



# PROJECT GOALS

## Address

- Aging pavement/infrastructure
- Safety
- Mobility for ALL users
- Aesthetics and identity

## Enhance

- Pedestrians and bike facilities
- Identity: Gateway to downtown
- Transit facilities and access
- Landscape

# BROADWAY AVENUE RECONSTRUCTION





# PROJECT SCHEDULE



**2017**

**2018**

**2019**

**Planning/Preliminary  
Design**  
*Define WHAT to build*

**Final Design &  
Construction  
Documents**  
*Define HOW to build it*

**Construction  
Begins**

**BROADWAY AVENUE RECONSTRUCTION**

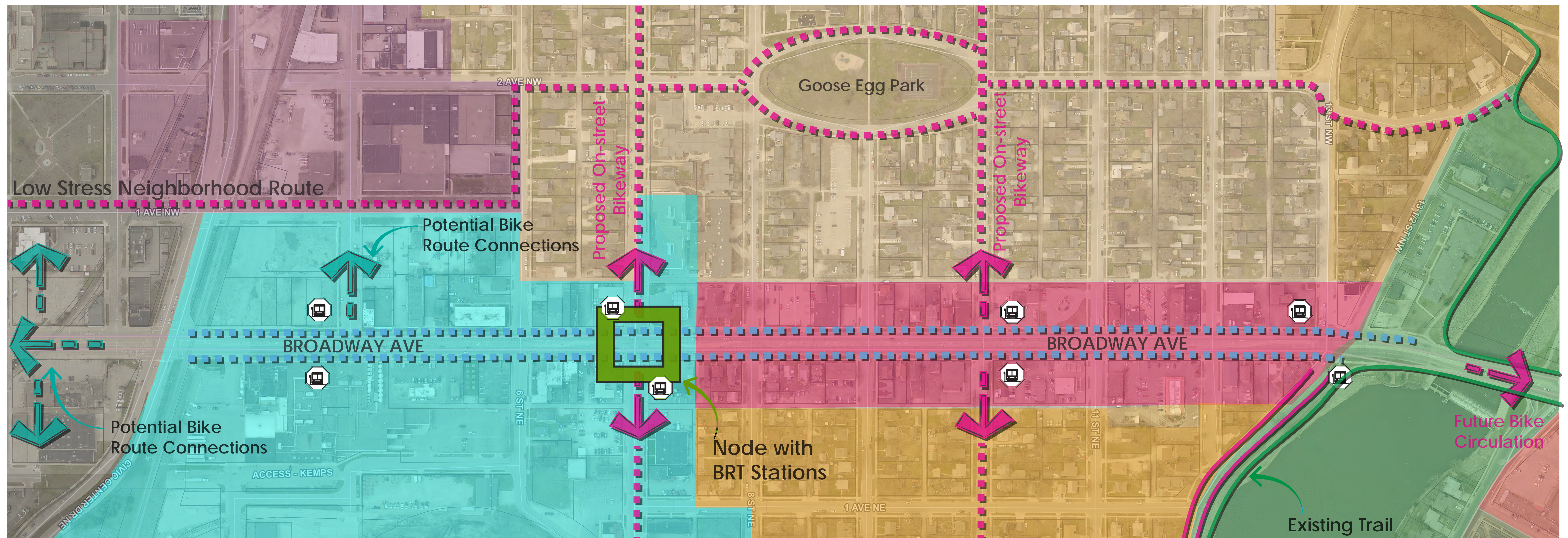
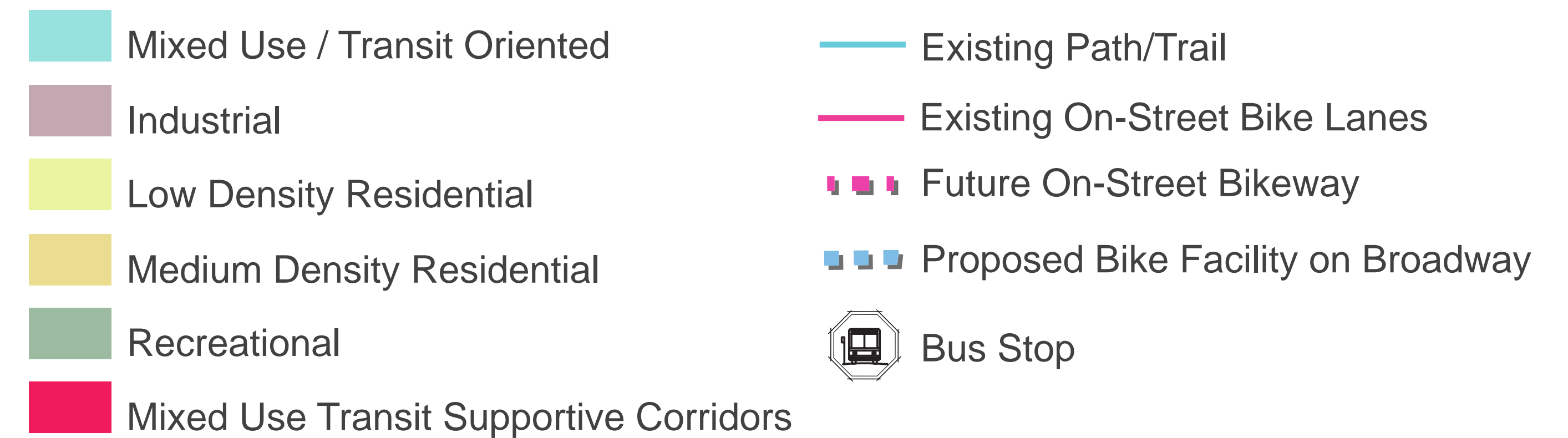




# FUTURE LAND USE

## Goals

- Increase the density of people and jobs
- Allow for a greater mix of land uses
- Create a pedestrian-friendly network
- Feature a well-maintained public realm



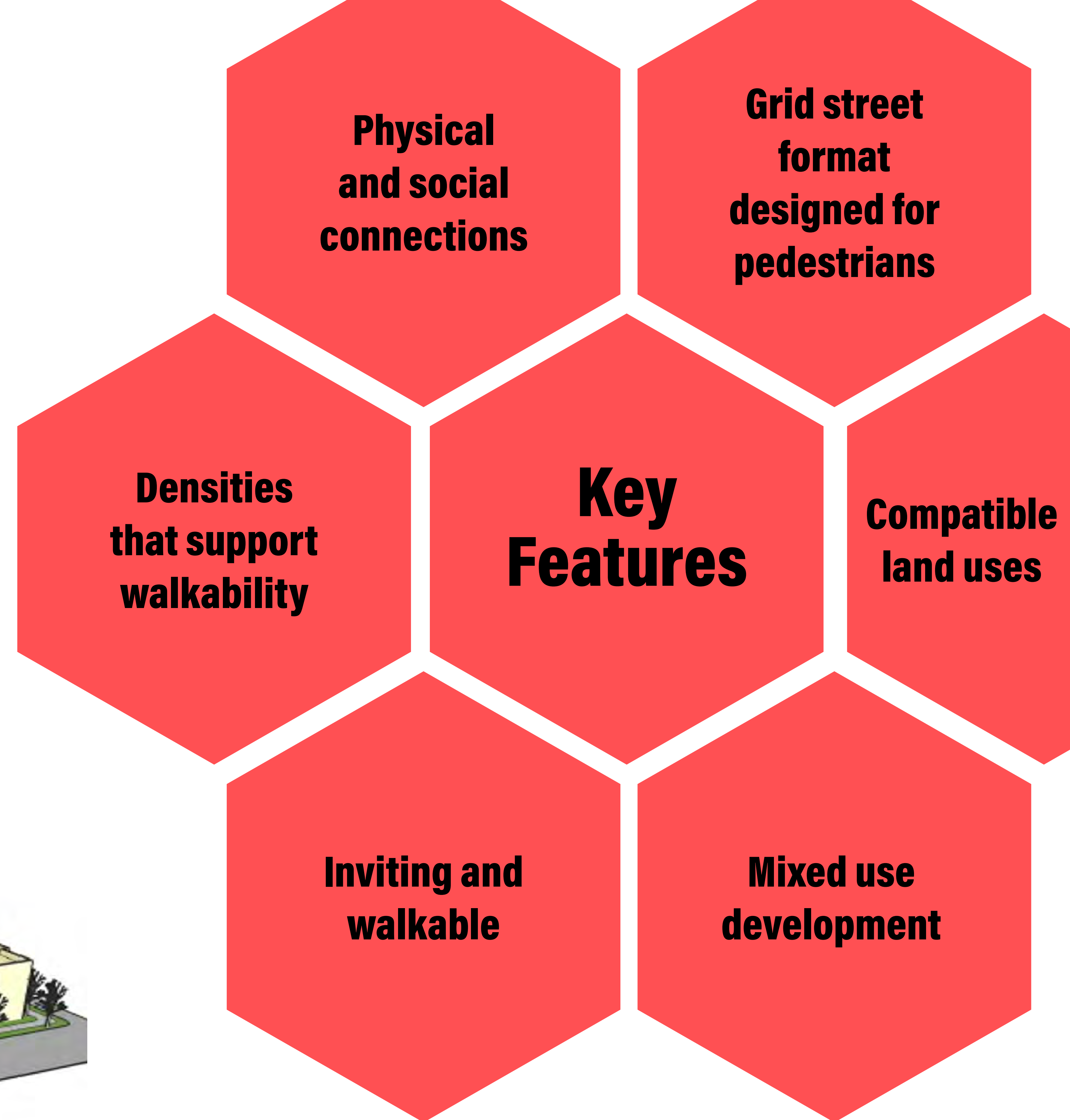
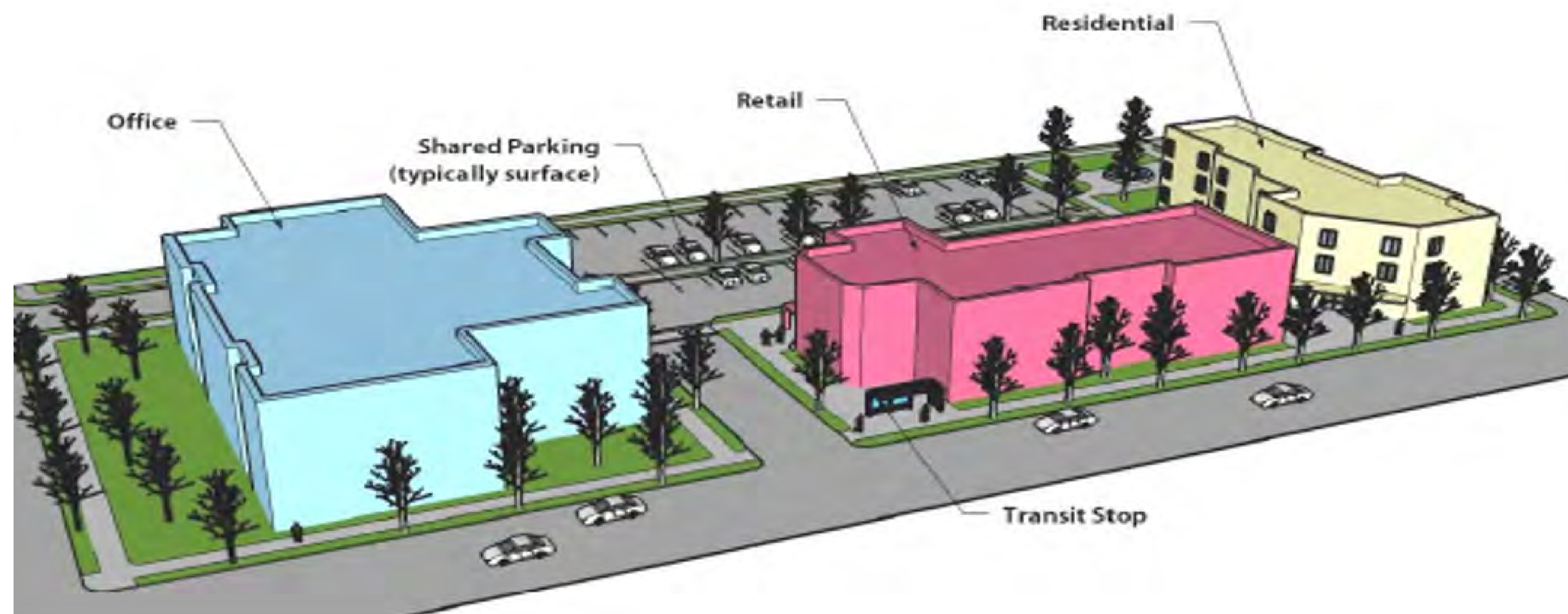
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# WHAT IS TRANSIT-ORIENTED DEVELOPMENT (TOD)?

Transit-oriented development focuses on creating active street frontages that enhance the pedestrian experience. TOD is planned for the Broadway corridor, and the new design of Broadway will support it. This includes placing multiple types of goods and services along a street, such as:

- Businesses
- Retailers
- Homes
- Event Centers
- Transit Stations
- Banks
- Restaurants





# WHAT IS BUS RAPID TRANSIT (BRT)?

BRT is essentially light rail on tires. It has the advantages of light rail (frequent, efficient service, modern stations, and capacity for large number of passengers) at a fraction of the cost. The new design of Broadway will accommodate BRT, in addition to regular route transit.

## FAST & RELIABLE SERVICE

- Dedicated lanes and signal priority
- Stops less frequently than bus (1/2 mile to 1 mile)
- Real-time travel info

## CONVENIENT

- Level boarding
- Off-board fare collection
- Multiple doors for quick boarding

## COMFORTABLE

- Spacious and comfortable interiors
- Enhanced stations (not stops)
- Amenities like Wi-Fi, bike racks, benches

## MODERN

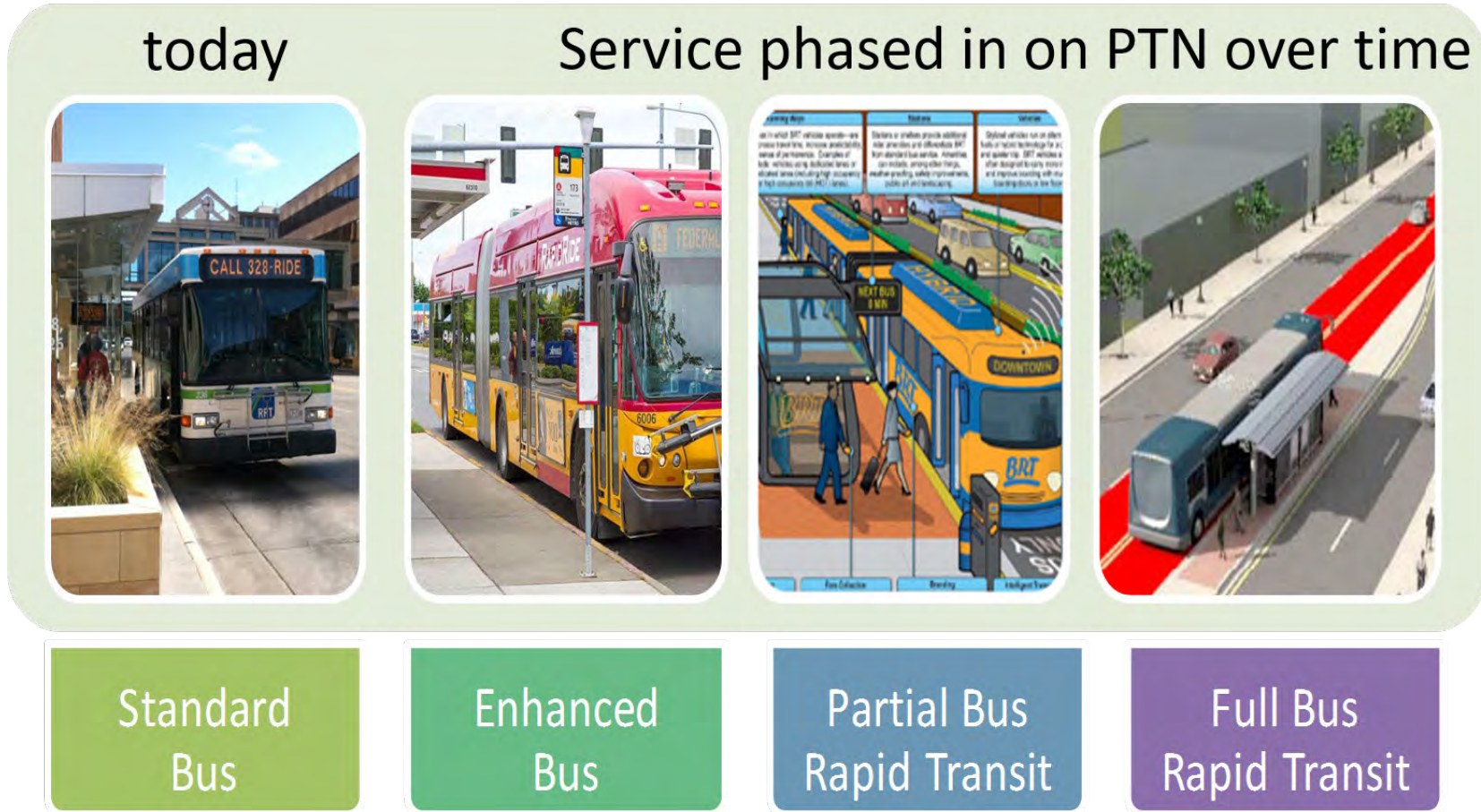
- Specially designed high-capacity articulated vehicles
- Latest energy efficiency technologies



Conventional Bus

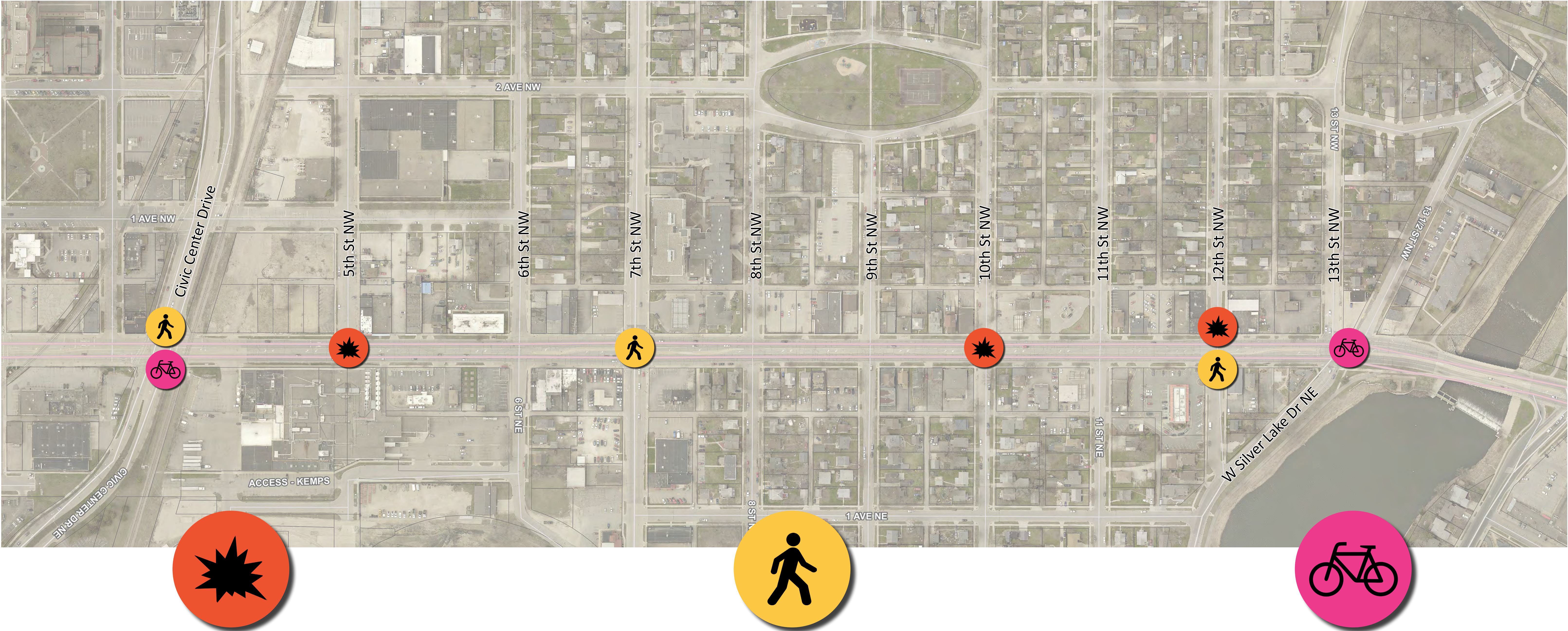


Bus Rapid Transit Bus





# CRASH ISSUES MAP

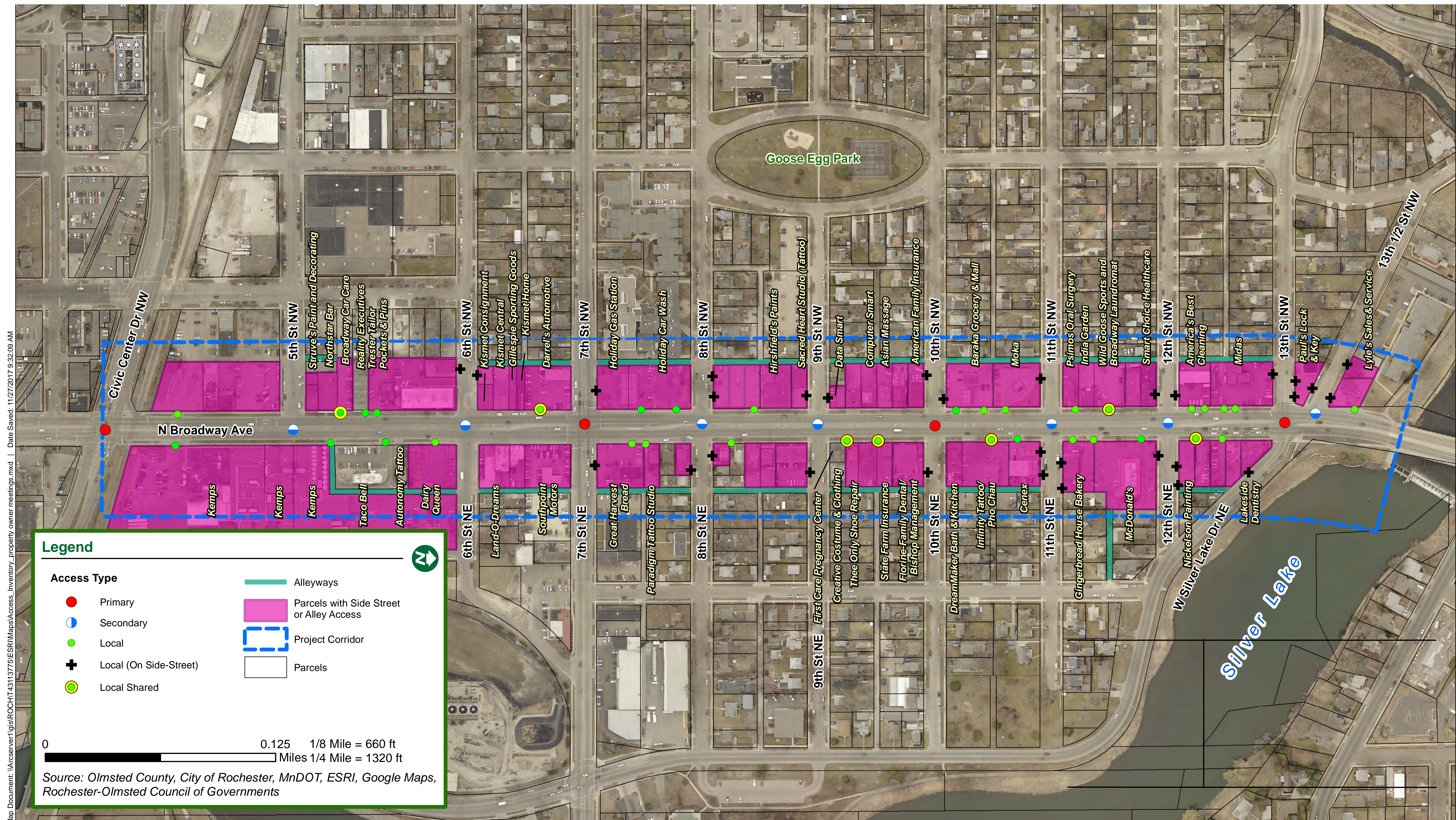


**BROADWAY AVENUE RECONSTRUCTION**





# ACCESS INVENTORY



# BROADWAY AVENUE RECONSTRUCTION



# SAFE ACCESS IS GOOD FOR BUSINESS

Safe access is vital to support the future vision of Broadway while protecting existing business investments.



PEDESTRIAN



– CYCLIST

– TRANSIT



– AUTOMOBILE



## WHY MANAGE ACCESS?

- Operational Efficiency
- Vehicular Safety
- Pedestrian and Bicycle Safety
- Greater Market Reach
- Business Access during Peak Congestion



## TRAFFIC CONGESTION IS BAD FOR THE ECONOMY

If crashes and congestion become frequent on your roadway, people will seek out other routes. A single crash can tie up traffic and potential customers for hours.

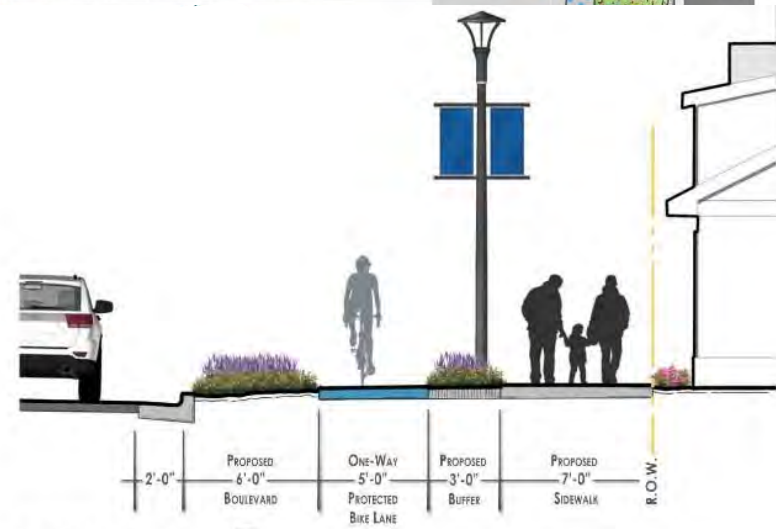
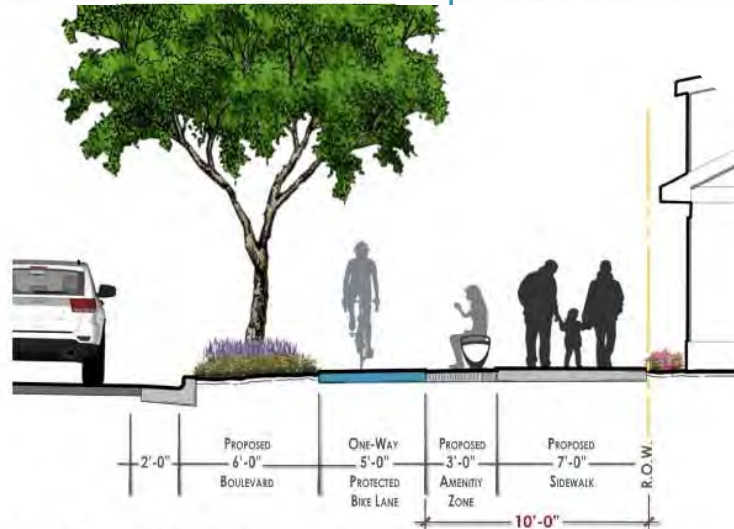
Access management results in **better traffic flow**, **fewer crashes**, and a **better shopping experience**.

*Business Activity* – “Before and After” studies of businesses in Minnesota have found vast majority of businesses do as well or better after access management projects are completed. Source: Safe Access is Good for Business – US Department of Transportation Federal Highway Administration

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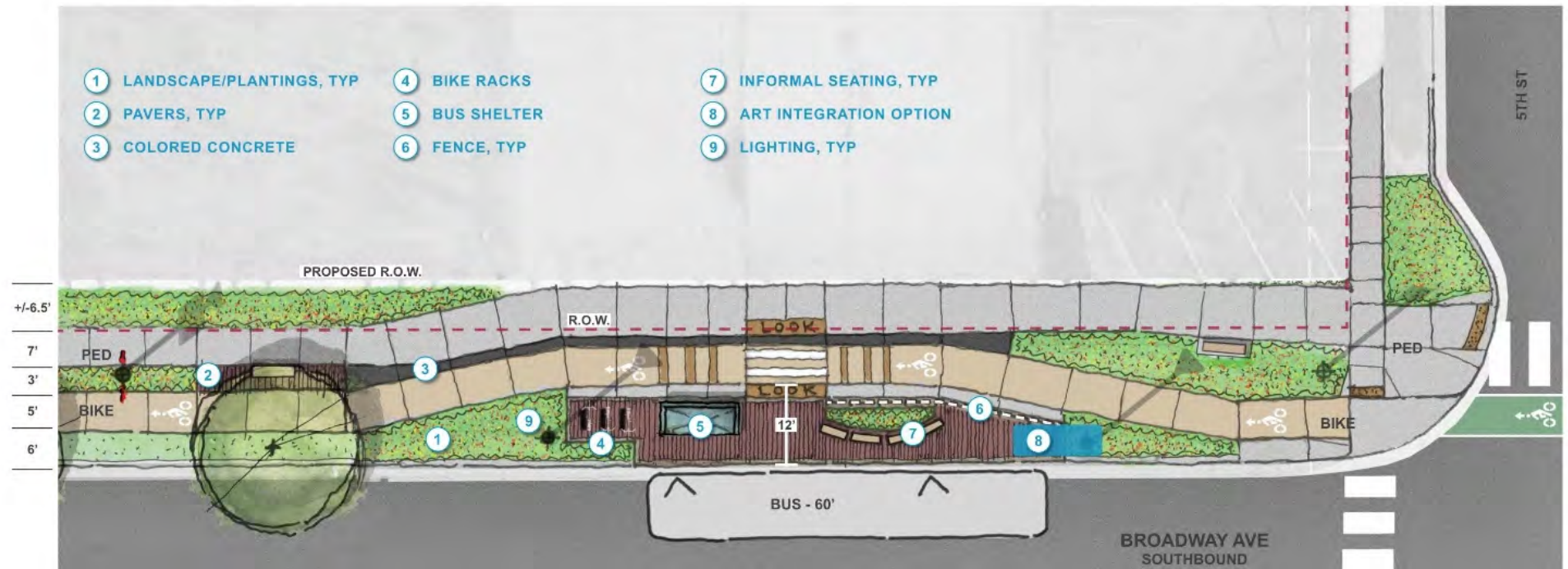




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## LOCAL BUS STOP CONCEPT PLAN



PEDESTRIAN – CYCLIST – TRANSIT – AUTOMOBILE

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5TH STREET



6TH STREET



9TH STREET



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