

CITY OF TEMPE



BROADWAY ROAD IMPROVEMENTS: RURAL ROAD TO MILL AVENUE

PUBLIC MEETING

February 25th, 2013



**PARSONS
BRINCKERHOFF**

Broadway Road Improvements

- Introductions & Welcome
- Purpose of Meeting: share new concepts for roadway design
- City Staff Eric Iwersen – Community Development
 - ▣ Julian Dresang – Traffic Engineering
 - ▣ Shelly Seyler – Traffic Engineering
 - ▣ Sue Taaffe – Community Relations
 - ▣ Shauna Warner – Neighborhoods
- Parsons Brinckerhoff
 - ▣ Tom O'Reilly
 - ▣ Tom Hester
 - ▣ Isabel Quintero
 - ▣ Scott Andreasen

Broadway Road Improvements History

- Tempe General Plan and Transportation Plan
 - ▣ Provide multi-modal access city wide for all users including bicyclists, pedestrians and transit users
 - ▣ Support complete streets for Tempe
- 2000 Broadway Road Design Concepts
- 2003 – 2005 Grant Applications (5 year cycle)
- \$2.5Million Received for Project – only for street, transit, bike, ped enhancements

Project Schedule & History

- Public Process began 2008 (including: Broadway Road Action Team, Public Meetings, Boards & Commissions)
- Last Public Meeting - Fall 2010
- Preferred Concept Process Challenges & Project Delay
 - ROW purchase issues, balance of treatments both sides of road
- Project Team Reconfigured/Re-started Fall 2012
- Must Complete Construction Docs by Spring 2014

Project Direction

- Today: Present 2 possible directions, 5 total options
 - ▣ 1 lane removal EB, or maintain all current lanes

- All concepts have baseline treatment of:
 - Street trees on south side
 - Wider sidewalks on south side
 - Median islands with landscaping
 - Bicycle lanes on Broadway Road
 - Very little ROW will be purchased (limited to intersections, driveways)

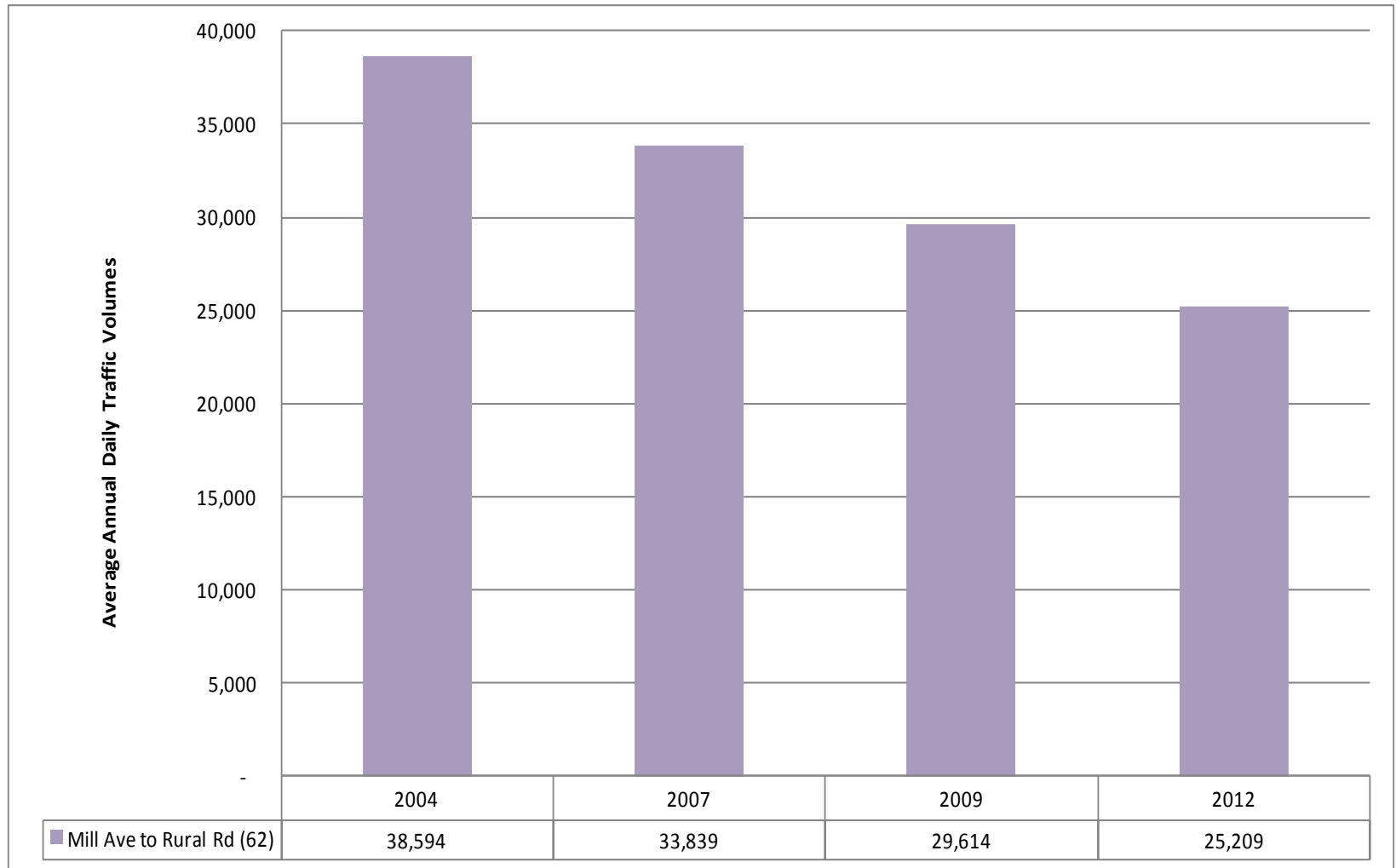
Variations on Concepts

- Number of Lanes
- Median Treatment
- Parking/No Parking on Broadway Ln
- Shared Space on Broadway Ln Vs Traditional
- Use of Existing Right-of-Way

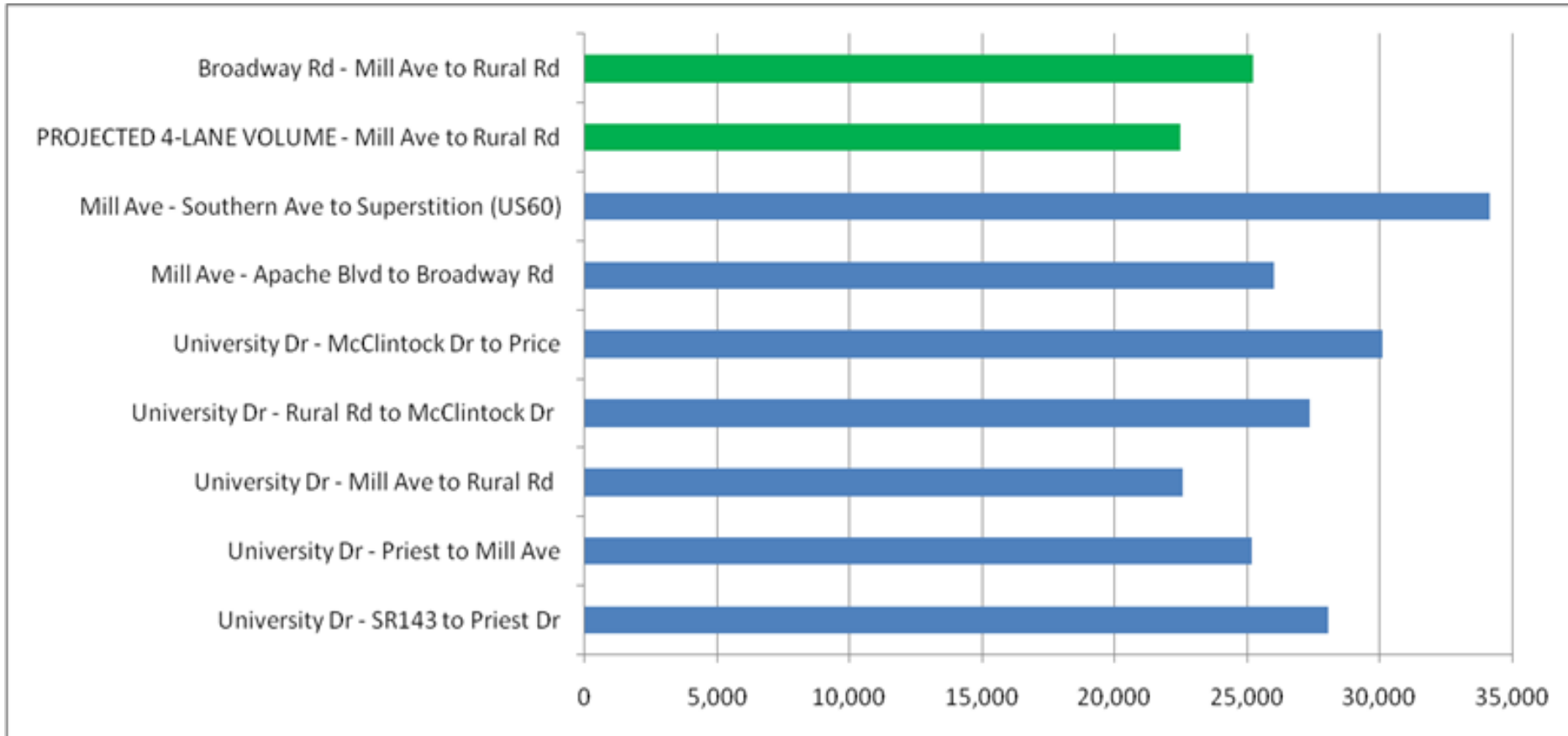
Design Considerations

- Lane Removal
 - May add congestion
 - Provides greater flexibility for street options
 - Re-characterizes street for future/matches long range plans for city
 - Greater equality/both sides of street receive enhancements
- Maintain Lanes
 - Limits design options
 - Keeps current vehicle capacity

Historical Daily Traffic Volumes on Broadway Rd



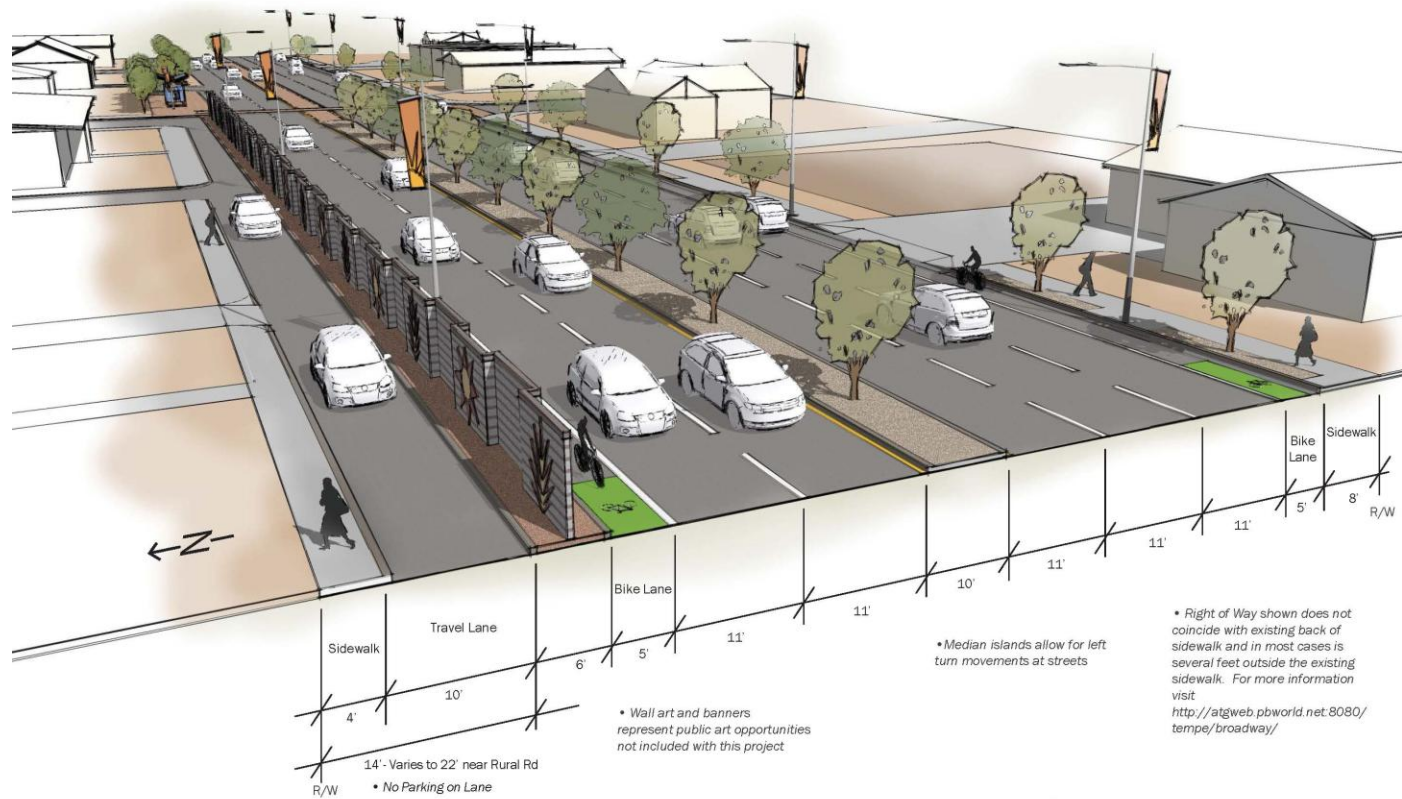
Broadway Rd Volumes Comparison with other Arterials



SOURCE: CITY OF TEMPE TRAFFIC COUNTS MAP, OCTOBER 2012

Option 1A – 5 travel lanes, traditional

- 3 Lanes EB/2 Lanes WB
- 8' Sidewalk & Trees on South Side
- No Parking on Broadway Lane/4' Sidewalk
- Builds into City Right-of-Way



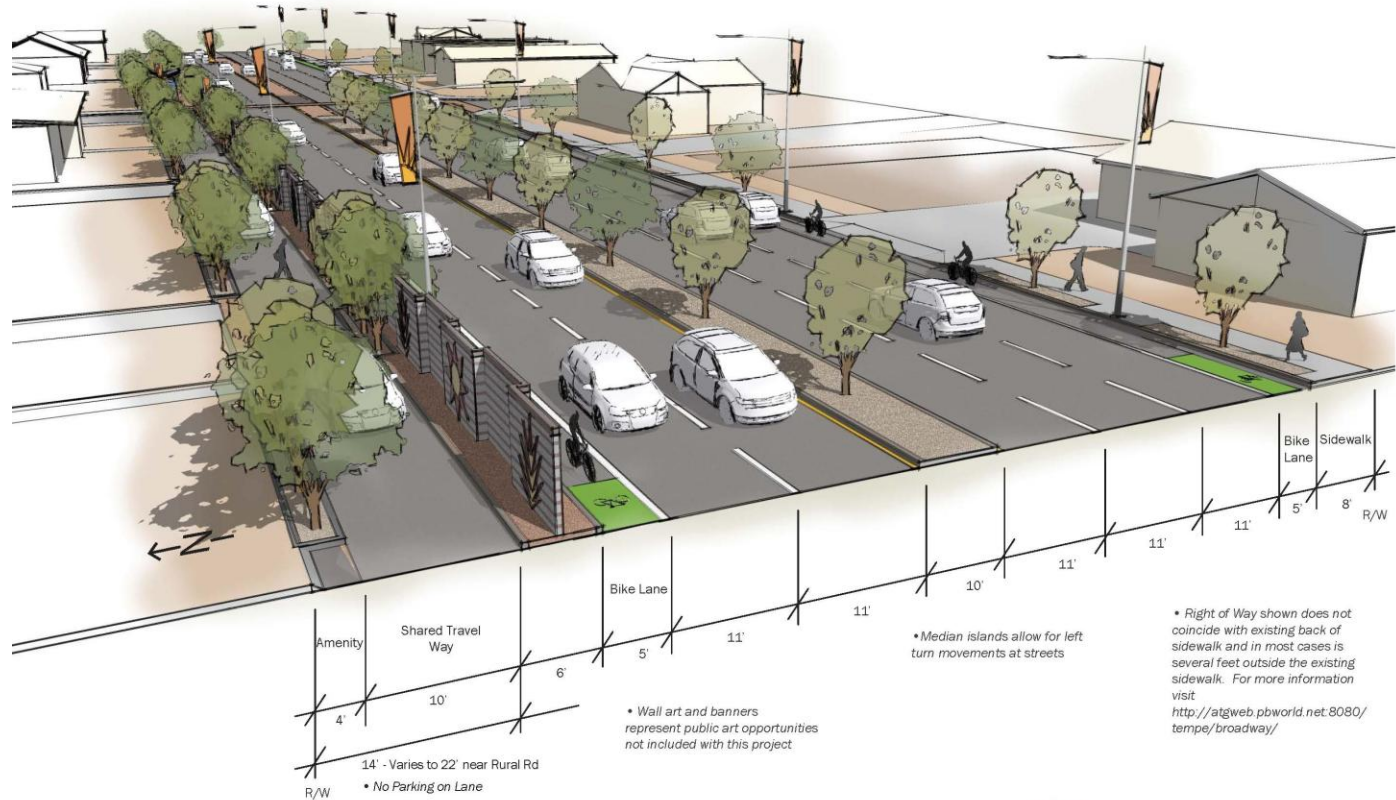
Broadway Road
Option 1A 02.21.13



**PARSONS
BRINCKERHOFF**

Option 1B – 5 travel lanes, shared

- 3 Lanes EB/2 Lanes WB
- 8' Sidewalk & Trees on South Side
- No Parking or Sidewalk on Broadway Lane/Cars & Pedestrians Share Street Space
- Builds into City Right-of-Way



Broadway Road
Option 1B 02.21.13



**PARSONS
BRINCKERHOFF**

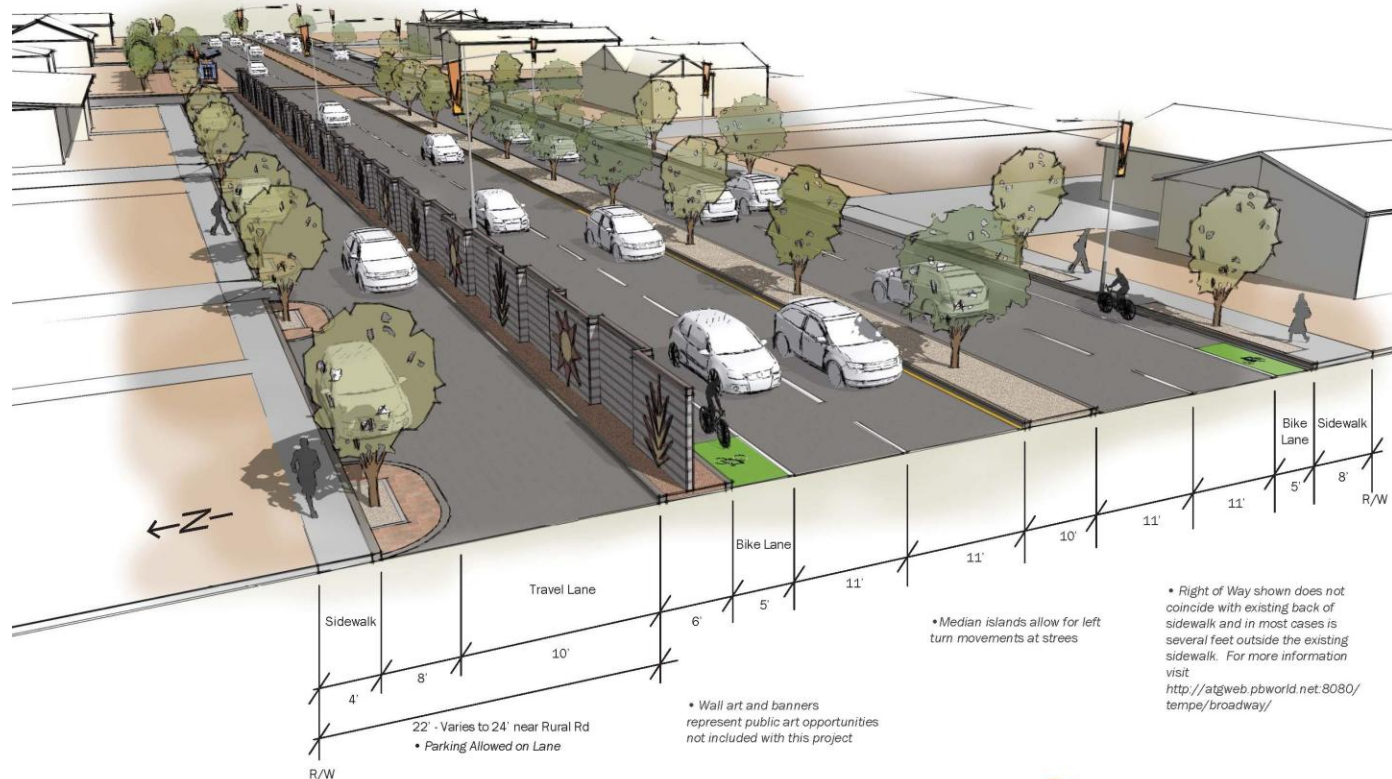
Option 2A – 4 travel lanes, traditional

- 2 Lanes EB/2 Lanes WB

- 8' Sidewalk & Trees on South Side

- Parking Allowed on Broadway Lane/4' Sidewalk

- Builds into City Right-of-Way



Broadway Road
Option 2A 02.21.13



**PARSONS
BRINCKERHOFF**

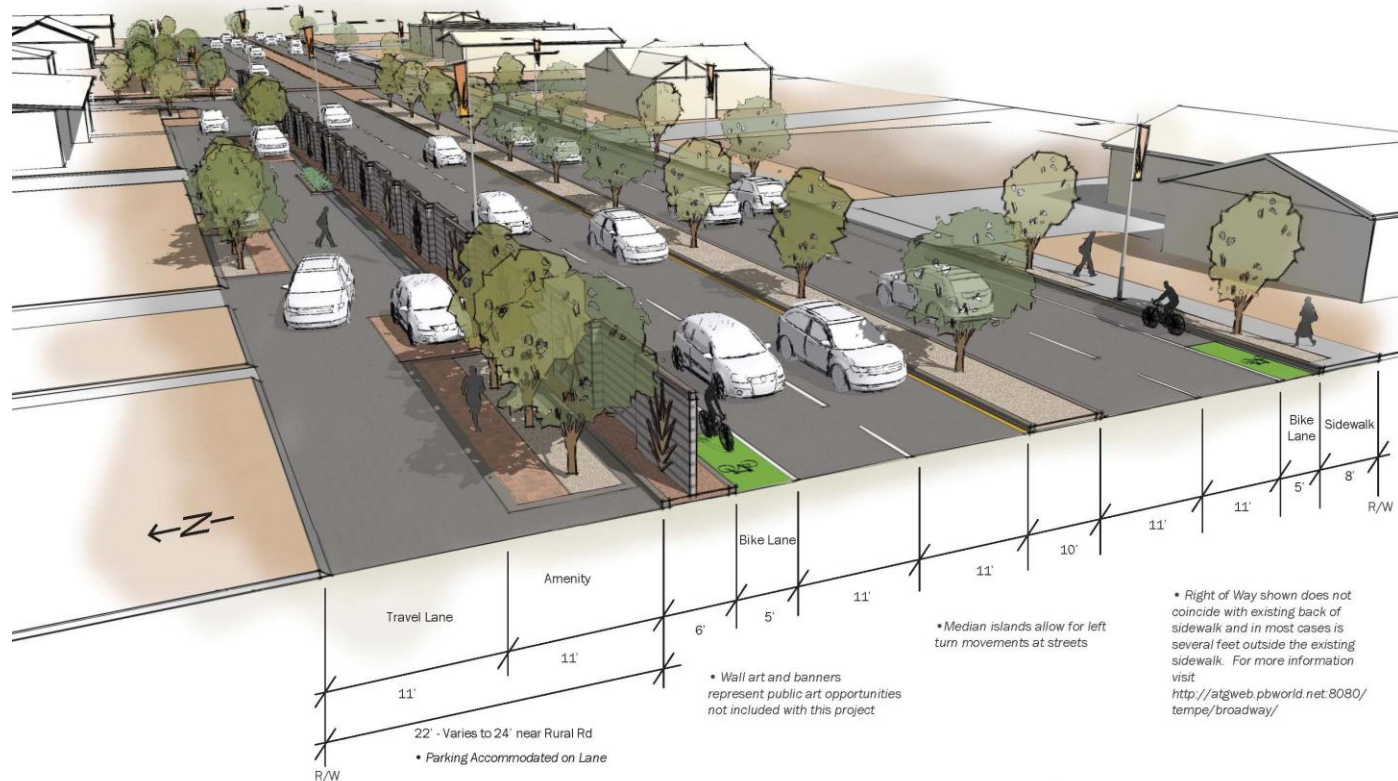
Option 2B – 4 travel lanes, shared

- 2 Lanes EB/2 Lanes WB

- 8' Sidewalk & Trees on South Side

- Parking Allowed on Broadway Lane/Cars & Pedestrians Share Street Space

- Builds into City Right-of-Way



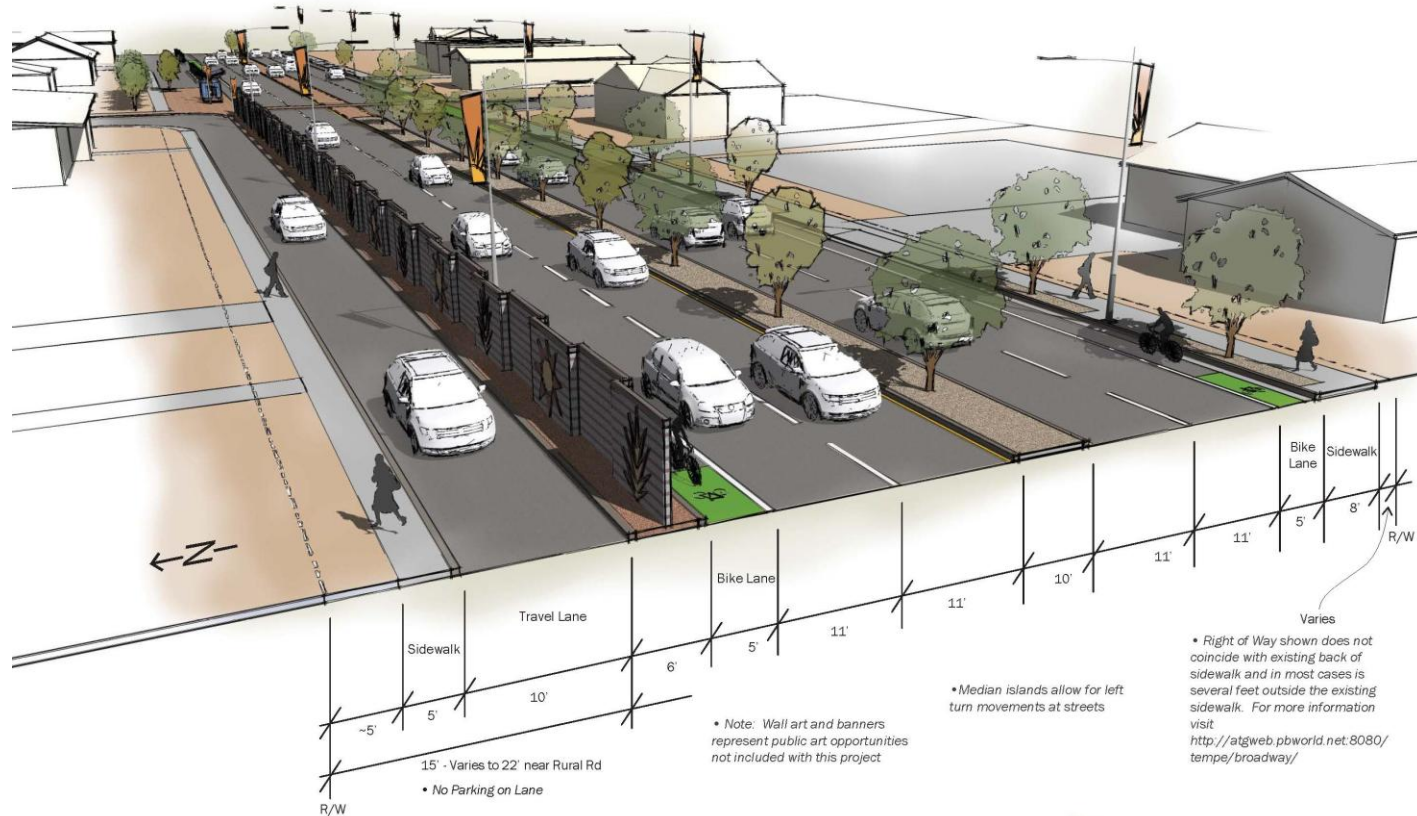
Broadway Road
Option 2B 02.21.13



**PARSONS
BRINCKERHOFF**

Option 2C – 4 lanes, existing back s/w

- 2 Lanes EB/2 Lanes WB
- 8' Sidewalk & Trees on South Side
- No Parking on Broadway Lane/5' Sidewalk
- Does Not Require Building into City Right-of-Way



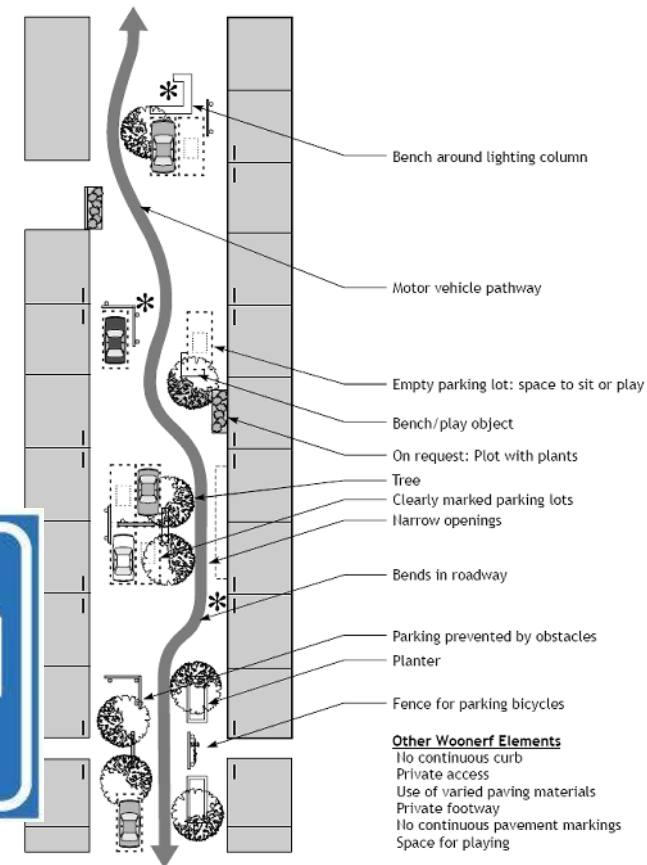
Broadway Road
Option 2C 02.21.13



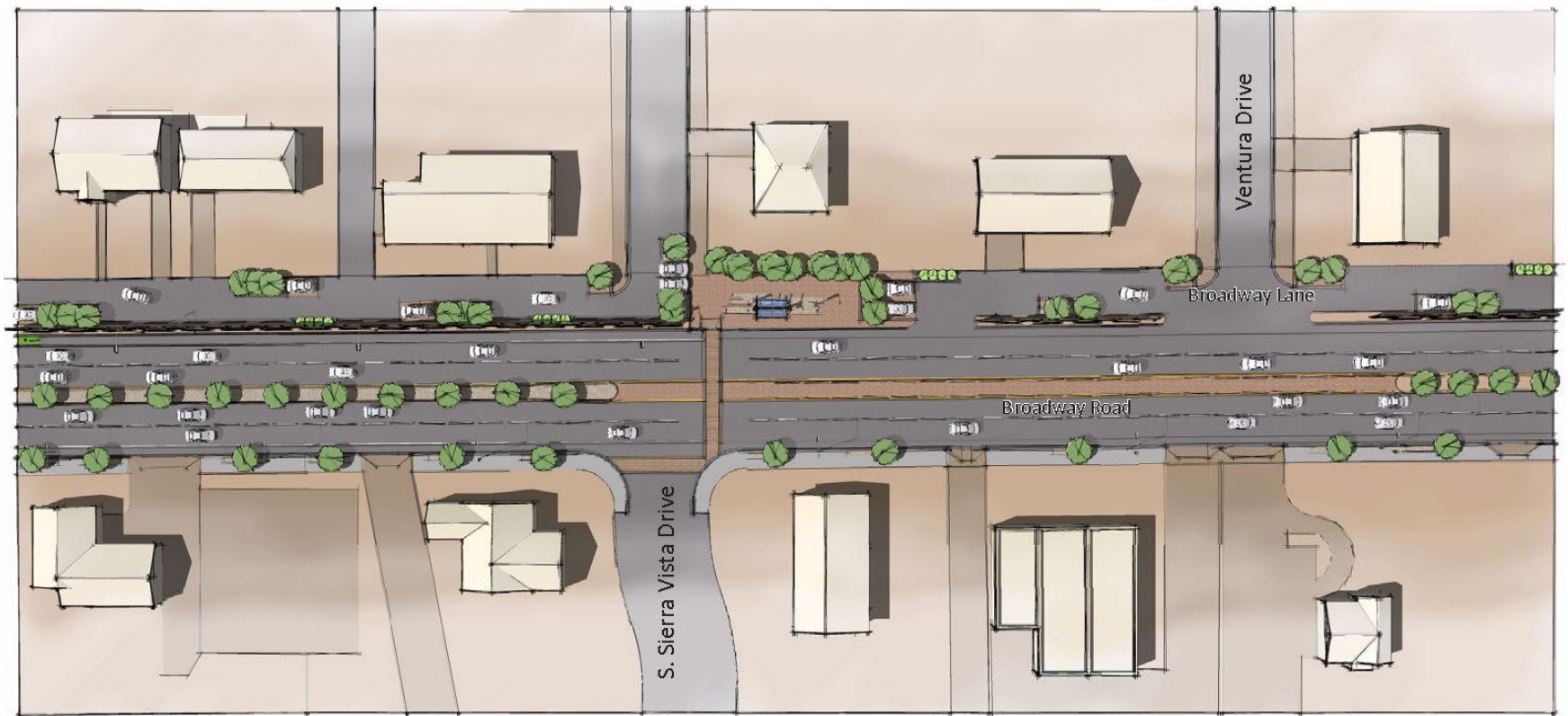
**PARSONS
BRINCKERHOFF**

Broadway Lane Alternative Treatment

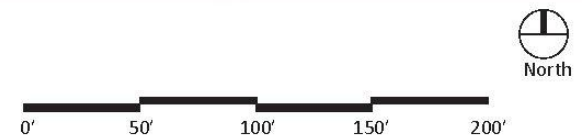
Shared Space (Ped/Bike/Vehicle)



Plan View of Shared Space (2B)



- No obstructions in-line with driveways
- Clear view beside driveways (minimum 10' setback)
- 2 Widths for in-road facilities: 8' (parking and trees) and 3.5' (planting only)
- Minimum spacing between in-lane amenities is 20'
- Minimum clear travel-way is 10'



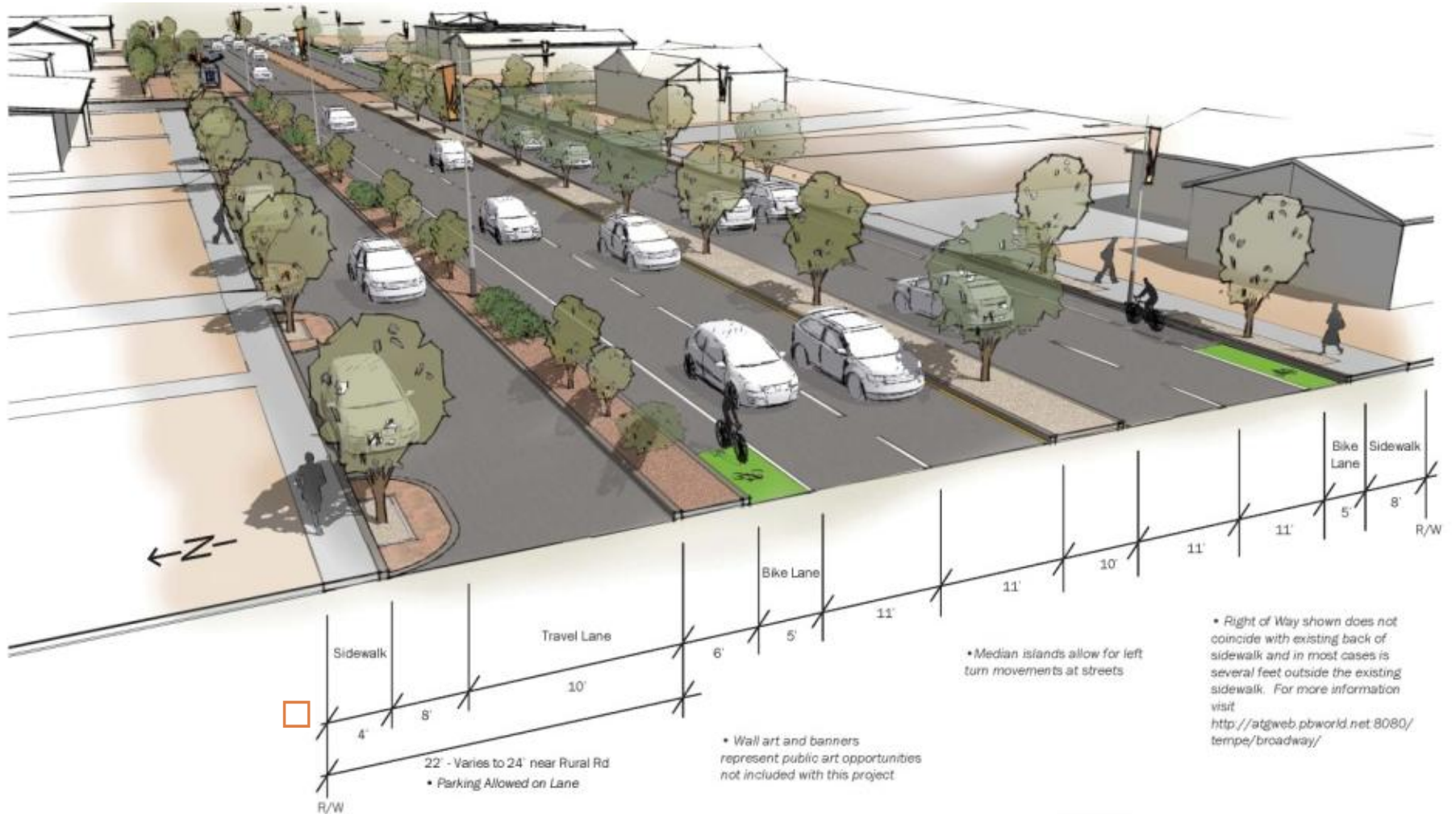
Broadway Lane Median Alternatives

- Semi-screened treatment (Combination of wall and Vegetation)

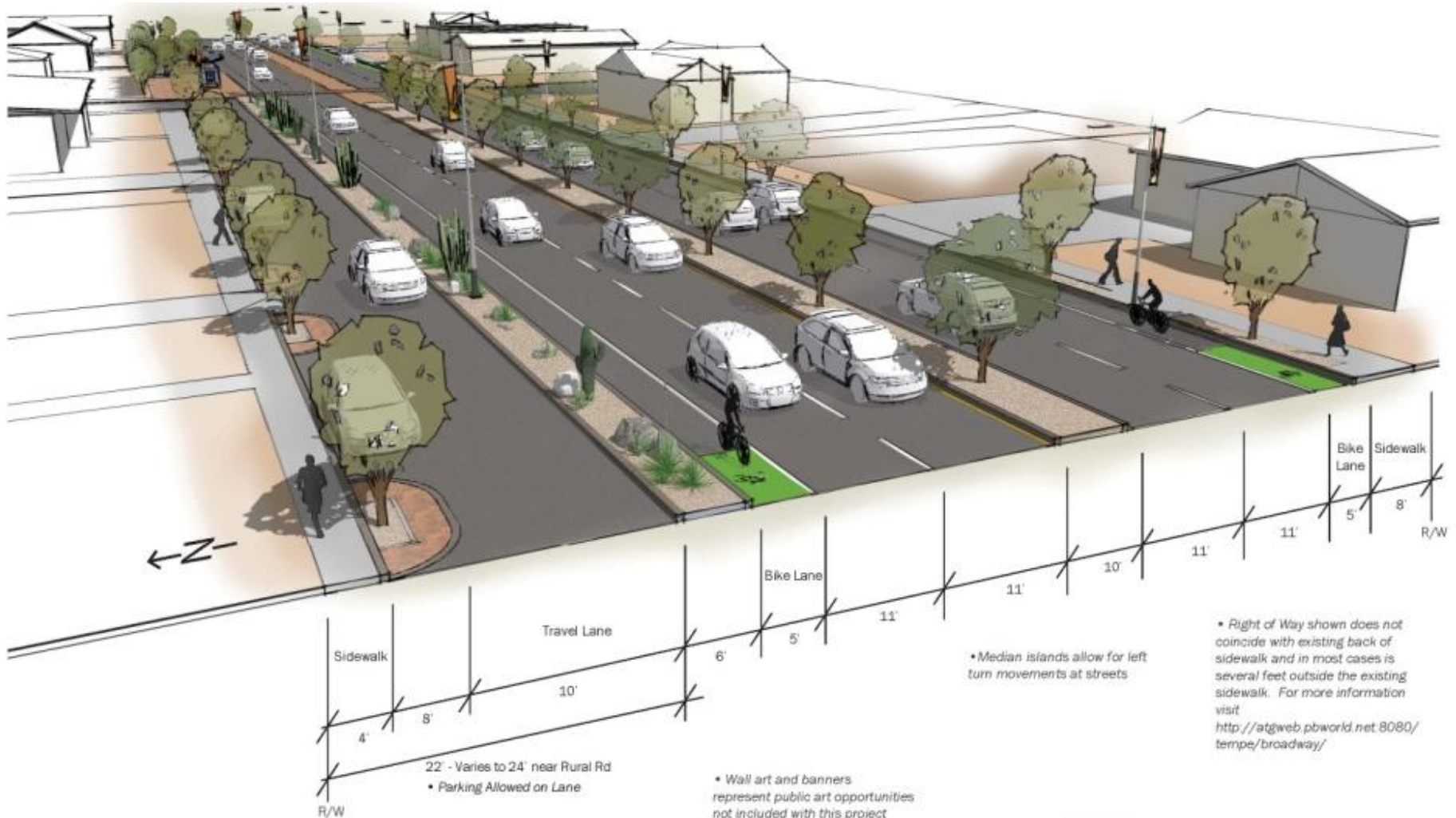


- Wall (Different Materials/Design)
- Different Vegetation in the median

Broadway Lane Median Alternatives (Various Trees)



Broadway Lane Median Alternatives (Desert Vegetation)

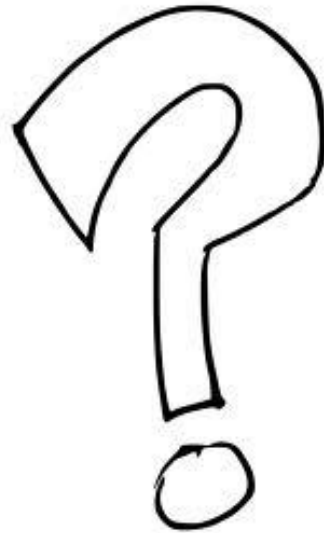


What's next

- Next Steps –
 - ▣ Next Public Meeting Late Spring/Early Summer – Refined Concepts
 - ▣ Possible Test of Lane Removal
 - ▣ Public Outreach – Council, Boards & Commissions
 - ▣ Review ROW/Parcel Impacts on website
<http://atgweb.pbworld.net:8080/tempe/broadway/>
- How you can voice your opinion:
 - ▣ Comment Cards
 - ▣ www.tempe.gov/broadwayroad
 - ▣ Email, phone staff

Thank you for coming!

If you have any questions see anybody with a name tag around the room.



Peak Hour Traffic Operations

MILL AVE @ BROADWAY RD	TRAFFIC OPERATIONS REMAIN AT EXISTING LEVELS
RURAL AVE @ BROADWAY RD	IMPROVED OPERATIONS
EASTBOUND BROADWAY RD QUEUES	INCREASE IN QUEUES AT MILL AVE REDUCED QUEUES AT RURAL RD
TRAVEL TIMES	MAINTAIN EXISTING TRAVEL TIMES