Economic – budget and cost of operations and maintenance	<ul style="list-style-type: none"> Design improvements to deliver them within available budget, and to allow the roadway, its landscape, transit improvements, and other elements to fit the budget constraints for operations and maintenance. 	<ul style="list-style-type: none"> Construction and Acquisition Cost City's Ability to Maintain Improvements

STATION 2: PERFORMANCE MEASURES TOPIC AREAS

PERFORMANCE MEASURES: TOPIC AREAS

The following Topic Areas were consolidated for discussion during the Fall 2013's Public Meeting #3. Performance measures were generated by the Project Team in order to measure how potential roadway designs performed in these Topic Areas.

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



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.

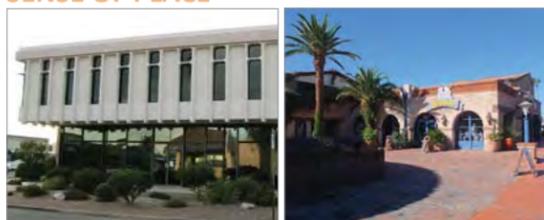
CERTAINTY



Potential Historic and Significant Buildings

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.

SENSE OF PLACE



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.

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.

ECONOMIC VITALITY



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.

PEDESTRIAN 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.

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

BICYCLE ACCESS AND MOBILITY



Transit Travel Time

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



Accommodation of Future High Capacity Transit

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

Walking and Bicycling 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.

ENVIRONMENT AND PUBLIC HEALTH



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



STATION 3: PUBLIC MEETING #3 FEEDBACK

STAKEHOLDER FEEDBACK FROM PUBLIC MEETING #3



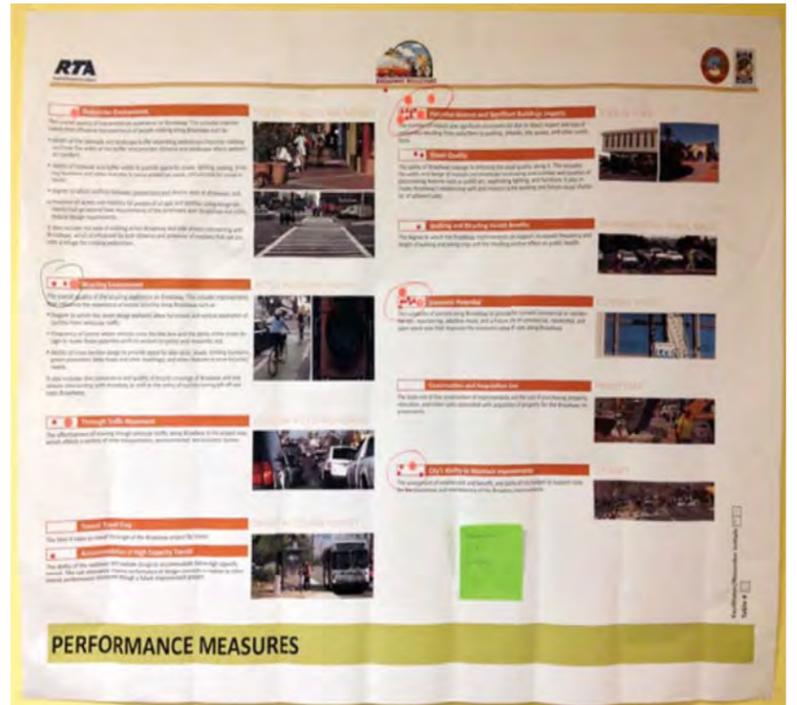
The September 26, 2013 Planning Update Report and Community Workshop was the third of four planned large-scale public meetings. This community-wide event was a publicly noticed event where no decisions were made, but the input received will help the Citizens Task Force (CTF) and project technical team select three to four street width (cross section) design alternatives to advance for further design and more detailed analysis. Of the approximately 217 participants who signed in, 169 (78%) left their address information. A GIS analysis of this information showed that 132 (61%) of the participants live within one mile of the project study area.

EXERCISE 1: PERFORMANCE MEASURES DISCUSSION AND PRIORITIZATION

The goal of this exercise was to identify the groups' top four performance measures that they felt were most important for the evaluation of the design of Broadway Boulevard. Individual participants were asked to identify their top performance measures and the table was asked to identify the top four performance measures as a group.

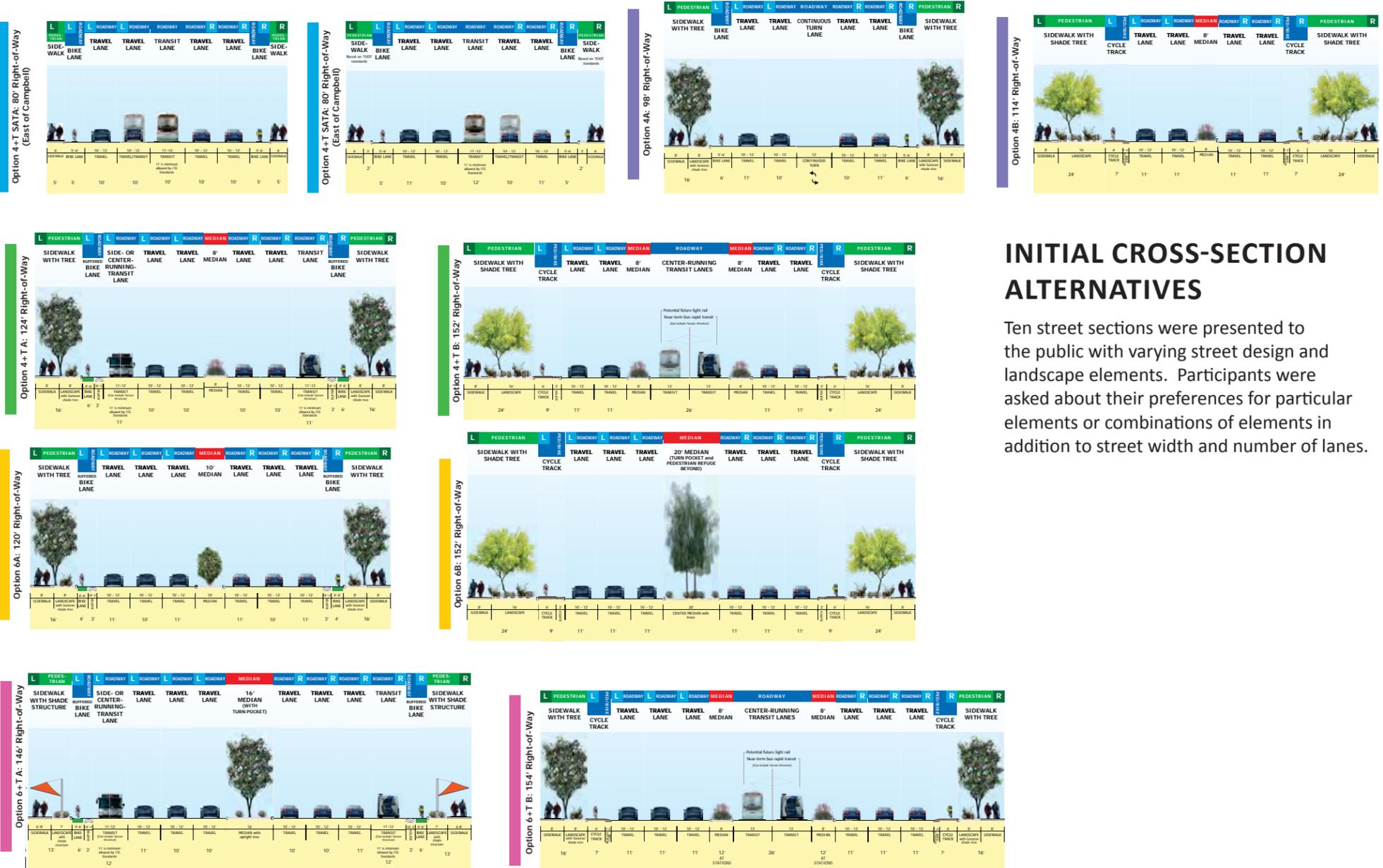
KEY FINDINGS:

- The rank order of performance measures is nearly identical for individuals and for groups with only a slight variation with Pedestrian and Bicycling Environments
- The top three performance measures selected are non-transportation measures
- Transit Travel Time rated last. Note that the two transit measures when combined were 10% and 7% of the selected top measures for individuals and groups respectively.
- Traffic Movement is ranked 6th, tied with Health Benefits of Walking and Biking, by comparison the Historic and Significant Building measure was selected roughly twice as frequently.



INDIVIDUAL SELECTIONS			PUBLIC WORKSHOP GROUP SELECTIONS		
RANK	MEASURE	PERCENTAGE	RANK	MEASURE	PERCENTAGE
1	Historic and Significant Buildings	16%	1	Historic and Significant Buildings	20%
2	Economic Potential	15%	2	Economic Potential	16%
3	Visual Quality	13%	3	Visual Quality	12%
4	Pedestrian Environment	12%	4	Bicycling Environment	11%
5	Bicycling Environment	10%		Pedestrian Environment	
6	Health Benefits of Walking and Biking	8%	6	Health Benefits of Walking and Biking	9%
	Traffic Movement			Traffic Movement	
8	Accommodation of High Capacity Transit	7%	8	Accommodation of High Capacity Transit	7%
9	Ability of City to Maintain	4%	9	Ability of City to Maintain	3%
10	Construction and Acquisition Cost	3%	10	Construction and Acquisition Cost	1%
11	Transit Travel Time	2%	11	Transit Travel Time	0%

STATION 3: PUBLIC MEETING #3 FEEDBACK



INITIAL CROSS-SECTION ALTERNATIVES

Ten street sections were presented to the public with varying street design and landscape elements. Participants were asked about their preferences for particular elements or combinations of elements in addition to street width and number of lanes.

STREET SECTION ELEMENTS PERFORMANCE ASSESSMENTS

STREET ELEMENTS OR DETAILS	PEDESTRIAN ACCESS AND MOBILITY				
	1a. Functionality of Streets for Pedestrian Activity	1b. Separation from Vehicular Traffic	3c. Pedestrian-Oriented Facilities or Improvements	3f. Vehicle/Pedestrian Conflicts at Driveways	3g. Universal Design
Existing Conditions	-- to	-- to	-- to	-- to	-- to
8' Sidewalk with shade tree (16' landscape)	++	+++	++	++	++
8' Sidewalk with shade tree (8' landscape)	o	++	+	+	++
6'-8' Sidewalk with shade structure (7' landscape)	-- to	o	o	o	++ to
6' Sidewalk with 5' landscape	--	--	--	--	+
6' Sidewalk with 3' buffer	--	--	--	--	o
6' Sidewalk	--	--	--	--	o
26' Center-Running Transit				o	
11'-12' Side- or Center-Running Transit				o	
5'-7' Bike Lane		o to		-- to	
7'-9' Buffered Bike Lane		++ to		++ to	



Buffered bike lanes or separated-grade cycle tracks were given higher ratings due to the level of separation from vehicular traffic



Sidewalks with shade trees or other shade devices were given higher ratings than sidewalks without shade elements



Wider sidewalks were scored higher than narrower sidewalks for their ability to provide landscaping, better pedestrian accommodation, and separation from vehicular traffic

Individual street section elements were analyzed and rated by the project team and CTF. These ratings were used to analyze the full street sections presented in Exercise 2.

STATION 3: PUBLIC MEETING #3 FEEDBACK

EXERCISE 2: STREET SECTION ALTERNATIVES AND PERFORMANCE ASSESSMENT

The goal of Exercise #2 was to pick three street cross section design alternatives that the group felt should be studied further in the next phase of the Broadway project.

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 ---	Now ---	Future (100% PAG) ---	Future (70% PAG) ---	Future (100% PAG) ---	Future (70% PAG) ---	---	to ---	to ---	Now ---	NA	O to ++	
4 LANE - DEDICATED TRANSIT WITHOUT LANDSCAPING														
Option 4+T SATA (Existing R.O.W.)	to ---	to O	Future (100% PAG) ---	Future (70% PAG) ---	Future (100% PAG) ---	Future (70% PAG) ---	O	+++	to O	---	O to + Short term	O to ++ Long term	\$\$	O to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)														
Option 4A (98' R.O.W.)	O	O	Future (100% PAG) ---	Future (70% PAG) ---	Future (100% PAG) ---	Future (70% PAG) ---	---	++	++	+	O to ++ Short term	++ to ++ Long term	\$\$	O to +
Option 4B (114' R.O.W.)	+++	++	Future (100% PAG) ---	Future (70% PAG) ---	Future (100% PAG) ---	Future (70% PAG) ---	---	+	+++	++	to ++ Short term	O to +++ Long term	\$\$\$	---
4 LANE - DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)														
Option 4+T A (124' R.O.W.)	+	+	to Future (100% PAG) ---	to Future (70% PAG) ---	to Future (100% PAG) ---	to Future (70% PAG) ---	++	O	+++	+	to + Short term	to +++ Long term	\$\$\$	---
Option 4+T B (152' R.O.W.)	++	+++	to Future (100% PAG) ---	to Future (70% PAG) ---	to Future (100% PAG) ---	to Future (70% PAG) ---	+++	---	+	++	to O Short term	to ++ Long term	\$\$\$\$	---
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)														
Option 6A (120' R.O.W.)	+	+	Future (100% PAG) O	Future (70% PAG) +	Future (100% PAG) -	Future (70% PAG) O	O	O	+++	+	to ++ Short term	O to +++ Long term	\$\$\$	---
Option 6B (152' R.O.W.)	++	++	Future (100% PAG) O	Future (70% PAG) +	Future (100% PAG) -	Future (70% PAG) O	O	---	++	++	to O Short term	to ++ Long term	\$\$\$\$	---
6 LANE - DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)														
Option 6+T A (146' R.O.W.)	---	O	Future (100% PAG) +	Future (70% PAG) ++	Future (100% PAG) +	Future (70% PAG) ++	++	---	---	O	to O Short term	to +++ Long term	\$\$\$\$	O to +
Option 6+T B (154' R.O.W.)	+	+	Future (100% PAG) +	Future (70% PAG) +++	Future (100% PAG) ++	Future (70% PAG) +++	+++	---	+	+	to O Short term	to ++ Long term	\$\$\$\$	---

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

Facilitator/Recorder Initials
Table #

A sheet with the street section alternatives with performance measure ratings were presented to groups for feedback. Groups were asked to select street section types for further study



TOP CROSS SECTIONS IDENTIFIED FOR FURTHER STUDY	SELECTIONS BY TABLE																		
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
Street Cross Section Alternative	% of Total Selections																		
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

KEY FINDINGS

- All but one group chose at least one 4-lane option for further study
- Almost 40% selected only 4-lane options for further study
- Over 60% of groups chose 4+TA - 124' or wider for further study
- 50% of groups chose a street cross section that was 152' or wider for further study

STATION 4: CTF INTENSIVE DESIGN MEETINGS

The Citizens Task Force (CTF) decided to hold a series of 4 intensive design meetings in late February and early March of 2014, in order to advance discussions about the street design alternatives.

This series of board provides an overview of the designs, assessments, discussions, and decisions that came out of this intensive process:

GOALS FOR DESIGN MEETINGS

- Develop a shared understanding of performance assessments of the alternatives;
- Recommended refinements and changes to alternatives;
- Recommend the street design concept alternatives to move forward into further design and analysis; and,
- Discussed desired public input to gain from the public at Public Meeting #4



STREET DESIGN ALTERNATIVES

Following on receiving input from the public at Public Meeting #3, in September, 2013, the CTF decided that the four main street cross section options should all remain under consideration and to start with examining the narrowest and widest alternatives to bracket the range of performance that could be expected from all alternatives; these are the alternatives that were developed for the start of the intensive design meetings:

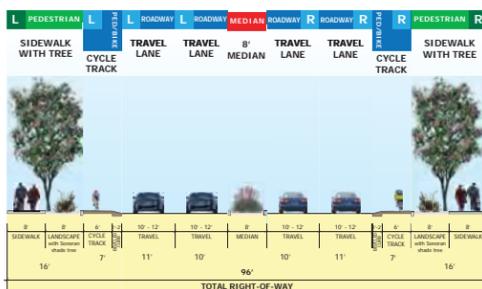
4 Lane “Minimize Direct Building Impacts” Alternative

- Align street to avoid impacting buildings
- Minimize Right-of-Way width
- Rebuild some parking
- Increases risk of “unintended” acquisitions
- Includes Rights-of-Way alignment for 4+2T and 4-lane alignments

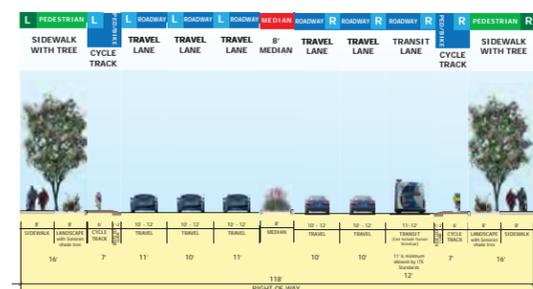


4 Lane “Minimize Property Impacts” Alternative

- Align street to minimize risk of full property acquisitions
- Avoid direct building impacts as feasible
- Includes right of way alignment for 4+2T and 6-Lane Alignments



Generalized 4-lane cross section



Generalized 6-lane/4+2T cross section



STATION 4: CTF INTENSIVE DESIGN MEETINGS

6+2 Transit Lane Design Alternative

- Align street to minimize risk of full property acquisitions
- Avoid direct building impacts as feasible



Generalized 6+2T cross section

POTENTIAL LESSONS FROM PHOENIX LIGHT RAIL IMPLEMENTATION

CTF members asked for a presentation regarding implementation of the Phoenix Region's light rail system to see what lessons could be learned to inform what might be done to enhance the potential to achieve high capacity transit along Broadway. Wulf Grote, the Planning and Development Director for Phoenix Valley Metro, was able to make a presentation at the first February meeting and discuss issues with CTF members. The key issues he highlighted regarding preparing for Future Light Rail that were most impactful to the CTF were:

- **Preserve right of way** – provide enough space to accommodate dedicated lanes in the future, but don't make the street so wide that it is difficult for pedestrians to cross or so it doesn't leave enough space for development along the street.
- **Relocate utilities early** – moving underground sewer, water, and other utilities out from under future dedicated transit lanes during the reconstruction of Broadway could create significant cost and time savings. It has also been Tucson's experience that moving utilities was a major cost for the street car project.
- **Improve the pedestrian and bicycle environment now** – improved sidewalks and pedestrian safety, as well as improved bicycle facilities, will support the creation of a walkable and bikeable environment soon and it will help create a transit supportive environment along Broadway.
- **Phasing from bus to rail can be a challenge** – closing/relocating bus facilities to build light rail or streetcar can reduce ridership. But, on the other hand, nearer term bus facilities support increased transit ridership which builds the case for investment in rail.

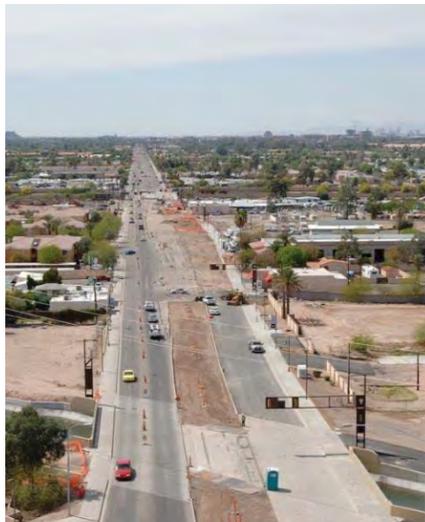


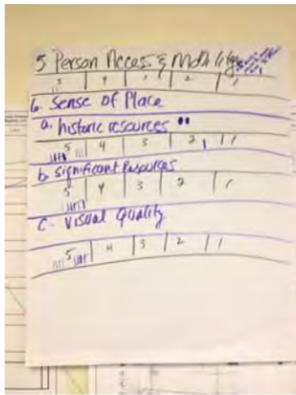
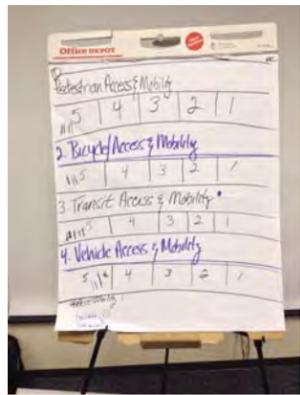
Image Credits: Wulf Grote

STATION 4: CTF INTENSIVE DESIGN MEETINGS

PERFORMANCE MEASURE PRIORITIES

CTF members were presented with an over 70 page performance assessment workbook that described definitions of the performance measures, the methodology for assessing performance and how the alternatives performed. As part of the workshop process of the meetings, the CTF members were asked to rank which performance measures they felt were most important to their stakeholders and to themselves. The following summarizes the number of times that CTF members ranked measures as very important:

Performance Measure	Times Ranked "Very Important"	Additional Comments
Economic Vitality	10	How long will it take to bring back economic vitality, if it is lost? Why will people come if there is no sense of place?
Sense of Place - Visual Quality	9	
Sense of Place - Historic Resources	8	
Sense of Place - Significant Resources	6	
Transit Access and Mobility	6	Accessible transit for all users is important
Pedestrian Access and Mobility	5	
Bicycle Access and Mobility	3	
Vehicle Access and Mobility	3	There were also 4 rankings for balancing all modes
Person Access and Mobility	2	
Sustainability - Heat Island Effect	2	
Sustainability - Water Harvesting/Green Streets	2	There may be a conflict point with the water harvesting and green streets programs and the desire to minimize the width of medians and landscaping
Sustainability - Greenhouse Gases	1	
Sustainability - Tailpipe Emissions	1	
Project Cost	1	



As the intensive work sessions continued, a set of Key Performance Considerations was identified; some are performance measures and others are design details that affect performance. For example, loss of parking and access and the challenges of providing new parking and access result in properties being at high risk for full acquisition - even though the buildings on site are not directly impacted - because the building cannot be successfully used by an existing or new business. Here are the key performance considerations that were identified during the intensive series of meetings:

- Parking and Access** – Street width and alignment can impact parking and access without impacting buildings. But individual properties may not be able to resolve the impact alone under existing development standards and guidelines. Federal and state laws and regulations related to acquisition of private property for a street improvement project make it challenging to implement solutions involving more than one property. (See the boards and talk to staff about this issue to learn more, at Station 5).
- Community Character and Economic Vitality** – Stakeholders and Task Force members have consistently rated performance measures that relate to these issues as being most important, such as impacts to historic resources.
- Multimodal Transportation Performance** – The CTF is concerned about achieving a balance of performance across pedestrian, bicycle, vehicle, and transit modes; the point of tension relates to which modes should be emphasized.
- Sustainability** – Performing well in terms of water harvesting, air quality, urban heat island effect, public health (supporting active transportation), and the City's ability to maintain and operate the improvements going into the future are important concerns for the CTF.

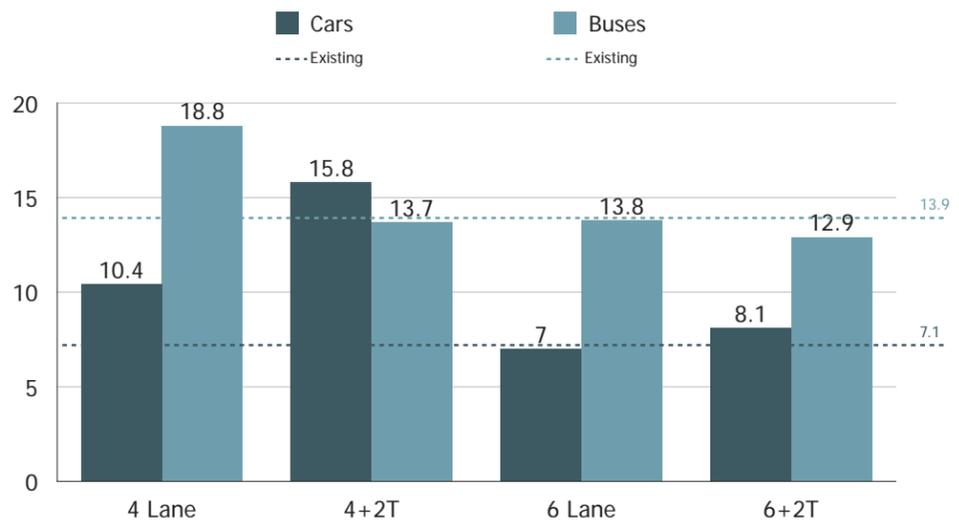
STATION 4: CTF INTENSIVE DESIGN MEETINGS

MULTIMODAL TRANSPORTATION ASSESSMENT

A transportation simulation program was used to assess the performance of all 4 initial design cross sections. Assumptions used in the modeling included:

- Local bus service (10 min. headway) and limited stop express bus (30 min. headway)
- Evaluate two future volume scenarios -
 - 33% growth (existing and required regional transportation projections)
 - 22% growth (reduction of regional projections)

Travel Time
(From Euclid to Country Club in Minutes)



EXPLORATION OF STREET DESIGN CONCEPTS

As a result of reviewing the 4 Lane and 6+2T Lane design concepts and the performance assessment, the CTF identified several additional street design concepts to explore. The Planning Team develop sketch alignments and/or street sections. These were in reaction to some key “points of tension” between the range of stakeholder goals and how the design concepts performed in the assessments.

Tension Point

- **Narrow Width vs. Capacity for Transportation:** the narrow width of the 4 Lane Concepts allows them to avoid more impacts to buildings and properties in general, but they do not achieve good performance for transit or vehicles.
- **Widening to the North Impacts more Historic Contributors:** this is particularly an issue west of Campbell given the existing Rincon Heights Historic District.
- **Impacting Parking and Access can Increase the Risk of Full Acquisition:** alignment and other design approaches that avoid impacting buildings may impact more parking areas creating risk of full acquisitions and it is not clear how this may affect viability of buildings and potential demolition for property reuse.

Potential New Street Design Concept	Goal	Assessment	Result
“Phased” 6 Lane to 6+2T Lane	Reduce initial cost and implement transit lanes when ridership supports the investment	Concept is as wide as the original 6+2T Lane design and has similar results in terms of impacts to existing buildings, etc.	Likely lower initial cost for implementation not seen as outweighing negative impacts of wide width
4 Lane West of Campbell and 6 Lane East	Minimize property impacts with narrower improvements where there is less width between existing buildings to north and south	Creates vehicular and transit delays for west bound traffic with “lane drop” just west of Campbell intersection. Does not provide space for high capacity transit to the west of Campbell.	Does not appear to provide enough benefit compared to 4 Lane to work as effective compromise for those that favor further development of 6 Lane Concept. Creates additional property impacts east of Campbell compared with 4 Lane so is not an effective compromise for those that favor further development of 4 Lane Concept.
4 Lane West of Campbell Widen to the South	Minimize impacts to buildings that contribute to Rincon Heights Historic District	Widening to the south does avoid impacts to contributing historic buildings, as well as fewer total potential and current contributing buildings	Moved forward as a concept worth further exploration Concerns about potential impacts to Miles School

STATION 4: CTF INTENSIVE DESIGN MEETINGS

RESULTS FROM THE INTENSIVE DESIGN MEETINGS

STREET DESIGN CONCEPTS ADVANCED FOR FURTHER DESIGN AND ASSESSMENT

In preparation for Public Meeting #4, and to provide more information to allow the CTF to continue working towards a consensus design recommendation for the project, the CTF decided to:

- **Advance both the 4 Lane and 6 Lane street design concepts** with a set of alignment options being explored to illustrate trade-offs in terms of building and property impact compared to widening to the north or south.
- **Create design vignettes (variations)** for how to address challenging areas identified by the CTF members, including: narrowing elements of the street cross section (i.e.; travel lanes, medians, sidewalks, etc.) to avoid negative impacts, changes in alignment to avoid negative impacts and maximize positive conditions.
- **Explore options for phasing of transit improvements** to transition a 6 Lane design into a 4+2 Transit Lane design (See discussion of Potential 6 / 4+2T Lane Hybrid at Station 5).
- **Take the 6+2 Transit Lane design off the table for further analysis**, because it performs worse for vehicles and only marginally better transit than the 6 Lane, its width creates the highest implementation costs and impacts to properties and buildings, and performing equally or not as well as the 6 Lane design for many other performance measures.

CONCERNS ABOUT FUNDING VIABILITY AND COMMITMENT TO TRANSIT

Several CTF members expressed on-going concerns about the lack of clarity related to project funding. Would a 4 Lane Alternative or a 4+2T Lane Alternative receive funding from the RTA so it could be implemented? How would Mayor and Council, who have directed the CTF to explore creative design options (including fewer lanes), react to the lack of funding? Some expressed frustration with the challenge of the stakeholders they represent strongly favoring alternatives that might not get funding. Concerns were also expressed that significant investment in transit improvements would be much more difficult to achieve if the recommended alternative did not include dedicated transit lanes.

Here are a few comments that were made by CTF members as they discussed what options to move forward for further design and to present at the public meeting:

- I would hate to design a roadway that isn't a transit priority roadway and the 10 years down the road realize we have the ridership and not the roadway to support it. We need to design the corridor to grow and incentivize ridership to make transit a priority.
- If we are going to have a high capacity system like light rail or bus rapid transit we need to decrease the amount of time a bus currently takes to get travel along the corridor
- It would be good to have the RTA tell us we can't move forward with the 4 lane... They need to define what functionality is or they need to flat out tell us "no."
- We can study the 4 lane alternative but I don't think it will fly with the stakeholder agencies and I can vote for it.
- The high interest in the 4 lane is due to the building impacts the other options would incur as well as the preservation of economic vitality. The 6 lane is not a deal breaker if it is done correctly. As we get more detailed analysis we need to find more creative ways to save buildings and reduce impacts. I do not think we have even scratched the surface in terms of what we can do creatively.



PROJECT WORK BETWEEN THE INTENSIVE DESIGN MEETINGS AND PUBLIC WORKSHOP #4

The CTF met twice between the Design Meetings and this workshop, and the Broadway project was discussed at a Mayor and Council meeting between those CTF meetings. Also, the project's Technical Advisory Committee met during this period and their recommendations were presented to the CTF. The results of these meetings have resulted in the materials presented at Station 5: Revised Street Design Alternatives and Station 6: Where We Go From Here.

STATION 4: SIDEWALK ONLY IMPROVEMENTS

Some stakeholders asked, starting early in the project, why improvements could not simply be made within the existing public right of way for the street, at less expense and with lesser impacts to adjacent properties. A major element of this would be to build sidewalks along the entire length of Broadway between Euclid and Country Club that comply with the requirements of the Americans with Disabilities Act (ADA); significant portions of the existing street do not have sidewalks today.



THERE IS NOT A "NO PROJECT" OPTION FOR BROADWAY

Related to the sidewalk only option, is that there is not an option to make no improvements to Broadway as it exists today. If for some reason the current project did not move forward the City would, at a minimum, need to repave the roadway at some point in the next 5 to 10 years. A recent ruling by the US Department of Justice and Department of Transportation requires that when a roadway is altered (the definition includes repaving) the street must also have ADA compliant pathways and curb ramps along its full length. This means that the minimum improvement for Broadway would be the sidewalk only concept.

Given these stakeholder and federal inputs to the project, the Citizens Task Force was presented with information about a sidewalk only improvement concept to help them understand the full breadth of potential improvements that could be made to Broadway, and this information is summarized on this board:

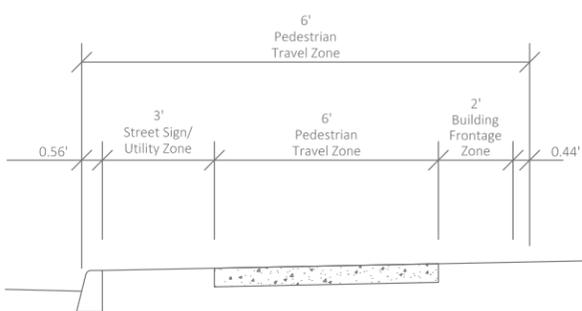
PURPOSE OF SIDEWALK ONLY OPTION

- Construct ADA-compliant sidewalk system
- To greatest extent feasible, hold existing curb lines (in some cases, as much as 7 feet of new right of way width is required to implement sidewalks)

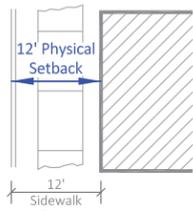
SUMMARY OF IMPACTS

Full Acquisitions	North Side	South Side	Total
Current Historical Contributors	4	0	4
Eligible Historical Contributors	13	30	43
Total Historical Contributors	17	30	47
Other Properties	3	7	10
Total All Full Acquisitions	20	37	57
Total Partial Acquisitions	36	21	47

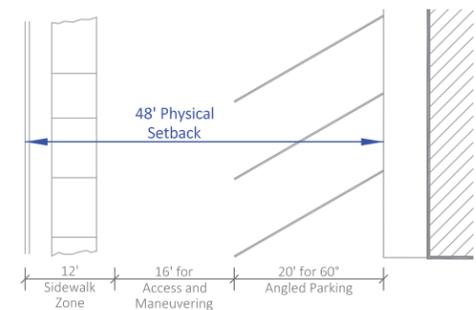
BASIC DESIGN PARAMETERS



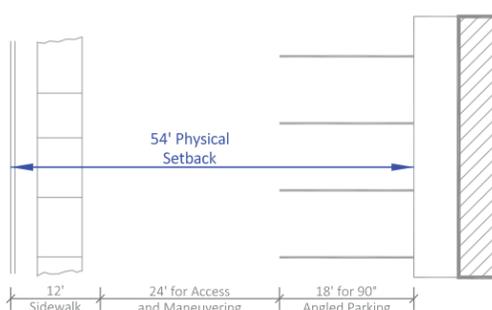
Minimum Sidewalk Zone per ADA and City Requirements



Case 1: No Front Parking



Case 2: 60° Angled Front Parking



Case 3: 90° Angled Front Parking

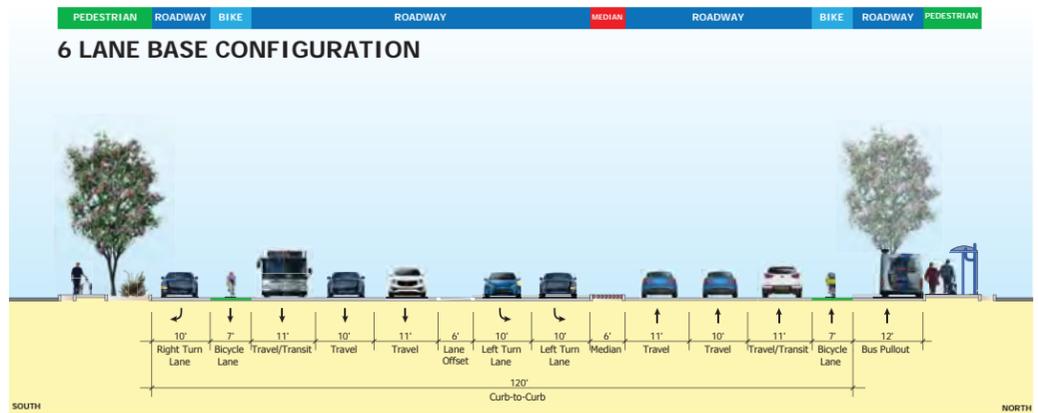
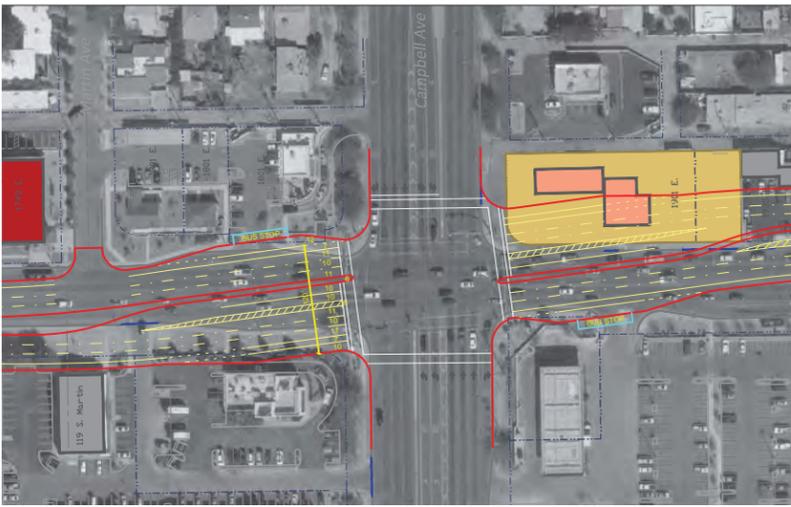
SUMMARY OF COSTS

Construction of 6' sidewalks (No widening of roadway)	\$700,000
Acquisition of Right-of-Way (Approx. 47 historic properties affected; no direct impacts to buildings)	\$17 - \$24,000,000*
Resurfacing of the 2-mile roadway	\$5,000,000
Subtotal:	\$22,7 - \$29,700,000*

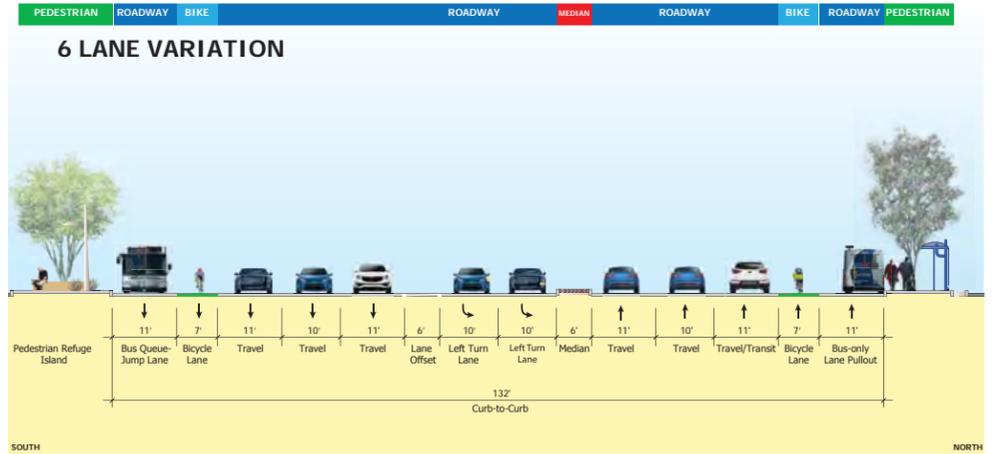
* These costs do not include additional costs related to full acquisitions, such as relocation benefits

STATION 5: BROADWAY AT CAMPBELL INTERSECTION: BUS "STATION" STUDIES

Standard 6-Lane Intersection Configuration with Bus Pull Outs

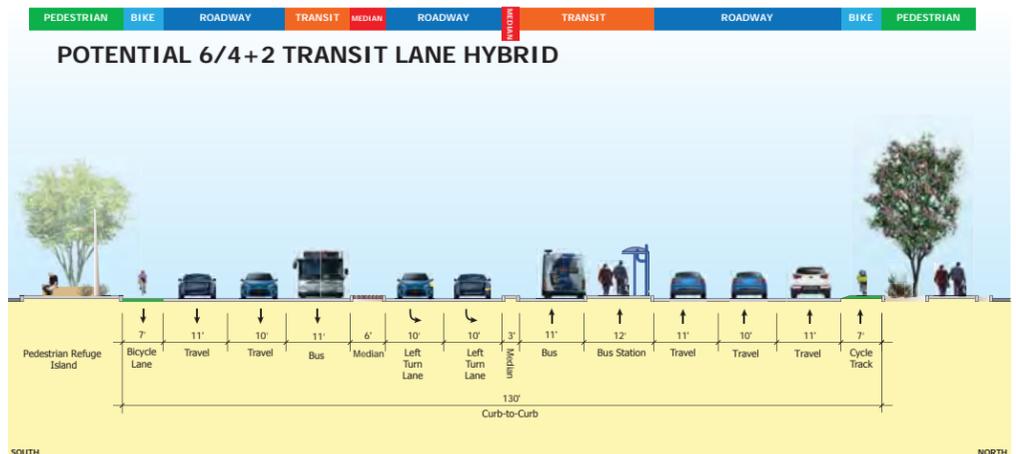
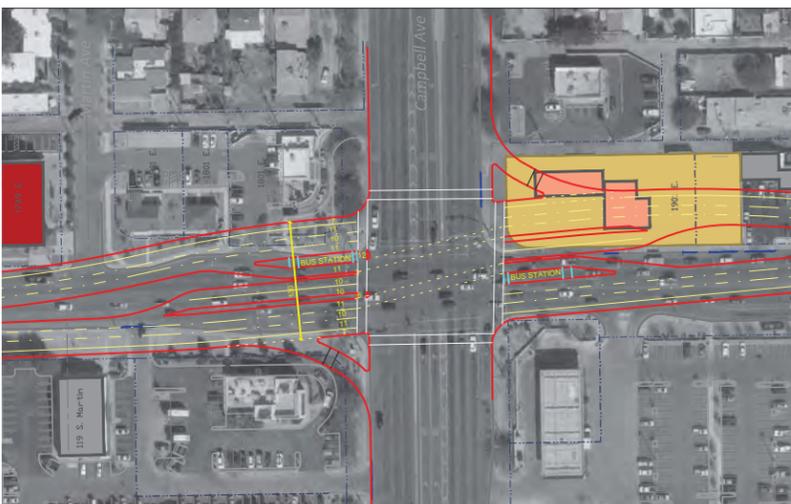


Alternative A: Side Station Configuration with Bus Queue-Jump Lanes and Pull Thru Stops



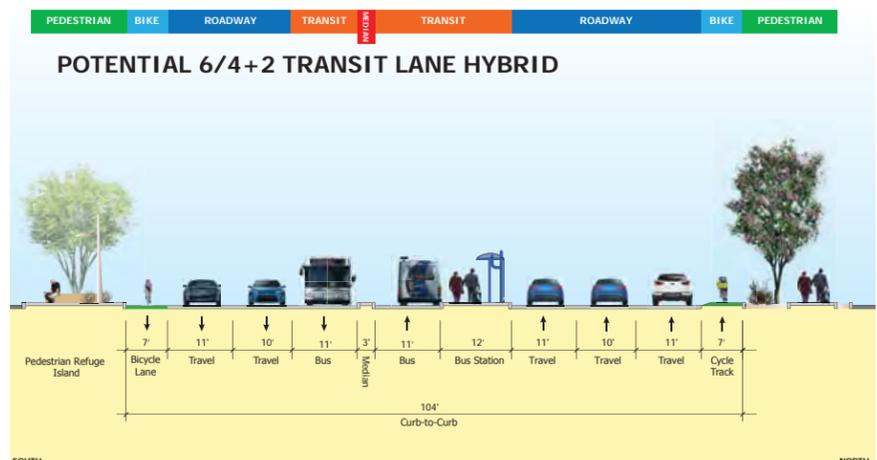
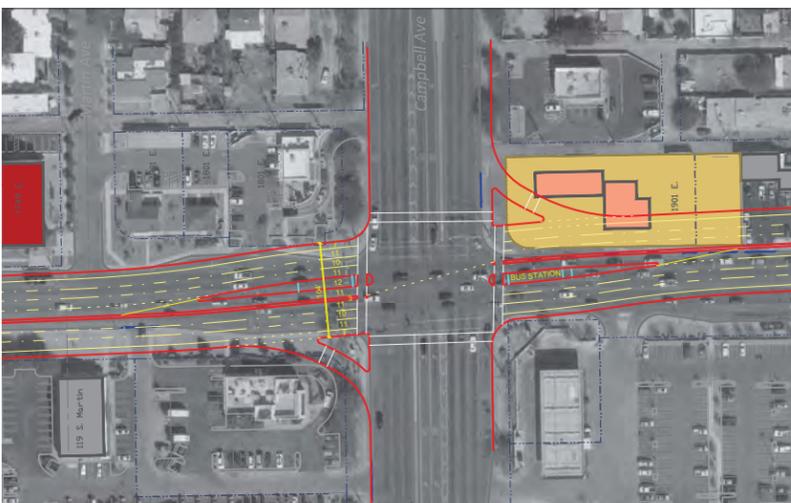
(12 feet wider at the Pedestrian Crossing than Standard Design)

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



(10 feet wider at the Pedestrian Crossing than Standard Design)

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



(16 feet narrower at the Pedestrian Crossing than Standard Design)

STATION 5: BROADWAY AT CAMPBELL INTERSECTION: CONCEPTS FOR INCREMENTAL TRANSIT IMPROVEMENTS

BUS "STATIONS" AT INTERSECTIONS EXAMPLE CONFIGURATIONS

Side "Station" Configuration (6 Lane Variations)



Image Credit: Go Geary

Proposed Geary BRT Station, San Francisco, CA



Image Credit: CD+A

Proposed AC Transit BRT, Oakland, CA

Median Island "Station" Configuration (POTENTIAL 6/4+2 TRANSIT LANE HYBRIDS)



Image Credit: Swift

Seattle, WA



Image Credit: CD+A

BUS "STATION" AND CYCLE TRACK OPTION

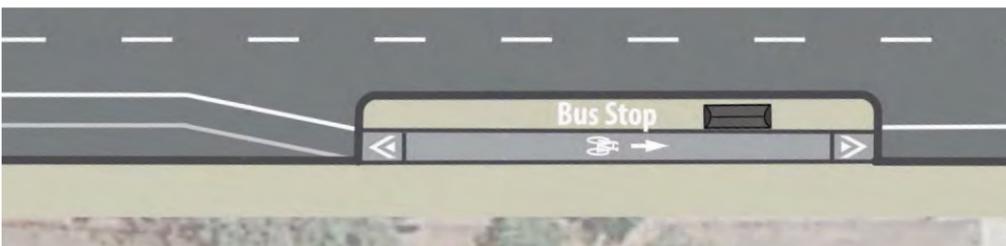


Image Credit: CD+A

Proposed Telegraph Avenue Complete Streets Improvements
Oakland, CA



Seattle, WA

Image Credit: NACTO

STATION 5: FUNDING VIABILITY

FUNCTIONALITY OF BROADWAY BOULEVARD EUCLID TO COUNTRY CLUB PROJECT

For RTA and Pima County, the project is primarily a transportation improvement project. For the City of Tucson, it is that and also an opportunity to achieve a broader range of objectives for community vitality, economic development, and overall sustainability.

	RTA	PIMA COUNTY	CITY OF TUCSON
4 LANES	Not fundable	Not fundable	Cannot fund alone
4+ 2 TRANSIT LANES	Not fundable	Not fundable	Cannot fund alone
6 LANES	Fundable	Fundable	Can provide committed project funding and search for funds to provide additional enhancements
POTENTIAL 6/4+2 TRANSIT LANES HYBRID	Fundable	Fundable	Can provide committed project funding and search for funds to provide additional enhancements

FUNDING VIABILITY

RTA Perspective

In order to maintain funding, project must meet or exceed transportation functionality of 6 + 2 transit lanes (6+2T) for pedestrians, bicyclists, transit riders, and drivers.

Pima County Perspective

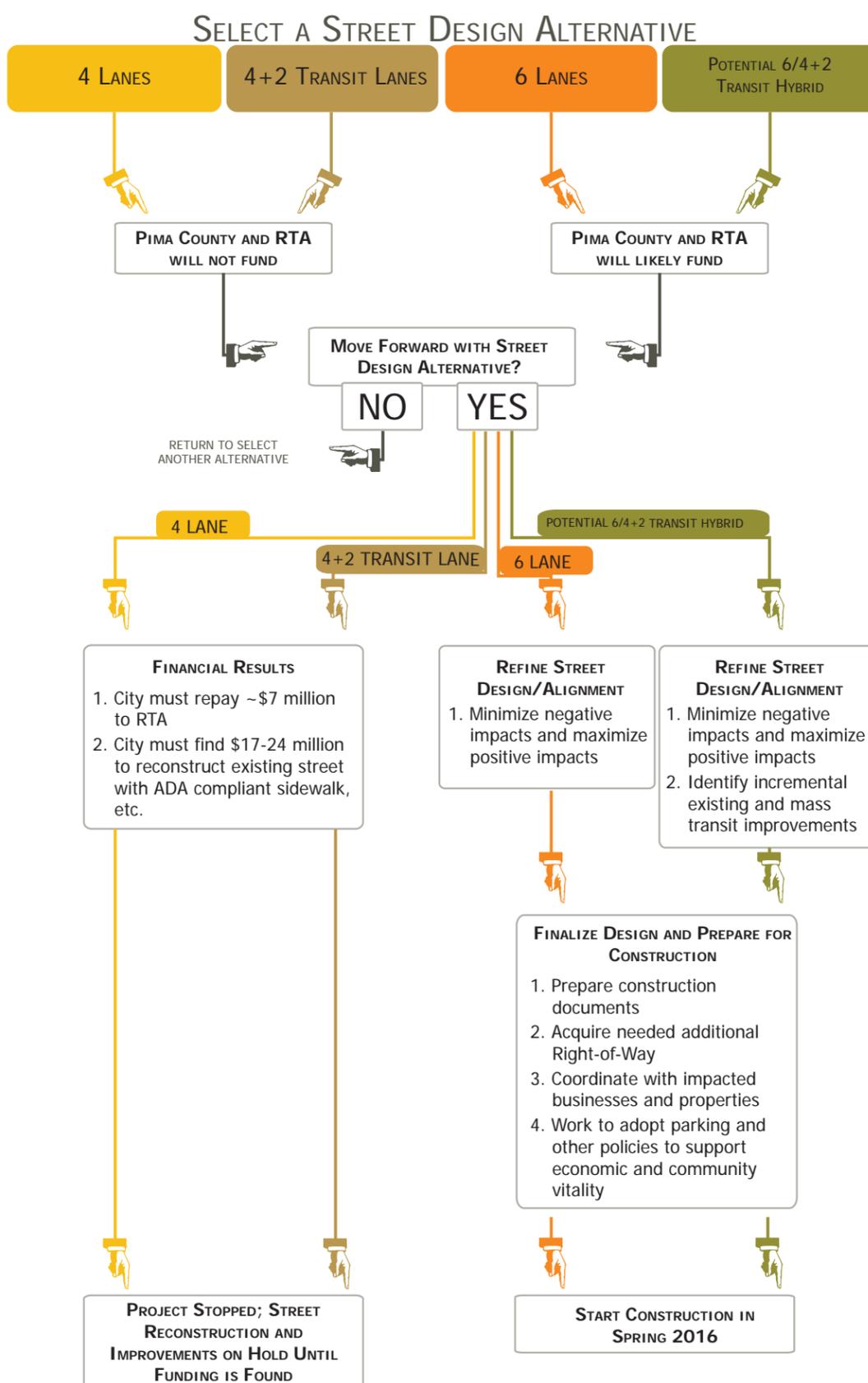
In order to provide bond funding, project must construct 6 or 8 lanes. The County Administrator has stated* that capacity must be increased from today's 5-lane street; he would not recommend reducing capacity with a 4-Lane Alternative.

City of Tucson Perspective**

- City cannot fund needed Broadway improvements to on its own; RTA and Pima County bond funding must be maintained.
- **There is not a "no build" alternative.** Without constructing the proposed project, in the near future the street will need to be repaved and the U.S. Justice and Transportation Departments require that when repaving is done the resulting **street must have ADA compliant sidewalks**. This would result in **costs of between \$23 to 30 million to construct**, including acquisition of new right of way (see the Sidewalk Only information at Station 4). **The City cannot afford to pay for these improvements on its own.**
- Therefore, City needs to maintain funding from the RTA and the County in order to avoid the sidewalk only costs (\$23-\$30 million), and the additional repayment of \$7 million for property acquisition and planning costs that have been spent to date.
- RTA and County are not likely to fund a 4+2 Transit Lane (4+2T) alternative now, because it does not improve functionality of all modes of travel; specifically cars and trucks are degraded. While it is technically possible for the Board of Supervisors to amend the bond project description, it is highly unlikely they would support reducing today's 5-lane roadway to a 4-lane.
- The 6-lane alternative outperforms the 6+2T alternative, and improves all 4 modes of travel, which meets the basic criteria for RTA and PIMA County funding.
- City recognizes that transit plays a large role in this corridor today, and supports investigating a 6/4+2 Transit Lane Hybrid design that enhances transit service immediately, and potentially converts to a full-time 4+2T in the future.

*Based on memos from the County Administrator which can be viewed at: <http://www.tucsonaz.gov/broadway/public-input-report#May62014>

**Based on May 6th, 2014 City Managers' recommendation to Mayor & Council which can be viewed at: <http://www.tucsonaz.gov/broadway/public-input-report#May62014>



STATION 5: PERFORMANCE SUMMARY

DESIGN ALTERNATIVES

		REFINED 4 LANE	REFINED 4+2 TRANSIT LANE	REFINED 6 LANE	POTENTIAL 6/4+2 TRANSIT LANE HYBRID
FUNDING VIABILITY AND PROJECT FUNCTIONALITY	FUNDING (SEE FUNDING VIABILITY BOARD FOR FURTHER INFORMATION)	High Risk Likely leaves City as only possible funder with no funds identified to implement the project. Not improving ADA access threatens availability of future federal transportation funds.	High Risk Likely that City is only funder with no funds identified to implement the project. Would be difficult to achieve design that provides enough vehicular capacity for projected traffic growth.	Low Risk Satisfies Pima County and RTA funding criteria.	Low Risk Will be designed to satisfy Pima County and RTA funding criteria.
	CONSTRUCTION COST AND ACQUISITION COST	Low Risk of exceeding budget given projected costs and ability to design to fit budget.	Moderate Risk of exceeding budget given costs of transit stop and other transit infrastructure.	Low Risk of exceeding budget given projected costs and ability to design to fit budget.	Low Risk of exceeding budget given ability to design to budget; some transit enhancements may require additional funding sources.
COMMUNITY CHARACTER AND ECONOMIC PERFORMANCE	HISTORIC/SIGNIFICANT BUILDING IMPACTS	Potentially Good to Moderate Functionality Less width for vehicles allows alignment variations that minimize direct impacts	Potentially Good to Moderate Functionality Ability to strategically narrow street allows for alignment variations that minimize direct building impacts		
	POTENTIAL FOR ACQUISITION AND BUSINESS IMPACTS	High to Moderate Risk Parking and access impacts can result in business impacts and potential for acquisition which can also put future use of existing buildings at risk			
TRANSPORTATION PERFORMANCE	PEDESTRIAN AND BICYCLE	Potentially Good Functionality Less space for vehicles results in more potential space for pedestrians while keeping street relatively narrow.	Potentially Good to Moderate Functionality Three lanes for vehicles, whether for mixed use or transit-only, results in elements of the roadway with a minimal amount of flexibility in width which could make good pedestrian functionality a challenge along some portions of the street where minimal width is needed to avoid property and building impacts.		
	TRANSIT	Poor Functionality Does not provide space for high-capacity transit while also serving Broadway's important citywide vehicular transportation function.	Good Functionality is provided by express/limited bus service using dedicated transit lanes, local buses still use mixed flow lanes with bus pull outs; likely more investment in transit stops providing additional benefits to transit riders.	Moderate Functionality is provided for buses running in the vehicle lanes that experience moderate congestion. Some ability to provide additional investment in transit stops, most not in bus pull outs reducing transit travel time.	Potentially Good to Moderate Functionality Potential for additional investment in stops at major intersections can enhance limited stop/express service, as well as potential to make additional investments in quality and speed of transit service.
	VEHICULAR	Poor Functionality given expected growth in traffic and acceptable level of congestion.	Poor Functionality given expected growth in traffic and acceptable level of congestion, and issues with increase pedestrian crossing times at intersections with transit stops in median.	Good Functionality is provided by additional lane in each direction and improvements at intersections resulting in congestion and travel time levels that are marginally better than the 6+2T lane option defined in RTA ballot measure.	Potentially Good to Moderate Functionality Additional transit infrastructure has potential to marginally increase general vehicular congestion; improvements need to be identified that minimize this potential change in vehicular performance.
SUSTAINABILITY PERFORMANCE	MULTIMODAL TRANSPORTATION PERFORMANCE EFFECTS ON PUBLIC HEALTH	Potentially Poor to Moderate Functionality As vast majority of travelers using Broadway, vehicle and transit riders, are not well served by this alternative. Also, congestion level has negative impact on air quality. But provides good performance for pedestrians and bicyclists.	Potentially Good to Moderate Functionality Vehicular congestion levels are a negative for multimodal transportation and air quality, but potential for good pedestrian, bicycle, and transit performance can balance this.	Potentially Good to Moderate Functionality Vehicular functionality serves a large proportion of users and minimizes air quality impacts, but moderate transit function is a detriment.	Potentially Good to Moderate Functionality Provides the opportunity to achieve well balanced multimodal performance and build transit use over time.
	WATER HARVESTING AND GREEN STREETS	Potentially Good to Moderate Functionality Performance depends on amount of landscape area in the street and city's ability to maintain its function. Reduced amount of pavement in this alternative could allow better functionality compared with other alternatives.	Potentially Poor to Moderate Functionality Performance depends on amount of landscape area in the street and city's ability to maintain its function. Amount of pavement needed for these alternatives could result in more moderate functionality compared with the 4 Lane alternative.		
	REDUCE HEAT ISLAND	Potentially Good Functionality Less pavement can reduce heat island effect, if landscape also provides shade; choice of building materials can help performance.	Potentially Good to Moderate Functionality The additional lanes of these alternatives make the provision of shade and choice of building materials more important. There is still the opportunity to improve the condition compared to what exists today.		
	OPERATIONS AND MAINTENANCE COSTS	Potentially Good to Moderate Functionality The ability of the city and SunTran to maintain and operate improvements will be a considered in the design and construction of any alternative.			

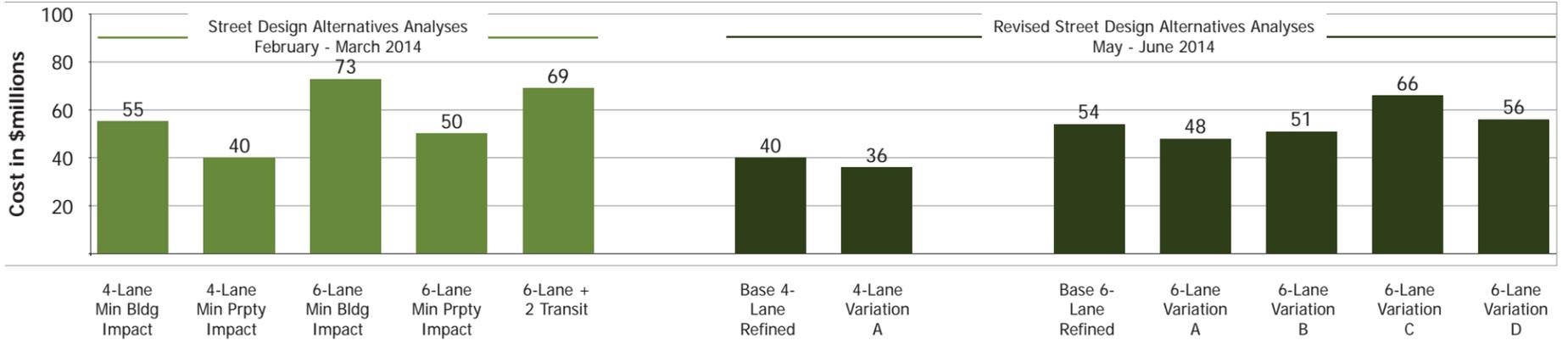
STATION 5: PERFORMANCE SUMMARY

FUNDING VIABILITY AND PROJECT FUNCTIONALITY

Construction Cost

4 Lanes	4+ 2 Transit Lane	6 Lanes	Potential 6/4+2 Transit Lanes Hybrid
\$20 - \$25 million	\$25 - \$30 million	\$25 - \$30 million	\$25 - \$30 million

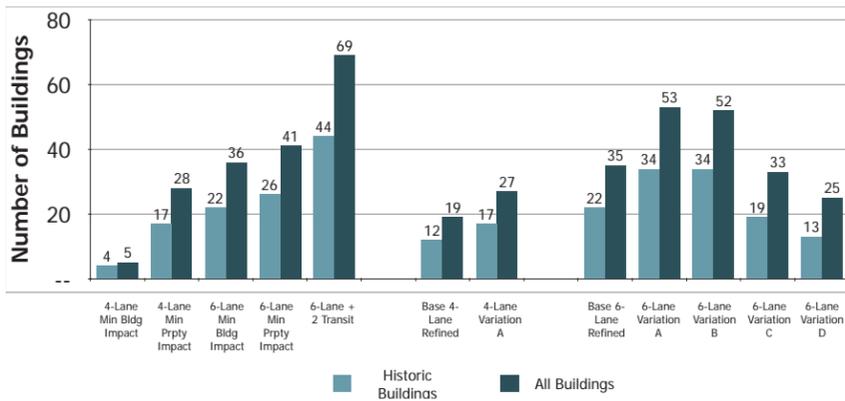
Probable Acquisition Costs



These costs are a current best estimate based on the number of impacted buildings and a percentage of impacted properties and are mainly for the purposes of comparing likely costs between the alternatives and variations.

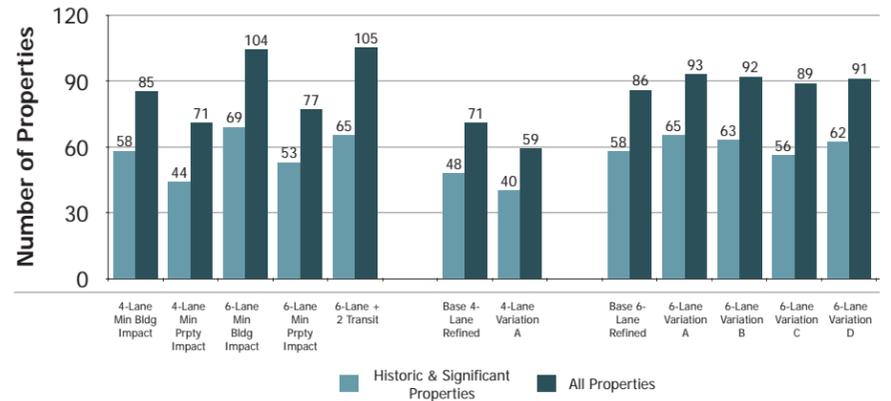
COMMUNITY CHARACTER AND ECONOMIC PERFORMANCE

Buildings Directly Impacted



While some properties with significant buildings are impacted, see impacted properties chart, no current alternatives or variations directly impact any significant buildings.

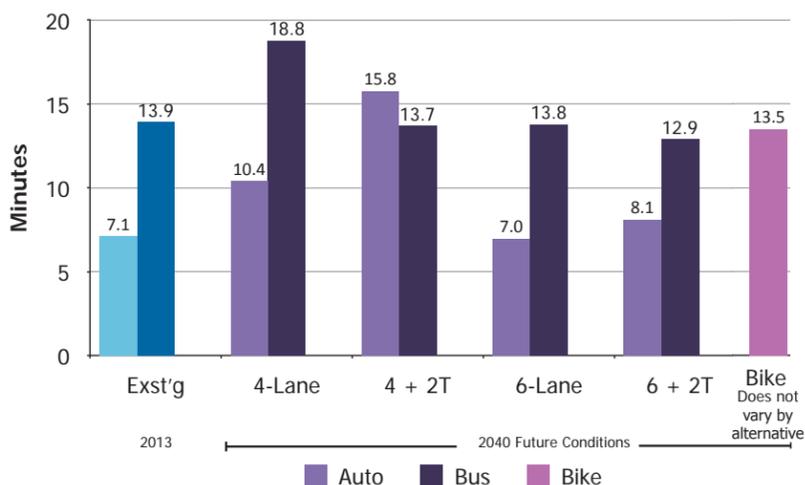
Probable Acquisitions



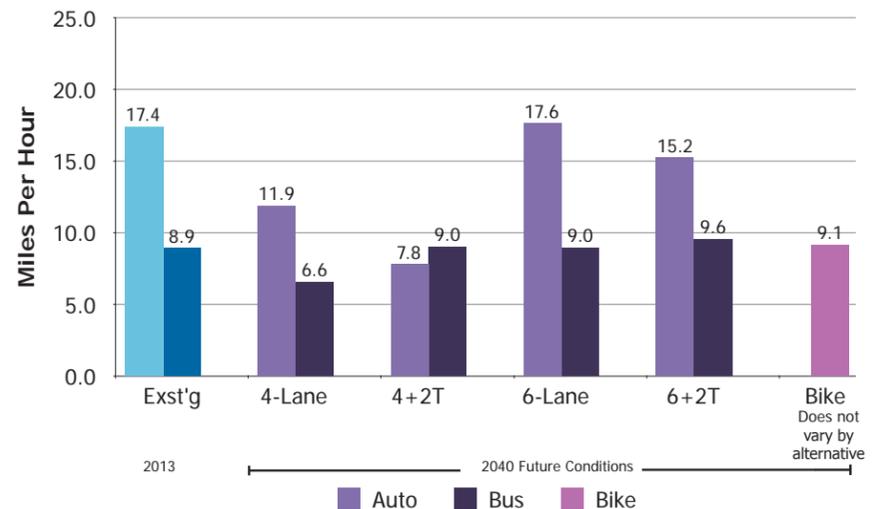
Properties with buildings that are directly impacted by new the street, or that will have issues with site function (such as loss of parking and access), are likely to experience some form of acquisition. Because it is too early to know the extent of each acquisition, a formula has been developed to help estimate the total number of properties that may be fully acquired for comparison across the alternatives.

TRANSPORTATION PERFORMANCE

Travel Time Euclid to Country Club (Average for eastbound traffic during PM peak hour)



Average Speed (Average for eastbound traffic during PM peak hour)



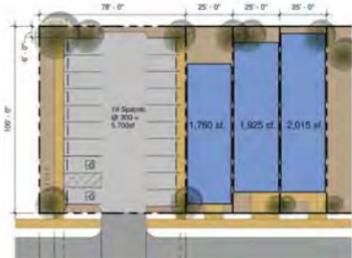
STATION 5: TOOLS AND OPTIONS FOR REVITALIZATION

DEVELOPMENT DIAGRAMS

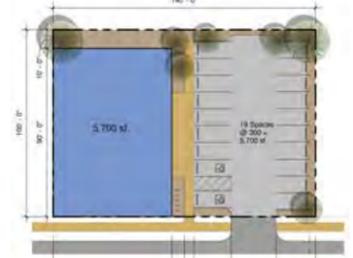
Potential layouts for reuse or revitalization of parcels of varying depth



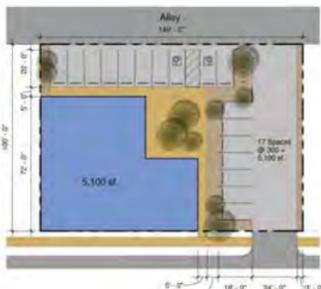
Double Loaded Parking Supporting Multiple Buildings
1" = 30'



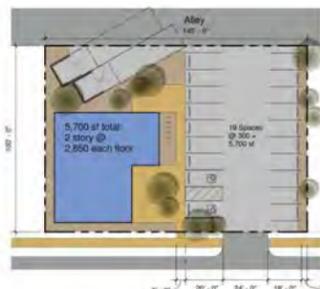
Double Loaded Parking Supporting Multiple Buildings
1" = 30'



Single Story Building w/ Double Loaded Parking @ Side
1" = 30'



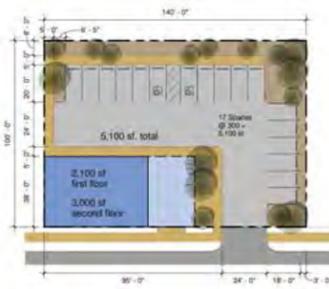
Single Story Building w/ Single Loaded Side & Alley Access Parking
1" = 30'



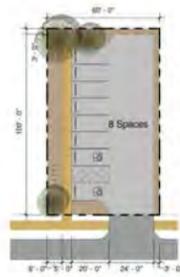
2 Story Building w/ Double Loaded Side Parking, Trash Enclosure and Alley Access
1" = 30'



2 Story Building w/ Double Loaded Side & Alley Parking, Trash Enclosure and Alley Access
1" = 30'



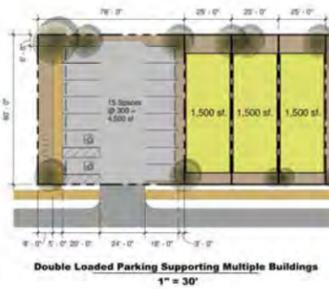
2 Story Building w/ Covered Entry Plaza & Single Loaded Parking Around
1" = 30'



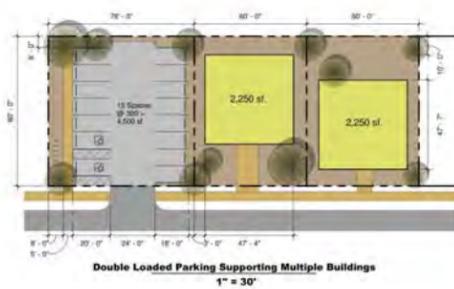
Single Loaded Parking Lot
1" = 30'



Double Loaded Parking Lot
1" = 30'



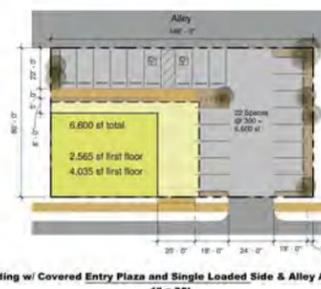
Double Loaded Parking Supporting Multiple Buildings
1" = 30'



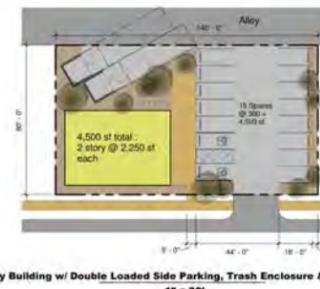
Double Loaded Parking Supporting Multiple Buildings
1" = 30'



Single Story Building w/ Double Loaded parking @ Side
1" = 30'



2 Story Building w/ Covered Entry Plaza and Single Loaded Side & Alley Access Parking
1" = 30'



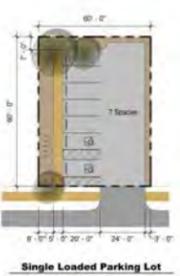
2 Story Building w/ Double Loaded Side Parking, Trash Enclosure & Alley Access
1" = 30'



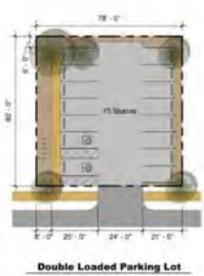
2 Story Building w/ Double Loaded Side & Alley Parking, Trash Enclosure & Alley Access
1" = 30'



2 Story Building w/ Single Loaded Side & Alley Access Parking
1" = 30'



Single Loaded Parking Lot
1" = 30'



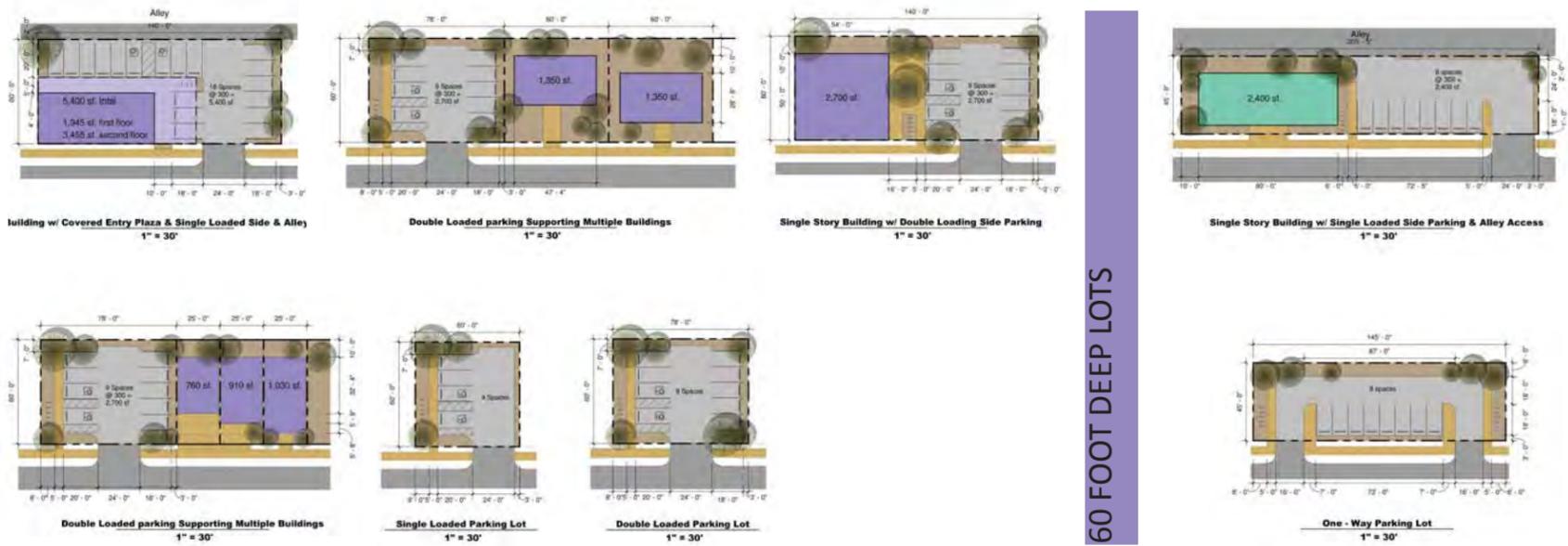
Double Loaded Parking Lot
1" = 30'

100 FOOT DEEP LOTS

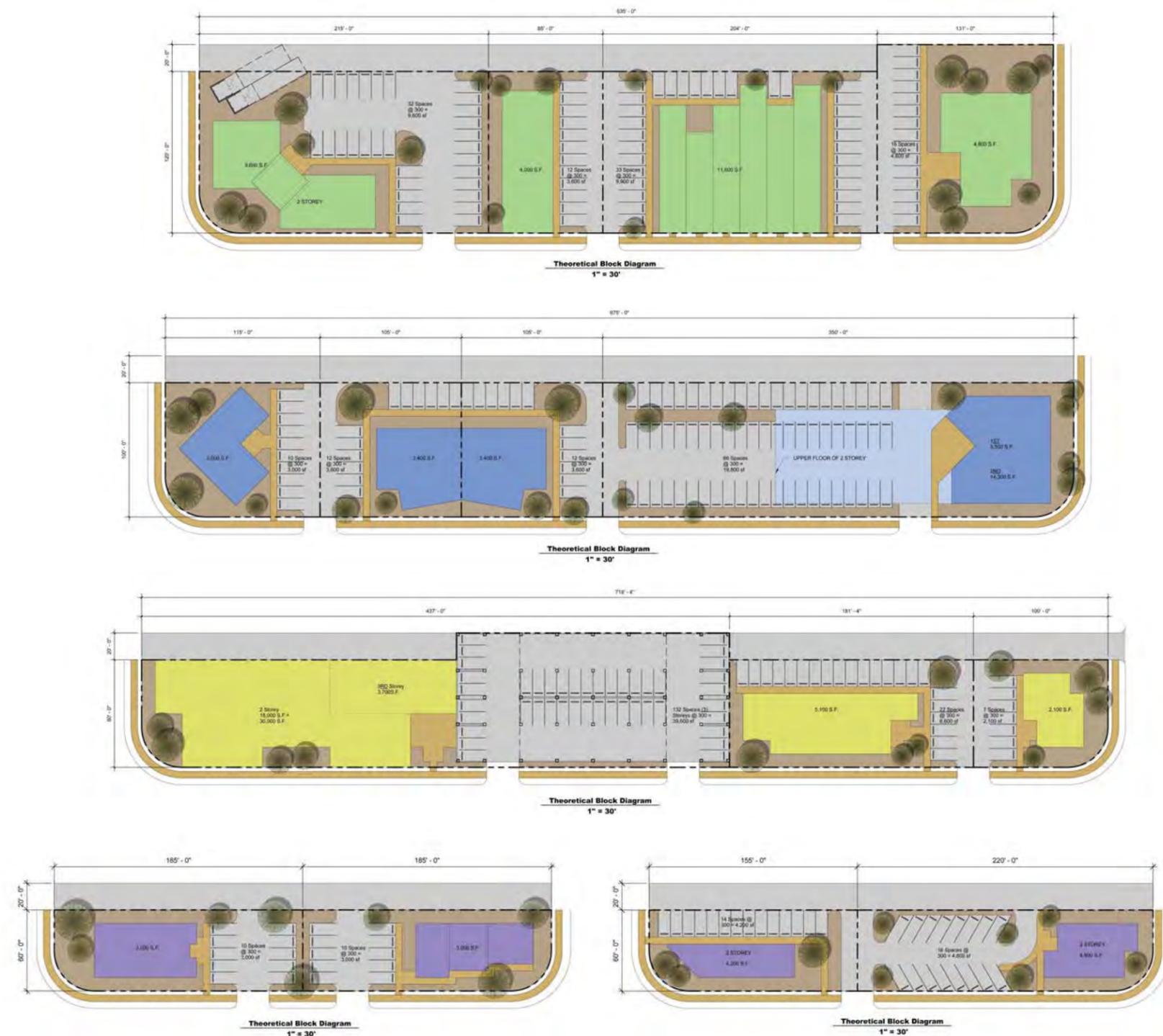
80 FOOT DEEP LOTS

STATION 5: TOOLS AND OPTIONS FOR REVITALIZATION

DEVELOPMENT DIAGRAMS Potential layouts for reuse or revitalization of parcels of varying depth



Potential layouts for adjacent parcels and shared access and parking



STATION 5: TOOLS AND OPTIONS FOR REVITALIZATION

DEVELOPMENT AND REVITALIZATION OPTIONS TO CONSIDER

Currently Available Options

- Existing use to remain, individual Site Development Plans
- Individual Parking Plans (owner initiated)
- Shared access agreement (private)
 - Parking
 - Trash
 - Loading zone
- Parking requirement reduction
- Local professional consultants including architects and planners
- “As Is” (or Cryogenic) Parking Ordinance
- PAD (Planned Area Development) rezoning specific parcel(s)
- Condominiumizing

Potential Options

- Alley access and rear parking for commercial use
- Off-site parking on Public lots or in Right Of Way
- Buffered access lanes parallel to Broadway
- Parking Improvement District
- Overlay District – rezoning area with a specific vision
 - Building Heights
 - Setbacks
 - Density of development
 - Parking requirements
 - Adaptive reuse of historic properties
- Reparceling of multiple properties with shared access/parking
- Increased public parking on side streets
- Closure of residential side streets for parking

Goals for Owner’s Group Revitalization Meetings (Summer 2014) [SIGN UP HERE](#)

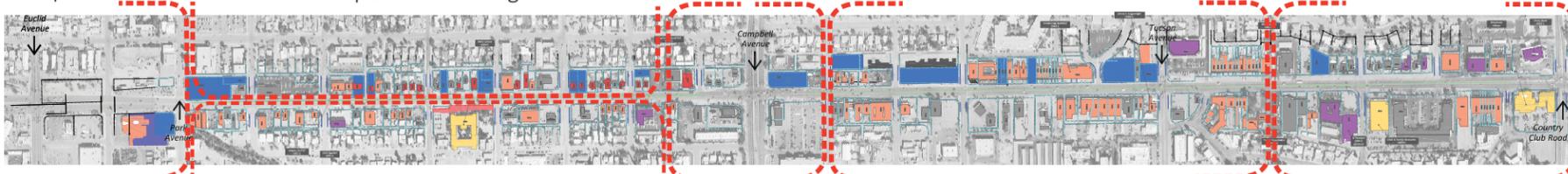
- Discuss what is important to you
- Inform of options, tools and ideas
- Provide opportunity for discussions between neighboring properties
- Develop shared understanding of:
 - Current alignments and variations
 - Parking: less/more/shared
 - Acquisitions: none/partial/full
 - Project Schedule

Group Meeting Distribution

Approximate areas for group meetings with property and business owners.

Group 1: Euclid East

Group 2: Rincon Heights



Group 3: Miles

Group 4:
Campbell
Intersection

Group 5: Sunshine Mile

Group 6: Country Club West



The scale of the table maps is 1" = 100'. Please use the scale above for accurate measurement of the street design alternative plans.



Legend

- New Curb
- Back of Landscape
- Back of Sidewalk
- Nominal 118' R/W Width

Key to Historic Status

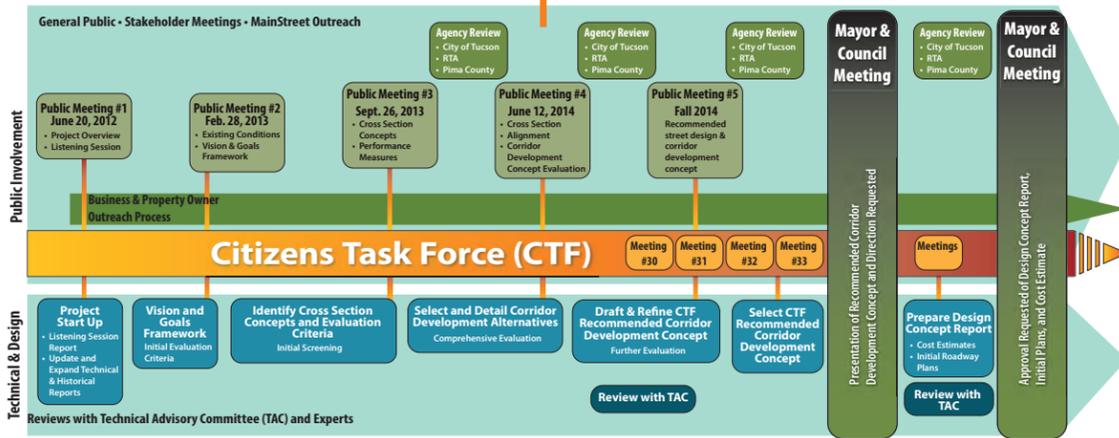
- Current Contributor
- Eligible as Contributor
- Eligible Individually
- Architecturally significant (Future individually eligible)
- City-Owned Property

Excerpt from table map for reference purposes only

SCALE AND LEGEND FOR TABLE MAPS

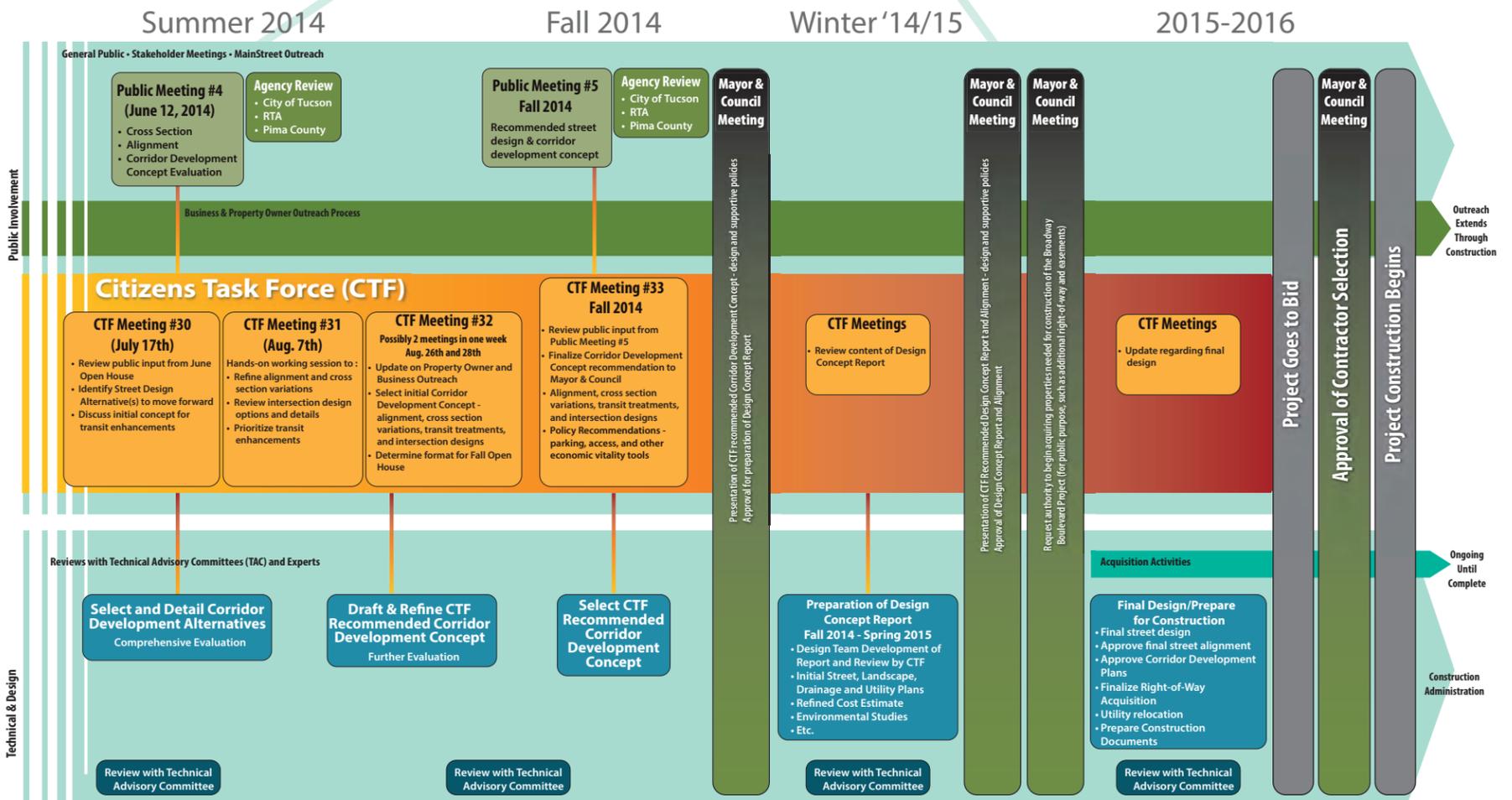
STATION 6: WHERE WE GO FROM HERE

WE ARE HERE



This board provides information about the work that the Citizens Task Force (CTF) and the project technical team will be doing following this open house with the goal of the CTF recommending a Corridor Development Concept for Mayor and Council approval in the Fall of this year. A general outline of the work that will be undertaken up to the start of construction in the Spring of 2016 is also provided.

TIME LINE: PROJECT INITIATION TO MAYOR AND COUNCIL APPROVAL OF ALIGNMENT



TIME LINE: TODAY TO PROJECT CONSTRUCTION

ON-GOING PROPERTY AND BUSINESS OWNER OUTREACH AND PREPARATIONS FOR PROJECT IMPLEMENTATION

- RTA MainStreet Business Assistance Program and Tucson Office of Economic Initiatives provide business planning and variety of other services to businesses in preparation for project
- During Summer 2014, a series of focused meetings with property owners and business owners in the project area will be scheduled to foster small group and one-on-one discussions on issues, such as:
 - Preparing your business to be as healthy as possible prior to construction
 - Identifying needs of properties potentially impacted by the project improvements
 - Conveying general information about how the acquisition process works.

ACQUISITION ACTIVITIES

- Once the Design Concept Report is approved by Mayor and Council, Mayor and Council will be asked to give the City of Tucson Transportation Department authority to begin acquiring property for the additional right of way and easements needed for the project.
- Initially acquisition efforts will focus on properties that will most likely be fully acquired, mainly those where the future right of way passes through existing buildings.
 - As the design is developed further and the details of the alignment are more certain, the acquisition of properties with parking, access and other impacts will begin. These may be full or partial acquisitions depending upon extent of impacts, the potential for future use of the property, and other issues that effect the extent and cost of acquisition will be determined through negotiations with individual property owners.
 - As the project nears final design and start of construction, minor partial acquisitions and easements will be finalized.