



**Draft Meeting Summary
BROADWAY BOULEVARD CITIZENS PLANNING TASK FORCE**

October 24, 2013

5:30 p.m.

Child & Family Resources Angel Charity Building
2800 East 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 Biezer. A quorum was established and the agenda for the meeting was reviewed by Nanci Biezer.

Citizen Task Force Members

| Present | Absent |
|----------------------|----------------|
| Bob Belman | Shirley Papuga |
| Michael Butterbrodt | |
| Dale Calvert | |
| Anthony R. DiGrazia | |
| Mary Durham-Pflibsen | |
| Bruce Fairchild | |
| Colby Henley | |
| John Howe | |
| Joseph Maher Jr. | |
| Naomi McLissac | |
| Diane Robles | |
| Jamey Sumner | |

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2. First Call to the Audience

Six (6) members of the audience filled out a speaker's card and were called upon to address the task force:

William Craig

"I just wanted to remind you about your group meeting over at the Sabbar. It was a great meeting; you really did a great job that meeting. A couple things that I think came out that I hope that you will take into consideration are:

1. Most of the people want the smallest possible footprint from this change on Broadway. They are looking to make sure that there is no more destruction of businesses and that these people who have been doing business for many years, have kept up some amazing buildings, will keep Tucson what it is; a really fine historic location. We would like to keep those intact.
2. We would like the least amount of dollars used in these economic times and in this economic environment. We would like to see as little money put into these programs as possible, and yet still have a nice outcome when we are finished.
3. Lastly, we would like a speedy conclusion to this Broadway Boulevard upgrade. At this point in time a lot of these businesses are starting to fall apart because they don't know if they should put money into them or if they have to keep them because they are going to be torn down in a few years.

So please let's keep all those things in mind when you are making your decisions. We do appreciate the amount of work that you have put in; God knows you are here almost all the time. I don't know why you people even bother keeping your houses it seems like you may as well just move in here."

Marc Fink

"I am Marc Fink, as you know. A big surprise, tonight I am not going to be talking about context I am going to be talking about something else (I don't want you to take me for granted or anything). First of all, I want to say how encouraging it was the last meeting, how well you pushed back against Chuck Huckleberry's letter and refused to be intimidated. That is just fabulous that is exactly what we are looking for is for you guys to come up with what you believe, and not be intimidated by something else.

The primary thing that I want to talk about though was to lend my support to what Colby had proposed at the last meeting and this is based on the chart that you received, it's on page 38 (and this is what it looked like) this is a small scale. If you remember (or if you weren't here) what Colby suggested based on the public input and statistics here is that you guys should concentrate on just settling on the 5 alternatives that are 124 feet or less in right of way, because that really reflected what the people at the public hearing had said (and it reflects what people have also said at the previous public meetings). So, just a few statistics that we drew

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from this chart; one, (as Colby pointed out) 100% of the 18 tables selected at least one option of 124 foot right of way...100%. 64% selected options that were 114 feet or less in right of way. Only three tables picked 2 of the options that were 146 feet or greater (that's 3/18) and one of those tables actually selected two of the wide options and two of the narrow options. So that seems to be pretty overwhelming. 39% selected at least two of 98 feet or less and that was seven tables. 2/3 selected at least 2 that were 114 feet of right of way or less, and only 23% of the selections were 146 feet or greater. I think that is pretty much a consensus, or as much of a consensus as you can get in a public process. Now it's been suggested that even though people still opted for these narrow right of ways, maybe what they are really after has nothing to do with right-of-way width. I think that the people were right on and that they knew exactly what they were doing when they selected these. It is like before, and I base a lot of that on the chart on page 20 (which showed the selection of the performance measures that people chose).

Again, historic and significant buildings were first; economic potential was second; visual quality was third; pedestrian environment was either fourth or fifth. So, that in and of itself, shows what people are actually looking for and when you go into the report and read what people said about each of these (even for things like economic potential, visual quality and pedestrian environment) which actually is defined not including the idea that pedestrian environment includes places to go to, when you read what the people said, they all said the same thing; we want something human-scaled, we want places to go to, we want a sense of place, we want to protect the historic buildings, we want to protect the existing economic & business environment. So I think when people were saying we want narrow right of way widths, they understood that no one is arguing narrow the road just to narrow the road. Keeping the road as narrow as possible allows you to accomplish other purposes.

And the last thing in just a few seconds, you are also going to be talking about trade-offs, and Phil had a slide talking about irreplaceable tradeoffs. I would suggest again this chart on page 20, starts leading you to the tradeoffs. The people who showed up and selected which performance measures they like, they were telling the Task Force and the City these are the tradeoffs that we want to do, so I would say these are the tradeoffs. Thank you."

JD Garcia

"Good evening, I have good news for you all. You have an opportunity to improve the credibility of City government. That is because you will be making a recommendation to Mayor and Council upon which they will base the decision of improving the roadway along Broadway from Euclid to Country Club. You have held three public hearings to hear what the public wants. Since the CTF is part of the chain for local government bodies to come to a decision on the improvement along Broadway, the alignment of your recommendations with the public's vision for the project will definitely play a role in the public perception of government. I understand (as you do) that you can't be successful on any project unless you know

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what the goal is, and it is very difficult to succeed if the context for that project and those goals is not understood. This is a complex project with many facets. So we don't envy your task. It is a tough task; it is easy to lose sight of the goals when you are buried in details, but the primary goal of any government project has to be to contribute to creating a more livable city. The good news is that your stated goals are well aligned with the vision of the public consistently as stated in the public meetings. I re-read your potential goal statements today. There are statements in there that express very well what the public also wants. For example, the first one:

- Recognize and support the distinct character of Broadway and its context of neighborhoods and districts.

I don't know if you have read those goals recently? The problem of course is: the problems arise in the implementation of these separate goals. How you resolve these conflicts can mean a difference between agreeing with the public sentiment or opposing it. I urge you to choose a hierarchy within the goals statements, then use the most important goals as step-stones for all the other choices that you make. Ultimately creating a more livable city is the primary goal. The public has clearly said what they want.

- A narrower rather than a wider roadway
- Broadway as a destination and not just a through-way
- Thriving businesses
- Maximum preservation of historic properties
- Walkable streets
- Safe Bicycling
- Accessible public transit for local and distance used
- Efficiency and people

I have distributed two documents from the Broadway Coalition, which speak to these topics and express our priorities. I believe we are completely in-line with the public vision and with your goals. I urge you to work toward making Tucson and uniquely livable city and a model for others to follow. Perhaps we can wait 90 seconds more at a stop light in our cars while driving on Broadway, in order to have a livable area we could enjoy being such a destination."

Margot Garcia

"Good evening, I am Margo Garcia and I am a member of the Broadway Coalition. Thank you all for your service to our community and the hours that you spend thinking about how to pull together all of this information your presented with something that works. It is a tough job. I was so glad to see the Task Force members really begin to talk to each other at the last meeting and ask tough questions. I also want to support Colby Henley's suggestion at the last meeting, that only cross-widths of 124 feet or less be considered as options for study and evaluation.

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The public has clearly shown that it favors smaller cross widths for many reasons and their top three performance criteria were all consistent with that view. They wanted to respect the historic nature of this part of the town, they want to support local businesses and maintain their vitality. Shop locally goes along with the idea of eating food grown within 100 miles, and they were concerned with visual quality. Those of us who have lived here a long time, we still smirk at the pictures of Speedway as the ugliest street in the US, blasted across the nation. We have such unique architecture and people are willing to come great distances, even from Europe to see and enjoy it, it is a treasure. But, what can you do with 100 feet or even 124 feet?

I have prepared some cartoons and I have put a sheet out for all of you. I have more if you need them. They show what you can fit into 100 feet and 124 feet you can see a reserved space for some sort of transit. With no studies and no money for studies who knows what kind of transit that could be. My message is that the CTF needs to talk about cross-widths and not about lanes. My cartoon shows that in 100 feet of cross-width you can put four lanes, or six lanes, or four lanes with a bus pullout. Yes, it's frugal with landscaping, but as I move about the town, I see either three feet of dirt or rocks, or poured concrete in the space set aside for landscaping. How does that help visual quality? We have had no figures about the cost of maintaining landscaping in the median or on the edges. Little parks can be created with the landscaping, where there is enough space in the current right of way that would be more useful; anyway these cartoons are for you to play with (add a foot here, subtract a foot there). Give some direction to staff on what to evaluate, talk about total cross-widths for the street (not lanes). You can see from this that I am neither an architect nor a landscape architect, from my drawing and lettering.

Finally, the question that was asked at the last meeting was the value of property tax collected from Broadway. I was not able to complete the South side & based on the County Assessors Records \$720,480.03 is to be collected in this tax year from the property on the North side from Euclid to Country Club. The City of Tucson already owns 25 parcels in this region, the State of Arizona owns 5, and none of these pay property tax. The combined assessed value for this area is \$32,048,908 (that includes the assessed value for the City owned properties as well). We all know that the assessed value is low, so you can estimate what you think your own properties are worth (compared to assessed value) as to what the actual worth of these properties are. I have a couple more copies if anybody would like a copy of the database on which I based those numbers. Thank you for your attention.

Laura Tabili

"I am going to make this quick, I am sure that it's going to be a long night. First of all, thank you guys for your dedicated service on this task force. The last time that I spoke with you I had asked the CTF to adjourn until you got enough information, but tonight I am going to be doing the opposite. That is to, take your time selecting the cross widths for recommendation. I heard task force members last night

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expressing reservations about rushing into a choice without adequate information; other task force members were saying that you had too much information. So, this is supposed to be the meeting where it's all going to happen within the next three hours. All I want to say is that if you can't come to a decision in three hours then it's ok. You can have more meetings. I will be here.

I want to re-iterate what other people have said. I was so excited to see task force members dialoguing with each other, you guys were really cooking with gas on Monday night and I would like to see more of that. Again, I would hate to see you guys adjourn for a long time and lose the momentum that you have, so that is great (not that I love more meetings). We were also told that there would be no November meetings that would involve discussions of transit oriented design, but there are no meetings scheduled for November so I am wondering how or when will transit be discussed? And, how can you decide what the cross-width will be when you don't know what kind of transit is going to be involved in? That particularly is troubling, because I think that there is no budget for transit and also the City of Tucson has been here before the RTA has, and has not done a transit study since 1990 (it's posted on the website for the task force to see). To me, if you guys are going to know what kind of transit is going to be going in there, a transit study ought to be in progress pretty darn soon.

Finally, I have to echo JD, and say that until the goals are fully developed it seems hard to choose among the cross-width alternatives, but this is an area for further dialogue and I thank you for your patience."

Les Pierce

Good evening Les Pierce, Arroyo Chico Neighborhood Association, and I represent the Broadway Coalition (and a bunch of other stuff). There is a quote out there and I don't know who said it, it was either MacArthur or Patton; but, it's something along the lines of, when you give a man a task don't tell him how to do it, but let him surprise you with his ingenuity. I think that that is the charge tonight; I heard the last meeting that many of you are tired of being bullied and held hostage by people who think that 8 lanes is it. Design what you think is right, and that is the way to go. Also, I respect and trust that whatever designs you choose get sent to the modeling simulation people for them to work things out. Ask them also to evaluate at different speeds, because if you have a narrow and slow width at 30 mph. you don't need the wide bike lanes and you have reduced traffic accidents and you have counter-intuitively more through-put because you have decreased safety distance. I think that is about it, thank you.

3. Approval of CTF Meeting Summaries for the August 22, 2013 Meeting

The Draft summary for August 22, 2013 meeting was not available for distribution to the CTF prior to the meeting. The Task Force tabled the approval of the August 22, 2013 Meeting Summary until the December 5, 2013 meeting. All previous meeting summaries as well as up to date project information can found on the project's website: www.tucsonaz.gov/broadway.

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4. Approve the September 26, 2013 Public Meeting Report for Public Distribution

The project team asked the Task Force to approve the September 26, 2013 Public Meeting Report for public distribution and review. The Task Force approved the report to be distributed to the public with the provision that the following item be changed: move the clarifying comments in the body of the report into footnotes. The project team will make this change prior to releasing the report to the public for review.

5. Public Input Report (updated for 8/17/2013 - 10/22/2013)

Jenn Toothaker Burdick reviewed the Public Input Report with the CTF. The report consisted of documentation of public input received from August 17, 2013 through October 22, 2013. The following discussion took place during this meeting:

CTF Questions and Comments with Summarized Project Team Responses (Italicized)

- In regard to the non-compliant parking map I requested - I was not necessarily requesting the map but more requesting policy guidance on how district parking will be decided and what can and cannot be done. *We will give an initial overview of the parking topic at the December 5, 2013 meeting.*

To clarify, we cannot produce a map that shows the non-compliant parking in the corridor. If we were to do this then development services would have to cite the non-complaint individuals and they would have to bring their parking up to code.

I also wanted to point out that the information requested about the Phoenix Light Rail is still being compiled. You have asked us to look at Central Avenue in particular and we are doing that; however, we are also looking other segments, such as Camelback, that are more similar to Broadway. This information takes a lot of coordination to receive. We are working with the City of Phoenix to get this to you, as soon as we have the information we will get it to you.

We will also provide information about the traffic projections tonight.

6. Staff/CTF Discussion: Cross Section Alternatives Refinement and/or Selection, Suggested Alignment Options, Performance Assessments Methodologies and Schedule

The project team utilized this agenda item to engage the CTF in a continuation of the discussion held at the October 21, 2013 regarding the next steps of the project and how best to proceed regarding the following topics and areas of concern:

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- Street Concepts
 - 4 Lanes
 - 4 + T Lanes
 - 6 Lanes
 - 6 + T Lanes
- Street Design Elements
- “Functionality” & Performance Objectives
- Methods for Measuring Performance
- Key Issue Areas and Policies
- Design Methods
- Schedule
 - Design and Analysis Steps
 - Meetings

A thorough discussion of the topics was necessary to enable Task Force to provide direction to the project team as to which design alternatives to advance in to further study. This discussion is summarized below.

CTF Questions and Comments with Summarized Project Team Responses (Italicized)

- I want to push back on the statement that none of the tables at the public meeting were happy with the extremes. I am just not sure of this - 76% of the groups at the public meeting chose cross sections that were 124 feet or narrower.

What I meant when I mention this is that we need to explore all of our options not just look at the end result. I am talking about looking at multiple options and seeing what the best is.

- The concept of looking at the results based on tables needs to be revisited. We need to get past this - many people at the tables were unhappy due to the compromise that needed to happen. We need to look at things quantitatively, not qualitatively. If you based the results on individuals rather than the groups things would look much differently.
- The chart that describes functionality and performance objectives - are these the key performance measures the stakeholder agencies relate to their definition of functionality?

Yes, this is what we have heard and what we view as coming from them.

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- So the map in the report shows that 78% percent of those who signed in at the event provided addresses and of this 78% live within one mile of the area?
Yes that is correct.
- Do we have a percentage of those who do not live within one mile of Broadway? Would this be 20%?
Twenty two percent of those who signed in and gave an address that is more than one mile away from the project area.
- We could assume that 70% of the project area is heavily dominated by neighborhoods and businesses within one mile of the study area, one way or another.
If you look at the map you can see where all of the people who signed in live.
- Do you have a comparison for the Grant Road project?
We never looked at things that way but I could assume it was probably similar. That project area is much larger though.
- To clarify from the chart mentioned earlier - the check marks are the priorities that the project team interprets are coming from the funding agencies?
Yes, this is correct.
- The City of Tucson as well? I was under the impression that the City has stated the EPA guidelines are the criteria to be used to measure performance.
*To clarify, the City has not mandated the use of these performance measures; they have suggested we utilize them for inspiration and they support the EPA report, but they have not been mandated.
The majority of the performance measures in the EPA report that are related to corridor planning are covered by our performance measures.
Additionally, many of Broadway performance measures go beyond what is in the EPA report.
Correction, at the September 2012 meeting we were given the mandate to adopt the EPA standards for this project, not for all City of Tucson projects.*
- Can you explain the difference between the detailed and the compiled performance measures?
The compiled performance measures are the performance measures that we had information for at the public meeting. The detailed performance

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measures are the total 59 measures we developed as a group. We will discuss further how we are going to get all the information for the detailed performance measures to you. After doing the more advanced analysis we will more quantitative to share with you.

- **Will we be using LOS (Level of Service) as a metric to measure performance?**

Yes, we will be using LOS as a metric to measure things, but we also use other measures such as vehicle delay, travel time and others that are more detailed.

- **What is the goal for LOS performance?**

The City standard is a "C."

- **Is there a set formula to determine acquisition costs - for example, x amount of dollars per square foot?**

No, each acquisition is based on an appraisal done by a professional third party appraiser and is done on a case by case basis.

Myrlene and the appraiser will be looking to get assessed values so we can use these numbers as a baseline in the assessment of the street design alternatives. The tool we will be using is a market analysis - which is the typical market data for the corridor.

- **What is the overall budget for acquisition?**

\$43 million.

- **So will we have different numbers to look at in terms of acquisition cost for each design alternative?**

Yes.

- **Are there examples of properties in the corridor that have alley access?**

Yes, and we have thought about creating design alternative examples that have alley access; however, the issue of creating new alleyways falls into a policy discussion.

- **Who gets to decide what the price of acquisition is? Is it the City or the property owner?**

The appraisal is based upon the highest and best use of the property based upon the current zoning of the property. The acquisition process looks at the impact the project places on the property.

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The highest and best use of a property is based upon what the property is currently used for and the potential use in the future depending on what the current zoning allows for.

- Does the appraiser take into consideration when the parking for a building is completely removed?
Yes, if your business is no longer viable because your parking is removed it will be fully acquired.

- What if district parking were made available? Would that fix the situation or mitigate the acquisition?
Not if the parking is outside of the property boundaries. We would not be able to ensure the appropriate amount of parking for the business if the parking was not on the premises of the property or if shared parking agreements were already in place at the time of the appraisal.

- An example of parking outside the boundaries of the property - the Solot Plaza. Does the policy account for the whole plaza? It seems they are already starting from behind, if they lose just one spot, will all of the properties in the plaza be acquired because it now does not meet the standard?
Yes, we first have to look at the individual lease agreements to determine the amount of parking available to each tenant. We would then have to look at the flexibility within our existing policy and discuss things with the multiple business/property owners within the policy.

[NOTE: clarification not provided at the meeting - there are multiple property owners within the Solot Plaza and each property, including the building, parking, and access to the property will be considered individually in each acquisition negotiation, which is required by law. As mentioned above, shared parking agreements or cross access agreements would need to be in place at the time of the appraisal in order to be considered.]

- What's the plan to accommodate multiple users - how does bike parking affect the appraisal? Would providing bike corrals - which accommodate more parking than vehicle spots mitigate the parking constraints?
I believe the City code just looks at parking by the number of vehicular spots.

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[NOTE: clarification, CTF and team members reviewed the City code following the meeting and it does allow for 6 bicycle parking spaces to replace 1 vehicular required parking space at the discretion of the property owner/applicant for use approval.]

- We need to be cautious here - mitigating vehicular parking with bicycle parking could cost businesses money. Vehicular parking is more valuable than to a business than bicycle parking. I would encourage us to be careful when thinking about this.
- I will bring in articles that support bicycle parking and highlight the importance of it to a healthy retail environment.
- What relevance do the maps (produced by Chuck Martin) that are in the Public Input Report have to do with anything? Parking is drawn in directly over my building (Inglis Florist).

These maps were shared by a member of the public and they were specifically related to district parking. It is difficult from a perspective of implementation for the project - we cannot purchase property solely for the purpose of creating shared parking. We could negotiate a land swap between the property owners if it is approved by the stakeholder agencies.

Again, we will work at discussing this with the various departments. A lot of staff across many agencies and departments are needed for this discussion. AZ land use code makes it necessary to create an overlay if we were to propose rezoning the project area to provide flexibility for our recommendations.

- Will a property owner have the ability to have their property looked at by an independent appraiser?
Absolutely, in fact we recommend it as it provides a good foundation to begin negotiations.
- I feel like our decision making is very limited. Even if we design an acceptable roadway and the properties lose parking then we will have to tear down those buildings.
The design team is going to push for policy that supports shared parking. This is a reoccurring theme throughout the City and it has wider consequences than just our project.
- Would we know about whether or not shared parking is acceptable prior to making our decision?

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Maybe not, we need to be strategic about this and create multiple options - some that are flexible.

- I left Monday feeling a lot better about things based on what was discussed and what Colby recommended because it shows we went through the process. Now, again, I feel like our hands are tied base on policy. We could make our final recommendation and not know if it will be approved.
It has always been on the table that we may present an option that would have recommendations requiring a change in policy with the understanding the policy might not be changed.
- Would an overlay help some of these issues that we are talking about? Making a recommendation is always what the Task Force has been about. The Mayor and Council make the ultimate decision - we don't make these decisions.
- I also serve on the ParkWise Commission - the city is in a difficult place today. These parking issues are not new and it is good they are not new because people are familiar with them. Changes have already been made and perhaps these changes will precipitate more changes. Time will tell. Things change gradually in our city. I recommend that we include parking policy changes when we make our recommendations to the Mayor and Council. This is how change happens.
- The historic properties issue amplifies this issue - so that is something to keep in mind. We have to be strong and clear about our direction and the implications our recommendations may have.
- Could you provide examples of remnant parcels that have been redeveloped on other roadway projects?
This is something we will be looking at to get to you. Also Economic and Planning Systems (EPS) will be looking at several case studies from major roadway reconstruction projects and what this has meant to economic vitality, both in the short term and long term, and will begin to present these to you at the next Task Force meeting.
- If someone loses parking and is impacted but could rebuild up to code what would happen to the business? Could they go back in?

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This depends on if the business owner is also the property owner, or if they are just leasing and if they can reach agreement with the property owner.

In the transaction of purchasing the impacted property - if there is a chance for the use to remain on the parcel and still be economically viable, but they have a structure that is impacted by the project, the the land owner may decide they would like to be fully acquired. The City will make an offer that is a full offer because that is putting our best foot forward and offering you the best opportunity.

If the land owner does not want to be fully acquired and wants to keep the remnant, we break out the transaction - we buy the property that is needed for the project and we buy the structure (the demolition is normally covered by our transaction). The compensation the land owner receives would then be used to rebuild on the parcel. There can be exceptions to this.

Relocation is an entirely different matter. Relocation required by the project is compensated, at a rate set by Federal law. It is not tied to the process of acquisition. It is subject to different rules and regulations and the financial side is different. The business owner - the occupant - can decide to move somewhere entirely different. Often it may be a situation where a landlord wants to upgrade their building. The tenant could then be relocated during construction to another site and returned to the site when construction is over. There are caveats to this, however, as temporary moves are not required by law, so the relocation costs may not be covered by the process. These are individual decisions and everything we do is confidential. I cannot discuss particular examples with you.

What happens on the acquisition side of things is working with Myrlene and determining how much it would cost to relocate a use, and then getting these number back to you so you can incorporate that in your design decisions.

- **Why would you use the low growth model instead of the historic trend? It seems like the historic trend would be more accurate as it projects the same trend over time. Does your model take into account the historical trend?**
No, the model does not take into account the historical trend. The historic trend does not take into account land use, population growth, or employment down the road. It does not take into account these changes or

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changes in behavior over time. The PAG projections take into account more of a regional estimate of travel.

Eighteen months from now the PAG 2045 model will be completed and the numbers for the region will be lower than the growth estimate we are currently using.

- **Based on your experience how often have the models and projections been accurate? For example, are the models produced 20 years ago accurate to where we are now.**
I can go back 10 years ago and see that some areas actually have more traffic than what was projected - River Road for example, and some areas have less traffic than what was projected as the projected development did not occur at the level it was thought it was going to. And this is something we have to keep in mind. A lot of the projections about Broadway that people say are flawed are not actually flawed - the development just did not occur that people thought was going to.
- **If Broadway achieves a higher level of service would traffic migrate to Broadway from other areas?**
It's possible - it depends on the personal trips that people take and the regional traffic demand. There is something called latent demand. If you have a roadway that is a shorter trip from point a to b but has a lot of signals or other obstructions people may take a different route. If you upgrade the capacity of the street people may now go back to that roadway.
- **To follow up on this there are three arterials near the project area, for example 22nd Street, there are major improvements that are happening on 22nd Street and other roadways, are these improvements factored into the modeling?**
The regional model includes all of the improvements in the RTA Plan and reflects what is expected to be in place in 20 years.
- **Does this include the Barraza-Aviation Highway extension?**
Yes, it does.
- **Does the PAG model assume Broadway as an eight lane road?**
Yes. Six through lanes plus two dedicated transit lanes.

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- Why not use the historical trend? We do not have a crystal ball, could we add an option for historic growth and run 3 analyses? The historic growth seems to be very close to the low growth model.

We can do it, what I think you'll see though is that we need to be careful about how determine historic growth. You cannot just go from one point to the other. But, again, what it doesn't do is take into account is all of the changes that could potentially occur in the corridor. There is redevelopment that is going to occur; there is new growth that is going to occur. That is why we have these fairly sophisticated models that look at land use, how many people may change their travel behavior and use transit more or walk and bike. We can certainly run the model with the historic growth and compare it with the other two.

- Moving forward, and it's something you mentioned, I would be interested in seeing data about the mode split - the mix of transit and bike - in the models.

- Does the model take into account the other end of the corridor, downtown? There is a lot of activity happening in downtown, where will all the cars go?

The model will show where the demand is going to go and the model does take into account the Downtown Links project which will provide access into downtown and allow traffic to circumvent downtown if they are traveling to the interstate.

The team is working on compiling information about all of the development occurring downtown and what's in the pipeline in terms of planning so we can give you all a feel for what is going on in the near future.

The PAG model shows a certain amount of downtown development in the future and we would also like to show how much is occurring now.

- The extension of Aviation east to Valencia is feasible. The County and the City realize the southeast quadrant is where growth and development are going to occur. Aviation is a direct route into downtown. Kino overpass with aviation is going to handle a lot more traffic than it does currently and there will be more traffic at either end of Broadway - this needs to be taken into consideration.

Those improvements will most likely be included in the new PAG 2045 projections.

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- If you look at the census for Tucson it continues to grow. At a point there were 24,000 people per year moving into Tucson. We haven't had that type of growth for many years due to the economic decline. Broadway is a destination, a series of destinations, and the continuity of the road is important for its proper function. Rapid growth will occur again.
- I would like to get a better feel of the information that is going to be included in the model. Every design will have a failure point somewhere. If you provide vehicle trips per hour and this fails at some point could we get a projection back about the failure. Will we know how big of a margin the failure is? If it does fail, will we be able to determine every segment of the corridor and compare it between the different design alternatives and see how much we would have to reduce the projection, and by how much for the alternative to be viable.

We can look at the level of detail, for example the corridor travel time or the intersection delay and see how much congestion and delay is forcing the failure. You can compare and contrast all of the design alternatives along all segments of the corridor at all of the intersections. It may show that some of the intersections do not fail at all in any of the scenarios. Putting capacity at a particular intersection may help the overall congestion in the corridor. VISSIM helps us see where the bottlenecks are can help us think of different solutions such as making the roadway wider between certain intersections.

- I guess I am looking at it from a different perspective. The projections seem to be contested. Are we going to run the models with different projections?
- The new PAG model is going to be here in 18 months, so any decision we make is not going to be right. Will our decision be premature without having these new numbers?
I am pretty confident the new projections will come very close to the PAG low numbers we are currently using.

- But you didn't say that the current model will not show some of the things the new model will?
That is correct; the current model will not show any additional trips coming off of I-10 through Barraza Aviation Highway due to the planned

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improvements. There is a distinct possibility that traffic projections for Broadway will stay the same but will be lower in other areas.

- **Yeah, but everything you just said we won't know when we make our decision.**

That's a point, these models are constantly being updated and we are moving forward with what we think is a pretty good approach. If there is a gross difference in the numbers in 18 months then we will have to address that.

We also have to remember that what the Mayor and Council approve is a concept so we can move into more detailed design. Given the date we will be doing this is when the new PAG numbers come and the model is vastly different we can look at changing some things around. What is produced after Mayor and Council approval are 20-30% plans. These can be changed somewhat as they move forward and you all will be a part of the process still so there is time before the construction drawings are produced to be able to make changes.

- **I would like to remind everyone that models are heavily dependent on the inputs. I hope we do not design the roadway as a reaction to what the model is and we design the road to attract the type of traffic we want to see.**

- **Is it possible to get preliminary data for the model as it comes out?**
It will take 18 months for the 2045 projections to be complete but we will be looking at the analysis for our two projections. During the next several months you will be getting the results of our analysis. We can also ask PAG to update us with data as quickly as they feel comfortable doing so.

- **At this point, PAG is looking for data to produce the 2045 projections and the information will continue to be updated.**
We evaluate the cross sections you ask us to do and we will provide analysis based off of this. When the 2045 numbers come out, we may have to revisit things.

There are technical ways to do interim checks along the way (with the 2045 projections) as we move further with our analysis. We can look at the demographic inputs and compare them with the 2040 numbers and look at things such as, is there a big change in employment and population growth?

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Where is the growth projected to happen? These types of things can affect the demand for traffic on Broadway.

- Information will continue to be thought out and researched beyond our analysis? This not an end all and be all in terms of information is it?
PAG continues to do research and they are always updating their model with information that is relevant to it.

- What I think I am trying to say is that the information is continually updated and we are shooting at a moving target and to deal with what we have.

Any decision made on transportation improvements is made knowing that the projections are going to change. At some point you have to take the information you have and make a decision.

There are going to be changes and we have to make a decision with what we have.

- I agree with Colby to a point but you have to always consider what lies on the outside and what the future is. The future can change. It is a butterfly effect - one little thing can change one little thing, it's not a black and white situation and there many nuances along the way.
- I agree I wouldn't want to think of Broadway in isolation but we need to start somewhere and hopefully it carries over.
- Why study HAWK signals? They just seem to clog traffic more than the traditional signals with a delayed response.
Currently HAWK signals respond immediately upon demand, we could look at delaying the signal but the City has to be comfortable with that.
- HAWK signals clog traffic less than someone being hit or an accident.
- Just to clarify, when you are talking about the study you are talking about doing the full analysis on the "book ends" - the four lane and the six lane plus two transit lanes (eight lane). What will you be doing for the other alternatives?
More of the transportation related measures, related to vehicular and transit performance and it was also tell you pedestrian crossing times and

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bicycle crossing times and we will have a much more schematic drawing of these laid out on an aerial photograph.

- I have two thoughts regarding this:
 1. The number one criteria that came out of the public meeting was that of protecting historic resources - the parking issue plays a large role in this. We need to look at the roadway and see how this (parking) affects this (protecting historic resources). This was the number one concern and we need to get down to this level of analysis.
 2. I understand that the RTA wants to see a 6+T (eight lane) option studied to provide a baseline, but I only want to see this as that (a baseline). I do not want the public to think we are recommending it as a design option.
- The eight lane could be one of our recommendations, though. You are speaking for the group. We need to think of the regional users, we have only heard feedback from the stakeholders who showed up at the public meeting. How many thousands of people use Broadway that don't live within a mile the project.
- But the process has been open to the public. Are we supposed to take into the account the opinion of those who did not show up?
- I think you do.
- May I make a suggestion: how about we put a statement on these preliminary drawings that states that they are preliminary and for analysis purposes only and do not reflect any recommendations at this point.
- I have a hard time with this. It is very clear from these meetings that the public does not want an eight lane option and I have a very hard time going back to my stakeholders and saying this is a Task Force recommendation.
- That is not what we are doing; we are advancing them for analysis, let's be clear that they are just preliminary drawings.
- So we are only studying two alignments?
We will perform the full detailed analysis on the two alignments but will be running performance analyses on all of them.
- So if any of the analysis shows something alarming would we develop a new alignment?
That is something you all would come back to us with at the early 2014 charrette.

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- I understand the we need to do a full analysis on the eight lane option - whether or not we have an interest in it- to provide a benchmark but what about doing the full analysis on the four plus transit (six lane) instead of the eight lane to provide us with the early details. It has more support, is the middle of the road option and we would be able to extrapolate from that. I think this would give us the biggest bang for the buck and put out two options that would be of the highest interest.
- Or should we add it to the other two and do three options.
- Why don't we just do all four, the question is why are we just doing two?
- I wonder whether funds for this project could be used at to divert bike traffic to bike boulevards off of Broadway and we could make the cross section smaller in that area?

If a bike facility is included in the project design then it has to be constructed throughout the entire alignment for continuity. If money is left over it may be able to be spent on something like that. There will be connections off of Broadway but currently east-west boulevards parallel to the project will not be funded by the project.

- And what if we do not include funds for bike facilities as part of the project?
City code dictates that we must include bike lanes as part of the project.
- Can we make recommendations for the speed limit?
Yes.
- The outliers are what we need to analyze to get the compromise we are seeking. For example, with the historic preservation component we need to know how many properties would be impacted by the eight lane design alternative that is going to be crucial as a test to justify the other cross sections because we will be able to say the difference between the eight lane and the others saves x amount of structures. We need to see the full extent of impacts through all of the measures.
Through the VISSIM analysis we will be able to answer the transportation questions which is where there is a lot the interest from the stakeholder agencies. But it [preparing the alignment drawings] will also allow us to answer the question of how much the eight lane option will cost. This level of analysis will permit us to do a cost estimate. One of the reasons we are recommending looking at the eight lane option is on the one hand there is the transportation and cost issue, and on the other hand the issue that has been raised is parking. One thing you could tell us to do with the four lane

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is look at being aggressive with parking with the goal of minimizing impacts to structures and maximizing the potential for parking solutions, that may also help focus staff on what they need to do from a policy standpoint.

- So one thing I want to be sure of with the analysis is, is this being done in space or is any of this in the actual corridor?

The actual corridor, the two options that would only be analyzed through VISSIM would be schematic, knowing that later on we may need to do more detailed designs of these options.

At this point in the meeting the CTF was asked to make decisions on how to move forward with the advanced design analysis, the analysis methodology and the next steps in the project schedule. The Task Force endorsed the project team's methodology and recommendation of doing an initial detailed analysis of the four lane and six lane plus transit (eight lane) options with both the transportation and non-transportation measures and running an initial, less detailed analysis on the four lane plus transit (six lane) and six lane options with just the multi-modal travel time and traffic capacity performance measures. These analyses will be presented to the Task Force at an early 2014 design charrette for further consideration. The Task Force also endorsed the proposed project schedule of having a meeting on December 5, 2013 to prepare for the early 2014 design charrette. The following discussion took place during this decision point:

CTF Questions and Comments with Summarized Project Team Responses (Italicized)

- I think the question should be how long would it take analyze the three options instead of two, rather than who wants this to occur.
- Why wouldn't we do three if we could?
- Can you do three?
Yes we could analyze three, but it would affect our schedule and we would have to move the Charrette out even further, it could be as much as adding one month more to the schedule.
- So it takes a month for a model?
Yes, there is the analysis and then there is all of the design and drawing of alignments that need to occur.
- We could jog the two meetings after it around.
It would actually create a ripple throughout the entire schedule. We would still need to go to the stakeholder agencies and then it would be the three that would go to a public meeting so we could hear from the public again. And then we would start meeting with you all again to narrow things down.

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- It sounds like as a Task Force this is what we want. We want to see the three options in order to make an important decisions and then we work at rescheduling the charrette.
This would push the charrette to the end of February or early March. I think that both in terms of a cost to the project and keeping the schedule as efficient as we can I think you all would have what you need by analyzing the two extreme ends and would have enough information by early 2014. But this is your decision and this is a very important one.
- I understand the desire and you are not going to have opposition from me if there is an overwhelming want to study the three. But I think we have an obligation, particularly to the businesses to keep this thing moving as fast as we can and on time. I think you will find that you will have enough information from the two extremes and that you are going to be interpolating into the middle and what we are going to do at the charrette is interpolate into the middle and moving toward what is a final recommendation because we are going to know what is on the outside, we are going to know what the parameters are. We are going to know the extremes and as we move forward we will know what the extremes are going to cost the project and be able to move to the middle from there.
What is the worry from you all if we do not analyze the three options?
- My worry is that if we make assumptions about what is in the middle it is not the same as having the actual study. Maybe I am wrong about that but I am concerned that the options that the public has talked about will not get fair consideration or we will be biased against them because we do not have the same information.
- Can you clarify what is going to happen for the two that would be chosen for the more detailed analysis and the others?
*To do the VISSIM analysis there does have to be a road alignment and intersections, there just wouldn't be as much effort put into the design of the alignment for the analysis. We could still do a rough count of the impacts to the historic and significant structures and you would still know the general width 4+T of right-of-way and we could draw a line of how much that would increase the width of the four lane option that we do a more detailed drawing for. By doing this we could help you interpolate and give you information about a six and a 4+T option but just not as detailed. It would be more than just transportation analysis and we would still be able to stay on schedule.
*Would this make you feel more comfortable?**

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- Yes, but I just want to make sure the process doesn't end being biased because we don't have all the information but what I am hearing is that this is just preliminary information and we will have a chance to get more as we move forward.

Yes, after the early 2014 charrette we would look at things in a more refined way and be able to come to hybrids and assess the alternatives further and go back to the public, maybe even with statements of what you all think would be close to your ultimate recommendation(s).

So the design team would like to get to work as soon as possible. Their recommendation is to take the four lane and the six plus transit (8 lane) into detailed analysis and then provide a less detailed, more schematic analysis of the other two options. Does anyone strongly enough to block this.

- No.

7. Second Call to the Audience

Seven (7) members of the public filled out speakers cards and were called on to address the Task Force:

Gene Caywood

"Thank you. Gene Caywood, Southern Arizona Transit Advocates. I just want to talk about two things tonight, as it occurred in the meeting. One, is the issue on parking, and I mentioned this 6 months ago or something to the task force that was going to be a key issue and I think that it is one that you have got to wrestle with. My opinion is that you need to form a parking district. That is a separate statute that covers parking districts, and I think, therefore, that it is a separate pot of money.

When you form a district, people that own the businesses or the properties have got to sign the petition (and you have got to get 51%)...and it's been a long time and I am not sure that I have read the whole parking statute, but you will need to read it and find out exactly what the rules are. I think then what happens, is that the district puts a property tax on everybody's property so that it is a separate set of money that comes in so while there might be restrictions on what you can do with the RTA funds and any City funds that are directed for transportation when you deal with a parking district, you have got your own set of money and your own set of rules. I think that you can then look at how else would a parking district work? You have got to identify some pieces of property and say, "that's where we are going to put the parking." And that is exactly what you want to do within this study. You have got to say, "Ok put parking there, regardless of whose building it is on top of...ok." We are going to buy that property and I think that that is what you are hearing if I understand it correctly; "Well we can't do that, we can't look at

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somebody's property for parking because this is a road project." Well boloney! Alright, so if you can't do that then let's get the right tool so that you can do it. I think that right tool, is a parking district. You can look at a specific piece of property and you can say, "That's where we are going to put the parking." You can acquire the property, you can put the parking there.

Now, ok the next issue has to do with the cars coming downtown that Naomi mentioned and where do they go when they get there? That is an issue that the U of A has faced for years and they solved it basically by saying that they are going to limit the number of parking spaces that they put on campus, and that they are going to build so many parking garages and that is it. At the same time they do this they are going to grow from 50,000 people on campus a day to 75, 000 people on campus a day. Anyway, you have got to look at the U of A and you have got to see what they did and that is basically what downtown has got to do and that is how you can limit the impact that it is going to have on the roads going into downtown. Thanks."

Laura Tabili

"Yea, I just wanted to make a couple of points of clarification and I will be brief. The first one is that the budget for demolition and acquisition is, about 60% of the budget for the whole project. So you can save a lot of money by minimizing acquisition and demolition it was in fact \$43.7 million dollars of which (as far as we can tell) \$6 million has already been spent. \$5 million of that was RTA money, \$1 million of it was Pima County money and I think that might be that money that Greg Freezie is going to get back. So that leaves \$37 million and change. Margot's calculations are that the assessed evaluation of all the properties are (and by the way that's only Broadway and not where there are a couple on Tucson Boulevard) that if you subtract \$32 million of the dollars from the assessed valuation from the \$37.7 million that's left, then you end up with \$5 million. With that \$ 5 million you have to do demolition and relocation and I think that that is why we have been saying that there is not enough money to do this project, certainly not if you are going to demolish all of the buildings. I think that when you start going you are going to figure out that when you demolish one there is going to be a domino effect. So, that is the first thing.

Second thing, Downtown Links, it needs to be clarified that if and when Downtown Links is finally completed is going to be two lanes each way and it's going to be 30 miles per hour. So the idea that 8 lanes from Broadway can spill into downtown is going to be drawn off by Downtown Links is unrealistic. Did I understand you Joseph, that you thought a rise of another 16,000 vehicles per day between 2010 and 2040 was ridiculous? So, correct me if I am wrong, but I believe that this red line is the PAG 2040 projection. So, we thought it was ridiculous all along and I am glad to hear that you think so, too."

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Robin Steinberg

Well hello everyone! I am not affiliated with anyone and I am just here as a citizen, I want to make a couple of comments about the things that came up about bicycling (and then some general comments).

The biking along Congress has been not really nice; it is very dangerous and we all agreed that they are probably going to have to re-route the bike routes. Despite all the wonderful things that are happening to downtown, biking through downtown has become much more dangerous (as it also has along University by the Streetcar). If you are downtown and you try to make a left onto the 4th Street underpass, it's no good (that Congress bike lane). Once the Streetcar is there, and cars are there (and hopefully people are on the streets) it looks very dangerous.

I also want to ask a question about the parking idea that was raised. My understanding (and I may be wrong) is that (at least in the past) businesses were required to create a certain amount of parking spots. This went with the old mentality that we have got to get the cars off the streets, so that the other cars can keep going. So, sometimes there were some things that businesses didn't want and in a case like that, doing the trade-off for bike spots can be desirable; however, if the nature of their business requires that they have people in cars, I wouldn't try to shove that down anyone's throats.

General comments are that you know- Last time, I also was very pardoned and I have attended some of these meetings by the recognition that, #1 the RTA package was a package... and the fact that voters voted for it creates a legal issue. But, it does not necessarily represent everyone who voted for the desire that, every one of its (the RTA's) projects happen the way that it was laid out. I appreciate that several people spoke to the idea that you guys should just do what is right, what you get from the input and then let the agencies duke it out (let it be their problem).

I am a little disheartened tonight, because I mean I feel like you folks have a conundrum, because all the people in the area want a walkable, livable area and they don't want 6 lanes of traffic and maybe 2 more for busses. And maybe it's just the nature of the reports that had to be done tonight, but the emphasis seems to be going again towards moving vehicles. All over this county people are beginning to realize it is not about moving vehicles, it's about moving people. Your conundrum is that it's a land-use issue because you still have; like for example at Park and 8th, you have I don't know how many thousand housing units? Yet we have no freeways and we have no public transportation, and when you talk about developing the Southeast that is the problem, so start solving the problem here. Don't just think about those using vehicles and the vehicles that have to move. Thank you.

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Margot Garcia

I wasn't going to speak, but I just couldn't let some of this stuff go by. First of all, (the right-of-way) the right-of-way exists already between 85 and 150 feet in this area. That means that there are no buildings in the area right-of-way. There are people parking in the right-of-way, but there are no buildings in the right-of-way. So, you have at least some area that you can move or expand the roadway without tearing buildings down. Somehow we have gotten ourselves tonight into a mentality that we are going to tear all the buildings down that parking is going to kill everybody off.

I can tell you that when I was on the City Council and we were in the downtown area; first putting in those high-rises we removed all of the parking restrictions. We said we want people taking busses downtown we don't want them driving downtown; therefore, we are not going to put any parking places under those buildings. Let's keep it to a minimum, just a tiny few, and people will have to take transportation, or park someplace else then take a shuttle. The City Council can do it; they can declare that there are no parking requirements along this stretch of the road. If they choose to do that, we need to make the argument about why it is important to do that.

And also, we have got to make sure that this model that is going on is recognizing the change in peoples driving. We have shown you over and over again, the total in 2004 was the peak for vehicles traveled nationwide the amount of people driving is dropping. The amount of traffic is dropping. All of those things are happening. Let's make sure that those models know that those changes that are happening to our culture are being taken into effect. I want to encourage you to design what is best and don't worry about the parking. I felt so oppressed by your discussion on parking. Like you know, parking was going to rule the world! You know it can be solved. Tell the consultants you want it solved that is what they are supposed to be doing they are creative and imaginative and intelligent people, so let them come up with a solution to it. We want a world that is livable, we want to keep it narrow (then you won't have the problem, you've only got the right of way there). Thank you.

Andie Zelnio

I am Andie Zelnio, I am a resident of the Broadmoor Neighborhood. I live here and work here. I am also on the Tucson Historic Preservation Foundation. I wanted to point out that this is a parking issue again, that I believe on the Land Use Development Code that there is an exemption for historic properties and properties that contribute to a historic district. It may be a full exemption on parking. So that is one thing to consider. I agree with many of the people that have talked tonight that you know, I think that our society is moving in a direction away from wanting all of our planning to be focused around automobiles or any kind of transportation and parking. We want it to be focused on people. We want it to be focused around living and there are ways to do that. I think Colby brought that up and I think that

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Margot brought that up, so I would encourage you to kind of keep thinking in that direction.

Les Pierce

Howdy Les Pierce, Arroyo Chico Neighborhood Association. I have two questions for Jim, but I am not sure if I can ask him directly? Or if I can ask one of you to ask him? So I will just put the questions out there, and maybe they will get answered. As Laura pointed out and as I understood it, that model assumes that every RTA project that has been done will be thrown into the Kimley Horn software. Does it assume that these projects will be built as set on the ballot? Or does it take into effect how they are actually built; because as Laura pointed out, Downtown Links will be two and two at 30 mph and not the gargantuan expressway that it was set to be.

Also, a second question, when the model looks at the cross-sections and does its analysis, does it assume that the same cross-section will exist from Euclid to Country Club, because I am sure that the task force will want to stir it up and have one section look like one thing, and maybe have another section look like another thing. Will the modeling software take this into account? Thank you.

Sylvia Munganay

I just have a couple of questions. Back to the first part of the meeting, we were discussing the four lanes-six lanes and on the 26th when we had the tables and were discussing which ones were preferred, I wanted clarification of the lanes that have the transit lanes in the median and how that works. Is it just for express busses going through, or how do people get on the bus? It wasn't discussed at that meeting and I was just concerned for the elderly. If they have to go to a median to catch a bus, I think that would be dangerous. So I just wanted some clarification of that. Also, have park and rides been considered at this point? If so, that would be good for express busses going through, I can see that. But, I don't understand, as I said, how the passengers would load and unload unless they could pull off to the curb. So, I just wanted some clarification.

8. 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. During the next steps the project team presented the proposed agenda for the December 5, 2013 meeting. No comments were made by the CTF during this agenda item.

Adjourn

Nanci Beizer called meeting to a close at 9:20 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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I am Margot Garcia, a member of the Broadway Coalition.

Thank you for your service to our community and the hours you spend thinking about how to pull together all this information being presented into something that works. It is a tough job. I was so glad to see the task force members really begin to talk to each other last meeting and ask the tough questions.

I want to support Colby Henley's suggestion at the last meeting that only cross widths of 124 feet or less be considered as options for study and evaluation. The public has clearly shown that it favors smaller cross-widths for many reasons. And their top three performance criteria were all consistent with that view. They wanted to respect the historic nature of this part of town, they want to support local businesses and maintain their vitality – shop locally goes along with the idea of eating food grown within 100 miles. And they were concerned with visual quality. Those of who have lived here for a long time still smart at the pictures of Speedway as the ugliest street in the US blasted across the nation. We have such unique architecture and people are willing to come great distances, even from Europe, to see and enjoy it. It is a treasure.

But what can you do with 124 or even 100 feet? I have prepared some cartoons of what can fit in 100 feet, and the 124 feet reserves space for some sort of transit – with no studies and no money for studies, who knows what kind of transit that could be. My message is that the CTF needs to talk about cross-width, not lanes. My cartoons show that in 100 feet of cross width one can build 4 lanes or 6 lanes and even 4 lanes with a bus pullout. Yes, it is frugal with landscaping, but as I move around the town, I see either 3 feet of dirt, or rocks, or poured concrete in the space set aside for landscaping. How does that help with visual quality? We have heard no figures about the cost of maintaining landscaping in the median or on the edges. Little parks can be created with landscaping where there is enough space in the current right of way that will be more useful.

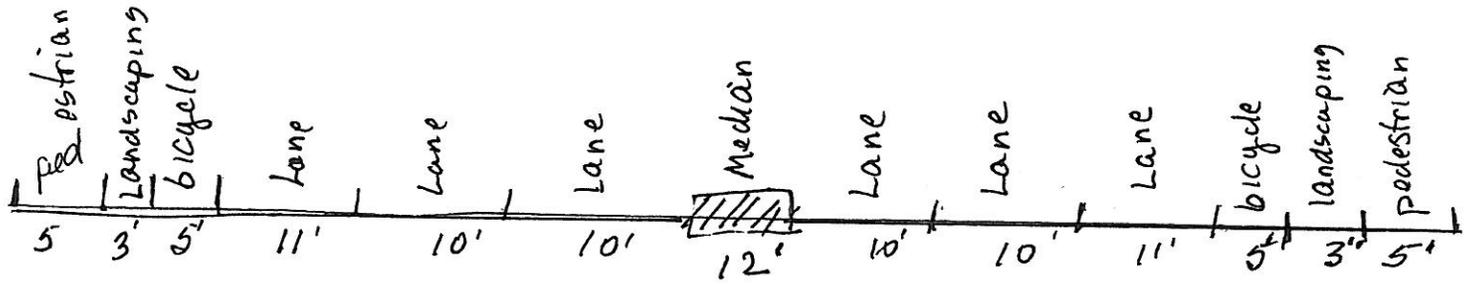
Anyway, these cartoons are for you to play with, add a foot here, and subtract a foot there and to give some direction to staff on what to evaluate. Talk about total cross width for the street, not lanes.

And finally, the question was asked last meeting on the value of the property tax collected from Broadway. I was not able to complete the south side, but according to the assessor's records, \$720,480.03 is to be collected in this tax year from the properties on the north side – Euclid to Country Club. The City of Tucson already owns 25 parcels in this region; the state of Arizona own 5 parcels and none of these pay property taxes. The combined assessed value for this area is \$32,048,908 that includes the assessed value for the city owned properties as well. We all know assessed value is low, so you can estimate from what you think your own properties are worth compared to assessed value as to what the actual worth of these properties are.

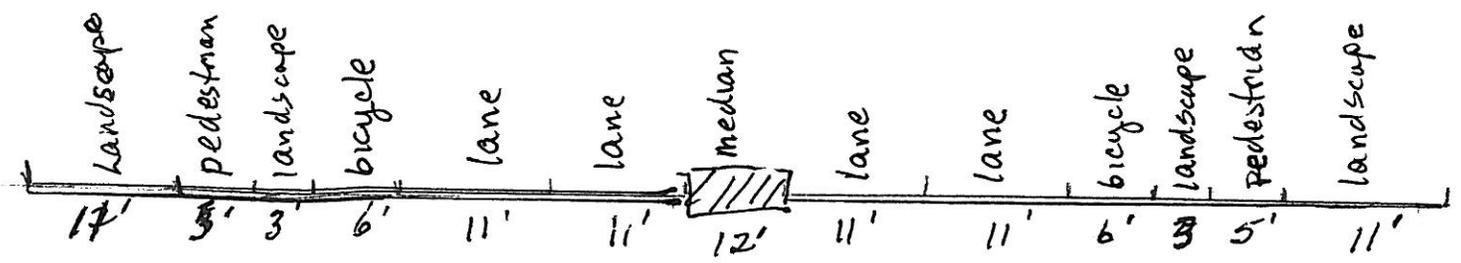
Thank you for your attention.

Margot's Cartoons 10/24/2013

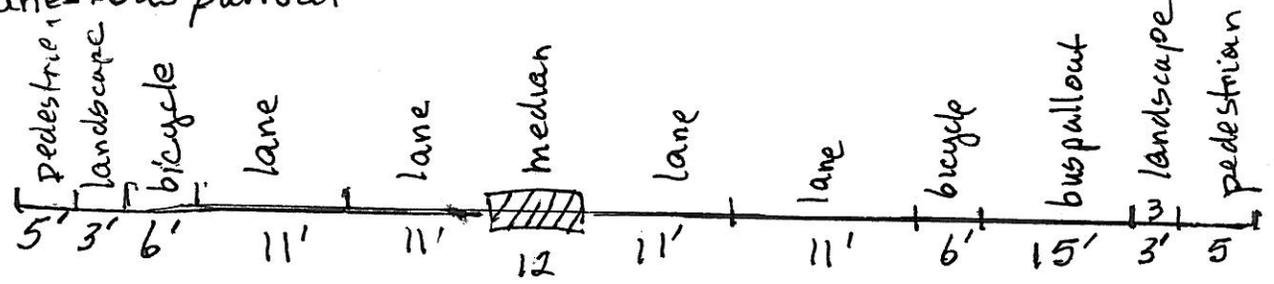
100 feet 6 lanes



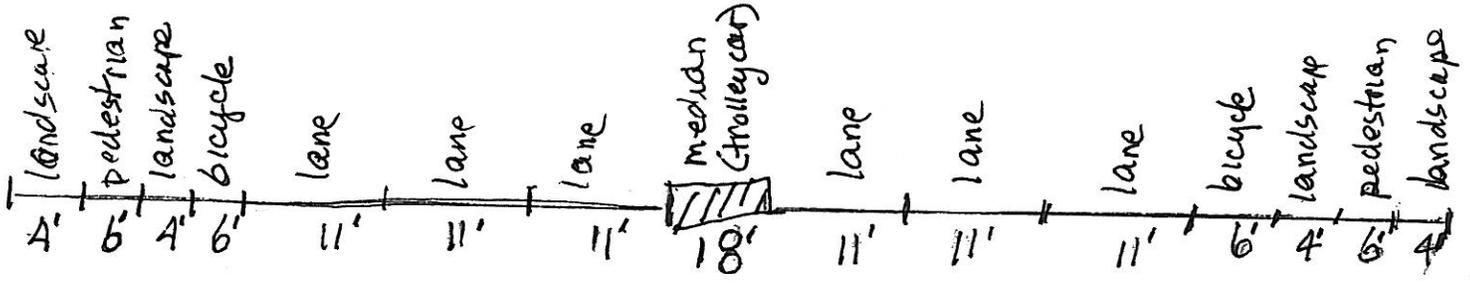
100 feet 4 lanes



100 feet 4 lanes + bus pullout



124 feet 6 lanes + wide median (potential transit)



Janette Sadik-Khan, Transportation Commissioner of New York City
 Her talk on "New York's Streets Not So Mean Any More".
www.ted.com/talks/janette_sadik_khan

For James Howard Kunstler "Ghastly Tragedy of the Suburbs"
www.ted.com/talks/james_howard_kunstler

Louis TABLIZI Call to the Audience

Thank you again for your dedicated service on this Task Force.

1. Last time I was urging you to adjourn, but tonight I will be urging the opposite, and that is to take your time selecting the cross-widths for further workup.

I heard Task Force members last time ^{or TMI} expressing reservations about rushing into a choice without adequate information and time to consider.

I have been so impressed by the willingness of Task Force members to go the extra mile to get things right. Usually this has involved not just an extra mile but an extra meeting—or more. If you feel you need more time, then take it, and we will be here with you.

2. I was so excited to see Task Force members engaged and involved in Monday's meeting: I'd hate to see you lose your momentum by making a rushed decision and then adjourning for over a month with no further dialogue. It seems this Task Force is about to make a breakthrough into really fruitful dialogue and negotiation. Don't stop!

3. We were told that the November meetings would involve discussion of Transit Oriented Design—now it appears there are no meeting scheduled in November. Not that I love meetings so much—but when will Transit be discussed? How can crosswidths be chosen when we don't know what type of Transit is appropriate?

4. Finally, I have to echo JD and say that until the Goals are fully developed, it seems hard to choose among crosswidth alternatives. It seems that this is yet another area where further dialogue is called for.