

## Broadway - Re: FW: Broadway Project CTF 6/12 Open House

---

**From:** Jennifer Burdick  
**To:** Jose D - (jdgarcia) Garcia  
**Date:** 6/23/2014 6:30 PM  
**Subject:** Re: FW: Broadway Project CTF 6/12 Open House  
**CC:** [broadway@tucsonaz.gov](mailto:broadway@tucsonaz.gov)

---

Dr. Garcia,

I have gone through the maps and displays we had at the Open House in an effort to try to respond to your email. I am not finding what you are describing. In order for me to be able to provide a sufficient answer to you, I need your assistance in pointing out specifically what you are referring to.

All of the materials from the Open House are now online at: <http://www.tucsonaz.gov/broadway/public-meeting-4>

The relevant materials to where we are at in this process were put out at Station 5. Images with any roadway widths shown would have been in the 4-lane and 6-lane refined alternative maps on tables, each with variations showing CTF requested refinements:

4-Lane: [http://www.tucsonaz.gov/files/projects/broadway/4-Lane\\_96x30\\_Sheet-02ksV2.pdf](http://www.tucsonaz.gov/files/projects/broadway/4-Lane_96x30_Sheet-02ksV2.pdf)

6-Lane: [http://www.tucsonaz.gov/files/projects/broadway/4-Lane\\_96x30\\_Sheet-02ksV2.pdf](http://www.tucsonaz.gov/files/projects/broadway/4-Lane_96x30_Sheet-02ksV2.pdf)

There was also a board representing potential intersection treatments at the heaviest traveled intersection, Broadway/Campbell, which includes turn lanes for left hand turns and right hand turns, and possible transit infrastructure - queue jumps and stations. (This board was positioned next to a picture board showing what some of those treatments could look like):

[http://www.tucsonaz.gov/files/projects/broadway/Station5\\_Campbell-BusStationStudies.pdf](http://www.tucsonaz.gov/files/projects/broadway/Station5_Campbell-BusStationStudies.pdf)

[http://www.tucsonaz.gov/files/projects/broadway/Station5\\_Campbell-ConceptsIncrTransitImpr.pdf](http://www.tucsonaz.gov/files/projects/broadway/Station5_Campbell-ConceptsIncrTransitImpr.pdf)

If you can provide me with the specific examples of what you saw that I can respond to, I will try to address your concerns.

~Jenn

>>> On 6/20/2014 at 10:29 PM, "Garcia, Jose D - (jdgarcia)" <jdgarcia@email.arizona.edu> wrote:

Jenn,

I was hoping that my letter did not get lost in the ether.

Are there any answers to my implied questions?

JD Garcia

---

**From:** Garcia, Jose D - (jdgarcia)

**Sent:** 12 June 2014 22:01

**To:** [Broadway@tucsonaz.gov](mailto:broadway@tucsonaz.gov)

**Cc:** Mayor1@tucsonaz.gov; ward1@tucsonaz.gov; ward2@tucsonaz.gov; ward3@tucsonaz.gov; ward4@tucsonaz.gov; ward5@tucsonaz.gov; [ward6@tucsonaz.gov](mailto:ward6@tucsonaz.gov)

**Subject:** Broadway Project CTF 6/12 Open House

June 12, 2014

To: Broadway Project Design Team  
and to BroadwayCTF

I was extremely disappointed in the design elements displayed at the Broadway Project Open House today. In particular, despite the CTF stated goals and criteria concerning minimizing the damage to buildings and businesses, and a design criterion that expressly calls for preserving as much as possible the sense of place and keeping Broadway a destination, the vast majority of the roadway designs displayed (all but one?) had curb to curb widths greater than 120 feet. One could then calculate from those drawings that the corresponding right-of-way was 152 feet or greater!

In fact, there were a many drawings there for which the right-of-way was greater than 170 feet, clearly exceeding the RTA bond language concerning 150 foot right-of-way. When we inquire about keeping the roadway narrow so as to try to minimize the destruction of businesses and enhancing the livability of Tucson, we are told that funding depends on carefully following the bond language, but when the design team puts forward the list of possible out of compliance designs, then ...

I have been to all three public meetings for this project; in each case, the public sentiment expressed the desire to wanting to minimize the destruction of businesses and historic buildings has been very clear. Yet every effort of the project staff and consultants has been to disregard this public expression.

I do not understand why staff is steering so hard to maximize the right-of-way, rather than attempting to follow, as closely as possible, what the Mayor and Council, and the public and the CTF have expressed that they want. There must be a reason.

It seems to be illogical, in light of the facts, and leading to the public distrusting its government, however well intentioned these acts may have been.

Nobody has talked about a 170 foot right-of-way in any meetings. It certainly wasn't at the request of the CTF or the Mayor and Council that these designs were so structured.

I hope this can be corrected in the near future.

JD Garcia  
3100 E. Calle Portal  
Tucson, AZ 85716