



Draft Meeting Summary
BROADWAY BOULEVARD CITIZENS PLANNING TASK FORCE

December 5, 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 | Colby Henley | | Shirley Papuga |
| Michael Butterbrodt | Jon Howe | | Jamey Sumner |
| Dale Calvert | Joseph Maher Jr. | | |
| Anthony R. DiGrazia | Naomi McIsaac | | |
| Mary Durham-Pflibsen | Diane Robles | | |
| Bruce Fairchild | | | |

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2. First Call to the Audience

Five (5) members of the audience filled out a speaker's card and were called upon to address the task force:

Mark Crum

"Good evening. On July 31st 2013 the Citizen's Accountability for Regional Transportation committee, otherwise known as CART, discussed a number of items. If you recall, CART is the committee that will receive the report of the Broadway task force and subsequently make its own recommendation to the RTA board of directors. One of the standing items that CART will use is the Broadway project, Euclid to Country Club. The chair of the CART stated at the July 31st meeting that she realized the current committee members have different perspectives of the Broadway Boulevard project. Committee members were polled to address their opinion. My summary of their opinions is as follows: Stick to the budget language: 10 members; be flexible: 6 members; stick to the budget plan and be flexible: 4 members; still pondering my words: 3 members. For information only and for this task force on November 5th, 2012, I provided my opinion to CART and that will follow in the second call to the audience."

Corky Poster

"My name is Corky Poster and I am an architect and a planner. I live at 1336 E 12th street, about 115 feet from Broadway. I've lived at that location for the past 40 years. I'm also on the board of directors of the Living Streets Alliance. I'm embarrassed to have not spent more time at these meetings. I have an excuse being that I applied to be on the committee to Ward 5 and was not chosen. I was on the original consultant team and was not chosen. I figured the jury has spoken and my opinion was not needed, but perhaps it is.

In all those years I've lived about 115 ft from Broadway, I have played very close attention, and feel as if I have as good of an understanding of the nature of Broadway as anyone else. I have some observations. Number one, we don't have an automobile traffic problem on Broadway. The time where we might have one was about 20 minutes ago when I drove here, and we did not have a traffic problem. We certainly don't have one westbound and are not likely to ever have one. We don't need a solution that solves an automobile traffic issue. We do need a solution that solves the horrendous pedestrian environment, the poor bicycle environment, and the fact that we have no capacity for long-term fixed transit.

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Any solutions that you consider really ought to pay attention to what the real priority should be and not really fall into an old fashioned view of it. Times have changed a lot and they are going to continue to change in favor of alternate modes at the expense of automobiles. I think this is a chance to do this project right. We really need to pay attention to this project. The last thing I want to address is I am a member of the Miles Neighborhood, I've been a member for 40 years, and I think you may have heard that the neighborhood has a consensus opinion about the future of Broadway.

If it's not what I said, it's not likely to be true. I talk to all of my neighbors all of the time. The neighbors that I talk to are absolutely not in favor of any significant widening of Broadway. They are in favor of alternate modes, pedestrian environments, better urban environment, more shade trees, better bicycles, and better transit. I'll probably come back from time to time, but I wanted to be clear that if you have heard the representation of the Miles Neighborhood, that may or may not be true. There is a very small attendance at the association meetings and there has been no concerted effort to get a good view of what the whole neighborhood feels about this project. This is really the time to do it right. The whole community is watching..."

John O'Dowd

"Hello colleagues, residents, affected neighborhoods, and businesses. I am the president of the Sam Hughes Neighborhood Association. Our neighborhood is across the street and encompasses to some extent the businesses along the north side of Broadway between Country Club and Campbell. I want to make sure that this committee has the position of our neighborhood association.

I would like to distribute a letter dated October 15, 2013 in which, I'm not too eloquent, but as eloquently as I could, I believe I have summarized our neighborhoods position. We oppose the plan to widening Broadway to 150ft. We looked at traffic projections, we looked at the terrible cost, losing commercial ventures here, small businesses, tax, revenue, and basically have taken the position that the city is hurting our neighborhood, will hurt our neighborhood, will damage it by taking all of the commerce and widening the street. I think we have people from our neighborhood who are very eloquent and have special knowledge who are speaking for us, as well. Marc, back there, lives 3 blocks away from Broadway down Treat and he's been doing this kind of work for a long time. I believe we are well informed and have an idea of what this will cost us as a neighborhood. It will cost us privacy, laws and pollution, all the things you don't want to have with a

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neighborhood in center city right next to one of the approaches to the downtown area.

As far as the citizen's task force, I just want to mention, years ago I represented a group of neighborhoods suing the city over a highway project. The developers who developed roads spent a lot of money and hired one of the brightest lawyers you could imagine to fight me. Since that time, I have been very careful about knowing that they are out there. The developers are not happy, I'm sure, with cutting down this project. Look at how many millions of dollars it will be in work for them. They are out there waiting to hear what is going to happen. They can come in at anytime. It has been approved by the people of the city on a ballot opposition to be an 8-lane highway. How that happened, a lot of people have reasons, but it seems to me we need to be serious about starting another referendum, and tell the people what this is really going to do, that they need to reverse that decision. I'm saying that because it costs money, it is expensive the long way around, but I would hate to be sitting there at the last minute and have Ashton and some of these major highway street people with the best lawyers in town put me out. It has happened to me before and I know they are effective."

Marc Fink

"I want to talk about a book that some of you may be familiar with. The American Planning Association Arizona Chapter sent out a notice to all of its members about a week or two ago. ITE, Institution of Transportation Engineer's, document done with conjunction with the Congress of New Urbanism called *Designing Walkable Urban Thoroughfares: Context Sensitive Approach*, which I found to be a really good book. It is a great primer on context sensitive design and has a lot of great stuff on how to actually do the design of roads to create walkable urban thoroughfares. I discovered, and I have to give credit, Phil Erickson is one of the contributors to the book. You can get it through ITE as a PDF, I hope that doesn't cost Phil any royalties, they provided it to us free of charge. What I wanted to touch on were two things. It is a 240-page book so obviously you can't go through the whole thing. On the third page that I passed out there are a few things that I think are important to what we are doing. The first, and I'll read this paragraph, and it's the second paragraph of the book, I think it provides a great definition of functionality and a way to go forward and how to do it and it's great to see that ITE buys into this.

"Traditionally through thousands of years of urban settlement, urban streets have provided multiple functions, mobility was one of the functions but economic and social functions were important as well. Retail and social transactions have occurred throughout most urban thoroughfares in history. It is only in the 20th

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century that streets have been designed to separate the mobility function from the economic and social functions. This report is intended to facilitate the restoration of the complex multiple functions of urban streets, provides guidance in creating walkable urban thoroughfares in places that currently support the mode of walking and in places where the community desires to provide a more walkable thoroughfare and the context to support them in the future".

In other words what ITE and the Congress of New Urbanism are talking about is place, create place making, not just building roads. The other thing I wanted to point out, that is also early in the book on page 16, goes into the process. It says:

"The general process is introduced here to demonstrate how each stage provides an opportunity to integrate context sensitive solution principals, beginning with the first stage in the process, developing vision, goals, and policies. (Which is this page here, it says) CSS encourages use of the vision goals and needs as the basis for developing a full range of options resulting in flexible and innovative solutions."

In other words what they are saying is, figure out what you want to do and then figure out the alternatives in light of the visioning goals you are doing. Not only does it create a better process, but for the people who have been involved both you and us for at least a year and a half, in a process where people understandably would like to see the end of the tunnel. By having visioning goals, not only does it focus your discussion so everybody is on the same page. Too often in discussions people just talk past each other. They may use the same words but they mean different things. They may use words for context but mean totally different things. It also speeds up the process. The other solution is you hope that these goals and vision kind of develop organically through discussions. The problem is, and we have seen it in the past, again people say the same words but they mean totally different things. So anyway, again, I highly encourage the book. If you want a PDF copy see me afterwards and I will send you one assuming your server will do it. Again I think Phil should be congratulated for participating in it."

Margot Garcia

"I wanted to read to you from a blog that came to me called *The Impact of Road Widening on the Local Economy* by Dom Nassi from August 13th 2013.

"For nearly a century road widening has been touted as a powerful stimulus for the local economy. However in striking contrast I have learned the opposite. One of the most important lessons I have learned in my many years as a city planner is that quality of life is a powerful economic entity and that the habitat intended to make cars happy is conversely one of the most powerful ways quality of life in a community is damaged. Road widening, as my book *Road to Run*, illustrates is the

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best invention humans have come up with to destroy community quality of life. Road widening inevitability creates a “for cars only” ambience. It creates a car habitat that screams cars are welcome, people are not. The car habitat makes for a world that repels humans. Huge asphalt parking lots, high speed highways, sterile dead zones which create gap tooth tears in the fabric of the town center. Large amounts of air and noise pollutions, awful levels of visual ... worsen safety for pedestrian, bicycle, and transit users. Worst of all, because a person in a car consumes an average of about 19 times as much space as a person sitting in a chair, places designed for cars lose the comfortable, compact, enclosed, charming, human scaled, vibrancy inducing space that so many people love to experience. “

I wish I could find you the poster that I have seen which shows a bus and then the amount of lanes filled by cars, one person per car, which is the equivalent to the people in the bus. It is absolutely astonishing. I wish I knew where it was so I can show it to you.

One consequence of this worsening quality of life that comes from widening a road to improve conditions for cars is the quality of the public realm worsens to the point where the American society is noted for growing levels of retreating from the public realm and a flight to the cocooning private realm. Given this road widening and substantial increase in auto dependency, the widening sends the quality of life of the community into a downward spiral. That, in my opinion, is toxic to the economic health of the community. Note that road widening inherently creates increased auto dependency because big, high, speed happy car roads creates what economist call a “barrier effect.” That is big and high speed roads make it more difficult to travel by bicycle walking or transit. So wider roads require new motorists in a vicious never-ending cycle of widening, more car dependents, more congestion, more calls for widening.

Another telling piece, and I am skipping over some in the interest of time, is about economics. About 100 years ago households spent about 1% to 2% percent of their income on transportation. Today about 20% to 22% of the household budget is spent on transportation. Transportation costs in other words have been privatized to the great detriment of the economics of households. In sum, widening roads drains dollars from the community as the purchase of car based goods and services largely leave the community rather than being recycled within the community. Because the car habitat and the people habitat clash, quality of life is significantly degraded when the community is resigned to facilitate cars and as Richard Flora clearly shows undercuts future prospects for community’s economic health. Finally household expenses are severely undermined as the growing and extremely costly car dependency leads to a declining ability to afford other house hold expenses. The key is not so much to get rid of cars as to avoid overly pampering them in the

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design of our community. Doing so quickly leads to the car dominating and degrading our world and destroying our economic health and quality of life. Cars must be slaves not our masters. They should feel like intruders rather than welcome guests. Only then will the future of the community be sustainable with high quality. It's time to make the people happy, not the cars.

3. Approval of CTF Meeting Summaries for the August 22, 2013; October 21, 2013 and October 24, 2013 Meetings

The Task Force approved all three meeting summaries with minor revisions requested to the August 22, 2013 meeting summary. The project team will make the requested changes and distribute the finalized summaries to the appropriate entities. All previous meeting summaries as well as up to date project information can found on the project's website: www.tucsonaz.gov/broadway.

4. Public Input Report (updated for 10/22/2013-11/22/2013), and Reports on Project Presentations and Outreach

Jenn Toothaker, reviewed recent project presentations and project outreach, as well as the Public Input Report with the CTF. The report consisted of documentation of public input received from October 22, 2013 through November 22, 2013. Jenn also clarified that this item could be used for the Task Force to discuss the outreach they have done or what they have heard about the project in general discussions with the public. The following conversation took place during this agenda item:

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

- **Currently, no one uses this time to share about their outreach, we should do this, but it do it in an economic fashion.**
- **I have in emails from stakeholders and the general public that there should be more information presented regarding economic development. I still would like to see a presentation from Local First and it would be helpful to have information regarding the sales tax generated in the corridor and the impact that local businesses have on the economy.**
 - **This presentation would be interesting.**
 - **I support this, I have heard them before and it is an interesting presentation.**
- **Additionally, we haven't heard about historic preservation in a while. We haven't had an update since Jonathan's (Mabry) presentation and we have yet to hear from Demion Clinco.**

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We do have an agenda item to discuss the schedule further and what presentations you would like to see. We will discuss this then.

In terms of process, this represents a good way to add agenda items; especially, when you hear from your stakeholders.

Speaking of which I presented to Old Pueblo Business Alliance yesterday. Joseph, would you like to give a recap of that meeting.

- It was a good meeting and Jenn did a great job improvising without a PowerPoint. Many in the group had not really heard about the project before and a lot of good questions were asked.
- I also wanted to let everyone know that I will be presenting the Tucson-Pima Bicycle Advisory Committee (TPBAC) meeting on December 11, 2013. I will be informing the TPBAC of the progress that the project has made recently. Everyone is welcome to attend. If you would like to come please let me know.

5. Update and Discussion: Summary of Feedback from Stakeholder Agencies Regarding CTF's Decisions made at the October Charrette

The project team utilized this agenda item to present the CTF with an update of the feedback the project team has received so far from the stakeholder agencies that will be providing funding for the project. It was presented that, to date; only the RTA CART Committee has had a presentation regarding the Broadway project. Project Manager, Jenn Toothaker, stated that the project team has been working with key internal staff members regarding issues influencing design considerations to garner their input prior to making a presentation to the Mayor and Council. A presentation to the Mayor and Council and the other stakeholder agencies will be scheduled soon as the project progresses further into the advanced design phase. The following conversation took place between the Task Force and the project team during this agenda item:

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

- *(Jim DeGroot) The last CART meeting was held on December 5, 2013. Jenn has notified me that you all received a written update of what occurred during the meeting from CART member, Doug Mance. I wanted to share an excerpt from a Wall Street Journal that was recently published: it stated that single occupancy trips are rising and we are seeing a ten percent shift from carpooling and transit. I checked the American Community Survey data from 1990 and 2010 and it bears out the same conclusion for the City and for Pima County. It is interesting to note that more people walked to work in the 80's than they do now and that the percentage of bike trips to*

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work are shifting upwards. However, for whatever reason, more and more people are now taking single occupancy vehicle trips for their daily commute to work.

- I would like to reiterate to the Task force that you can use statistics a bizzillion different ways. You get what you build. Maybe these numbers are more of a reflection of what has been built rather than the choices drivers are making. Let's look at Broadway from the aspect of what we want to see and the type of travel we want to promote, and build a roadway that supports that.

6. Presentation and Discussion: Initial Overview of Economic Development White Paper for the Broadway Project Area

Ben Sigman and Jason Moody from Economic and Planning Systems (EPS) provided an introduction to the Task Force of the market analysis they will be doing as a part of the planning and design phase. EPS will complete an analysis that will look into the real estate market and economic viability of the project study area. The results of the work EPS will do will help the Task Force make design considerations that encourage economically viable development and redevelopment of remnant parcels in the project study area. Their analysis will include looking at existing conditions as well as projecting what the market will be like given certain design considerations. EPS will return with the initial results of their work at the January 23, 2014 CTF meeting.

Following their presentation Ben and Jason engaged the CTF in the following discussion:

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

- Is a 7.5% vacancy rate high or low?
It is between high and healthy. 10% is a high vacancy and 5% shows great health and stability. I would say 7.5% is a frictional vacancy rate.
- Who pays \$2,326 for rent? Does this include student housing?
Yes, I Believe this does include student housing.
- Co-housing has gotten around building requirements. For example, frats have been popping up all over.
To clarify, the apartment and rental detail is much broader than it is for retail. We can look into things further and get you more specific detail.
- Can you provide a little bit of background about how you were selected to do this? What was the process?

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We have done work in Tucson in the past through the Grant Road and Streetcar projects and we feel we are pretty knowledgeable about Tucson and the economic and realty markets that exist here. In terms of the process we were brought in as a sub consultant as part of the team that was selected for this project.

As with any City project such as this, the team was selected through a competitive RFP process.

EPS brings in a familiarity with the Tucson market as well national skills and experiences with infill and corridor development projects as well as knowledge of Transit Oriented Development best practices.

As a side note when the team won the competitive bid, the direction was much different than it is right now. We have had to tweak EPS's scope and shift gears a bit on what they will deliver to you all.

- Does your work consider the timing of redevelopment and acquisition? I am concerned with the impact of the widening and the possibility of their being a significant number of vacancies at the same time.

It is not in our scope to look at the temporal component. If there is a large interest in looking at this, we can modify our scope.

If there is anything the Task Force wants to see we can be flexible with the EPS scope and we can come back to you and discuss these things. Please bring up any issues you may have.

- I notice parking as an element of economic vitality. I think this is a key issue, will it be looked at? Most current parking does not meet code and is insufficient. Even when looking at multi-modal transportation you need to be able to park in the corridor.

We will be looking into this.

- Does the white paper look at other uses or an overlay? Will it suggest using incentives for encouraging multiple uses? Do other corridor studies suggest an overlay as a good idea?

Overlay is a term used quite a bit here; in other places it is simply called zoning. These certainly incentivize development.

- If your paper suggests new and different uses how do we get there?

I definitely would suggest using incentives to get to where you want.

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- Can you please clarify if the white paper will look at the economic development of new construction vs. existing business? I am concerned that a lot of the existing businesses will be demolished due to the loss of parking. Will the paper include old versus new businesses? When will the paper be complete?

This first paper will be very high level and will look at things such as best practices for corridor development that are recognized at a national level. We will not be applying things to specific locations in this first pass. We are hopeful to have the initial draft completed by the January Task force meeting. This will be an initial step to help inform the planning process. Essentially, it is a background piece with a focus on the project study area. It will not offer any suggestions on how to resolve problems quite yet.

To address one of your concerns, you should not make assumptions about the loss of parking causing demolitions. A lot still needs to be thought out and figured out between now and then.

- Regarding old versus new - will the best practices to assimilate new uses into existing businesses (reuse) be a part of your focus?

Certainly. I see reuse as an important component of the project. There are many common best practices in this field. Sometimes, you need zoning changes for the new use, sometime it is organic. For example, we visited the "Lost Barrio" at the west end of the corridor - this is an absolutely fantastic example of reuse.

- Can you touch on why the streetscape is so important? Many in the community say do away with the landscaping and that we do not need it. Is there a common compromise?

There is currently a national trend to enhance the quality of life. Enjoyable environments are valuable to businesses as they make the corridor inviting, usable and friendly. It is also a way to link themes throughout the corridor.

- Does your research include looking at public input and what the community desires?

What the project does to the community certainly matters. Most projects of this size have an extensive community outreach and public input component to them. This is how we learn about the unique conditions in the community and you definitely include what you learn when making recommendations for the project.

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One of the reasons we are here is to learn from you all who know the corridor and the community much better than we do.

- **If I understand correctly, you will take into account the unique attributes of the study area and come back to us with some models/ideas to affect the economic vitality of area. Will these be theoretical or real? I would like assurance that the economic base that exists now will be part of it, and that findings won't be so theoretical it will be like starting from scratch.**

We have been asked to come in early and to provide input after looking at the site and getting a sense of things. However, we are not going to go down to the level of the individual site. We will look at the design concept alternatives and look at the size of the parcels and see what works.

Later on when we are assessing development and redevelopment options we will look at things such as, viability or how well it will be received. There is already data available on the types of businesses here and their uses. We will look at that data but cannot look at individual business plans.

7. Presentation and Discussion: Initial Information Regarding Parking and Access Management Issues, and the Relation to Roadway Design, Impacts to Properties, and Acquisition

The project team presented basic information about parking and access management, as well as, the complexities and issues surrounding property acquisition for the roadway. These issues are key to the design of the improvement project and many people from the public as well as the Task Force have raised questions and made suggestions regarding these topics. During the presentation the project team noted that they have been diligently working with the project's Technical Advisory Committee to fully understand these complex issues in an effort to identify where there may be flexibility to develop solutions. Listed below is the discussion that took place during this agenda item.

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

- **We need some type of baseline for parking. We don't know how many parking spots are required for each parcel by current zoning regulations. This would be useful to know for our planning purposes.**

We can include this information for you.

- **There is was no mention of shared parking. This could resolve some of these issues.**

Studies on parking will be completed in the near future. Swaim and associates will develop studies of what can happen on prototypical sites, including parking and what types of uses the building could incorporate. We

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will test these ranges of uses through the design alternatives we have advanced for further study.

There are many solutions; we may not need to create new ones. We could possibly rezone existing sites; create new zoning or an overlay, etc. We will come back and talk more about these options as we gather further information regarding our options.

- Other areas of town, such as downtown, have a relaxation of the baseline regulations. We need to know what these areas are and how they made that happen that we can negotiate for a similar agreement and push for it.

Is parking directly in front of your business important?

- For a majority of my stakeholders it is the only parking they have access to for access and loading. For me it is only about 10% of my parking.
 - It is important for my business and I feel that it is important for the entire corridor.
 - We have no parking in front but quite a bit of side access. We also had an informal agreement with El Parador. At one point, there was discussion of closing Treat to create a parking area. Is it possible to close roads to create a parking area?
 - *That is actually a creative and unique solution that can be looked into.*
 - As a person who visits these businesses I want to park directly by the business, get out of my car and walk in.
 - Parking in front is definitely important. However, if improvements were made to the streetscape (in front of buildings) that increased the sense of place and improved the pedestrian environment the increased amount of foot traffic could mitigate the loss of parking spots.
- Austin, Texas, has shared parking and people do not mind parking further away from the businesses because of the sense of place that brings people to the area. They stay longer, walk longer and visit more businesses. We need to promote more walking and improve the visibility of the businesses - the quality of the experience is key.
From what I am hearing, you all seem to be in agreement that quality of the environment adds to businesses.
 - I have a couple comments regarding downtown and the parking there. From what we have found - I serve on the ParkWise Commission - people are willing to walk a reasonable distance in a reasonable environment. From what we found, people are willing to walk 5 minutes to a destination, but not 10. That is why we placed garages and surface

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- lots within 5 minute circles of each other. This isn't a scientific finding, it is anecdotal and from experience. People want to get to the door quickly, but a balance needs to be struck.
- The term that is missing from this discussion is innovative. Everything that has been shown is against current zoning regulations or simply not allowed. Unless these issues are solved they will become obstacles.
 - We need to add to the potential solutions - encouraging alternate modes of transportation. Encouraging this could reduce the amount of parking needed and mitigate the requirements. Having alternate modes of transportation in the corridor would also allow people to park further away.
 - Is this the rule, public parking does not count towards the required minimum?
 - Like Broadway Village? They closed the road behind them to increase their parking.
Some cities look at the district and how much parking is available to see if the minimum requirements could be mitigated by on street parking. Some areas may have enough public parking that individual requirements can be relaxed.
 - Are the zoning regulations different downtown?
There are several different layers of overlays, and incentive and infill districts in the downtown area that allow for different regulations and standards than in different areas of town.
 - What properties qualify for Infill Incentive Districts? Would the Broadway Corridor qualify?
The City of Tucson Planning and Development Services Department implemented the Infill Incentive Districts. There is current talk of extending this. As local regulatory tool the City has the power to do this without it going up the ladder to the state. There is talk of looking at all of the arterials and extending the districts throughout these. This again hints at what I have spoken to before - the need to have conversations and coordination with multiple departments to look at of the complexities that would be involved in extending such a program.
 - Where is the Infill Incentive District currently? Just downtown?
It is an odd shaped area. We can provide you materials that show where it is.
 - Is there a current example of public parking on the Broadway Corridor?

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Not currently, this discussion is more about future solutions, looking at districts and where they could possibly be located.

- We have been talking about parking for a while now. I would like to start looking at it in a more concrete way. Are there specific things stakeholders can lobby the council about? Are there specific things that the project team is looking at? Are there specific things private entities can do? I am concerned that we will just be talking about this for another year. Will the team recommend real solutions when they bring back design concepts?

In the end the Design Concept Report will include real solutions that we have generated together.

- I would like to compare the current situation on Broadway to what occurred and what is ongoing on 4th Avenue. It is different in distinct ways but both situations have an abundance of on-joining side street parking. A substantial amount of parking on Broadway is on private parking. Downtown and 4th Avenue were built prior to on-property parking. Additionally, there was an exemption in the 1950's that forced on-street parking. We do not have this exemption on the Broadway corridor. Now 4th Avenue is asking the City to extend the programs offered in the downtown area - extend the amount of meters and create garages. FAMA has identified sites for potential garages, but it has been a decision 20 years in the making. Now, would the City do this on Broadway? City policy states that ParkWise program must pay for itself, so I really don't know if these solutions could be applied for our project. I would like to see what the project team thinks about this.

- This represents a really good opportunity for Tucson to become a city where access is easier, where there is more public parking and more meter available everywhere, to make it more walkable. We have to think bigger and look at other cities where this is working and where there are thriving business districts (i.e. Portland, Austin, Berkeley).

One of the things we can look at (EPS) is finding parking solutions that work and how to manage them and pay for them in the long term - finding these solutions seems very critical.

- Why does it have to be paid parking?

It doesn't necessarily have to be paid parking. However, if the City owns the property, it has to be maintained. There are many different ways to accomplish this, but; ultimately, it comes down to who is going to be responsible for it.

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- There is no such thing as free parking; someone has to pay for it. For example, I have an office at Williams Center, which has a sea of parking. I don't pay directly for parking, but I know it comes out of my rent.
- So if a business chose shared parking, is that allowable under current rules? Who do they interface with at the city?

Will their parking plan work in the end? We are trying to identify an appropriate way to do this. If the businesses say "we have a recorded signed document," real estate can take that into consideration. Without that commitment in writing, it becomes an individual decision during a negotiation, which proves to be risky.

It is an issue of talking to property owners. We are trying to work on developing a process for this. We need to figure out if it is appropriate for design staff to take on this role. There appears to be a commitment from the City Manager's Office to find effective ways to do this, and to start laying out the tools so that discussion can happen. However, there does need to be an impetus from the private owners to accomplish this.

- To clarify, by taking on some property on each side of buildings that are adjacent to each other it can lead to a full acquisition of both properties?

That is correct; the moment you take access away from one property it makes it the viability of it uncertain in the terms of real estate acquisition.

- It seems like by taking one foot of the existing properties it will trigger a full acquisition due to the parking minimums that are required. One way to increase flexibility would be to decrease these requirements for certain stretches of the road. Is there a way to do this?

I do not know if that could be implemented without creating boundaries for the area that the requirements would be relaxed in.

Part of the issue is that there is an assessment of whether or not the project is damaging the usability of the building; this assessment looks at the market value of the building. If these regulatory changes are made, such as relaxing the parking requirements or changing the zoning or creating an overlay, the appraiser may look at the property and determine that the take is not damaging their use. The property owner would then not be paid for the property that is taken.

Additionally, there is a lot of rigidity in the process because of federal and state laws.

I want to be clear about what Jenn is saying. We have been told to restrict creativity due to the state and federal laws, but have also been told to be overly-sensitive to acquisitions costs. We need to look at things by their potential benefits.

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I want to play devil's advocate here; we are talking about a lot of regulatory changes that would take away the need for the project to pay for damages incurred. Many of these changes would make it so that the property is no longer eligible to receive compensation. Effectively, we would be lowering the value of the properties - you need to take that into consideration, as well.

- Even if we do not take any properties on the south side, will the curb cuts be eliminated, as well, to provide continuity and safety with the other side of the road?

Yes, and it's not just about accommodating what is inside the lanes, we have to provide a public sidewalk as well.

- So, if any work is done on Broadway at all, it is like me buying a new furnace and having to buy a new roof because I do not have adequate ventilation, etc. So, say Inglis Florist square footage is not adequate after you take their parking, where does this square footage come from?

If you took the lanes as they exist today and all you did was build the city minimum width sidewalk you would have acquisitions.

- So, any work in the corridor will impact both sides of the roadway? I need to get it out and stated to the people I talk to on a daily basis, there are people who come to these meetings every time and they need to know too, that if any work is done on the roadway there will be impacts to both sides. A lot of people don't want any work done on the road and that's just not going to happen. I mean, if we make any recommendations, work will be done.

Yes, there are impacts at the minimum, even if the City just builds sidewalks.

- So, sidewalks will be built somewhere and curb cuts will be eliminated, and from what I know, diamond lanes are no longer be considered as an option.

That is correct.

- I just want to get that out there because you guys (pointing to the audience) need to know this. This is stuff that you guys talk to me about all the time, and this is the stuff I need to take into consideration when I make my recommendations.

We are anticipating that, through the acquisition process that we need to follow because of state and federal laws, that there are going to be conversations that happen between property owners about creative solutions to issues, such as parking. But, I also want to clarify that the overall design solution is to minimize negative impacts to private properties

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and existing buildings and to the project budget and economic vitality. We are trying to shoot for these things and not increase the acquisition costs.

Our solutions will explore a variety of options and a range of alignments that may include minimizing the impacts of the widening to one side of the side of the street. Our next steps will include beginning the initial discussion with property and business owners regarding potential solutions, as well as preparing the initial draft of the parking diagnostic report. This report will examine the current conditions for parking within the corridor and provide recommendations for block-by-block options, as well as the potential for a parking and access overlay. After this, we will begin to test the applications of design solutions in the Design Concept Alternatives that are being developed.

8. Progress Update on Current Study and Analysis of Selected Alternatives

Project manager, Jenn Toothaker, gave a brief update on the progress of the analysis that is being undertaken on the cross section design alternatives that the Task Force agreed to study further. She explained that, since the last meeting, the base cross sections have been refined; development of parking and access design options and their assessment had begun; VISSIM traffic simulation of the design concepts was underway; and, detailed design concept alignment work would begin soon. Additionally, project team member, Jim Schoen, explained that the goal of the initial VISSIM modeling effort will be to develop multi-modal traffic performance measures for each alternative and traffic scenario. More detailed evaluations of potential refinements to the roadway geometry, signal operations, and multi-modal demand scenarios will be performed to support the development of a preferred alternative. At the end of this agenda item, Jenn presented a proposed schedule for the next three meetings; a study session on January 23, 2014, and then a two-day charrette to be held on February 4 and February 6, 2014. The CTF approved all three meeting dates. A brief conversation (listed below) ensued following the presentation.

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

- **Could you please clarify the difference between the analysis of the bookend alternatives that are being evaluated and the other two alternatives?**

The more comprehensive analysis of the bookend alternatives gets at more detailed drawings and more detailed design as well as more refined analysis of some of the performance measures.

- **But will the VISSIM be done on all four alternatives?**

Yes the VISSIM is for all four.

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- So it looks like the next public meeting would be mid-May and that is where we would take back all of the work we are doing on the design concept alternatives. The next public meeting after that is late October and that is where we would actually have a draft design recommendation. So between May and October is where we would start whittling things down and get to something.

It is actually possible that at this next charrette you could narrow things down with refinements. But you could also look at things like combining the number of lanes such as four in some portions of the roadway and six in other. It is your opportunity to provide input on what you would like to see have more analyzed further and refined.

- The reason I ask is that I have gotten feedback that after the last public meeting we could have done what we did a year ago and why have another meeting if we are not being responsive to the public input we are getting.

I think that at that public meeting in May that there should already be clear direction and statements from the Task Force about what we should be moving forward with.

Another thing that you could do is make the decision that you don't want to change the design that much on one alternative, not necessarily taking it off the table, but to spend more time and do more substantial things to the other alternatives.

9. Second Call to the Audience

Five (5) members of the public filled out speakers cards and were called on to address the Task Force:

Laura Tabili

Dr. Tabili ceded her time to another individual and did not speak.

Ted Warmbrand

"I am president of Barrio San Antonio which is on Campbell and Park, backed up to the railroad tracks. If it's not fixed, don't break it. (If it's not broken, don't fix it?) That's what you say. I sent out an email to 2/3rds of the neighborhood. We have talked a lot and have had meetings, not many, but big ones. A couple of people who never came to the meetings said "get this done, and if you don't like it, move to Mexico." "Hey, that street is ugly, let them do whatever they want." Others are saying "this is not in our interest." We don't know whose interest it is, but just having a big street to cross over 8-lanes is unacceptable.

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People do think it could look nicer, it could be better for pedestrians and bikes. I talked to someone today and he said "why are they meeting?" He had a client in 1961 who bought a property on Broadway and they said it was going to be widened. He said 'when?' 'In a year.' So, it's not about traffic congestion. They could have widened it in 1961. So, what is it about? I came from New York, in our neighborhood we have people who complain about going too fast. I don't even see anyone going through. If it is about transportation, and that's what the money is for, transportation, I was thinking if you did widen the road, why don't you just build an elevator and a double decker road? And then you could have solar escalators going down, you can get shade for the cars going through, and save some gas.

I'm just trying to find out what is going on here. A friend of mine says if something doesn't make sense, there must be money behind it. So, I'm thinking follow the money, where is the money? Do we need more cars? It's been said before, if we are going to do multi-modal and have more bikes and pedestrians and walking then do we also have to have more cars, or can we do less cars because if you build it they will come. So, I guess for the people who build cars and build roads, that's the big thing and everyone else is scrambling around to figure out how am I going to keep my business going or how am I going to cross the street have to find allies.

I just wanted to say from our neighborhood that we want to be allied with the other neighborhoods. We may need your help sometime and we are kind of connected to it. This is such an amazing conversation with so much detail. I get the feeling in the neighborhood that they are going to do it anyway. It's a done deal. They are going to do it anyway and this is just to wear people down with details and details. Fewer people come they figure they don't care anymore so they can do what we want. I think they are listening. They are listening to either finesse the public comment, to figure out what you care about, to make it look like you are helping or there is some shame about this embarrassing big thing and they really need our help from the public.

I'm confused and don't ever want to be a planner. I wanted to be a musician. I used to sing at a Unitarian church anti-nuclear songs. A guy came over afterward and said, "You know, solar is really doable but it's so simple. I'm a nuclear engineer. I'm excited about figuring all that difficult stuff out." I am sure there are people who want to really make an exciting big transformation of this space. I'm sure it will be very exciting. But there is a value to the familiar, comfort, knowing where you are in your space, and even if it's not the most exciting thing it's healthy.

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Mark Crum

Presentation to the Citizens Accountability for Regional Transportation Committee call to the audience, November 5th 2013. "The subject is money. My name is Mark Crum and I represent only myself. I reside at 115 E 16th street Tucson AZ. I voted for the RTA and its plan and I continue to support the RTA through the taxes I pay. I am here because I feel the CART represents me and my voice. When I first read the CART pledge I thought in my interpretation, yes finally the old days of bait and switch are over. Where government would promise me a project and get my vote and my money, and then spend my money on a different sometimes political agenda.

What concerns me presently is how narrow this pledge may be applied. As based upon some of the discussion I heard at CART's last meeting. Specifically some may feel that the language on the ballot must be read and honored exactly as written. No further considerations including the subject of money, which one assumes would be spent wisely but is this assumption so totally strict ridged and constraining that CART excludes all additional meaningful information and data from subsequent consideration for all of its projects and for all of 20 years. Is this the precedent you want to set or the promise you want to keep without exception for the life of the plan. You have nothing to hide, I know that, but why then would anyone want to relay to the public that certain fundamentals are not relevant for conversation, such as the RTA's limited project plan funds and how some of those funds may be saved.

It's for these concerns that I feel room should be made for the CART for further responsible considerations including how any project is subsequently planned, implemented and maintained along with the dollar savings to be realized if any. I'm not so certain that many of the voters that supported the RTA's plan would be opposed to the CART. Finally, was it the understanding of the tax payers that once they voted no further input on their part would be necessary or considered. The suggestion is as the experts, we know what is best for you, trust us. If you don't choose to trust us we will ignore you. Please don't leave the citizens of this region with the impression that they are to be ignored either now or in the future.

In conclusion asking the hard questions about the bottom line is not a sign of giving up or abandoning your pledge. Rather I feel as if it is an essential part of the RTA's and CART's fiduciary responsibility. Thank you madam chairman and members of this committee for your time, patience, and acknowledgement.

Now comes the Broadway project: 43 million for right of way acquisition, nearly 60%of the entire budget. Do you feel like some of that money can be through for

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example roadway design and alignment including the south side of the street?

Thank you

Gene Caywood

Mr. Caywood ceded his time to another person and did not speak.

Dick Basye

I am with the Broadmoor Neighborhood Association board and I would just like to throw out for your consideration, and I think it should be studied, and then come back with a response to it. How would we have to buy any businesses, take any parking spaces, if we only took a foot-and-a-half on either side. And it could be done for 2/3rds of the length of Broadway corridor and maybe 5-and-a-half feet for 1/3rd. Now, how would that be done?

Right now, we have 4 feet of bike lane on either side. We could expand it by 8 feet on either side to make it a diamond lane for busses, bikes, and right turners. That gives through traffic a better chance to keep moving forward. And raise the speed limit, by the way, from Campbell westward which is a speed trap now up to 35 mph past Country Club, for example. It should be able to be done because County Club has no left turn lanes, bike lanes, and it goes right past a school. It's as narrow as nine feet at Pima and Country Club.

So, how would you get this 1-and-a-half foot take for 2/3rds and 5-and-a-half feet for 1/3rd? Well, first of all, a 4-foot bike lane plus 8-feet gives you that extra lane. Then, you take the center medium with is normally 15 feet wide and you do what you did on Speedway at places and narrow it down to 6 feet, and have left turns at every other intersection where it is feasible. Now, you have an additional 7 feet to take it down. Those lanes can go from 12 feet to 11 feet and there another 6 feet. So, in those particular areas, you're only taking a foot and a half. You say that can't be done? As I said, it's 35 miles per hour on County Club and it's as narrow as 9 feet where they want to put in a left turn lane right there by Blenman School. So, it can be done and it would hardly cost us anything. I would like to see that evaluated, come back with your results and maybe a chance for my rebuttal, if there is any question about it.

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. During the next steps, the project team presented the proposed agenda for the December 5, 2013 meeting. The following discussion occurred during this agenda item.

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

- I have been meaning to go to a City Council meeting for quite some time to address my personal concerns about the parking situation that they need to address. If anyone would like to join me, please let me know and we can speak individually - not for the group. But I would like to address these concerns in a public forum.
- I would like to throw out a hypothetical situation that has been going around in my head. Colby helped me with my understanding of the Huckelberry memo regarding project funding. But what happens when we make a decision and it doesn't adhere to the ballot language but it is approved by the Mayor and Council, but the RTA and the County say no? Does the process start over at this point? Does the corridor just stay the same? How many times do people have to go through this process?
I don't know, I can't say. My understanding of the RTA plan I don't know if not having the project triggers something where we need to go back to the voters.

Through the discussion with the governing bodies and the stakeholder agencies, they know where we are at and where we are going. They don't want to look back and say we wasted time and resources. They see all of the information and we are sure they are aware of what is going on and that they have all of the materials.

- And I still go back to the fact that Colby really helped me with my anxiety that if we make a decision and nothing happens - it's that our role as a CTF is to make a decision based on what everything that we are given and then let the politicians fight it out. My question goes a little further and asks that, if they fight it out and then don't like it, then what happens? Does the public have to go back to worrying because they have been worrying for years? I understand you can't answer this but I thought that maybe someone would know...

I know you all have such questions and we can certainly try to help and answer them. I will say that there was uncertainty created with the future right-of-way included in the Major Streets and Routes Plan that was approved in 1989, which identified the north side as potentially fully acquired and constrained any development that could happen. To change future right-of-way requires a public hearing. It is a decision that could be made when the design decision on Broadway is made. The design decision can change the right-of-way line, and these two separate processes can be done simultaneously, so that decision is final and clear, and could remove

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uncertainty for the property owners. There are really two questions, with two answers.

- 1) I am not sure what would happen if the RTA and the County decide that they will not fund a decision that comes out of this group, or from Mayor and Council.*
- 2) However, there is one process we do have control over, and that is how to address the future right-of-way, and we could decide to do that in the future at the end of our planning and design process.*

Adjourn

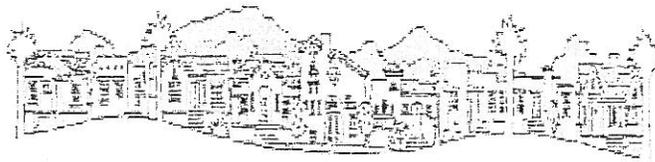
Nanci Beizer called meeting to a close at 9:00 p.m.

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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sam hughes neighborhood association

P. O. Box 42931 • Tucson, AZ 85733-2931

October 15, 2013

Jennifer Burdick Toothaker
City of Tucson Department of Transportation
201 N. Stone Ave., 5th Floor
Tucson, AZ 85701

Re: Broadway - Euclid to Country Club Roadway
Improvement Project

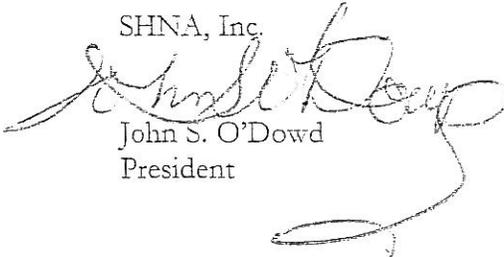
Dear Ms. Toothaker:

The Sam Hughes Neighborhood Association supports the improvement of Broadway Boulevard within the existing right-of-way. While we fully support improvements to the efficient movement and safety for all modes of travel, we believe this can be accomplished without widening the roadway and demolishing numerous businesses and residences. Destruction of existing buildings, many of which are or will be eligible for historic registration, for a wider roadway which doesn't appear necessary given growth projections is unconscionable. The existing businesses on Broadway enrich our neighborhood and bring tax revenue to the city of Tucson, in addition to providing livelihood for their owners. There are many options for improving traffic flow and enhancing the transit experience for bus riders, bicyclists and pedestrians without widening the roadway.

The streets in our neighborhood are crumbling, with no indication that more than cursory repairs can be implemented for the foreseeable future. Even the recently passed bond election is not sufficient to provide badly needed maintenance. It makes no sense to widen Broadway Boulevard and install costly landscaping when the City already struggles to maintain the streets we have now.

We appreciate the opportunity to have a neighborhood representative on the Citizen's Task Force, which was appointed in Spring of 2012 to plan the Broadway improvements on behalf of the lead agency, the City of Tucson. We encourage the task force to honor the voice of the public, which has been clearly expressed by the majority in attendance at all three public meetings, by planning improvements within the current roadway width.

SHNA, Inc.

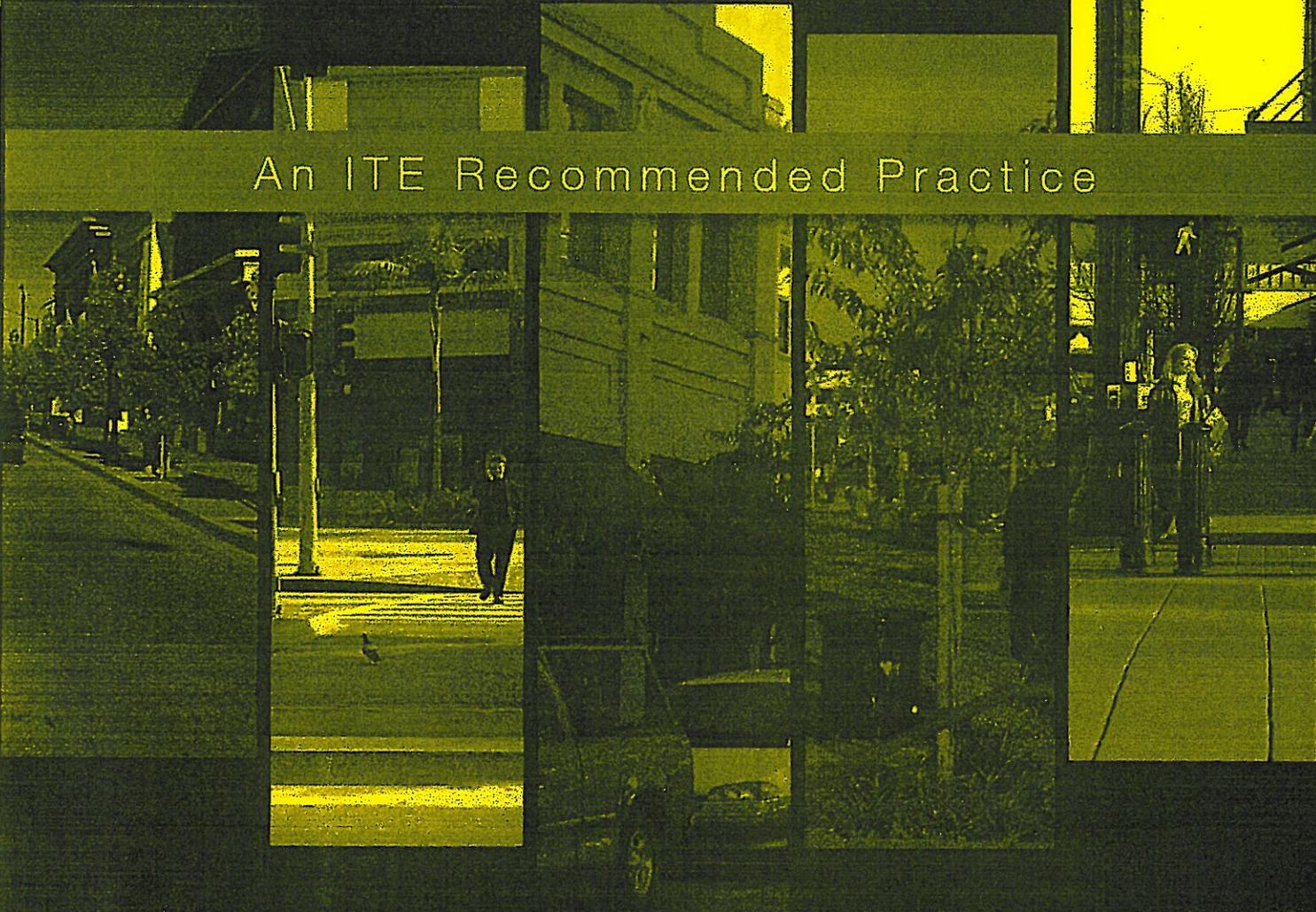

John S. O'Dowd
President

JSO/hd

Cc: Tucson Mayor & Council

Nicole Ewing-Gavin, Assistant City Manager

Darryl Cole, COT Director of Transportation



An ITE Recommended Practice

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach



Institute of Transportation Engineers

CONGRESS
FOR THE
NEW
URBANISM

A consultant team, led by James M. Daisa and Brian S. Bochner, was responsible for creating and assembling all technical content. These efforts included development of the report's organizational structure; identification, research and development of examples; and compilation, evaluation and incorporation of numerous comments in concert with direction provided by the project management team. The consultants and their respective companies were as follows:

KIMLEY-HORN AND ASSOCIATES INC.

James M. Daisa (F), Co-Project Manager

| | |
|---------------------------|----------------------|
| Roger B. Henderson (F) | Deborah K. Fehr (M) |
| John Martin | Patrick Ramos |
| Bruce E. Friedman (F) | Michelle M. Olmsted |
| Frederick W. Schwartz (F) | Luke J. Schwartz (M) |
| Andrew Howard | Lynne B. Filson (F) |
| Ali Mustafa | Katherine Falk (M) |
| Toni Barela | Jeff Smith |

TEXAS TRANSPORTATION INSTITUTE

Brian S. Bochner (H), Co-Project Manager

Beverly J. Storey

COMMUNITY, DESIGN + ARCHITECTURE

Philip A. Erickson (M)

| | |
|-------------------|------------------|
| Thomas Kronemeyer | Sam Zimbabwe |
| Kendra Mitchell | Evelyn O'Donohue |
| Kyla Burson | |

CITY OF PASADENA DEPARTMENT OF TRANSPORTATION

Frederick C. Dock (F)

UNIVERSITY OF UTAH

Reid H. Ewing

Designing Walkable Urban Thoroughfares – A Context Sensitive Approach

Traditionally, through thousands of years of human settlement, urban streets have performed multiple functions. Mobility was one of the functions, but economic and social functions were important as well. Retail and social transactions have occurred along most urban thoroughfares throughout history. It is only in the 20th century that streets were designed to separate the mobility function from the economic and social functions. This report is intended to facilitate the restoration of the complex multiple functions of urban streets. It provides guidance for the design of walkable urban thoroughfares in places that currently support the mode of walking and in places where the community desires to provide a more walkable thoroughfare, and the context to support them in the future. (3)

The process usually involves the steps shown in **Figure 2.1**. The general process is introduced here to demonstrate how each stage provides an opportunity to integrate CSS principles, beginning with the first step in the process—developing a vision, goals and policies.

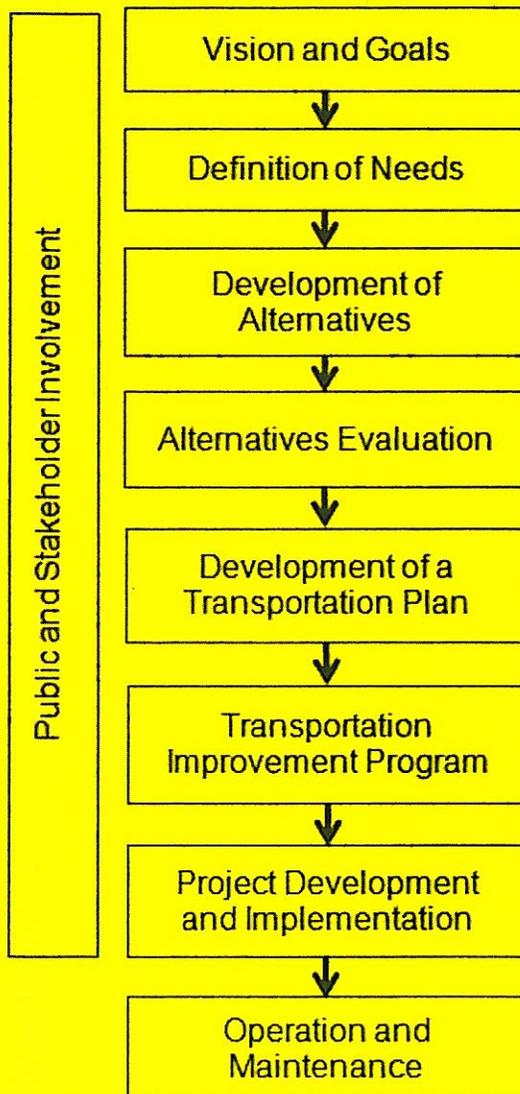


Figure 2.1 Transportation planning process.

Development of Alternatives: CSS encourages use of the vision, goals and needs as the basis for developing a full range of options in a collaborative and participatory process, resulting in flexible and innovative solutions. Objectivity in developing the alternatives is critical.

Dom's Plan B Blog

AUGUST 13, 2013 · 1:43 PM

The Impact of Road Widening on the Local Economy

By Dom Nozzi

For nearly a century, road widening has been touted as a powerful stimulus for the local economy.

However, by striking contrast, I have learned the opposite.

One of the most important lessons I have learned in my many years as a city planner is that quality of life is a powerful economic engine, and that the “habitat” intended to make cars happy is, conversely, one of the most powerful ways that quality of life in a community is damaged.

Road widening, as my book *Road to Ruin* illustrates, is the best invention humans have come up with (~~short of aerial carpet bombing~~) to destroy community quality of life. Widening a road inevitably creates a “For Cars Only” ambience. It creates a “car habitat” that screams “CARS ARE WELCOME. PEOPLE ARE NOT.”

The car habitat makes for a world that repels humans. Huge asphalt parking lots. High-speed highways. Sterile dead



zones which form “gap tooth” tears in the fabric of a town center.

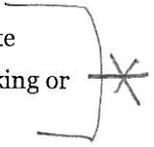
Large amounts of air and noise pollution. Awful levels of visual “Anywhere USA” blight. Worsened safety — for pedestrians, bicyclists and transit users, that is.

And worst of all, because a person in a car consumes, on average, about 19 times as much space as a person sitting in a chair, places designed for cars lose the comfortable, compact, enclosed, charming, human-scaled, vibrancy-inducing spacing and place-making that so many people love to experience.

As David Mohney once said, the first task of the urbanist is controlling size.

One consequence of this worsening quality of life that comes from widening a road to improve conditions for cars: The quality of the public realm worsens to the point where American society is noted for growing levels of retreating from the public realm and a flight to the cocooning private realm.

Given this, road widening and the substantial increase in auto dependency that the widening induces sends the quality of life of a community into a downward spiral. And that, in my opinion, is toxic to the economic health of a community.

Note that road widening inherently creates increased auto dependency because big, high-speed, "happy car" roads create what economists call a "barrier effect." That is, big and high-speed roads make it more difficult to travel by bicycle, walking or transit. So wider roads recruit new motorists in a vicious, never-ending cycle of widening, more car dependence, more congestion, more calls for widening, etc. 

The end result?

Houston, Jacksonville, Detroit, Newark, Buffalo, Cleveland:

As Richard Florida powerfully argues in *The Rise of the Creative Class*, the centerpiece of successful community economic development is recognizing that instead of following the conventional model of drawing businesses by lowering business costs and relaxing regulations, quality of life should be enhanced to attract and retain quality "creative class" employees. It is not a coincidence that Florida describes this form of quality of life as one which includes walkable, vibrant, 24/7 vibrancy (where the car is subservient to the needs of people).

It is also no coincidence that Boulder, Colorado – where I now live – is ranked, over and over again, as the city ranked first in a long list of quality of life measures. Therefore, despite the fact that Boulder assesses relatively high costs on businesses, applies relatively aggressive regulations on businesses (measures traditionally assumed to be toxic to economic health), the Boulder economy is consistently quite healthy. Even in times of national economic woes.

One awful tragedy for the State of Florida is that the 1985 Growth Management law adopted by that state enshrined Community Design for Happy Cars by requiring that future development be "concurrent" with adopted road standards. That is, new development must not be allowed to "degrade" adopted community "free-flowing traffic" standards. In other words, the state requires, under the rubric of "growth management," that all local governments must be designed to facilitate car travel (too often doing so by widening a road). The apparent thinking is that "free-flowing traffic" is a lynchpin for community quality of life. The be-all and end-all. In my opinion, nothing can be further from the truth.

It is a law that locks communities into harming its quality of life.

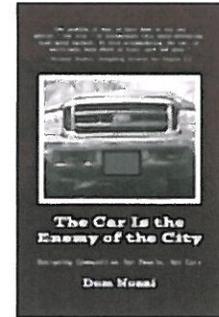
Another telling piece of information about economics: About 100 years ago, households spent approximately 1-2 percent of their income on transportation. Today, about 20-22 percent of the household budget goes to transportation. Transportation costs have, in other words, been privatized, to the great detriment of the economics of households.

In sum, widening roads, drains dollars from a community as the purchase of car-based goods and services (cars, oil, gas, car parts, etc.) largely leave the community, rather than being recycled within the community. Because the "car habitat" and the "people habitat" clash, quality of life is significantly degraded when the community is designed to facilitate cars (by widening roads, most infamously). And that, as Richard Florida clearly shows, undercuts future prospects for community economic health. Finally, household expenses are severely undermined as the growing (and extremely costly) car dependency leads to a declining ability to afford other household expenses.

The key is not so much to "get rid of cars" as to avoid overly pampering them (through such things as underpriced [untolled] roads, free parking and subsidized gasoline) in the design of our community. Doing so quickly leads to the car dominating and degrading our world. Destroying our economic health and quality of life. Cars must be our slaves rather than our masters. They should feel like intruders, rather than welcomed guests. Only then will the future of a community be sustainable and high quality.

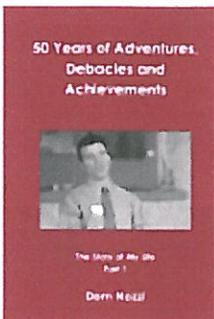
Time to make people happy, not cars

It is time to return to the tradition of designing our communities to make people happy, not cars.



My book, *The Car is the Enemy of the City* (WalkableStreets, 2010), can be purchased here:

<http://www.lulu.com/product/paperback/the-car-is-the-enemy-of-the-city/10905607>



My memoir can be purchased here: Paperback = <http://goo.gl/qS2Uab> Hardcover =

<http://goo.gl/S5ldvF>

Visit my urban design website read more about what I have to say on those topics. You can also schedule me to give a speech in your community about transportation and congestion, land use development and sprawl, and improving quality of life.

Visit: www.walkablestreets.wordpress.com

Or email me at: dom@walkablestreets.com

Visit my other sites:

My Adventures blog

<http://domnozziadventures.wordpress.com/>

Run for Your Life! Dom's Dangerous Opinions blog

<http://domdangerous.wordpress.com/>

My Best-Ever Lists blog

<http://dombestlist.wordpress.com/>

My Town & Transportation Planning website

<http://walkablestreets.wordpress.com/>

My Town & Transportation Planning blog



23 October 2013

To the Broadway Citizens Task Force:

It has come to our attention that the Historic Survey and related documents on the Broadway Citizens Task Force website has not been updated to reflect Rincon Heights Historic District, which was officially listed by the Keeper of the National Register of Historic Places on February 1, 2013. For this listing, see:

<http://www.nps.gov/history/nr/nrlist.htm>

The following are addresses of Contributing Properties to Rincon Heights Historic District that face Broadway. That is, they are no longer E* (eligible pending) but officially listed as contributing properties: (C).

1221 (Allstate Insurance)

1303

1333

1339

1349

1421 (Raul Gil-Acosta Insurance)

1433

1515

1521

1601 (Mock Tudor house)

1611

1615

1629

1647

1703

1709

1725, 1727, 1733, 1739, 1749 (First Assembly of God Church)

We hope the information on the website can be amended accordingly. Additional architecturally significant properties are not reflected on this list.

Thank you for your hard work on this project. With best wishes

Laura R. R. R.

for Rincon Heights Neighborhood Association