

I can't go to the U of A for lunch because it's just impractical and we have got all those great restaurants downtown. So if I don't want to go to the hospital the streetcar doesn't go anywhere for me. If it went out here to Broadway or to Craycroft or Country Club then I could drive my car down and park and ride. I could get on the streetcar and ride downtown. If I didn't want to go to I-10; but that was the vision.

The other thing that I want to share with you just from my professional side is that I am the guy that goes knocking on the door saying Mr. and Mrs. Homeowner we would like to build a road in front of your house and I need to buy as much property as I can get from you to get this 150 foot roadway in. I get greeted two ways, I am either sign and agree and I am putting grandma on the street, or I am a publisher clearing house with a check so big that these people can't believe they can finally sell their house and move forward. Even those that won't go, sometimes when they see the incentive to go then they go, "You know we have been here a long time. The house is old, the pipes are rotten. I can't really afford to bring it up to the standards to stay here and live in it. So thank goodness, you came because nobody else wants to buy the house on Broadway." So the project is a little tough but I will tell you this as a stakeholder, all of the county was a stakeholder in the RTA. We all voted for our pet projects and we voted for everybody else's pet projects. This was somebody's pet project at the time. So thank you very much and I hope that you keep it real."

### Jack Casselberry

"Hi, my name is Jack Casselberry I am here representing the congregation of First Assembly of God. Now for the last (well since 1987) it's been on and off again about whether we are going to take that church out. You understand it's just a block west of Campbell, ok, on the north side. It's right up on the street (almost) there is a sidewalk and then us. My concern is that some emails have come to my attention that a pastor now is representing the fact that they are willing to let our church go. Ok, and that we are willing to relocate. Well this has never been put before the congregation. We have fought for this for thirty years almost and I have another member with three hundred signatures and the church cannot be sold without the vote of the congregation and the district (assemblies of God) has a lien on the property. Ok, and it was considered a vision by God that we would be at the crossroads to downtown to service the needs of a growing community even to the point of a vision that it would vastly impact and be much larger (and this was back in 1950).

So I am here to reiterate the fact that we respect and honor anything that you people come up with as far as a corridor; as long as you make a little effort or something to not take out that church! And it would be very small, relocation, and the street would only have to go a little ways over. If you were to go to six lanes. And it's already been addressed and concerned the obvious bottleneck that you have when you go downtown and the fact that they spent money on three lanes going through downtown, then they squeezed it back up. I'm just wondering why

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they didn't put the hitching post for the horses up. But, never the less it is our concern to service this community and stay where we are at and we humbly ask you to please let the church stay. There are different properties that may come available that we understand that are city owned that we could buy for additional parking that may be even open for community use. Thank you."

### Jude Cook

"Jude Cook, Cook and Company Sign Makers, and Sunshine Mile. I am glad I am not on this board, guys. This should be my wife, but couldn't pull it off today. It's been a frustrating week for the Sunshine Mile and I feel that it reflects the unknown issues that businesses and property owners will be facing in the future. Specifically right now, I am talking about the Panda property. I initially didn't really feel that this was that relevant but the more that the conversation has gone, I do think that it has relevance. The neighbors in the Sunshine Mile worked with the city to come up with a plan for the Panda building. My wife, who started the Sunshine Mile, embraced the project, but she felt that it could be utilized as a way to help encourage the area.

The first project she came up with was with an idea with helping people get in this area, so that she could handout flyers about the restaurants, shops and services and to try to enhance the area some. In an effort to be sure that we were following the rules, the City was contacted. The level of hurdles and the cost is prohibited and hence, the intent we agreed to is turning out to be unmanageable. At this point we are going to continue to meet with the City but the reason that I bring this up is because the effect on this project on other properties is going to be huge and from the discussion that I have followed, once things are done (and this ties into what Joseph said and what Rocco brought up) parking is going to be a key issue. Regardless of what you do on this sucker. It's got to be thought about now and from what I have heard is, you are on your own. The City's not going to come in and fix this thing for us. They are going to throw it out there, we are going to lose a bunch of properties, and we are not really going to be able to know what we are doing until it's over with. It's going to destroy a lot of stuff.

I have got some other random thoughts, then I am done. I keep hearing we are going to take money off the table. Is this thing going to come in at \$71 million and if it isn't, who's going to put the money on the table to cover the overage? And I have never seen a project come in under budget. Ok, another comment - I am not wild about being a gateway to downtown. And, that is it. Thanks, guys."

### **5. Discussion/Endorsement of Materials (Drawings and Information) to be presented at Public Meeting #4, and Possible Meeting Approach**

The project team presented proposed details of the upcoming Public Meeting #4 to the Task Force and asked them for their approval and endorsement. The following actions were taken, based on discussion held:

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