

Broom Street Corridor Setback

“Overview and Options”

15 Minute Briefing for City Plan Commission

May 2, 2005



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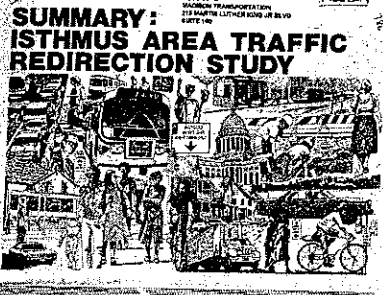
Presentation Objective

- **Quick Background and History of the 30 foot Setback**
- **Context of Broom St. as a Major Transportation Corridor in the Downtown, part of Bassett-Broom 1-Way Pair**
- **Brief Review of Design Options for Broom Street Corridor**
- **Steps for Next Plan Commission Meeting**

Background

Background of 30 ft Setback

- **Started in 1970's as part of Major Downtown Transportation Study called Isthmus Area Traffic Redirection Plan**
 - **Era of Major Street Building in City, Traffic Congestion a Major Problem, Strong Neighborhood Concerns about Traffic**
 - **With More Development & Growth Planned--- More Street Capacity Needed—Future Volumes on Broom St projected to be 27,000 vpd.**
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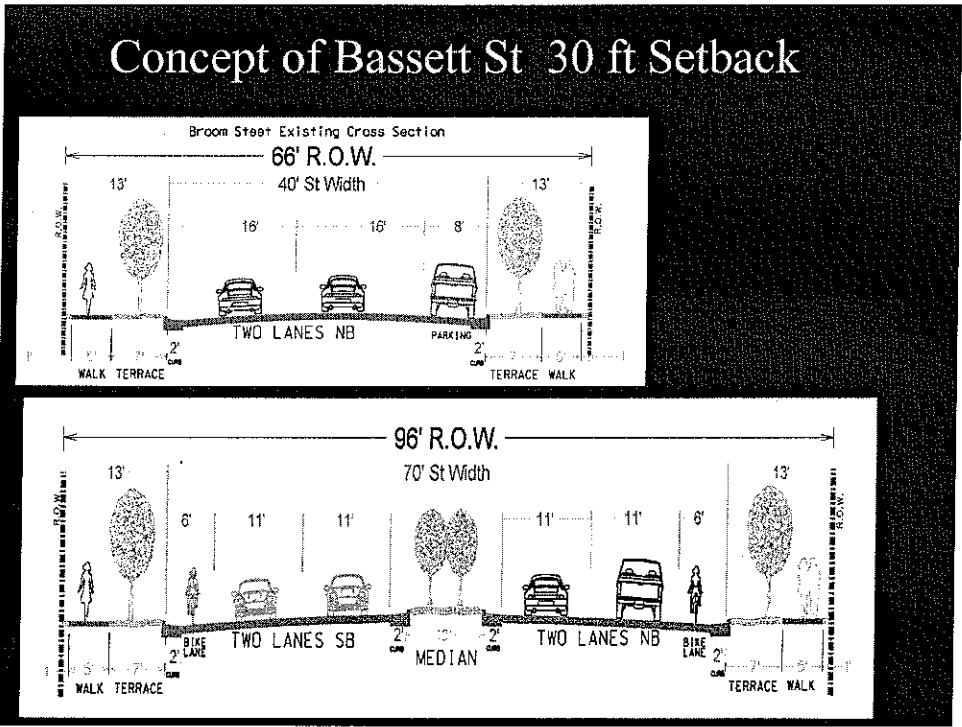
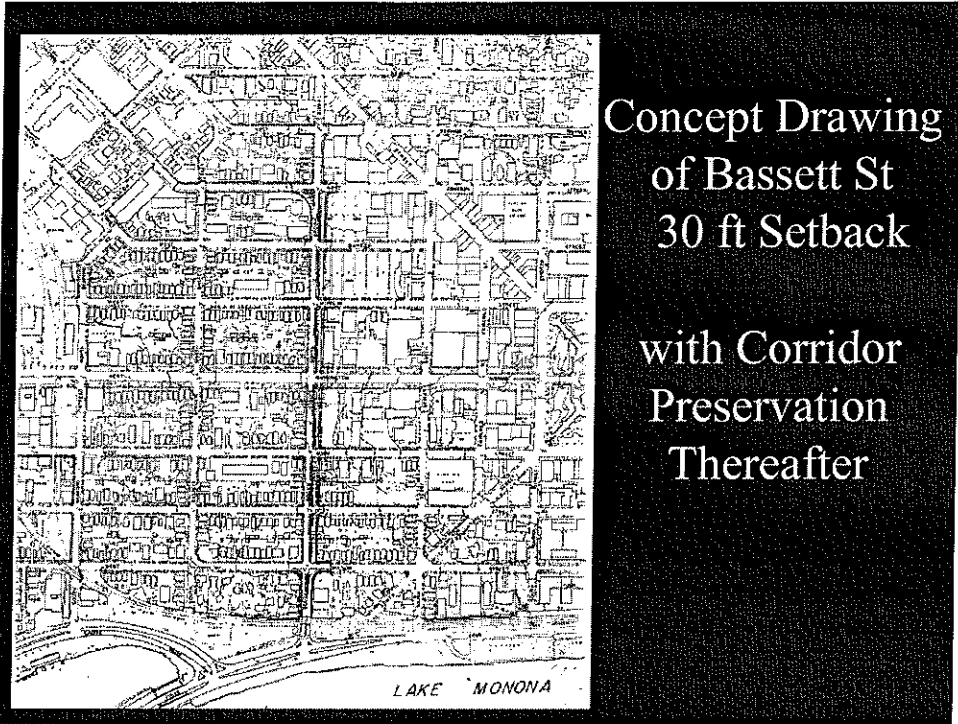
ALTERNATIVE THREE: MAXIMIZE USE OF EAST WASHINGTON AND BROOM

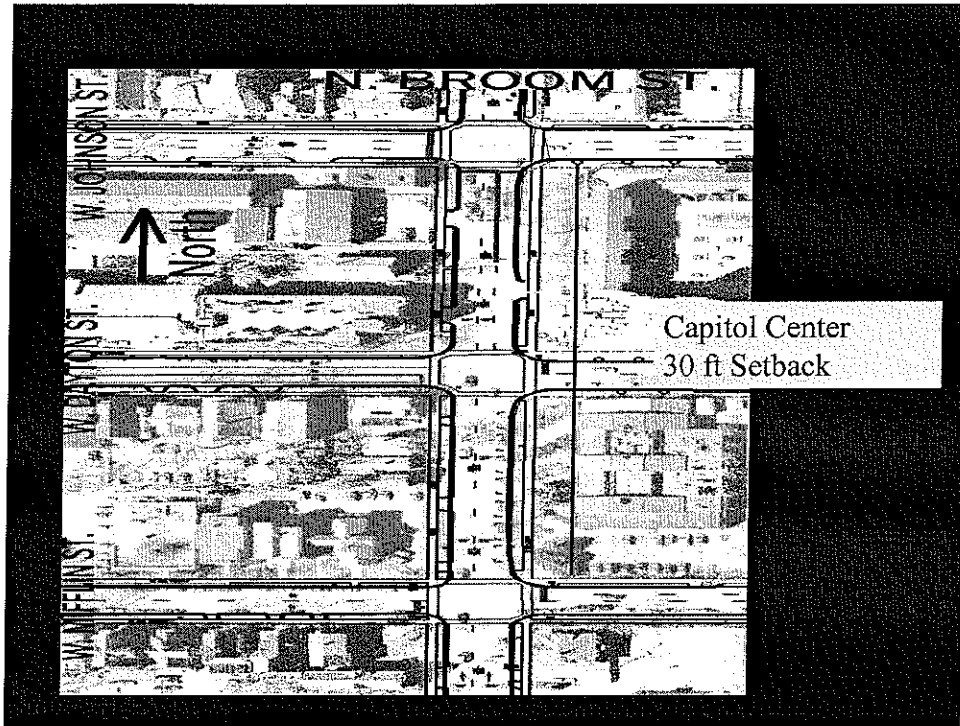
This alternative looks more closely at traffic redirection efforts on the west side of the Isthmus. Assuming that transit ridership, car pooling, traffic growth goals to the CBD and completion of the South Beltline are achieved, redirection efforts for Alternative Three would seek to maximize the use of Broom and East Washington. The analysis of the East Washington redirection is the same as appears in Alternative Two. The Alternative Three analysis will review the Broom/Bassett redirection on the west side.

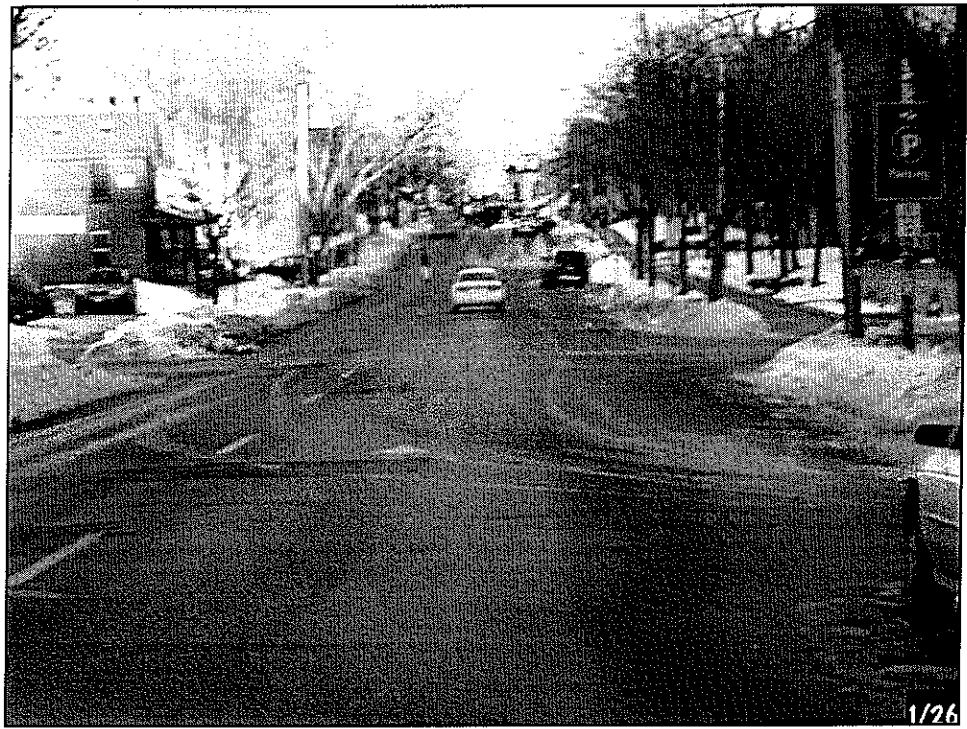
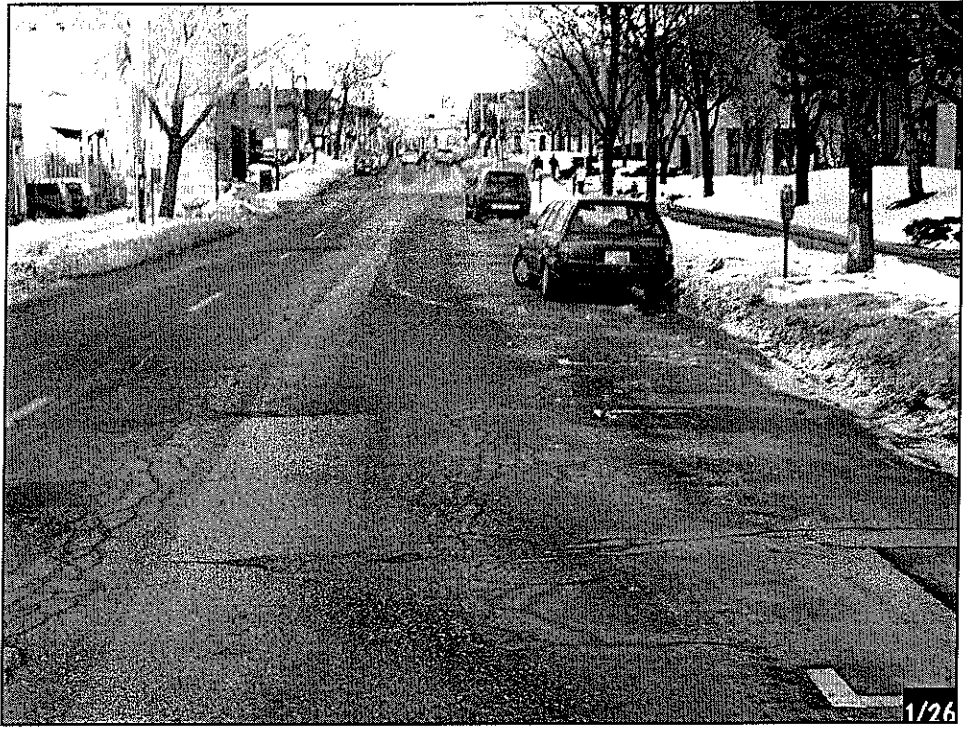
Broom and Bassett are currently one-way roadways with moderately high traffic volumes. These arterial roadways function as a major north-south connector on the west side of the Isthmus area - Broom serving northbound traffic and Bassett serving southbound traffic. To minimize traffic volumes on Bassett, this alternative would redirect traffic away from Bassett onto Broom. Broom would be expanded to serve as a two-way arterial.

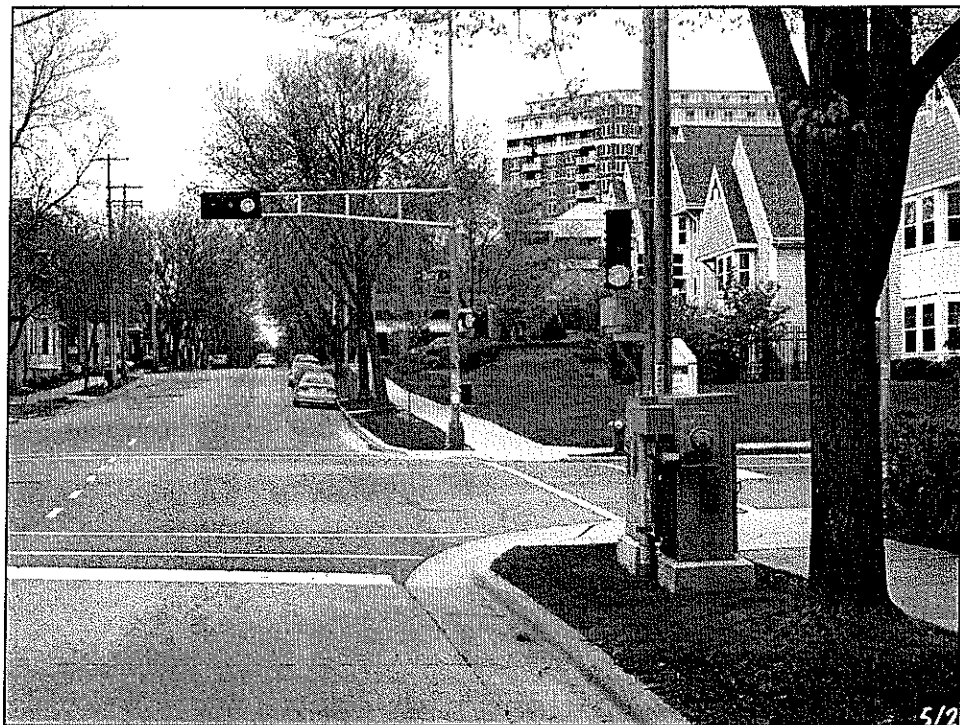
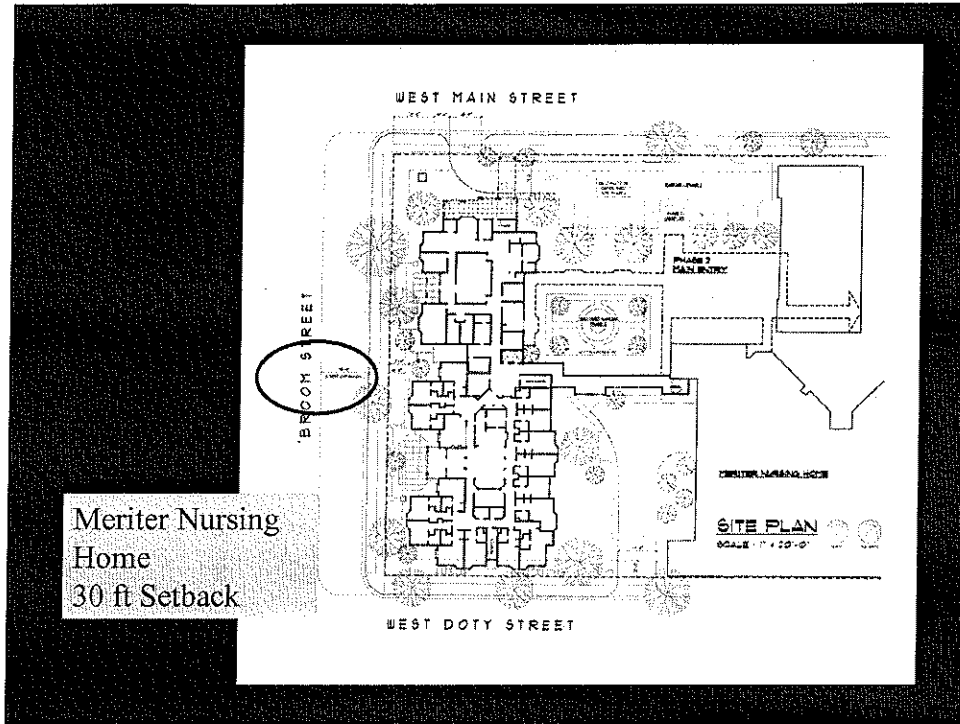
• Concept of Wider Broom Street Developed to:

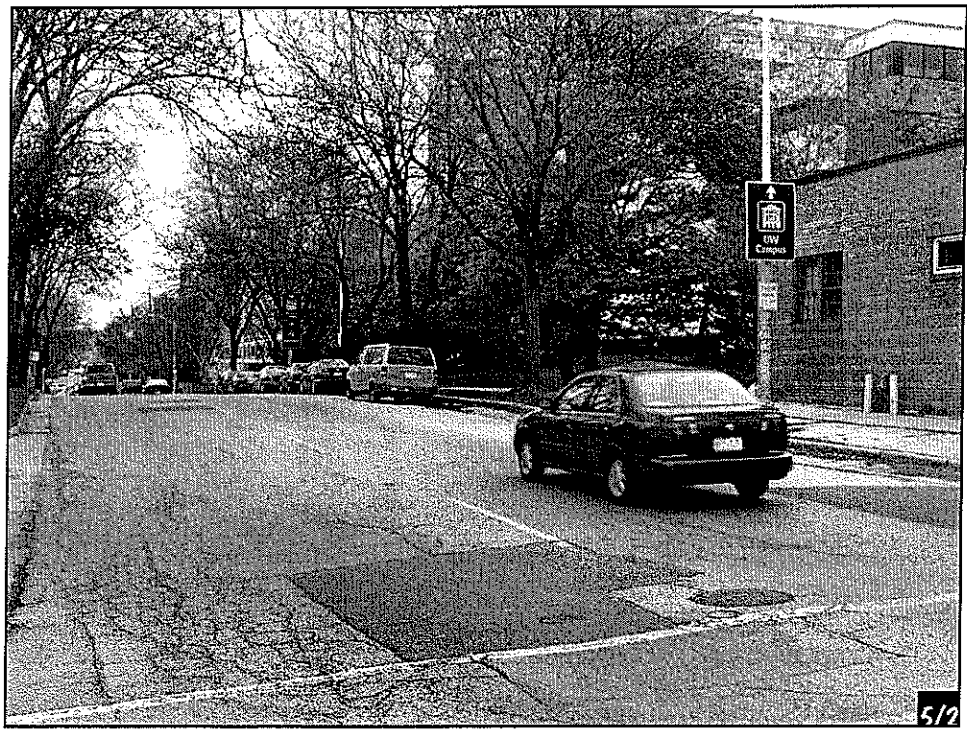
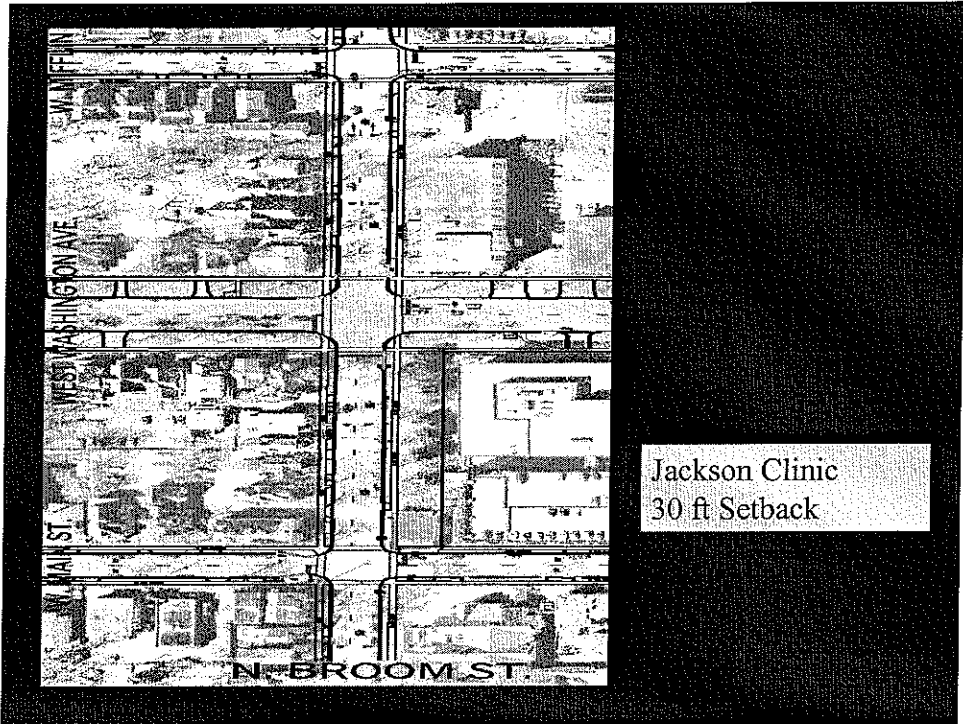
- ✓ Address Neighborhood Request to Remove Traffic from Neighborhood and Bassett St.
- ✓ Address Neighborhood Request to Change Streets from 1-way to 2-way, and get rid of Bassett-Broom 1-Way Pair
- ✓ Maintain Access and Circulation of Downtown, Preserve Corridors for Future
- ✓ Regain Capacity of Converting 1-way streets to 2-way

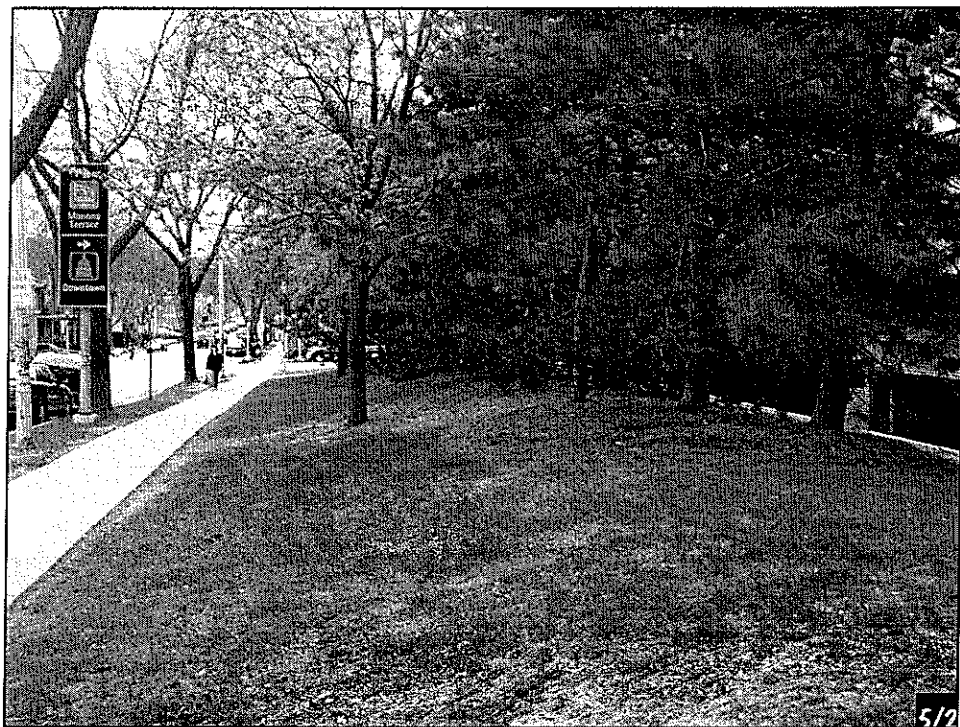
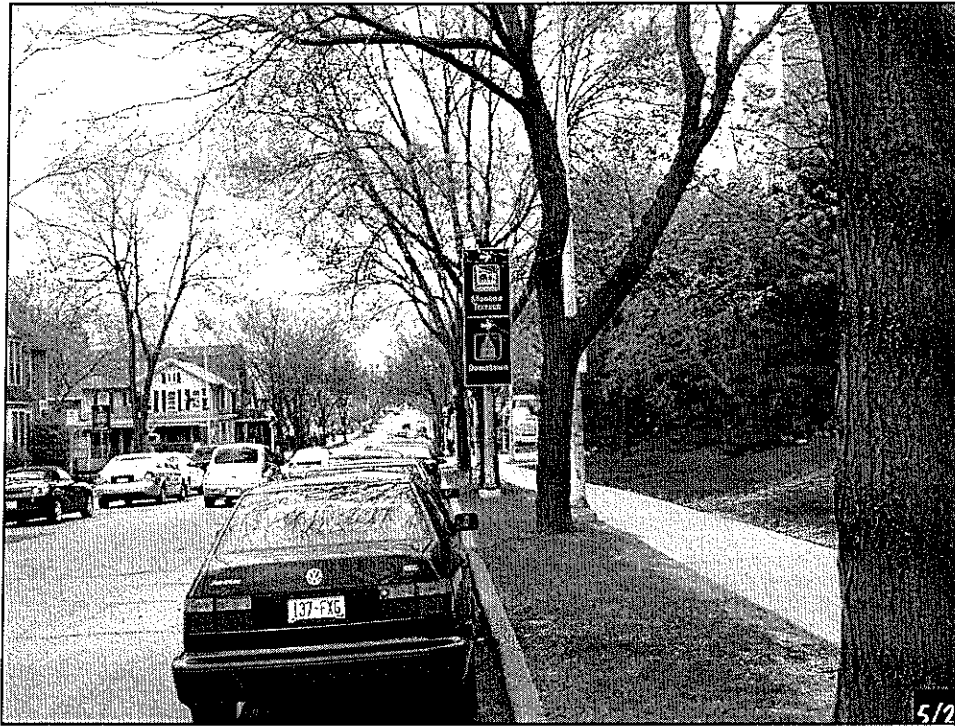




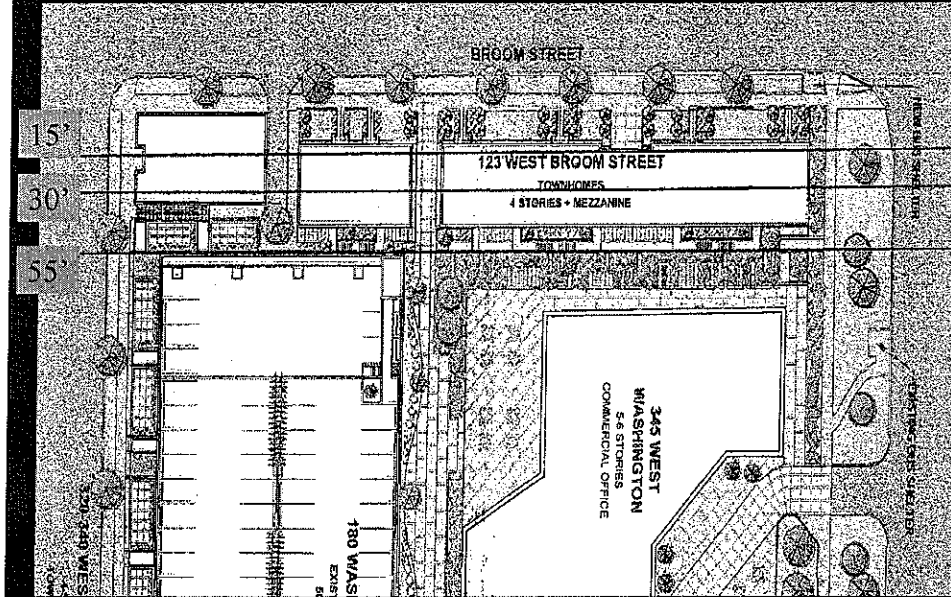








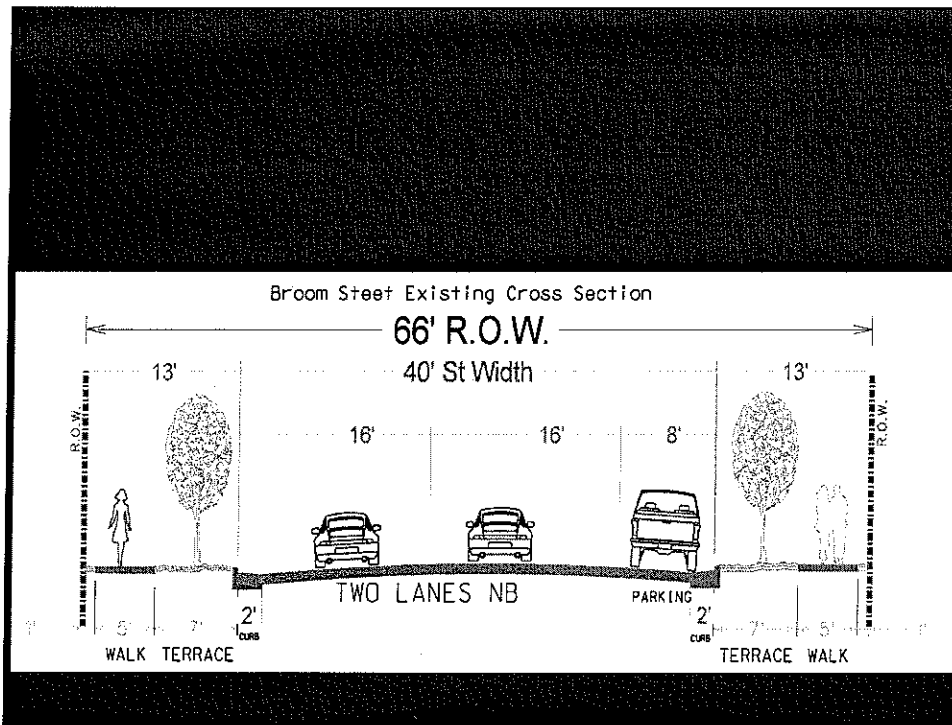
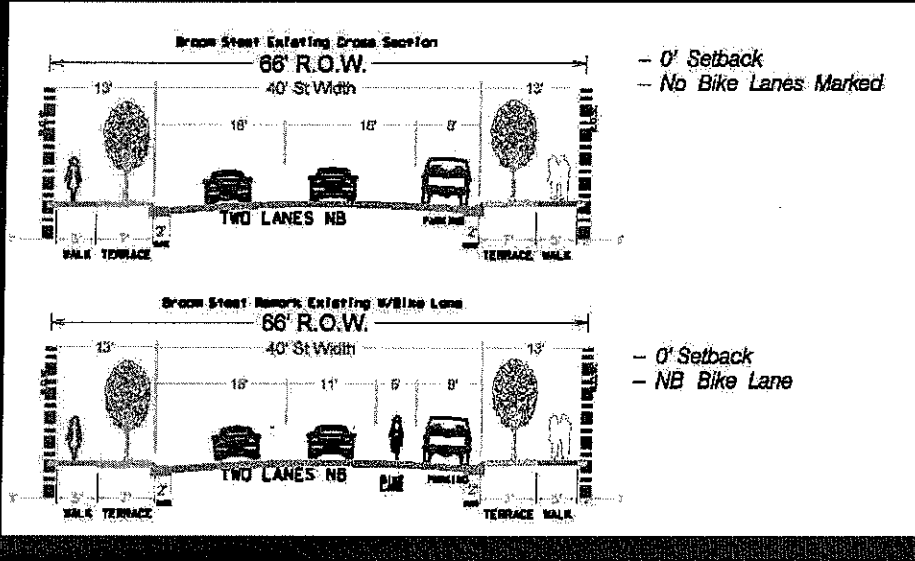
Current GDP Submittal—Broom St

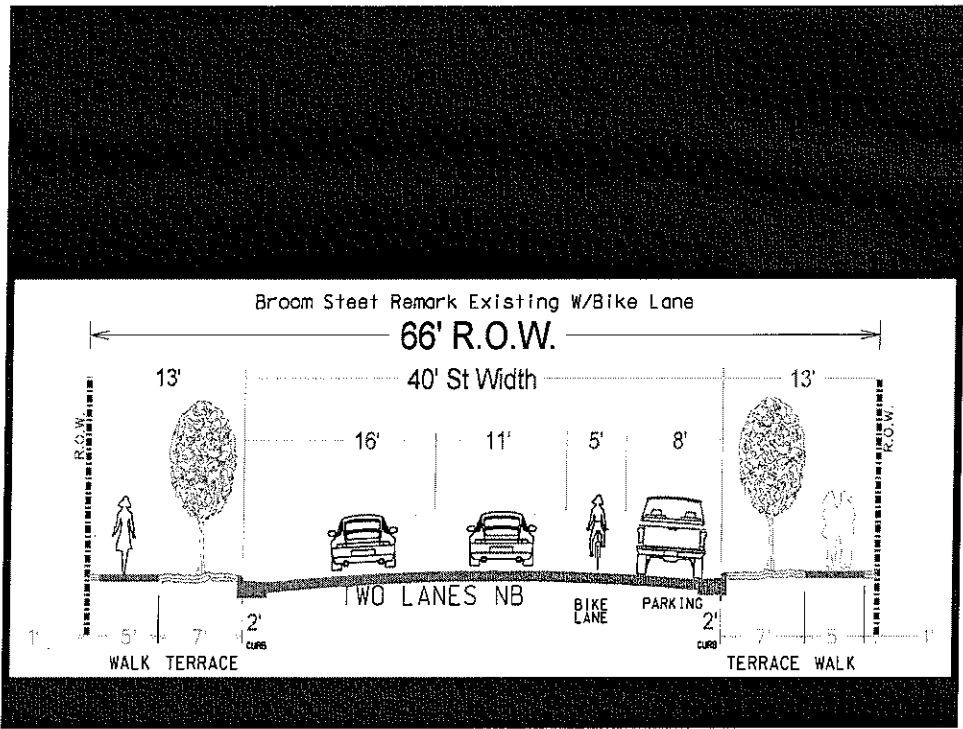


Options

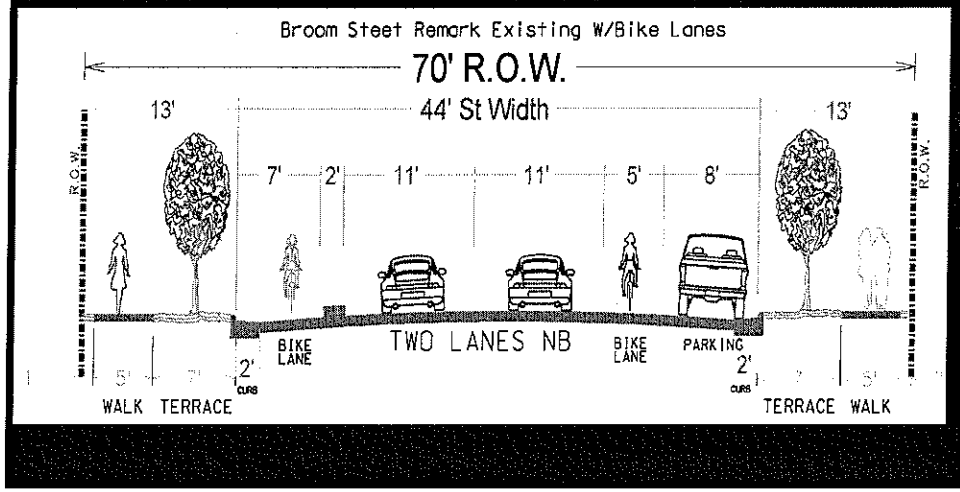
(Also See Handout)

Options Using Existing ROW 66 ft

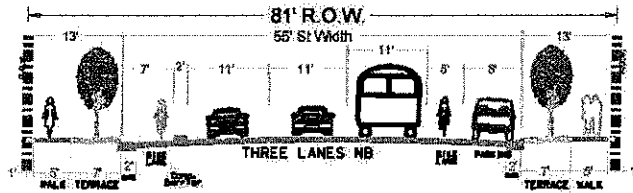




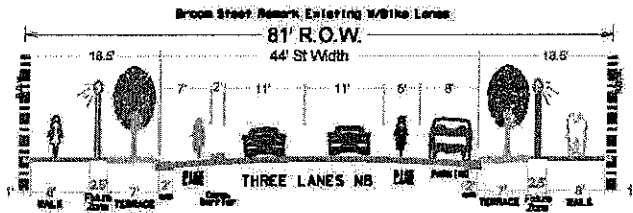
Options Using Wider ROW 70 ft



Options Using Wider ROW 81 ft

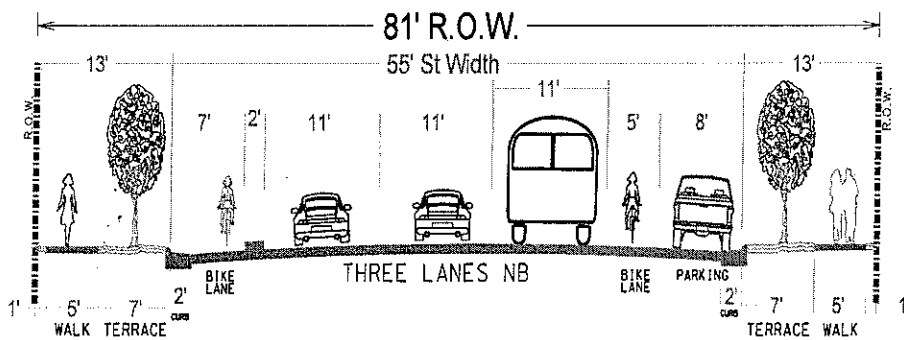


- 15' Setback
- NB & SB Bike Lanes
- Extra Space for Transit/Multi-Use Lane

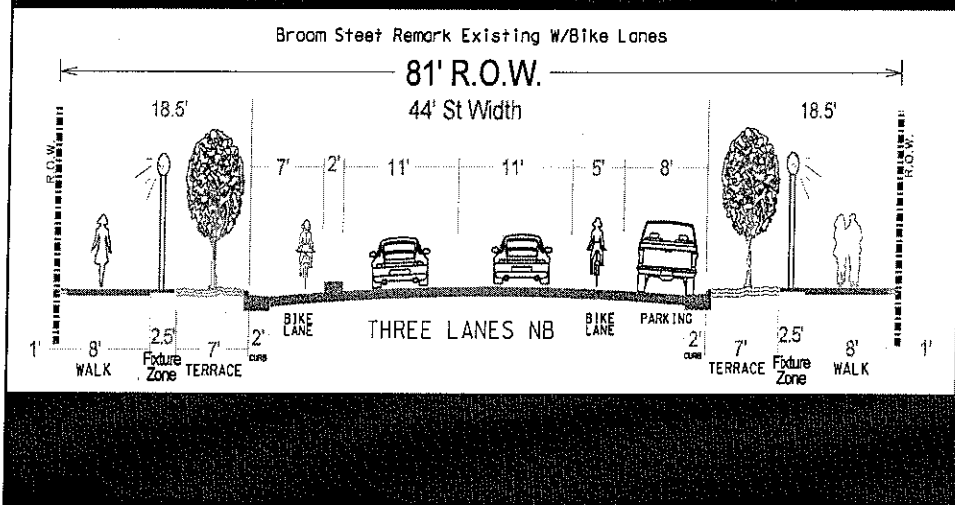


- 15' Setback
- NB & SB Bike Lanes
- Extra Space for Wider Sidewalk & Ped Lighting

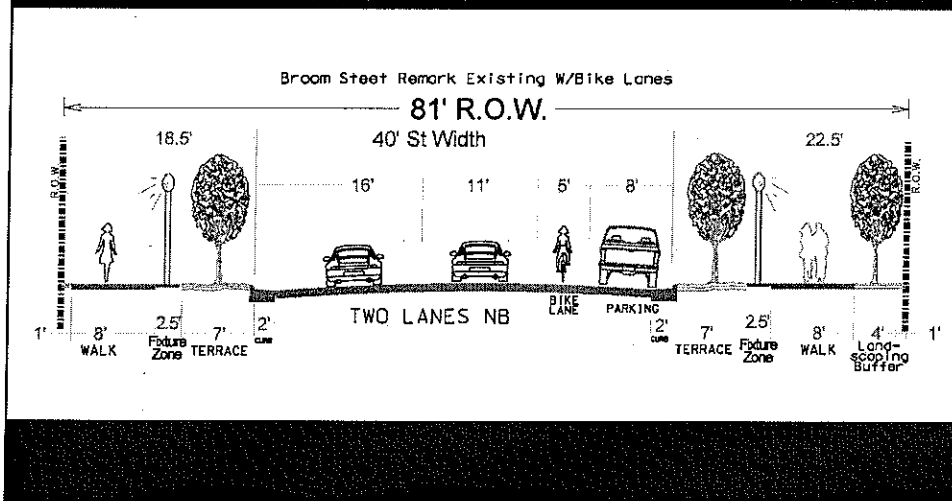
Option - 81 - A



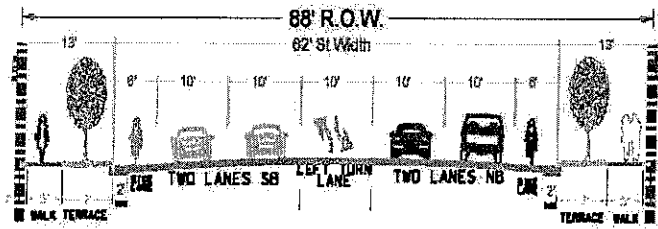
Option – 81 - B



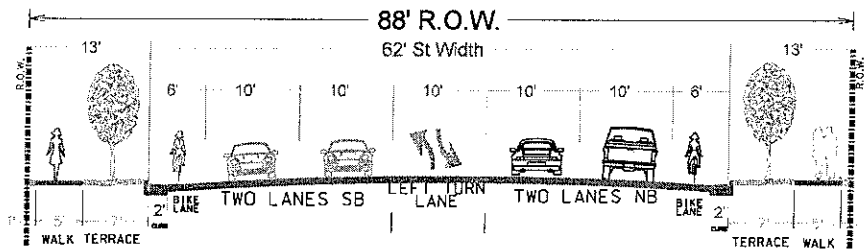
Option – 81 - C



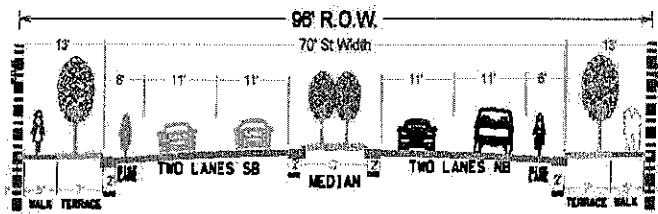
Options Using Wider ROW 88 ft (2-Way Traffic)



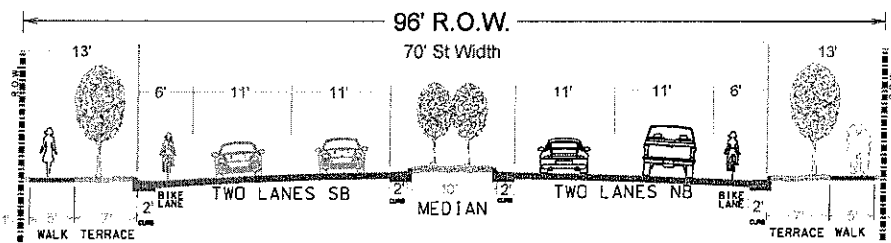
- 22' Setback
- NB & SB Bike Lanes
- Extra Space for 2-Way Traffic
- Lost Capacity Due to Conversion to 2-Way



Options Using Wider ROW 96 ft (2-Way Traffic)



- 30' Setback
- NB & SB Bike Lanes
- Extra Space for 2-Way Traffic & Landscaped Median
- Lost Capacity Due to Conversion to 2-Way



Conclusions

- 1-Way Street System Offers Most Flexibility, Capacity and Least Amount of ROW
 - If 2-Way Traffic Desired, Then Need 5 Traffic Lanes and Wider ROW
 - Like RR Corridors, City Should Maintain Space for A Variety of Options
 - If all of 30 ft Setback Not Used, City Should have Plan for Extra Space Maintained and Streetscape Plan with Individual Development Projects
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Questions

Next Steps
