

Broadway Road Streetscape

City of Tempe

18 May, 2009

Project Team

City Staff

- Robert Yabes
Project Manager
- Eric Iwersen
Senior Transportation Planner
- Shelly Seyler
City Traffic Engineer
- Sue Taaffe
Public Participation

Consultant Team

- Tom Hester
Project Manager
- Srinivas Goundla
Traffic Analyst
- Jennifer Love
Transportation Planner
- Terry Gruver
& Coral Balcazar
Public Participation
- Tom Bennett
Urban & Landscape Designer
- Kevin Keller
Noise Analyst

Today's Agenda

1. Where we are in the process
2. Recap public meetings
3. Confirm project goals
4. Discuss public comments received
5. Discuss findings from additional traffic analysis
6. Discuss recommended concept
7. Next steps

Where we are in the process

- Neighborhood-driven process.
- Prepare design concepts to acquire construction funding.
 - Preliminary Assessments – March 18
 - Recommended Concept – May 18
- Current effort is to receive public comment and finalize design concepts.
- Next step is to begin environmental assessment for funding.

Last Meeting – March 18

- Public Meeting #2
 - Discussed traffic model.
 - Discussed noise issues.
 - Discussed best practice examples.
 - Discussed community character.
 - Participated in small group workshops.
- We used your ideas to develop alternatives

Public Meetings

- Public Meeting #1 – Nov 19
- Project Start-up – Jan 28
- BRAT Meeting – Feb 11
- **Broadway Walk – Mar 14**
- Public Meeting #2 – Mar 18
- BRAT Meeting – May 7
- BRAT Meeting – May 12
- Public Meeting #3 – May 18

Project Goals

- Reduce traffic noise
- Protect community character
- Safety
- Provide bicycle lanes
- Provide sidewalks
- Retain Broadway lane
- Improve streetscape character
- Discourage cut-through traffic
- Address congestion

Public Comment Recap



Public Comment Recap

- Comments
 - Public Meetings
 - Website
 - Phone/E-mail
- Broadway Road Walk
 - Written and verbal comments
 - Photos

Public Meeting, Website, Phone

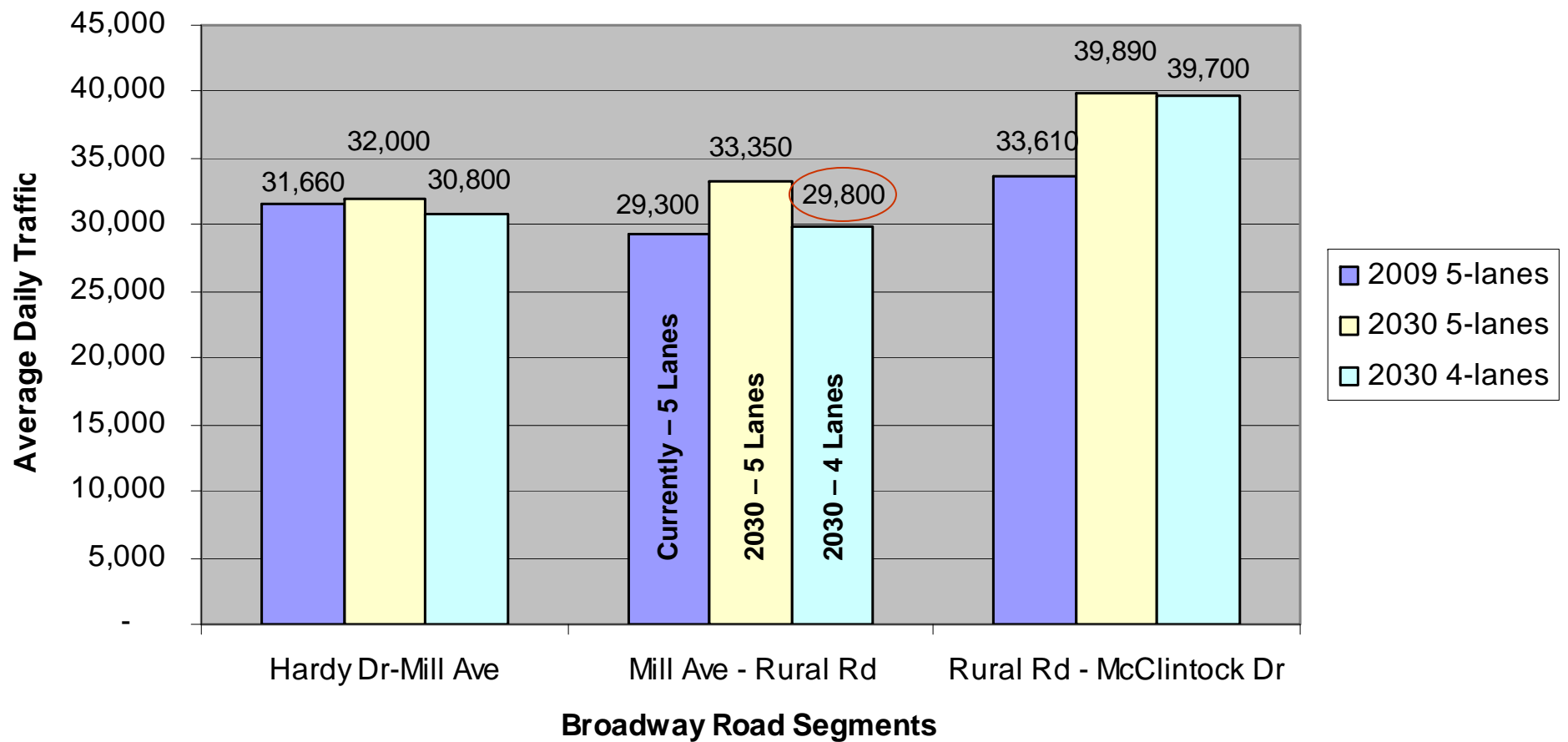
- Planning
 - Use College Avenue and Rural Road as templates for this project
 - Expand project beyond Mill/Rural boundary
 - Cancel the College Avenue project
- Modes
 - Add bus element
 - Enhance/facilitate pedestrian usage/safety
- Traffic
 - Improve intersections
 - Reducing traffic flow will create cut-through traffic and increase pollution
- Noise
- Neighborhood
 - Build a wall

Additional Traffic Analysis



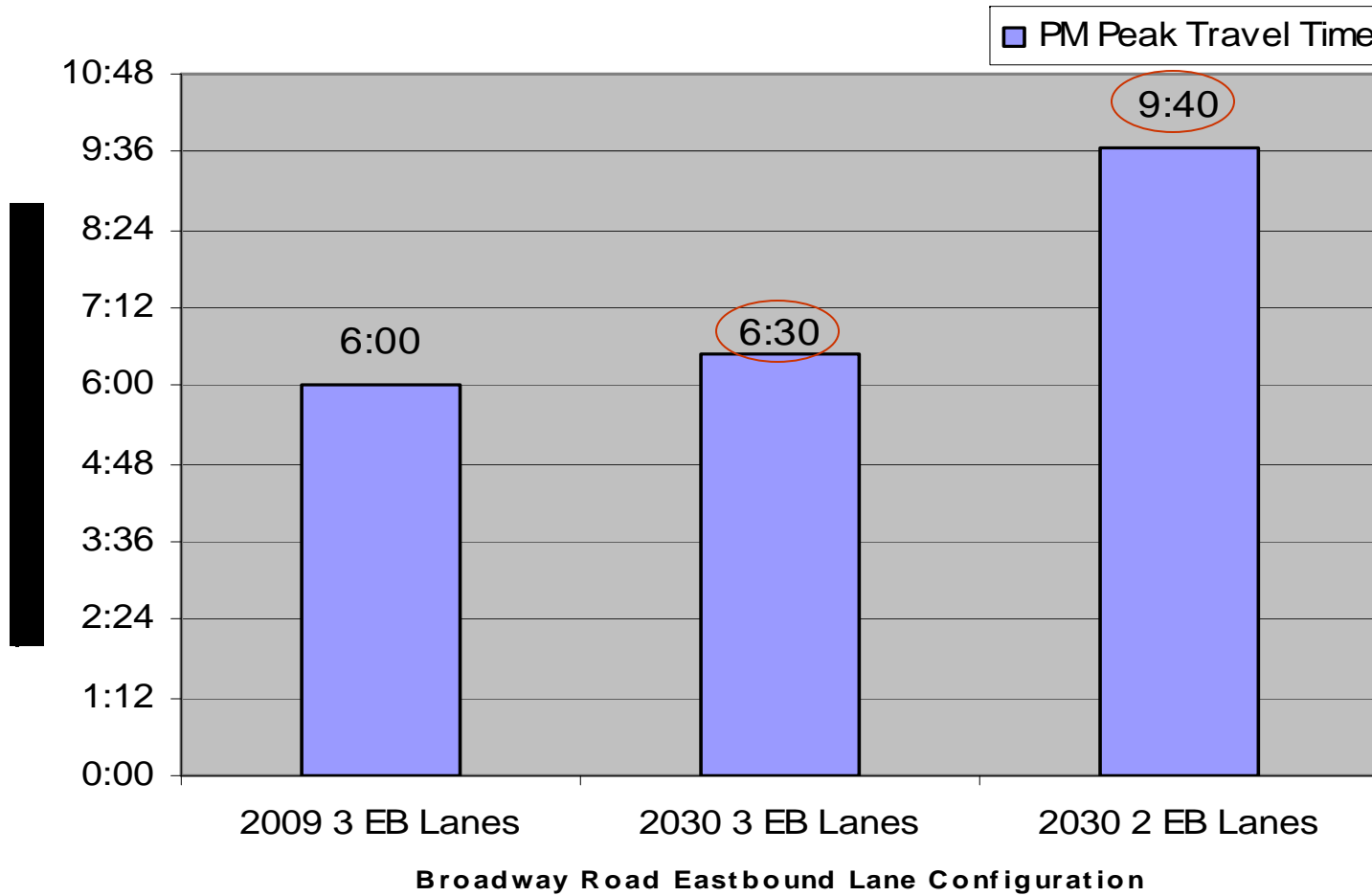
MAG Model 2030 ADT Forecasts

Average Daily Traffic Volumes



PM Peak Travel Time Comparison

Travel Time Comparison (Eastbound Broadway Rd: Roosevelt Rd to Terrace Rd)



Traffic Analysis Summary

With **4** lanes on Broadway Rd:

1. The arterial street intersections of Broadway Rd (Mill Ave and Rural Rd) will operate at reduced **LOS (F)**.
2. Increased delays and queuing on eastbound approach of Broadway Rd at Mill Ave.
3. Travel times increase by **1.5 times** the existing travel time through the corridor.
4. Travelers **would** find alternative routes to reach their destinations.
5. Broadway Road **would** be better scaled for residential.

Traffic Analysis Summary

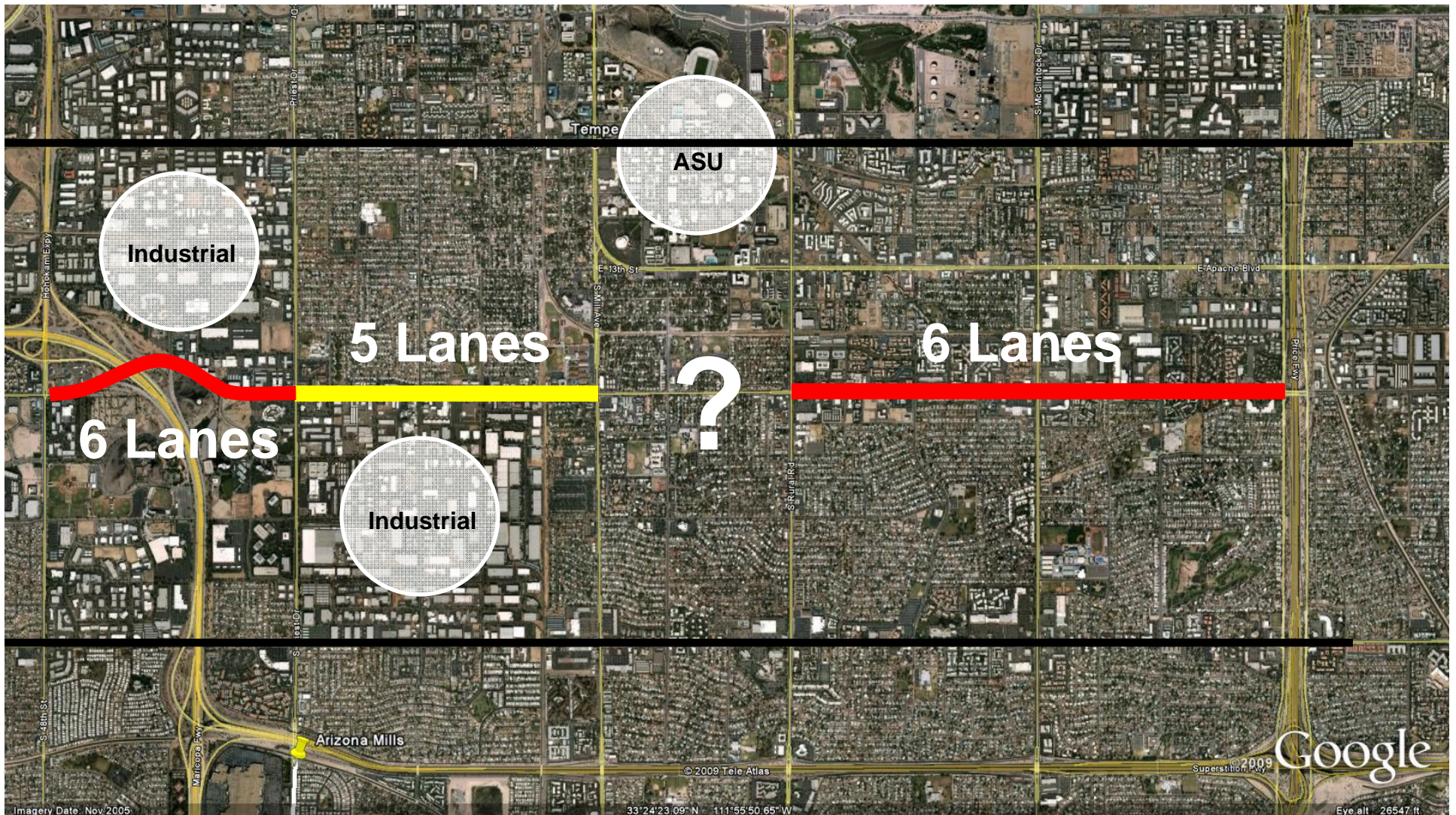
With **5** lanes on Broadway Rd:

1. The arterial street intersections of Broadway Rd **would eventually** operate at LOS **F**.
2. Increased delays and queuing on eastbound approach of Broadway Rd at Mill Ave.
3. Travel times **would** increase through the corridor.
4. Broadway Road **would** be less suited for residential.
5. The character and quality of Broadway Road **would deteriorate** due to 5 lanes in a narrow ROW.

Broadway Lane Studies



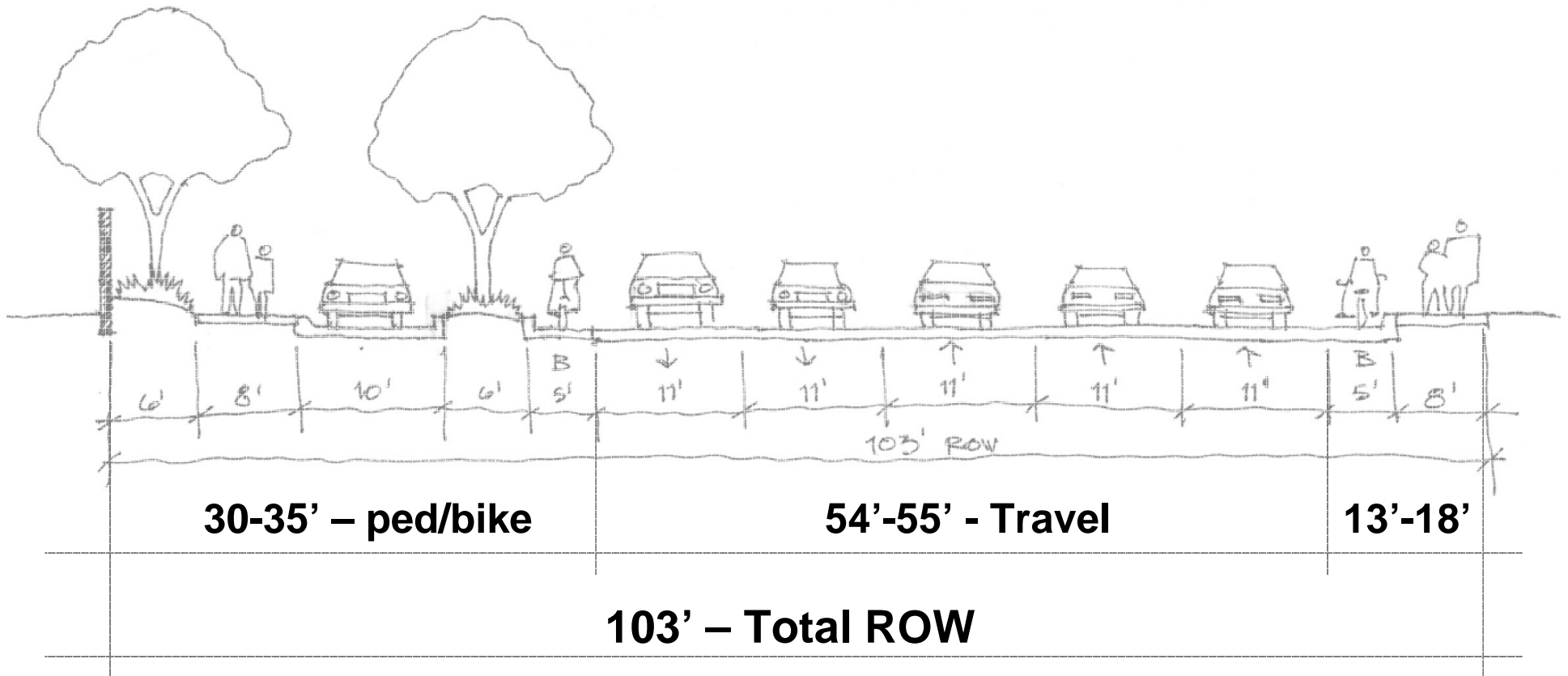
Lane configurations b/w 101 & I-10



Initial Street Criteria

- 8' sidewalks – both sides
- 5' bike paths – both sides
- Amenity Wall
 - On property line:
 - In lane median:
- Bikes should be on road
- Peds should be seen from road
- 18' feet clear space for fire trucks on lane

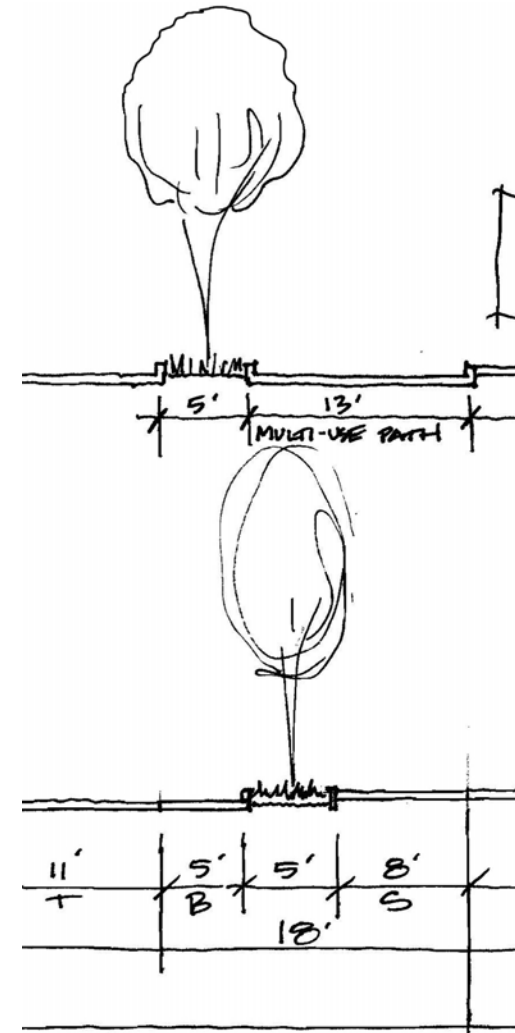
Streetscape framework



Multiple South side options

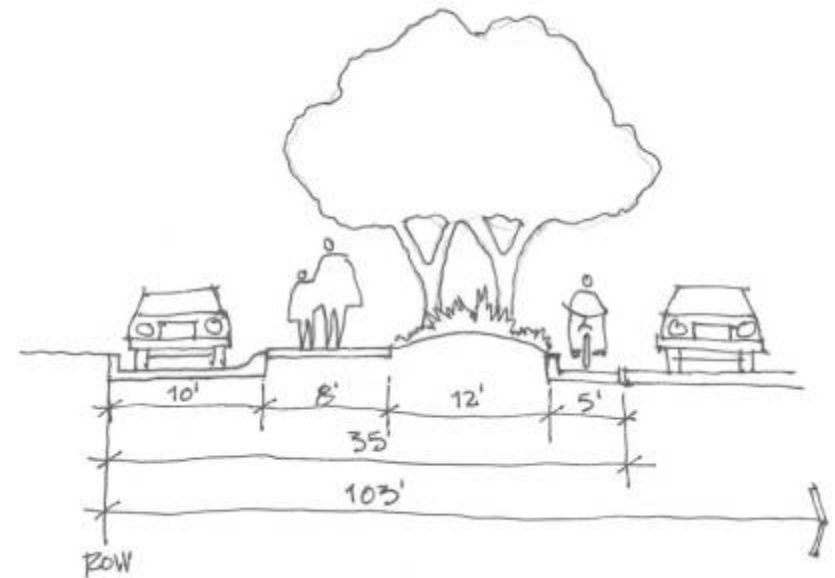
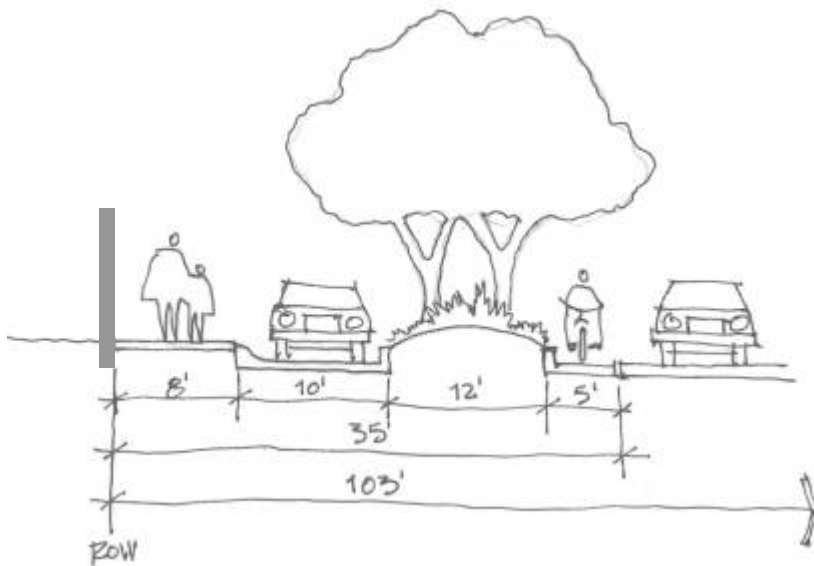
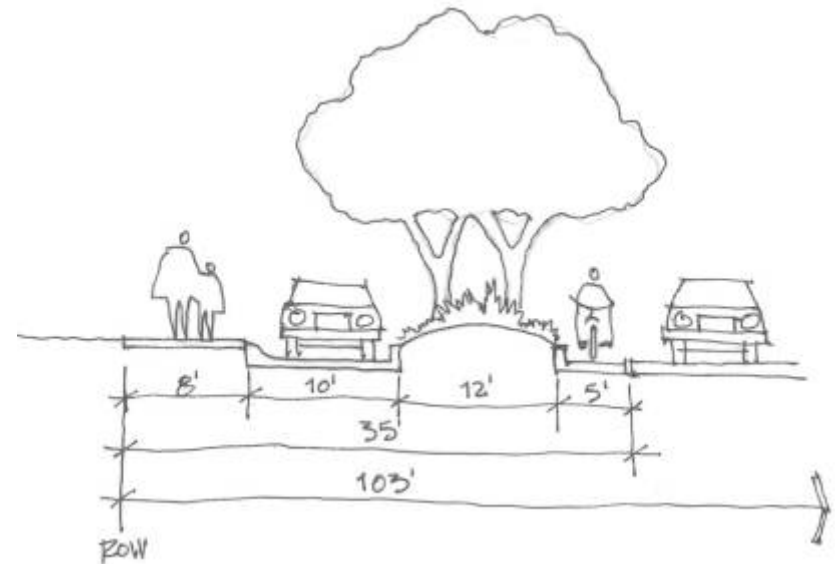
Options:

- 13' Mixed use path + 5' tree lawn
- 5' Tree lawn separating bike & ped
- No tree lawn
- Bike and ped zones striped or use contrasting paving

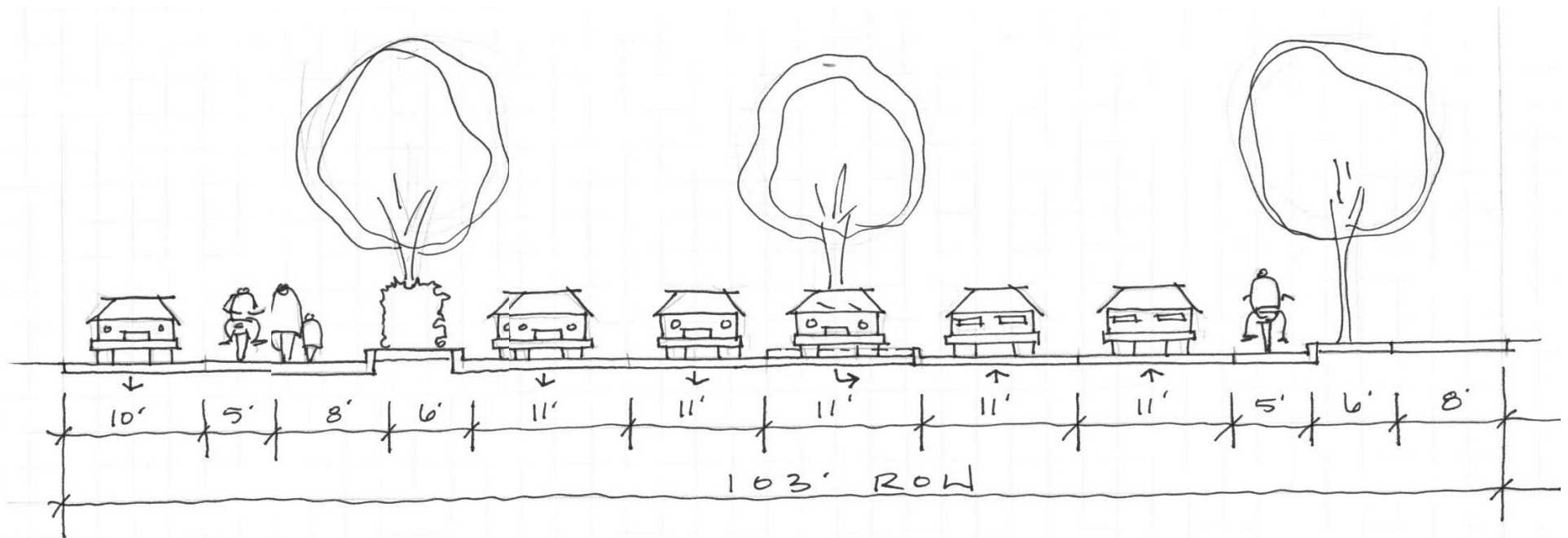


Multiple North side options

- Amenity wall on property line and in median
- Shade trees to benefit peds
- Bikes on Broadway Road and Broadway lane
- Ped on Broadway Road and Broadway lane

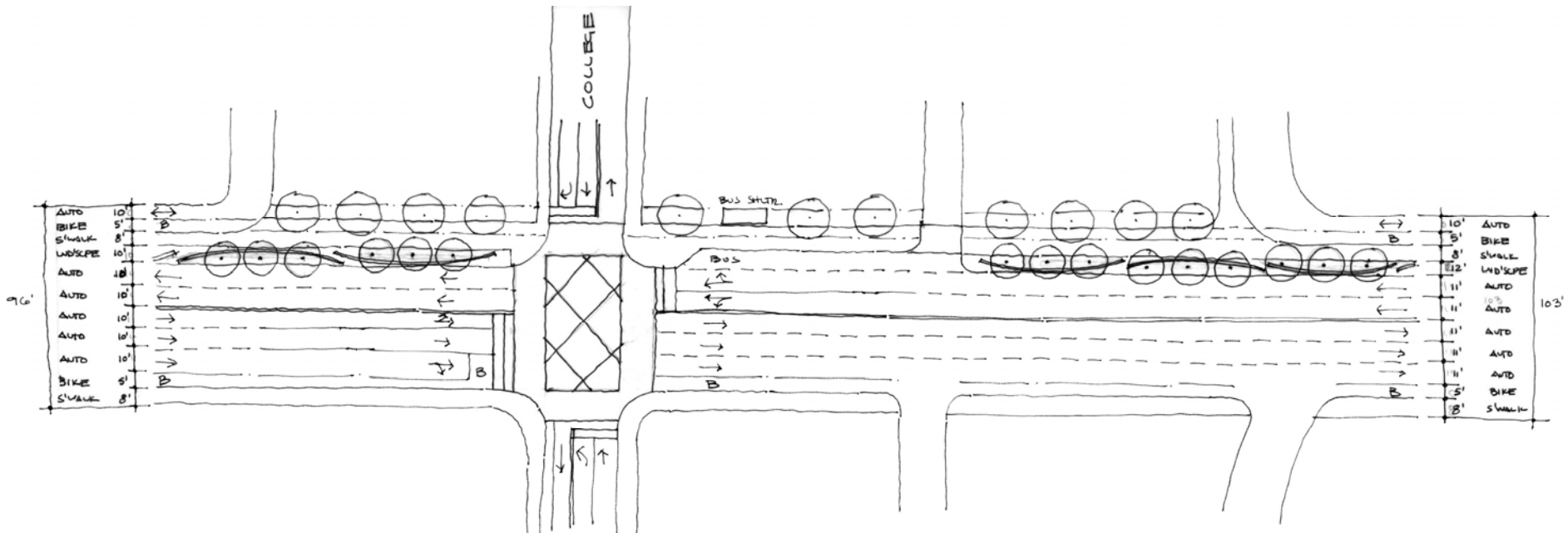


Multiple full street sections



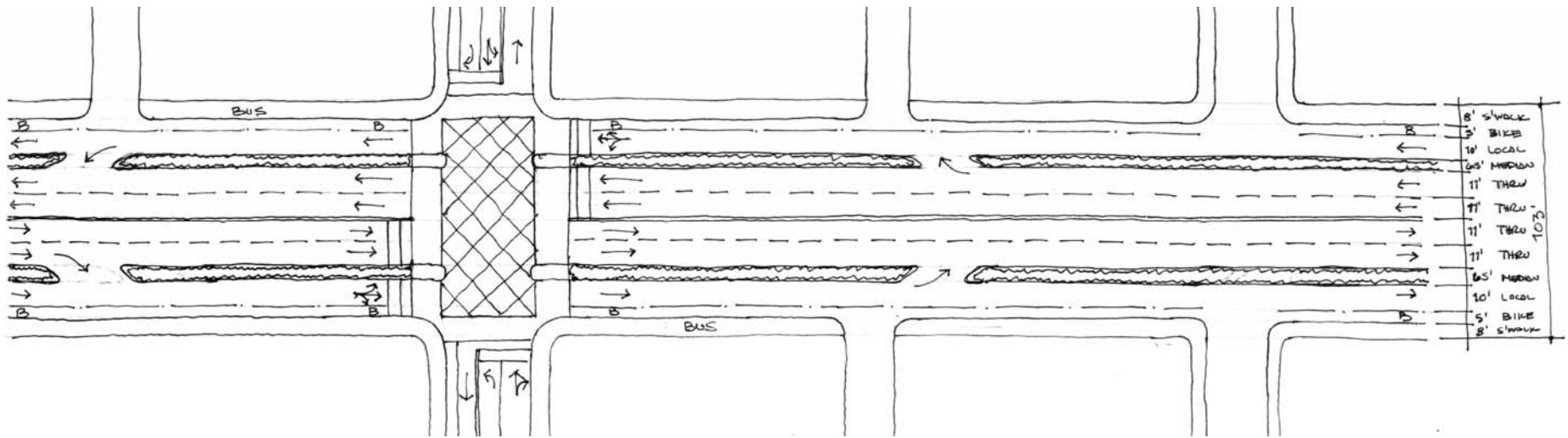
- Tree-lined “boulevard” theme: 3 rows of trees
- Trees in tree lawns only: 2 rows
- Trees in median only: 1 row down the center

Multiple Intersection Plans



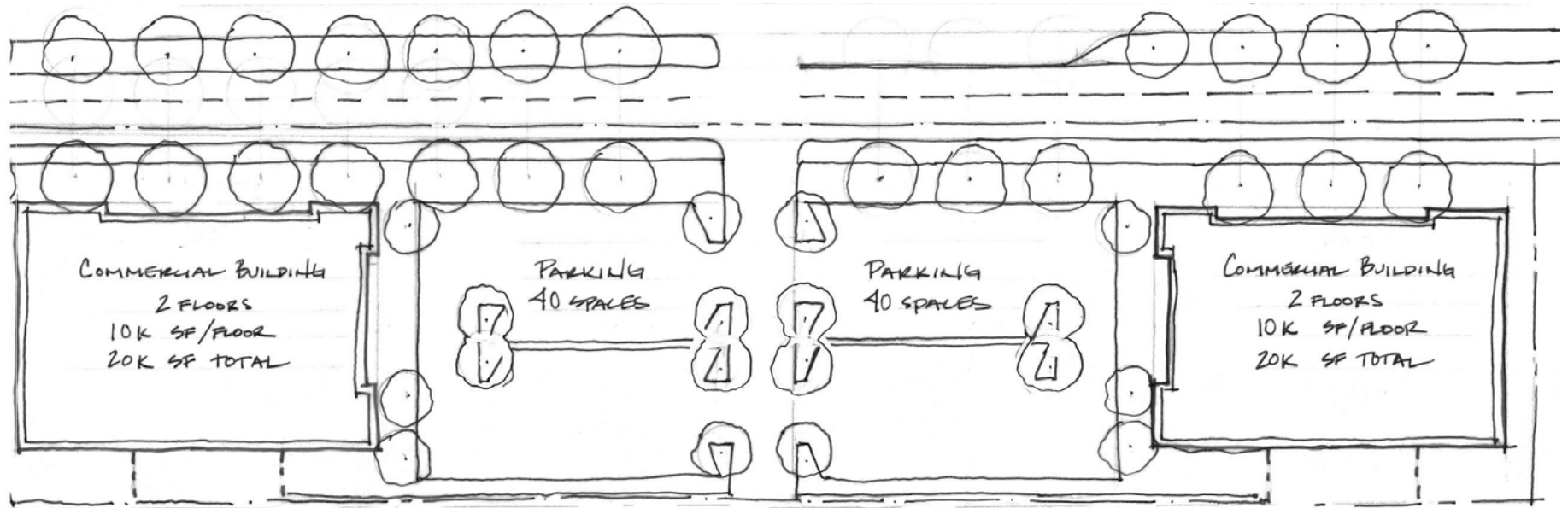
- 2/2 and 3/2 configurations
- Dedicated left-hand and right-hand turn lanes
- Pedestrian crosswalks
- Bike lane and sidewalk connections
- Vehicular access

3/3 Urban Boulevard



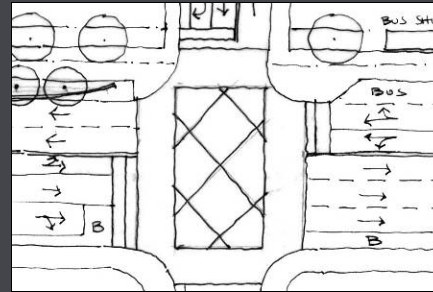
- 2 central through lanes in each direction
- Frontage lanes for local access, turning movements, and bus pull-outs
- Slip lanes on each side of intersection for frontage lane access

Commercial Redevelopment



- Neighborhood serving commercial redevelopment is viable on the south side of Broadway Road

Outstanding Issues



Lane Configuration

- Should Broadway Road be 4 lanes or 5 lanes?
 - 5 lanes – existing
 - We can move forward with design concepts
 - 4 lanes - will require broader study
 - A broader traffic study could take 90-120 days

Lane Configuration

- Intersections will be reviewed by staff to meet operational requirements:
 - Mill
 - College
 - Rural

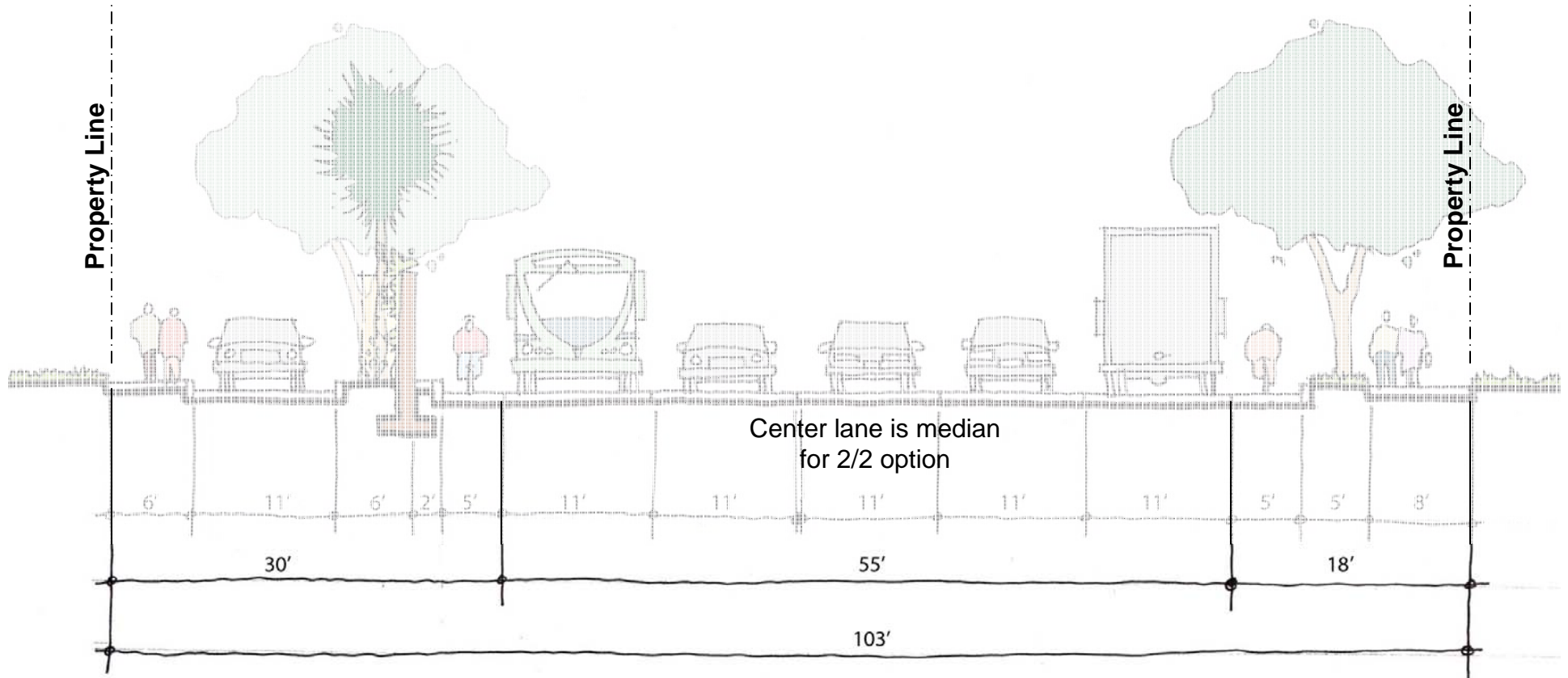
Amenity wall

- 8 foot wall on north side
- General location along Broadway
 - ~~Property line?~~
 - Median between lane and road?
- Location of wall openings for access
 - Depends on sidewalk location
 - Depends on road & alley connection

Broadway Lane uses

- Width of Broadway Lane
 - 11' travel plus bike and sidewalk
 - 18' clear for fire trucks if wall is erected
- Use of Broadway Lane
 - Parking?
 - Walking?
 - Biking?
 - Local traffic?
 - Mix of above uses?

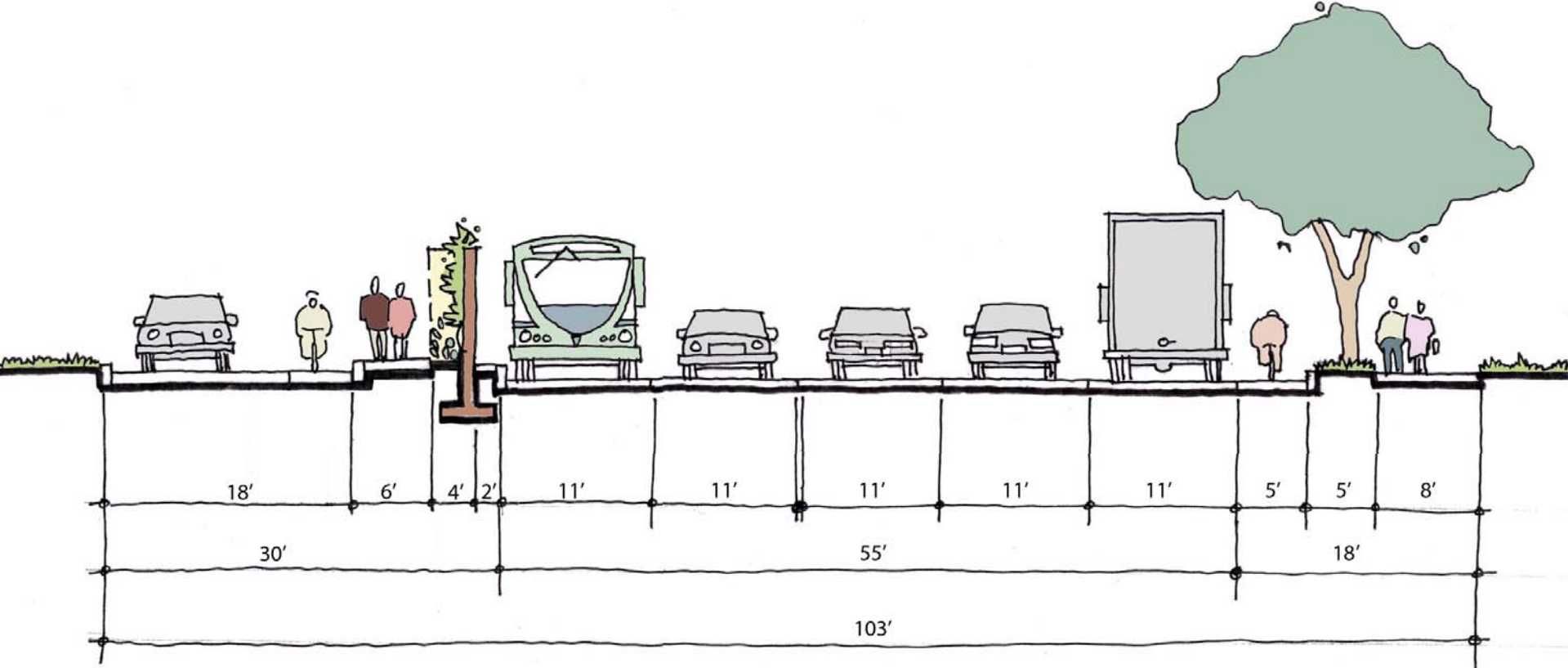
Streetscape framework



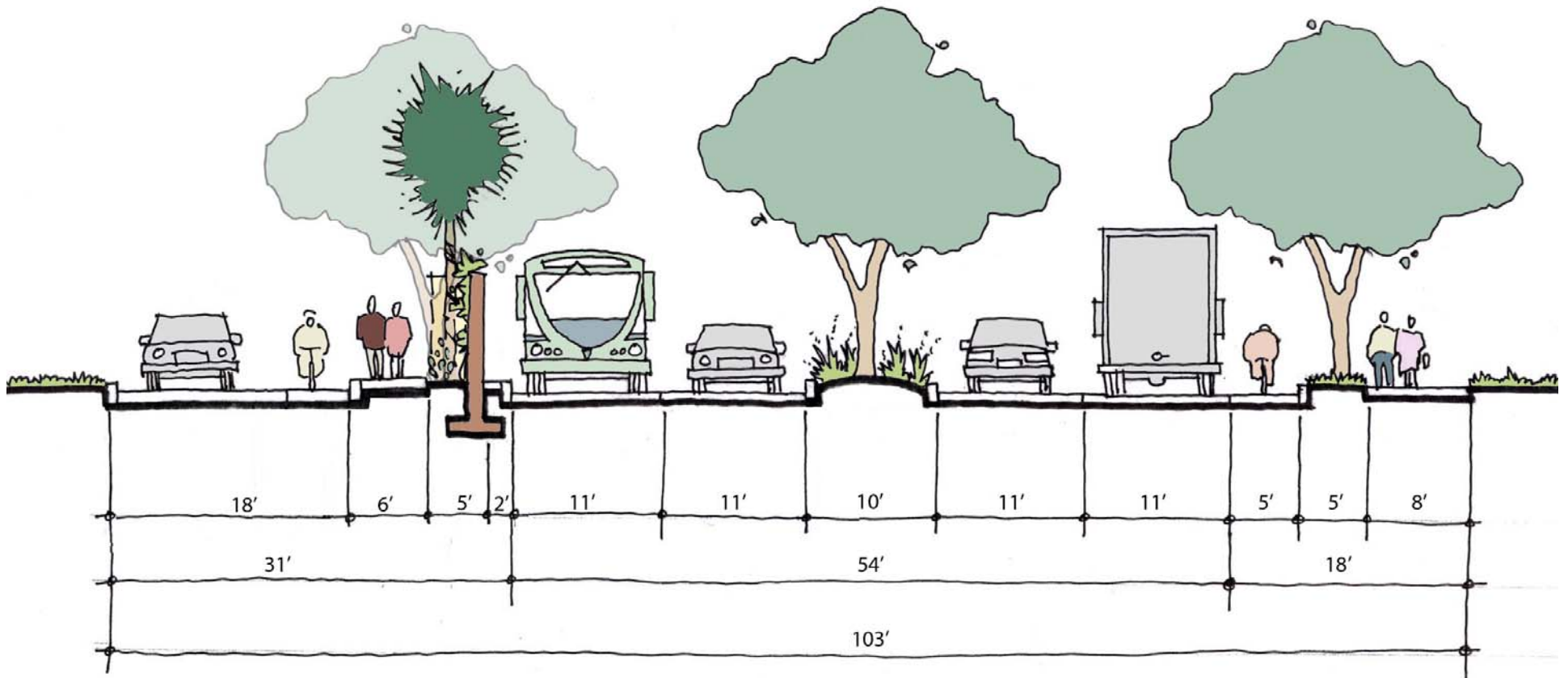
Street Cross Section = 103' #1

- North amenity zone = 30'
 - 18' Broadway Lane
 - Bike lane
 - Parking
 - Vehicular travel
 - 6' median w/ wall & landscaped amenity
 - 6' sidewalk Broadway Road
- Travel lanes = 55' (3/2 or 2/2 with median)
- South amenity zone = 18'
 - 13' bike and sidewalk
 - 5' tree lawn

3/2 with mixed-use Lane



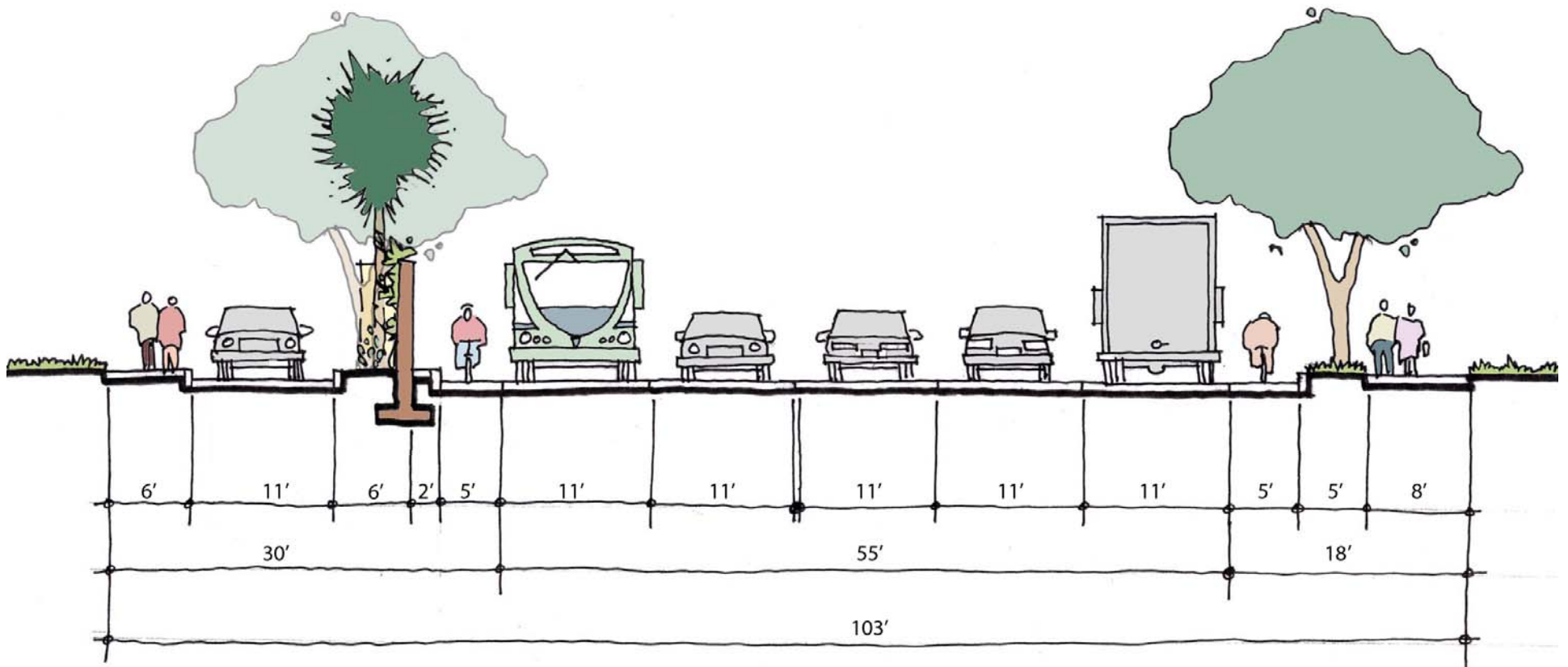
2/2 with mixed-use Lane



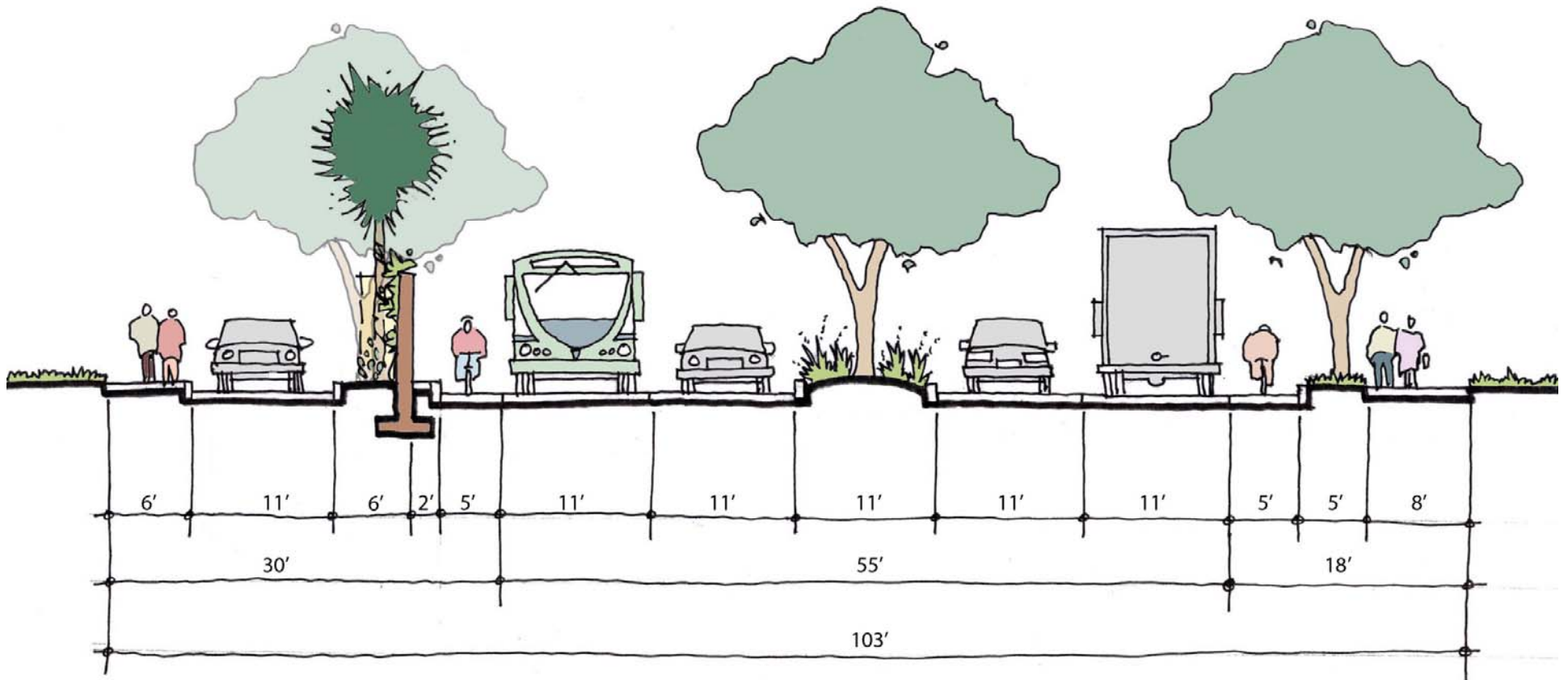
Street Cross Section = 103' #2

- North amenity zone = 30'
 - 6' sidewalk on Broadway Lane
 - 11' Broadway Lane
 - 8' median w/ wall & landscaped amenity
 - 5' bike lane on Broadway Road
- Travel lanes = 55' (3/2 or 2/2 with median)
- South amenity zone = 18'
 - 13' bike and sidewalk
 - 5' tree lawn

3/2 – Recommended Concept

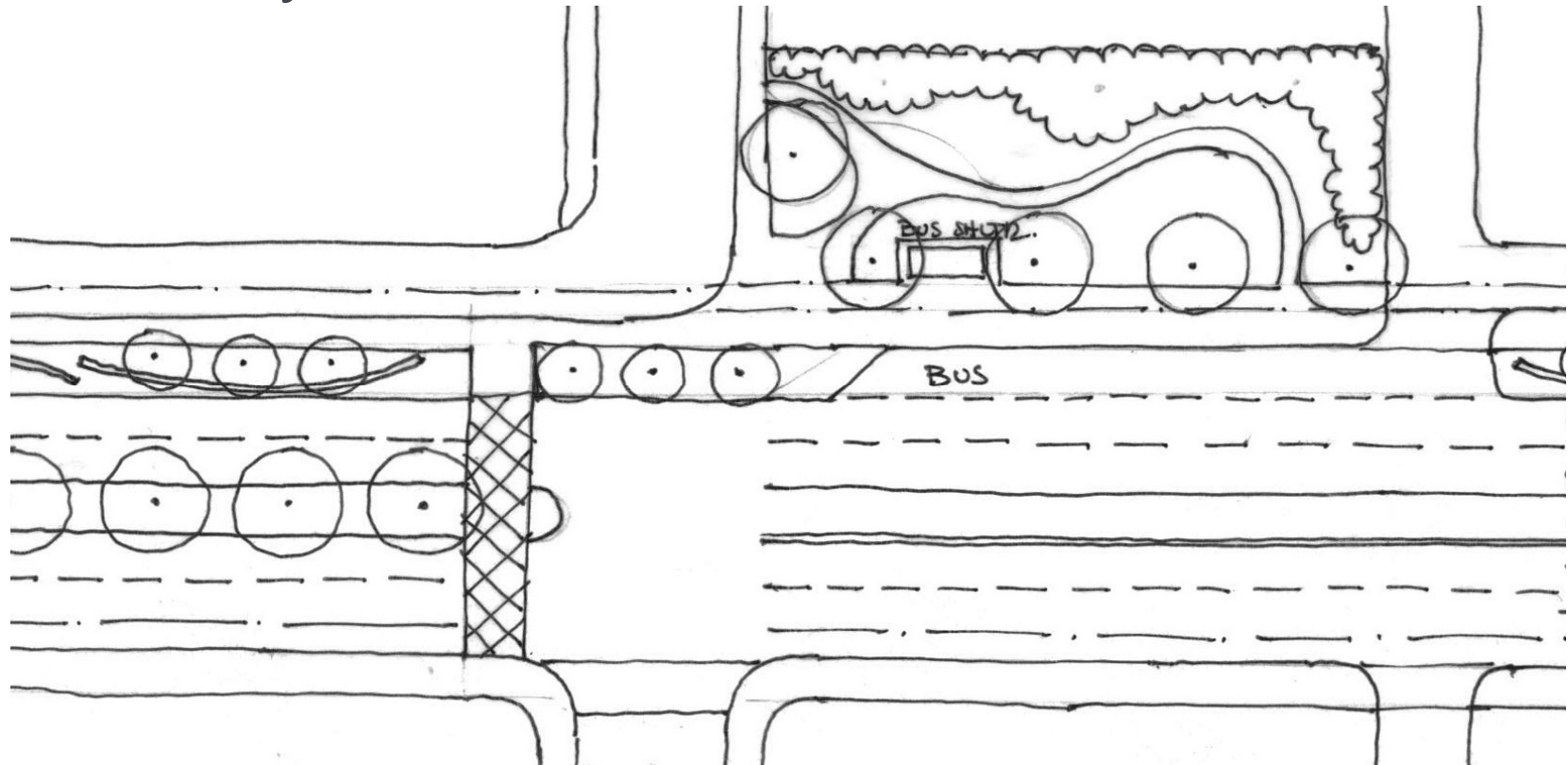


2/2 – Recommended Concept



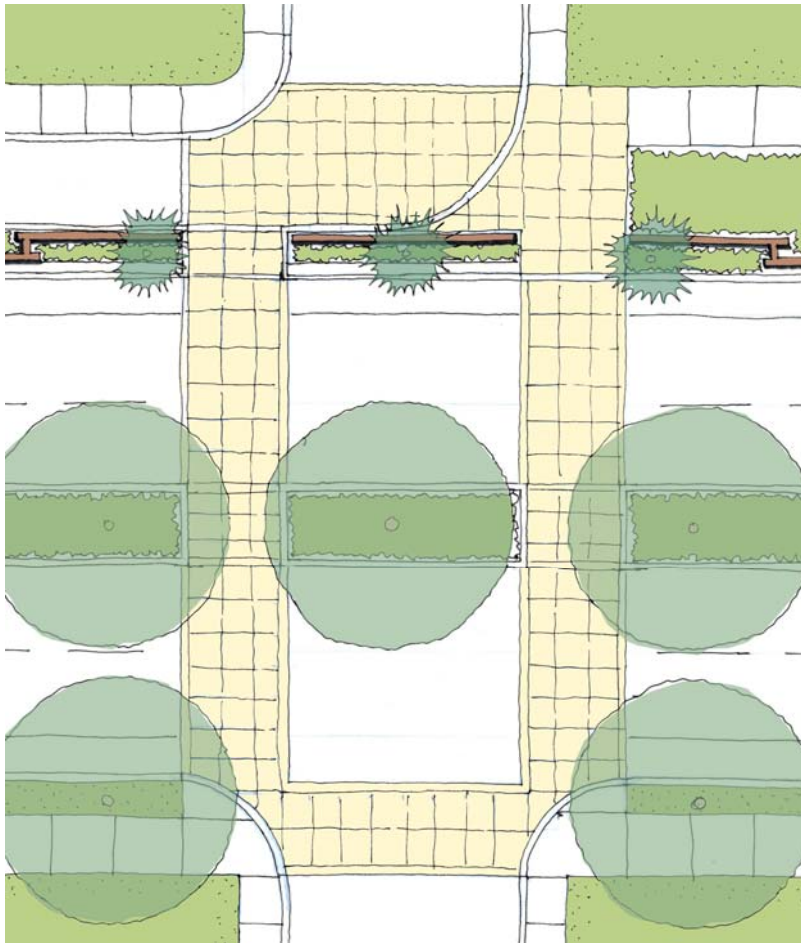
Sierra Vista Pedestrian Crossing

- North-south connection to Daley Park
- Bus Stop with shelter
- Bus Bay

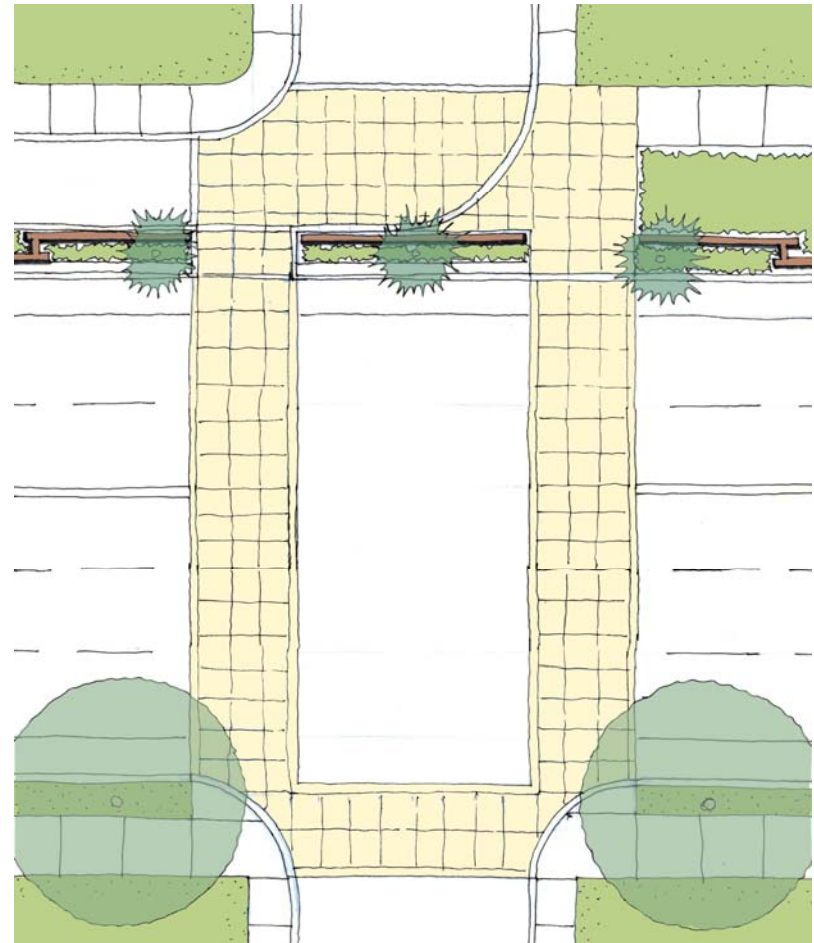


Sierra Vista pedestrian crossing

- 2/2 with median



- 3/2 without median



Reducing cut-through traffic

- College Ave Streetscape project addresses this.
- Daley Park STEP is addressing this.
- Other neighborhoods can develop STEP programs to address this.

Draft Recommendation

- Refine concepts based on tonight's input
- Begin environmental assessment
- Expand study area for traffic analysis
 - Review impacts to the broader system
 - Discuss issues with staff in 90-120 days
- Decide on 3/2 or 2/2 and implement design.

Discussion

- Please ask any questions related to the project.
- Please submit your comments online at www.tempe.gov/tim from May 19-June 19
- Thank you for your time and participation.