



Draft Meeting Summary
BROADWAY BOULEVARD CITIZENS PLANNING TASK FORCE

October 23, 2014
 5:30 p.m.
 Child and Family Resources
 2800 E. Broadway Boulevard
 Tucson, Arizona 85716

The Broadway Boulevard Citizens Planning Task Force meeting summaries provide a brief descriptive overview of the discussions, decisions and actions taken at the meetings. The summary and the audio recording of the meeting comprise the official minutes of the Broadway Boulevard Citizens Planning Task Force Meeting.

Meeting summaries and audio recordings of the meetings are available online at the City Clerk's web page at:
<http://cms3.tucsonaz.gov/clerks/boards?board=100>.

Requests for CD copies of the audio recordings are taken by the City Clerk's Office at (520) 791-4213.

MEETING RESULTS

1. Call to Order/Agenda Review/Announcements

The meeting was called to order by Meeting Facilitator, Nanci Beizer. A quorum was established, handouts were distributed to the Task Force with supplemental information, and the agenda for the meeting was reviewed by Nanci Beizer.

Citizen Task Force Members

Present		Absent
Bob Belman	Bruce Fairchild	Michael Butterbrodt
*Dale Clavert	Colby Henley	Jon Howe
Anthony R. DiGrazia	Anne Padias	Shirley Papuga
Mary Durham-Pflibsen	Diane Robles	Joseph Maher Jr.
	Jamey Sumner	

**Mr. Calvert arrived late to the meeting during the scheduled break*

2. Approval of Meeting Summaries - August 26 and 28, 2014

The project team asked the Task Force to approve the August 26 and 28, 2014, CTF meeting summaries. The Task Force approved the summaries with no requested changes. The project team will post the approved summaries to the Clerk's Office.

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3. Public Input Report, and Reports on Project Presentations and Outreach

The project team presented the Task Force with a matrix of the most recent public input received, from August 16, 2014, through October 15, 2014, and the latest presentations and outreach that have occurred.

4. First Call to the Audience

Seven members of the public filled out speakers cards and were called on to address the Task Force:

Camille Kershner

"Hi, really quick, I'm Camille Kershner. I know that you guys have heard me talk before, so I just want to say, really quick, the Broadway Corridor Coalition sent out an email with eight points of criteria that kind of aligned pretty well with what you guys came to agree on with functionality and criteria and I know that you are still processing that information to recommend your alignment. You are using that criteria to determine how to best meet the needs of The Sunshine Mile and the six lane requirement of the RTA. I think that it is reasonable to ask that if the city or the RTA does not agree with the recommendation that you guys put forth, you deserve an explanation of their alternative and what they decide instead, is better to meet those criteria needs.

The widening that they are doing on Ina and La Cholla, since I was working on that side of town ten years ago, it seems like it's still not done. You know, they just did it out on Houghton right now and I don't know what they are doing on Valencia? But, that's under construction. In Sahuarita, they are widening bridges and in Marana they already have wide, busy roadways. If you feel the performance measures that you guys are deeming 'the important thing,' you know, they have discussion of using bus service every seven minutes to fulfil the over demand/overcapacity of certain routes. You have to ask is it time to do more of the same, or time to do something better and different. So that's all. Thanks."

Marc Fink

"Nice to see you all again, it's been a while. I will be as fast as I can but there's a lot to say. Let me preface this by repeating what Albert Elias said at the Mayor and Council meeting. I agree with what his introductory comments were. He said everybody agrees that Broadway should have a sense of place. It should be a business boulevard and a place where commerce should thrive. It should have good transit, landscape buffers, and a pedestrian environment and provide mobility for all modes. Fabulous. I think that's a great idea!

The lynchpin behind all that is the development. What can you develop on the lots that will remain? And that gets to the whole issue of shallow lot development, which has been around for a year and a half and the problem is that besides the fact that despite repeated requests over the last year and a half to provide evidence that you can actually have shallow lot development, we also have the evidence from one, EPS. If you remember them? They seem to have disappeared from the site and I hope that they are all right. But in their report they said that there is no builder in town that will do shallow lot development; it's not viable. We also had the testimony from Wolf Grote,

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the head of light rail in Phoenix, who said, on Camelback Boulevard, he said it was the worst mistake they made in doing their light rail system and that was widening Camelback Road. In fact, they ended up with shallow lots sixty-five, seventy feet deep that were absolutely not economically viable, they became parking lots and that was it. If you look at the street, you can see it's a horrible place, if you are looking at creating 'place,' and economic vitality and creating walkability.

So what would you need to do to make those lots viable? You will have to extend them into the neighborhoods behind the lots, I would argue, probably most people would think this would be a terrible idea, because that would then have a horrible impact on those neighborhoods, all of which are registered national historic neighborhoods; particularly Rincon Heights. In fact, unlike the Sam Hughes Historic District, Rincon Heights District actually includes historic buildings on Broadway. That will have a major impact particularly on Tenth Street, which is a fabulous street if you ever walk down it. The first time I did, I was just amazed at how great it really was. That's the best street in the neighborhood and it would really have a negative impact. So I think it would be problematic being able to extend it in there and if you did, the impacts would be horrible. So people go, well, what about if we rotate the buildings ninety degrees. Well you saw examples from Phil Swaim, several months ago he had some theoretical drawings, not based on any real life examples. Phil Swaim not only told me, but he told other people in the Broadway Coalition, that he agreed that didn't create place. The problem is that if the lots are still narrowed, you'd have a building, parking lot, building, parking lot; that just does not create a walkable place and for support for that I would go back and read Jeff's Speck's book of walkable cities. He addresses that, so if that doesn't work, and the problem with that (even if you could do that) is that you end up reducing the number of businesses by fifty to seventy-five percent. I think if you did that on Fourth Avenue, Fourth Avenue would disappear as we know it. It wouldn't be a place, my wife's store, for instance, would go out of business. So I think you need to bear those in mind, in addition to if you wipe out all the businesses on the north side, the south side suffers. They won't survive either and they won't get bought out."

Gene Caywood

"Hi, good evening. I am passing out the thing that I am going to talk about. I am not going to speak tonight on my usual Southern Arizona Transit Advocates, but I want to speak personally. I continue to be concerned and just don't like the prospect of having to demolish so many of the historic structures in Rincon Heights, so for the past couple of days I have spent time developing what you see in the handout that's being distributed. The first sheet outlines rationale for eliminating right and left turns and bus pullouts, which allows the road to be narrowed enough using the minimum widths of the nominal ninety-six foot cross section to miss most, if not all, the historically significant structures. The resulting right of way line is right at their front doors, but the buildings could be saved. The last sheet in the second page is the drawing that I did illustrating that. Unfortunately, it's kind of small to see, but I brought the original, which is here and I'll put it on the table and you can refer to it on your deliberations this evening. Also, in addition, I just have to mention that I sent digital copies of both copies to Mike Johnson so he could forward them to you so that everybody will have a copy they can read.

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I understand and appreciate the comments made by staff while defending the virtues of the wider 108" right of way, which now becomes the root of what you are going to consider in the change of name you know with two lanes of transit or with transit. I personally agree that it's probably the best choice of the bulk of the rest of the corridor and I think that in the four blocks between Santa Rita and Warren, the opportunity to save buildings should trump the benefits of the wider option; thus, I hope you will seriously examine the potential for what I have suggested and make these four blocks substantially different from the balance of the project. I believe that we should not be responsible, as I think I have said once before, for directly demolishing buildings if we can help it. Make this as narrow as you can, keep the buildings there and then if somebody else chooses to demolish it then that's his issue, not your issue, our issue, as servants of the public. Thank you."

Linda Dobbyn

"The section of Broadway that we are talking about is part of our urban core and should be looked at and treated differently than others areas of town; to widen it in the same fashion as Grant and Speedway should not be the goal. That would be planning for the past and we need to be planning for the future. Why is our urban core different? It's different because it could become an important economic driver for Tucson. A new report was just released by the City Observatory think tank (this report here, which I can send you a link to) that discusses how important these areas can be.

The report refers to them as closed-in urban neighborhoods, defined as areas within three miles of the central business district. These neighborhoods are where college educated young adults want to live.

The study refers to college-educated young adults as the key to higher wages and productivity for a whole number of reasons. These college-educated young adults are increasingly moving to closed-in urban neighborhoods. In 2000, young adults with a four-year degree are about 77% more likely to live in closed-in urban neighborhoods than other metro residents. Now these well-educated young adults are about 126% more likely to live in these closed-in urban neighborhoods. The report goes on to say the key to having economic success is having a better educated population, then there are two different strategies cities can pursue. One, doing a better job of educating their current population, and two, becoming a more attractive place for those well educated people who are on the move. Both strategies are sensible and can yield results. In fact, they are complimentary. It does little to educate your own children if they then choose to move to a more attractive place.

Tucson is lucky; we already have a source of young, educated people, the U of A. They just don't stay here; hopefully we can change that. Icing on the cake for us is that we have the foundation for this midcentury modern urban core and who most-likes the midcentury modern aesthetic? College educated, young adults. We are sitting on a wonderful potential. One of the reasons urban core is so attractive is that it's so vibrant and diverse, full of different kinds of people interacting in different ways. So we would not want to develop a strictly young person's environment, but one that mixes all different demographics and in that vein, another marketing potential are the elderly who want to age in place. Many want to live in a vibrant location rich with people and

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activities and a place that they no longer need to rely on driving to get around, in a location like this one, that will become transit oriented and provide for their day to day needs as well as social and psychological. So please keep it midcentury and keep it a sense of place.”

Ron Spark

“Hi, I’m Ron Spark. I am wearing my hat as a member of the Southern Arizona Transit Advocates. Thirteen years ago, seven of us had a crazy idea of getting a streetcar running in Tucson, so we believe in transit. Some of you have a concern about having transit from the start on Broadway. I’d like to address that issue with you today. I’d like to tell you about a survey that our group did on the opening weekend of the streetcar. It was unsolicited and we asked people to tell us where they wanted the streetcar to go. I personally met people from Oro Valley, Vail, Sahuarita, we have had some concerns that were not representing all of Tucson; all of Tucson was there. We had something like 922 responses and we asked people to draw on a map (and I’ll show you this map in a second) or write out where they want it to go. I’d like to thank Camille Kershner who actually did the assemblage of something that you have told me was about fifteen inches high. Great work! OK, so let’s talk about what the survey wanted. I’m going to pass this around, but you can see that the fattest represented 250 of the responses were for Broadway. People in Tucson want transit from the get-go on Broadway and that is the message that I have for you. I’ll pass these out. I’m sure it will be loaded again. Thank you very much for your deliberations. On a personal note, I have a sense of great displeasure about the suppression of the call to the audience and the opportunity for the people of this city to address you. I think this is a great disservice to the public and transparent process, thank you.”

Les Pierce

“Howdy, I am Les and I am president of the Arroyo Chico Neighborhood Association and represent Broadway Coalition. Because I know time is burning, I just want to say two things, Dallas and San Diego. There was an article in the Dallas Morning News about how even the city of Dallas, car-centric, JD and all that, they are not building any more six lane roads in Dallas. The big cheese of their transportation departments says that they are taking their existing six lane roads and narrowing them to four lanes, which is great, because that’s more room for bike lanes.

Also, the Houston Chronicle (I think it was) covered a roadway project in the Bird-Rock neighborhood of San Diego where they took a four-way roadway that was about 50 mph and they put it on a road diet and they found that by taking out existing lanes and replacing it with on-street parking and pedestrian amenities and bike lanes and flower plants and all that oogie-oogie stuff, they took a ho-hum drive-through road and created a staggeringly successful drive to a destination and (kicker, RTA people listening) throughput did **not** decrease. The same number of cars were still able to go through the section, despite and perhaps because of the amenities, that told everybody this is a shared road, drivers, pedestrians, and cars; they all have a place to go. So if they can do it in car-heavy Dallas (and this was covered by Texas newspaper, mind you); then we can certainly do it here and I look forward to seeing Broadway stay a pedestrian friendly neighborhood connector and become even better. Thank you.”

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Margot Garcia

"Good evening, Les is always a hard act to follow. It's good to see all of you and again thank you for all of your time and effort. I am Margot Garcia and I am a member of the Broadway Coalition. Mark, I gave you a synopsis of the very fine comments from assistant City Manager Albert Elias that he made at the beginning of the discussion on the October 9th City Council meeting, but that brings me to the topic of land acquisition and remnant parcels. That is the land, of course, left after the amount that the roadway needs has been taken. We know that the city has already bought eighteen parcels and some of that land is not going to be used. How you, the task force, set the alignment will determine how many more remnant parcels will be left that will need to be used. Just remember, that land is valuable and so is the land as it's acquired, the higher the project cost. There is a budget for RTA acquisitions and going over that budget will mean that the City of Tucson has to pay for the rest. In addition, at the same time that this project is happening, there are several other road widening projects going on: Grant, Kino Boulevard at the 22nd Street Overpass, Links (to just name three of them). Each of these projects will have remnant parcels that will need to be sold.

Do you remember how long it took to absorb the Speedway lots after the Speedway widening? About ten to fifteen years. So what will happen along Broadway will be a dead zone for about ten to fifteen years as we wait for these lots to be purchased and redeveloped. This is not a boom time for construction either. There is not a lot of money out there to finance new projects, not to mention the tenants or the businesses to go into them. There's a lot of vacant land already sitting, waiting for someone to come along and build on it. There are empty buildings waiting for tenants so let's think critically about how wide Broadway should become. Is it possible to pinch those lanes to nine feet where the alignment needs to get past the buildings? Maybe for a block? Maybe for one-hundred yards? How much existing right of way can be used that won't cost the city any extra money.

If you'll look on the early maps, we had all of those right of ways laid out on the maps that you already have a right to and you don't have to pay any more for it. Let's be inventive in the block by block approach to putting in safe sidewalks and bicycle lanes maybe before we go for all of those amenities like right hand turn lanes and fourteen feet of landscaping. This is the time to be creative, preserve our heritage and plan for the new future where people want to come and hang out in an interesting area (Linda just told you about the millennials). The future will not be like the past. Let's put Tucson in the forefront of this new way of thinking."

5. CTF Discussion Regarding Mayor and Council Meetings

This agenda item allowed the Task Force time to discuss the recent Mayor and Council decisions regarding the Broadway Project. Additionally, the Task Force engaged RTA Director Farhad Moghimi in a conversation regarding the decisions

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made and the progression of the project. Listed below are highlights of the discussion that occurred.

- There were a number of key things I observed during the meeting: 6 lanes seem like a must, the Council definitely supports transit, I am glad the map was pulled from their decision. The CTF still needs to tweak it, we are not done.
- The importance of sense of place, historic buildings was heard among Council in their discussion.
- The business community needs certainty and a fast turnaround. If we need to meet more often (to accomplish that), I am willing to do that.
- My biggest criticism is that Council did not make a decision. Businesses are begging for a decision and now it's delayed again. The decision is back on us (CTF). I am exhausted from this process.
- We did not want to give a specific width - while 118' on map. As the CTF we are aware we have to pinch road. I am frustrated and anxious. They want us to fit square peg in a round hole. We are now being told 4+2 would not fly and can't widen to the south. My stakeholders already are not getting what they wanted. Property owners have said they want a decision and if they have to go, they will go. I feel like I am not realistically representing my stakeholders.
- I am frustrated with the aspect that we are still fighting over the alignment. Businesses want to make a decision, some are willing to go, yet we are still fighting.
- No one on the CTF wants to see buildings go or a freeway running through Broadway. We are doing the best that we can. We were told that we can't keep the road the same way; we are not interested in ruining economic vitality.
- Council charged us to wiggle the street, we have talked with business owners; we have talked with the team about with how wide the road can curve for traffic, especially large trucks. I don't see how we can change it more (than it has been).
- It would have been helpful (for the Council) to hear from us. The Council does not understand all the data and research we have seen for the past 27 months.
- We need to provide a balance of business input and community input. Businesses are reaping frustration from previous delays. We have had 4 public meetings and we heard: protect historic structures and preserve economic vitality. Each input does not trump the other. If businesses that are impacted leave, then residents lose that business to walk/go to. We

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need to look at the parcel size of the remnants and ensure they are usable for future redevelopment.

- I have been approached, businesses are willing to build in this area when a decision is made. This will not take 10 years; the explosion of development in downtown will spill over into this area.
- If we take too much parking, what's the use of saving buildings?
- Right. More people are not driving cars; yet we still need parking lots to accommodate those that do.
- Are the lots really too narrow? Seems like they would be perfect for little businesses that you could walk too rather than going to Target.
- Circle K and Starbucks have a 120' lot size. By our current plans the size would be 70-80'.
- The façade determines the structure's historic status, not the inside of the building. If we maintain the façade, you can put new businesses in the historic building.
- I have not been on the committee long; but even I am frustrated, I feel like I am in between a rock and a hard place. Went block to block to minimize impact; no one wants to knock down buildings. This corridor has the potential to be like 4th Avenue, where people are on bike and foot and it is vibrant.
- Jamey: Broadway is different than 4th Avenue. It is more asphalt, 20 miles east to west and links destinations.
- We could do an overlay; make it multi-modal to bring people in.
- A 6-lane roadway can still maintain a sense of place
- The irony of it all is people who want us to move things around have put a deadline on us to do that.
- Floored they (Council) did not want to hear from us. They wanted to hear from the public, but not us after 27 months of work! Mary and Rocco did a great job.
- What we got back from M&C, what happened to them, is the same thing that happens to us. They are in the same spot that we are in - different stakeholder views and multiple conflicting ideas of how the project should be built.
- At the crux of it all is the 2006 vote. The City - the valley - expects something to happen.

Discussion with RTA Director Farhad Moghimi

- We all felt it had to be 6 lanes, we have not given free rein. If we had not had that, we would be in a different place.
(Farhad: The direction from the RTA is as long as you not diminish functionality and maintain performance, the project can be modified. When

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looking at the performance measures the 6 lane has least impact to functionality and balances the performance the best. This is probably one of the reasons you are moving forward with that recommendation.)

- I was envisioning the roadway as 6 lanes in certain areas and where we got down to pinch points minimizing it to 4 lanes at the pinch points. We should have been told upfront it had to be 6 lanes. RTA avoided defining functionality; it is not just moving cars, it involves much more.

(Farhad: Going back to the performance measures that you developed - if you look at the four lane option it was actually diminishing functionality and that's why I think you made the decision you made; but again we are comfortable with the decision and we are going to (from the staff perspective) make that recommendation to the board and to our CART committee and to the Technical Management Committee. This recommendation is coming from you and was approved by the Mayor and Council and hopefully we move forward with the same approval from the RTA Board.

- But the RTA always avoided defining what functionality is. We have never really fully defined it as a Task Force. Functionality isn't just moving cars, it involves the economic vitality of the corridor; it involves pedestrians, and it involves the people that live there.

(Farhad: We were comfortable with the definition of functionality that you all came up with and we had the chance to weigh in on it and add to the discussion. I believe Jim DeGrood has been at several of your meetings and he has expressed to you that we agreed with your definition - the definition you all came up with.)

(Project Team Response: I would just like to add, too, that as we are all moving forward, the performance measures we developed are really what have defined our functionality. As we work on developing the Design Concept Report, I think that we will even be able to articulate that better. Right now, the key decision point is, is this something that allows getting into this design phase and really refine it and make it something?)

(Farhad: Again, I go back to the comments made earlier; this is a very unique corridor that we cherish. I think that as a group we can come up with a unique approach and do the right thing. We cannot take performance measure from someplace else; we want to create our set of goals and objectives and be able to meet some the multi-modal needs that we established and the RTA has supported since day 1: we support transit, we support walkability, we support a safe bicycle environment, and all modes of transportation are equally important to us.)

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- I just want to clarify, and I think that you are the person who can answer this: what I am hearing you say is that the plan that we have now, 6 lanes including transit (without any definitive widths) - not knowing what the transit is and at what point the transit is going to be implemented - is what is fundable by the RTA, at this stage.

(Farhad: My recommendation to the Board will be to move forward with design. Let's talk about the timeline and design, and by the time the design is completed then that is when you can come back and make sure that everything is in place. After the design process is completed then you go to construction. So we have to keep talking continuously and communicate with everybody at all levels. I am sure that at some point the Mayor and Council wants to hear about this again and make some decisions. The alignment was not approved - it was a soft line on the map, so we need to take the more refined alignment back to them at some point for their approval. There is still going to be several stops along the way.)

6. Presentation/CTF Discussion: Technical Design Phase

The project team presented details of the technical design phase and what the design team plans on accomplishing. Time is needed to conduct research, analysis and design work, which will reduce the frequency of Task Force meeting. The Task Force meetings will be convened at strategic points in the design process, with months in between. The next meeting is anticipated in early 2015.

7. CTF Discussion: Refinements to 6-Lane Including Transit Alternative

The Task Force and project design team members met around maps to discuss specific, block-by-block recommendations regarding refinements to the "6-Lane including Transit" alignment. The recommendations will be amended to include discussions held, and the recommendations will help inform the detailed work that the project team and Technical Advisory Team Committee will begin working on. The project team will take into consideration all of the specific recommendations made during the discussion and up to this point on the project, and will report back to the Task Force on design decisions made in coming meetings. Listed below is a summary of the comments that were made while the CTF met around maps.

- I do not want to see any changes to cycle track.
- Sidewalks and landscaping are highly recommended.
- As a reminder Highland is one of the only access points into the Miles neighborhood and it is heavily used by cyclists.
- We need to pay attention to right turns and access. Some of these are deadly for bikes. The one at Campbell is excessive. If you look at Gene's left turn lane at Broadway & 5th, it goes from 2 lanes to 5 lanes. As soon as they pass 5th, cars hit the gas. This is a safety issue for bikes. We need

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to remember that if you broaden the road, the natural tendency will be to speed.

- I want to make sure Miles Neighborhood has sufficient access: Euclid to 12th St. up to Park and Highland from the east - not west - off of Broadway to get into the neighborhood. This would also be a good place for transit node/stop.
- What would a center stop look like? How would it change the intersection?
- With remnant parcels with an 80' parcel depth, couldn't we take 3 parcels and move the parking across street?
- We are trying for 100'+ parcel depths. There needs to be a happy medium between Colby and Gene's maps.
- Campbell - Kino: Can we give less priority for cars and more consideration for pedestrians and mobility-challenged individuals? There seems to be a much smaller consideration for disabled groups at major intersections.
- We need better design criteria: universal design for all intersections.
- Can we have a HAWK at Campbell? People with disabilities struggle at major intersections. They are difficult to navigate. Also, there was a death at that intersection.
- If there is stoplight installed at Plumer (replacing the HAWK), will that change our map?
- I am concerned that there appears to not be any access for ambulances at Urgent Care located at Tucson Boulevard.
- Can you provide 100', 150' parcel depths on the map so we can see where they might fit?
- There is a rumor that El Parador will be torn down. Will that affect our map in any way?
- What is the effect on the map with incorporating center lanes for transit? I am all in agreement while we want to preserve center lane for transit, we want to keep the road as narrow as possible. So will you (design team) be coming back with that?
- Treat is considered as a bike boulevard. We need to pay special attention to that intersection.
- I will defer to the professionals and let them provide input as to whether or not we need a dedicated right turn at Tucson Boulevard.
- Is there a need for an access lane at the Solot? After looking at the parking map (input report) with diagonal parking, it seems that even diagonal is still not enough space. Even with it there seems to be a safety issue with backing out.
- I do not want stripped-down design with reduced landscaping and amenities. I want the works on each section, and trees if possible.

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- Willy Kats comment during break: 2901-2905 E. Broadway. Close Stewart. No right turn anyways, solve parking problem. 2 mil for City to buy. Not enough parking as is now, unless can leave as is (functional). Drawing shows limiting access.
- In response to Call to the Audience comment from Laura Tabili - Are we jeopardizing federal funds if we do 106 feet? Would it prevent us from receiving future federal funds?
- We need to have some idea of what the land use for the area will be if we move forward with acquisitions. I would still like the corridor to remain walkable.
- My neighbor's also postponing improvements. I hope businesses get a fair deal.

In addition to this discussion the following recommendations were made by the task force during the meeting and through follow-up emails after the meeting:

- Consider the best mix of performance objectives and flex the width to:
 - Narrow the roadway where possible to minimize impact to historic/significant buildings, businesses, neighborhoods, and parking;
 - Preserve/maximize visual quality, sense of place, Sunshine Mile as a destination, and the area's connection to downtown;
 - Ensure enough space for access, mobility and safety for all modes: pedestrian, bicycle, vehicle, transit;
 - *Universal design for intersections (Jamey)*
 - Encourage economic vitality, and Broadway as a business boulevard;
 - Utilize innovative urban planning strategies such as overlays, residential and commercial development, communal parking, alley use, and other tools to help support the future reuse of properties and attract new investment into the area;
 - *Maximize remnant parcel depth (at least 100') to encourage appropriate urban infill*
 - *Consider potential locations for future TOD nodes (Colby)*
 - Manage acquisitions to minimize costs and derelict properties; and,
 - Provide for changing transportation needs.
- Support local transit priority with frequent stops, with a goal of expanding to include express transit; preserve room for future mass transit; and,
- Encourage alternative modes through bike lanes and creating a walkable community with ADA-compliant sidewalks, landscape buffers, shade.
 - *Pay special attention to elevated lanes, intersection danger points*

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- *Attend to right turns, access. Narrow lanes slow vehicle speed; streamlined traffic flows better*
- *Alternate and mix the pedestrian amenities (benches, planters, bollard, trees, kiosks etc.), particularly along sections with remnant parcels (i.e. don't have block after block of the same thing.)*
- *Be willing to consider options beyond the standard TDOT templates and standards. Look at innovative features and treatments from recent downtown developments and other communities.*
- Think outside the box, benchmark best practices beyond Tucson, for example, use phased signals at intersections to allow cars, bikes, and people to travel at staggered times. Not all lanes need to be the same width.
- Use technology - synchronized lights through the corridor, etc.
- Illustrate effect of Center Transit Lane.
- Make alignment decisions using Colby's block-by-block notes and Gene Caywood's diagram (showing 6 lanes/bike lanes/sidewalks can be aligned to miss a vast majority of buildings). Some compromise between Gene's drawing and Colby's notes would be a good target. To address the concern that some of the things recommended to narrow the footprint may not jive with TDOT standard/accepted procedures, have the designers keep a running list of where TDOT standards have constrained their response to our recommendations so that we can examine and address those in the future.
- Consider safety and traffic flow criteria, and unintended consequences, such as preventing access when making decisions to eliminate features to meet specific needs.
- Although not stated directly, numerous comments about sticking to or expediting schedule (businesses, property owners need certainty).

The project team will take into account this discussion and the recommendations when advancing the design into a more detailed phase.

8. Second Call to the Audience

Five members of the public filled out speakers cards and were called on to address the Task Force:

Gene Caywood

"First, I just want to say to Dianne and everybody that Thanksgiving is coming up, and I want you all to be really thankful for your work on Broadway and not Aviation Parkway or Downtown Links, because I have been involved in that for over twenty years now. So you guys have got eighteen more years to go, so just enjoy it. When I did this up, and I am going to wear a different hat now, I am going to wear my Old Pueblo Trolley hat for a moment here. We lease property from the city and this building on Park and Broadway and we have our restoration shop and storage yard there and we like the place and we'd like to stay, but we can't talk Daryl and the City folks into either selling it for us or making us a long term lease (rather than a month to month lease) unless you guys miss the building somehow and what I wanted to point out is that this is basically one building here with two add on structures and those add on structures could easily be removed and this building

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could remain if you adopt this ninety six foot alignment that draws the property line very nicely right along the edge of the building. If you go wider than that on all of the other options, then you go into the building, we have got to move all of our stuff (instead of just the part of it that's out here, near Broadway). So please consider that as a personal and an Old Pueblo Trolley request. "

Bill DuPont

"Good evening, my name is Bill DuPont, and I am the president of Colonia Solana for almost thirty years now and I appreciate all of your input and your work, because I have been involved for thirty years with the city in many issues, good or bad, but my concern is and hearing at the last meeting I was at, there was some consideration as to how the streetcar might come off of Country Club, past Country Club into Colonia Solana area. So I would like for process purposes that Colonia Solana be involved in this before determination is made on that (as the alignment is very important to us).

The other concern we have is historic preservation. I have worked on it for years. I was the founding member of the Friends of Tucson's Birthplace. As you all know that is forty-two years old. I worked with Jenn on that; and that's the importance is, the historic element in this city. If the city doesn't remember, back in the seventies they were begging people to come back into the city, begging. They formed so many neighborhood associations and not many took. Then they started offering grants for you to apply for historic designation, and so we did. So many of us have invested a great deal of time in these neighborhoods that are along Broadway. So it is important to preserve all that you can.

My other concern, which I haven't heard at all, is, once this alignment gets in place, its land use and my concern is and it will always be, any overlay that might be placed. Working on the Grant Road issue, for two years there was a discussion, then we got to the end and there were overlays. Those overlays were providing five-story-structures along the street. Parking was small, consideration to bars wasn't given among the Arizona Liquor Board, and you have to understand the impact of a bar on a neighborhood; and that parking is critical, because those people aren't there for twenty minutes, they are not there for an hour, and they might be there for six hours. I want you to consider that as you move forward, land-use issues.

I do appreciate your time, but again, I want to stress, that as a person who has traveled, I look at the historic elements and the considerations that a town gives to that historic feature. My neighborhood really worked hard to preserve Broadway Village and market it. A lot of people don't know that it was in crisis two years ago and new people bought it and there were quite a bit of discussions on changing it completely. So of course, we retained an attorney, worked with a lot of people and we saved it. That is an important element. It was the first shopping center in the United States. We studied and we have it here in Tucson. We have the garden in

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Tucson, which is the oldest garden around, so please remember historic preservation is important.”

Laura Tabili

“So, I can’t believe that I am the first person to mention that the Sunshine Mile swept the Tucson Weekly Best of Tucson ratings. Once again, Rocco’s, Zemam’s, Tucson Tamale (in two different categories) and that’s only the restaurants. Yikes, Best of Tucson, Enchanted Dragon Best of Tucson (again it was the one on Broadway) and Ingles Flores Best of Tucson (we are going to pretend it was the one on Broadway) and I think there was a fifth one. Jude? Can you help me out? So congratulations, Sunshine Mile! That’s the good news.

I was just absolutely horrified by this map in August and to see the number of historic buildings that are in jeopardy. I have been horrified all along actually, not only the fifteen in Rincon Heights, but also a couple of other dozen elsewhere on the street. So I went home and I started making phone calls and sending emails and doing research and what I discovered is something that I think this group should have known all along and that is a couple of provisions in the National Historic Preservation Act, which doesn’t apply unless there’s federal money in the project and of course you know that this project is funded by sales tax, bonds and impact fees extensively; however, it could be. So I’d better read what I have to say, I wrote it, but I am speaking for the Broadway Coalition.

Reviewed with increasing concern the numerous roadway designs developed over the past twenty-seven months all call for demolition. Of numerous national register eligible properties, I finally sat down and counted them, we actually have nineteen national registered properties and we have ninety-six additional eligible registered properties and another ninety-six that will be eligible within a few years. That’s one hundred and fifteen! Anyway, that’s well over one hundred and that’s really exceptional, and it’s something that we should be preserving and not trashing. It’s true that the RTA’s current budget for road widening doesn’t call for federal funds, but it’s possible and even likely that federal monies may be required in the future, either to complete the road project, which we know is almost certain to go over budget, and certainly this design will push it over budget, or finance the fixed rail transit that was rejected and then that fixed rail (or actually light rail) planning was in the project mission.

So I want to draw your attention to section 110K of the National Historic Preservation Act and I have produced these here, I didn’t run the whole thing off and in remarkable plain language for legislation actually. Section 110K stipulates that federal agencies may not have spent funds or otherwise assisted the project if they believed historic properties were deliberately demolished prior to application for federal funds in order to review process described in section 106, and section 106 is the review process you would do if you had historic buildings left and you applied for federal money. So basically, this is something they call anticipatory demolition, segmenting the Broadway project into a locally financed roadway and

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later applying for federal funds for transit later down the road appears to fit the definition of anticipatory demolition and I am sure this task force, the Mayor and Council, the Board of Supervisors, the RTA, I'm sure none of those folks would like to jeopardize federal funding by knocking down nationally registered properties. I made a copy for each of you so I am just going to pass it out and of course I have also uploaded it to the website."

Marc Fink

"I just want to clear up a misconception. I talked with Dianne during the break and she appreciated it. When I think about Fourth Avenue, and these cute, little businesses I just want to make sure that everybody knows my wife owns a business on Fourth Avenue, so I have measured it. She has owned this business for about twenty-eight years. The parcels on Fourth Avenue, both sides, are about a hundred and fifty feet deep, not sixty or seventy or eighty. The buildings range from anywhere to probably ninety to one hundred thirty feet deep or one hundred forty feet deep, so I would be delighted to (not that you are going to create a Fourth Avenue, I agree with Jamey, but anyways, Broadway and Forth Avenue are different). If you still want a vibrant place, Fourth Avenue is deep, narrow properties. That's why Fourth Avenue is successful, because you have all these properties and all these businesses that attract people. Fourth Avenue attracts tourists, whether they are people who live in Tucson or people from out of the city and from out of the state. That's why those businesses stay in business; and I talked to my wife, she owns Antigone Books, and there's a lot of people who love going to the bookstore and she is the first to admit that she would go out of business, if there weren't any tourists. That's all I want to say about that.

I know Laura rushed through it, but what she was saying is really important and so let me just maybe summarize the whole issue of anticipatory demolition, which means that if you destroy any historic building whether it's registered or eligible to be registered, it's a very good possibility that you will preclude ever being able to get thorough funds for anything that you want to do on the road on Broadway in the future. I know a lot of people say we don't want to do it, it's a hassle, I understand, but you are going to preclude that possibility. A lot of people are concerned that if we don't do what we think maybe the RTA or the County might want to do, we are going to lose all this money and then we are afraid of that. Thorough Funds could be the same thing, and especially for you to do light rail, it may be something, and I would hate to see us preclude that possibility because we end up cutting off our nose."

Mark Crum

"Good news, I have nothing for you to think about. Bad news, you have to listen to me just for a bit. Far side, cartoon number one, you have a little old-man kind of shuffling across the stage and he's got a cane and a patch over one eye and a peg leg and the moderator standing behind the podium saying "And now I'd like to introduce Al Smith, who's here to talk about his new book *Zoo Vet I Quit!*" Cartoon

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number two. A little kid sitting in class, elementary school age, and he's got his hand way up in the air and he's saying "Teacher, can I go home now, my brain is full?" Two things, even though you may feel really beat up sometimes, thank you for not quitting and even if your brains are really full at each meeting, thank you for coming back to the next meeting."

9. Election of Officers

Per the CTF bylaws the Task Force was required to nominate and elect or re-elect officers. A motion was made and seconded, and a consensus decision was made to re-elect Mary Durham-Pflibsen as Chair and Bruce Fairchild as Vice Chair.

10. Next Steps/Roundtable

The roundtable presents an opportunity for the Task Force to provide feedback on any aspect of the meeting or the project in general. The project team confirmed that an anonymous online survey will be sent out to the Task Force members for their input on various aspects of their process. Final comments regarding topics discussed during the meeting and requests for upcoming meetings and additional information were made. Closing comments and questions were made by the Task Force including:

Roundtable

- I can speak to people at Council House for a member to replace Jon Howe.
- It has been a pleasure working with everyone through these tense meetings, learning from what the audience has to say is valuable as well.
- For the first time I have clear input from the Bicycle Advisory Committee - it is not unanimous to support the 6 lane roadway. Their most important considerations were for us to pay attention to elevated lanes and dangerous pinch points at intersections.
- If Bruce and I visit our stakeholders together, will we be violating Open Meeting Laws (staff indicated no)?

11. Adjourn

Nanci Beizer called meeting to a close at 9:05 p.m.

The presentations given at this meeting can be reviewed by visiting the Broadway Boulevard Citizens Task Force web page at:

<http://cms3.tucsonaz.gov/broadway/broadway-citizens-task-force>

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