

DRAFT

BROADWAY: EUCLID TO COUNTRY CLUB - Public Input Report

08/16/14-10/16/14

#	Date Rec'd	Method	From	Representing	Recipient	Issue Keywords	Issue
238	10/16/2014	Email	Robert Hadel	Resident, Miles Neighborhood	Broadway	Alternate Modes; Transit; Alternative Design	
237	10/13/2014	Email	Camille Kershner	Self	Mary Durham-Pflibsen; Jenn Toothaker	Parking; Transit; Land Use Policies	
236	10/9/2014	Email	Ted Garrett	Self	Broadway	Supports Widening - 6-Lanes Including Transit Alignment	
235	10/8/2014	Email	Terry Majewski	Tucson-Pima County Historical Commission	Mayor and Council; Broadway	Supports Narrow Widening; Mitigations for Loss of Historic Properties	
234	10/8/2014	Email	Monica Hay-Cook	Sunshine Mile; Property Owner	Broadway	Alternative Design; Parking	
233	10/8/2014	Email	Peg Jones	Property Owner	Broadway	Supports Widening - 6-Lanes Including Transit Alignment	
232	10/2/2014	Email	Laura Tabili	Rincon Heights Neighborhood Association; Broadway Coalition	Broadway	Design Impacts; Alternative Design	Critique of Grant/Oracle Intersection improvements.
231	10/1/2014	Email	Chuck Josephson	Property Owner	Broadway	Citizens Task Force	
230	9/30/2014	Comment Card	Anonymous		Jenn Toothaker	Supports Widening (Original Plan)	
229	9/29/2014	Email	M. Joe Yee	Self	Broadway	Congratulations to CTF	
228	9/29/2014	Email	Sustainable Tucson		Jenn Toothaker	Petition	
227	9/26/2014	Email	Laura Tabili	Rincon Heights Neighborhood Association; Broadway Coalition	Broadway	Value of Historic Properties to Community Vitality	
226	9/26/2014	Email	Jay Alexander	Self	Broadway	Congratulations to CTF	
225	9/26/2014	Email	Biance Bao	Self	Broadway	Unsubscribe	

DRAFT

BROADWAY: EUCLID TO COUNTRY CLUB - Public Input Report

08/16/14-10/16/14

#	Date Rec'd	Method	From	Representing	Recipient	Issue Keywords	Issue
224	9/25/2014	Email	Laura Tabili	Rincon Heights Neighborhood Association; Broadway Coalition	Broadway	Value of Historic Properties to Community Vitality	
223	9/23/2014	Email	Laura Tabili	Rincon Heights Neighborhood Association	Broadway	Against Widening; Against Impacts to Historic Buildings	
222	9/22/2014	Email	Molly Moore	Pie Allen Neighborhood Association	Broadway	Against Widening; Against Impacts to Historic Buildings	
221	9/10/2014	Comment Card	Bill Richards	Property Owner; Miles Resident	Jenn Toothaker		
220	9/9/2014	Email	Mike Ash	Property Owner	Jenn Toothaker	Schedule; Project Update	
219	9/9/2014	Email	Camille Kershner	Self	Mary Durham-Pflibsen, CTF member; Jenn Toothaker	Bicycle Facilities Design; Roadway Design; Congestion Mitigation	
218	8/31/2014	Email	Camille Kershner	Self	Mayor and Council; Broadway	Transit; Alternative Designs; Alternative Modes; examples	Follow-up to 8/30/14 email
217	8/30/2014	Email	Camille Kershner	Self	Mayor and Council; Broadway	Transit; Alternative Designs; Alternative Modes; examples	
216	8/28/2014	Email	Vladimir Kats	Property Owner	Broadway	Design Impacts; Suggestions; Acquisition	
215	8/22/2014	Email	Craig Finrock	Self; Broadway Village Property	Mayor and Council; Broadway	Design Decision	
214	8/19/2014	Email	Camille Kershner	Self	Mary Durham-Pflibsen, CTF member; Jenn Toothaker	Transit Forum	
213	8/18/2014	Email	Janine Locke	Arizona Industrial Commission	Jenn Toothaker	Schedule	

#237

Broadway - Re: Broadway corridor: LEED-certified parking, and TOD

From: Jennifer Burdick
To: camille kershner; Mary Durham-Pflibsen
Date: 10/13/2014 5:55 PM
Subject: Re: Broadway corridor: LEED-certified parking, and TOD
CC: Broadway

Camille,

The concepts you suggest below are items that are not typically addressed through a roadway design, but are related to the conversation we are having regarding parking.

They are requirements that could be added to our City's Code, the Unified Development Code, which governs how buildings and properties are built out based on different zonings and uses of land. When new development comes to an area, there are requirements for parking. The City has already updated the Code to reduce parking requirements and to allow for individual parking plans to allow businesses to operate/function with reduced parking. The approaches listed below are enterprising ways that transit oriented development can influence the specific requirements a particular property/use would need to meet in order to be allowed to build.

Some of the suggested elements below would be things that Office of Integrated Planning and Planning & Development Services Department could work to amend our Code to include, either through overlays/district zoning requirements, or other approaches.

Such suggestions can be recommendations from the CTF for the Mayor and Council to consider, and would likely require a separate public process.

Thank you for sending this in. I will add it to the Public Input Report, which we will get to the CTF for the next meeting on 10/23.

~Jenn

>>> On 10/12/2014 at 8:37 PM, camille kershner <camillekershner@hotmail.com> wrote:

-I had to work during last week's study session, but as one commenter noted at the regular meeting later that same evening, this issue still has not been addressed in any significant manner with regards to the Broadway corridor and especially as applying the concept of widening instead of simply reconfiguring, perhaps because it applies to new buildings- is there a "retrofit" category, such as with development projects concerning historical and existing structures?

"Intent-

To design parking to increase the pedestrian orientation of projects and minimize the adverse environmental effects of parking facilities. To reduce public health risks by encouraging daily physical activity associated with walking and bicycling...

To reduce pollution and land development impacts from automobile use.

Reduce pollution and land development impacts from single occupancy vehicle use...

To minimize the environmental harms associated with parking facilities, including automobile dependence, land consumption, and rainwater runoff...

Requirements-

For new nonresidential buildings and multiunit residential buildings, either do not build new off-street parking lots, or locate all new off-street surface parking lots at the side or rear of buildings, leaving building frontages facing streets free of surface parking lots.

AND

Use no more than 20% of the total development footprint area for all new off-street surface parking facilities, with no individual surface parking lot larger than 2 acres (0.8 hectares). For the purposes of this credit, surface parking facilities include ground-level garages unless they are under habitable building space. Underground or multistory parking facilities can be used to provide additional capacity, and on-street parking spaces are exempt from this limitation.

Provide bicycle parking and storage capacity to new buildings as follows...

Option 1. Public transportation access (6 points)

Path 1. Rail station, bus rapid transit station & ferry terminal proximity

Locate the project within 1/2-mile (800 meters) walking distance (measured from a main building entrance) of an existing or planned and funded commuter rail, light rail,

subway station bus rapid transit¹ station or commuter ferry terminal...

OR

Path 2. Bus stop proximity

Locate the project within 1/4-mile (400 meters) walking distance (measured from a main building entrance) of 1 or more stops for 2 or more public, campus, or private bus lines usable by tenant space occupants...

Option 2. Bicycle commuting (1 point)

Provide secure bicycle racks and/or storage within 200 yards of a building entrance according to the following guidelines based on project square footage..."

www.usgbc.org/credits/lt6

(there are a few studies out there...)

"Smart growth requires smart calculations; thus, impact fees need to account for the likely (borrowing a term used in the United Kingdom) "trip de-generation" effects of TOD.

Empirical evidence on trip generation also can inform the setting of parking requirements near transit stations. Developers and financial institutions still prefer conventional parking ratios in TODs (Cervero et al. 2004). Most TODs are thus parked oblivious to the fact that a rail stop is nearby and, as a result, their potential traffic-reducing benefits are muted. Structured parking, in particular, has a significant impact on development costs and is prohibitively expensive in many markets.

Lower TOD parking ratios and reduced parking could reduce construction costs, leading to somewhat denser TODs in some settings."

<http://www.nctr.usf.edu/jpt/pdf/JPT11-3Cervero.pdf>

~camille kershner

(520) 241-8932

camillekershner@hotmail.com

_____ "be the **change** you wish to see in the **world...**" -Gandhi

#236

Broadway - Re: Broadway Widening Project

From: Broadway
To: Ted Garrett
Date: 10/16/2014 9:06 AM
Subject: Re: Broadway Widening Project

Mr. Garrett,

Thank you for taking time to email to the project team, as well as the Mayor and Council. I will share your comments with our Citizens Task Force at the upcoming meeting on October 23, as part of the Public Input Report.

~Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094
Web: <www.tucsonaz.gov/broadway>

>>> On 10/9/2014 at 1:24 PM, "Ted Garrett" <thgarrett@comcast.net> wrote:
City of Tucson Council Members, Mayor, and Broadway planners:

Broadway! Finally we have an opportunity to let this roads name finally mean what it claims to be. I always refer to this section of road as Bottleneckway because of the quick narrowing of the road that occurs after leaving the downtown. Speedway is associated with the University and it has progressed over the years along with Stone and Campbell giving that area a "Campus Feel", however Broadway is the street that represents Tucson as a City and defines its East/West flow and feel. The section under review needs to be torn down and rebuilt to add to all the revitalization being done to the Downtown and the cleaner street scapes it has on the eastside of town. The congestion this section of road creates is pretty bad with cars sitting at idle or driving at lower speeds for a longer period of time creating a higher pollution output per minute than a 35 or 40 mph flow. If the city will not build a freeway system like other cities of our size, then road widening projects of this nature need to be put into motion as soon as possible.

Tucson receives criticism for its lack of freeways, sidewalks, transit, and ease of access in general along with a lack of curb appeal giving the city a feeling of neglect. Let's fix this one section at a time with real impacts instead of pretending that the city will not grow and the traffic problems will just go away. I hope the council does the right thing and make Broadway broader or we can just rename this section of road Bottleneckway and be done with it. Just my 2 cents.

Sincerely,

Ted Garrett



This email is free from viruses and malware because [avast! Antivirus](#) protection is active.

#235

Broadway - T-PCHC Input re Broadway Blvd Alignment to Be Discussed by M/C on October 9, 2014

From: Terry Majewski <tmajewski@srircm.com>
To: "mayor1@tucsonaz.gov" <mayor1@tucsonaz.gov>, "ward1@tucsonaz.gov" <ward1@tucsonaz.gov>, "ward2@tucsonaz.gov" <ward2@tucsonaz.gov>, "ward3@tucsonaz.gov" <ward3@tucsonaz.gov>, "ward4@tucsonaz.gov" <ward4@tucsonaz.gov>, "ward5@tucsonaz.gov" <ward5@tucsonaz.gov>, "ward6@tucsonaz.gov" <ward6@tucsonaz.gov>, "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>
Date: 10/8/2014 8:00 PM
Subject: T-PCHC Input re Broadway Blvd Alignment to Be Discussed by M/C on October 9, 2014
CC: Jonathan Mabry <Jonathan.Mabry@tucsonaz.gov>, "Jennifer Burdick (Jennifer.Burdick@tucsonaz.gov)" <Jennifer.Burdick@tucsonaz.gov>, "sandra.fata@tucsonaz.gov" <sandra.fata@tucsonaz.gov>

Dear Tucson Mayor and Council and Broadway Citizens Task Force:

At today's meeting of the Tucson-Pima County Historical Commission, commissioners discussed the Majority and Minority Reports of the Broadway Boulevard, Euclid to Country Club Citizens Task Force (CTF) regarding alignment recommendations. We understand that the Mayor and Council are considering this issue on Thursday, October 9.

The commission passed the following recommendation and asked that I relay it to you for your consideration.

- The commission regrets the potential for almost certain loss of significant historic fabric as a result of this project. This "fabric" includes residential and commercial historic buildings and structures as well as landscapes and sense of place.
- The designation of existing and potential National Register Historic Districts may be threatened by losses of historic properties along their edges. We recommend a solution that has the least impact on the collective historic fabric of the corridor.
- We understand that the City Historic Preservation Officer (CHPO) will be providing input regarding historic resources in the corridor to the CTF and project design team during the technical design phase of the project, and we ask to be consulted by the CHPO during the discussions of the fate of these resources once the width of the corridor is decided.
- In the unfortunate circumstance where a historic building or structure is selected for demolition, we ask that M/C reiterate to those implementing the project that the stipulations of the City's Ordinance "Architectural Documentation of Historical Buildings Prior to Demolition" be followed to the letter.
- Finally, we ask that the City work with neighborhoods, business owners, and other affected stakeholders to develop creative mitigation measures for the historic fabric that will be impacted during this project.

Thank you for considering the input of the Tucson-Pima County Historical Commission based on our discussion and the motion that was passed today.

Sincerely,

Teresita Majewski, Ph.D., RPA, FSA

Chair
Tucson-Pima County Historical Commission

(520) 721-4309 (office)

#234

Broadway - Fwd: broadway blvd

From: Jennifer Burdick
To: monica@decoarttucson.com
Date: 10/8/2014 11:23 AM
Subject: Fwd: broadway blvd
CC: Broadway
Attachments: 2545-2635 E BroadwayBlvd.pdf

Monica,

Thank you for forwarding this. We will share it with the team and Task Force.

We have looked at something similar as part of the variation discussions with the Task Force in recent months. A challenge with the design as presented is that there needs to be a PAAL/access lane to allow cross access to the spaces, and for cars to back out of the spaces. It ends up pushing the width onto the south side to accommodate.

We will begin the technical design process soon, and as you and I discussed, we can also continue discussions with the property and business owners so that they are able to make informed decisions. We can discuss that some more. Also, maybe it would make sense for us to partner with Sunshine Mile Merchants Association to hold some of those meetings?

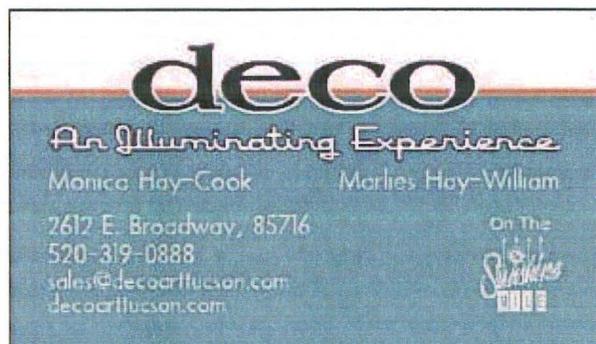
~Jenn

>>> On 10/8/2014 at 11:03 AM, Monica <monica@decoarttucson.com> wrote:

Hi Jenn:

Here's the parking drawing on Solot Plaza.

Monica

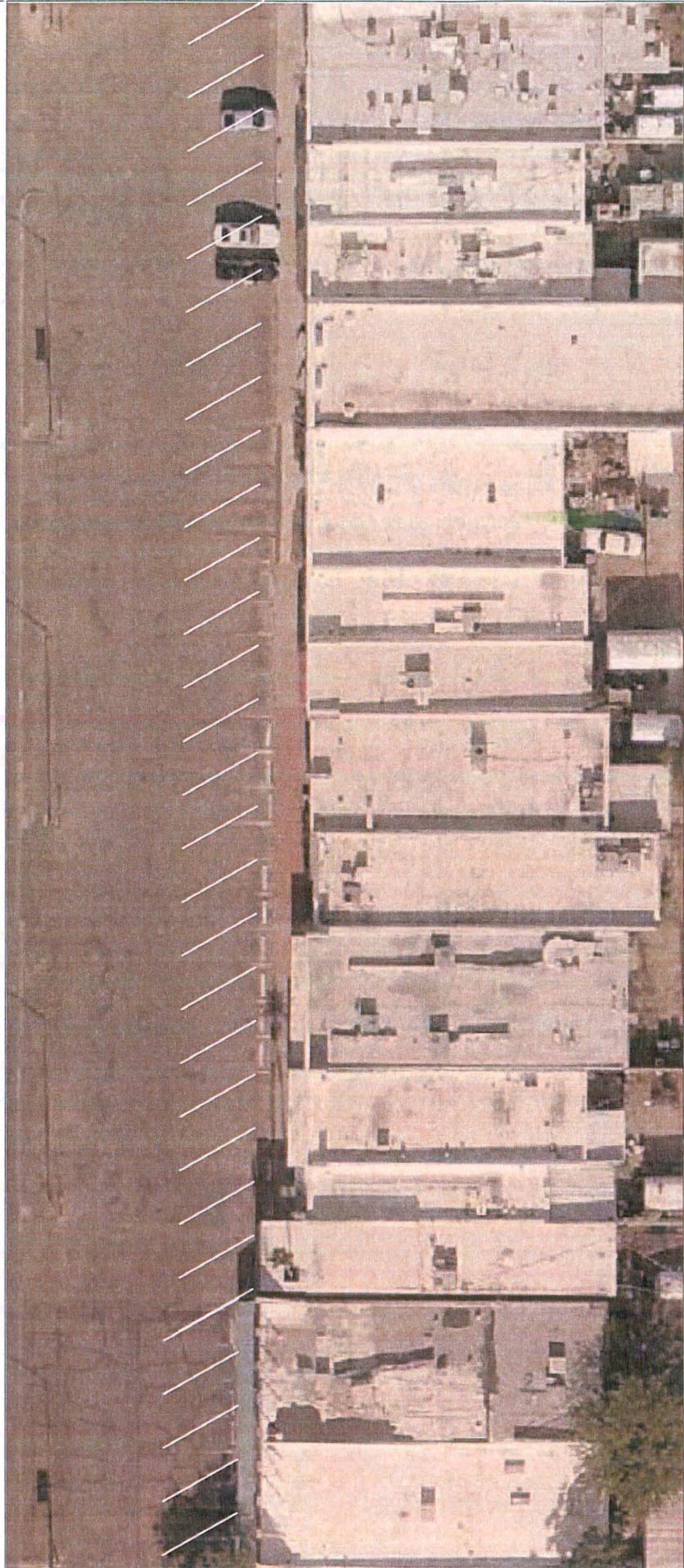


----- Original Message -----

Subject: broadway blvd

Date: Fri, 3 Oct 2014 15:12:22 -0700

330.531



#233

Broadway - Re: Broadway Widening Project

From: Jennifer Burdick
To: Broadway; Pegjones76
Date: 10/8/2014 5:40 PM
Subject: Re: Broadway Widening Project

Thank you for taking the time to communicate your perspective and wishes regarding the project design. I will be sure to provide this to the Citizens Task Force as part of the Public Input Report materials.

~Jenn

>>> On 10/8/2014 at 10:29 AM, Pegjones76 <pegjones76@aol.com> wrote:
To Broadway Planners, Mayor of Tucson and Council Members:

OPPORTUNITY! You now have before you a great opportunity to move Tucson forward. The widening of Broadway is vital to the future of Tucson. The widening will need to incorporate plans for future light rail, accommodate plans for more bus traffic, street car traffic, become a High-Tech link between Downtown, University of AZ, Bio-Tech Park and East Side Businesses. We will never in my life time have another opportunity to develop this corridor adequately. The voters mandated this improvement 20 years ago and we must follow through. The Broadway Corridor needs to reflect a Vital City not a Deteriorating town. We must use these assets to attract more clean industry and increase numbers of high paying jobs and retain our University Graduates. When Business Executives take a look at Tucson, they need to see that Tucson is Progressive and has great Vitality. As a Tucson Native, I have seen Tucson make several defeating decisions and I would hope this Council has more foresight. Please do not squander this opportunity.

#232

Broadway - Re: "improved" Grant/Oracle intersection

From: Jennifer Burdick
To: Laura - (tabili) Tabili
Date: 10/2/2014 8:33 AM
Subject: Re: "improved" Grant/Oracle intersection
CC: Broadway

Dr. Tabili,

Thank you for sharing this email, which will be provided to the Citizens Task Force in the Public Input Report.

Additionally, as your comments relate to the Grant Road project, which has additional phases to build out, I will forward this email to my colleague, Beth Abramovitz, who is the project manager.

~Jenn

>>> On 10/1/2014 at 8:20 PM, "Tabili, Laura - (tabili)" <tabili@email.arizona.edu> wrote:

To: Tabili, Laura - (tabili)
Subject: Fwd: Broadway CTF REport

So Joan Hall had written me privately in response to my more public post regarding widening of roadways and the collateral damage, She asked me what the problems at Grant and Oracle were. Below is my reply and it's kind of core to my beliefs about the damage that widened roads do to community. It's difficult if not impossible for us to have roadways that are integrated into communities in less destructive ways when none of the people participating in designing them actually use them as pedestrians. Just yesterday I watched as a father and his child waded across that river of cars that is Broadway at Treat. 4 lanes, laddered crosswalk. Dad on a bike towing an obvious children's trailer. He made his way across literally one lane at a time and it took him quite awhile to get from the one side to the other. Nobody would yield. Been there done that at the same exact intersection. It's not a future it's an apocalyptic demise.

I took the bus to go to Taqueria Juanitos. I ended up half a block past the NE corner. Walking back there is a dedicated right turn lane you have to cross then an island where you wait, the island is back in a direction you've already traveled. Crossing which is wide and difficult to make in one light cycle you have to go through centre refuge which is ramped and then once you get to the other side you have that same dedicated right turn thing to negotiate.. Once you land on the west side of Oracle you aren't actually at the corner, you're north of it. Heading west on Grant the sidewalk is right at the roadway edge because in order to save the Walgreen's parking lot they built out to the far southern edge with the ped path. There's no room for landscaping on the southern edge of the sidewalk so it's all to your right on the north. The trees are right at the edge of the sidewalk which would seem nice but isn't because they're right on top of you. 2 people walking and talking are limited by the trees and 4 foot width plus the cars immediately to the south.

Getting to the Lim Bong Liquors corner the hawk crossing is non standard because of the widened road. It's widened

for the Michigan left on the opposite side which makes that much used HAWK tough to use. You're also crossing such a wide expanse the cars start crossing while you're in the intersection and once the light goes to flashing red. The ramps at the corner are hard to use again because of the altered HAWK crossing. There's an exact path, do not deviate from it.

Coming back in the other direction and on the south side of Grant the path is convoluted, not at all a straight line. You have to walk in around to get past the Michigan left intersection which does not lock out red. Peds and cars have a green at the same time and cars or more likely trucks can drive across your immediate pathway. Getting back to Oracle you have that same wide meander to get across the intersection. You go from ped island to ped island because of the free rights. I was there at night on a weekday way past rush hr. It was really hostile and took me a long way out of my way. I'm sure the function is there for cars but it's lacking for pedestrians and that includes people walking with canes, in a chair etc.

I was fairly shocked by how bad it is. I really wasn't expecting this level of downgrade in the function. I was using a bus at night, the frequencies are limited. Miss a bus wait an hr once it's past 8. The extended distances really increase the likelihood of being in the situation of seeing a bus drive by as you're headed towards it. Lots of latencies introduced into the ped experience and the transaction costs have increased significantly, what would normally have taken me 3-5 minutes to walk ended up being 10. Finally because of the increased throughput of the roadway automobile speeds are higher and the ambient noise level has significantly increased. Your proximity to cars because of the flares for the right turns is also increased. Pretty hard to walk along and have a conversation with someone.

So yeah this is Grant and Oracle, it's all trailer parks and poor people and it's been headed the wrong direction for decades. Is that what we want for Broadway? Actually is that what we want for any neighborhood including Grant and Oracle. Lots of people out walking that night. Raging aganst the machine is more like it.

So this is just one walk by one night. I may have gotten some of the details wrong but as an overall experience it's not inaccurate. I'm planning on going back and when I do I'll be taking notes. The cool thing is I got there and back all on one bus fare. I was within the 2 hr transfer window. r

#231

Broadway - Fwd: RE: Broadway Recommendations Going to Mayor and Council

From: Jennifer Burdick
To: broadway@tucsonaz.gov
Date: 10/1/2014 12:40 PM
Subject: Fwd: RE: Broadway Recommendations Going to Mayor and Council
Attachments: CTF-FinalSelections_12-11-2012.pdf

>>> On 10/1/2014 at 9:26 AM, Jennifer Burdick wrote:

Mr. Josephson,

The attached list was prepared upon selection of the Citizens Task Force in 2012. It was noted then which representatives are property owners, tenants, landlords, and business owners. A few names have changed, but the number of people with property ownership remains the same.

Regarding Diane Robles: she represents Child & Family Resources, which owns the property at 2800 E. Broadway and provides services at their site and elsewhere in the city and the state - the organization has skin in the game, and as their official representative, she has taken her role seriously. Other non-profits in the corridor, such as the American Red Cross, have a similar structure and have a vested stake in the corridor.

Please let me know if you have any problems with the attachment.

Regards,
 ~Jenn

>>> On 10/1/2014 at 8:58 AM, CHARLES JOSEPHSON <chuckandjoan@msn.com> wrote:

Diane Robles does not represent any business interest. She is 'merely' an employee of a non-profit that has no 'skin in the game.' Is there any way to identify which of the 'business interest' representatives actually and personally own the property they occupy as opposed to leasing? I asked as an owner to be on this committee at the outset and was not selected.

Chuck Josephson

Date: Mon, 29 Sep 2014 17:39:00 -0700
 From: Broadway.PWPO1.PWDOM2@tucsonaz.gov
 To: chuckandjoan@msn.com
 Subject: RE: Broadway Recommendations Going to Mayor and Council

Mr. Josephson,

The Citizens Task Force has been working with the Broadway Project Team on developing the recommendation now going to the Mayor and Council.

The Citizens Task Force members, and their representational roles, are as follows (business representatives in the corridor are bolded):

Neighbor Interests - NW Colby Henley, Rincon Heights NA (Historic District)
 Neighbor Interests - NE Mary Durham-Pflibsen, Sam Hughes NA (Historic District), **CTF Chairperson**
 Neighbor Interests - SE Shirley Papuga, Broadmoor-Broadway Village NA
 Neighbor Interests - SW Michael J. "Jamey" Sumner, Miles NA
 Business Interests - North **Anthony R. DiGrazia, Rocco's Little Chicago**
 Business Interests - North **Bruce Fairchild, Bruce's Lock Shop, CTF Vice Chairperson**
 Business Interests - South **Bob Belman, Arizona Auto Refrigeration**
 Business Interests - South **Diane Robles, Child & Family Resources, Inc.**
 Citizens Transportation
 Advisory Committee (CTAC) Dale Calvert
 Tucson Pima County Bicycle Anne Padias, Ph.D.
 Advisory Committee

Tucson Planning Commission Joseph Maher, Jr., AIA
 Special Needs Jon Howe, Sam Hughes NA
 Regional Interests **Michael Butterbrodt, Inglis Florists**
 (RTA appointment)

The Broadway Project Team is comprised of City staff and professional consultants that are designing the roadway. None of the Broadway Project Team has any personal financial connection as a result of the roadway decision, other than the work they have been hired to do.

~Jenn

>>> On 9/26/2014 at 2:08 PM, CHARLES JOSEPHSON <chuckandjoan@msn.com> wrote:

PLEASE SEND THIS AGAIN WITH THE NAMES AND AFFILIATIONS OF THE 'BROADWAY PROJECT TEAM'. IF POSSIBLE, IDENTIFY WHICH OF THE MEMBERS, IF ANY, ARE DIRECTLY AND IMMEDIATELY AFFECTED PERSONALLY FINANCIALLY BY THE DECISION THE TEAM IS MAKING.

CHUCK JOSEPHSON

From: broadway@tucsonaz.gov
 To: chuckandjoan@msn.com
 Subject: Broadway Recommendations Going to Mayor and Council
 Date: Fri, 26 Sep 2014 12:07:34 -0700

Greetings!

The Broadway Project Team is pleased to share that, after 2 years and 3 months and MUCH consideration, **the Broadway Citizens Task Force has developed recommendations about the Broadway alignment.** The recommendations will be going to the Mayor and Council on October 9 for their approval.

Ten (10) of thirteen (13) members support moving forward the Preferred 6-Lane including Transit Alignment, which weaves to the north and some to the south, and includes transit, bike lanes, sidewalks and landscaping. The alignment will also have enough roadway width to accommodate future mass transit, such as streetcar and/or bus rapid transit.

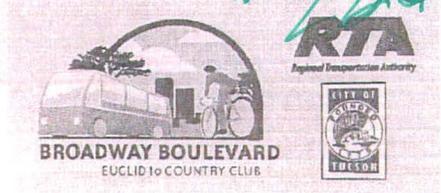
This is a significant milestone in the project schedule, and signals the transition into the refined technical design process - a key step to achieving our construction deadline goals of 2016.

The [full recommendations report](#) includes the recommendations of the majority of the Task Force, and also shares the perspectives of those in the minority and is available online at: **tucsonaz.gov/broadway**.

#730

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Please Follow your original plan - 3 traffic
 LANES plus A Dedicated Transit LANE.
 For Tucson's future!

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

This is a project of the Regional Transportation Authority. The voter-approved \$2.1 billion RTA plan will be implemented through 2025. Details about the full plan are available at www.ATAmobility.com.
 The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway

PHOENIX
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 C/O CITY OF TUCSON
 DEPARTMENT OF TRANSPORTATION
 PO BOX 27210
 TUCSON AZ 85775-2602



#229

Broadway - Re: Broadway Recommendations Going to Mayor and Council

From: Broadway
To: M. J. Yee
Date: 9/29/2014 5:29 PM
Subject: Re: Broadway Recommendations Going to Mayor and Council
CC: Britton Dornquast; Jim Schoen; Joan Beckim; Josh Weaver; Michael (Tucson) Johnson; Myrlene Francis; Nanci Beizer; Phil Swaim; phil@community-design.com

Thank you, Joe! We still need to get through the Council meeting, but it is incredible to be at this point. What kind and supportive words, shared by you, who has also contributed innumerable hours to help benefit the community. Thank you for your acknowledgement and sharing in the celebration of reaching this milestone!

~Jenn

>>> On 9/27/2014 at 10:00 PM, "M. J. Yee" <moonjyee@gmail.com> wrote:

Jenn and the Broadway Project Team,

Congratulations to you and the neighbors for hammering out a viable recommendation for this important roadway. As a resident of Tucson, I wish to thank all of you for your years of hard work, tenacity, and dedication to collaboratively bringing this task to its successful conclusion.

Tucson and its residents are its ultimate beneficiaries!

Joe

On Fri, Sep 26, 2014 at 12:06 PM, BroadwayProjectUpdate <broadway@tucsonaz.gov> wrote:

Greetings!

The Broadway Project Team is pleased to share that, after 2 years and 3 months and MUCH consideration, **the Broadway Citizens Task Force has developed recommendations about the Broadway alignment.** The recommendations will be going to the Mayor and Council on October 9 for their approval.

Ten (10) of thirteen (13) members support moving forward the Preferred 6-Lane including Transit Alignment, which weaves to the north and some to the south, and includes transit, bike lanes, sidewalks and landscaping. The alignment will also have enough roadway width to accommodate future mass transit, such as streetcar and/or bus rapid transit.

This is a significant milestone in the project schedule, and signals the transition into the refined technical design process - a key step to achieving our construction deadline goals of 2016.

The [full recommendations report](#) includes the recommendations of the majority of the Task Force, and also shares the perspectives of those in the minority and is available online at: tucsonaz.gov/broadway.

The Mayor and Council will be asked to approve the Citizens Task Force alignment recommendations, which will be presented by Citizens Task Force members, on:

**Thursday, October 9, 2014
Mayor and Council Study Session
1st Floor, City Hall
255 W. Alameda**

If you cannot attend but want to share your comments with the Task Force and the Project Team, please email them to: broadway@tucsonaz.gov.

The next Citizens Task Force meeting will be on Thursday, October 23, at 5:30 at Child & Family Resources (2800 E. Broadway). The agenda and materials will be forthcoming.

Thank you for your continued interest and involvement!

Jenn and the Broadway Project Team

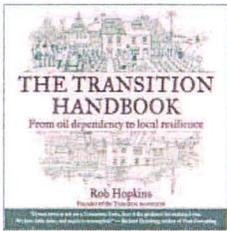
#228

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Transition Initiative

Sustainable Tucson is an official **U.S. Transition Initiative**



Our Mission and Vision

WORKING TOWARD SUSTAINABILITY

Individual Actions, large and small - Everyone can take steps

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Support the Broadway Coalition Petition Drive

posted Tuesday, August 26, 2014

NOTE: This petition is an initiative of the Broadway Coalition which is solely responsible for processing and managing the results. Sustainable Tucson hosts this online petition drive as a community service.

Please sign petition here

by giving your full name and zip code, thank you.

Full Name *

Zip Code *

Sign Petition

We want a thriving, vibrant Broadway Boulevard that is a destination for all of Tucson.

Local, regional and out-of-town residents flock to this unique cultural asset for delicious Best-of-Tucson cuisine and quirky boutiques found only there, as well as for services that locals rely on every day. Currently, this street boasts 287 businesses generating over \$4 million in sales and real estate tax revenues, nearly all of them in historic or architecturally significant buildings. And in addition to the sense of place, the mid-century modern architecture and design generates \$1.5 million tourist dollars annually. Excessive widening of the road puts all of these assets in danger. International transportation expert Jarrett Walker recently said in Tucson that widening Broadway would be "economically ruinous."

<http://www.sustainabletucson.org/2014/08/bc-online-petition/>

9/29/2014

to move our community toward resiliency.

Top Priorities Community-Wide - Our citizen-driven planning initiative has distilled the Top Priorities necessary for Tucson to become Sustainable.

Climate Change: Cool Cities Committee Report (pdf) by the Sierra Club Rincon Group - A starter plan for addressing the urgent issues related to climate change.

Contact Us!

We want to hear about:

- Your Meeting or Event
- Initiatives & Projects
- Affiliated Organizations
- Community Alerts
- Related News / Info
- Getting Involved

Contact Us!

Sign up for Newsletter and Alerts

Subscribe to Sustainable Tucson News by sending an email to **news (at) sustainabletucson.org** with 'subscribe' in the subject.

Donate

Sustainable Tucson needs your support!
Donate safely and securely

Therefore, we call on you, our elected officials, to select an alternative for Broadway that:

- protects the economic vitality of the hundreds of existing small businesses along Broadway and provides safe, convenient access to them;
- promotes accessible, efficient use of public transit and other alternative modes of transportation, giving particular attention to pedestrian and bicycle activity and safety;
- promotes a safe and pleasant environment for all users—pedestrians, cyclists, transit and wheelchair users, as well as cars;
- continues to offer residents in the area a range of services and amenities while preserving and enhancing the connectedness and quality of life of surrounding neighborhoods and residents;
- is environmentally sustainable;
- incorporates innovative approaches to transportation that recognize changing public attitudes and behaviors; and
- is a fiscally sound, affordable approach that recognizes that people are driving less (travel on this stretch of Broadway is down over 15% from 2010) and doesn't waste \$74 million on excess roadway capacity.

Cities of the US and abroad are realizing the benefits of renovating their urban cores on a more human scale and are moving away from car-centric designs. Cities that are human scaled promote community. The Sunshine Mile could become this human-scaled neighborly place. The foundation is already there.

I therefore petition the Tucson Mayor and Council members to select a design alternative that locates all improvements substantially within a 96-foot crosswidth (which City staff has stated can be done), or less where possible, so that Central Broadway can regain its role as a great, attractive, historic Tucson destination with an enhanced sense of place while safely supporting all modes of mobility so that Central Broadway can regain its role as great, attractive, historic Tucson destination with an enhanced sense of place safely supporting all modes of mobility



<http://www.sustainabletucson.org/2014/08/bc-online-petition/>

9/29/2014

#227

From: "Tabili, Laura - (tabili)" <tabili@email.arizona.edu>
To: "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>
Date: 9/26/2014 6:21 PM
Subject: FW: Urban Land Institute article

We hope you will find the attached article of interest, particularly as it comes from the Urban Land Institute, whom the City has been paying as a consultant.

highlights of the attached article:

Researchers examined block-by-block data from three cities with hot markets—Seattle; San Francisco; and Washington, D.C.—that also have extensive areas of older, finer-grained urban fabric. In Seattle, they found that historic neighborhoods like Capitol Hill and the International District, with smaller, more age-diverse buildings, have 36.8 percent more jobs per square foot than areas in Seattle that have newer, larger buildings. In Washington, D.C., they found that older neighborhoods like Barracks Row and H Street, N.E., draw many more nonchain local businesses than other neighborhoods that have a predominance of newer, larger buildings. And in San Francisco, they found that older neighborhoods like Mid-Market generate more jobs in small business, which is the fastest-growing sector of the U.S. economy. ...

So what does the study tell us about how cities work? The Preservation Green Lab's report provides the most complete empirical validation to date of Jacobs's long respected but largely untested hypothesis that neighborhoods containing a mix of older, smaller buildings of diverse age support higher levels of economic and social activity than areas dominated by newer, larger buildings. In a nutshell, the study suggests that diversity breeds vitality. ...

In 2012, Minicozzi compared the then-new Asheville Walmart to an older, five-story mixed-use building in downtown. He found that, while the Walmart took up 34 acres (14 ha), it generated only \$6,500 per acre (\$16,000 per ha) in annual property taxes, while the small downtown building situated on one-fifth of an acre (0.08 ha) generated \$634,000 in property taxes per acre (\$1.56 million per ha). Furthermore, the small, historic mixed-use building generated far more jobs and residents per acre than the Walmart—which had no residents and generated only 5.9 jobs per acre (14.5 per ha) versus 73.7 per acre (182 per ha) for the mixed-use project.

<http://urbanland.uli.org/planning-design/variety-building-size-age-yields-vibrancy/>



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Urban Land > Planning & Design > In Building Size and Age, Variety Yields Vibrancy

In Building Size and Age, Variety Yields Vibrancy

By Edward T McMahon
August 7, 2014



Elmwood Village, in Buffalo, New York. (Edward T. McMahon)

On a recent visit to Buffalo, New York, I was impressed by the vibrancy of Elmwood Village, the historic neighborhood surrounding Elmwood and Delaware avenues. It is a walkable, mixed-use neighborhood popular with young people and characterized by Queen Anne-style houses, small apartment buildings, and 300-plus small local shops, restaurants, coffeehouses, bars, and art galleries. In 2007, Elmwood Village was named one of the top ten great places in America by the American Planning Association.

What makes Elmwood Village particularly impressive is its energetic street life and obvious economic vitality—particularly in contrast to downtown Buffalo, which, despite having much larger buildings and far more public investment, seemed relatively lifeless.

Why is it that neighborhoods with older, smaller buildings often seem more vibrant than those with larger, newer ones? Historic preservationists have long argued that older structures play a crucial role in contributing to the livability of cities and the health of local economies. Most preservationists are familiar with Jane Jacobs's book *The Death and Life of Great American Cities*, in which she argues that large-scale demolition and replacement of older, smaller buildings with large new structures drains the life and vitality from urban neighborhoods.

Successful urban revitalization is seldom about the one big project.

More likely, it is about a lot of little projects that work together synergistically to create a place where people want to be.

But the world has changed a lot since Jacobs penned her thesis. What role do older neighborhoods and smaller buildings play in 21st-century cities? According to a study recently released by the National Trust for Historic Preservation's Preservation Green Lab, "older buildings draw more shops, restaurants, entertainment venues, [and] small businesses owned by women and minorities and jobs" than newer neighborhoods. The study, *Older, Smaller, Better: Measuring How the Character of Buildings and Blocks Influences Urban Vitality*, found that "on a per-square-foot basis, small-building corridors have a larger concentration of jobs, businesses, and creative-sector employment than downtown skyscrapers."

Researchers examined single-by-block data from three cities with hot markets—Seattle, San Francisco, and Washington, D.C.—that also have extensive areas of older, finer-grained urban fabric. In Seattle, they found that historic neighborhoods like Capitol Hill and the International District, with smaller, more age-diverse buildings, have 36.8 percent more jobs per square foot than areas in Seattle that have newer, taller buildings. In Washington, D.C., they found that older neighborhoods like Barracks Row and H Street, N.E., draw many more nonchain local businesses than other neighborhoods that have a predominance of newer, larger buildings. And in San Francisco, they found that older neighborhoods like Mid-Market generate more jobs in small business, which is the fastest-growing sector of the U.S. economy.

The research team, in addition to the National Trust's Preservation Green Lab, included the following: Impresa Inc., a Portland, Oregon-based consulting firm specializing in metropolitan economies and knowledge-based industries; Gehl Studio, a Gehl Architects company with offices in New York and San Francisco; and Basemap, a data science and visualization consultancy focused on mapping data in a human context and matching indicators to action.

The research team empirically documented the age, the diversity of age, and the size of buildings in each of the three cities and then statistically assessed the relationships among these characteristics and 40 economic, social, cultural, and environmental performance metrics.

According to the report, research was carried out in six steps:

- Researchers gathered data from city, county, state, and federal departments and agencies and publicly accessible websites. They looked for data that would help them measure "urban vitality"—meaning the regular social, cultural, and economic activity that occurs in an area of the city. These data ranged from counts of jobs and businesses, to walkability metrics, to measures of population density and diversity.
- Researchers imposed a 656-by-656-foot (200 by 200 m) grid over a map of each city. Each grid square was a little smaller than two city blocks. Dividing each city into equally sized grid squares allowed for an "apples to apples" comparison of areas throughout the city.
- Researchers matched and fitted the collected data to the grid squares. Since the data were linked to specific geographic locations ranging from individual property parcel numbers to census blocks, researchers had to make some adjustments to align statistics to their grid.
- Researchers excluded grid squares that were not in mixed-use and commercial areas. This was because including strictly residential areas would have made it difficult to achieve meaningful comparisons between distinctly different land use types.
- Researchers developed a composite "character score" that combined three specific building characteristics—building age, diversity of building age, and granularity (i.e., the number of buildings per block)—into a single measure or score.
- Researchers ran statistical models to test the relationships between the character score of each grid square and 40 urban vitality measures. For example, a high character score was found to correlate with a higher-than-average number of nonchain businesses.

So what does the study tell us about how cities work? The Preservation Green Lab's report provides the most complete empirical validation to date of Jacobs's long respected but largely untested hypothesis that neighborhoods containing a mix of older, smaller buildings of diverse age support higher levels of economic and social activity than areas dominated by newer, larger buildings. In a nutshell, the study suggests that diversity breeds vitality.

While results differed slightly from city to city and from neighborhood to neighborhood, the overall study supports the following conclusions:

Older, mixed-use neighborhoods are more walkable and vibrant. In Seattle and San Francisco, older neighborhoods with a mixture of small buildings of various ages have significantly higher walk score rankings and transit score ratings than neighborhoods with large, new buildings. What's more, researchers found higher night and weekend cellphone usage in areas containing a mix of old and new buildings.

Nightlife is most alive on streets with a diverse range of building ages. For example, areas with older, smaller buildings had more sidewalk seating permits, greater cellphone use at night, and more businesses still open at 10 p.m. on Fridays.

Older business districts provide affordable, flexible space for entrepreneurs. In Seattle and Washington, D.C., neighborhoods with smaller, older buildings have a significantly higher proportion of new businesses, as well as more woman- and minority-owned businesses, than areas with predominantly larger, newer buildings.

The creative economy thrives in older, mixed-use neighborhoods. In Seattle and Washington, D.C., smaller, older buildings house greater concentrations of creative jobs per square foot of commercial space. Media production, software publishers, and performing-arts companies can be found in areas that have a smaller-scaled historic fabric.

Older, smaller buildings provide space for a strong local economy. Streets with a mix of small old and new buildings have a significantly higher proportion of nonchain restaurants and retailers. In all three cities, older, smaller buildings host a significantly higher proportion of jobs in small businesses.

Older commercial and mixed-use districts contain hidden density. In Seattle, San Francisco, and Washington, D.C., streets with a mix of old and new buildings have a greater population density and more businesses per commercial square foot than streets with large, new buildings. In Seattle and D.C., these areas also have significantly more jobs per commercial square foot.

These findings correlate with those of urban planner Joseph Minicozzi who has done a series of studies on the "[Smart Math of Mixed-Use Development](#)." For example, in an analysis of Asheville, North Carolina, he found that a typical acre of mixed uses in downtown yields \$360,000 more in tax revenue to the city government than one acre of strip malls or big-box stores.

In 2012, Minicozzi compared the then-new Asheville Walmart to an older, five-story mixed-use building in downtown. He found that, while the Walmart took up 34 acres (14 ha), it generated only \$6,500 per acre (\$16,000 per ha) in annual property taxes, while the small downtown building situated on one-fifth of an acre (0.08 ha) generated \$634,000 in property taxes per acre (\$1.56 million per ha). Furthermore, the small, historic mixed-use building generated far more jobs and residents per acre than the Walmart—which had no residents and generated only 5.9 jobs per acre (14.5 per ha) versus 73.7 per acre (182 per ha) for the mixed-use project.

Mixed-use and commercial districts made up of small buildings from different eras not only are charming, but they also play an important role in fostering social, economic, and cultural vitality. The report documents how these areas serve as thriving incubators for small businesses, as centers for neighborhood services, and as regional destinations for restaurants, nightlife, and specialty retail.

These are important findings because many communities are still fighting to conserve historic neighborhoods in the face of misconceptions about the value of older, smaller buildings. These communities' efforts are also hampered by outdated zoning regulations, overly prescriptive building and energy codes, misdirected development incentives, and limited financial tools. We need to make it easier to adaptively reuse older buildings and think more about how to fit old and new together at a human scale.

None of this is meant to imply that we don't need new buildings. Of course we do. But it does demonstrate that smaller, older buildings and blocks "punch above their weight class" when one is considering the full spectrum of outcomes on the per-square-foot basis. Cities need older buildings as well as new ones, and neighborhoods with small-scale historic buildings can be economic and cultural powerhouses when given a chance to survive and evolve.

The report also suggests that the "one-big-thing model of economic development" is often not as cost-effective as supporting the bottom-up revitalization of existing historic neighborhoods like Elmwood Village in Buffalo. Successful urban revitalization is seldom about the one big project. More likely, it is about a lot of little projects that work together synergistically to create a place where people want to be.

5 replies to *In Building Size and Age, Variety Yields Vibrancy*

1.  **Michael Anderson** August 11, 2014

Well written article that shows the importance of diversity in buildings as well as people.

[Reply](#)

2.  **Dan Eernisse** August 11, 2014

As a retail developer I was frustrated by the fact that cool, creative, vibrant independent business owners couldn't afford the rents we had to charge for a new building (we had to pay off the construction loan). Better put, even if they could afford it, the banks wouldn't loan money to us (typically) based on our in-hand lease to an independent.

My takeaway was that when building the perfect neighborhood revitalization plan, start with a good number of architecturally interesting paid-off buildings with landlords willing to charge below-market rents to independents with the moxie to fix them up. Build only as many new buildings as required to offer chain-store offerings of what customers believe are "necessities" for their experience (in the Seattle area, that would mean at least one Starbucks every 1/4 mile) or special use buildings (i.e. a multiplex theater).

Add daytime employment, urban densities, 2 or 3 performance venues, improvements to the pedestrian experience, and a well-situated parking structure, and your neighborhood — if safe — will likely do very well.

[Reply](#)

1.  **Maggie Wineland** August 14, 2014

I love this comment, Dan. Thank you for the insight. I am in real estate too, and am always trying to find ways to marry development and preservation interests. It's frustrating to represent these independent retailers who seek a space; even the monied ones can be passed over for the Big Name stores here in L.A....

#226

Broadway - RE: Broadway Recommendations Going to Mayor and Council

From: "Jay Alexander" <alexander@saecosafe.com>
To: "BroadwayProjectUpdate" <broadway@tucsonaz.gov>
Date: 9/26/2014 3:58 PM
Subject: RE: Broadway Recommendations Going to Mayor and Council

Good work Broadway project team, I know you worked very hard toward compromises. Looking forward to seeing M&Cs reaction.

-Jay

Jonathan K. Alexander, P.E.

Senior Project Engineer

SAECO

Mobile: (520) 237-8937

www.SAECOSafe.com

From: BroadwayProjectUpdate [mailto:broadway@tucsonaz.gov]
Sent: Friday, September 26, 2014 12:06 PM
To: Alexander@saecosafe.com
Subject: Broadway Recommendations Going to Mayor and Council

Greetings!

The Broadway Project Team is pleased to share that, after 2 years and 3 months and MUCH consideration, **the Broadway Citizens Task Force has developed recommendations about the Broadway alignment.** The recommendations will be going to the Mayor and Council on October 9 for their approval.

Ten (10) of thirteen (13) members support moving forward the Preferred 6-Lane including Transit Alignment, which weaves to the north and some to the south, and includes transit, bike lanes, sidewalks and landscaping. The alignment will also have enough roadway width to accommodate future mass transit, such as streetcar and/or bus rapid transit.

This is a significant milestone in the project schedule, and signals the transition into the refined technical design process - a key step to achieving our construction deadline goals of 2016.

The [full recommendations report](#) includes the recommendations of the majority of the Task Force, and also shares the perspectives of those in the minority and is available online at: tucsonaz.gov/broadway.

The Mayor and Council will be asked to approve the Citizens Task Force alignment recommendations, which will be presented by Citizens Task Force members, on:

Thursday, October 9, 2014
Mayor and Council Study Session
1st Floor, City Hall
255 W. Alameda

If you cannot attend but want to share your comments with the Task Force and the Project Team, please email them to: broadway@tucsonaz.gov.

The next Citizens Task Force meeting will be on Thursday, October 23, at 5:30 at Child & Family Resources (2800 E. Broadway). The agenda and materials will be forthcoming.

Thank you for your continued interest and involvement!

Jenn and the Broadway Project Team

#225

Broadway - Re: Broadway Recommendations Going to Mayor and Council

From: Bianca Bao <easternliving@msn.com>
To: "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>
Date: 9/26/2014 12:31 PM
Subject: Re: Broadway Recommendations Going to Mayor and Council

PLEASE REMOVE ME FROM YOUR EMAIL LIST. I NO LONGER LIVE IN TUCSON.

EASTERN LIVING ASIAN ANTIQUES
 31133 Via Colinas #109/110, Westlake Village, CA 91362
 www.easternliving.com

From: broadway@tucsonaz.gov
Sent: Friday, September 26, 2014 12:10 PM
To: [Bianca Bao](#)

Greetings!

The Broadway Project Team is pleased to share that, after 2 years and 3 months and MUCH consideration, **the Broadway Citizens Task Force has developed recommendations about the Broadway alignment.** The recommendations will be going to the Mayor and Council on October 9 for their approval.

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#224

From: "Tabili, Laura - (tabili)" <tabili@email.arizona.edu>
To: "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>
Date: 9/25/2014 10:54 PM
Subject: Urban Land Institute article

From the ULI, same group the City is paying as a consultant.

Why is it that neighborhoods with older, smaller buildings often seem more vibrant than those with larger, newer ones? Historic preservationists have long argued that older structures play a crucial role in contributing to the livability of cities and the health of local economies.

<http://urbanland.uli.org/planning-design/variety-building-size-age-yields-vibrancy/>

#223

From: "Tabili, Laura - (tabili)" <tabili@email.arizona.edu>
To: "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>
Date: 9/23/2014 10:05 PM
Subject: FW: Rincon Heights Resolution on Broadway Project
Attachments: RHNA Positon on Broadway Widening.pdf; RHNA Positon on Broadway Widening.doc

To the Broadway Citizens Task Force:

The attached resolution was passed unanimously by the Rincon Heights Neighborhood Association in the meeting of September 16. The text is also pasted in below for those who have difficulty accessing attachments.

Laura Tabili

Rincon Heights Neighborhood Position
For Citizens Task Force on Broadway Project

passed unanimously in RHNA meeting 16 September 2014

This resolution seeks to reaffirm our resolution of September 21, 2010. It is intended to give support and guidance to our Rincon Heights Neighborhood Association President, who is a member of the Citizens Task Force that is examining and weighing in to the Mayor and City Council on plans for Broadway widening.

This resolution affirms the 2010 Rincon Heights Neighborhood Association position that the Broadway street improvement project should be completed within the current street width, with some small exceptions at intersections or for strategic bus pullouts. We oppose widening Broadway to 3 lanes in each direction.

This resolution affirms that we, The Rincon Heights Neighborhood Association, do not want and do not support the current plan. As stewards of our neighborhood, central Tucson, and of the larger Tucson metropolitan area, we believe that the proposed design is not congruent with our vision of the future for Tucson and is indeed counterproductive to the vitality of central Tucson and its businesses.

We urge the Mayor and City Council to reject the current design that would destroy large numbers of current businesses.

Input Has Been Requested

The Citizen Task Force process began in June 2012 to gather input from stakeholders. The stakeholders have expressed themselves in four stakeholder meetings attended by hundreds of people from within and outside the study area. The consensus of these citizens is that any design improvements must fit inside the current street width and must preserve the existing historic and architecturally significant structures along Broadway.

RHNA's position is consistent with extensive public comments on the project at meetings designed for public input. Opposition to the widening plan is also the position of the Sam Hughes Neighborhood Association. The city of Tucson has asked for our input on the current plan that specifies significant widening and destruction of properties on both sides of Broadway from Country Club to Euclid.

This resolution affirms that we do not want and do not support the current plan.

Reason for This Position

Here is why the current plan for widening Broadway to 3 lanes in each direction should be opposed:

1. Evidence is Lacking for the Need to Widen Broadway

Current growth projections indicate that past traffic estimates were overstated. Data the Citizens Task Force has received indicates that traffic counts inside the project area have decreased by over 15% since 2010. Our youngest generations are driving even less. The significantly increased traffic on Broadway projected for 2040 (the justification for the project) must now be viewed skeptically. If the serious traffic problem meant to be solved by this widening does not exist, then why do it? We need evidence-based decision making.

2. Traffic Flow Can be Significantly Improved Within the Current Broadway Street Footprint

This can be done by improvements at intersections, traffic signal synchronization, and improved sidewalks. Minimal widening at intersections or for strategically placed bus pullouts may be useful and is worth considering, as long as most of the current footprint is preserved.

2. Public Input is Not Reflected in the Current Design Options

Well-attended public meetings have consistently reflected the desire of stakeholders for improvements in the narrowest footprint possible, preserving historic buildings and current locally owned businesses. This input has been ignored in the current design plans.

3. The Project Does Not Enjoy Wide Support and There Was No Voter "Mandate"

The Broadway project (project #17) was not the only item on the 2006 ballot measure. Although the measure passed, not every voter wanted every project, nor was there an opportunity to prioritize projects. It was all or nothing. The public meetings indicate that there is little support for a wider Broadway today. There is also little evidence of support in 2005 when the project was placed on the RTA ballot and indeed there was significant opposition to this particular project at that time.

4. There is a Significant Risk to Historic Buildings

Historic buildings represent the unique history and character of our neighborhood and region and should be preserved. Even if the Citizens Task Force recommends a future city policy to require preservation of facades of historic buildings that would be acquired and resold, we have little confidence, based on past practice, that the City of Tucson and RTA will follow through if such a policy would make property harder to sell or result in lower selling prices. Insensitive projects in West University Neighborhood have raised concerns that development incompatible with neighborhood stability and owner-occupancy would be permitted on Broadway if historic buildings are lost.

There is also the real possibility of the loss of historic designation for surrounding neighborhoods if sufficient numbers of contributing or contributing-eligible historic buildings are lost.

5. The Sense of Place of Broadway as a Destination is at Risk

Stakeholders and the Citizens Task Force have received no assurances and no concrete plans have been presented to retain or increase the type of small locally owned businesses that exist currently. These businesses provide human scale services, entertainment, and dining. Zoning has already been granted to allow Brake Masters to replace residences with a large new shop on the northeast corner of Broadway and Campbell. More disturbing is the nature of the new developments on the south side of Broadway with new chain stores such as Sonic, Family Dollar, and Office Max. These are not the type of businesses that attract cyclists, pedestrians, or transit riders to the area, nor do they enrich neighborhoods. The unique nature of the Broadway corridor is at risk.

Without a sense of place, there will be no pedestrians, and cyclists or transit riders will merely "pass through". At best, Broadway could become a throughway with beautiful bike facilities and sidewalks that no one uses.

6. The Area's Economic Vitality is at Risk

We fear losing many of the small, locally owned businesses that currently thrive in this area. These businesses will do even better when uncertainty about the Broadway Project is alleviated and vacant

buildings are sold and restored.

No good examples have been provided to stakeholders of the kinds of development that could occur in shallow remnant lots that would result from the current design options. Speedway has been suggested as an example of how a wider Broadway could look! However, very few pedestrians and cyclists use Speedway; it lacks the vibrancy and unique character of the "Sunshine Mile." Overwhelming evidence suggests that widening roads is counterproductive to economic growth and neighborhood development, in the short-term, and in the long-term.

7. Transit

While we would welcome transit improvements, they must not damage the historic built environment or existing businesses, which support transit viability.

8. Other Issues

There are many other issues that are not adequately considered in the current design plan. These include the effects on walkability, mass transit usage, pedestrian safety, and the effect on two large senior citizen communities within the project area, to name a few.

Rincon Heights Neighborhood Position For Citizens Task Force on Broadway Project

passed unanimously in RHNA meeting 16 September 2014

This resolution seeks to reaffirm our resolution of September 21, 2010. It is intended to give support and guidance to our Rincon Heights Neighborhood Association President, who is a member of the Citizens Task Force that is examining and weighing in to the Mayor and City Council on plans for Broadway widening.

This resolution affirms the 2010 Rincon Heights Neighborhood Association position that the Broadway street improvement project should be completed within the current street width, with some small exceptions at intersections or for strategic bus pullouts. We oppose widening Broadway to 3 lanes in each direction.

This resolution affirms that we, The Rincon Heights Neighborhood Association, do not want and do not support the current plan. As stewards of our neighborhood, central Tucson, and of the larger Tucson metropolitan area, we believe that the proposed design is not congruent with our vision of the future for Tucson and is indeed counterproductive to the vitality of central Tucson and its businesses.

We urge the Mayor and City Council to reject the current design that would destroy large numbers of current businesses.

Input Has Been Requested

The Citizen Task Force process began in June 2012 to gather input from stakeholders. The stakeholders have expressed themselves in four stakeholder meetings attended by hundreds of people from within and outside the study area. The consensus of these citizens is that any design improvements must fit inside the current street width and must preserve the existing historic and architecturally significant structures along Broadway.

RHNA's position is consistent with extensive public comments on the project at meetings designed for public input. Opposition to the widening plan is also the position of the Sam Hughes Neighborhood Association. The city of Tucson has asked for our input on the current plan that specifies significant widening and destruction of properties on both sides of Broadway from Country Club to Euclid.

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2. Traffic Flow Can be Significantly Improved Within the Current Broadway Street Footprint

This can be done by improvements at intersections, traffic signal synchronization, and improved sidewalks. Minimal widening at intersections or for strategically placed bus pullouts may be useful and is worth considering, as long as most of the current footprint is preserved.

2. Public Input is Not Reflected in the Current Design Options

Well-attended public meetings have consistently reflected the desire of stakeholders for improvements in the narrowest footprint possible, preserving historic buildings and current locally owned businesses. This input has been ignored in the current design plans.

3. The Project Does Not Enjoy Wide Support and There Was No Voter “Mandate”

The Broadway project (project #17) was not the only item on the 2006 ballot measure. Although the measure passed, not every voter wanted every project, nor was there an opportunity to prioritize projects. It was all or nothing. The public meetings indicate that there is little support for a wider Broadway today. There is also little evidence of support in 2005 when the project was placed on the RTA ballot and indeed there was significant opposition to this particular project at that time.

4. There is a Significant Risk to Historic Buildings

Historic buildings represent the unique history and character of our neighborhood and region and should be preserved. Even if the Citizens Task Force recommends a future city policy to require preservation of facades of historic buildings that would be acquired and resold, we have little confidence, based on past practice, that the City of Tucson and RTA will follow through if such a policy would make property harder to sell or result in lower selling prices. Insensitive projects in West University Neighborhood have raised concerns that development incompatible with neighborhood stability and owner-occupancy would be permitted on Broadway if historic buildings are lost.

There is also the real possibility of the loss of historic designation for surrounding neighborhoods if sufficient numbers of contributing or contributing-eligible historic buildings are lost.

5. The Sense of Place of Broadway as a Destination is at Risk

Stakeholders and the Citizens Task Force have received no assurances and no concrete plans have been presented to retain or increase the type of small locally owned businesses that exist currently. These businesses provide human scale services, entertainment, and dining. Zoning has already been granted to allow Brake Masters to replace residences with a large new shop on

the northeast corner of Broadway and Campbell. More disturbing is the nature of the new developments on the south side of Broadway with new chain stores such as Sonic, Family Dollar, and Office Max. These are not the type of businesses that attract cyclists, pedestrians, or transit riders to the area, nor do they enrich neighborhoods. The unique nature of the Broadway corridor is at risk.

Without a sense of place, there will be no pedestrians, and cyclists or transit riders will merely “pass through”. At best, Broadway could become a throughway with beautiful bike facilities and sidewalks that no one uses.

6. The Area’s Economic Vitality is at Risk

We fear losing many of the small, locally owned businesses that currently thrive in this area. These businesses will do even better when uncertainty about the Broadway Project is alleviated and vacant buildings are sold and restored.

No good examples have been provided to stakeholders of the kinds of development that could occur in shallow remnant lots that would result from the current design options. Speedway has been suggested as an example of how a wider Broadway could look! However, very few pedestrians and cyclists use Speedway; it lacks the vibrancy and unique character of the “Sunshine Mile.” Overwhelming evidence suggests that widening roads is counterproductive to economic growth and neighborhood development, in the short-term, and in the long-term.

7. Transit

While we would welcome transit improvements, they must not damage the historic built environment or existing businesses, which support transit viability.

8. Other Issues

There are many other issues that are not adequately considered in the current design plan. These include the effects on walkability, mass transit usage, pedestrian safety, and the effect on two large senior citizen communities within the project area, to name a few.

#222

Broadway - Re: Fwd: Statement from PANA

From: Broadway
To: Molly Moore
Date: 9/22/2014 11:15 AM
Subject: Re: Fwd: Statement from PANA

Ms. Moore,

Thank you for sending this in. I will include it in the Public Input Report that will be distributed to the Citizens Task Force in advance of their next meeting on Oct. 23.

~Jenn

>>> On 9/19/2014 at 6:46 PM, Molly Moore <mmoore3571@gmail.com> wrote:

Attached is the statement from Pie Allen Neighborhood Assoc. regarding the proposed design for the widening of Broadway, Euclid to Country Club.

September 19, 2014

To Broadway Citizen Task Force,

The Pie Allen Neighborhood Association opposes the current design proposal for the widening of Broadway Blvd. from Euclid to Country Club.

We support a new design that keeps the roadway as narrow as possible, preserves the historic and architecturally significant built environment, meets the present and future need for public transit and pedestrian traffic, and maintains small business viability.

This stretch of Broadway Blvd. should remain a destination location not a drive-thru, don't stop location. The planning goal of the past put cars first. The proposed design shaves off 80 sec. to cross town drive time, but at what cost? Recognizing that the transportation needs of all of the Tucson area have changed since the original planning, we must have a new design with foresight for the present and future that respects the wishes of the local residents. Transit use has gone up. Car registration has declined although the population has increased. People are driving fewer miles and young people are driving even less. At this point the further widening of Broadway is a solution in search of a problem.

Tucson has an ill considered history of demolition in the name of "progress" which created a dead zone downtown. With the new found appreciation of our built environment, we now are experiencing a booming, vibrant downtown. The foresight and leadership of historic neighborhoods associations like ours greatly contributed to this turn around. We urge you not to throw away this opportunity to expand this revitalization to the Euclid to County Club Broadway corridor

Sincerely,

S/s Pat Homan, President of the Pie Allen Neighborhood Association

#221

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I Look Forward To the original Design plan implemented. It considers
 All of our Urban transportation needs, and future needs, as
 Tucson is a fast growing city and has been for decades.
 It is a civic embarrassment that the lack of sidewalks was
 wheelchairs in the roadway bike lane - also noted by visitors
 to our city. Thank you

Name

Bill Richards

Address

127 S. Cherry Ave

E-mail

William.Richards@Pearson.com
 Major cross-streets near your home or business Broadway & Campbell

This is a project of the Regional Transportation Authority. The voter-approved \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway

#220

Broadway - Re: Broadway Blvd. Project

From: Jennifer Burdick
To: Michael Ash
Date: 9/9/2014 5:54 PM
Subject: Re: Broadway Blvd. Project
CC: Broadway

Mike -
Thank you for checking in.

Next meeting of the Task Force is October 23.

I will be taking the initial recommendations from the Task Force that they made in August to the Mayor and Council either Sept. 23 or Oct. 7.

The 118' concept is the one that a majority of the Task Force supported.

Maps are available on the front page of the web site: www.tucsonaz.gov/broadway

I need to emphasize that the maps are still conceptual and may change as we do more design work. But it generally reflects the direction the Task Force is ready to head towards, and we are seeking approval from the Mayor and Council for funding to get into more refined design.

Please let me know if you have more questions.

~Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094
Web: <www.tucsonaz.gov/broadway>

>>> On 9/9/2014 at 4:19 PM, Michael Ash <mash@paulashmgt.com> wrote:

Hi Jennifer,

I was unable to attend the last meeting on 8/7. I was hoping you could send me any new maps or materials that were distributed so that I can review with our partners. Also, is there a date set for the next meeting?

Many thanks,

Mike Ash

Designated Broker
Paul Ash Management Company, LLC
3499 N. Campbell Ave. Suite 907
Tucson, AZ 85719
520 795 2100 x.103 - Direct
520 795 9849 - Fax
Mash@paulashmgt.com

#219

Broadway - Re: example (for the ctf)- protected bike lanes

From: Jennifer Burdick
To: camille kershner; Mary Durham-Pflibsen
Date: 9/9/2014 11:02 AM
Subject: Re: example (for the ctf)- protected bike lanes
CC: Broadway

That is a great article, Camille - thank you for sending it in! I have been attending some webinars that Ann Chanecka has been arranging to help educate project managers about 'best practices' related to protected bike lanes. More and more materials are emerging to provide guidance to cities like ours that are ready to implement.

I am hopeful, particularly as we get into more detailed design, that we will see the same kind of surprising improvements in mobility once we get everything constructed.

~Jenn

>>> On 9/9/2014 at 12:28 AM, camille kershner <camillekershner@hotmail.com> wrote:

mitigation by design :]

<http://grist.org/cities/when-adding-bike-lanes-actually-reduces-traffic-delays/>

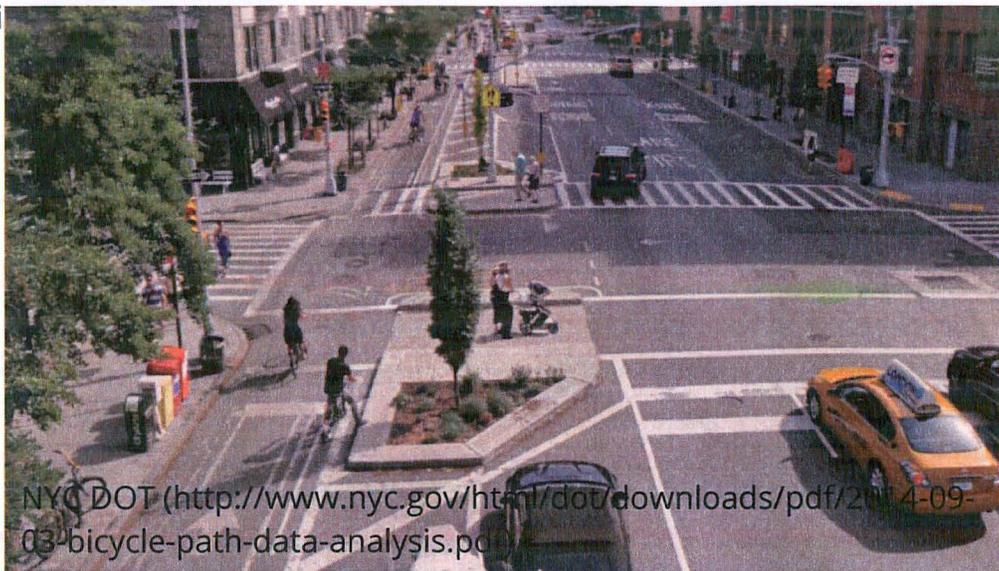
~camille kershner
(520) 241-8932
camillekershner@hotmail.com

_____ "be the change you wish to see in the world..." -Gandhi

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NYC DOT (<http://www.nyc.gov/html/dot/downloads/pdf/2014-09-03-bicycle-path-data-analysis.pdf>)

When adding bike lanes actually reduces traffic delays

By Eric Jaffe (<http://grist.org/author/eric-jaffe/>)

Cross-posted from CityLab (<http://www.citylab.com/cityfixer/2014/09/when-adding-bike-lanes-actually-reduces-traffic-delays/379623/>)

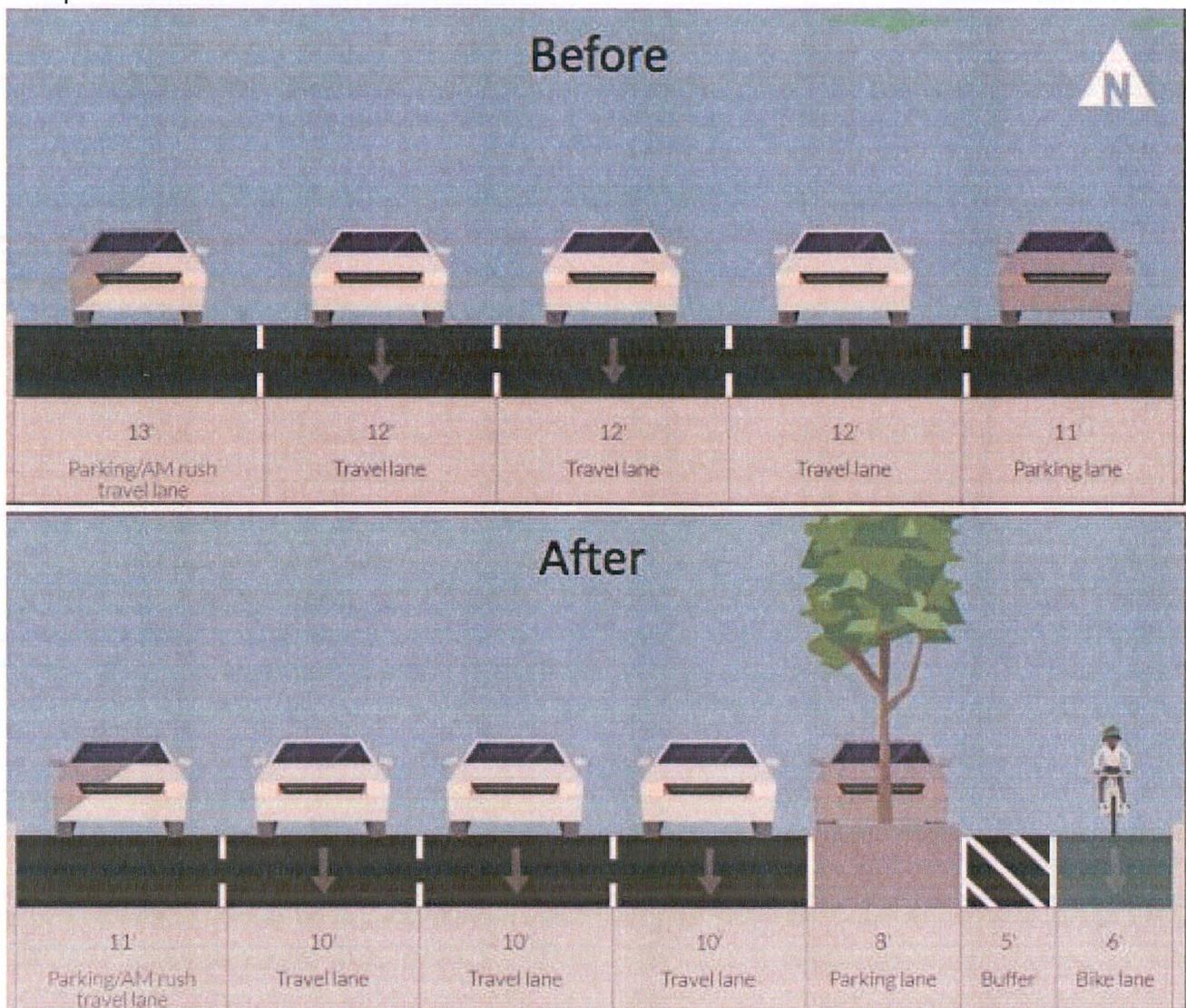
7 Sep 2014 7:34 AM

x

A big reason for opposition to bike lanes is that, according to the rules of traffic engineering, they lead to car congestion. The metric determining this outcome (known as “level of service”) is quite complicated, but its underlying logic is simple: less road space for automobiles means more delay at intersections. Progressive cities have pushed back against this conventional belief — California, in particular, has led the charge (<http://www.citylab.com/commute/2014/07/transit-projects-are-about-to-get-much-much-easier-in-california/374049/>) against level of service (http://switchboard.nrdc.org/blogs/aeaken/how_three_little_letters_can_m.html) — but it remains an obstacle to bike lanes (and multi-modal streets more broadly) across the country.

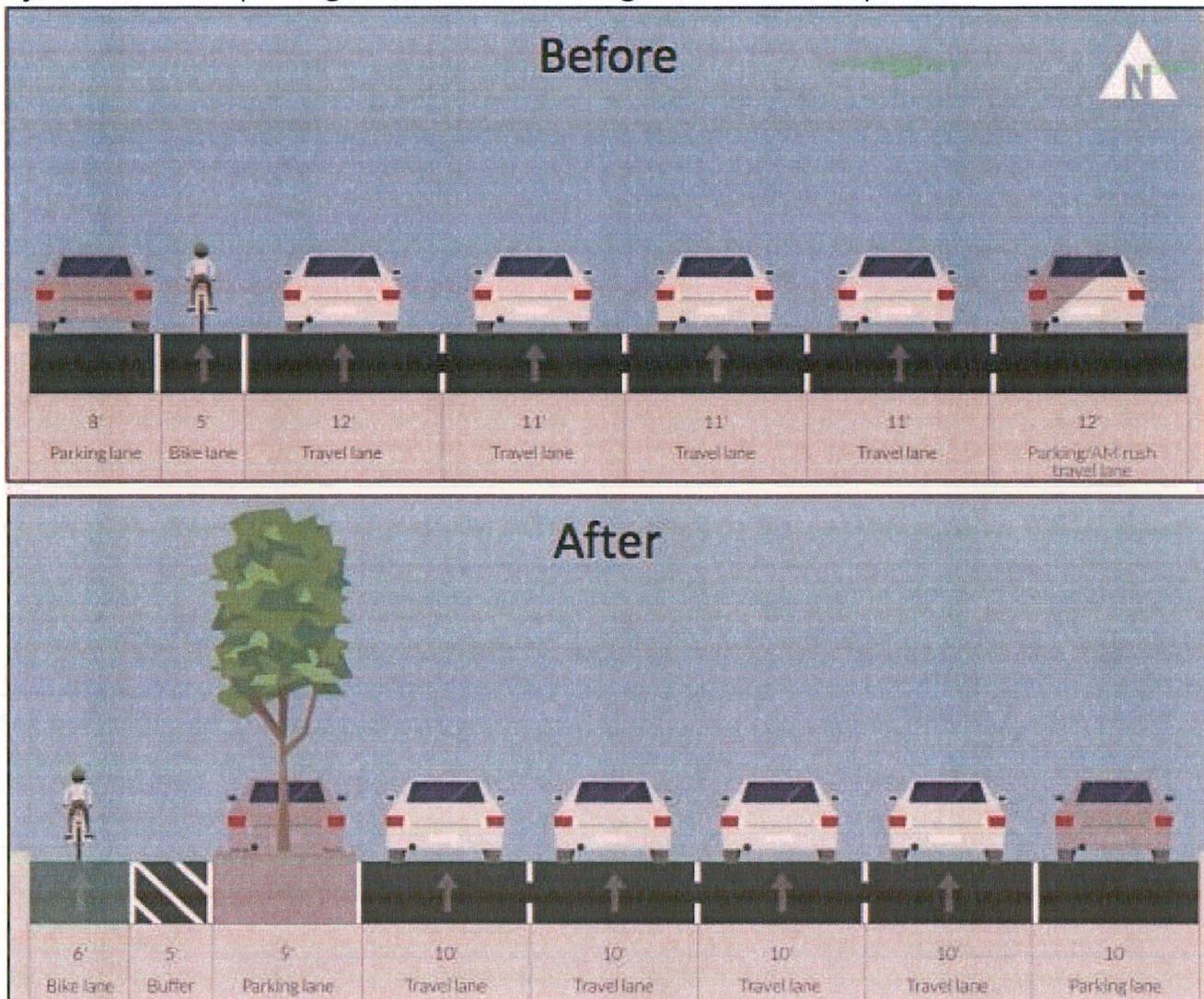
But the general wisdom doesn't tell the whole story here. On the contrary, smart street design can eliminate many of the traffic problems anticipated by alternative mode elements like bike lanes. A new report (<http://www.nyc.gov/html/dot/downloads/pdf/2014-09-03-bicycle-path-data-analysis.pdf>) on protected bike lanes released by the New York City Department of Transportation offers a great example of how rider safety can be increased even while car speed is maintained.

To see what we mean, let's take a look at the bike lanes installed on Columbus Avenue from 96th to 77th streets in 2010-2011. As the diagram below shows, the avenue originally had five lanes — three for traffic, one for parking, and one parking-morning rush hybrid. By narrowing the lane widths, the city was able to maintain all five lanes while still squeezing in a protected bike lane and a buffer area.



NYC DOT

Rather than increase delay for cars, the protected bike lanes on Columbus actually *improved* travel times in the corridor. According to city figures, the average car took about four-and-a-half minutes to go from 96th to 77th before the bike lanes were installed, and three minutes afterward — a 35 percent decrease in travel time. This was true even as total vehicle volume on the road remained pretty consistent. In simpler terms, everybody wins. Over on Eighth Avenue, where bike lanes were installed in 2008 and 2009, the street configuration was slightly different but the traffic outcome was the same. Originally, the avenue carried four travel lanes, one parking lane, one parking-rush hybrid, and an unprotected bike lane. Again, by narrowing the lanes, all five were preserved (though the hybrid became a parking lane) even as riders gained additional protection.

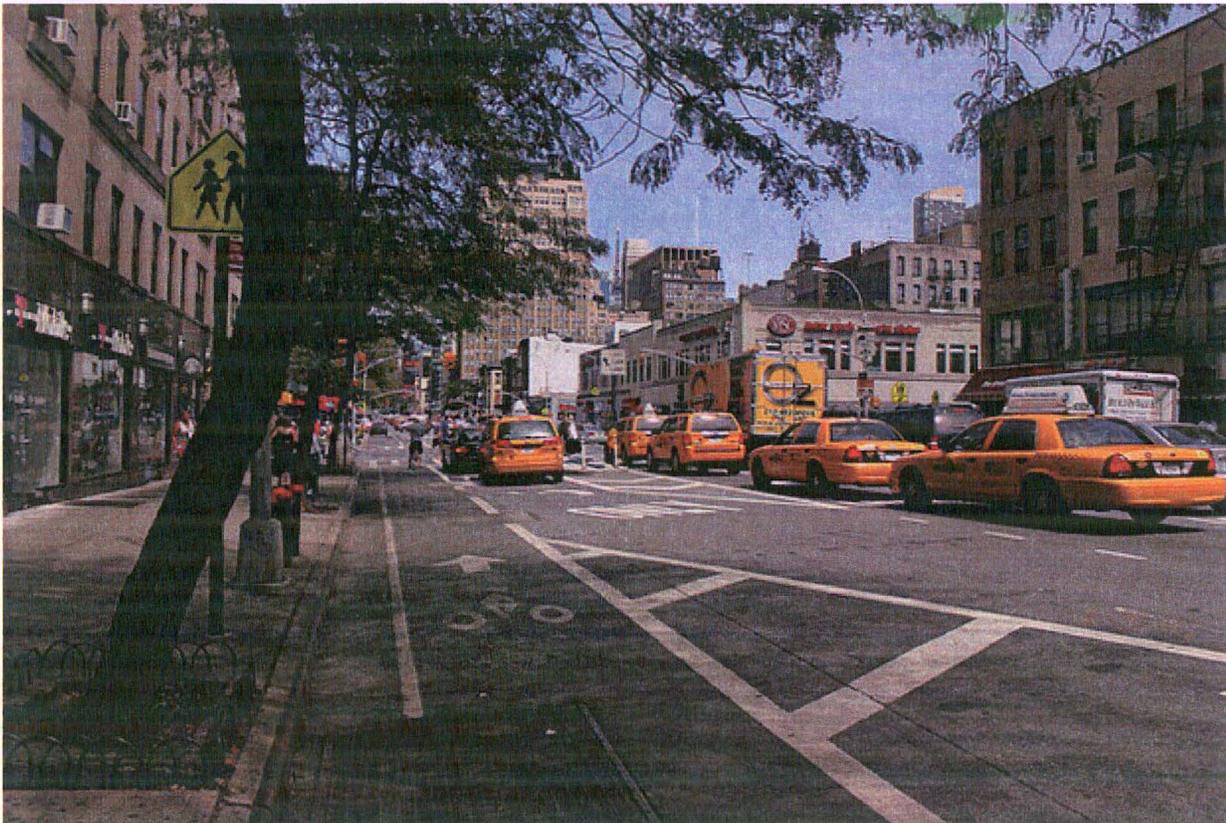


NYC DOT

After the changes, traffic continued to flow. DOT figures show a 14 percent overall decline in daytime travel times in the corridor from 23rd to 34th streets once the protected bike lanes were installed. That quicker ride was consistent throughout the day: Travel time

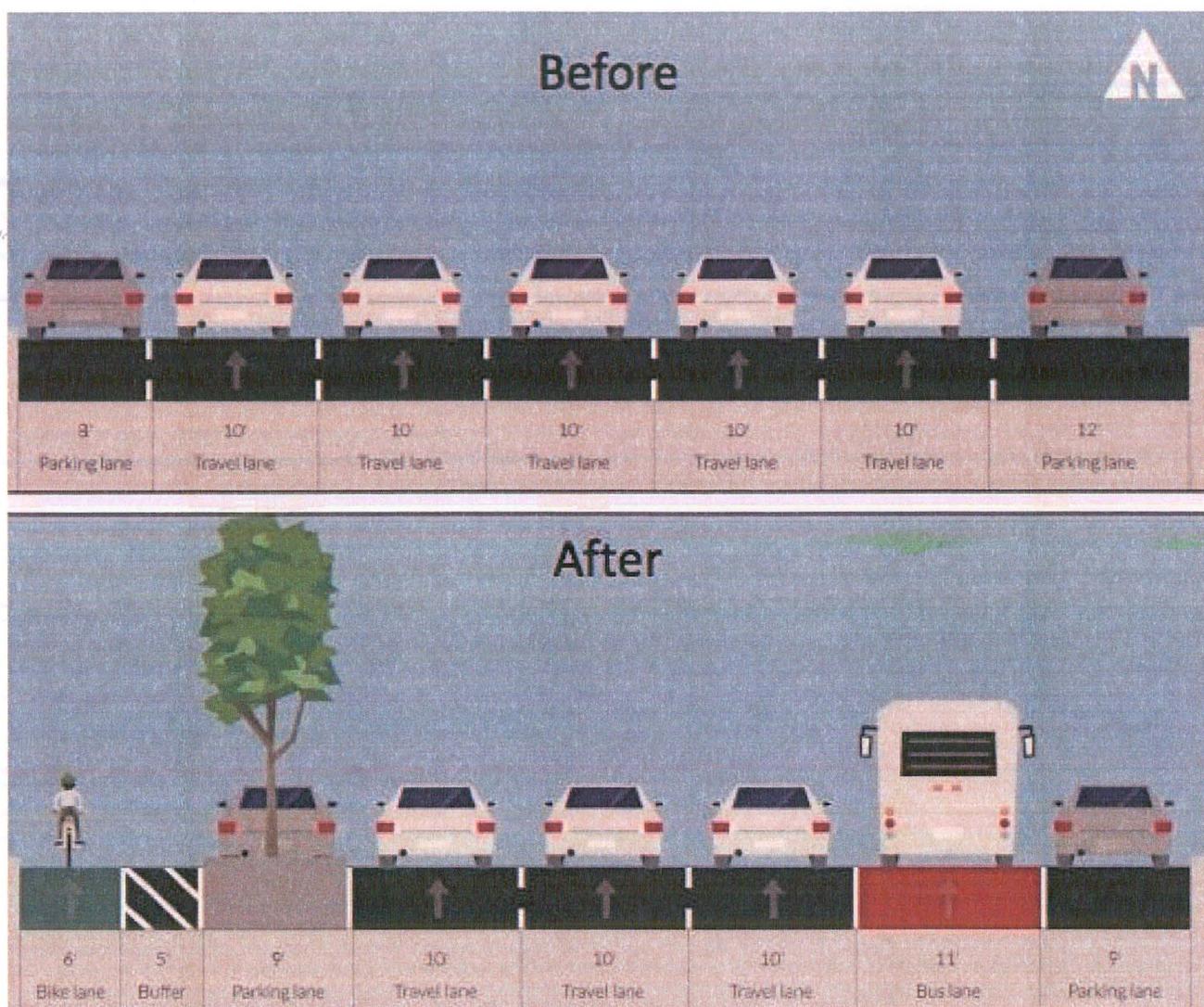
decreased during morning peak (13 percent), midday (21 percent), and evening peak (13 percent) alike. To repeat: A street that became safer for bikes remained just as swift for cars.

So what happened here to overcome the traditional idea that bike lanes lead to car delay? No doubt many factors were involved, but a DOT spokesperson tells *CityLab* that the steady traffic flow was largely the result of adding left-turn pockets. In the old street configurations, cars turned left from a general traffic lane; in the new one, they merged into a left-turn slot beside the protected bike lane (below, an example from 8th and 23rd). This design has two key advantages: First, traffic doesn't have to slow down until the left turn is complete, and second, drivers have an easier time seeing bike riders coming up beside them.



thisisboss (<https://www.flickr.com/photos/thisisbossi/4950700494>)

For good measure, let's also look at mobility on First Avenue, where protected bike lanes were added up to 34th Street in 2010. The design of First Avenue was dramatically altered. What was previously five travel lanes and two parking lanes for cars became three travel lanes, two parking lanes, a bus lane, and a protected bike lane — a significantly more balanced travel network.



NYC DOT

Despite all the changes, travel speeds remained just about the same as they had been before. Average daytime taxi speeds dropped maybe one mile per hour after the reconfiguration, according to DOT figures. But that minuscule delay was likely countered by an overall rise in mobility: Bicycle volume increased 160 percent, for instance, in addition to whatever transit gains the bus enhancement provided.

So we see an example, in the busiest city in America, of smart street design improving travel for everyone. That's not to suggest you can jam unlimited new modes onto a given street and still have everything move well. But it does show that just because a city values travel alternatives over car-centric engineering doesn't mean that city's traffic has to come to a halt.



(<http://climatedesk.org/>) *This story*

(<http://www.citylab.com/cityfixer/2014/09/when-adding-bike-lanes-actually-reduces-traffic-delays/379623/>) was produced by The Atlantic's CityLab (<http://www.theatlanticcities.com/>) as part of the Climate Desk (<http://climatedesk.org/>) collaboration.

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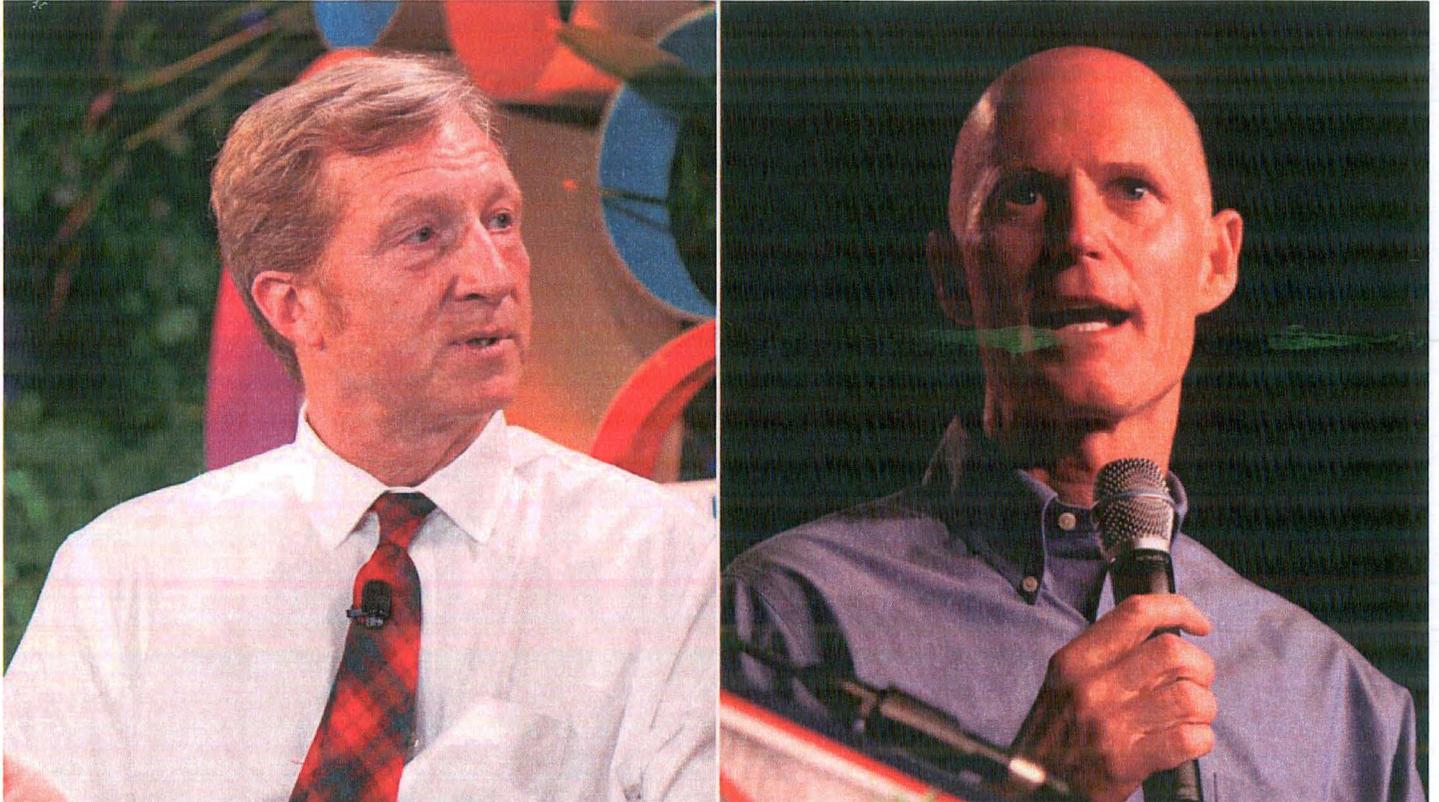
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as my comments can only be introduced in a call to audience, i would appreciate if this more detailed explanation can be included in the public record should anyone wish to give these points further consideration. thank you.

There are actually 5 p's important to an overall discussion of parking: **priority, preference, population, people, and pets.** How is *design priority* given to a particular *population* of the community? By providing a mode of transit that is *preferred by* those individuals because it acknowledges their essential or unique service needs while providing equally convenient store-front access to the general public. [the question is not one of choosing between an "alternate" vs. what then becomes the "default" or conventional modality.]

If a business's clientele *prefers* to shop elsewhere when general parking becomes less convenient, I would have to wonder how that customer loyalty has been otherwise maintained in the first place. As a *personal example*, I more often go to the *Tucson Tamale at Broadway/Tucson* than the new *Sabino Canyon location* that is actually about 10 miles closer to my house- and it's not because of their respective parking lots, but the traffic- and also that from downtown, it increases my travel time and adds several miles to the trip home. If I could also get there without having to navigate that narrow, sloped, streetfront parking lot in the process, I would eat there even more often.

Imagine that your primary mode of transportation is not your own two feet, but rather, a loaded shopping cart, which is basically what being assistive device-dependent is like. That *holds true regardless of why or for how long that is your state of being-* whether you are wheelchair-bound, use a walker, or even a stroller/baby carriage. Then ask yourself which portion of any journey is the most difficult and time-consuming, particularly for the mobility-challenged. As a caregiver, I can assure you that it is the getting in and out of the vehicle, and any young family will concur. Which type of transit best serves those individuals, while remaining equally convenient for the rest of the population- squeezing the equipment into a passenger car, navigating the bus ramp/lift, or simply rolling onto and off of a streetcar with a smooth, safe sidewalk path to follow?

Now imagine that you are a pet owner going to the groomer or veterinarian (both of which are next-door to the same Tucson Tamale.) Which do you think is the most dangerous part of *that* journey? Again, getting in and out of the vehicle, and as a vet tech, I can *also* tell you that there is a reason why most clinics sell cardboard carriers at the front desk- it is because people do actually bring their animals in without any type of restraint. (I believe Sun Tran does allow pets that can be carried by the owner, held in their arms or in a carrier- though their Ride Guide only specifically addresses service animals.) Where would you want a frightened animal heading [or small child, for that matter] were they to jump out of a parked car, their owner/parent's arms, or running out the door as someone else came in juggling their own similarly loaded cargo of potentially unruly pet or child? Straight down that slope into traffic? Would it not make sense to take advantage of the opportunity to create a "new and [truly] improved," more secluded and safe shared parking concept for those clients that, for whatever reason, have to drive? This is an ideal time to rethink the overall alignment in a way that could provide a primarily back-or-side sort of connected parking arrangement that would still allow the other patrons and

businesses to take advantage of the roll-on/roll-off convenience afforded by street-level mass transit.

I would also like to mention that it might also be helpful [and never too late] to think in terms of how other communities might describe ours, and I think this provides an excellent example of a concept that "could be" -in a general sense of the aspects that were focused on by the stakeholder concerns expressed through their CTF representatives... (and yes, I have shopped there, without having to drive- this is an accurate depiction, and many people have posted their own videos to youtube!)

<http://www.yelp.com.au/biz/murray-street-mall-perth>

Question: What are Opportunity Costs?

Answer: Unlike most costs discussed in economics, an opportunity cost is not always a number. The opportunity cost of any action is simply the next best alternative to that action - or put more simply, "What you would have done if you didn't make the choice that you did".

<http://economics.about.com/od/opportunitycosts/f/opportunitycost.htm>

-finally- there are many similarities to the current situation at hand...

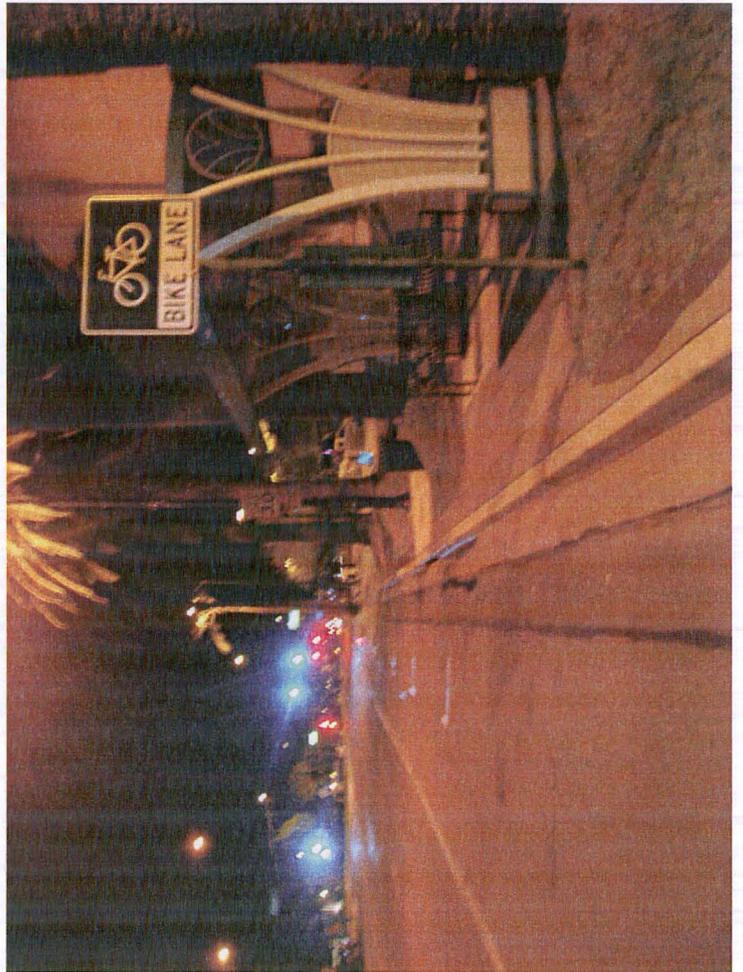
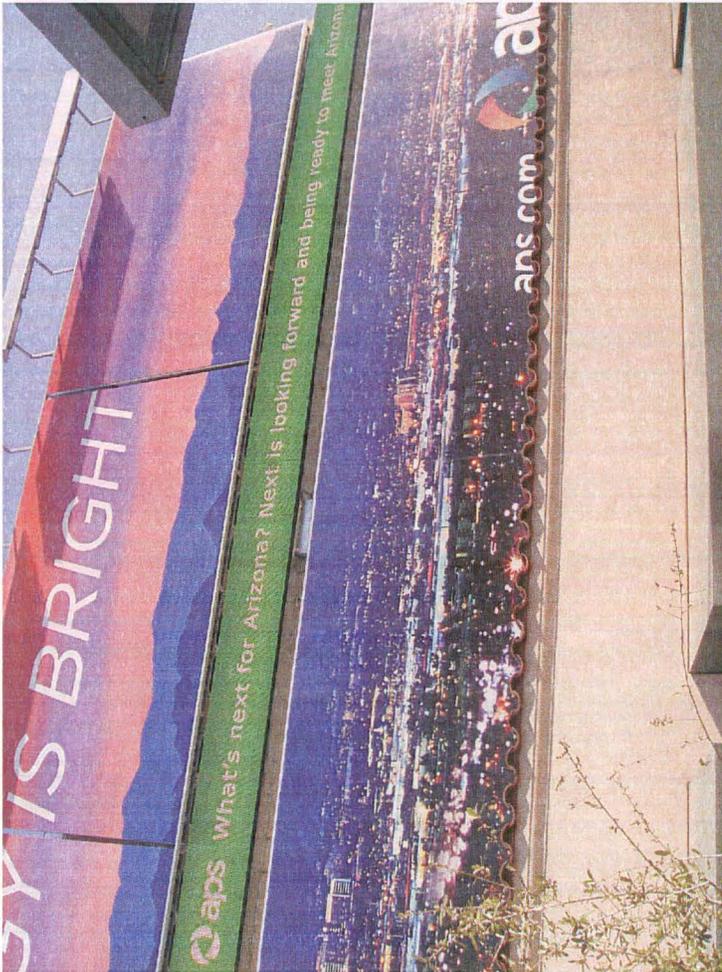
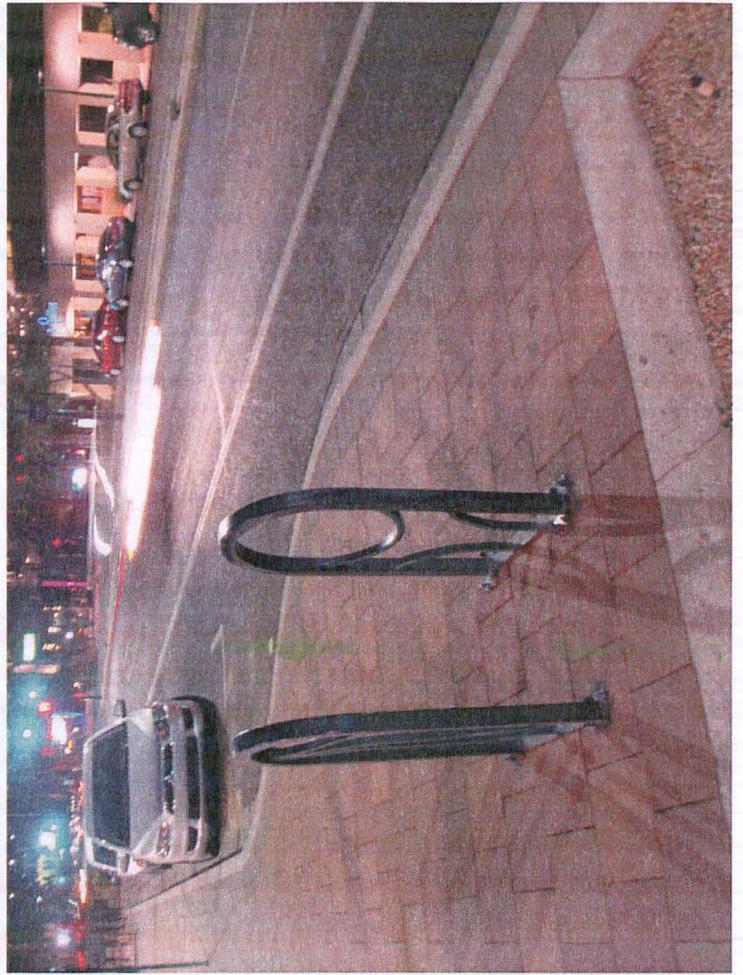
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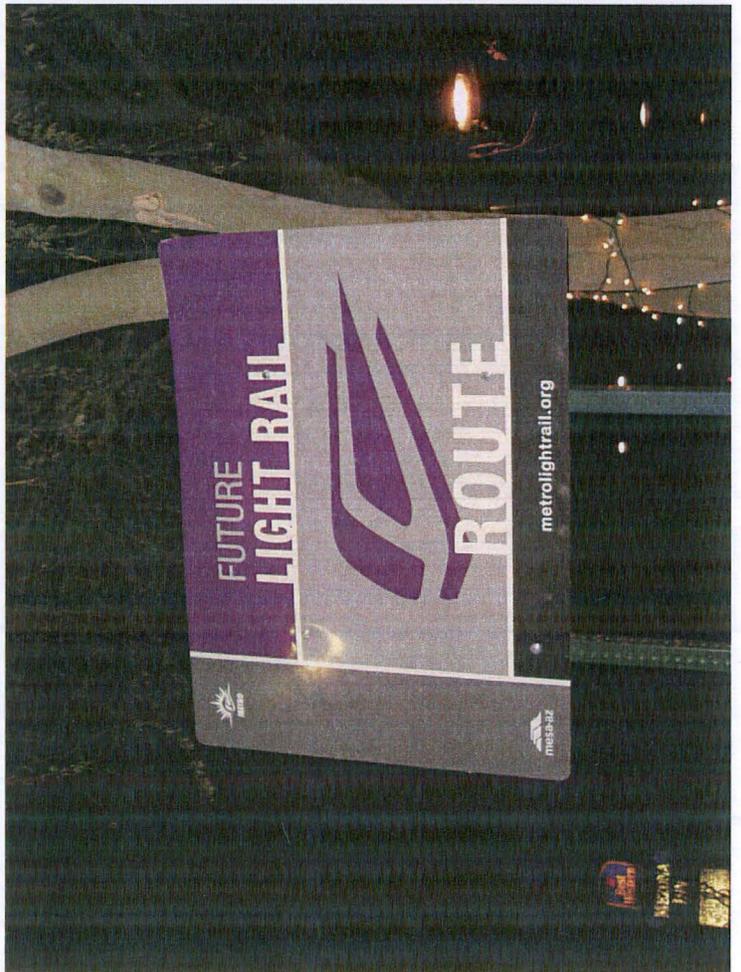
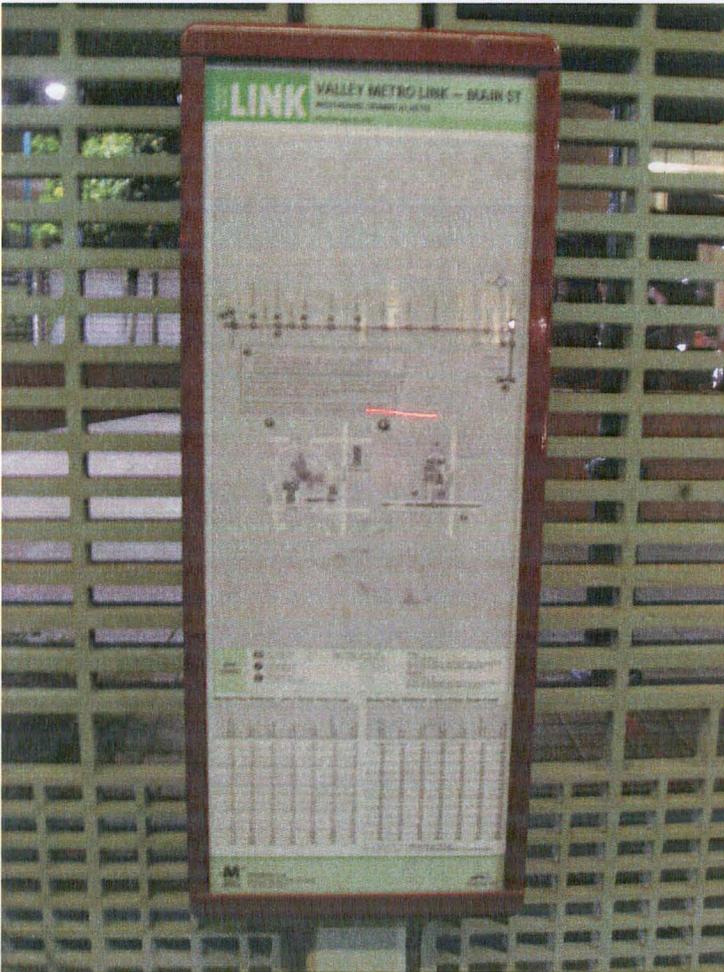
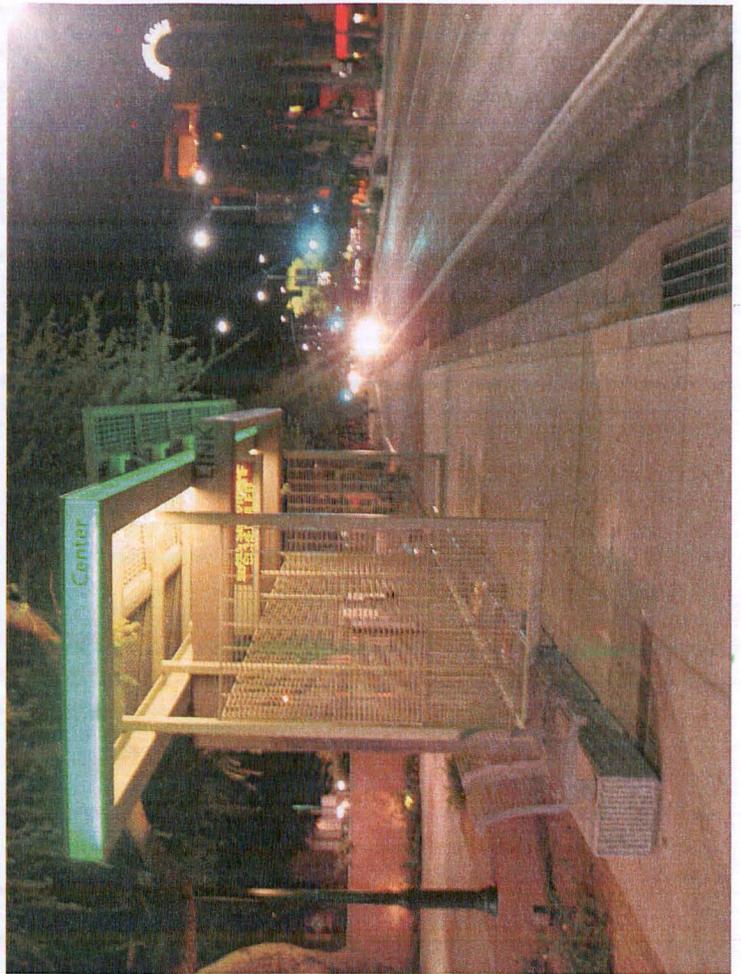
~camille kershner, BS- environmental science, CVT

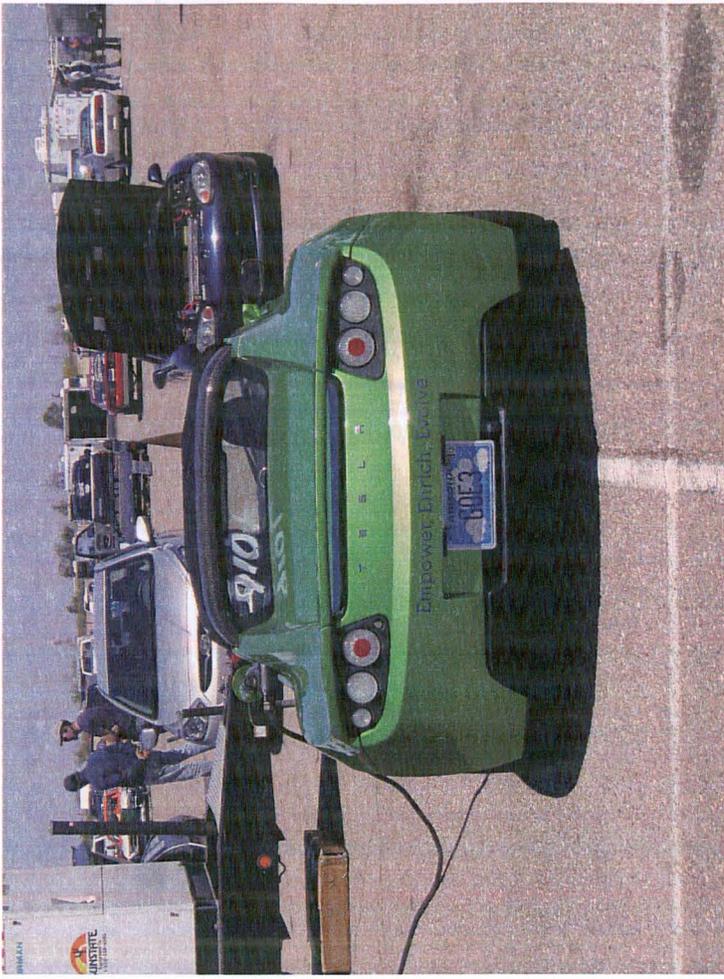
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camillekershner@hotmail.com

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#217

Broadway - "big picture" overview for the Broadway corridor (and future such projects)

From: camille kershner <camillekershner@hotmail.com>
To: "Jonathan.Rothschild@tucsonaz.gov" <jonathan.rothschild@tucsonaz.gov>, "mayor1@tucsonaz.gov" <mayor1@tucsonaz.gov>, "Regina.Romero@tucsonaz.gov" <regina.romero@tucsonaz.gov>, "ward1@tucsonaz.gov" <ward1@tucsonaz.gov>, "Paul.Cunningham@tucsonaz.gov" <paul.cunningham@tucsonaz.gov>, "ward2@tucsonaz.gov" <ward2@tucsonaz.gov>, "Karin.Uhlich@tucsonaz.gov" <karin.uhlich@tucsonaz.gov>, "ward3@tucsonaz.gov" <ward3@tucsonaz.gov>, "Shirley.Scott@tucsonaz.gov" <shirley.scott@tucsonaz.gov>, "ward4@tucsonaz.gov" <ward4@tucsonaz.gov>, "Richard.Fimbres@tucsonaz.gov" <richard.fimbres@tucsonaz.gov>, "ward5@tucsonaz.gov" <ward5@tucsonaz.gov>, "Steve.Kozachik@tucsonaz.gov" <steve.kozachik@tucsonaz.gov>, ward <6@tucsonaz.gov>, "Broadway@tucsonaz.gov" <broadway@tucsonaz.gov>, "cob_mail@pima.gov" <cob_mail@pima.gov>
Date: 8/31/2014 1:43 PM
Subject: "big picture" overview for the Broadway corridor (and future such projects)
Attachments: whole foods bike5.JPG; whole foods bike2.JPG; e3 level 3 charger3.JPG; sata context map.pdf; plan tucson map 2013.pdf; sata map.JPG; bikeway2.JPG; bike_bus lane only.JPG; bike routeish.JPG; chase field.JPG; crossover1.JPG; crossover2.JPG; sycamore station.JPG; sycamore station3.JPG; end of the line 1.JPG; end of the line1.JPG; next station.JPG; kl monorail.JPG; boarding platform.JPG; freo station.JPG

(please also sent this message to each member of the Board, thank you.) <cob_mail@pima.gov>
 below are my public comments from this past week's Broadway corridor CTF meetings. i will send a follow-up email with my call-to-audience comments, as well as notes (including a full transcription of the Q/A) from jarrett walker's presentation as some work better with printed format than audio.
 i would also ask you to consider what kind of community we *don't* want to be and why (there *is* an ideal job for me in my field, but it is *only* available in phoenix- i prefer to live here, in tucson.) it may also be helpful to think as to how other communities might describe ours... (i *have* lived elsewhere, without needing a car- these are accurate depictions, with youtube offering many real-life views of all the places mentioned.)
<http://www.yelp.com.au/biz/murray-street-mall-perth>
www.discoveraustralia.com.au/western_australia/perth_shopping.html

From: camillekershner@hotmail.com
To: jennifer.burdick@tucsonaz.gov; marypflib@hotmail.com
Subject: a "big picture" overview for the ctf
Date: Sat, 30 Aug 2014 00:47:31 -0700

-to assist in visualizing how this "sunshine mile" piece fits into the "greater tucson" puzzle, i think it would be helpful to have the attached drawn-in information (sometimes colored sharpies and a highlighter is enough!) along with the major just off-page areas of el con mall and hi corbett/reid/randolph complex, depicted somehow on that "project area" map- the large, single sheet- outlined and in color, with the surroundings greyed out, that's been on the back tables. especially now that the ctf has a clearer idea of the tools that they would like to use to achieve their vision, these outside elements will become important considerations in how (the details of when/where) that happens. and again, looking to the houghton road project for how the east-of-country-club portion of Broadway will be reacting to the west-of-euclid part also can be examined through

the example of grant/oracle.

-i do think the ctf has selected their toolbox in a way that will allow their goals to be reached. but it appears that language/terminology and perhaps, lack of direct experience, are acting as somewhat of a barrier to full understanding of what those tools actually are- so i am sharing a few visual aids, photos of mine. as several people noted last night, it's so difficult because we care enough to take the time to do it right- and for me, the hardest part is over; it seems that you've been focusing on identifying the needs of your stakeholders starting by looking through the lens of worst-case scenarios. now with a filled toolbox in hand, you can begin looking through that filter offered by your working title to determine how each tool can be used to best support your shared goals and mitigate the various concerns. someone commented on the differences in character between the east and west sides of the roadway from campbell, which is a good thing to keep in mind, and now that i have a better mental picture of what downtown links will be- not so much a giant overpass across town, but more like north euclid- it makes maintaining their connectivity to each other *and* downtown that much more important; ask anyone who's had to transfer between sun tran's #7 and #15. jenn is there to help you all figure out the land-use types of issues, phil to explain the more technical aspects- please use them as resources to find workable solutions, that is their job, and yours!

(location of these pictures- you don't have to print them all, sharing via email to interested parties is fine as long as they are properly attributed) * = *outside of tucson*: speedway/country club- whole foods, back of bookman's sports exchange, 4th ave- across the street from the co-op, *somewhere in north phoenix*- i haven't yet looked to see where the bikeway goes but it appears to be just an extra-wide bike lane, *boulder*- the little red sign is a bus stop- and they are currently expanding service from denver, and- next to exo coffee. *the next few*- the light rail station outside chase stadium, passing a park-n-ride, couldn't really see when/how we got from the outside to inside of the roadway [and i think that mileage sign might be for the metrolink operators, not sure about regular vehicle traffic], disembarking at the sycamore station, currently under construction, *monorail in KL*- their train station is huge and multilevel, *last few- perth* boarding platform- of course, the busier ones are larger and enclosed and their rail is on its own entirely dedicated *right-of-way* so doesn't share the roadway at all, fremantle train station- a long, enclosed physical building and the boarding platform is like a back porch)

-i would encourage everyone to head up to the phx metrolink and try it for yourself, bring a friend and make a day of it- i think it takes about 2 hours for a full round trip! the sunshine mile really *is* the gateway to downtown, i'm so glad you're on your way to successfully *becoming* that gateway. thank you!

-if all you have is a box of nails, everything looks like a hammer- <http://cdn.themetapicture.com/media/funny-Calvin-and-Hobbes-comic-nails-table.jpg>

-but when you have a screwdriver [and the right type of screws], several of those loadbearing nails can then be replaced in a more deliberate manner, leaving the rest merely decoration... <http://media-cache-ec0.pinimg.com/originals/6d/7f/21/6d7f21fc551d941282838a0b16ff3b36.jpg>

(and this is what i dealt with during my commute to sahuarita/green valley last year:)

Houghton Road Corridor project updates:

The Broadway: Camino Seco to Houghton project has been moved up on the RTA schedule. We will send out a request for qualifications in September of this year. We should have the design starting the first of 2015, and anticipate construction starting in the summer of 2016.

Houghton Road: Broadway Intersection Improvements

Contract start date: November 4, 2013

Total contract days: 351 calendar days

Time expired; 296

Rain days: 7
Time remaining: 62 days
Scheduled completion date: October 28, 2014

However, we are still comfortable that we are going to come in ahead of the contract schedule, and provide the following update:

Driveway closures: We are working on the southeast corner of the intersection, and this means some driveways to the Safeway shopping center will be temporarily closed. Access to all businesses will be maintained. Please help their businesses by continuing to patronize them. We appreciate everyone's cooperation and patience.

Paving: The rains have been nice for the desert, but not so kind to our construction progress.

We are adding some additional runoff/erosion protections to make sure we leave a project that works for you through the monsoons in the years to come. We noticed a few things that didn't look like they were working as well as we wanted, so we are improving them. We have had to let some areas that will get covered with asphalt dry out, and have modified our schedule accordingly:

Southeast Houghton lanes: Paving on September 2 and 3 (Tuesday and Wednesday of next week).
Southwest Broadway: Roadway grading is ongoing until complete.

September 22 or 23 we will bring in the rest of the regular asphalt and the rubberized asphalt. The asphalt plants are very busy and we got this scheduled as quickly as we could. This is planned to be completed by the first of October.

October 2 and 3 (at night) we plan to place the temporary striping, and after that the roadway will be fully up and operational. Note: 30 days after this, and at night, the final thermoplastic (reflective) striping will be added. The asphalt has to set up for 30 days before we can add the final striping.

We will not bring in the rubberized asphalt for Houghton south of Broadway for final paving until we complete the next project down to 22nd. It will look much better if we do it this way. If we bring it in now and then add to it later, it will look like patchwork, and we want our new project to look the best it can right from the start.

Houghton Road: Broadway Intersection Park & Ride

The contractor is ready to start work on this project, but they are still negotiating for a staging area for trailers and equipment. Everyone in the area is driving a hard bargain. If anyone has any property they would like the contractor to consider as a staging area, please let us know.

The work on this will start next week, September 2, despite the challenges.

It is estimated that this project will take four months to complete, and should be complete by December of this year. Specifically, we anticipate it will take two months to complete the paving for the parking, roadway, and bus drop-off/pickup areas, and two months to wait for the arrival and installation of the bus drivers' building.

Houghton Road: Broadway Boulevard to 22nd Street

The Broadway to 22nd segment utility relocation is in progress, and full construction has been delayed to allow for utility relocations and right of way acquisitions. We hope to have this under way in October. This should be an 18-month construction process.

Team Fischel is relocating for Southwest Gas, and is now about 80% complete.

Tucson Electric Power and TriCon are relocating for TEP overhead, and Diversified will be performing the underground work. They are 100% complete on their transmission line relocations, 80% complete on the distribution lines, and 25% complete with their underground work. Some of the delay on this is access to properties where right of way is being negotiated.

Kleven is relocating for CenturyLink. They are 100% complete on placing conduit and pulling cable, and 85% complete with splicing.

Time Warner has completed their work in this area.

All barricading for utility relocations has been coordinated with our contractor, Borderland Construction, to keep traffic moving smoothly and with the least amount of confusion possible. We have asked utilities to be diligent with their dust control, and keeping their sites clean. We have also asked them to be respectful of private property, even in areas where the utilities have easements with the homeowners.

The artists for this project have been selected, and the scope of work is being finalized. We are also working on the schedule, and once the artist has some concept drawings, we will set up a meeting with the CDRC committees, and then follow that with an Open House for everyone. When the artist is ready to start construction we will have them attend the CDRC meetings again to make sure everything is as expected.

Houghton Road: Irvington to Valencia

Schedule: We completed the punch list items, and appreciate all the phone calls helping us get all the final details added to the list.

Since our last update, we have experienced more monsoon events. We are happy to have these, as they show us where we need to add some additional erosion protections. You may have noticed that some of the path is washing out, and we have some undesirable ponding and silting. We have retained the contractor to make corrections in these areas, and those should all be in place by the end of next week.

We are also going to add some additional landscaping in a few areas that are still a bit sparse. This work will be ongoing and done through the landscape establishment period (two years) to make sure this area develops as our landscape architects envisioned.

Houghton Road: Bridge over the Union Pacific Railroad and UPRR Bridge to Interstate 10

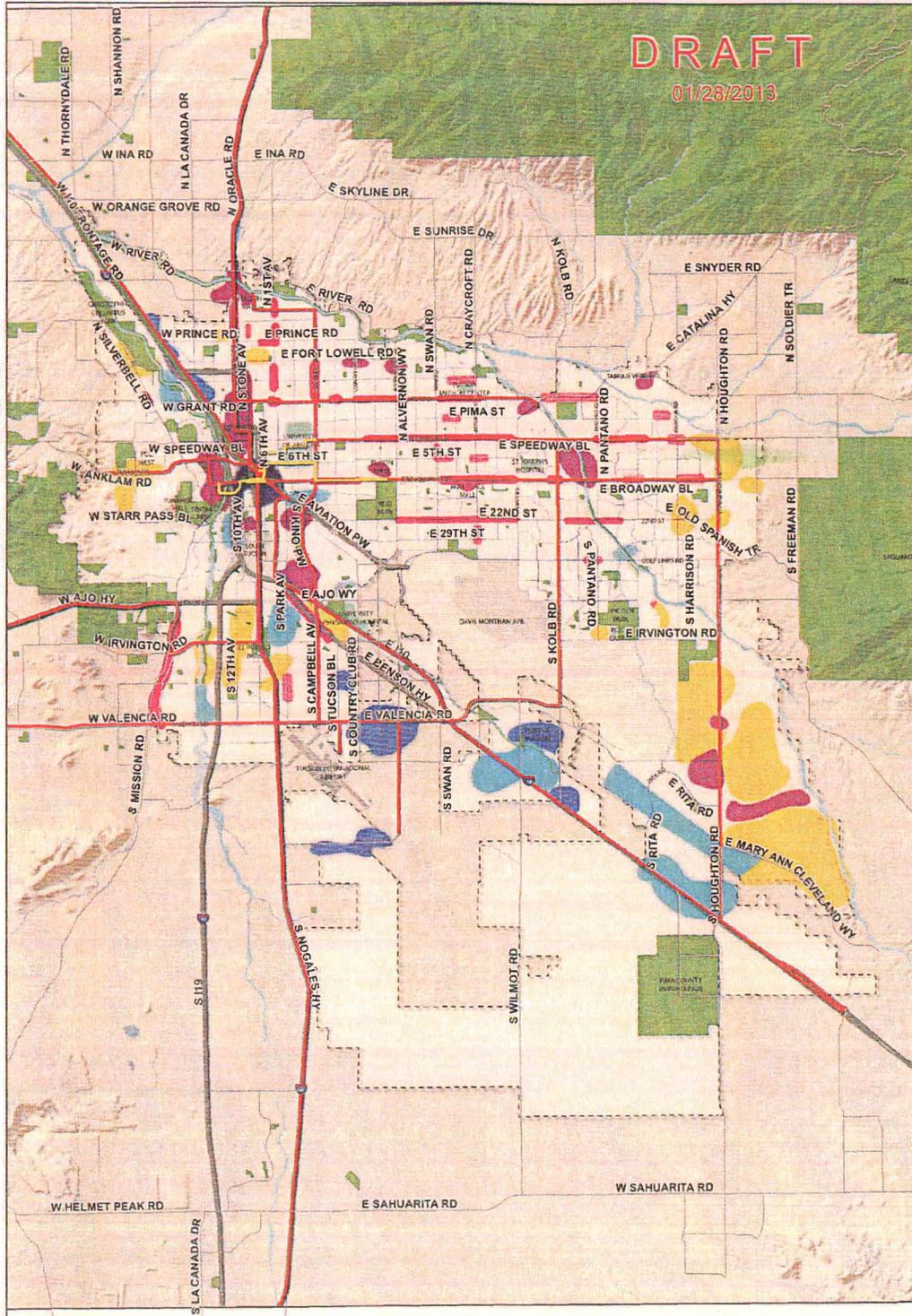
Schedule: Construction on these projects is still anticipated to begin sometime in mid-2015.

Houghton Road: Future projects

Plan Tucson Opportunity Areas

DRAFT

01/28/2013



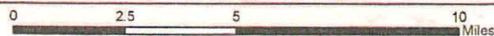
Opportunity Areas:

- Downtown
- Mixed-Use Centers
- Business Centers
- Industrial Areas
- Mixed-Use Corridors
- Neighborhood Centers
- Campus Areas
- Complete Neighborhoods

- Areas of Stability
- Parks/Open Space
- City of Tucson Boundary
- Major Highways
- Major Roads

From 2040 Regional Transportation Plan:

- Planned Bus Routes (BRT, Express and Circulator)
- Planned Streetcar
- Planned Commuter/Intercity Rail



This Concept Map is for illustrative purposes only and identifies areas of opportunity. It does not constitute zoning regulations, establish zoning district boundaries, or indicate official city policy relating to specific sites. The categories and colors must be interpreted based on the policies contained in Plan Tucson.

Sunrise ON LINK

7.25.2014



ADOT RAIL PASSENGER SKY RAIL TO TIA BOB

GRADLE RD

ADOT RAIL PASSENGER SKY RAIL TO TIA BOB

GRADLE RD

GRADLE RD

GRADLE RD

GRADLE RD

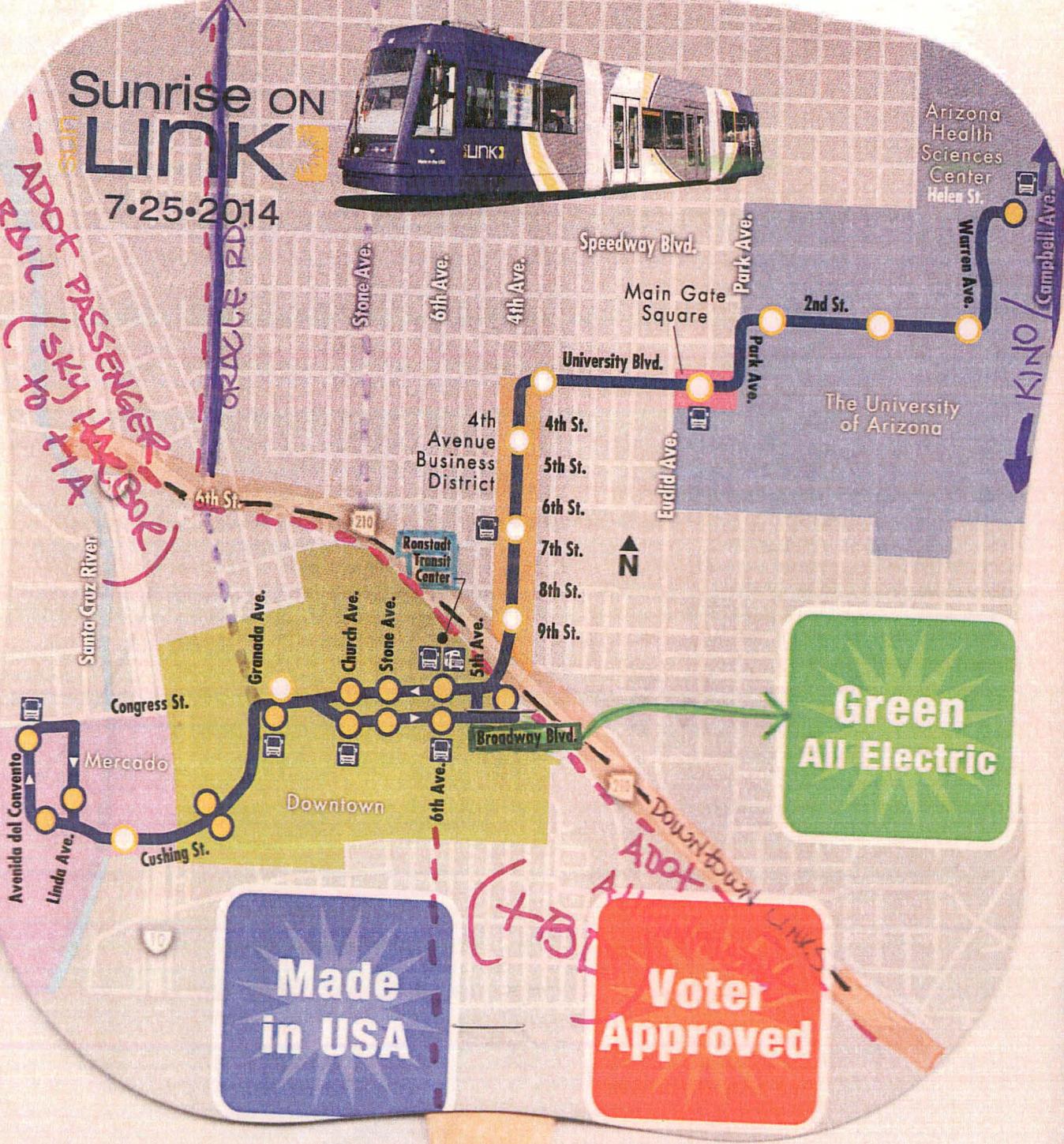
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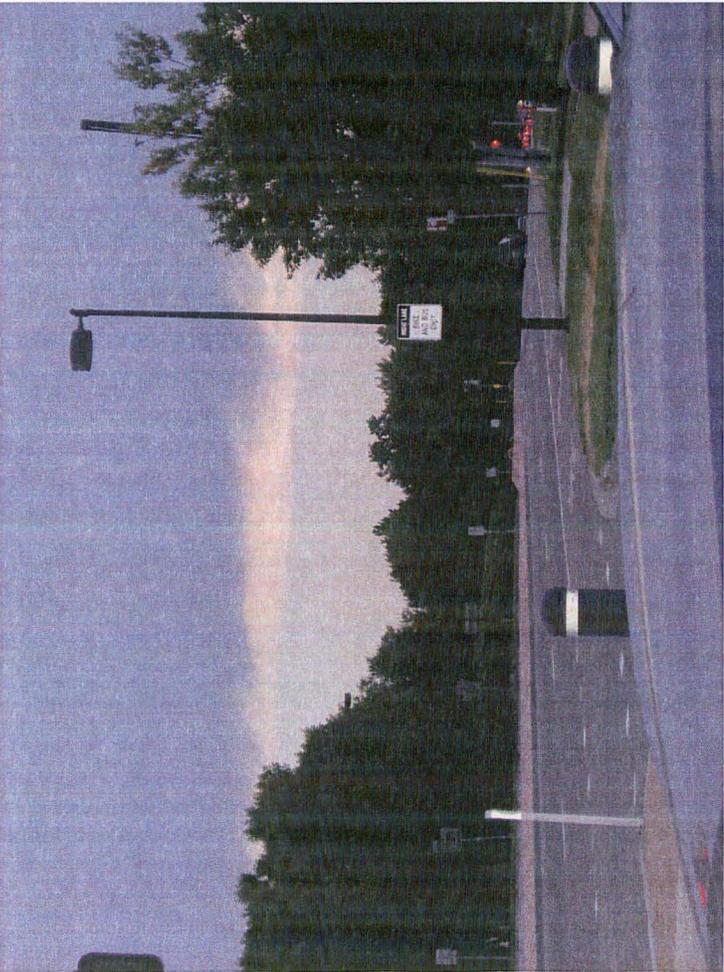
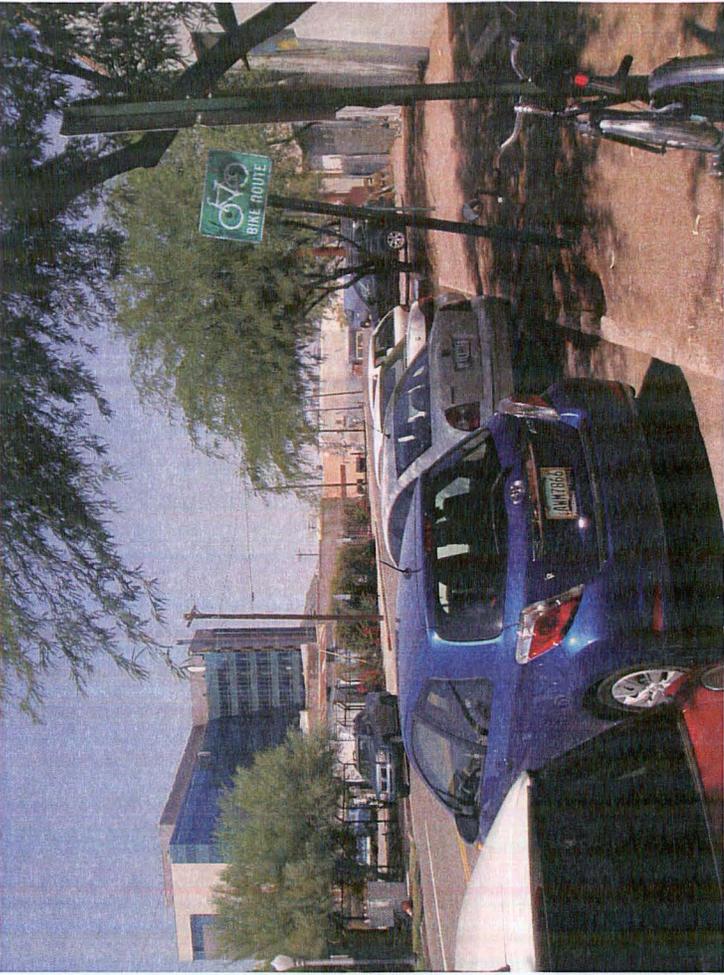
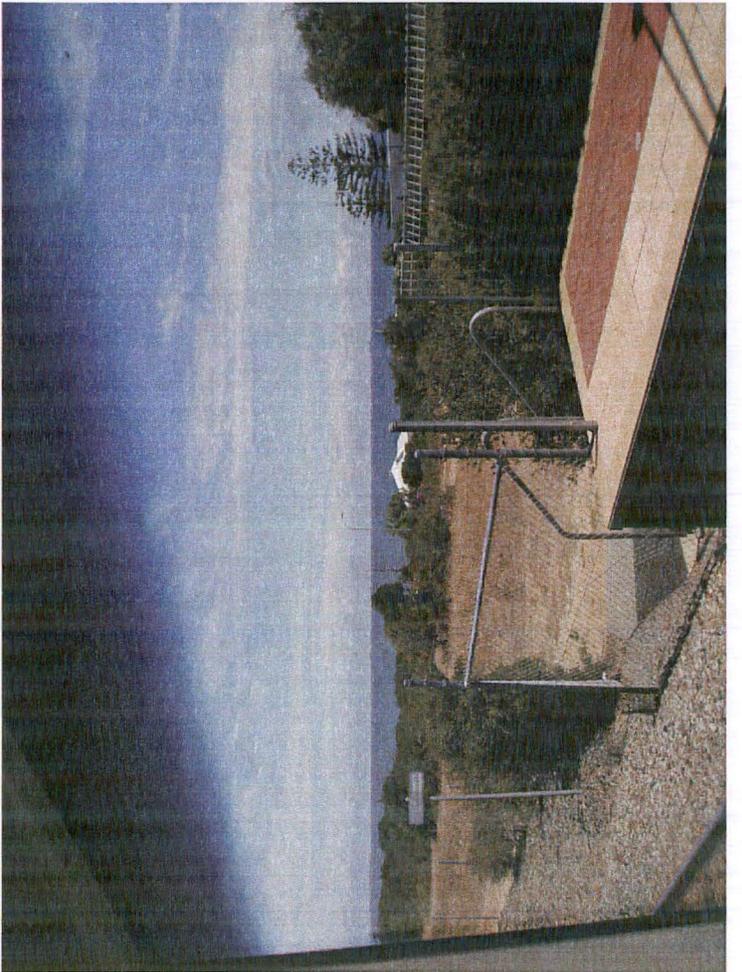
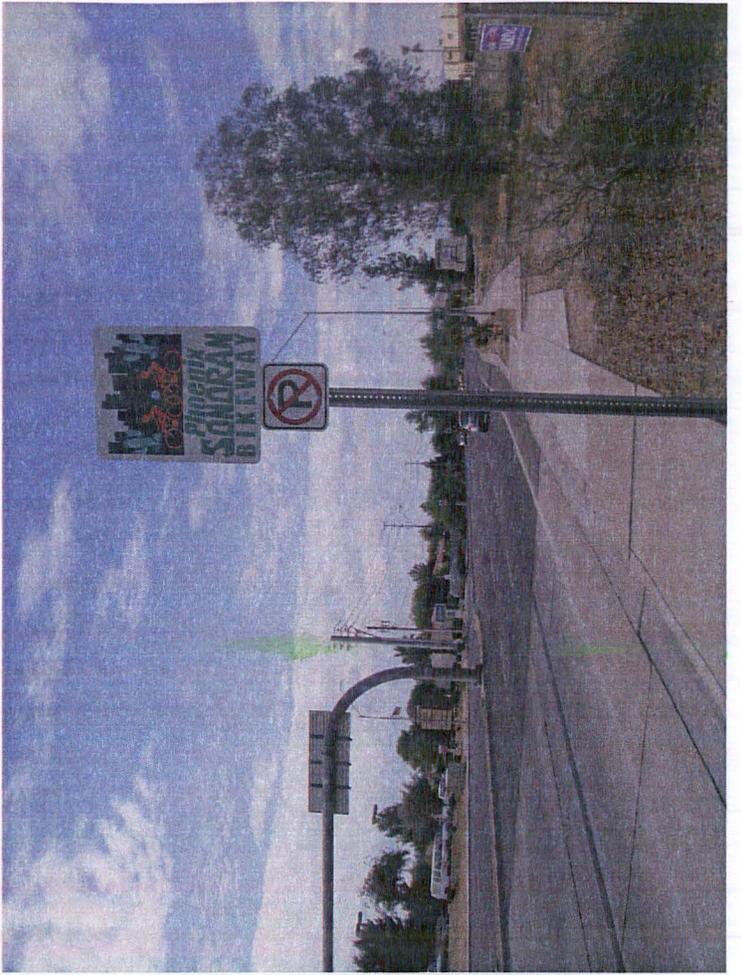
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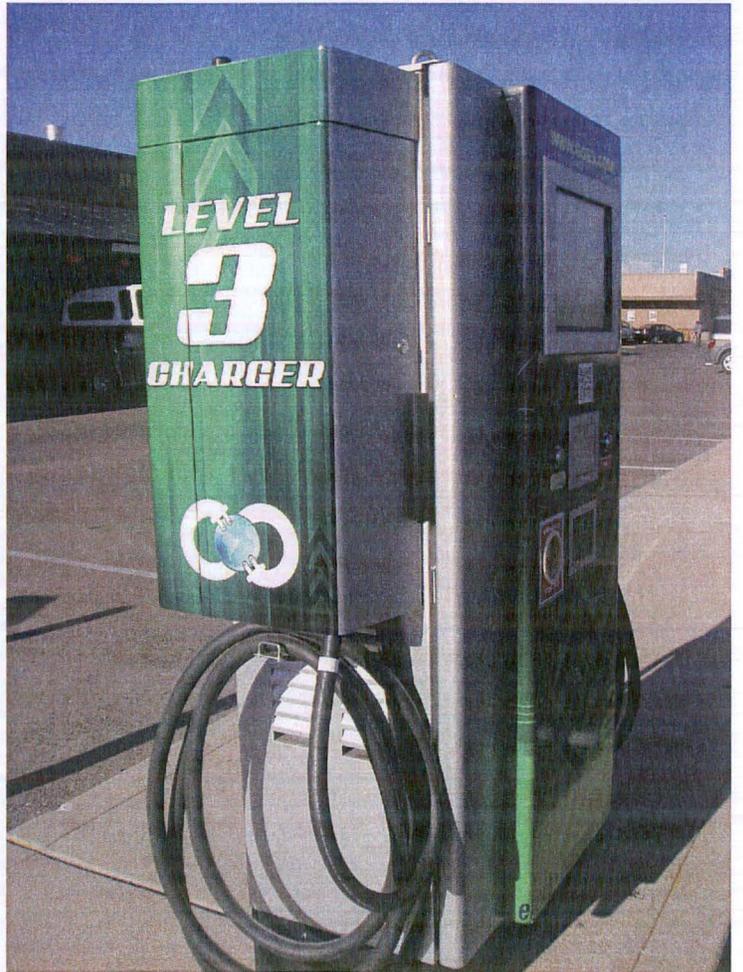
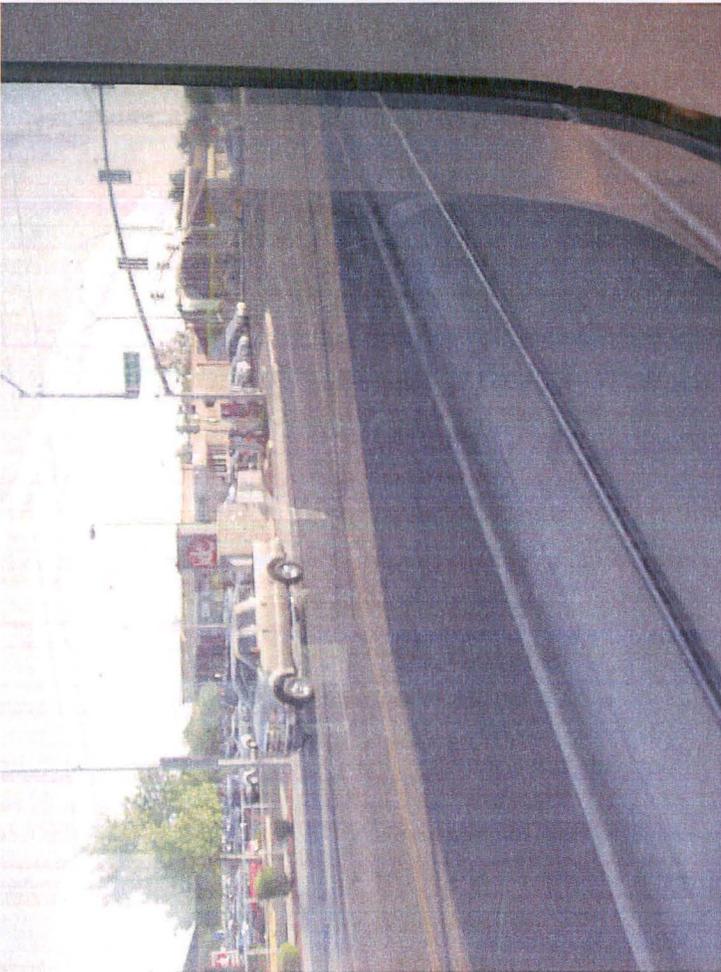
Made in USA

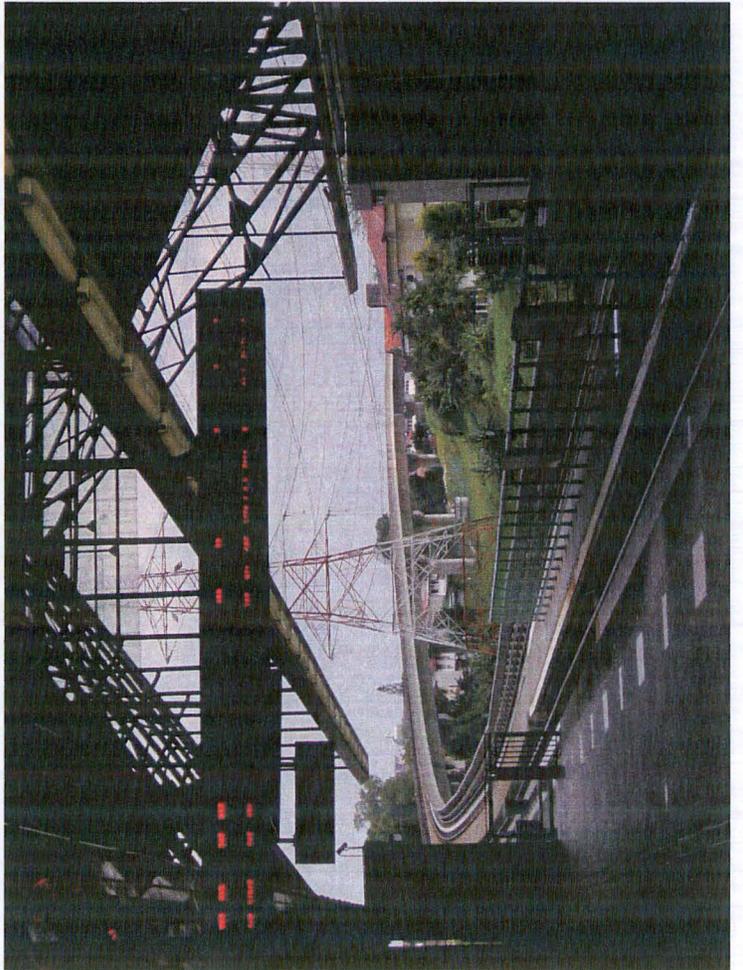
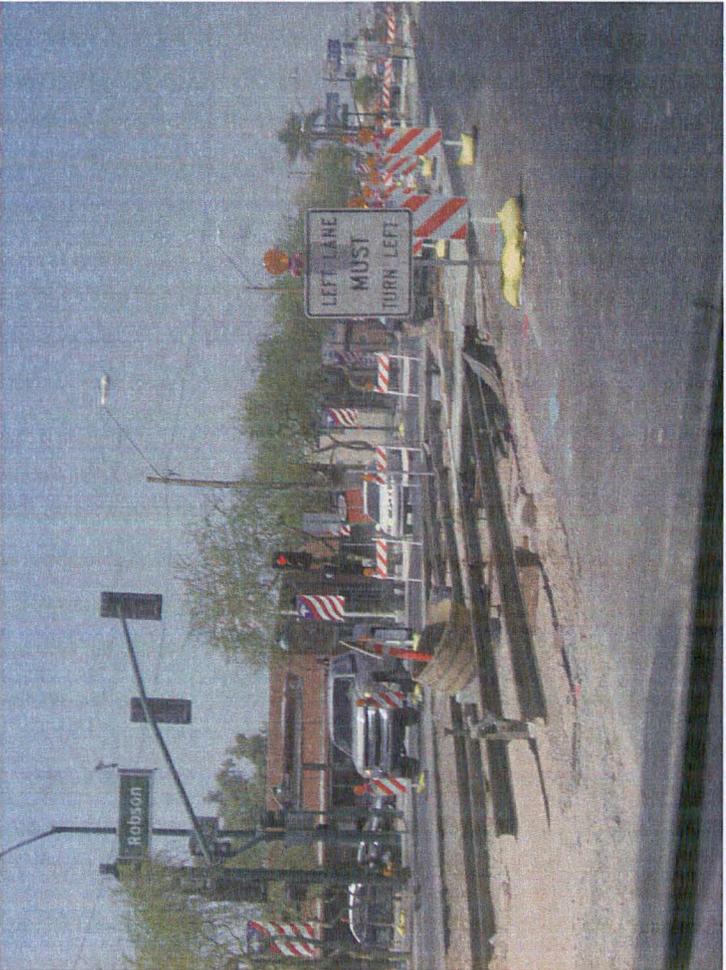
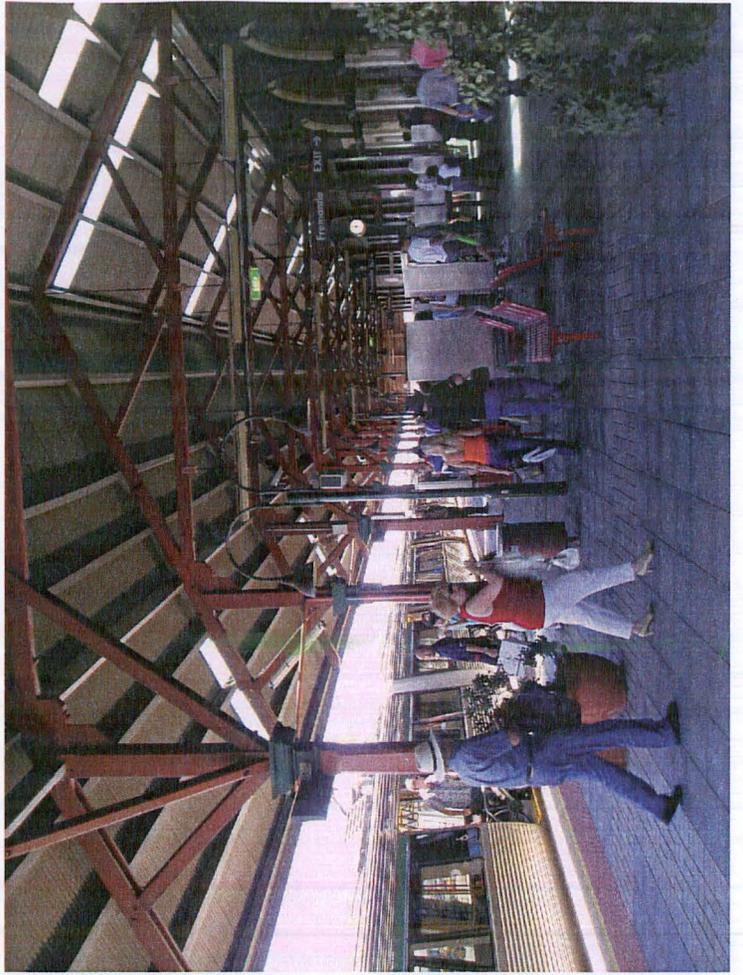
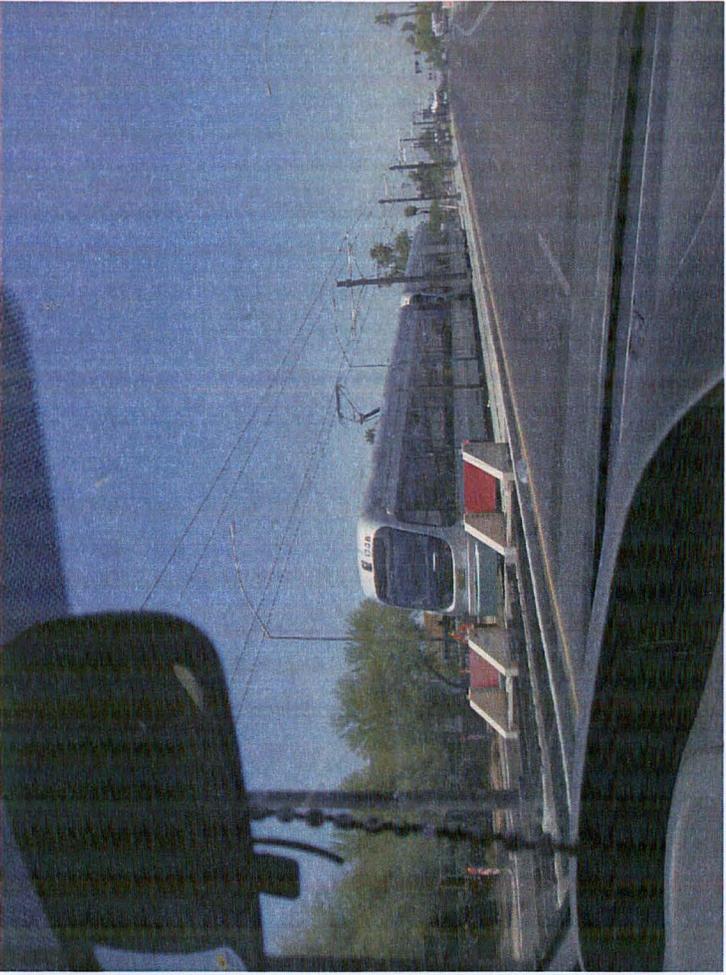
Voter Approved

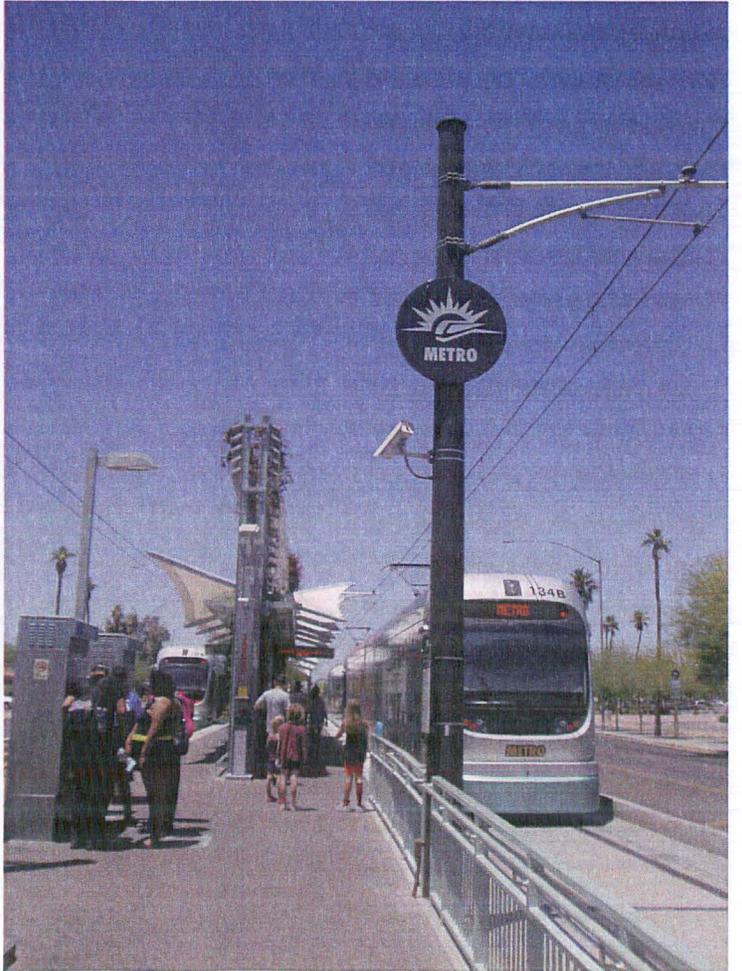
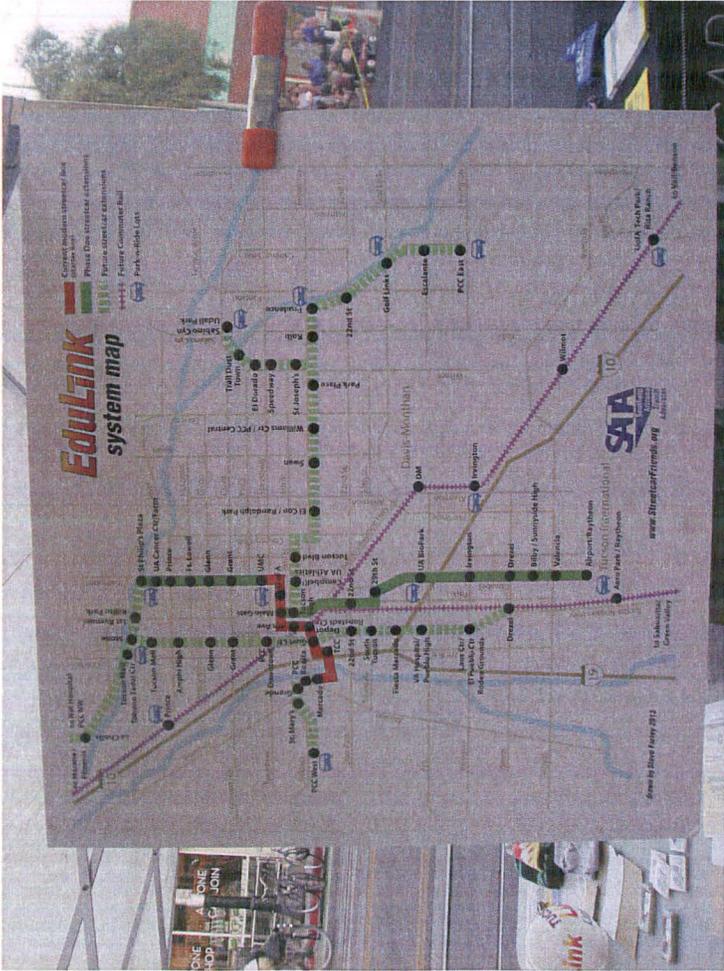
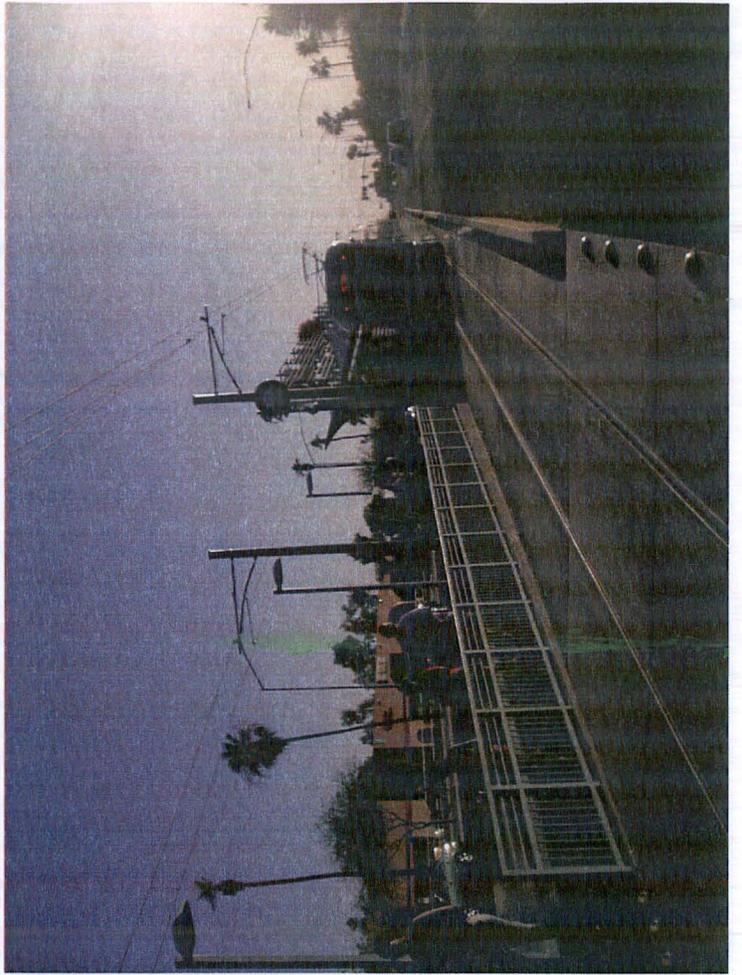
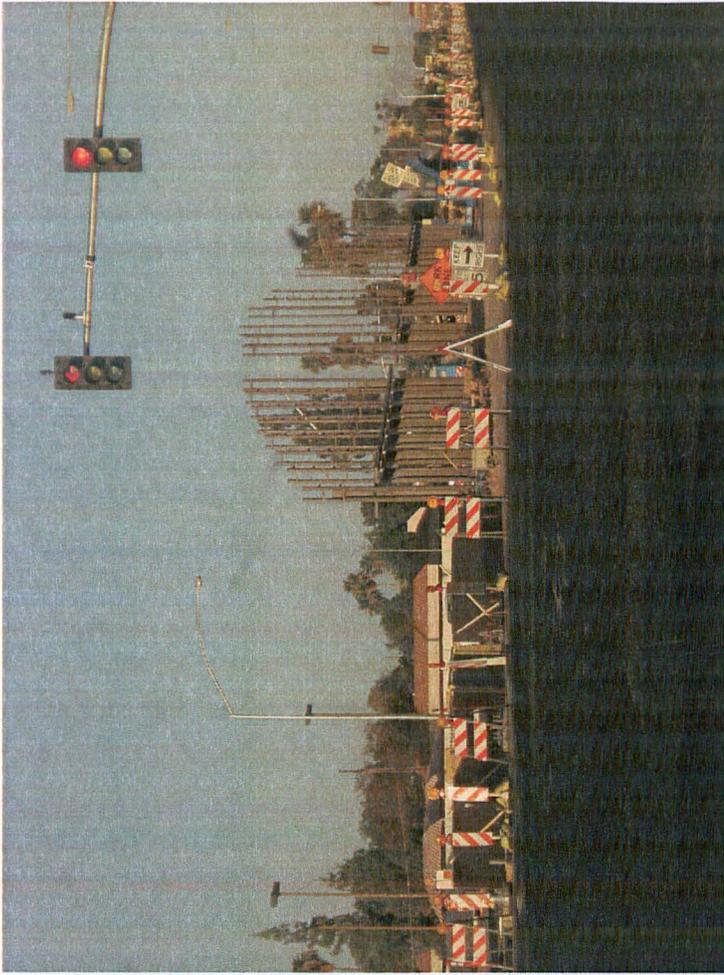
Green All Electric











TATION

Shared-use Path
 Road 4 ft. to 12 ft. wide path, paved, with signage and lighting suitable for slower speeds.

Bike Route
 On lower volume street with 7.5 ft. lane, signs, minimum speed limit of 25 mph.

Bike Route with Shared Shoulder
 On major street with wide edge-of-shoulder, with good limit of 25 mph or more. Some bike routes are marked with Shared Lane Markings (sharrows) and roadway space used for recreation and transit.

Key / Bike Lane
 On low volume street with 7.5 ft. lane, low speed limit, signs, and low street occupancy.

Major Streets
 Major streets with no lane lines or painted shoulders.

Planned Improvements
 Capacity or ability planned for improvement in 2011-2012. Consideration for future construction. Call (503) 345-5862 for more information.

Bike Routes
 Low volume and low speed streets that have been upgraded with 7.5 ft. lane, signs, and lighting. Specific pavement markings and signage creating treatment.

Bike Routes
 Low volume and low speed streets that have been upgraded with 7.5 ft. lane, signs, and lighting. Specific pavement markings and signage creating treatment.

Mountain Bike Trailheads and BMX Tracks

Credentialed
 Credentialed users are eligible to use bike paths for recreation and transit. Bicycling is allowed on bike paths with a 5 ft. or less shoulder. For information, call Forecasts National Forest at (503) 796-8766.

Map Legend:
 - Green line: Shared-use Path
 - Blue line: Bike Route
 - Red line: Key / Bike Lane
 - Yellow line: Major Streets
 - Orange line: Planned Improvements
 - Purple line: Bike Routes
 - Green circle: Mountain Bike Trailheads and BMX Tracks
 - Blue circle: Credentialed

BIKE STATION

WHOLE FOODS MARKET

Map Legend:
 - Green line: Shared-use Path
 - Blue line: Bike Route
 - Red line: Key / Bike Lane
 - Yellow line: Major Streets
 - Orange line: Planned Improvements
 - Purple line: Bike Routes
 - Green circle: Mountain Bike Trailheads and BMX Tracks
 - Blue circle: Credentialed

Map Title: BIKE STATION

Map Content: A detailed map of the Portland area showing various bike routes and infrastructure. The map includes a grid of streets, with different colors and line styles representing different types of bike infrastructure. Key locations like Whole Foods Market and various trailheads are marked. The map also includes a legend, a scale bar, and a north arrow.

#216

Broadway - Re: Thank you!

From: Broadway
To: vkats@cox.net
Date: 10/16/2014 8:54 AM
Subject: Re: Thank you!

Mr. Kats,

I do not show that I emailed you a response to your email. My apologies! Thank you for providing the suggestions - these are the types of considerations that we will be focusing in on in the coming months.

Your email below will be shared with the Citizens Task Force and with the project team as we move forward into refining the 6-Lane Including Transit Alignment.

We have more work to do before we can engage in conversations between our Real Estate Office and property owners. Our design process will review ways to achieve our transportation goals with the design, and reduce potential impacts to properties. I will be sure to share your concerns and thoughts with my colleagues in Real Estate, however.

Thank you for participating in our Property and Business Owner meetings, and the public meetings. It is important that your perspectives are incorporated into our process since you are directly impacted property owners and businesses.

~Jenn

>>> On 8/28/2014 at 3:49 PM, <vkats@cox.net> wrote:

Hello,

My name is Vladimir (Willy) Kats and i owned property at 2901 -2905 E Broadway for almost 20 years and I have been to a few meetings in a past about Broadway widening. I am concerned about design they are proposing as far as my property concerned. We put a ton of money over the years into that property and we keep it well maintained. We did have a hard time lately with leasing the space there with all the talk about this project and plainly just got lucky when Western Dental took space there(out of town company). They spend around \$500,000.00 in TI work excluding the work I had to do and contribute.

This is large building, 11000 sq ft of floor space and 9000 sq ft of basement so parking has always been a challenge for us. In these meeting there were talks about "alternative solutions and creative ways to find parking, cooperation with adjacent property owners etc" What needs to be understood by designers and engineers is that this "creative solutions" can work for building owners that operate their businesses in that corridor since they have control where their employees park etc. I do not have that luxury as prospective tenants are not interested in "being creative" about their parking needs or access issues- they just find a property that does not have those issues.If design will impact my parking at ALL it will be the straw that will break the camel's back since we are under-parked as is. The design also shows eliminating the access from Broadway to my property. Even if my building is intact it will not help me as it will become economically not feasible for me to keep.

So although in the City's view they will see it as a minimum impact but to me it will mean a total loss since I can not lease a building that has no parking in the area where customers or retailers are expecting /needing it and they just will go somewhere else that can provide that to them and now we will have another eyesore that will be graffiti-ed and vandalized as a lot of empty buildings. So what will seem like a minimal to engineers will mean a world to me. If

the design stands as it is shows on practically most of the variations it will render this building economically obsolete. If that is how it will need to happen then maybe somebody can get in touch with me so we can discuss a total taking of this property as I just can not see in a present proposals any way that it will not destroy this building economically.

There are a few creative solutions that would work if somebody would consider implanting them.

- a) close Stewart and turn it into parking for retailers in the area as that street is not much of use.
- b) make a wider shared use driveway that will serve the property east of us and this might not need to be if Stewart option is selected.
- c) shift lanes south and shrink media to the minimum so my parking lot in the front of the building can be used and access is maintained.

Please consider those options with option a being the most favored and probably by far the least expensive as no need to buy anybody's property, pay huge relocation costs, the neighbors will love it and it will also help other owners west of us. Looking forward to hearing from you. Thank you and hoping that this will project will turn out to be example of City working with the business people to make Tucson even nicer place to work, live and play.

Sincerely,

Vladimir (Willy) Kats 520 548-1712 cell

#215

Broadway - Re: Broadway Widening

From: Jennifer Burdick
To: Craig Finrock
Date: 8/22/2014 5:38 PM
Subject: Re: Broadway Widening
CC: Broadway

Thank you very much for your email, Craig. My apologies for the delayed response to communicate that I have received it, and will share it with the Task Force.

I appreciate your continued involvement and encouragement to get to a decision. I know the Task Force feels the need to make a decision, as does the project team. This next week will provide an intensive set of meetings that we all expect will help advance our work significantly.

I hope you will be able to make all or a portion of the meetings (the location will be at Our Saviour's Lutheran Church, 1200 N. Campbell - on Campbell just north of Speedway).

~Jenn

>>> On 8/3/2014 at 1:05 PM, "Craig Finrock" <cfinrock@cradvisorsllc.com> wrote:

Hi Jenn and all,

I am reaching out to express the importance of moving this very important project along quickly. At the last couple of task force meetings that I attended, this concern was also expressed by a couple of different business leaders during the call to the audience. I believe that this project will benefit greatly by timing it with the upswing in the overall economy and real estate market. Businesses will be more likely to reinvest in the area, thereby creating the regentrification effect that we are all hoping for, if the market is in an upswing. At the rate this project is going it appears that it could be a few more years before it is completed, which will probably be in the middle of the cycle (the average economic cycle is seven years). I am not sure why it should take so long to get public input for this project, but it seems like two years should be more than enough. It's time to get it built. Also, the condemnation prices are as low as they are going to be.

Secondly, it is important that the future extension of the street car down Broadway be a part of the planning.

Lastly, the survey that was done at the June public meeting was far from being representative of the constituency that this project involve. This is a community wide project, not a neighborhood project. Further, the people that typically show up to these meetings ,and thus the people that took that survey, tend to be the vocal minority "no growers". The public already voted for this project back in 1996, after years of discussion. If you wanted to have a truly representative survey, it should have been a random sample survey taken of the population of Pima County. I listened to the results of this survey as they were presented to the task force committee for over 30 minutes and were given a report several inches thick.

PS. I tried to find the area on the Broadway Widening web site and could not find the place to do this.

I do appreciate all of your hard work.

Thanks,

Craig

R. Craig Finfrock, CCIM, CRX, CLS
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Commercial Retail Advisors, LLC
Licensed Real Estate Broker in Arizona
5420 E. Broadway Blvd., Suite 200
Tucson, AZ 85711
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Mobile: (520) 891 8300
Fax: (520) 751 7465
www.cradvisorsllc.com



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#214

Broadway - re: Friday morning transit forum

From: Jennifer Burdick
To: camille kershner; Mary Durham-Pflibsen
Date: 8/19/2014 10:57 AM
Subject: re: Friday morning transit forum
CC: Broadway
Attachments: pag hct study 2009.pdf; drachman institute transit forum.doc

Good seeing you, too, Camille!

We did have a PAG presentation on the 2009 High Capacity Transit study early on in the CTF process. We also continue to allude to it, since it identifies Broadway as a key transit corridor.

The HCT study also relates/ties in to the regional network planning done by PAG on an annual and bi-centennial (every 5 years) basis. PAG is currently working on updating the 2045 regional plans, which utilize projections of population, potential future employment and population densities, and traffic to develop strategic plans for infrastructure investment (and policies) in the next years.

I will forward your notes and emailed blurbs to the CTF via the public input report.

Thank you, Camille!
 ~Jenn

>>> On 8/15/2014 at 6:55 PM, camille kershner <camillekershner@hotmail.com> wrote:

thanks, jenn- nice to see you there and briefly meet jim again, too! (had to get back to work, so couldn't stay- and missed Marilyn's part of the presentation, but I'm sure she'd be happy to summarize for you if need be)

these are the notes I was able to get down- and broadway corridor-relevant news from the c.o.t. e-news, just fyi for those who don't receive it.

(and how frustrating that this PAG info doesn't seem to be presented as a key component for consideration within the CTF decisionmaking context- or maybe I just missed that part of the process!)

GREEN PAINT PROTECTS, GUIDES CYCLISTS ALONG PARTS OF STREETCAR ROUTE - Perhaps you've seen the green bike boxes at some Tucson intersections, guiding bike riders across streetcar tracks or into boxes at red lights? That green paint also appears at four passenger stops along the Sun Link Tucson Streetcar corridor. The green designates where the bike lane continues and wraps behind the streetcar stop. This type of bike lane treatment allows cyclists to circumnavigate the streetcar when it is stopped. "The City is looking at installing more of these types of bike lanes at transit stops, and some could even appear at bus stops," said Tucson Bicycle and Pedestrian Coordinator Ann Chanecka. The bike lane treatments at transit stops are the latest tool from the City to make it safer for bicyclists along the 3.9 mile streetcar corridor between the University of Arizona and the Mercado District west of Interstate 10.
 Tucson Bicycle & Pedestrian Program: <http://1.usa.gov/1remRER>
 Sun Link Tucson Streetcar: <http://bit.ly/1mebZ7k>
 Streetcar Safety for Bicyclists: <http://bit.ly/1wEBmCF>

UA COMMUNITY CAN RIDE STREETCAR FREE FOR 30 DAYS - Starting today, students, faculty, and staff at the University of Arizona can ride the new Sun Link Tucson Streetcar and all Sun Tran buses for free, through Sept 14. The promotion requires a special U-Pass that can be ordered online at the link below. After the 30 days end, the card can be loaded with one-day and 30-day monthly passes. In addition, the UA is offering a 50 percent discount for those who buy semester or annual passes. The streetcar travels a nearly 4-mile route through parts of the UA campus, 4th Avenue, Downtown Tucson and the Mercado District west of I-10. If you don't have a UA affiliation, you can buy a SunGO monthly pass for unlimited rides on the streetcar and bus system.

Get a free 30-day U-Pass (UA-affiliation required): <http://bit.ly/UGcmhY>

Sun Link Tucson Streetcar: <http://bit.ly/1mebZ7k>

How to Ride the Streetcar: <http://bit.ly/1n6y7TK>

Buy a SunGo Card (general public): <http://1.usa.gov/1k62x96>

Take a virtual 5-minute ride on the streetcar, produced by Tucson 12: <http://bit.ly/VqlqaQ>

~camille kershner

(520) 241-8932

camillekershner@hotmail.com

_____ "be the **change** you wish to see in the world..." -Gandhi

Date: Thu, 14 Aug 2014 12:22:38 -0700

From: Jennifer.Burdick@tucsonaz.gov

To: camillekershner@hotmail.com; marypflib@hotmail.com

Subject: Re: Friday a.m. at drachman inst.

Thank you for forwarding this, Camille!

This is bound to be very a very interesting presentation and discussion, and as you say, timely. I was already planning to attend. The Broadway Transit Task Force subcommittee is aware of it - we forwarded the flyer to them this week.

~Jenn

>>> On 8/14/2014 at 1:07 AM, camille kershner <camillekershner@hotmail.com> wrote:

and speaking of- I'm going to try to go to this... (just read about it in steve k.'s ward 6 newsletter)

Drachman Institute Housing/Transit Forum

On the subject of roads and parking is a forum coming on Friday of this week. It's sponsored by the Drachman Institute and will include presentations on the nexus between housing needs and transit oriented development. We now have the streetcar up and running. Building appropriate density into the corridor is now a front-and-center topic for discussion. Drachman conducted a community survey in which they asked about housing needs in relation to proximity to transit modalities. They were trying to establish who'll be looking for transit oriented housing, what sorts of housing will be in demand, and the reaction from employers who operate businesses along our streetcar corridor. On Friday they'll review some of those results. They'll also talk about building in capacity for long term addition of high speed transit. That exact topic came up last Thursday at the Broadway CTF meeting. Drachman is located at 44 N. Stone, in the heart of downtown. The forum will run from 10:30am until noon, it's open to the public, and is free. This is an important topic now that we've got the streetcar running, and the Broadway corridor decisions are near to being proposed. Come and take part in the conversation on Friday. If you're involved at any level in

some of the projects we're doing, then you'll benefit from at least hearing the conversation. It should be an interesting presentation. It certainly will be timely.

~camille kershner
(520) 241-8932
camillekershner@hotmail.com

_____ "be the **change** you wish to see in the **world...**" -Gandhi

From: camillekershner@hotmail.com
To: marypflib@hotmail.com; jennifer.burdick@tucsonaz.gov
Subject: RE: a quick "larger picture" for the CTF
Date: Tue, 12 Aug 2014 00:30:49 -0700

don't be discouraged, mary- if you haven't had a chance yet, look at the display at the drachhman institute, 44 n. stone, to see the historical context of transportation in tucson- we are at the cusp of another inflection point and you, the ctf, have an important role in determining our subsequent direction! looking forward to ideas that will presented at the charrette :]

~camille kershner
(520) 241-8932
camillekershner@hotmail.com

_____ "be the **change** you wish to see in the **world...**" -Gandhi

From: marypflib@hotmail.com
To: camillekershner@hotmail.com; jennifer.burdick@tucsonaz.gov
Subject: RE: a quick "larger picture" for the CTF
Date: Mon, 11 Aug 2014 21:54:05 -0600

Thanks, Camille. I read this article as well- it was interesting (although also a bit discouraging) how much time it took from concept to measurable results, i.e. more families with children within the high-density city areas.

Thinking of the future is a big part of what the CTF is trying to accomplish, but this story illustrates that we need a unified vision of what that future is, i.e. our functionality, to reach consensus.

Mary Durham-Pflibsen

From: camillekershner@hotmail.com
To: jennifer.burdick@tucsonaz.gov; marypflib@hotmail.com
Subject: a quick "larger picture" for the CTF
Date: Sun, 10 Aug 2014 15:50:52 -0700

i just came across this perspective of looking at things- some key components to successful urban revitalization are not necessarily measured in financial terms...

<http://news.msn.com/world/how-vancouver-became-one-of-north-americas-most-family-friendly-cities-1>

~camille kershner
(520) 241-8932
camillekershner@hotmail.com

_____ "**be** the **change** you wish to see in the **world**..." -Gandhi

PAG High Capacity Transit System Study

Executive Summary

September 2009

Purpose

As the population of eastern Pima County continues to grow from the current 1 million to some 1.8 million residents by 2040, expansion of the transportation system will be critical to maintain the high level of mobility that supports the quality of life and economic vitality of the region. With ever-increasing fuel costs, skyrocketing costs to construct and maintain roads, and deepening concerns over climate change and other environmental issues, transit will serve an increasing role in achieving this goal.

The Pima Association of Governments (PAG) has conducted this study to develop a **High Capacity Transit (HCT) system plan** for the region. HCT systems are intended to carry high volumes of passengers with fast and convenient service. The planning process for this study made use of the latest information related to existing and future population, employment, and transportation conditions in the region, assessed the applicability of different HCT transit modes and technologies, and gathered input from jurisdictions and agencies in the region, as well as the general public, on desirable HCT improvements. The resulting HCT System Plan defines incremental, sustainable, and cost-effective steps for the implementation of HCT technologies to serve existing and future travel demand in the region. The HCT System Plan will be integrated into the transit element of the 2040 Regional Transportation System Plan now under development.

After completing an initial assessment of transit technologies, the HCT modes shown below were identified as the most likely to meet the study's goals and objectives.

Recent Transit System Improvements

Long-range planning for implementation of HCT was a component of the 2030 Regional Transportation Plan adopted in 2006. HCT elements included in this plan included express bus service, bus rapid transit (BRT), and modern streetcar. The Regional Transportation Authority (RTA) 20-year transportation improvement program, funded by a voter-approved ½-cent sales tax, includes the Tucson Modern Streetcar that is currently under design and scheduled to begin operation in 2011, as well as expansion of express bus service. The streetcar will run along a 4-mile corridor providing circulation between the University of Arizona and downtown Tucson and will encourage transit-supportive development and redevelopment along the route, illustrating the transportation and land-use benefits of fixed-rail HCT in the region.

In response to increasing transit demand, SunTran recently expanded fixed-route and express bus service. New routes have been added including circulator routes in Oro Valley, Green Valley, Marana and Sahuarita, bus frequency has increased, and hours of operation have been extended at night and on the weekends. To support the expanded transit system, SunTran has

Transit Modes Considered in the Study



Express Bus

- Faster than local bus service
- Fewer stops than local bus service
- Frequent service during peak periods
- Point-to-point service



Modern Streetcar

- Shorter trips served with more frequent stops
- Encourages transit-oriented development



Bus Rapid Transit (BRT)

- Fewer stops, more frequent service, and longer trips served compared to local bus service
- Encourages transit-oriented development
- Significantly lower cost compared to LRT



Light Rail Transit (LRT)

- Higher speed and capacity than modern streetcar
- Versatility allows operation in central business district or suburban areas
- Encourages transit-oriented development



Commuter Rail Transit (CRT)

- High capacity service between city centers and suburban areas
- High operating speeds over long distances with few stops

introduced new stylized express buses, has constructed new park-and-ride lots as part of the increased express bus service, and is constructing a new maintenance facility to accommodate the expanded fleet.

Corridor Screening Evaluation

Based on input from local stakeholders, sixteen corridors were identified as possible locations for HCT implementation, as shown in the Regional HCT Routes map on Page 3. Discussion with the project's Technical Advisory Committee (TAC), which was composed of representatives of local governments and agencies, narrowed the list to eight corridors for further analysis. The primary screening criteria used to assess and rank the eight HCT corridors included potential ridership, right-of-way availability, capital and operating costs.

System Alternatives

The screening evaluation and TAC input led the project team to select two "priority" HCT corridors: Broadway Boulevard and 6th Avenue/Nogales Highway. No fatal flaws were identified for the other six HCT corridors, so these were addressed as part of a long-term implementation plan.

The project team developed three system alternatives for near-term implementation based on the two priority HCT corridors. The system alternatives include multiple corridors and HCT technologies and address specific needs identified through the screening evaluation process. The recommended system alternatives are based on a plan that considers the fundamental factors of cost-effective implementation and operation, consistency with land use, and service to major activity and employment centers.

HCT Implementation Strategy

Funding the Implementation of HCT

The project team identified existing revenue sources available to the region for development and operation of HCT and new revenue sources that can be investigated. Particular attention was paid to eligibility for federal funding since it is likely to be a very significant part of any HCT project and will influence the timeline of project development. Various federal funding sources are available to fund capital costs, however they are very competitive and require local matching funds. As such, local and innovative revenue sources will need to be considered.

Federal Funding Opportunities	Local Funding Opportunities	
➤ New Starts	➤ Special Assessment Districts	➤ Vehicle Registration Fees
➤ Small Starts	➤ Impact Fees	➤ Advertising Rights
➤ Very Small Starts	➤ Sales Tax; Including RTA extension	➤ Increased/Special Fares
➤ Large Urban Cities Grants	➤ Rental Car Surcharge	➤ Parking Fees and Fines
➤ Bus and Bus Facilities Grants		

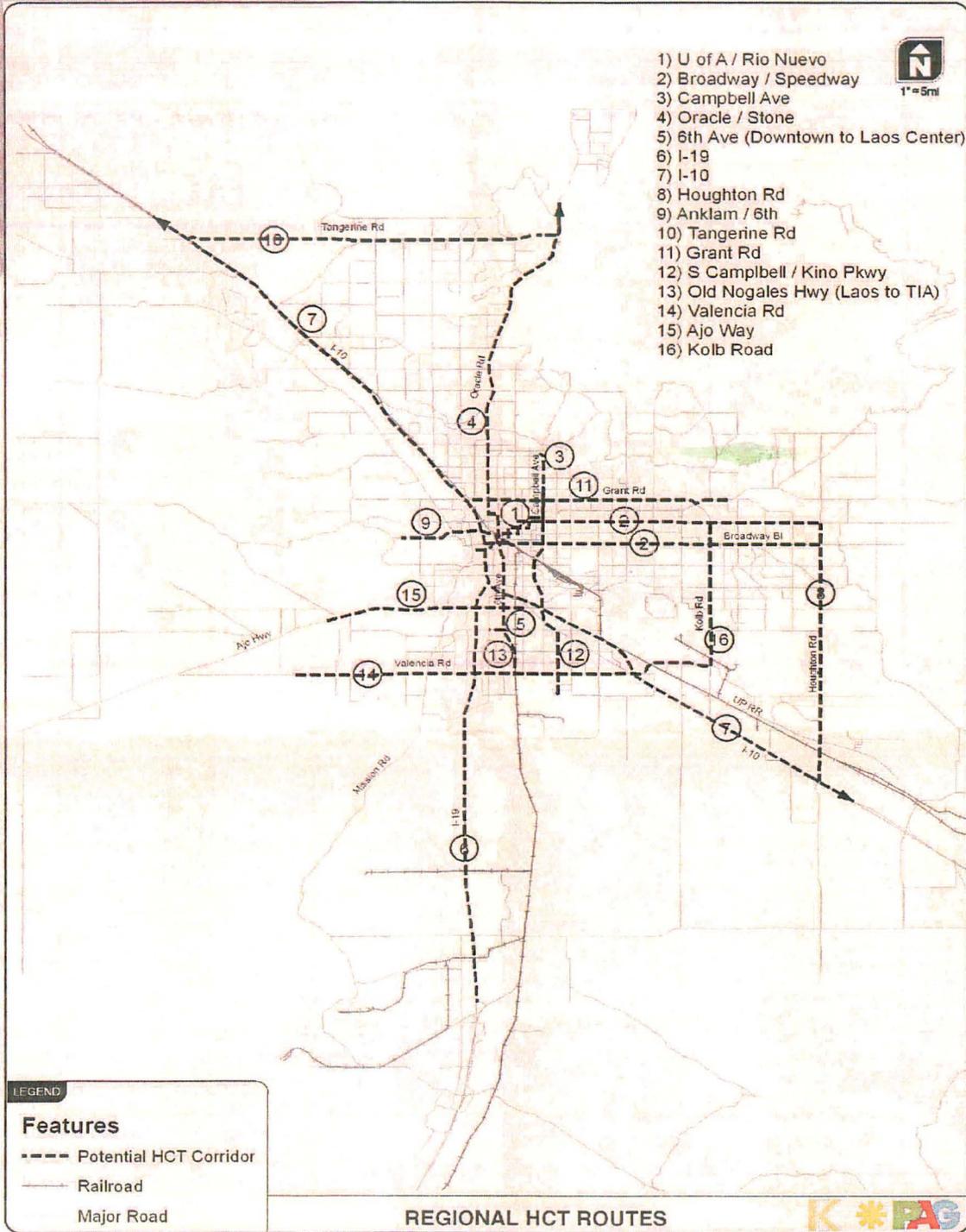
Coordinating HCT with Land Use Planning

Land use planning is a critical component of successful HCT systems and transit-oriented planning is tied to livability, economic development, and community pride. The general plans, land use codes, and development standards of the cities and towns affected by HCT include HCT and transit-supportive components, but opportunities exist to refine these plans and target transit-oriented development (TOD) focusing on the following principles:

- Recognition of a variety of station types/environments
- Pedestrian focus
- Mix of uses
- Densities and intensities that encourage transit ridership
- Management of parking and access to promote alternative mode use

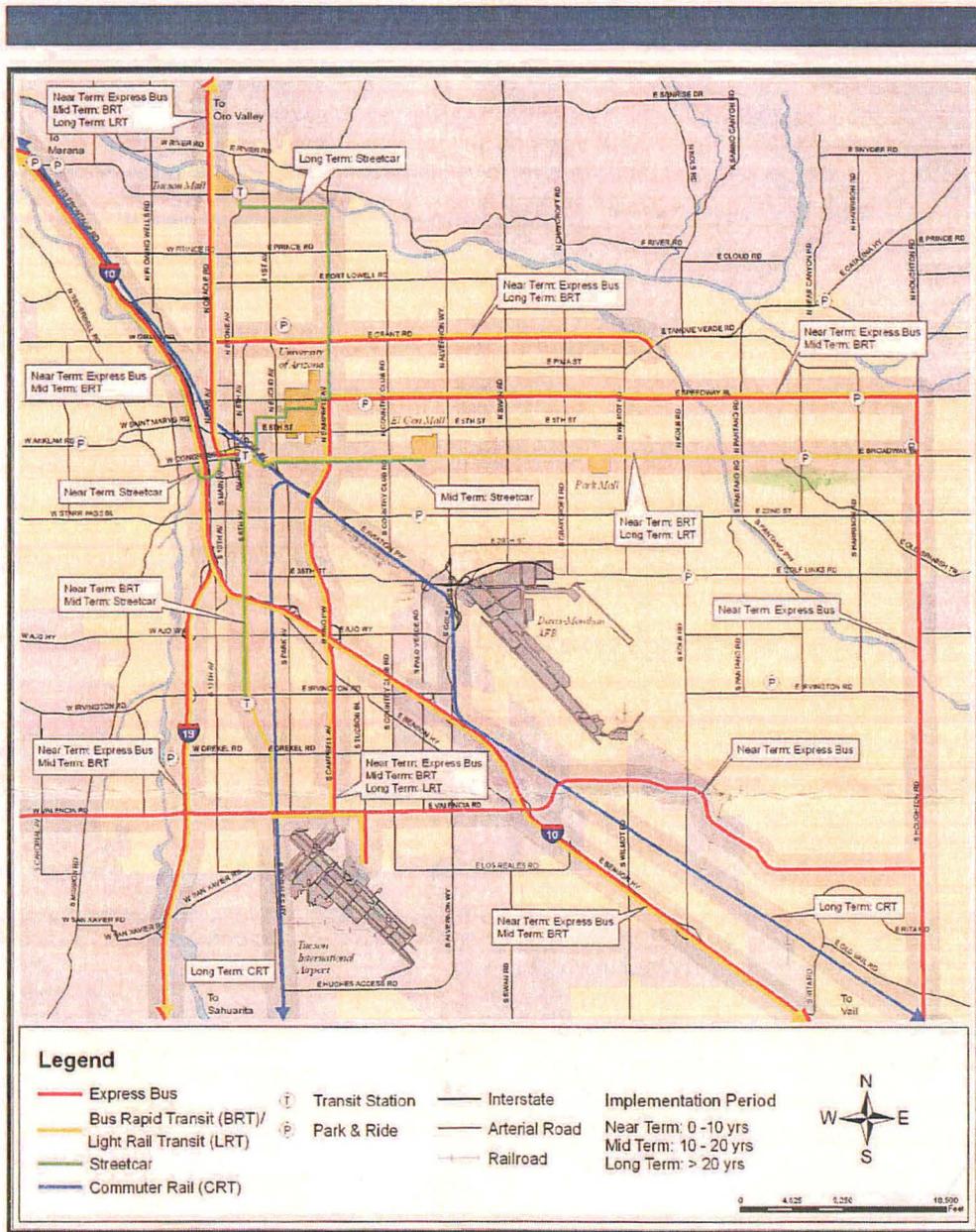
Transit-Oriented Development





Corridor Implementation Plans

An implementation scenario was developed with near-term and long-term staging of HCT for each corridor based on an assessment that identified opportunities and constraints for each case. As HCT is not an all-or nothing investment, a monitoring methodology was described that can be used to guide the region in determining if, when, and how HCT can be implemented in a given corridor. The map on Page 4 summarizes the development of individual corridor implementation plans including staging of HCT projects for near and long-term.



High Capacity Transit Implementation Plan



For Further Information

Please contact the Pima Association of Governments (PAG) at:
 177 North Church Avenue
 Suite 405
 Tucson, Arizona 85701
 (520) 792-1093
 www.pagnet.org

drachman inst. transportation forum (15 august 2014)

- marana, saharita- growth (school preference, room)
- children under 18- away from urban areas, acre or more home lot
- age increases- rural setting...

-survey- 100+ employees

- 42% live in COT, some commute from phx, sierra vista
- all income levels represented
- 60% (40-64) yrs of age
- how getting to work- 85% drive alone
- commute time (one-way) 1/3- 30+ min (some extreme commuters)
- 81% satisfied with commute time (car culture- it's what we expect?)
- why don't you live close to place of employment (if not satisfied)- 2,000+ answers- #1- financial reasons
- willing to change how they traveled to work- 68% unwilling/unsure
- 62% would like more public transportation options in their neighborhood

-intention- ID areas for public education

- aware of PAG plans? 74% unaware
- 80% unfamiliar with TOD
- 75%- never ride bus (need flexibility during workday- #1 reason) 5%- unfamiliar with bus system
- 68%- single-family, detached home (very satisfied)
- ideal move preferences?
 - 50%- walk/short drive to amenities, pedestrian friendly, shorter commute (47%)

-need for public education!!!

(benefits, about the transit system in general, costs of vehicular transportation)

-24 potential HCT stops (1/4 mile, one-mile area)

-many characteristics, demographics- target area, compared to jurisdiction as a whole...
(available in final report- Drachman Inst., PAG websites)

- I-10/marana
- oracle/1st
- 6th/congress
- schools (to 4 miles- also ranking, testing info)
- (median age: 21- @ UA, 60's- oro valley)

-bae urban economics- (urban economists and real estate development advisors)

-relate economic trends to actual, on-the-ground development

-PAG- intersection between affordable housing and TOD

-TOD- typically w/in ½ mile of transit

- sense, often mixed-use
- focuses development

- value-added
- affordable and mixed-income housing
- some/all units income-restricted
- senior affordable is common
- housing market- 5 core communities
 - 650,000 (1/3 of county)
 - median income- \$44,000 (lower in core city)
 - regional commute (3/10- between those communities)
 - projections- county growth (40% 2045)
 - lots of new housing until later 2000's, increased annually-
 - since 2011- multifamily development over 20% of total
 - 70%- in core communities*
 - rental- stable, positive absorption since 2010
 - owner- low vacancy
- HUD- housing cost burden (over 30% of income)
 - renters* and owners- tucson*/south tucson*- over 1/3
- strong demand for affordable housing development
- many low-wage workers
- impacts of recession/recovery
- aging infrastructures
- limited vertical mixed-use
- transit accessibility- seen as advantage by housing developers
- primary constraints for affordable housing development
 - availability of funding sources
 - high land costs
 - unfavorable zoning regs (density/height limits, parking requirements)

TOD housing demand

- estimates projected based on ADOA (2015-2045 population projections), PUMS census data
 - no car in household
 - someone in household takes transit to work
 - more workers than cars
- 30-year demand: 96,000 households (65,000 today, + 31,000 by 2045)
 - mostly renters (2/3) , 23,000 elderly (25%)
 - cost burden~ ½ (trend)
 - 67% low-income (HUD, dept. of housing- below 80% AMI)
- ave. rents \$437 (studio) to \$1,310 (4-bedroom)
 - low-income can afford \$299-\$1,320 rent, \$50,000-\$190,000 home
 - (depending on household size) -1/3 market-rate homes not affordable to family of 4
 - (nearly ½ all new affordable homes would have to be near TOD to meet demand)
 - 60-80% TOD-preference renter households cannot afford...

- opportunity sites (overlap w/ PAG study)
 - housing cost burden
 - rental market availability
 - employment access
 - transit availability
- near-term-center of metro area (tighter rental market, more transit lines)
- ronstadt (5 HCT lines)
- speedway/campbell (high cost burden, tight rental market)
- mercado (under development, cost burden)
- 6th/39th (transit-rich)
- I-10 at intercity rail (6th ave)
- laos- (highest cost burden)

recommendations- focus housing resources to support affordable rental housing (significant need- TOD)

- assess availability of publicly-owned land to support affordable housing development (inventory)
- review zoning, parking, other regs- opportunities to support affordable housing development
 - *high-rise limitations @ airports- in the works...
- prioritize "near-term" TOD development sites for dense, multifamily affordable housing
- evaluate development potential for specific sites to develop an affordable TOD housing development strategy (can go station-by-station -> develop regional strategy)

Q- 60% new demand for housing in region will be for locations around TODs?
(175,000 total demand, 100,000 around transit stations)

A- not looking at total need for overall household growth, just people w/ preference for transit
-lines up with building growth

Q- comparison w/ similar size cities?

A- overall, "for sale" housing more affordable in tucson -> lower need to support ability to buy homes, but significant amount of renters (inherently struggle more)

Q- how big a site do you need? (developer- depends on zoning) phx- model for urban form zoning code- what's happening in tucson region for zone-based?

A- karen- immediate, important work to do, mainly looked at reducing parking requirements, not gone to density/height bonuses (instead of changes in zoning)

- phx- bonuses based on certain (overlay-underlying zoning w/ density bonuses-> tighten standard market rates) criteria/elements built into project (green technology, affordability, ex- zero parking, ave. car ownership on/off light rail ~ 50%)
- downtown links- alt. zoning/parking requirements (prop 207) -form-based code- integrated incentive district (not specifically related to affordable housing)
- "tweener" mode for market-based housing (financing- requires 2 parking spaces...)

Q- numbers of owner-occupied housing- owned by speculation/LLC?

A- owner-occupied, per census data (not renter- important to keep in mind after-effects of recession)

-need to focus demand/development/policy on creating choices for those whom it makes sense
-living outside of commute

Q- public parcels developable to TOD? (ex- parking lot on Helen)

A- mapped @ those specific 24 sites. City- has more comprehensive map- working on that?

Q- survey data@ eastern pima county- less than 2,00 people- small sample size- major employers in
city's general plan? diversity of responses...

A- not a representative survey- chose locations because of proximity to proposed stop

Q- how to reconcile survey w/ last presentation

A- survey location was where they work, not where they live

Q- book, survey info?

A- final report- posted on Drachman, AZ Dept. of Housing websites.

Q- how were those transit areas selected? property acquisition @ light rail- prices went up...
(policy issue- incremental value to seller or project? parking drives deals, rent drives income of
property) -parking compared to san fran?

A- timing is everything, focus on roll-out of HCT corridors (property values)

-auto-dependent areas (density/parking- twofold issue...) -other streams of funding need to
happen (tax credits, local gap-financing)- affordable housing never pays for itself...

A- PAG HCT plan (projected station areas)- worked with individual jurisdictions as to their plans

#213

Broadway - Fwd: RE: Broadway Project Area

From: Jennifer Burdick
To: Broadway
Date: 8/22/2014 4:54 PM
Subject: Fwd: RE: Broadway Project Area

>>> On 8/18/2014 at 9:36 AM, Jennifer Burdick wrote:

You are welcome - my pleasure to help get you info as you need it.

~Jenn

>>> Janine Locke 08/18/14 9:33 AM >>>

Thank you for much for your quick response!

Janine Locke, CPPB, CASPP
Special Services and Procurement Manager
Industrial Commission, Special Services
(602)542-8238 Cell-(602)361-3315
(602)542-3104-fax

jlocke@ica.state.az.us
www.ica.state.az.us

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-----Original Message-----

From: Jennifer Burdick [mailto:Jennifer.Burdick@tucsonaz.gov]
Sent: Monday, August 18, 2014 9:31 AM
To: Janine Locke
Subject: RE: Broadway Project Area

Janine,

When construction gets close, we will begin to have pre-constructionpre-constructionpre-construction meetings and provide outreach to help all businesses in the area - especially those directly adjacent to Broadway - about how the construction will be undertaken, and help you develop communications to advise your clients best about how to access your building, and how to navigate the area. We are at least 1 year out from that right now.

You are correct on the design premise. We will widen the roadway and add in sidewalks. We are still determining generally the location of the roadway improvements. I expect our Task Force recommendations on that soon - this

Fall for sure.

~Jenjlocke@ica.state.az.us

>>> Janine Lockejenjlocke@ica.state.az.usjenjlocke@ica.state.az.us> 08/18/14

>>> 9:20 AM >>>

Jennifer,

I have reviewed several of the documents you send me the links for and I would just like to clarify a couple things. The Industrial Commission of Arizona, Special Fund owes two buildings one in Phoenix and one in Tucson. Our Tucson location is at 2675 East Broadway. Is it the intent of the Broadway Project to widen the streets and push the sidewalks back some to accommodate this change? If so, will the city be contacting the property owners prior to any construction that we disrupt the traffic flow so alternate plans can be made for tCPPBubCASPPe serve? Thank you

Janine LocCPPBCCASPP, CASPP

Special Services and Procurement Manager Industrial Commission, Special Servicejenjlocke@ica.state.az.us

(602)542-8238 Cell-(mailto:jenjlocke@ica.state.az.us

(602)542-3jenjlocke@www.ica.state.az.us

jilhttp://www.ica.state.az.us/mailto:jenjlocke@ica.state.az.uswww.ica.state.az.us>

www.icahttp://www.ica.state.az.us/

NOTICE: This electronic transmission contains information from the Industrial Commission of Arizona, which may be privileged or confidential. This communication is intended for the use of the individual or entity named above. If you are not the intended recipient, please delete it, Burdick amailto:Jennifer.Burdick@tucsonaz.govistribution or use of the contents of this transmission is prohibited. Burdick

From: Jemailto:Jennifer.Burdick@tucsonaz.govBurdick [mailto:Jennifer.Burdick@tucsonaz.gov]

Sent: Tuesday, August 12, 2014 3:36 PM

To: Janine Locke

Subject: RE: Broadway Prohttp://tdot.tucsonaz.gov/broadway/business

Yes, my apologies < Janine!

I sent out the attached email blast last week, butjenjlocke@ica.state.az.usmailto:jenjlocke@ica.state.az.us

The videos and materials <http://tdot.tucsonaz.gov/broadway/business>

hCPPB//CASPPtucsonaz.gov/broadway/business

>>> On 8/12/2014 at 3jenjlocke@ica.state.az.usmailto:jenjlocke@ica.state.az.usjenjlocke@ica.state.az.us>> wrote:

Jennmailto:jenjlocke@ica.state.az.us

ACPPBpdwww.ica.state.az.us

Janine Locke,http://www.ica.state.az.us/ CPPB, CASPP Special Services and Procurement Manager Industrial Commission, Special Services

(602)542-8238 Cell-(6jenjlocke@ica.state.az.us (602)542-31mailto:jenjlocke@ica.state.az.us

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From: Jennifer Burdick [mailto:Jennifer.Burdick@tucsonaz.gov]
Sent: Tuesday, August 05, 2014 5:51 PM
To: Janine Locke
Sjlocke@ica.state.az.usmailto:jllocke@ica.state.az.us

Ms. Locke,

The meetings went very well and I'm wrapping up the materials for the web page. I should be able to send a link around tomorrow that will allow you a chance to view presentation as well as the handouts provided.

Thanks for your patience!
~Jenn

>jllocke@ica.state.az.usmailto:jllocke@ica.state.az.usjllocke@ica.state.az.usmailto:jllocke@ica.state.az.us>
wrote:

How did the meetings go? If you could forward me the any information that was discussed during the meetings? Thanks

Janine Locke, CPPB, CASPP
Special Services and Procurement Manager Industrial Commission, Special Services (jllocke@ica.state.az.us)
mailto:jllocke@ica.state.az.us
(602)542-3104-fax

jllocke@ica.state.az.ushttp://www.ica.state.az.us/mailto:jllocke@ica.state.az.us>
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From: Broadway Broadway [mailto:Broadway.PWPO1.PWDOM2@tucsonaz.gov]
Sent: Thursday, July 17, 2014 3:41 PM
To: Jwww.tucsonaz.gov/broadway
Subject: Re: Bhttp://www.tucsonaz.gov/broadway

Ms Locke,

I have recorded your interest in information and we will forward after the 7/31 meeting.

Thank you
jllocke@ica.state.az.us

mailto:jlocke@ica.state.az.usToothaker

*****Burdick*****

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project City of Tucson Department of
Transpowww.tucsonaz.gov/broadway

Direct: interagencyhttp://www.tucsonaz.gov/broadway

Web: >

*****jlocke@ica.state.az.us*mailto:jlocke@ica.state.az.us

>>> On 7/16/2014 at 9:48 AM, Janine Locke > wrote:

Good Morning,

I am the Special Service Manager for the Industrial CCPPBssCASPPf Arizona, Our main
officeinteragency at 800 W Washington St. 85007 but I was sent your letter interagency by a member of our
Tujlocke@ica.state.az.us mailto:jlocke@ica.state.az.usDuwww.ica.state.az.uswhttp://www.ica.state.az.us/are located in
Phoenix I will be unable to attend your meeting on July 24, at 6-8 pm but would appreciate any information you can
provide on how this project will affect business in that area sinCPPBe CASPP State agency that serves the public.
Thank you

Janine Locke, CPPB, CASPP

Special Services and Procurement Manager Industrial Comjlocke@ica.state.az.usmailto:jlocke@ica.state.az.us
(602)542-8238 Cell-(602)361www.ica.state.az.us (602)542-3104-http://www.ica.state.az.us/

jlocke@ica.state.az.us

www.ica.state.az.us

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