



**Draft Meeting Summary
BROADWAY BOULEVARD CITIZENS PLANNING TASK FORCE**

May 22, 2014

5:30 p.m.

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

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2. Approval of CTF Meeting Summaries: March 7, 2014, and April 30, 2014

The project team asked the Task Force to approve to the summaries for the March 7, 2014 and April 30, 2014 meetings. The Task Force approved the March 7, 2014 summary with no requested revisions and tabled the approval of the April 30, 2014 summary to provide additional time for further review.

3. Presentation by TDOT Director Daryl Cole and CTF Discussion and Considerations Regarding May 6, 2014 Mayor and Council Meeting

CTF members who attended the May 6, 2014 Mayor and Council meeting were given the opportunity to report out to the larger group. Additionally, Daryl Cole, Director, Tucson Transportation Department, gave a presentation regarding the discussion that occurred during the May 6, 2014 Mayor and Council meeting. This agenda item allowed for discussion, questions and answers, and gave the CTF the opportunity to express their general impressions.

The presentation covered:

- The May 6, 2014 Mayor and Council Meeting discussion
- The Broadway Project Funding
- RTA's Minimum Requirements: Functionality Not to be Diminished
- RTA's Minimum Requirements: Defining Functionality
- Overview of Pima County 1997 Transportation Bond Funds
- City's Financial Considerations Discussed at the May 6, 2014 Meeting
- Future Transit on Broadway: Incremental steps to enhance mass transit
- Moving Forward: 6-lanes/4+2T Hybrid

CTF members Mary Durham-Pflibsen and Dale Calvert, who were present at the Mayor and Council meeting, reported to the CTF about what they gleaned from the meeting discussions and decisions. Dale felt that the funding issue for a 4-lane is serious, and that the Council supports what Mr. Cole presented. Mary felt differently about what Council communicated. She heard the Council acknowledge that there are funding concerns, and encouraged the CTF and staff to come up with a plan that the RTA and County will fund. She also heard the Council communicate that they are aware that there is a lot of support in the community for the 4-lane, and empowered the CTF to bring that forward to the Open House - and charged everyone to let the public know that funding is in question. They also discussed about pinching down.

The discussion listed below occurred during this item.

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

- **As a member of the Task Force, how do we know that our considerations and recommendations will be valued as we proceed forward?**
*If you weren't here, 6+2T would have been built with the public process.
Your work caused us to go back and see what functionality means and to*

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read the language in there. You've made a huge impact with what you did, no questions about it.

- We voted on this in 2006, and we taxed ourselves. We have been paying for this project. I am concerned where this is headed. I feel like we eliminated the most controversial aspect of this project, which is the 6+2T or 8-lane section. I personally am not willing to gamble with the money anymore. I don't need Huckelberry to come to a meeting. I heard Jim DeGroot. I have seen memorandums. I feel like we just need to come to a decision. I have been involved in transportation for a long time - and I would hate to see this golden opportunity vanish because of a 4-lane road. The 4-lane, to me, does nothing for the city of Tucson. This is a growing metropolitan area.
- I really wanted to address Naomi and your question about "if any decisions made will be a value to each person." I watched the Study Session online. I expected the worst, but felt encouraged. I felt the Mayor and Council wanted to respect the process. We wanted to put that 4-lane option out there to show that we are listening to our stakeholders. They respect the process so much, they didn't want to take it off. There were strong opinions expressed, but they asked many of the same questions that we have. It was encouraging to me that they realized they need to respect the process and not interfere. Therefore, I feel like they will value the decisions or opinions that we have. *The Mayor wanted to respect the process of the Task Force making the decision of the design. We wanted to put that four lane option out there to say "hey, look we were listening to our stakeholders. If you don't want it on this table, you need to take it off and tell it to our stakeholders." They respect the process so much that they didn't want to take it off. There were some very strong opinions by council members. They asked many of the same questions and concerns that we have.*
- We have gotten rid of the 8-lane. As I understand you, we've been able to convince the RTA that the functionality of the 6-lanes includes everybody, not just cars. Is that what I understand from you?
That would be my understanding. Yes.
- We had a Call to the Audience speaker mention that buses are vehicles, too. We already have cars on the roadway. If we are taking all of these modes into consideration, then it seems we are moving into a definition of functionality as a no-brainer. This is the highest route for transit ridership, correct?
Yes.
- I'm always frustrated when we refuse money. We have an opportunity to beautify this street and I think of this crazy quote: "If you build it, they will come." We are missing that ingredient here, that we need to beautify that roadway and get all the other functions in there. I understand from what you

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just presented that the investments for signals and technology will be set up the busses and the cars to fly through these signals and decrease the travel time on this roadway. Is there money for that?

That is yet to be determined. That is, if there is money in the budget to do all the things we want to do.

- Those improvements might be in our recommendation, though? These enhancements, correct?

I think it should be.

- Can you clear up something for me? I've been in a lot of committees and it's our duty to come up with recommendations, correct? I thought it was odd to try to get the Mayor and Council to try to dump one of the alternatives, because it is up to us. So, I'm not surprised that they put it back on us to look at and to decide. But, like any project, it comes down to whether the budget meets the functions of what you are trying to do. I look at this in a different way. There will always be properties affected, but if we are able to keep the buildings in place with sidewalks up to the front, and keep the function and roadway elements there. In my mind, it doesn't matter how many lanes are there. Cut to the chase, if I put the paperwork in front of you recommending a 4+2T hybrid, would you sign off on that as a recommendation? Would you support it?

Would I sign off on it? I would. Yes.

- If we can go building by building and figure out what we can save, and hope that our Sunshine Mile people are telling us that they are loyal and want to stay, and stay, then we got to figure out how to get there and wind that road around them as best as possible. Is there some other funding that we could get some of these empty properties to be used for parking? Parking that is visible, usable. We have to get parking for them now. It has to be part of our recommendation. We are talking about a custom roadway. Other parts in the City, like South 6th and South 12th, have been slowly improving with time and the investments. This is a major route, that is unique, and needs to be handled differently. In my mind, what is missing critically is parking. Some insignificant buildings could go away to support creating parking. I see this as a series of recommendations for what needs to be done. And, I see a letter from the County saying they support a 4+2T hybrid.

We have two audiences - the County and the RTA. If we can demonstrate that we are progressing - and I'm going to take bicycles and pedestrians out because they are a given, they will show increased capacity - if we can show a 4+2T can give us a little more improvement with the car, and we can show the County that some level of increase over how it has performed, and that we can show that we are increasing capacity (which is increasing functionality), it will be hard for them to say "no." I think there has got to

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be some combination to the RTA that we are increasing functionality with these two modes. You asked me if I would get behind it, and I said yes. That will be a key factor: can we demonstrate that we can move those two modes forward? If we don't leave ourselves some room to change into the future.

- **4-Lanes doesn't give us room for transit.**
Right. We are going to our funders - our bank - and we need to show them our "business plan". This is a major corridor. Fact.
- **Is there a fudge factor in the functionality of 5 or 10 percent?**
I think that's yet for us to make a case for, to determine what that is and what that looks like. I don't like risk and I don't like funding risk, especially when we've come this far and put this much effort. And I don't like taking steps back. I love your term "custom" - it is custom.
- **If it's a hybrid then, it's not necessarily a formal bus lane, you still need pull outs, is that correct?**
That's up to the design.
- **My thinking is that we are creating all this extra room to get people to go downtown. What is happening beyond Euclid? What is going to happen 5 years from now? Are we just creating a new mess there? It seems like there are a lot of projects going on, costing us money right and left. It seems like the right hand doesn't know what the left hand is doing. If we get it down to six lanes, how are we going to get everyone downtown?**
You are asking me to project into the future. If anything, I would say I see more of a transit element to get people Downtown. I see changing is congestion, I don't see in the short term anything changing beyond transit. Tucson chose a long time ago not to build freeways. By choosing that, we now have arterials streets on a grid. We are going to see congestion, but not for another 15-20 years. Downtown Links will help people get around downtown. There won't be more lanes in the short term (10-20 years), you won't see new money come to change in capacity - except for transit. There won't be more lanes. It won't make sense. This is the opportunity to change this to what we see fit. And, through your efforts, we've taken the one thing off the table is the one thing on the RTA ballot. We'll have to figure out how to present that in such a way that it is something we can work through.
- **I would like to see more transit, too. Again, my thing is - let's do it right for the first time. I am not adverse to 4+2T.**
At the end of the day, you are going to hand over this project to me to go build - whatever we're going to build. There are constraints. That may have been something we provided you earlier in this process. But frankly, we didn't have then all the information that we have now. We are adapting to the changing

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information. We are going to see growth, but it's up to you to think about all of that.

- I wish I shared your enthusiasm about the future. I believe we've already been told that there is no money to move the power, the sewage, and the water out of way. I may be in error. But if we are going to bring transit, it is best do it now. We've already been told that is probably not going to happen.

Also, right now, regarding parking, my stakeholders want to know that folks will still be able to park in front of their businesses. Right now, there isn't enough parking. There are people in violation of Code now.

It's obvious to me that parking needs to be addressed. Things need to go in sequence.

- *Your cross section determines how much parking you have, or not. Properties are going to be impacted no matter how narrow the width.*
- *If a business chooses to move, that location might be able to become parking.*
- *Does the City want to get into the parking business? Probably not. BUT, that doesn't preclude us from doing that in the future.*
- *We - meaning me, with your CTF and property owners' support - are likely going to have to go Council to change some Codes.*
- *There are models of how parking can be created with private sector investment - property owners in the area pooling money together, for example, or some consortium.*

But to get to this last step, you have take the first step of deciding what the width is and then we are able to find out where opportunities exist to address parking. There has to be a recommendation, because otherwise you don't know where you are.

[Discussion was postponed at this point to allow for the 2nd Call to the Audience.]

- How do we accommodate transit? How do we accommodate for vehicles? We are talking about having a lane for transit but letting cars use it at certain times per day to start out with. But we've also heard that in order to get the Federal funding we would need for future transit - whether it is Bus Rapid Transit, or streetcar, or something - that there would need to be some critical mass using transit. So, if we are ever going to have transit, we are going to need to persuade some people currently in cars to use transit. We have to make it appealing to them. How do we reconcile that? Even with the improvements, making buses share lanes during peak times slows them down. How do we make them run better to attract more riders?

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I'll go backwards before I go forwards. What have we today is not going to suffice our funders. Our funders are going to want 6-Lanes. The County is going to want 6-Lanes. The RTA is going to want 6-Lanes. Period.

I believe we can form a 6-Lanes in such a manner to show them that transit can fit in with the 6-lanes. If we don't, I think it will end up being just 6-Lanes - no dedicated for transit. I think it will take us some work and effort to package this support for transit. But I think we can do it.

So, back to your question. How are we are going to increase ridership and get more transit on there? To increase ridership, we are going to need to make it more reliable, it needs to be on time. We are working on that. We've been at it for 6 months now, with our Comprehensive Operational Analysis and proposals for fare increases. We are trying to figure out how to make needed improvements. This is a business. You want the bus to be there when you want it, we want it to have a lot of riders (be full). Those routes that aren't picking people up, we need to adapt. Making things more efficient is going to help build ridership. The system has to be better and work better.

We have to meet that six lanes requirement. But, there is some balance between sitting in traffic and watching that bus go by and reach its destination faster than you. Simply said that someone can drive into downtown, park, and walk around during their stay downtown - I can't narrow down a road and say that we aren't going to make it function just to get them to change. That's not a tool in our toolbox.

However, if we do everything we can to make using transit better: build the infrastructure, make sure its on time, make it convenient and pedestrian friendly, and going to destinations that people want to go to, people have the choice even when it isn't a choice about going to work, but maybe to go to a place because you just want to go to that place.

Funding - RTA2 is coming. We aren't done building. 2026 is not far away. Today, they approved \$150 Million in bonding capacity at the RTA to fund the projects we have on the books. They left about \$25 Million on the table that they didn't think they could spend in a 3-year period. They voted today to stay within the budget they have and to meet the promise of delivering what they promised. As a region, we want this extended because there are more things we want to do, including maintenance. It may be that we do NOT need Federal funding, so we may not need that HUGE increase in ridership in order to build in the transit.

But that said, we still want to increase ridership and make it more convenient. We'll get some new Federal money. The Highway fund is almost dead. Our funding sources are dead. There has to be a new way to fund transportation needs. There will be a change in Congress looks at it.

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Things are going to change, because they have to. The one that we have control over is keeping the transit function in place.

Broadway is the obvious choice for transit from east-west.

Operations will be critical. Today, we are at a point where we need to meet our "banks'" requirements to complete our "business plan". And they have to trust that we are going to use it to make those changes. Then, we can adjust as things change. The key for us is to make sure we can adjust and change and grow.

- **I am in a position that I don't have a single stakeholder. But some of my stakeholders are worried about a 6-lane will not help improve transit or move us in the direction to make transit better. My concern is that we are not building for transit, but the opportunity for transit.**

I think you need to build the stops, put in the technology, and build that today - do as much as we can today, but still live within our means. If we can plan for it, and plan for the operations, I believe we can make significant steps to getting to better transit.

As best we can, we need to build what we can today, because it's cheaper today then it will be in the future.

- **Do we have the money in the budget to move utilities in order to lay the groundwork for a light rail, and if that is the case, how do cars react if we say we are going to have 6-lanes and we take a lane away later and put in another transit system?**

The first question about utilities, I don't have that answer for you. A lot of the funding is going to have to do with buying, changing and resurrecting properties. It's hard to predict this now, but is definitely one of the things that needs to be a goal.

What was the second question again?

- **If we have a six lane or hybrid now, and then later on add in light rail or bus rapid transit, it seems impossible to me?**

Historically, if you have a hybrid approach beforehand, then there won't be such a shock to increase it. It's less of shock, it's an easier transition. Add to that, if the bus is an effective use of transportation and arrives on time, you will have more people using the bus system. That could attract drivers to get on the bus.

- **I have to say that my biggest disappointment about the Council meeting was about parking. My question to you, Daryl, is that I heard that Integrated Planning has been reviewing review of parking on a city-wide basis. Is there such a thing moving forward? And can you say anything about it?**

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Yes. This project is a driver for that. You don't have enough parking now, and no matter what we do, you will need more in the future. No matter what happens, there will be a problem. We will have to do something. But, unfortunately, you have to make a decision first to get to this next step.

4. First Call to the Audience

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

Craig Frinfrock

"This is my first time here and to have the opportunity to speak and give my opinions. I have been to a couple of the meetings and I appreciate the opportunity to be able to express my opinion. Just a quick background on myself in fact, Wednesday I came back from my 28th consecutive annual national shopping center conference. So I made every effort to get here, having been out of town and working seven days a week pretty much.

I have been in Tucson for 35 years, and am a U of A graduate in real estate and finance. I am a managing partner of Broadway Village. I don't represent Broadway Village tonight, although I think it's safe to say that I represent the majority of the partners in Broadway Village in my views and probably a majority of the tenants. I feel strongly that I represent a majority of Tucson; certainly, a majority of the business owners in Tucson.

Your stakeholders are all of Tucson, they are not just the businesses and the homeowners that are on/next to Broadway, but it's really the whole community. A lot of times, I have seen in these processes that the people that show up to these meetings are affected the most and are not necessarily the majority. They are often the minority. I have seen it happen on other projects like La Paloma. Believe it or not, when that was being rezoned, they came out against it. La Paloma is one of the best things that ever happened to Tucson and the same thing with La Encantada. You know, clearly the best retail project that this town has ever had and it got scaled back because of the vocal minority unfortunately. We could have had a Nordstrom's which is something that almost every city in the United States would die to have and we lost it because the Supervisors listened to the minority and didn't do what they should have done (which is listen to the majority).

I see the Broadway widening (I think that is the name of the project) as being a real opportunity for Tucson. Clearly, it's the gateway to downtown and the front door of our community. We have actually learned from lessons in other projects. Speedway - I don't know how many of you guys remember Speedway being on the cover of Life Magazine and was labeled the ugliest street in America. I think the stretch of Broadway is not far behind. It is really not that exciting and in some of the buildings, and some of the areas are really pretty run down and so I think it would be a positive effect on Tucson to improve it. What is going to happen is that the

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parking is going to be created when some of the properties are taken. It is going to spur a re-gentrification of the area. We saw it on Speedway and I think it's going to happen on Broadway. I think everybody can safely say that what is happening downtown (the renaissance that is happening downtown) is a benefit to Tucson. (I will finish this in one second, Nanci). But, that is a very positive thing for Tucson. It's so constricted, it's going to push through if we let it. It is going to take off down the street and it's going to be a real positive thing for Tucson. Let's keep our eye on the ball; look to the future, not to the past, and remember those that fail - 'If you fail to plan, plan to fail.' Thank you."

Laura Tabili

"I was asked to give my time to the Principal of Miles School, but Mary has two things to pass out on my behalf. One of them is the original letter from Chuck Huckleberry, which does not say that the road has to be six lanes. The other one is something that I passed out already which is from the Major Streets and Routes plan, which doesn't need to be immediate. Medians are not required if the road is going through historic neighborhoods. Other than that, I cede my time to the Principal of Miles School."

Robin Weldon

"Thank you so very much for your time. I had hoped to be able to introduce my young student, who is very excited about speaking with you. You will meet him in a little while. His name is Julian Sheder Black. He just completed first grade and he has very strong feelings about Miles, his school and how he learns. So you will have that opportunity to meet with him. Could I ask that his information be shared, I am not sure of your procedure?"

First of all, I am Robin Weldon. Principal at Miles Exploratory Learning Center. I do know some of you, some of you even as parents. Nice to see you! And I do have a couple of other people that came here to speak as well. Just recently in the last couple of weeks it came to our attention that there was a possibility that there might be some impact and understanding that there might be some negotiation in terms of really looking at this widening process for Broadway. So at that point in time, I decided it was time for us to really educate ourselves with what is going on. Prior to that, in working with the city several years back, my understanding was that in 1997 the decision was made that they were going to widen Broadway to the North and that the properties to the South wouldn't be impacted. In speaking to a member from Ward 5 last night, I discussed with him that I have some very old photos of Miles. The building and the campus is actually over 92 years old now. Properties from the past show that the building used to sit very far back from the roadway. So I clearly knew from looking at that, that when Broadway was expanded in prior time that they had expanded to the South and he did confirm that for me. Previously Broadway was expanded to the South and then 27 years ago the decision was made for the next expansion to expand to the North when it became necessary to expand Broadway.

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So I just thought it was important that everyone have a real clear understanding of sort of the Miles mission and sort of the way that our children learn because one of the comments that was made to me and I did receive lots of phone calls from a variety of the neighborhoods on both sides of Broadway. I talked to lots of people and heard different points of view, but one of the things that was shared with me early on was that Miles's would not be impacted, meaning that the physical building would not be impacted. I wanted to understand that children don't just learn in that physical building. The entire campus is a classroom and it's a living classroom. To encroach on the South side of Broadway right into that particular area would definitely take away from a living classroom space.

In your packet, I put a few key concerns sharing a photo with you of some of our students actually working in the garden. One of my teachers is actually here to speak about that and he works with the children in the garden. Additionally, the Miles garden is a certified wildlife habitat as well and the children are very proud of that. Another point that I did bring up (and there are obviously safety concerns) about bringing that roadway any closer to that building it is not all that far away, even now. Some additional concerns that we do have would be there is some space in front of the parking lot which perhaps might be used but once the parking lot becomes encroached on, it currently is inadequate so thank you. I appreciate your time-thank you so much!"

Greg Foster

"My name is Greg Foster. I live at Prudence and Broadway, and I travel Broadway every day. I am a licensed real estate broker and I am also a real property agent for Pima County, but I am here tonight just as myself as a stakeholder.

A little bit of history about the RTA. I was on the government affairs committee when Tucson Association of Realtors and the RTA started their technical committee and we went through all these projects. All the projects that were voted on as part of the RTA. All stakeholders have had an input as to which projects would be included in that vote and in that package. I didn't get my Snyder Road Bridge, ok. I wanted that in the package but I didn't get that, but I am leaving it on the table here. So division for the RTA was at the time, before we voted on it, that we weren't going to build roads as catch up mechanisms. We weren't going to wait until they were so crowded that we couldn't stand it. La Canada, La Cholla, Magee, you couldn't drive those roads because the traffic was way over capacity for those roads. The RTA vision was a build for the future. Build the road way ahead of capacity with a vision of what is going to come.

My vision for Broadway (when we looked at Broadway) was coming down a six lane road with a couple lanes dropping off at the Lakes and heading to I-10. A couple more lanes going into downtown, with a streetcar (or bus) in the middle lane, traveling on down into the center of the city. The streetcar route right now doesn't go anywhere. I mean I work downtown and I can walk the entire route any place that I want to go. Rather than getting on any kind of transportation, I just walk. But

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

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

Jack Casselberry

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

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

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

Jude Cook

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

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

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

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

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

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- The Task Force approved Thursday, June 12, 2014 from 5-8 p.m. at the Sabbar Shrine Temple (450 S. Tucson Boulevard) for Public Meeting #4.
- The Task Force endorsed an Open House-style format with stations providing information via display boards, with the requested changes:
 - Have multiple tables for Station 5, so the Refined Maps and Variations can be reviewed without too many people crowding around tables;
 - Have “explainers” at the tables to explain the maps;
 - CTF members will station at the tables to hear input and discussions, then provide TakeAways at end of Open House
 - Provide a legend of the maps in participants’ handouts
 - Mark maps clearly as ‘Preliminary Drafts, based on Stakeholder Input Received’; and,
 - Request/have ‘Broadway: Born Modern’ brochures from Tucson Historic Preservation Foundation
 - At Station 6, be clear that efforts are ongoing to shrink the Right-of-Way width of the roadway will be undertaken, and provide some examples of what is possible, while also balancing the need for safety for all modes.
- The Task Force endorsed the overall goals for the Open House.
- The Task Force endorsed holding one brief presentation during the Open House at an advertised time, with time for the CTF members to convey the story of the process up to now in their own words.
 - A Public Open House Subcommittee was formed to allow CTF members to meet and prepare their presentation;
 - Subcommittee members can decide on the best time for their presentations to be given, which will be included in advertisements for the event.
- The Task Force endorsed the Comment Card Topics, with a request to have the questions be specific, and be reviewed for possible bias.

6. Second Call to the Audience

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

Laura Tabili

Ms. Tabili ceded her time to speak and requested that the Task Force review the materials that were previously distributed upon her behalf.

J.D. Garcia

“I am going to be very quick. I am JD Garcia. I am the president of El Encanto. I just want to urge you to be creative. A number of obstacles have been posed for you about your job funding, functionality, lots of obstacles. Be creative. One of the letters that you have in front of you is a letter from Mr. Huckelberry suggesting that

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the obstacles concerning County funding can be overcome and that we can agree to something other than six lanes and here is the way that the board will do that. Read that letter carefully. Be creative in your thoughts. In fact you heard from Benavidez, the lawyer for the RTA, who also presented creative ways of not going along with six lanes. But six lanes isn't a misnomer, in any case. What you want to minimize is the destruction of businesses and historic buildings to create and maintain the vibrancy of the communities around us. If you do that, that will be great. Be creative!"

Marc Fink

"I am just going to hand these out and you can look over them. I will try to be as brief as possible. These are partial transcripts from the Mayor and Council meeting on the 6th. The reason why I didn't want to have to speak to it, the issues that I want to bring up really weren't talked about. What struck me at the Mayor and Council meeting and what I think is really important if you look at the dialogue was that several council members, particularly vice-mayor Cunningham, was very insistent on the 96 feet. What came out of it, is that to concentrate on the number of lanes misses the point. The four lane alternative has always been a place holder for the narrowest right of way.

The Broadway Coalition is not concerned with lanes; you could do forty lanes if you do it in the narrowest possible right of way. That is the point, because what are we trying to do: we are trying to create a place, we are trying to enhance the businesses and what Broadway is right now. So that's what was important and what came out of, and what Daryl Cole said and what Jennifer had said when directly questioned by Paul Cunningham was, in the places that you need to do it, can you get the road to 96 feet? Both of them said, Jennifer at one point said, "Yes I think it's possible" if you are talking about feet (not lanes) I think it is possible and in several places. Daryl Cole said I think we can do it and definitely get close. A couple of times he used the term, "Absolutely." So I think (and what is disappointing is that you haven't come up with a six lane alternative that really narrows the road to 96 feet where you need to do it (or close)).

I think that you need to do that before you go to the public, because if that is what we are told is possible by staff, then when you go out to the public you need to present to the public, because that is the issue. Otherwise, they are going to focus on four lanes because what the public has constantly said is that they want the narrowest right of way possible (and they focus on the four lanes). What we are saying is "no, focus on a narrower right of way."

What we heard tonight is that we want Broadway to be a destination, a place. This keeps coming up and I would say that if you want it to be a place then you need to seriously talk about what do you need? What is required to make Broadway its own unique place? Just to say, "I want to do it," is kind of engaging in fantasy and it's kind of this wish-fulfillment that has occurred within this community in the last thirty years. If we wish hard enough not to be like Phoenix, then magically it will

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occur. It's like we are all in Harry Potter land and it's like we have to seriously think about what is required to make places? And that is where (and this will be my last statement) when Mr. Finrock was talking about the NIMBYs up in the County. I was working at the County at the time, there's a big difference between what occurred in the County and what people are talking about on Broadway and that issue is (this is my last sentence) that in the County they didn't want any commercial anywhere near them within miles, but what we are talking about is that we want more commercial. So it's a big difference, so let's talk about apples and apples. Thank you."

Ralph Armenta

"I'm Ralph Armenta, and I am a member of First Assembly and I have been there for fifty three years and we (or rather I) have been hearing rumors that we are trying to sell First Assembly. Please don't believe it. First Assembly has never been up for sale and it never will be up for sale. Furthermore, the members there (I have got close to 300 signatures of members and non-members) will absolutely not allow any one person to try to sell the church. This is what I have been hearing, so it's not going to happen. I just wanted to clear, and put to rest that rumor that is going around. So it's not going to happen, our church is going to stay there. Thank you."

Margot Garcia

"I too will be very short. My main thing is that when I was studying the maps, I looked and noticed that there were lines going down past the intersections where various streets came onto Broadway and I saw that the median went right past them. I thought at first, this was a mistake and then when I started asking members of the design team I learned that it is not a mistake. There is an intention of which those maps (I have put pink stickies up there) for you to see that you will not be able to coming out of those residents to make a left hand turn. And you will not be able to make a left hand turn into those. I thought it was really surprising that it was a pretty important piece of engineering and planning as it impacts the neighborhoods, and that has never been stated in front of you when all of these presentations have been made. So, please look at the maps very carefully. Again, we point out (as was handed out to you) in front of historic areas, Rincon Heights, is on the National Register of Historic Places as a neighborhood it does not have to have a median in front of it if it will impact those historic residences. That is in the City code at this time. Thank you."

Julian Scheder Black

Robert Hadel

"Yes, Hello, I am Robert, from the Miles neighborhood. Just recently we did decide as a neighborhood not to allow widening on the south side of the road, as our stance. One issue we have with that is that it doesn't necessarily leave a lot of room for dialogue with the neighborhood across the street; we definitely don't want to have that position as saying "not for us", but putting it all on them. We definitely want to have an open dialogue with our Rincon Heights, I know Colby is

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not here, but we have talked to several people in Rincon Heights, so we will have a dialogue with them, even as a neighborhood ourselves.

Second issue, having the Miles School being here tonight, it's the first time that they have been contacted about the issue of the Broadway widening and the potential impacts that it may have on them. Several of the people that were even at our meeting had only been contacted for the first time just days or weeks before our neighborhood meeting. So maybe an issue of lack of representation from our neighborhood, I don't know?

But, as another thought, the impacts of pedestrians and bicycles, for adding more lanes, even if you keep the speed the same, cars are going to be going faster and the true measure of improving pedestrian bicycle implement is that it makes it safer and easier to use. And I just don't know if that is being considered to its fullest extent. That is all that I have to say. Thank you."

Mike Amundson

"I had a three page speech ready for you but I will just quickly state that I have been at Miles for sixteen years, developing that garden in front. Some people say it's an eyesore but most kids say it's a wonderful place to learn, and explore and discover. I know firsthand that the kids love it and we continue to strive and make it better every year. We have won awards; we have had the support of businesses and foundations giving us money to develop this place. So I really am adamant about the City not taking the garden space. We did win an award back in 2000 and we have always strived to do our best for kids so it was acknowledged back in 2000, so I hope that you will consider my plea."

7. Public Input Report and Reports on Project Presentations and Outreach

The project team presented the Task Force with an updated matrix of the most recent public input received and the latest project presentations that have been made. No discussion occurred during this agenda item.

8. 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 Public Meeting #4.

9. Adjourn

Nanci Beizer called meeting to a close at 9:25 p.m.

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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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MEMORANDUM

Date: May 8, 2014

To: The Honorable Chair and Members
Pima County Board of Supervisors

From: C.H. Huckelberry
County Administrator

A handwritten signature in black ink, appearing to read "CHH", is written over the printed name "C.H. Huckelberry".

Re: **Broadway Corridor**

At their Study Session May 6, 2014, the Tucson Mayor and Council discussed the Broadway Corridor, or the transportation widening improvements on Broadway Boulevard. There was no real conclusion, other than concern regarding funding losses that would occur if only the four-lane Broadway improvements were selected. The limited four-lane improvements seem to be favored by the citizen committee formed by the Mayor and Council to study the issue of increasing transportation capacity along Broadway Boulevard.

The Mayor and Council indicated that those who were potentially concerned about the loss of funds should contact the Board of Supervisors and express their concerns. The purpose of this memorandum is to alert the Board that you may receive calls regarding the County's position on the allocation of the County's Highway User Revenue (HURF) bond funds for Broadway Boulevard improvements.

The Bond Implementation Plan for Broadway Boulevard calls for a minimum six-lane divided facility with appropriate ancillary bicycle facilities and pedestrian improvements. Anything less would not conform to the adopted Bond Implementation Plan Ordinance. There are mechanisms to amend the ordinance, which are described in the County Code.

I would not recommend any ordinance amendment that would not increase the capacity to a six-lane divided facility; however, the Board is free to direct a bond amendment that would do otherwise.

It also should be remembered that the availability of HURF bond proceeds is subject to the cash flow available from annual HURF distributions, which have been previously significantly reduced due to decreased fuel consumption and State funding diversions.

CHH/anc

c: John Bernal, Deputy County Administrator for Public Works
Priscilla Cornelio, Director, Transportation Department

POLICY 4

Provide a street network that meets the needs of the community in the southeast sector and that is sensitive to the topography and natural environment.

IMPLEMENTATION

- A. Align major streets in a manner that limits wash crossings.
- B. Approve wash crossings on a case by case basis to assure minimal impacts and proper mitigation.
- C. Align Vail Vista Road as close to the top of the ridge of the Pantano Wash bluffs to ensure sufficient width for the planned Pantano Riverpark identified in *the Parks, Recreation, Open Space, and Trails* element of the City's *General Plan* and the *Eastern Pima County Trail System Master Plan*.
- D. Condition rezonings to limit wash crossing to arterial streets.
- E. Assure continuity and coordination of City and County *MS&R Plans*.
- F. Connect Vail Vista Road with Poorman Road and Rocket Road.
- G. Align Old Vail Road east from Houghton Road to Vail Valley Ranch with the existing wastewater easement.

POLICY 5

Further the goals for scenic and gateway routes through public actions and monitoring of development regulations.

IMPLEMENTATION

- A. Development Guidelines for Public Improvements of Gateway Routes

All improvements within the public right-of-way should comply with the following guidelines:

- I. Landscaping of gateway routes should be required using the following guidelines:
 - a. Landscaped medians shall be provided on routes of more than four through lanes, except where the route passes through or adjacent to a historic area and the width of the roadway would intrude on the character of historic structures, or at bridges, grade separations, or other structures where a landscaped median is not feasible.



Miles Exploratory Learning Center

1400 E. Broadway
Tucson, AZ 85710



Robin Weldon, Principal

(520) 225-2200

Fax (520) 225-2201

May 22, 2014

To: Broadway Citizens Task Force

Re: The Broadway Boulevard Project

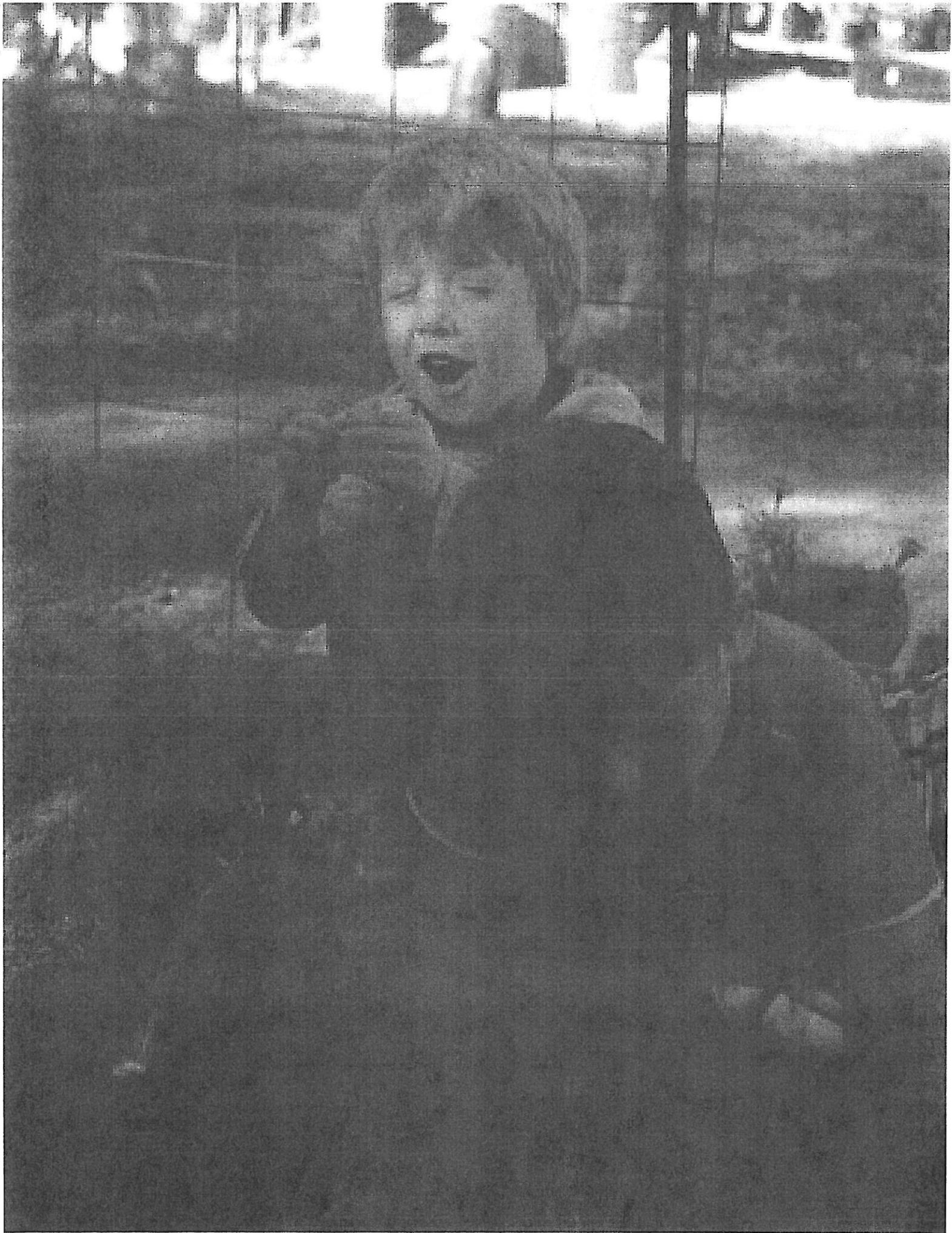
It has come to our attention that the Broadway Citizens Task Force is now considering several alternative proposals, which may include widening Broadway Blvd. to the south instead of just to the north as planned for the past 27 years. In reviewing these alternative plans, it is apparent that the front gardens and parking lot at Miles Exploratory Learning Center may now be impacted by this project. We would like to bring the following points to your attention as you move forward with your decision.

- The Miles' gardens have been designated a Certified Wildlife Habitat by the National Wildlife Federation and are used on a **daily** basis as a "living" classroom by students in preschool through 8th grade.
- The Miles' parking lot is currently inadequate to accommodate the 75-80 people who work at Miles each day, and the loss of any portion of this parking lot would create a hardship to these employees.
- It has been our understanding for some time that the Miles' building was designated a historic building several years ago. However, last night, it came to my attention that we do not yet have that designation. We are, nonetheless, identified as an eligible site.
- Additionally, there has been some concern from Miles' parents and staff that bringing a large six to eight lane roadway any closer to the building and an area where children are working in an outside setting might create a safety hazard. Currently, the speed limit is only 30 mph in front of Miles, but when this project is completed, there is always the possibility that this speed may increase, as well.

Thank you for consideration of our concerns.

Respectfully,

Robin Weldon
Principal



CERTIFIED WILDLIFE Habitat®

This habitat is certified
in the National Wildlife Federation's
worldwide network of mini-refuges.
Because of the owner's
conscientious planning, landscaping
and sustainable gardening,
wildlife may find quality habitat—
food, water, cover, and places
to raise their young.

This certificate recognizes the establishment and
maintenance of an official wildlife habitat.

Miles Exploratory Learning Center

No. 175,777



David Mizejewski

Naturalist, National Wildlife Federation
Host, BACKYARD HABITAT on Animal Planet™

Partial Transcript of Mayor and Council Meeting on 8/30/14

The following are segments of the meeting that refers to the issue of the right-of-way for Broadway. The time segments are from Part 4 (<http://tv12.tucsonaz.gov/tv12/mav-6-2014-study-session-part-4>) of the entire study session (as recorded); the session on Broadway starts at 33:00 of part 3).

Darryl Coles, Director, DOT (DC)
Jennifer Burdick, Project Manager (JB)
Karin Uhlich, Council Person (KU)
Paul Cunningham, Vice-Mayor (PC)

13:00: JB, in response to a question from KU asking if the center-lane with 4-lane option could be for transit: "That's the six-lane or the 4+2 option."

14:30: KU: "Is this the cross width we are looking at?"

JB: "They get kind of confused... There are pinch points. There are means we can squeeze down the widths of sidewalks, medians so that the 118 feet may not stay at 118 feet. It may narrow down and at intersections widen. But that's the next phase in the design phase... the non-starter for the 4-lane is that it precludes transit from the TAC [Technical Advisory Committee] point of view." (Note that JB did not mention the SATA alternative)

15:52 DC in describing possible solutions included that "we may have a nine or ten-foot lane at some points."

24:50: PC: There seems to be some serious contention on the pinchpoints about the 118-foot. So let me ask this... Is it possible in the places where we hit the pinch point can we get that to 96 feet?

25:14 DC: That is one of the projects that the task force has to get through" [as to PC's question): "Perhaps, I think we can get close."

25:51: PC: But trust me when I tell you that I don't know if anyone here is comfortable of moving this forward unless can guarantee us that on the places that are sensitive we can get this thing down to 96 feet. Otherwise we aren't going anywhere. So that's what I need to know.

26:14: JB: And if you are just talking about feet but not say go to 4 lanes, I think it's possible. That is part of this refined design process moving forward. The challenge is that we make sure that all modes can function and so that you have 8-foot landscaping, 8-foot sidewalks and 7-foot bike lanes that are factored into that 118 feet. All of that can be narrowed down."

26:40: PC: I ride every day; I ride my bike almost every day; you don't need 7 feet on each side. It's great, the fact that we get that is awesome, but I won't need that the whole route. I run a lot.

Steve has been on every sidewalk in the city. I can guarantee you that he doesn't need an 8-foot sidewalk the whole way. We've got landscaping that can come in and out; and by the way as far as a median goes, yeah we should have a median. But we can hourglass to a double yellow line for 45 feet if we can save a building that needs to be saved. So I just want to make sure if we're going to go over, if you're telling me—if you're telling me you can get down to 96 feet, then maybe we can do what we got to do. But I just want to be sure because if we can't then we need to come back. I don't know procedurally if we need to do that today or you want to go back to the citizens' group. Steve, I look to you...

27:38: DC: We have not gone into the design function, but they have a whole bunch of performance measures that they looked at; they've got some elements that they know they want in here and we want to close this out. We're trying... Can I say it's 96 or 98 feet? Can I say it's less than 118 feet? Absolutely, because you're going to narrow those. But can I tell you today it's going to be 96.137 feet? Nooo, I can't tell you that because they haven't got to that design level. But can it be narrowed from 118 feet and the pinches? Absolutely.

28:05: PC: We can go on Google Earth and measure how far it's across. If we can make that distance let's make it. But if you're cutting the median down in certain areas and cutting the landscaping on each side just so that those 3 lanes hourglass or veer in so that the road aligns and we have our 2 transit lanes and our 2 or 4 transversing lanes what's the problem?

DC: I agree.