

## Broadway - Re: Broadway Widening and upcoming study session

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**From:** Jennifer Burdick  
**To:** Richard G. Fimbres; Robert Hadel  
**Date:** 5/16/2014 5:26 PM  
**Subject:** Re: Broadway Widening and upcoming study session  
**CC:** [broadway@tucsonaz.gov](mailto:broadway@tucsonaz.gov)

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Robert,  
My apologies for not getting back to you in a more timely fashion.

Thank you for taking the time to write in your concerns and support for considering alternative multi-modal capacity on Broadway.

As has come to light, we now have a host of data that we have never before had on this project. It has taken us time to get here, and allowed us to begin the process of comparing alternatives based on a number of performances, such as transport performance for all four modes, cost, and impacts. What we have learned is that:

- the 4-lane (4) does not allow enhanced performance for all four modes of transport, which is a minimum criteria for receiving funding from the Regional Transportation Authority. It also precludes the addition of future dedicated transit ways, be it for light rail or bus rapid transit or other mass transit option. Staff identified this as a fatal flaw of the 4-lane design.
- the 6-lanes, plus 2 dedicated transit (6+2T) lanes would be over-building and providing more capacity than is warranted.
- the 6-lanes (6) demonstrates improved performance for all four modes of travel (pedestrian, bike, transit, auto), and
- the 4-lanes plus 2 dedicated transit (4+2T) lanes does well for three modes, but not autos.

The roadway width for a 6-lane and a 4+2T are similar, and the high ridership on Broadway (highest in the region) is a clear indicator that transit will continue to be an important mode on this corridor. While we are constructing a 2-mile segment with this project, it is a portion of a significant 11-mile transit corridor for our entire region. Investigating how transit can be better served as part of this roadway design is a priority topic of current project conversations.

Recent discussions with the Mayor and Council resulted in their expressed support for continuing to work with the Citizens Task Force on this issue of transit.

The Task Force is weighing all of the cost and performance considerations, including the desire to construct a progressive roadway that addresses the needs of our community. The planning and design process is an important phase in which the input of the community can influence the design. Input like this email is helpful to the Citizens Task Force and project team as we work towards finding the most beneficial design that benefits the entire community. I am including it in the materials they will be receiving for the upcoming 5/22 Task Force meeting.

There are more opportunities for you to provide input, and I you, your family, and neighbors will participate:

- **Miles Neighborhood Association**  
Wednesday, May 21

6:30 pm  
Miles School Gymnasium (1400 E. Broadway)

**- Broadway Citizens Task Force Meeting**

Thursday, May 22  
5:30pm  
Child & Family Resources (2800 E. Broadway)

**- Broadway Project Open House**

Thursday, June 5 OR June 12  
5-8pm  
Sabbar Shrine Hall (450 S. Tucson Blvd.)

The Task Force will continue to meet as design moves forward and you are on the project listserv, so you will continue to receive updates.

~Jenn

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>>> On 5/1/2014 at 12:43 PM, Robert Hadel <[rhadel@gmail.com](mailto:rhadel@gmail.com)> wrote:

Hi,

My name is Robert Hadel and I live in the Miles Neighborhood. I feel compelled both as a resident, and on behalf of my family , and several other neighbors that share my sentiment on Broadway and the planning process for improving it.

Broadway is a very important place. Not only does it carry quite a bit of vehicles on it, but it also serves as the vital connection that ties many neighborhoods. It serves as the primary place for those neighborhoods to conduct their commerce, and it serves as an urban gateway to downtown.

Currently the recommendation given to the task force only recommending viability of a 6-lane road seems contrary to the many functions that Broadway already serves, and what has come from the city as wanting this to be an urban corridor. First, and quite importantly, adding this extra lane which is suppose to alleviate traffic congestion comes at a cost of anywhere from 70 million to 90 million dollars and even per the technical advisory committee only adds .1 minute to the vehicle travel time. Is this to say that it is worth not only the monetary cost of the project but also the potentially catastrophic impacts to both small local businesses and community accessibility for one tenth of a minute of travel time on Broadway far cars?

Second, It's not that I and my neighbors are not against progress. On the contrary, we are for smart progress, that takes responsibility for all the people in our community, especially the most vulnerable population. By saying Tucson is only counting cars and not accepting the real price of making that decision we are telling those people that can't afford to have a car, choose not to drive a car, or may not choose to drive a car in the

future that their decision to do so removes them from Tucson's transportation network. Also, it reaffirms Tucson's commitment to not creating walkable, urban places that engage people in the community.

Third, Broadway has already seen exciting growth in small local businesses that are popping up and moving in, even in the past few months. It also seems contrary to put their investment and the communities investment in them at risk for these seemingly negligible results.

It seems as though my neighbors and our surrounding neighborhoods are sending a clear message to the task force and mayor and council in saying that as neighborhoods and as a city we cannot sacrifice our communities, connectivity, and urban vitality for mere seconds of travel time for automobiles. I urge you to send a clear message that Tucson supports urban vibrancy and connected communities by not adding any vehicular lanes to Broadway.

Thank you for all your work,

Robert Hadel  
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