



Draft Meeting Summary
BROADWAY BOULEVARD CITIZENS PLANNING TASK FORCE

July 17, 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	Jon Howe		Naomi Mclsaac
Michael Butterbrodt	Joseph Maher Jr.		
Dale Calvert	Shirley Papuga		
Anthony R. DiGrazia	Diane Robles		
Mary Durham-Pflibsen	Jamey Sumner		
Bruce Fairchild			
Colby Henley			

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2. Approval of CTF Meeting Summaries: April 30, 2014 and May 22, 2014

The project team asked the Task Force to approve to the summaries for the April 30, 2014 meetings and May 22, 2014. The Task Force approved the summaries with minor requested revisions.

3. 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. An email exchange intended for inclusion on the Public Input Report was missing, and will be included in the next report. Other items provided as part of this item included memorandums responding to CTF member questions and articles/information forwarded by CTF members:

Memorandums responding to CTF Members' questions:

- 6/27/14: *Traffic Data Updates*
- 7/10/14: *CTF Member's Question on Street Design Alternatives & Funding*

Information forwarded by CTF members:

- July 11, 2014 *Tucson Talks Transit: with Jarrett Walker (Colby Henley)*
<http://www.livingstreetsalliance.org/event/tucson-talks-transit-with-jarrett-walker/>
- Shirley: *Article on "People-oriented Cities: Designing walkable, bikeable neighborhoods":* http://thecityfix.com/blog/people-oriented-cities-designing-walkable-bikeable-neighborhoods-active-transport-claudio-sarmiento-matthew-roe/?utm_source=twitter.com
- Shirley: *Update re: Treat/Broadway HAWK Crossing Construction*
- Shirley: *Release of PAG 2013 Regional Pedestrian and Bicycle Summary Report:*
www.paqnet.org/documents/bicycle/2013RegionalBicycleCountReport.pdf Accessed on 6/26/2014

4. First Call to the Audience

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

Diana Madaras

"Thank you for allowing me to speak with you today. I am Diana Madaras with Madaras Gallery at 35 E. Broadway and we have been there a long time, fifteen years with the gallery and longer with my marketing company. I am not going to stand here and to ask you to widen one side, widen the other side, decide how

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many lanes, I am going to ask you to please make a decision quickly this is killing us!

I have a building 2,500 square feet and we've counted on revenue and I can not lease that building. I had an offer from a company that wanted to do a twenty-five year lease and they did a little bit of investigation and said the City of Tucson doesn't know if they are taking the north or the south so we are going to go someplace else. I still pay taxes on that building and I have a building that I am holding together with band aids. We need new stucco we need a new roof, our parking lot is falling apart. Do you put capital money into this to improve this building to keep it up to standard? Our neighborhood has become a slum the building next to us is a house that is deserted they put up a chain link fence. No one has taken care of their property because no one knows what is going to happen. It is hurting my business the homeless have moved in on my property we have defecation on the sidewalk when my customers come into the gallery.

I cannot tell you how much I can implore you just to make a decision. We will let you decide. I am not asking for anything with a personal agenda. I will live with it if you take the north, I will live with it if you take the south but please hurry and make a decision. We were supposed to have a decision last October, I was assured there would be a decision this summer and now it's maybe sometime this year. So I encourage you as Tucsonans to do what's best for the greater good of Tucson- I am willing to do that you know. I am not going to look at it from a personal interest standpoint but for the greater good of Tucson. We need to do something quickly. So thank you for hearing my thoughts."

Craig Finfrock

"Thank you. Thank you committee, for letting me address you. My name is Craig Finfrock; I am the owner of Commercial Retail Advisors and I am one of the managers of Broadway Village. I have addressed this committee once before and I have missed a lot of the early meetings and I just felt that it would be important for me to keep coming and making my voice heard. I feel as if I represent the majority of Tucson. The majority of Tucson in fact, approved the Broadway widening once and I really believe this is going to benefit the businesses on Broadway, the area and the city, and the larger community in general.

I have been a retail real estate broker in Tucson for twenty-eight years and I own Broadway Village as I have said. I have seen this happen in this city, I have been here thirty-five years and what will happen is re-gentrification; the property owners that have properties on Broadway- some may or may not like it, but in the long term it's the right thing to do to move our community forward. I see it as ultimately it will draw businesses into the area after everything shakes out and you'll see what's going on the east end of downtown balloon through and it will push out east, it will fill in and it will be a great project.

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I want to reiterate what Diane said, timing is everything in business and right now we are at the very beginning of the next market and if you delay getting this project done you are going to miss the market. The businesses will be able to make investments in Broadway if the market is on an upswing. If you delay this thing out any longer you are going to miss the market and we are going to be in another recession and now is the timing and I just implore you to get the project done. Make it a great project and do what you can to help push our community leaders into doing their job and to seeing this thing get done. Thank you."

Bob Kaye

"Hi, my name is Bob Kaye I have been fortunate enough to be able to address you in the past, thank you for listening this evening. I just wanted to make a couple of quick points. First, I want to congratulate and compliment the city staff and the transit advocates who made possible the Jarrett Walker presentations last Friday. I was fortunate enough to be able to sit in on the community of transit activists working session and I thought that the range of expressions and attitudes and ideas was really extraordinary and I think that we are fortunate, all of us, to have had that opportunity.

Second, I wanted to mention that I happened to see something on the Broadway Widening website that is a diagram of EMBARQ, which is a schematic of how a sidewalk should be designed and I would just like to comment that the bike lane that's shown here presumes that it is safe to be there. And I think that the problem with this diagram, it's a schematic; but I think it was imagined for a situation which it wasn't a major city arterial and as we go forward in the design and begin to refine the plans for Broadway, we are assuming that there's going to be bike lanes no matter what. I just urge the committee to consider carefully the issues of safety for bicyclists and to consider also that there might be a way to make the sidewalk itself a compatible environment both for pedestrians and bicyclists. In this case, I think the issue of bicycle safety will be very difficult to achieve if the bicycle is unprotected from cars.

I guess the third point that I would make, is about pedestrian crossings. I think I may have commented on this into the notes last time, my comment is that as a pedestrian (we are all pedestrians at one time or another) I think that the safety of crosswalks across Broadway is highly variable depending on the location. I know a number of people who have expressed that to me as well and they have said even with the flashing light, there are just certain circumstances where, because of the angle of the sun or perhaps the time of the day that people seem less likely to stop. I think that we really need to think about signage and lighting and various other factors to make sure that in those places we are providing crosswalks they need to be safe.

Finally, at intersections where pedestrians are crossing at, I think that we need to be looking at ways to optimize flows for both vehicles and pedestrians. If you

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actually look at the way that the regs are written here in the state of Arizona, I think it's a little confusing as to what is expected of both drivers and pedestrians and I would say that we probably also need a public education program when we are either a driver or a pedestrian. Thank you very much."

Greg Clark

"Good evening, thanks again for allowing me to speak. I'd like to just echo what the others have said, just get something done. It's been long enough and it keeps just going on, and from what I have seen in the past, I have only been involved in a few months & in paying attention because I thought that you guys were taking care of the good of things; but it seems, that the squabbling and the intention to keep this four lane thing one on the table, when it's clear that it can't happen, it can't be funded- please just get on with it. It seems that this squabble in my opinion has caused the task force not to come to a lot of other design consideration, that it could have been empowered to make.

We could have a great road and we should have a great road for the benefit of the greater region. I simply would implore you to, like the others, to please just get on with it; or simply say look we don't want an expansion we want it to be narrowed to four lanes or to stay at five, we don't want the RTA funding we don't want the Pima County funding and lets go back to the table and put something back to the voters. But to continue to not come out with a proper recommendation that can be supported by the voters who are paying the taxes, and allowing for the sale of bonds, I just think you have to look at the greater good of the community and those who voted for the widening of Broadway.

Second, bike lanes, disability access, pedestrian access, landscaping, all of this can occur but not in a case where we are so focused upon not tearing down any buildings; that we refuse to expand the roadway past whatever 87 feet or 96 feet. Ninety-six feet is a terribly small roadway. It allows for maybe four feet of bike lane on each side, four feet of sidewalks a couple feet of space between the curb and the sidewalk and eleven feet each, plus a median. It's not an adequate and safe roadway and it doesn't provide all of the amenities and the safety and the disability access and the bike access and the transportation access and the bus pullouts that a proper roadway needs and that the City of Tucson and Pima County and all of the RTA voters have approved; so I would simply suggest that you stay on track just get on with widening Broadway, make a decision on where it's going to be and please just do it. Thanks."

Ralph Armenta

"Hello, I am Ralph Armenta and I am a representative of First Assembly of God. I just want to thank the task force and the RTA staff for all of their good work and I also want to reaffirm the fact that all members of First Assembly of God are representatives of First Assembly of God.

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First Assembly of God is not for sale. It never will be; and I just want to make that statement. This is a free country and we are not under a dictatorship this is a free country and we are free to voice our opinions. Now, thank you very much."

5. Brief Overview of 6/12/2014 Open House Public Input Report

Broadway project team member Phil Erickson provided a brief overview of the report compiled for the 6/12/2014 Open House (public meeting #3).

The presentation covered:

- Overview of the contents of the report
 - o Goals of the meeting
 - o Comment form responses, by section
 - o Comment cards received and general comments included
- Questions
- CTF Decision Point - release the report for public distribution

General discussion took place, with questions about the different charts and graphics included. Some issues were highlighted to address with the next draft. The CTF approved public distribution of the report, with the request that it be clearly marked "Draft" until the CTF has more time to review.

6. CTF TakeAways/Report Out from the 6/12/2014 Open House, Discussion, and Recommendations for Moving Forward

Members of the CTF requested to have this time to:

- Have in-depth discussion regarding everyone's inclinations regarding street configurations (i.e.; width, alignment, number of lanes, etc.), and other issues to surface areas of agreement or disagreement;
- Identify specific questions or issues members have to foster consensus moving forward, and
- Develop design and process recommendations (could include areas of city policy that CTF feels need to be addressed as part of the street improvement implementation, such as parking and access issues), which can include recommendations for the Mayor and Council's decision.

CTF Chair Mary Durham-Pflibsen led this discussion of the Task Force. A summary of **points made and discussed** by the CTF follows, organized generally into categories:

- Funding
 - o Not willing to risk funding going away
 - o Funding for transit on Broadway - it will be 12 years from now when RTA Plan runs out of money and RTA Plan 2 is potentially created

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- Transit
 - o 6-lane progresses to a 4+2T
 - o Want time table for transit to be implemented
 - o [If no transit lanes from day 1,] is there a risk in the future that 6-lanes may need to go to 8-lanes?
 - o Design needs to be 6-lane, and convert to 4+2T; once 6-lanes of traffic are built, do you ever get it not to be?
 - o We have already won - 6+2T is off the table.
 - o Let's look at what a 6-lane can do, going block-by-block. What is required by ADA for sidewalks? Law for bike lanes?
 - o Dirt is cheaper now than later; 6-lane will enhance multi-modal
 - o Customize the 6-lane to accommodate all modes safely using innovative design
 - o Would rather worry about converting 2-lanes to transit than try to buy/build more road

- Impacts/Character of Built Environment
 - o Broadway Village Concept [results from the roadway design]: sidewalk in front of buildings, squeeze and miss most of the significant buildings
 - o Economic Development happens when improvements are made to the roadway
 - o Church is a red herring to raise; don't need to raise the issue
 - o The potential loss of historic tax breaks for Rincon Heights Historic District residents does not override the needs of the rest of the community
 - o What do we say to investors who have been told that only north side would be taken?

- Functionality
 - o Desire to do a block-by-block evaluation of functionality
 - o Need to define functionality. *Some examples of elements that relate to the definition mentioned include:*
 - Existing infrastructure
 - Proximity of resources to each other
 - Walkable community - this area has more of an urban demographic; urban areas tend to have lower car use
 - Transit-oriented community - make transit attractive!
 - Less about the width versus number of lanes
 - Let's see what a 6-lane design looks like, addressing pinch points, striving to preserve buildings and preserve businesses
 - Take off the table "vehicular functionality"
 - It's more about showing that 4+2T can enhance functionality
 - It doesn't seem that 4+2T makes sense at this point

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Recommendations that were mentioned include (this list will continue to grow over the coming meetings):

- Initiate Parking District

The following questions were compiled, for follow-up by the project team:

- What is the number of people [who signed in at the Open House] who live within 1 mile of the project area?
- What is the exact language of the ballot? Where did the north side widening decision come in to play?
- How do we address the question of why we are looking at weaving to the south, when it has always been planned to widen to the north?
- Rincon Height Historic District: how is it impacted by losing buildings along Broadway?
- What traffic will Downtown Links take off of Broadway?
- It was discussed at the 5/22 meeting that a 4+2T could function like 6-lane. What was that?
- What is required by law for ADA for sidewalks? What does law require for bike lanes?
- What are the viable transit options that would be considered for Broadway, for short-term through to long-term?
 - o What would be the right width for 'T'?
 - o When do we need to be concerned about moving utilities?
 - o What is the CTF vision for the 'T'?

The following actions were taken, after the item was tabled to allow for the 2nd Call to the Audience and their 10-minute break, and then revisited:

- The 4-lane alternative was tabled (placed on the side) and will not advance into further design or analysis for the time being.
- The CTF directed the project team to focus advanced design efforts on a 6-lane option with the following considerations:
 - o 3 travel lanes in each direction with enough room to eventually convert 1 lane in each direction to a dedicated transit lane.
 - o To narrow the road as much as possible at pinch points.
 - o To minimize building impacts, especially to historic buildings.
 - o To minimize impacts to existing businesses.
 - o To not compromise safety.
 - o To implement transit improvements.

7. Second Call to the Audience

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

Gene Caywood

"Okay, I thought Colby's points were well made and what I wanted to follow through on it is logically to say that if the City and the U of A follow through strictly on those kind of policies then people are going to have to find other ways to get

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downtown. Because, for one thing parking is significantly restricted, and if you can't park, or park at a reasonable price, you're going to find another way to get there. And so I think that what that's going to do is mitigate the growth in traffic on Broadway over a period of time. I'd kind of like to see Jim Schoen take a look and see if those policies, if strictly followed, what kind of results we'd have in twenty years.

Second point to Dale's point: We can fight for the two lanes later for transit, you know, and yeah Dale, you're right, and we had a discussion and I'm going to hold him to it. But, you know, I'd rather not have to do that. We'd really like to have the transit lanes now. And so I think that's the way, in my opinion, you should head. The third thing that I'd wanted to mention is this hybrid alternative that get's mentioned once in awhile that apparently the staff has come up with. I haven't really seen any real details on it but it seems to me the problem with it is it takes away the transit lanes at just the time when you need them. I mean, you need them all day long, but you need them worse, or just as bad, at peak periods and that's when you would take them away. Some don't think I like it and what I'd like to say is I wouldn't dismiss it totally because I think that we ought to look at the weaving kind of transit lanes that I proposed on our four-lane thing that SATA did, and I haven't seen the staff do any of that yet. And the idea of using the travel lane part of the time for your transit but then getting it out away into the median or into somewhere (probably the median) when you need to go around the queue of traffic. We need to seriously look at that, I think.

Finally, the next thing- if I'm not out of time- is Phoenix Streets. And if I am, I'll talk about that next time. Oh, I'm talking fast tonight! Phoenix is an interesting situation but I don't think it's very comparable to Tucson-the comparison-either Central or Van Buren/Washington, or Washington/Jefferson because they have tons of excess capacity for cars up there. So, I'm just cautioning you a little bit to be careful about how you take the reference in Phoenix. You know in a mile from 7th Avenue to 7th Street there's five major arterials basically going north and south, and three blocks east of central there's two major arterials- there's VanBuren and the combination Washington/Jefferson. So, you know, it was easy for them to do it in Phoenix. I don't think it's easy for us to do it here. The other thing I'd like to point out about Phoenix streets is though, back in the 1950's when they established the kind of minimum right- of- ways in a major streets and routes plan kind of thing, they made all their major arterials 100 feet. You can fit a lot in 100 feet cause they did it up there, and that's what I hear people talking here- 96 or 100. And that's where I think Phoenix is applicable whereas here we set our standard at 150 feet. All the major arterials east of where the town was developed at the time like about Alvernon are, you know, 150 feet."

Robin Steinberg

"Well, Hi, I've spoken to you one or two times before and I'm not going to try and tell you what plan to go with because, again, I always think this is a terrible conundrum that you're trying to put forward: work on plan that voters approved

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years ago that no one would suggest doing today. And there's this whole thing about the funding and it's kind of like that thing like the end of the fiscal year everyone tries to spend all the money because if they don't spend the money they don't get it next year, so, and you have to sit around a table with people who you may or may not disagree with.

The one point I want to make to you is that: whatever you send to Mayor and Council should be sent with a very strong- I want to say more than recommendation- that we need to start building a plan for BRT down Broadway. That's the thing that's worth doing. I am not an expert to say you should be doing the two-I understand what's been said- I'm not an expert enough to speak about it. I consider myself an advocate for sustainable transportation.

Personally, I'm a bicyclist. I sit on the BAC. I've been attending a lot of stuff on transit. And there was a very interesting talk last week on- which I saw Colby at, I saw a couple of other people from the audience at- I was just told that it's going to be online so you can listen to it. And he talked exactly about how you build a good transit system. What's good and what's not so good about the bones we have right now to build it on. And I'd like you all to remember that - the importance about transit- and I think this was addressed by, you know, things are going to be different. They're not going to be 1950's, 1960's "See the USA in your Chevrolet." That's not what we're going to have anymore. And it's an issue for a lot of people. It's an economic issue. If you are a family of four and your kids, when become teenagers and young adults, right now you feel like you have to have four cars in order for people to go to work, have some recreation, go to school, etc.

Like Colby said, it's not about not having cars. It's about building a system that is a viable alternative for people who live in the city part. If you live out in the burbs you're probably not going to take a BRT to work but if in the core of your city- a good transit system should be available and when there is, it's used, and that's what's being proved all over the country. So again, I'm not going to try, I mean, you guys have been working hard, I'm not going to tell you guys exactly what to do with it, but please send a very strong message to Mayor and Council that the future for Broadway is the BRT line. Okay, thanks."

Camille Kirshner

"I just have a couple comments really quick: What I wanted to say, first of all, from being beyond the burbs, I can't tell you how much I hate having to drive in the city. I would love to be able to go to the Park & Ride at Broadway and Houghton and leave my car there. Take the bus, take the train, and take the light rail-whatever you call it. I don't want to have to deal with parking in town. I don't want to have to deal with traffic in town. But, because of my job I kind of have to. I don't have that option. But, if I have a job that allowed me to commute by another way than my car, I would absolutely do it in a second and I don't think that I'm the only one. So, I'll just put that out there.

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Really quick: As far as my lay understanding is: your job IS to define functionality for the RTA to use and your job is to help generate design process recommendations. The City's job is to figure out how to fund it. You tell them what we want and they figure out how to make it happen. That's what their job is.

And I think it's kind of a little bit kind of overlooked that the rail line - as far as the streetcar- that is dedicated. The streetcar runs in traffic and it's dedicated to the streetcar. But when the streetcar's not running, the traffic goes. And so it's not, it's more like an HOV lane, it's not a separate, by itself light rail lane.

So, you know, the four plus two or whatever, dedicated rail option, is not necessarily the cars can't drive on it. It can be shared, you know, just like the sidewalk can be shared between pedestrians, dog walkers, technically, not bikes plus. But, if they don't have a safe bike lane, they ride on the sidewalk you know, so again it's the availability and accessibility. And part of that also, is a discussion of width versus lanes. It can be as wide as it wants. What does it matter if there are rails running down the middle? That doesn't change the width of the lane.

Look at 4th Avenue in downtown: they didn't widen to do that. Their problem was the underlying utility structures. They didn't actually widen the roads to make that happen. And the last thing is the issue that was brought up with parking. You know, when I drive down Broadway I see all the parking lots and I wonder, "The buildings aren't even affected, and it's the parking lots that are the issue." So, you know, that was brought up again today, that talk to the City about how to really make those changes happen to do what we want done.

And lastly, congratulations finally for having the conversation that you should have had from day one. I've been waiting to hear this!"

Mary Terry Schiltz

"Thanks very much. Nothing you haven't heard before. First of all: Absolutely, truly, thank each and every one of you for the kind of time, the volumes, and intense commitment you have to this whole important and vital process. It really is crucial that it be done correctly and I think we can count on you to come through. I'm from the Broadway/Broadmoor Village neighborhood. I'm immediate, past president, and we keep hearing repeatedly at any meetings - board meetings and general meetings in the Broadmoor area- what's going on.

And we keep having these public forums and we keep, you know, expressing what we would like which is, for Broadmoor, the narrowest possible right-of-way. The cross-width is what people are looking at. So the number of lanes, yes, stay focused and I'm glad you're focusing in on that. On the facts, I hope too, that you will, when somebody talks about what ADA says, or any of the rest of this- what the county is guaranteeing. Staff told Mayor and Council (and people are aware of that) that the four- plus- two is viable. That that can be done! That's an

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expectation now that people have - is work on that and see if it can be accomplished. And just maintain the diversity and the vitality. You know, the business interests and just that's what makes Broadway so unique. And that's what we want to send to you.

And again, thank you immensely. We really appreciate everything you're doing."

8. Discuss Initial Transit Enhancement Design

This item was continued to a future meeting discussion.

9. Upcoming Property & Business Owners Meetings

Project team member Phil Swaim provided a brief overview regarding meetings to be held with property and business owners on Broadway. Two meetings are scheduled for invited businesses and property owners. The business interests representatives on the Task Force have been involved in the meeting planning, and will be participating in the meetings. A notice of invitation will be posted. The members participating can report back to the Task Force at the next meeting on August 7. It was recommended and approved unanimously that a subcommittee be created to allow them to meet prior to the August 7 meeting and prepare their report out/presentation.

10. Review Proposed Meeting Schedule and Proposed Meeting Agendas

The next meeting date is scheduled for August 7, 2014. The Child & Family Resources building is booked through the month of August, so a new location will be determined. The project team will get that information out as soon as possible.

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. Items requested for inclusion on the August 7, 2014 CTF meeting agenda include:

- Highlights from the Jarrett Walker presentation (<http://cala.arizona.edu/community-outreach-partnership-center-copc-0?destination=node/873>)
- Highlights from the book Margot Garcia of the Broadway Coalition distributed to the CTF on April 30, 2014: "Walkable City" by Jeff Speck
- Present information regarding the viable types of transit for short-term and long-term use that would be considered for Broadway
 - o How is this 2-mile segment related to the 11-mile with respect to planning and implementation?
- Review 6-lane alternatives, block-by-block
 - o Evaluation form
 - o Acquisition expense (generalized to block-by-block)

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This project is funded by the City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is part of the voter-approved, \$2.1 billion RTA plan that will be implemented through 2026. Details about the plan are available at www.RTAmobility.com.

- Information about businesses that want to move. (CAUTION: While that information is useful, it cannot dictate the design decisions.)

12. Adjourn

Nanci Beizer called meeting to a close at 9 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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