

## Jennifer Burdick - Project Input from Shirley

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Dear Project Team -

I have a couple of things I've been thinking about and hope to have addressed before/at the next CTF meeting.

Firstly - in the presentation that Carlos gave, it was implied (sort of) that planned phases would be BRT first, then streetcar, then light rail. While this is correct to plan - it "sounded" like each "phase" would replace the first, when in reality - my understanding is that for instance that streetcar would be in addition to BRT. I believe this should be clarified.

With that in mind, I had a couple of other thoughts. It occurred to me that we do not have any cross sections with modern streetcar as an option. After consideration of the stakeholders view of this section of Broadway as a destination, the modern streetcar seems like an important option - for a few reasons:

- (1) it is a form of high capacity transit (HCT)
- (2) my understanding is that it does not require its own dedicated lanes, and therefore might minimize widening requirements
- (3) it would offer more stops than BRT, enabling people to use the HCT to arrive at various attractive spots along this project section of Broadway (that light rail/BRT would not offer.)
- (4) based on input received, slower speeds make sense between downtown and El Con Mall/Reid Park (could transition to the more "express oriented" BRT/light rail there (e.g. maybe BRT connection to downtown would come over from 22nd after Reid Park?))
- (5) looking at what is happening in Tucson associated with streetcar right now, it would promote the kind of "destination" type of development the surrounding community is interested in.

Is this something we can address at the next meeting?

Respectfully,  
 Shirley

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