



Draft Meeting Summary
BROADWAY BOULEVARD CITIZENS PLANNING TASK FORCE

April 30, 2014

5:30 p.m.

Family and Child Resources Building
 2800 e. Broadway Boulevard
 Tucson, Arizona 85716

The Broadway Boulevard Citizens Planning Task Force meeting summaries provide a brief descriptive overview of the discussions, decisions and actions taken at the meetings. The summary and the audio recording of the meeting comprise the official minutes of the Broadway Boulevard Citizens Planning Task Force Meeting.

Meeting summaries and audio recordings of the meetings are available online at the City Clerk's web page at:

<http://cms3.tucsonaz.gov/clerks/boards?board=100>.

Requests for CD copies of the audio recordings are taken by the City Clerk's Office at (520) 791-4213.

MEETING RESULTS

1. Call to Order/Agenda Review/Announcements

The meeting was called to order by Meeting Facilitator, Nanci Beizer. A quorum was established, handouts were distributed to the Task Force with supplemental information, and the agenda for the meeting was reviewed by Nanci Beizer.

Citizen Task Force Members

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

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2. Approval of CTF Charrette #3 Meeting Summaries: February 25, February 27, March 6, and March 7, 2014

The project team asked the Task Force to approve the four meeting summaries from Charrette #3. Task Force approved the February 25, February 27, and March 6, 2014 summaries with minor revisions requested and tabled the approval of the March 7, 2014 summary to allow more time to review. The project team will make the requested revisions to the approved summaries and submit them to the Clerk's office.

3. Recommendations from Staff Technical Advisory Committee and Upcoming Presentation to the Mayor and Council (please note: this item was revisited after Item 4, the 1st Call to the Audience, and Item 5.)

On April 2, the alternative street design concepts and their performance data that were presented to the Task Force at CTF Charrette #3 were also shared with the Broadway project staff Technical Advisory Committee (TAC). Based on their professional roles and expertise, the TAC identified what alternatives they recommend be eliminated from further consideration and why. The recommendations were to:

- eliminate the 4-lane and the 6+2T alternatives
- focus on the 6-lane alternative for immediate implementation (4+2T today is not realistic because transit ridership is not quite high enough - but we want it to grow, so how can we make changes that will do that?)
- Investigate ways that the 6-lane design can support and enhance current local bus service immediately, and could convert to a 4+2T in the future as modal shift targets are achieved (and what those targets would be).

This discussion provided additional information for the CTF to consider, particularly regarding the 4-lane alternatives. Following this discussion the Task Force was asked to provide their recommendations to be presented to the Mayor and Council during the May 6, 2014 Study Session. The recommendations from the TAC will be presented at the Study Session as well.

This item decision was revisited after Items 4 and 5, and the first Call to the Audience, and the following action was taken:

The Task Force came to a consensus decision to have the following serve as their official recommendations to the Mayor and Council (and it was distributed to the Mayor and Council at the May 6 meeting):

The public process, design work, technical assessments, and CTF discussions and decisions to date have led us to:

- The development of three design alternatives, 4-Lane, 4+2T, and 6-Lane, that currently have several design variations at "pinch points" along the alignment.
- Take the 6+2T design alternative "off the table" because of its lack of performance and cost effectiveness.
- A set of Performance Measures that are our working definition of functionality which are broader than only vehicular performance; and at this point there is

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- nothing in the performance of our three design alternatives that clearly eliminates any of them.
- Decide that the 4-Lane alternative should move forward to the next public meeting, along with the other two alternatives, because of the strong voices in the public process that support the 4-Lane alternative.

We are enthused about the results of the revised alignment drawings recently presented, but we need:

- Declarative statements about the viability to fund any of the three alternatives, from the County, RTA, and the City; so that we do not mislead the public about the ability to deliver any of the alternatives.
- Mayor and Council to address the need for clearer parking policies and implementation strategies to support creative approaches for mitigating property impacts.
- More time to:
 1. Explore how transit is provided for in the design and implementation of the 4+2T alternative
 2. Work through the tradeoffs the neighborhoods [and property owners] would experience from alignment variations
 3. Develop our recommended definition of functionality as a balance of the range of performance measures
 4. Review variations to the refined alignment drawings until we reach a CTF consensus on a recommended design alternative and alignment.

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

- **Surprised at the assumptions underlying TAC (decisions). This is different from what the CTF has been told: "Everything is on the table and design for that".** Functionality can be defined in a number of ways, if functionally has been decided, we have not been told. Seems that if it is not good for cars, then the alternative is off the table. I am frustrated by lack of creativity on the part of the TAC. If something is off of the table; that should come from a body accountable to the public (and not the TAC). I have serious concerns about the assumptions regarding transit - to have 6 lanes for autos and be able to grow transit by doing that. We have not heard from Pima County or the RTA will not support the 4 + 2 option. *I recognize these concerns. That is why I am pushing this up the ladder. We need commentary from decision makers. The data we now have shows that we should eliminate the 4 lane option from consideration.*
 - I feel deflated and that my time has been wasted. Many have presented data to the CTF, we have had public input, yet our hands are tied. It seems that if we don't do what we are told, the project won't be funded. I am now going under assumption that what we define as functionality = what RTA defines. Don't want to hear 4 lanes are off the table.

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- I am stunned. How can I do what I am charged to do to represent my stakeholders? The TAC met behind closed doors, why wasn't the CTF included - public input and the CTF were disregarded from the process. We have not talked about roadway details such as signaling changes, speed limits...all of these have not discussed yet, and feel like nothing the CTF can think of will change this. These options do not honor the ballot language or what the public we have heard from want. This makes me question what I am doing here.
- Echo Mary's comments - feel dejected.
- (The slide indicated that) 4 lanes does not provide enough investment, What investment are we speaking of? What groups are you talking about? Builders and developers who make concrete, or the small business community? What investment will 6 lanes provide that 4 lanes will not? *This is not the case. The data we have looked at is objective data and does not represent a particular group.*

We need to look at functionality. 95 percent of those who travel through the corridor do so in an automobile. For vehicle travel time to be equal for the 6 and the 4+2T (or 4) 900 vehicles would have to make the mode shift to transit. Even with this mode shift the majority of the users of the roadway would still be in automobiles. There is a range of opinion about the future of transit on Broadway. The TAC's definition of functionality questions what the demand in the future will be for through traffic and for transit. If there is a very high demand for transit in the future we have to acquire the room now to install the necessary amenities for transit to flourish in the future.

- I'm not upset or surprised. 6+2T is also off the table, progress has been made. It is time for us to make a decision - 4 or 6 lanes - time for CTF to step up. I don't want to say "I'm done because I am mad". I want the opportunity to provide input.
- My frustration is with the process. We made the decision about 8 lanes; it is up to us to make the decision regarding 4. That this information is going to the Mayor and Council is what upsets me. The process is important, building trust with all of the stakeholders is important - it needs to be a public process and we need to be accountable to them and to all of the voters.

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- My concern is that it is not so black and white or clear. Specifically, suggesting to eliminate the 4+2T and 4 lane options suggests that alternative modes are not being recommended - if that is what the experts recommend to the Mayor and Council, it does not validate future creativity.
- I have always assumed what we could get squashed; however, it happened sooner than I expected. Let's take a positive approach and plan for the future.
- Part of my discomfort is with the elimination of all but 6 lanes - only deals with lanes. Economic vitality, sense of place is not about lanes - we need to keep businesses, and preserve historic properties. We have not had chance to look at what will fit while maintaining as many existing properties as possible. Business owners need to know cross-sections sooner than later. I'm afraid we will be put in a box that we can't get out of.

This is the TAC's recommendation. On your meeting agenda for today is time to look at designs and the variations we have brought with us based on discussions at the charrette meetings. You asked for feedback from decision makers, and senior COT staff wanted to have a recommendation from the TAC prior to presenting anything to the Mayor and Council. You, as the CTF, need to make a recommendation as well. You can say whatever you want. Your recommendation goes to the decision makers, as well. Part of having this recommendation from the TAC is being able to frame what you are going to say to the decision makers.

Let's not get hung up on this recommendation now. We want you to have an opportunity to see and consider the revisions to the alternatives that have been prepared for today's meeting by the design team. You also may want to listen to the Call to Audience and hear from your stakeholders during our break. We will revisit this after you work with the new materials. You are not being asked to recommend anything yet, so please do not feel pressured to do so.

- I'm not surprised, I expected this. Let's look as an opportunity to focus, work within the 6 lane and see what we can do and go from there.
 - (Our) Process - the CTF has not taken 4 lanes off of our table, it is still on our table. The assumptions the CTF and TAC are working under are different.
 - I'm not surprised, but this is not our (CTF's) recommendation, it is the TAC's recommendation. The prospect for 4 lanes being funded

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is low. As CTF members, we are charged with looking at needs of entire community. I am pleased that the 8 lane option is off the table even though I was part of the committee that put it there. I agree with Gene, I have felt for 20 years that Broadway Boulevard is a transit corridor and will continue as one, either bus or rail. Whether it is a 4 lane or 2+2T; we need to look beyond present to farther out - traffic must divert to Broadway or Speedway, 4/2+2T=congestion. The best compromise is the 4+2T. Until the CTF is ready to make a decision, I will continue to listen. I am involved in other organizations, there are parts of the community supporting 8 lanes because there are no alternate cross-town routes, and we need to rely on our arterial streets.

- What has happened with TAC's recommendations with Grant Road or Downtown Links? Is there any precedent for Mayor and Council to ignore TAC's recommendation?

The Grant Road project was fundamentally different because the recommendations for the width of the roadway on this project are so divergent. On Grant the discussion was about the width of the facilities and transit was discussed as beyond the time frame of the project. Additionally, there was no discussion of functionality as the project was not being changed drastically from what was in the ballot language. On a separate note, the TAC meetings are not meant to be public. These are technical professionals proficient in their respective fields who offer recommendation based on this proficiency.

- I am amazed that in only 3 hours the TAC was able to congeal everything we have done into only 2 options.

The TAC has been involved throughout the planning and design phase and have been reviewing many of the materials you all get. This was not the first time they saw the alignment configurations and cross sections. Part of the planning and design process is to continually update the TAC so that they are up to speed and they can provide solid recommendations. Additionally, the members of the TAC made it very clear that they were not representing their specific organizations, but rather making recommendations based off of their expertise and experience.

- If the 4+2T is not fundable will it be presented to the Mayor and Council? It makes me question what we are doing here.

(Jim DeGrood - RTA) People on the TAC are senior staff at their respective organizations that have been following the project since its inception. From

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our standpoint the 4+2T performs worse than the 4 and the 6, so we looked at it realistically and question its viability.

So, because it is worse for cars it doesn't work?

(Jim DeGrood - RTA) We look at these alternatives as an entire system for all of the modes. Functionality cannot be diminished for any of the 4 primary modes of travel along this roadway.

It comes down to the fact that only 5% of the users of the roadway are in transit. At least 90% use automobiles and this is the highest transit use corridor in the City - 10% of all ridership in the City utilizes Broadway. We must look this from the perspective of serving automobile users because of this - growth in ridership needs to occur before we can look at it as a primarily transit corridor.

- **This is a sales issue. We need to sell the 4+2T to the Mayor and Council.**

I would like to remind you that you do have standing. The Mayor and Council created the Task Force and gave you direction to look at the EPA study and think creatively - expand the performance measures. If you think the TAC recommendations are too focused or that they are not appropriate then you need to state that.

- **From pages 29 & 35 in the Charrette #3 workbook: auto travel faster for the 6 lane option, the only option that transit and auto have equal travel times is the 4+2T. (1) Transit travel time must be faster than cars to grow it. (2) The bus is the only transportation alternative for those making \$20,000 or less, many of these people have no other alternative. Do we have the guts to do transit (now) on Broadway? In 20 years, we can't take that lane away from cars.**
 - **I completely agree. We need to design for people and not cars. Ridership increased with light rail in Phoenix (Wulf's Presentation). (In London) they time lights for cyclists. My goal is the make the best possible corridor for the most people - not the most cars.**
 - **Broadway is multi-modal corridor that encompasses bikes, buses, cars with 5 major destinations along the corridor. It needs to remain multi-modal to support cars, transit, and light rail in the future. Cities evolve over time and we need to design a roadway that supports incremental change in the future.**

Our funding partner - the RTA passed a plan with a 59% majority that included a 6+2T in their project scope. The County Bond Ordinance

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specifies a 6 or 8 lane roadway. We can recommend a different project scope but it would have to go through a very lengthy process. There would have to be a public hearing at the City level and both County Bond Oversight Commission and the County Board of Supervisors would have to approve it. We have to take into account the issue of funding viability when making our decisions and recommendations.

4. Presentation: Water Harvesting and Green Streets (Catlow Shipek, Watershed Management Group)

By request of the CTF, this item introduced what water harvesting is, its many applications and benefits, and the City of Tucson's recently adopted Green Streets policy. Additionally the presenter stayed for Item 5's design-related questions. Water harvesting and landscape can be included on the alternative designs.

5. Review/Discuss Revised 4-lane and Revised 6-Lane drawings Vignettes for Addressing "Inspiration Points" at Key Points in Corridor; Potential Approaches for Presentations at Public Open House (please note: this agenda item took place after item 6 - "1st Call to the Audience")

The project team provided the CTF with revised drawings of design alternatives based on requested changes made at Charrette #3, as well as vignettes illustrating various options for the challenging segments located at:

- Miles School (1400 block)
- Warren - Campbell (1700-1800s blocks)
- Norris-Olsen (2000s block)
- Smith Avenue - Tucson Blvd (2300-2400s blocks)
- Tucson Blvd - Treat (2500-2600s blocks)

The Task Force provided input on the revised drawings but did not make any formal decisions. The following discussion took place during this agenda item.

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

- **What are the widths of the new drawings?**
The widths of the cross sections are the same. They demonstrate areas where we were more aggressive with narrowing the facilities at pinch points - such as medians and landscaping; and where additional width is needed at intersections for turn lanes.

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- **What can be done incrementally with transit?**
A lot of things can be done - for example at the Campbell intersection you could build the bus stops in the middle of the road to provide for a transit priority queue jump. We can put in place, now, the infrastructure for future high capacity transit. Additionally, if indirect left turns can work in this stretch at the major intersections, it would greatly reduce the amount of time it takes a pedestrian to cross the street. There are also things we can implement that would make the 4+2T perform like the 6 lane.

- **Who has final say about pinch points? The CTF?**
At this point the CTF does. It will be fleshed out when you decide on what to recommend. On the Grant Road project the Task Force presented four different options for the Campbell Avenue and Grant Road intersection. The project team is here to help with the technical aspects - you may want feedback from the Mayor and Council or the public. You could frame the discussion by stating: this (these) is our recommendation(s) and these are the reasons we selected it (them).

- **Rincon Heights Neighborhood Association does not want Miles impacted. We want to share impacts if the 6 lane is built. We do not want to push the roadway south to Miles or see the school impacted. We will take losses (to structures) for a commitment to transit. If this is not doable, then the 4 lane is preferred.**
In terms of the discussion centered on the 4+2T, transit ridership to date is still very low. The challenge is impacting auto lanes and determining the level of commitment the City can make to dedicated transit lanes once certain operational bench marks are reached.
 - **The problem is that once buildings are knocked down and transit is not achieved, we won't get the buildings back. If there is a clear commitment to transit it warrants the potential loss of buildings. In order to sell the 6 lane to my constituents I can't say that 20 years down the road there "might" be transit.**

- **Based on feedback from my constituency in Miles Neighborhood they are vehemently opposed to any southside widening. This goes back to the original 1987 plan which stated that the road would be widened to the north. It's a conundrum. Ward 5 is very leery with any properties to the south being taken. Miles Neighborhood is very small and now this is a big fight. I have to bring these concerns forward.**

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- Then, there is a very easy solution. Both sides do not want any buildings taken then the 4 lane option is the answer.
The county will most definitely pull their funding if the 4 lane option advances. I got a call from the director of TDOT during our break. He stated to me that if we have any thoughts of being able to use the county's funding then I need to clearly articulate to you that the 4 lane will not be funded by their bond.
 - We have offered Rincon Heights to share impacts with Miles. If you want the widening to go all the way to the north then don't agree. If the County wants to pull their funding then they need to go on record saying that.
 - There have been a lot of compromises already made. Miles has been accommodated, the church is not being impacted, and the north has already had properties acquired. We need to continue to discuss how to arrive at the best compromises.
You have identified pinch points for inspirational ideas. This issue seems like another pinch point. We need to put this issue on the table because we will need to work it out.
 - Councilmembers Fimbres and Kozachik need to sit down and iron things out. They have put the burden on us. They need to discuss these compromises, too. Ultimately, it's a Mayor and Council decision.
 - I don't want to see those discussion happen in isolation - I want to hear what they say when they figure it out.
 - The Mayor and Council will figure it out, but the RTA has the trump card.
 - As a practical matter from experience, the best solution is that the two neighborhoods work together to share the pain. I'm not thrilled with staff and the council figuring that out. The two neighborhoods need to sit down and figure it out.
 - All we have heard since the beginning of the project is that all of the widening is going to go to the north side. That's been the perception for years. To change this mid-stride it doesn't sit well with people that thought they were going to be saved.
- The pinch point at the Continental Building, part of our recommendation should be to create an easier process for property owners to discuss the parking situation to minimize the risk of acquisition. Part of our job should be to make the job easier for property owners.

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Yes, you can certainly make that a part of your recommendation. Part of your scope of what you can recommend includes changes to existing policies.

- I echo that statement, especially at the pinch points. We need to find a happy medium between widening to the north and the south to find a balance for Rincon Heights and Miles neighborhoods.
 - I agree with these comments as well. When listening to the discussion between the two neighborhoods, what hear is that you want the same thing. Is this a symptom of not having a clear definition of functionality? It is impossible to have no pain but having discussion about the impacts is premature. It's too early in the process to even know if there will be pain.
- Is there any consideration of narrowing the medians even further, similar to Grant Road?

The medians in many sections of our design alternatives are narrower than on Grant Road. We have gotten feedback from the City that an 8 foot median does not accommodate a turn pocket. The median varies throughout the designs. The new design we are presenting tonight has a 3 foot median in some areas. That will have to go back to the City's engineers for review and approval. It may be a safety decision and this width may be determined to be unacceptable from a safety perspective.

Sometimes the median width doesn't control the design. Many times safety considerations do, such as the minimum width of a turning radius. There are a lot of technical issues that go along with the design of a roadway and elements such as medians.

In some of the cross sections the median is designed to be 8 feet wide but once you get to the intersections and incorporate double left turns this width jumps to 20 feet and more for a median refuge. We are trying to be as aggressive as we can with the design elements and median widths.

- I have a design question/recommendation: we should put a bus pullout at Miles School. Currently there is not one. Especially, if we are going to be installing the platforms for the 4 +2T.
- To go back to the question of funding viability - why are we talking about the 4 +2T if it not going to be funded?

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The 4 lane is absolutely off the table. The 4 +2T does not serve automobiles in a good enough manner to match the level of functionality required by the RTA.

- So if anything is not 6 lanes then it will not be funded? What is the scenario afterwards? What if we recommend the 4 or the 4 +2T and nothing happens?

Essentially, the Sidewalk Only option would occur. If this project does not move forward the City will need to resurface the roadway at some point. When that occurs, it will trigger the need for the roadway and adjacent sidewalks to meet ADA standards. This will lead to acquisitions and the need to repay the money spent on this project Pima County and the RTA. The City would have to find the funding to do all of this on its own.

- Where would the money come from for improvements to the roadway if the County and the RTA pull theirs?
The City would have to issue a bond.

To clarify, the City would have to find all of the funding on its own if this was to occur. You are making a recommendation to the Mayor and Council. You need to look at the 4+2T and define what level of commitment to transit you would find acceptable to advance that design alternative. You also need to define what acceptable levels of functionality for the design alternatives are.

- If we can reach a compromise we need to talk about the block in between Warren and Cherry as a point of negotiation. I hope the two neighborhoods can work things out. To get there Miles is ready to offer that block.
- How can we make recommendations about a 4+2T if we still have unanswered questions about funding viability?
 - Let's not take anything off the table. All of the recommendations should move forward to the Mayor and Council. We are not at a point to take any recommendations off of the table.
- I see this as a two stage process. My sense is that there are multiple pinch points. Negotiating with neighborhoods and the level of desired transit improvements is going to be very important. My thought is that we should move forward to the public meeting with the 4, 4+2T, and 6 lane design alternatives with a variety of alignment options. We

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need to tell the public what the issues and points of conflict are and ask for feedback on those.

Political certainty has been a large issue. My fear is putting out the 4 lane alternative and the public feeling it is a viable design.

- We have to be as clear as possible about the risks associated with the alternatives. We can put everything on the table and show what the issues are.

- Do we have to present to the Mayor and Council prior to public meeting #4?

We need to present to the Mayor and Council prior to the public meeting to keep on schedule. We need to renew our contract for the remainder of the planning and design phase with the RTA. We need additional funding to move forward with the detailed design analysis and the production of the design concept report. We need to move the project forward at an acceptable pace. We need to present to the Mayor and Council what I have heard from our funding agencies - that the 4 lane option is not viable. If we were to move forward without this discussion and the Mayor and Council came back at the end and said no to the 4 lane it would discredit the public process.

- But that needs to happen - we need clear direction from the Mayor and Council.

My perception is that the CTF is not taking the 4 lane off the table; therefore, by defining how you want it at the public meeting is your report to the Mayor and Council - that you are not ready to take anything off of the table. To focus the conversation; if you state this as your recommendation and they push back at their May 6, 2014 meeting, it may give you the response you are looking for.

- The May 6, 2014 Mayor and Council meeting is agendaized as a study session. I am confused at what is going to happen. Will there be a vote? This important of a decision should not occur just during a study session.

The Mayor and Council can take action on any agenda item during a study session. Your recommendation to Council can help direct the project. It can also direct the recommendation made to the Manager's office. We are working on summary sheets that include all of the design alternatives and the TAC recommendations. We will also present anything you recommend tonight.

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- There is no Call to the Audience during study sessions.
That is correct, but CTF members can be present and I will request that you be allowed to speak.
- The parking question needs to be addressed in a specific manner. It seems like we cannot recommend any specific width but reserve the option to consider the 4, 4+2T, and 6 lane design alternatives until we receive input. I am very enthused by the alignments presented but I am concerned with the pinch points which need to be addressed.
- I request to all the committee to take all options to the public meeting. What I am afraid of if we don't is that it may be perceived that we have made a decision. We may want to schedule a meeting soon after Public Meeting #4 and move any decision that needs to be made to then.
 - I would add to that that the performance measures seem to be a good place to look at for our definition of functionality. Currently, if you look at things through this lens no options jump out at me to take off the table right now. We could define functionality as the performance measures we have developed up to this point. Doing this would demonstrate to people that we are looking at things more broadly. As we expand our analysis this could change. I really think we need traffic counts to see what is being used for transit, sense of place, etc. This would help define our functionality.
- I am concerned with that because the city is aware that the 4 lane is a non-starter due to funding issues. They may pull it, so why push for it?
 - That's their job. To give us direction.
 - That's the crux of the issue - the people in charge not giving us direction. We are doing what we need to do, they need to do what they need to do!
- Do we need to schedule a meeting directly after the public meeting to make decisions to help with things?
 - *We will schedule a meeting for soon after the public meeting to report out to you the input that was received. It is our hope you will be able to narrow things after the public meeting so that we can spend the summer months working on the detailed design analysis to arrive at an initial recommendation by late fall.*

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- I second to leave the 4 lane on the table. The Mayor and Council needs to look at things. The public that comes to these meetings are the public that votes for them. The public needs to observe the issues and conflicts that we are grappling with. It goes back to the argument about what to look at. The widest option has eliminated itself. If the option the public has stated that they want has been taken away from them, how can they feel that they have a voice?
- The neighborhoods need to have additional discussions and negotiations and additional information is needed on what transit will look like in the future. There are still tradeoffs to look at - specifically, what does the transit component of the 2T look like?
 - I agree; the Task Force needs additional time to discuss all of these options.

Your recommendations that you present to the Mayor and Council can serve a framework of what to bring to the public meeting

- The funding considerations need to be clearly articulated at the public meeting.
 - Do you want the Mayor and Council to clearly address the funding issue?*
 - This needs to be clearer for the public and it needs to be on record.
 - I agree; it needs to be clear that the County won't fund the 4 lane design alternative. The County needs to go on public record stating this. People need to know and understand this.

6. First Call to the Audience

Eight members of the public filled out speakers cards and were called on to address the Task Force:

Doug Mance:

"I'll really try to keep it on time. I'm Doug Mance and you know me as your liaison to the cart. It's not the platform that I'm speaking from this evening. I'm speaking as a citizen this evening. I live, my legal address is 112802 North Tucson Avenue up on Mount Lemon and my downtown address is in the city here at Crayton Park Road. I, as a citizen, have had a unique opportunity to spend the same amount of time, from a date point of view, at your meetings. Nobody has spent the amount of time

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that you have spent at your own meetings except for you. But, as a perspective, I did want to chat with you about my views as a citizen on what I think is important.

You've heard from this platform- from the Call to the Audience platform- a lot of views and you're going to continue to hear a lot more and will probably hear five or six more after I'm done here. And they are all quite vehement and they are all quite firm and sometimes inflexible and sometimes even dogmatic. As you know, in my other role as liaison, I have taken care to not express opinions. I wanted to act as that communications conduit, and I actually many times suppressed my opinions. And I think that was a healthy thing to do. I also think it's a healthy thing to do right now. But I do want to tell you one thing that I am vehement about and that is, that you guys succeed.

I've mentioned it before, and I'll mention it again because this is an opportunity that involves almost 72 million dollars, that you do indeed have a say in. You don't have the whole say, you don't get everything that you want, but there are people that are listening to you and I do not believe that you should not feel that you're squandering anything right here. You're here to kind of rescue a suffering old way. I know that everybody has their visions with regards to what Broadway wants to be. But Broadway right now is suffering and I drive it as often as I can and there are problems with the road and those problems aren't getting any better at all.

I can be dogmatic about trees and bikes and lane widths and traffic patterns and so forth and so on. But I think that I would rather be dogmatic about you not failing because, in my opinion, failure equals the status quo, and from my point of view as a citizen, the status quo consists of vandalism, of graffiti, of business that are leaving the area right now, as we speak. It involves out-of-state slumlords that are running dubious businesses. It involves chain link fences. It's not attractive. Status quo is something that I'm vehement that you don't maintain. I want you to feel that you have an input and I want you to feel as a citizen that you need to succeed. And, thank you very much."

Laura Tabili: Ms. Tabili yielded her time to the next speaker.

Mark Homan:

"Hello, you've heard that I'm Mark Homan from Rincon Heights, and I'm a member of the Broadway Coalition. I'm still Mark Homan. I've been watching this story unfold for quite some time now, as have you. You have taken hundreds of hours of your time away from family, from friends and maybe roller derby, to contribute much of yourself to benefit your community. I thank you for that. This type of commitment is what is necessary to make a community work. It should be honored. The promises made to you should be kept.

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On April 2nd, a group of individuals got together and came up with a design for Broadway that you will examine tonight. I have a few thoughts that I'd like to invite you to consider as you move forward with your work this evening and in the days ahead. The alignment being proposed as the base document was **not** developed by the Citizen Task Force, yet it establishes a frame of reference for any future consideration. It was drawn up away from true public view. Doing so runs counter to the expressed transparency of the process and serves notice about who really will be making the recommendations. Things got turned upside down. In this case, the CTF is responding to recommendations rather than other bodies responding to CTF recommendations.

Although many of us, including me, want to develop an alignment soon and remove uncertainty, this should have been done through the CTF process and not outside it. That the process has dragged on is not, I expect, something that you have wanted or caused, but because of procedures that have been placed on you. I understand that recommendations are being made to Mayor and Council on the 6th. This is far different from an information meeting. Whose recommendations will these be? You were ensured that the hours and hours of your deliberation and work would be the focus of Mayor and Council consideration. Will this assurance to you be honored or will your work become secondary? A kind of afterthought.

While as you've heard this draft alignment isn't the final draft, it is hard for me to believe that it will not be a model that will advance, perhaps with some minor tweaking. While no one will tell you that it is final, it is quite possible that those who have created it will act to make sure that what evolves will be fairly close. I hope you won't let that happen. Once something is put forth, be it a menu for a dinner, a schedule of day's activities, or the design of a roadway, it is very, very hard to think about things in a very different way.

CTF members were encouraged several times, certainly by Councilmember Kozachik, to focus on giving us the best options- the BEST options, and not try to second guess what other political interests might say. Trying to please the powers that may, or may not, be is not the responsibility of the Citizens Task Force. In my view, I think it important that the CTF get assurances that a true block by block review with clear vision and context-oriented standards will be done and that you, and not some hidden group, will be responsible for making the recommendation that goes to the Mayor and Council, whose job it is to weigh recommendations. Thank you, again, for your investment of time and thought, for bringing forward your points of view and commitment to developing a project that is truly creative and excellent- not some plodding compromise. Your exchanges with each other, will, I think, strengthen shared understanding and options for action."

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Marc Fink:

"Hi, I'm Marc Fink. You all know me. I may even be one of the dogmatic people that Doug has mentioned. I do want to say, first of all, I was gonna say this, but I live three blocks from Broadway. The Broadway that Doug described, I have no idea which Broadway he's talking about it. I've lived there for over twenty years. It is NOT how he describes it. He makes it sound like we're living next to Watts. What I do want to talk about, though, has to do with, the at-risk properties and the whole design of it.

At a meeting that we had with the Office of Integrated Planning, which Jennifer was also present, it was discovered that, inadvertently, there's been, I would say, an incorrect message that has been put forward to the public in relation to how the City deals with properties that are quote, " at-risk" or may have an impact. As you all may remember, and what has kind of been repeatedly said, is that, "The only option that the City has in dealing with those properties is to go to those property owners and say, "You're going to be affected and we're giving you an offer to buy your property" and only if the property owner says, "Well, are there other options?", can there be a discussion. Well, it turns out that is incorrect. In fact, what the City can do and what we would encourage the City to do, is you can go out to the property owners and actually engage in a full blown discussion of what do property owners need to thrive and survive. Provided that, one of the options that the property owners have is that, well, if you don't like what's being done then, yes, we will give you an offer on your property. But that's very different then saying that the only option that the City has, unless somebody responds to it, is, "We're gonna buy your property."

Why is that important? You've heard all along this issue of "at risk" properties. And all properties that may be affected, or let's say at least ten feet, are assumed "at-risk." And the analysis that has been done have assumed that, at least at the last Task Force meetings, that either 75% or 100% of those properties would be acquired. There's no evidence indicating why that would be the case. And, in fact, if the City is proactive, and goes out and talks with property owners, one would assume that the number of properties that actually would be acquired would be far less. And, in fact, we've had conversations with Phil Swaim, as you know, is the architect on the design team. He's expressed a real enthusiasm to actually go out-sooner than later- like, next month, to go out and start holding individual charrettes with property owners going block-by-block either side to actually start looking at what can be done. If you do this, then, you get something really good. That's it. Oh, as I walk away I'll say one thing in terms of Dale: The Broadway Coalition and others are not just looking myopically. We ALL want what's best for

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the community, and making Broadway a really great place is the best for the community.

Greg Clark:

"Hi there. I'm sorry I don't know most of you and haven't been involved in any of this process really. My name is Greg Clark. I'm a resident of the Miles Neighborhood I own property along the south side of Broadway in what I believe is called the central portion near Campbell. I feel strongly that the Broadway Boulevard widening project should proceed in the manner that has been planned and has been promised for the past 27 years. To be a transportation and commercial corridor that allows the free flow of vehicular traffic. If acquisition of property is required to widen the road, then it should occur on north side of Broadway, as it has been planned.

I'm sorry- I believe it should occur on the north side; not on the south side. Since 1987, it has been planned and promoted that, if it occur, the widening occurs towards the north, and I believe it should continue within that vein. I believe that all this second guessing over the past few years is misplaced, and it doesn't look at the enriching of the entire roadway and all the people who don't live right here. In order to keep on time I'm gonna try to read, stay on my letter here that I was going to submit until I found out about this meeting. It should occur along the north side of Broadway, as has been planned and promoted since 1987. I do appreciate the work this committee and Task Force is doing and the flexibility of trying to study Broadway based on current and future needs rather than past. But, I do believe that this notion of redesigning everything is not really looking at the good that is needed for the entire Tucson Valley. By the beginning of 1980's, Broadway Boulevard was recognized as a roadway in need of expansion and the entire length of Broadway was seen as a thoroughfare that should have a vibrant commercial, retail and shopping and office district along it's edges. The project back then was to be called the Broadway Commercial Corridor.

The expansion of Broadway was to concentrate people and traffic along a wide and easily navigable roadway between eastern and downtown Tucson that would be good for commerce, business and development all along the route. And since 1987, property owners, business owners, residents and the Real Estate and development community all along the route has known about this: It has been actively promoted, advertised, written about and made public by the City of Tucson. For 27 years, land sales, purchases, investment land use decisions have been made based on the open, actively promoted and well-published Broadway widening plans. The City of Tucson has actively acquired property on the north side of Broadway since 1987, and development and demolition projects on both side of Broadway have been

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steered, planned, approved and completed with the widening project - towards the north - in mind. Responsible business owners, landowners, prospective buyers, etc., have all had this information. I have made investment decisions, decisions upon where I am going to live, based upon the knowledge of what is going to happen on Broadway and all hats off to all the work that you guys as a commission are doing, but I think the feeling that Broadway has to be for people, not cars, is really dismissive of people who happen to be in cars.

Now, I absolutely, I really appreciate the work that y'all do, but the idea that we need to eliminate cars is great, it's aspiration, it would be wonderful if the entire Broadway was a pedestrian, bike and mass transit thoroughfare, but that's not realistic. And I think we all have to acknowledge that, admit that, and look at Broadway for ALL the people. Not just the 10% of bus riders or the several percent of people who want to walk and bike. So, thank you, but it's kind of a, to start meandering and going to the south, it's kind of late in the game."

Bob Kaye:

"Good evening. My name is Bob Kaye and this is the first meeting of this Task Force that I've attended. I have followed your work online and have been very interested in your work. I'm probably the newest Tucsonan in the room so that's another strike against me. I've only lived in Tucson for two years, but for forty years I lived in Boston where I was a City Planner and was involved in Real Estate development. I'd like to compliment the City, the members of the Task Force and the members of the audience for being here and for all the great work you've done and offer a few comments from my perspective having been involved in transportation for all those years.

First, buses or vehicles? They travel along the road just like cars do and, um, they will never travel as fast as cars because they're doing their job - stopping to pick up passengers. They'll always be slower. Second, if Broadway has more capacity for vehicles, everybody benefits: bus riders and automobilists. Third, unfortunately there's no easy answer. That's really a testament to all the hard work that you've done. If there'd been an easy answer you would have come up with it, you wouldn't have spent as much time as you've spent here. As much as I liked the presentation, and subscribe to all of the principles that he's set forth, his alternative calls for a 140 ft. right-of-way which is, I think, on the verge unfeasible given the impacts on the community. But his design ideas I should urge you to consider- can be incorporated into narrower rights of way, and should be, based on your counsel to the Mayor and Council.

Finally, I guess I'm not as optimistic as many of you about changes in mode shift. They happen, but they happen very, very slowly and typically you need to think

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decades, not years. Um, people, we're all, creatures of habit. And we all have the way that we get to work, and the way that we get to shop and a way that we get to pick up our kids and a way that we go to see our friends. And often, at least out west here, it involves a vehicle, a car. So, um, I would also urge you to consider that mode shift usually is a push and a pull that happens. The pull is that there is an alternative mode of transit that's available that is reliable, safe, comfortable and appealing otherwise, and I think that's what we're going to see along the modern Streetcar line. I think that the pull will be there and there will be mode shift in that district and in those areas that are adjacent because there is a good alternative. I guess if there's no alternative on Broadway besides what's essentially there - perhaps with a higher level of service, express buses possible to a greater extent - that are not available now, I would say the pull isn't there. There's also usually a "push" that's needed, and that push is pricing of some way or another. Many European cities are using congestion pricing- I don't think we'll ever get to that here.

Most American cities use parking pricing and, honestly, from what I've heard from many of my friends and neighbors in this fine city, I don't think people are willing to pay more for parking. They just think that paying anything more than five dollars is, you know, on the verge of criminal. Thank you. So, I would just close by saying that there are a couple of things available that are worth mentioning tonight, that are worth talking about: One is synchronized signal timing, and the other is longer bus turn outs, so that buses can pull out of lanes at speed and they can accelerate into lanes at speed. And what that does is, it means that the bus - in leaving the right-of-way and entering the right-of-way, or the travel lane rather - isn't impeding traffic. My key for tonight is: Reserve as much right-of-way as you possibly can because that's the space in which you will grow."

Margot Garcia:

"Margot Garcia, Broadway Coalition. Just two quick things: One is the Broadway Coalition has given each of you as a present a walkability book, Walkable City. Some of our members have read this and found it extremely interesting, found it extremely stimulating, giving all kinds of new ideas and so forth. So we thought you ought to have an opportunity to read that so we hope you enjoy it and please take it home with you look through it. The second is, there has been no report back about what I call, "The Pot of Money", but there was a meeting in which there was a discussion of the designs brought forward by the University city students who made some designs and they chose a rather curvilinear pathway with some trees and, hopefully, some benches and there's not enough money, of course. But the hope is, maybe that some various businesses or individuals would like to contribute benches. They're only about a hundred or so dollars. You can put your name on it.

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And secondly of all, I asked Jenn if she could have it done in six weeks. She looked at me horrified. I did notice that it was fenced the day after the meeting and torn down within two weeks so it seems to me that, you know, putting in a few trees and sculpturing it a little bit. She promised it would be done by mid-modernism week in October. Is that right?"

Gene Caywood:

"Gene Caywood, Southern AZ Transit Advocates. It's been an interesting evening so far and I look forward to the rest of it. The people that pointed out that the TAC recommendations are a staff level recommendations and the Mayor and Council doesn't have to follow that- the Mayor and Council thinks for themselves- hopefully based on the info they receive. And so this is basically a political issue, is what I'm saying. You all need to be talking to your council people. Secondly, you should define functionality. This TAC has sort of done it for you because you guys haven't quite, you know, done that yet, and that should be done tonight and you should define functionality with transit as a clear part of it. I won't tell you how far to go. You know what I think: Transit should be the priority and particularly along Broadway, because it's been pointed out that it really is a transit arterial and it really is a major place in this community where we can do transit and have it succeed. And so, I think you have a choice to make: you either take care of the car totally OR you take care of transit and, in a certain sense, you can't do both and it may be to the detriment of transit that, or to the detriment of the automobile, that you make transit for real and you make Broadway a real transit corridor."

7. Public Input Report and Reports on Project Presentations & Outreach (Please note: agenda items 7-9 took place after agenda item 10 - "2nd Call to the Audience)

No discussion took place during this agenda item.

8. Discuss/Set Public Meeting #4 Date, Format, Presentation Materials, and Survey(s) (Please note: agenda items 7-9 took place after agenda item 10 - "2nd Call to the Audience")

The project team presented the proposed date, time, location and general format of the next public meeting (#4) to the Task Force. The Task Force approved the meeting date of May 22, 2014 at 6 p.m. The Task Force also approved the general meeting format of an open house with presentations. The meeting will be held at Sabbar Shrine Temple (450 S. Tucson Boulevard).

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9. Discuss Standard Meeting Agenda Structure and Meeting Organization (Please note: agenda items 7-9 took place after agenda item 10 - "2nd Call to the Audience")

The project team asked the CTF to think about the current meeting agenda structure and how the meetings are run in general. Time was set aside to let members discuss with each other what concerns they may have as well as what possible solutions there may be. The CTF agreed to readdress this item at future meeting date. The following two comments were made during this agenda item:

- We need to flexible with the structure.
- I would like to request that we give new audience members priority to speak during the Call to Audience prior to audience members who have spoken before. I would like to hear new voices instead of those who express the same opinion each time they get up and speak.

10. Second Call to the Audience (Please note the second Call to the Audience took place after agenda item 5)

Eleven members of the public filled out speakers cards and were called on to address the Task Force:

Laura Tabili:

"Ok, let me start by apologizing again for even prolonging the meeting. I want to say the first thing that came up, the elephant in the room (as someone called it), is the comment about how the County might do this, RTA might do that, I commend you for standing up and to not be stampeded into a hasty decision by hearsay; because it's hearsay. If the County wants to do something somebody from the County needs to come here and tell you that. If RTA is going to pull their money they need to stand up in front of you and say so. In all these 18 months of meetings (and I have been to all of them except for the three months that I was overseas) the RTA director has not been here to tell you anything nor has the County. As it so happens, I talked to somebody that works with the County, myself, so you can trust my hearsay just as much as you trust the other hearsay. That person told me that the County does not have a position on this project and they won't have a decision on this project until they vote. If they wanted to take the money away, they would have to abandon the 1997 Bond Issue. So, don't be rushed into hasty decisions none of us makes good decisions when being rushed and pressured.

The second thing that I wanted to speak to is that it just hurts me so much to see two neighborhoods at odds. We really try to engage with other neighborhoods so that we wouldn't come to this point but here we are. So what I want to say is first of all "share the pain," which is a phrase that came out of the Grant Road project. I, like Mary, would like to know why there has to be pain? There is a huge question

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about whether extra road capacity is even needed with this project and so where the bottlenecks and the pinch points are we had better be working that out. Secondly, there is a bottleneck at the end of this road and there's a lot of question about what benefit there really is to increasing capacity for two miles when you get to downtown. Thirdly, a wider street is bad for all roads- bad design is bad design. It doesn't matter which side of the street is impacted, a wider street is bad design."

Ralph Armenta:

(Laura Tabili spoke on Ralph's behalf)

"Ralph wanted me to say that the church is not for sale and that it's never been for sale. He had to leave."

Gene Caywood:

"I just want to say one thing and that is that you guys have a chair, Mary is the chair. You guys ought to be at the Mayor and Council meeting and if you can't be then somebody else should be and maybe two of you should be. If you want to pick somebody to go with you, you should ask Jenn to make sure that you get recognized because that is a study session and they don't have to recognize anybody. If you ask a head of time they will and you can reinforce the decision that you make tonight."

Greg Clark:

"Sorry about going over, this really is my last time this time. I'd like to say that I heard a lot of great talk about hitting it out of the park, thinking creative, expanding, making a great roadway, a great thing that is good for all people, etc. What I have seen here tonight and I have not been following this for years as I should have been. What I have seen tonight is the inability to make a great thing creative, a roadway that is great for people, because of the inability to think about expanding. In my opinion if it's going to hurt somebody, just hurt somebody and make a great roadway. Even if it's me and my neighborhood or something; make a big roadway make protected bike lanes, make pedestrian walkways, and make access to business.

You are going to have to do something that is larger than four lanes. That is my personal opinion and I think its representative of the opinions throughout the city, who don't live in a neighborhood right here. Maybe I am wrong, but I think that this Task Force is meant to think for the whole city and come to a decision that reflects the needs of the city and the greater value. That is just my perception, is that maybe it just needs to be wide. If that means right of ways for streetcars or bikes, or open space, or water harvesting, go for it. But it seems to me all this thought of it's got to be tiny and it's got to be the way it is, is where the main road block is."

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Linda Dobbyn:

Was not present at the time her name was called to address the Task Force.

Rob McLane:

Was not present at the time his name was called to address the Task Force.

Dot Krett:

“Good evening everyone, my name is Dot Krett. I have been a resident of Armory Park Neighborhood downtown for 28 years, actually longer than that but anyway, quite a long time. Thirty years ago, I started my company DK Advocates and what we do is help people with disabilities become employable and employed. In 2001, I bought my building on Broadway, 1502 E. Broadway. Directly next door to Miles school, we share Highland (I mean we share Vine with Miles school). When I was buying the building I did my due diligence, I went to the City, I went to the County, I went to ADOT, I went to PAG, I went everywhere, and asked the question of: What is going to happen with Broadway expansion? Because, we were talking about that in the year 2000 and I was guaranteed by everybody I spoke to that all of the expansion if it needed to happen was going to happen on the North side of the street and on the South side of the street we would be fine.

So I invested, and I bought a building and we have been thriving. We just had our thirty year anniversary a month ago and I started a second business called Archive Advantage. I started that in 2006 and what we do is do data transformation services, scanning documents and in the computer we do photo slides, negatives, vinyl and video all of that. We use that as a mechanism to provide jobs for people with disabilities, people who are homeless, people who are going through tough times. We work with veterans, we work with all kinds of people who need help finding jobs. It's a viable business, it's growing.

I refinanced the building in 2010 in order to expand Archive Advantage and give more jobs for more people, and I did the same due diligence that I did 10 years before, going to the City, going to the County, going to the State and I was told again that any expansion on Broadway was going to happen on the North side of the street and not the South side of the street. So I went ahead and I invested another boatload of money and hired more people and trained more people. Since then, we have been doing even better and I am now out of space in my 4,000 square foot building.

The 1,800 square foot building immediately next to me, we share a wall, came up for sale 2 months ago, and as of Friday I am in escrow to buy this building next door and I found out on Sunday (from Mark) by phone call that this plan calls for tearing down my building, taking off the front half of it. I have got a \$300,000 **SBAIDT** loan

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package on the table that is going to be totally destroyed and what that means is that potentially I can't do the expansion, it means that people with disabilities aren't going to get jobs. We can't do all this training, and so what I am urging you to do is to look at the impact.

If viable businesses are important to you. You need to look at what the expansion is going to do to the existing businesses that we have and as you know there is not enough of them. If providing opportunities for low income people, or people with disabilities, or people who really need a chance and who really need hope, and who really need to grow with this community, if that is what is important to you, then you need to look at what this is going to do. I am not the only business that is affected. So what I am asking you, and what I am urging you to do, is really look at what all those plans are going to do to people, and what they are going to do to businesses and what they are going to do to Tucson, because all the things that I have been told that you have said are important to you, can be totally destroyed by some of these different plans; so really look at it. Thank you."

Jude Cook:

"I will be quick. I am going to be redesigning the Sunshine Mile brochure to include another 25% more than we currently have. We are going to add a tagline that says, "Visit the Historic Sunshine Mile." In the future, I don't want to say, "Visit What's Left."

Jessica Shuman:

"I guess I should start using the time as I am walking up. So first thing I want to say is that I hear a lot of people say from day one, whether talking about what happened from 2001 or 30 years ago, or 2 weeks ago, when you acquire new knowledge and information, that is your day one. So please keep that in mind. I just want to remind us again, bring us back to ground zero, that the things that the vast majority of the public has said are what they value the most or what they hold most important for this project is respecting the existing context of the area with its diversity of local businesses, honoring the extraordinary heritage and the irreplaceable architecture and elevating the area as a destination. I am not exactly sure why everyone is talking about the North side, the South side, 4 lanes, the 6 lanes, the 8 lanes? It is about doing a great design. I personally have been in favor of what I thought was a 4 lane design. When I looked at these three plans, the 4 lane design is what is most personally detrimental to Solot Plaza where my business is; so it's not just about bringing forth the designs as they exist.

I mean, is this what you were planning on doing? Taking the three designs that you were given now and present them to the public and the Mayor and Council? Because, I think that they need to be looked at more closely by the Task Force. The

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4 lane design actually leaves zero parking for all thirteen of the businesses in front of Solot Plaza. Whereas the 4+2 lanes and the 6 leaves at least one or two parking spots in front of the businesses, so again you need to move away from the idea of 4 lanes, 6 lanes, it's about a holistic design that again, honors the context and honors the will of the vast majority of the public.

I want to just make one more quick point, the way that any three of those designs would currently impact Solot Plaza. Does everyone know Solot Plaza? Tucson Tamale to Bruce's Lock Shop? The way that any three of these designs in their existing state would impact us, pretty much all of the businesses would not be able to stay there. In that case, I couldn't see a lot of investors buying the individual buildings and it could potentially lead to the destruction of or the demolition of the entire plaza. So again, keep in mind that what you are seeing on the map, even if it spares the buildings it doesn't necessarily preserve them or make them usable. Again, I don't want to see that whole plaza wiped out and have you know, Walgreens come in. We have that a block away. Thank you."

Dick Basey:

"Just a few comments. I think that if you have ever driven on Country Club Road, you will notice where the City narrowed it down to nine feet of travel lanes and this is an arterial because they wanted to put in a left turn lane. So go down there and measure it. I don't recommend it; it's too narrow in my opinion, but at 11 foot lanes and if you narrow that median down to say 6 feet and do a left turn every other block or third block like you do on Speedway, there by the Kinkos between Tucson Boulevard and Country Club, all you have to acquire is 11 feet for much of this roadway. Now that can be done either on both sides or on one side where it's appropriate and I don't think that is too much of a take.

As far as people talking about double left turn lanes, the only place I can think that would be necessary is at Campbell and Broadway. The one at County Club is ok and the other place is Euclid. So what is this double left turn stuff that we are talking about? Everywhere else it doesn't need it. So those are the two things that ought to be considered in this whole thing. As far as sidewalks go they can be used as sidewalks and as backup spaces like in front of Ingles. You go to Walmart, you walk through the backup space all the time (whether you are in a wheelchair or what) and I don't see why there is a problem that you can't use both uses for backup and a sidewalk."

Mark Homan:

"Hello again, I will try to keep this short. When I first looked at this plan that was being proposed, the new one, the 6 lane one, I thought it was crazy that they would go to the South. I thought the folks that maybe had thought that widening was ok

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would start to question this and say, "This is crazy!" I can't believe that they would do that and that they had created such a reaction, and now I see why. They want to get the neighborhoods fighting, and they have done that. They have been successful here. How about we not fight. How about there not be a panic. How about we design something that works for both neighborhoods, rather than trying to fight one another? I can see now why that recommendation came forward. Don't let it work!

The second is about this money yanking, the funding. First of all, these are all rumors. We have heard other rumors ourselves. You know this is not the case. This is not fact folks, don't be intimidated by rumors. If the public strongly supports a 4 lane, or a 4+2 lane, elected officials would be foolish to yank funding in the face of strong public support! And to support what the public has said, not once, not twice, not three times - but if they say it again, they would be foolish to yank the funding. Again, I think it is your job to recommend the best option and to not protect the politicians. Thank you. "

11. Next Steps/Roundtable

The roundtable presents an opportunity for the Task Force to provide feedback on any aspect of the meeting or the project in general. During the next steps, the project team reconfirmed the dates for the design charrette and listed the potential agenda topics. One comment was made or during this agenda item:

- I do not see any bloodshed between the neighborhoods. We are not trying to fight each other. We just need more time to discuss and negotiate potential impacts.

12. Adjourn

Nanci Beizer called meeting to a close at 9:45 p.m.

The presentations given at this meeting can be reviewed by visiting the Broadway Boulevard Citizens Task Force web page at:

<http://cms3.tucsonaz.gov/broadway/broadway-citizens-task-force>

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Hello, I am Mark Homan. I live in Rincon Heights, and I am a member of the Broadway Coalition.

I have been watching this story unfold for quite some time now, as have you. You have taken hundreds of hours of your time, away from family, friends, who knows, maybe roller derby to contribute much of yourself to benefit your community. I thank you for that. This type of commitment is what is needed to make a community work. It should be honored. Promises made to you should be kept.

On April 2nd a group of individuals got together and came up with a design for Broadway that you will examine tonight.

I have a few thoughts I'd like to invite you to consider as you move forward with your work this evening and in the days ahead.

- The alignment being proposed as the base document was NOT developed by the CTF. Yet, it establishes a frame of reference for any future consideration. It was drawn up away from true public view. Doing so runs counter to the expressed transparency of the process and serves notice about who really will be making recommendations. Things got turned upside down. In this case the CTF is *responding* to recommendations, rather than other bodies responding to CTF recommendations.
- Although many of us, including me, want to develop an alignment soon and remove uncertainty, this should have been done through the CTF process, not outside it. That the process has dragged is not, I expect, something that you have wanted or caused, but because of procedures that have been placed on you.
- I understand that *recommendations* are being made to M&C on the 6th. That is far different than an information item. Whose recommendations will these be? You were insured that the hours and hours of your deliberation and work would be the focus of Mayor and Council consideration. Will this assurance to you be

honored or will your work become secondary, a kind of afterthought.

- While as you heard that this draft alignment isn't the "final" draft, it is hard for me to believe that it will not be the model that will advance, perhaps with some minor tweaking. While no one will tell you that this is final, it is quite possible that those who created it will act to make sure that what evolves will be fairly close. ^{I HOPE YOU WON'T LET THAT HAPPEN.} Once something is put forward, be it a menu for dinner, a schedule for a day's activities, or the design of a roadway, it is very, very hard to think about things in a very different way.
- CTF members were encouraged several times, certainly by Council Member Kozachik to focus on giving us the best option and not to try to second guess what other political interests might say. Trying to please the powers that may (or may not) be is not the responsibility of the CTF.
- In my view I think it important that the CTF get *assurances* that a true block by block review, with a clear vision and context oriented standards, will be done and that you, not some hidden group, will be responsible for making the recommendation that goes to M&C, whose job it will be to weigh the recommendation.

Thank you, again, for your investment of time and thought, and for bringing forward your points of view and commitment to developing a project that that is truly creative and excellent, not some plodding compromise . Your exchanges with each other will, I think, strengthen shared understanding and options for action.

Thank you

Thanks

Jude Cook

I drive Broadway every day

I favor the 4 lanes with the additional bus pull outs and right turn lanes. But ~~even~~ the 4 lane version could be thinned down to lessen the impact to property.

The 6 lane versions have to go on a diet. Parking loss has to be considered within the frame work of the design so that the loss is minimized or the structures that survive may be demolished because the owners no longer feel the property will be able viable. I've followed the discussions and parking can be accomplished but has to be done privately the City and the RTA do not create parking. This creates an unknown that will impact owners decisions.

I want to preserve the historic and significant buildings and have it be usable. The last thing we need is a bunch of Taco Bell frame and stucco architecture replacing the Mid Century structures. I'm reworking the Sunshine mile flyer to add the new members. We're redesigning it to add the new members and adding a tag line about visiting the Sunshine Mile. I want to in the future, not to have to say Visit whats left of the Sunshine Mile.

Hind Site is 20/20.

We tore down the barrio downtown during urban renewal for TCC.

We all know how well that worked out.

Destroying significant properties in the name of progress is something we have ~~down~~ ^{done} many times

Buildings in the United States that should never have been demolished::

- Singer Building
- Garrick Theater
- Astor House
- Wabash Terminal
- Penn Station
- U.S. Post Office
- Chicago Federal Building
- City Hall Post Office
- Old Main Library
- The Mapes Hotel
- Frank Lloyd Wright Auto Showroom
- Central Station
- Metropolitan Building
- Murphy's Hotel
- John Marshall High School
- Muncie Delaware County Courthouse
- Sunshine Mile ?

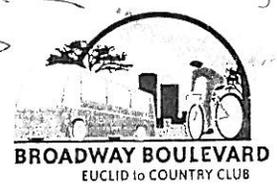
- New York
- Chicago
- New York
- Pittsburgh
- New York
- Boston
- Chicago
- New York
- Cincinnati
- Reno
- New York
- Rochester
- Minneapolis
- Richmond
- Richmond
- Muncie, IN
- Tucson, AZ

lets not add the
Sunshine Mile to the list

- why is the funding focus for (H+2) on serving the current auto needs, when that will and can change based on that same option being available or not?

Broadway Boulevard

Euclid Avenue to Country Club Road



Call to the Audience Request

Please fill out this form to participate in the Call to the Audience at the Broadway Boulevard Citizen Planning Task Force Meeting.

(Please Print) Name: CAMILLE KERSHNER
- look to PHX - easier to not retrofit / CUA study - take into account future transit w/ streetcar opening in July
(Parallels w/ green streets / Active Practice Guidelines)

Affiliation: SARTA / SELF (Far Eastside)
- we want citywide functionality / currently available downtown - link into it

Address: HI - (Dobson/El Con) B: the gateway to the sunshine mile as a transit hub
(5 destinations along)

Email: camillekershner@hotmail.com

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.

<http://tucsonaz.gov/broadway>