Broadmoor Neighborhood
Treat Walkway Improvement Plan
Prepared by the University of Arizona, College of Architecture and Landscape Architecture, Drachman Institute, Community Design and Technical Assistance Program. Corky Poster, AIA, Director; Oscar Blazquez, Supervision and Design Assistance; Katie Gannon and Jessie Maran, Landscape Architecture Students. December 2004.
Project Goals

- Beautify Treat Path and improve safety at path road crossings.
- Celebrate the Treat Path and Arroyo Chico crossings as neighborhood places.
- Reinforce neighborhood identity.
Broadway Village is the cornerstone of Broadmoor Neighborhood.

Neighborhood wants homage to Joesler style.

Broadmoor is a community with annual traditions and gatherings.

Walking is popular; all Broadmoor streets are routes.
Neighborhood Input
Treat Pathway

Treat Avenue path is a favorite walking route.

Pedestrian safety is an issue at all path crossings.

Neighborhood wants to enhance pathway experience.

Gathering areas (nodes) seem to occur on both sides of bridge.
Bridge stairs are not accessible to strollers and wheelchairs.

Bridge is not attractive.

Vegetation in Arroyo Chico is predominately non-native.

There are occasional encounters with wildlife in the wash.

Neighbors frequently cross Country Club at the arroyo to walk in Colonia Solana and access Reid Park.
Broadmoor is located in the heart of town in close proximity to the University of Arizona, El Con, Reid Park and Downtown. It is surrounded by Colonia Solana on the East, El Encanto on the Northeast and Sam Hughes on the North, neighborhoods with some of the highest residential property values in the city.
Analysis

Arroyo Chico

Broadmoor is fortunate to have the Arroyo Chico Wash run through the center of the neighborhood. Not only does the lush greenery provide cool relief from the urban hardscape, as well as recreational opportunities, this amenity is also a **riparian corridor** that travels through much of the City, originating at Reid Park and extending into the downtown area. This is part of an ecological network that enables urban wildlife to circumnavigate the city and functions as a major drainageway during storms.
Plant Species Present

- Oleander (irrigated) - non native
- African Sumac (Rhus lancia) - invasive non native
- Bush lantana (Lantana sp.) - invasive non native
- Mexican Palo Verde (Parkinsonia mexicana) - invasive native

The Arroyo Chico is a riparian corridor and would better support native wildlife if more native plant species were present. Since it is not feasible to revegetate the arroyo, the neighborhood could favor native species in any new landscape improvements within the neighborhood. This would increase the likelihood of native species becoming established in the wash through seed vectors such as wind and wildlife.
Broadway Village is located along the northwestern edge of Broadmoor Neighborhood, along Broadway Blvd. and Country Club Rd. Broadway Village was designed by Josias Joesler and built by the partnership of Joesler and John and Helen Murphy in 1939. Joesler borrowed from Territorial, California, and Spanish revival styles and created a characteristic Joesler style unique to Tucson. The style is rich in details and textures and required skilled craftsmen to execute. Joesler architecture is significant to Tucson's architectural heritage and its cultural and geographic identity.
Access into the neighborhood from the northwest passes office and commercial use utilizing on street parking, characterized by much asphalt and little vegetation. Because commercial parking enters into and backs out of the storefront parking directly onto the street there is not enough room in the street right-of-way for a center median. However, traffic circles at both ends of this area would improve area aesthetics and also serve to calm traffic.

Traffic circles at these two points would improve the visual appeal of the area and would also calm traffic into and out of the neighborhood.
The north-central entry into the neighborhood on Treat Avenue is bordered on both sides by commercial parking and is bereft of vegetation. The roadway becomes very wide where Treat joins Manchester. The home on the northeast corner of Treat and Manchester offers nice visual appeal, but landscape treatment in the right-of-way on the South and West of this intersection would improve the entry experience overall. There is also an opportunity for a landscaped center median at this intersection. The Treat Walkway begins here and could be celebrated by creating a “gateway” to the path.
The entry experience at the Northeast is perhaps the nicest, past Broadway Village, an apartment complex, and a desert-scape, vegetated median. The experience has an established, elegant feel to it.
Residents of the Broadmoor neighborhood frequently walk into Colonia Solana neighborhood and access El Con Mall and Reid Park via this route. There is currently no marked crossing or any other form of crossing assistance at Arroyo Chico and Country Club. Through-traffic on Country Club could yield to pedestrians with a marked crosswalk and flashing street light. Since (north) Arroyo Chico is a bike route this would assist bicycle riders as well.
Analysis

Visibility at Crossings

The photo at right shows the driver’s view from South Arroyo Chico approaching the Treat Path bridge crossing from the west. There is definitely a visibility problem from this direction. There are several ways to mitigate this problem: slow traffic as it approaches the crossing, improve visibility of the crossing by modifying the existing vegetation, or, realign the bridge crossing so it is visible to oncoming traffic from both directions.

The views west and east from the path crossing at Exeter (a typical path crossing) show good visibility in both directions. The key here is that the crossings themselves be highly visible, i.e. better signed, and marked clearly and loudly on the street.
The City of Tucson lists four bike routes in close proximity to Broadmoor Neighborhood. Care should be taken to preserve the continuity of these city-wide routes through and around the neighborhood.
Street lighting is provided by the City of Tucson at locations designated by yellow stars, at right. Tucson Electric Power provides additional lighting along the walkway, at the intersection of the path with each east/west alley. The diagram below analyzes dark areas along the path within each block, where no light shines. Motion sensitive photo-voltaic lights could be mounted on houses adjacent to the walkway to eliminate these dark spots.
The master plan recognizes all entries into the neighborhood as opportunities for expression of Broadmoor Neighborhood character and identity. The northwest and north-central entries could be improved by mimicking the successful gateway experience at the northeast neighborhood entrance, accomplished through a large median with desert planting.

Similarly, the beginning and ending points of the walkway offer an opportunity to express the unique qualities of the neighborhood and to celebrate the path.

Path crossings are opportunities to enhance the pedestrian and vehicular experience, as well as improve safety at the crossings.
Path gateways announce arrival, call-out beginning and end points of the path, augment neighborhood identity, create neighborhood pride, and provide visual enhancement. Design elements from Broadway Village can be picked up in the gateway features to emphasize Broadmoor’s distinct character.
A yield-flow crossing reduces traffic to a single lane while passing over the crosswalk. This effectively reduces traffic speed and defers the right-of-way to the pedestrian. The example shown here includes a speed table (see Simple Crossing for description of speed table).
An off-set crossing defers to the automobile. The pedestrian’s straight shot across the intersection is interrupted by a jog in the path on both sides of the crossing. The obstacle that creates the jog is often formed by a planter or seat.
The simple crossing is a painted surface treatment on the pavement. The crossing here is shown in combination with curb bump-outs. This scenario would slow traffic but not necessarily stop it. Though not shown here, a speed table could be added. A speed table is less severe than a speed bump or hump. The level of the pavement at the crossing raises 4-6 inches to the level of the sidewalk, giving deference to the pedestrian. The table is usually poured concrete and can be texturized, stamped, colored or painted.
Neighborhood Plaza
Arroyo Chico and Malvern

The pavement area at the intersection of Malvern and Arroyo Chico (south of the Arroyo) is huge (and hot) for a residential area. A portion of the area could be made into a neighborhood gathering area, or plaza, as modeled here.

The planting areas would be sunken below the smooth mortared edge of the pavement, allowing surface run-off from the streets to be retained and utilized by the vegetation. The plaza itself could be hardscaped as shown here, or could be of a porous material such as hollow brick or block.
Two bridge design concepts are offered on this page. The top example meanders across the arroyo but ends in a straight alignment to the adjacent street crossings. The lower example has a large arc and an offset jog as it meets the street, forcing the bridge user to consciously cross into the roadway. This helps mitigate the blind spot that cars approaching from the west experience (on south side of the arroyo). There is also a ramped access down into the arroyo. (Of course actual bridge design would need to be engineered by a professional.)
Treat Avenue Entry
Landscape Improvements

Below are three scenarios for landscape improvements that would improve the visual appeal of the central entry into the Neighborhood at Treat Avenue and Manchester. All scenarios suggest connecting the Walkway north across Manchester.

The first option provides minimal landscape improvements where the path connects on each side of Manchester.

The second example reclaims a portion of the widest section of roadway as Treat meets Manchester.

The last idea suggests closing Treat Avenue at the alley-way to buffer the neighborhood from Broadway and the adjacent commercial areas. The closed area could become a pocket-park.
Sunken Median
at Stratford & S. Arroyo Chico

To reduce the vast expanse of heat-holding asphalt at the corner of Stratford and (south) Arroyo Chico, a sunken median could be installed as illustrated by this rough sketch. The edges of the asphalt would have a smooth mortared edge. In place of the asphalt would be a sunken planter containing arid, heat-loving plants. This design would harvest street flow during rain storms. Most landscape enhancements we have suggested require supplemental water during a one to two year establishment period, and occasionally thereafter during severe drought and heat.
**Plant Suggestions**

- **Senna artemisiodes**
  - Desert Senna

- **Chilopsis linearis**
  - Desert Willow

- **Cercidium floridum**
  - Blue Palo Verde

- **Calliandra eriophylla**
  - Pink Fairy Duster

- **Justicia spicigera**
  - Mex. Honeysuckle

- **Salvia greggii**
  - Autumn sage

- **Celtis reticulata**
  - West. Hackberry

- **Chrysactinia mexicana**

- **Leucopyllum sp.**

- **Prosopis Velutina, velvet mesquite**

- **Tacoma Stans**
Design Examples
Paths & Walkways
Design Examples
Street Crossings