



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

August 28, 2014  
 5:30 p.m.  
 Our Saviour's Lutheran Church  
 1200 N Campbell Ave  
 Tucson, Arizona 85719

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
Michael Butterbrodt	Shirley Papuga
Dale Calvert	Jamey Sumner
Anthony R. DiGrazia	
Mary Durham-Pflibsen	
Bruce Fairchild	
Colby Henley	
Joseph Maher Jr.	
Anne Padias*	
Diane Robles	

**2. Approval of August 7, 2014 CTF Meeting Summary**

The project team asked the Task Force to approve the August 7, 2014 CTF meeting summary. The Task Force approved the summary with no requested changes. The project team will post the approved summary to the Clerk's Office.

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### 3. First Call to the Audience

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

#### Camille Kershner

"I don't why I haven't thought of this until the other day. And then I realized while at work, that I've been pushing people around in wheelchairs all day long through the parking lot, up the crumbling asphalt ramp, into the entryway and when you prioritize something by design, you account for certain needs and capabilities in addition to everything else. So you have regular people who can walk on their two feet and go wherever they need to go and if there isn't a sidewalk, you can hoof it through the dirt or whatever. Then you've got people, who, essentially, who've got a loaded shopping cart as their feet. And so, whether it's a stroller, or a walker, or a wheelchair, you have to be able to accommodate that. Does your method of transit accommodate that in addition to everybody else? A car? Not so much, because the most difficult and most time-consuming part of your journey when you're ability-impaired is getting in and out of the vehicle. And it doesn't matter if it's a taxi, or the van tran or the RTA bus that only has one step up. It's still time to have to deal with getting up the ramp or lowering the lift or whatever it is. The streetcar you can just roll right on and roll right off and you're done. The stroller is the same thing. The same thing with pets: I've heard several people say, "Oh, there are vet clinics there and people have to be able to drive with their animals." But the most dangerous part of getting your animal to the vet is taking it in and out of the car. They do escape (I am also a vet tech) and they run around and they play. Not on purpose, but it happens. So, if they get out, what's the first thing that they're going to do? Go out the door to the road that's right there.

And so, parking on the street like that is really not your priority if you can avoid it. If you can reallocate your parking and take advantage of an opportunity to say, you know, people are going to come here and however they're going to get here they don't necessarily have to park. But for those that do, they can go around to the back and still have safe and secluded access. And everyone else? They can ALL use the streetcar. They can ALL use the bus or whatever it is. So you can kind of have an opportunity to be able to reorganize the whole section of whatever it is you're doing and make it better for everyone involved. So it's not necessarily that change is a negative thing. It's what you make out of it. You can always say, "You're new and improved."

#### Greg Clark

"I just wanted to say that, as you guys come to an important decision here, that you remember that your stakeholders are the entire metro region. The entire valley of Tucson. That's who uses Broadway. That's who's paying for the project, and yet on this task force and folks who attend the meeting, it seems you get as very narrow slice of representation of that giant metro area. We have four (4) neighborhoods, the Broadway Coalition, and a collection of people who represent business interests along a two-mile stretch for a valley of population of what, about a million by now? Unfortunately, I feel that this whole process has been skewed by the things that you've heard, the things that you basically consider. I hope I'm wrong, but I think as you come to this decision for recommendation that you remember that.

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A majority of this basin does not attend these meetings. They do not ride the bus. They use Broadway as a means to travel by car and this majority voted for and will be paying for this project. It shouldn't just be a parochial project of local interests. You need to look at what is good for the City - a roadway is by very nature a piece of public infrastructure that everybody owns. So, to simply capitulate to purely the interests of those who live within 200 feet, or own property within 200 feet, or say, even a half-a-mile along a two-mile stretch, I think is wrong headed. There's people out on Wilmot who just need to get downtown. They voted for a certain roadway that had bike lanes, pedestrian walkways, handicap accessibility, etc.. So I think that the public should get what it voted for and that this task force should not be here or be put in a position to undermine and undo the results of an open, free and fair election that happened. So I just hope you look at what voters expressed in DOT 56 and RTA 17. That's where the money is coming from. That's what provides this whole funding program and if this group is not going to undermine the very reason for funding or the funding itself, then it needs to follow those guidelines for the good of the public. I would also suggest that for the good of economic development and such, as you look at alignment, that you kind of consider the possibility of NOT saving First Lutheran Church. There's been a lot of talk about economic development, saving businesses, providing for the tax base. That church that does NOT want to be here - despite the false representations of people who have been at this meeting - is happy to move for the good of the community. It does not provide property taxes. It does not provide sales taxes. It does not provide anything except a meeting space for a congregation that wants to grow, whose leaders have said they're happy to move.

And, Diane, you witnessed this at the business owner's meeting: You said you were amazed to hear business owners say, "Hey, we'll move. We want the good of the community." So turning it into a commercial property may pay for itself in the long run... (Audience member interjected at this point.) I saw her do that and think that's between me and her and I don't need the gallery chirping in.

Please, I think I represent a majority of the people in this basin that have not been here and don't have the time to be here for this two and one half-year project."

### Stephen Pompea

"Ladies and gentlemen, thank you for the opportunity to address you this evening. I'm an astronomer here in Tucson and a thirty-year resident of the Rincon Heights neighborhood. My concern tonight is that our voice is being ignored. The 96 foot, 118 foot, street design concepts - I want you to evaluate them very carefully in light of the health and vibrancy of the neighborhood that's most affected by this. These plans should, in my opinion, have as their over-arching goal, the goal of nurturing the neighborhoods and should tend to minimize the physical impact to existing structures and businesses. In fact, I think they should be evaluated against the criteria of avoiding all physical impacts to existing businesses, properties and structures. I'd also like to encourage an alternative traffic mode and layout, that especially evaluates the role of bicycles in the city of the future. We know that actual car usage on Broadway is declining. I bicycle to work; many people bicycle around that area. So I encourage you to think about these multi-modal transportation solutions. And finally, there's been four public meetings, and at all of these meetings there's been strong and vocal input to

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these meetings about protecting historic buildings in our neighborhood. The current plan is going to affect very severely four blocks of our neighborhood. It's going to wipe out a number of businesses and a number of houses. I would just like to, again, emphasize strenuously that this is a very important thing to our neighborhood and I think, overall, it's a very important thing to evaluate these plans against - particularly if you value the vibrancy, the historical nature of these neighborhoods and the people who live in them. Thank You."

### Gene Caywood

I've prepared a statement that I wanted to give, but while you're getting it so you have it in hand, the second thing I want to say I'll say first. Which is: I think that whatever you do tonight and whatever you pick, you still have a lot of work to do and I think there are some aspects of this - just looking to the degree I have - plans that can still be squeezed down. I think you know that, and I think this is a first attempt to pick an alignment. From there you need to really work to minimize those impacts on buildings, on parking and on everything else. So I just wanted to say that. I've been addressing you primarily as a member of the Southern Arizona Transit Advocates. And also, more recently as a City of Tucson Transit Task Force. I've tried to refrain from giving my personal opinion in a lot of ways, but I thought as we go to a decision tonight, that I should do that.

So my first main point (and the points are on the paper there, you can read them, I'm not going to read the whole thing, I don't have time), but I support the concept of dedicating two lanes for transit now rather than having to fight the battle later to remove the autos from those lanes and I give some, I think, compelling reasons. The second thing, in my opinion, a center running option ought to be selected for transit for the reasons, again, that I list there.

Finally, I just want to say, and I've said it before, and I think there were some statements on Tuesday about we don't know when transit will be happening. The first thing is, with that with the center lane concept, as I tried to point out in the Call to the Audience at the end, it's possible to put the local buses in there and use that space from day one. I think that's very important to do. You don't need money to do that; you just need to use the space. Secondly, as I point out (and you can read the comments made by Nicole Gavin at your transit subcommittee) these are very pertinent because they indicate there may be money. Not money to do the whole project, but maybe money to do some significant elements for a transit element on Broadway. I think that's important to keep in mind when you're discussing the transit. Let's make it a priority. Let's choose, in my opinion again, to go ahead and dedicate those two lanes now for transit. Thank you."

### Laura Tabili

"I'm here for the third time to pass out the same page of the Major Streets and Routes Plan. I've done it at least twice before and this time (to make it clearer) I've also attached a picture. Page 20 of the City of Tucson Major Streets and Routes Plan which is City of Tucson policy. I've marked it in bright blue. 'Development Guidelines for Public Improvements of Gateway Routes: Landscaping gateway routes should be required EXCEPT where the route passes through or adjacent to a historic area and the width of

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the roadway would intrude on the character of historic structures.' All of these drawings violate the Major Streets and Routes Plan because they have medians down the middle. And those medians are taking up 8 ft., 8 feet, 8 ft., they are adding 24 feet to the width of the roadway and they're not even supposed to be there. The design team is not going to stop putting medians in these drawings until you instruct them to take them out. They love medians because they want every street in Tucson to look like a cookie-cutter copy of all the others. Medians actually induce rear-end collisions because people are queuing up to get around the median to get to where they actually want to go. They need to make a left turn to get into your business, right? And they have to go all the way around. Therefore, they actually also enhance - rather than relieve - congestion. You need to instruct the design team to get rid of the darn things and even that roadway which has a very generous 7 and 8 foot bike lanes and sidewalks comes out at 94 feet. So that's the first thing.

The second thing I want to talk about 1601 East Broadway specifically and that is the Tudor house that we see in very poor condition. It's undergoing something that's called demolition by neglect. First the previous owner let it crumble and now the City of Tucson (who is a very bad owner) has let it crumble. I just want to show you the historic survey that was done in 2006 before Rincon Heights even started our historic survey. That house is individually listed on the survey on the Register of National Historic Places. I grant you, it's in very poor condition, but I've been inside of it in the last year and a half with an investor who wanted to put a lot of money into it. And so, those buildings look shabby now, but you need to imagine what they could look like, just like you can imagine what your home or business would look like if you could invest in it the way you'd like to if it wasn't in limbo.

I just want to finish with two more points: All the north side buildings do not belong to the City of Tucson. Somehow there's this idea that all the north side buildings have already been bought up with no one living in them. In fact, we have owner-occupiers living in four of the jeopardized buildings. One of them is a fire-fighter - he has very unsocial hours and he can't come to this meeting. And finally, since Mark Fink can't be here, he just wanted me to point out that there's a misconception - and it's not surprising because I shared it until it was explained to me - 'building impact' and 'property impact' are two different things. No public entity is entitled to purchase more than the land they actually need. So, if they only need 10 feet, they're only entitled to purchase 10 feet. They're not entitled to buy the whole thing."

Melody Peters (Waived)

Ms. Peters waived her opportunity to speak

Jay Vosk

Mr. Vosk waived his opportunity to speak.

Margot Garcia

"My name is Margot Garcia and I'm with the Broadway Coalition. I was very interested at the last meeting that, in talking about the criteria towards the end of the meeting, they finally got someone to talk about cost. I thought that was really important and I was glad to see someone finally bring up that aspect. What is the cost of this going to

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be? So I want to remind the group that there is a fiduciary responsibility to look at what the cost is and we know there have been threats that the RTA is not going to fund 4+2T. We don't know that. There's been discussion about whether Pima County would fund 4+2T. There was a very good memo from Mr. Huckleberry to the board members telling them how they could change the bond language which they have done many times. So this is no biggie.

We've been in discussion with the board of supervisor members, there's a lot of support in keeping Broadway as narrow as possible. But I thought you might all just want this piece of information. As you all know Brio, which is behind the old Panda Buffet and now the new little park, had two parcels that it sat on. Its assessed valuation was \$124,252. It most recently sold within the last couple of months, for \$218,500. This is all recorded on the assessor's record. That's a 1.76 ratio - or 176 times the purchase price over the assessed value. If you take that and use it on the two sides of this roadway, you would have tremendous cost for what those parcels are.

So, I just want to remind you that the narrower the road, the less land you have to buy. According to the language of the bonds under the RTA, there's 42 million dollars to buy this stuff - we've already used up about four or five million of that. You can do the math. That's what you're going to have left and it's not going to be enough. And so, I predict that the cost of this road is going to end up narrowing it down because there simply isn't the money. And oh, by the way, I've checked with several people on this and any cost overrun on this will be borne by the City - and we know how much money they have."

Senator Steve Farley (The following comments were made outside of Call to the Audience, upon his arrival to the meeting. They are recorded here.)

"Thank you. I'm sorry to interrupt the process. I'm just Steve Farley, not Senator Farley, because I know all of you from way back. I really appreciate all of the work you're doing. As you know, the streetcar was basically created as part of the 5<sup>th</sup>/6<sup>th</sup> Street Group, not directly and intentionally, but it came out of the conversations and the discussion and the types of thinking that was going on amongst citizens in a group like this. I think you're definitely moving towards a direction that is both good for the community, good for the corridor and good for the fundability as well. I'm really encouraged to see how it's directing in this direction.

Very quickly, the one thing I did want to say as a member of a Citizen's Committee, a resident in the greater corridor, and a member of the Citizen's Advisory Committee, and from that perspective, and I've talked with a couple of the RTA CART Committee Members. I think there is a way that we can get where we're moving towards. If you decide that you're doing a four plus two model, I would urge you to not present it as a four plus two model, but present it as a six including two model because the ballot language says "six." It doesn't say eight. It doesn't say, four. It says "six." If you present the four plus two as six, instead of four plus two-it

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may seem simply linguistic- but I think then the CART has a very good argument to say this is fundable and it's exactly what we promised the voters. So, just bear that in mind as you come with your recommendation, if that's what you're deciding to do. I think that's something CART can approve and further on, some of the other folks- the county administrator also- and then you have a project that's fundable.

Actually, coming out of the 5<sup>th</sup>/6<sup>th</sup> Street effort, where there wasn't any funds for what we came up with as a recommendation, I was disappointed to see today isn't being put together still. We were going to be able to shrink that road to a median plus two lanes. But, because we didn't think that much about how to make this fundable to the people in charge, it didn't get built. I think with all the work you're doing and given how this has the capability (obviously with some tweaks and this isn't the final design - It will be a work ongoing with the design team), this has the capability of being a great project and I would not want all the work of this group to go for naught.

So, if you can change the way that you refer to it, and enable it to be fundable, I think there's a real chance that this can go through and won't end up having those further battles between the county and the City that we've seen too much of. So, that's my only bit of input here tonight. I really do want to thank you for your work. I know how hard it's been and how much you're going through, but it is all worth it. I promise you. Thank you very much."

#### 4. CTF Discussion: Initial Corridor Development Concept Selection and Recommendations

The project team and the Task Force engaged in discussion to obtain initial Task Force recommendations regarding:

- The placement of the alignment
- Cross section variations
- Alternative modal treatments and intersection designs
- Additional recommendations

To facilitate this decision-making process, the Task Force discussed the following questions that they prepared answers to in advance of the meeting:

1. What leads you to support or to not support the preliminary 118' alignment designed to accommodate center- or side-running transit? If you do not support this preliminary alignment (you are a 4 or 5 on the consensus rules and would block the CTF decision), what would it take for you to overcome this position and move to a position of support? As you compose your thoughts, consider criteria important to yourself and to your stakeholders, and the connection to key performance objectives.

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2. Do you support or not support recommending dedicated transit lanes on Day 1? Why or why not?
3. Several policy recommendations have been suggested to date, including:
  - a. Parking and Access standards and programs (shared parking, alley access...)
  - b. City policy for disposition of acquired properties to support business activity, character...
  - c. Reuse of City-owned properties for improved parking & access
  - d. Façade restoration for historic properties
  - e. Overlay - some concepts discussed: design guidelines to establish character, encouragement for types of development
  - f. City commitment to planning, design and implementation of high capacity transit
  - g. Any others?

Some members unable to attend the meeting sent their responses in writing, which were read aloud at the meeting when the group discussion began. The list below provides a synopsis of the full discussion that occurred, and which was developed into the Alignment Recommendations: Majority and Minority Reports document that was forwarded, following review by the Task Force, to the Mayor and Council for their October 9, 2014 study session:

#### **PRELIMINARY 6 LANE INCLUDING TRANSIT ALTERNATIVE - LOCAL TRANSIT PRIORITY**

##### **Key Messages**

##### **Transit Priority**

- Support Transit - local (short-term) and express combined with continuing local service (longer term)
- Maximize opportunities for transit and alternative modes, preserve space for future transit
- 6 lane including - local transit priority
- Support transit on day one if does not compromise project funding (all but Jamey Sumner)

##### **Multi-Modal Mix Supports Best Balance of Performance Objectives**

- Future of corridor hinges on all modes of travel
- 6 lanes supports "best mix of performance objectives"
- Roadway width will flex (focus on functionality vs specific feet of width). Narrow where possible to avoid building and parking impacts while ensuring adequate space to safely support all modes and enough "dirt" for future mass transit

##### **Neighborhood (Sam Hughes, Rincon Heights, Miles) & Business/Property Owner Perspectives**

- Neighborhoods want to send a strong message: protect historical buildings, ambiance, demonstrate need for widening.
- Miles does not support impacts to the South - from Euclid to Warren

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- Property and business owners support 6 lanes; want to ensure parking, access, future transit. Build it right the first time. Make a decision (stay on schedule)! Delays exacerbate problems of maintenance, vacancy, vandalism for properties along Broadway.

<b>CTF Reasoning In Support of 6 Lane Preliminary Alignment Including Transit</b>
<p><b>(1) Supports key performance objectives:</b> Minimize Business Impact; Visual Quality; Pedestrian, Bicycle, Transit, Vehicle Access &amp; Mobility; Acquisition Cost; Provide for Changing Transportation Needs.</p>
<p><b>(2) Best balance of performance measures.</b> Comfortable with mix.</p> <ul style="list-style-type: none"> <li>• Preserves “dirt” for future transit.</li> </ul>
<p><b>(3) Strategically designed to best represent business stakeholder’s needs.</b></p> <ul style="list-style-type: none"> <li>• Majority business/property owners stakeholders prefer roadway improved/widened.</li> <li>• Make decision soon as possible.</li> <li>• Most south side properties have been spared with most ROW to north [which is similar to current Major Streets and Routes alignment].</li> <li>• Not an option to leave as is (City would have to improve per federal ADA requirements, no money).</li> <li>• Narrow when possible to save a building and/or parking.</li> <li>• Able to accommodate different transit options within 6 lanes ROW.</li> </ul>
<p><b>(4) Benefits all modes, all uses, provides for future transit.</b>                      Benefits performance objectives: comfortable, safe, usable.</p> <ul style="list-style-type: none"> <li>• Hospitable, inhabitable streetscape for ALL uses.</li> <li>• Community-friendly place: landscaping, welcoming to pedestrians, persons with disabilities, bicyclists, business patrons.</li> <li>• Allows commerce to thrive.</li> <li>• Adequate space for vehicular traffic, 95% of users.</li> </ul>
<p><b>(5) Strengthen connection as extension of downtown with Sunshine Mile character and maximize transit, alternative modes.</b></p> <ul style="list-style-type: none"> <li>• Widths will vary, avoid #s, focus on function.</li> <li>• 6 lanes with local transit service priority, frequent stops @1/4 mile, aligning with current bus stops.</li> <li>• Minimize impact to historic places.</li> <li>• Make sure bikers are safe.</li> <li>• Accommodate future high capacity transit for commuters. Short-term: express bus; Long-term, ultimately, BRT with - limited service and infrequent stops/stations at Euclid, Campbell, El Con, East end Broadway.</li> </ul>
<p><b>(6) Enough room for walkability, bikability, and livability in this corridor. Preserve and enhance economic vitality.</b></p> <ul style="list-style-type: none"> <li>• Great bike lanes, APA compliant sidewalks, walkable - contribute to very important economic vitality of the corridor that everybody is interested in preserving and enhancing in the future.</li> <li>• Functional, safe, attractive to the eye and the pocketbook.</li> </ul>
<p><b>(7) Functional, safe, nice-looking Business Boulevard with transit.</b></p> <ul style="list-style-type: none"> <li>• Impression matters: road needs to be in ship shape and have opportunity. Widen with landscape buffers, shade (trees, structures for pedestrians, where pedestrians cross).</li> </ul>

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<ul style="list-style-type: none"><li>• Broadway is a business boulevard. Developers don't want to put houses on major boulevards; they become rentals or worse.</li><li>• Need transit – streetcar down Broadway.</li></ul>
<p><b>(8) Enough dirt to do something down the road with transit. Do it right first time. Multi-modal.</b></p> <ul style="list-style-type: none"><li>• Would like to see infill, small shops, condos, such as the Sam Hughes Place-style 4-5 stories high condos, down Broadway that would bring people here.</li><li>• Accommodate bicycles, pedestrians, walkability, sidewalks, landscaping in defined roadway. Existing roadway won't handle this.</li><li>• Can make this a real pretty thing – transit will come, streetcar in future – going to come.</li><li>• Preserve history. One suggestion: Downtown has plaques, could have photographs (doesn't [have to] save buildings) something to remember what was here, something artistic.</li></ul>
<p><b>(9) Flexibility to safely support multi-modal design – access &amp; travel time to support businesses</b></p> <ul style="list-style-type: none"><li>• Provides flexibility to proceed in future (projected traffic trends) and operate in present with existing traffic.</li><li>• Safety for pedestrians, cyclists.</li><li>• Access. Opportunity to allow each of these means of transportation to work well for business' clientele to access their businesses, for employees to get in and out, for them to be able to move goods and services. It's not that easy to get in and out.</li><li>• Travel time. I have one business location in West end of project area and another on Swan off Broadway. Can't get from one to the other in the time I could 10 years ago – this impacts business. West end [commercial] neighbors similarly impacted – one needs to get their trucks in and out, the other, a nursery on the other side of me, is restricted as well; clientele have to get in and out. Despite statements “there is no traffic” as said 2 years ago in front of the church. It all depends on your perception, your habit. Are you in business trying to get through there or are you a resident who has a different pattern? Everybody has to have their point of view. Maybe not everybody is listening or attuned to this point of view.</li></ul>
<p><b>(10) 6 lanes - preserves ROW for Future Transit</b></p>
<p><b>(11) Multi-Modal – Transit - Build for future Millennial travel preferences</b></p> <ul style="list-style-type: none"><li>• Need to accommodate wide sidewalks, safe bicycles lanes.</li></ul>
<p><b>CTF Members &amp; Reasoning NOT In Support of 6 Lane Preliminary Alignment Including Transit</b></p>
<p><b>(12) No alignment presented satisfies stakeholders. * (Report includes entire list of added items)</b> Sam Hughes Neighborhood Association Board of Directors feel Broadway can be vastly improved without widening it at all. Functionality can be improved for all modes <u>within the current Broadway footprint</u> or with minimal widening at intersections and strategically placed areas for bus pullouts, things like that.</p> <ul style="list-style-type: none"><li>• Public input is not reflected (majority live within 2 miles of project area - my stakeholders).</li><li>• Impact and/or loss of too many historic buildings. History means something, even if it's not their historic building, its part of the culture of area. Have not seen anything that spares enough buildings.</li><li>• Given changes in traffic projections, current existing traffic, don't see data that this project is necessary now.</li><li>• Sense of place and Broadway as a destination is lost. Especially concerned if 6 mixed use lanes of automobile traffic. Preserve current neighborhood and Sunshine Mile ambiance.</li><li>• Economic vitality that creates sense of place. Lose small, locally owned businesses and chains will come in. Brake Masters setting precedent. Purchased land between 10th Street &amp;</li></ul>

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<p>Broadway, had zoning changed, will be almost a full block long.</p> <ul style="list-style-type: none"><li>• Will redevelopment contribute to lifestyle of the neighborhood (reason people chose to live there)? Speedway an example of how Broadway might look: go out to eat, nowhere to walk, back in car, bus, bike go somewhere else – avoid this. Interest in Jarrett Walkers talk.</li><li>• People on 10th Street, backyards are on other side of the alley from the businesses on Broadway. Want examples of the kind of development/re-development if those buildings are taken.</li><li>• Neighborhood is now all single story buildings, other than the Casitas on Broadway housing complex. Concern McDonalds, other chains will go in. Can perhaps be addressed through zoning and commercialization (or overlay suggested by Joseph); no guarantees addressed with the alignment, so they don't have that comfort level.</li><li>• Walkable community. Safety concerns with needing to cross a wider Broadway. Casitas on Broadway and Olsen: residents elderly, have walkers or wheelchairs. Whatever we build will be ADA-compliant but they would rather go across the street in one swoop. Even with Pelicans, not excited about waiting in middle for another light to change, especially in summer. Most have no option of driving. Its subsidized housing, and most can't afford a car. Their feet or their wheelchair is how they commute. Dollar Store and Safeway – that's how they live.</li></ul>
<p><b>(13) If 6 auto lanes - would block any of the alignments. If dedicated transit lanes from day 1, would move to a 4</b></p> <ul style="list-style-type: none"><li>• 4 blocks in Rincon Heights will be gone.</li><li>• Protection of business and historic structures was top choice in all of public meetings.</li><li>• Although businesses, property owners are directly impacted, they may have chance to be made whole, leave, go somewhere, but, this also removes a business that our neighborhood can walk to and puts that building up for demolition; neighborhood as a whole is impacted by the loss.</li><li>• Make it transit-priority roadway, all of the other things would fit in around transit. Convert car lane to a dedicated transit lane.</li></ul>
<p><b>(14) If nominal width less than 118'- will block for following reasons:</b></p> <ul style="list-style-type: none"><li>• Does not provide for future transit, possibility in 10 years City will again acquire land for transit</li><li>• Diminished functionality significantly by removing 8 -Lane voter-approved mandate.</li><li>• Diminishes benefit to ALL modes</li><li>• Need buffers between modes, not narrow 3' bike lane up against curbs next to 4' sidewalks with light poles in middle shoved up again bus benches.</li></ul>
<p><b>(15) Will Block if ROW extends to the south between Euclid &amp; Warren.</b></p> <ul style="list-style-type: none"><li>• Not fair, not good public policy. City has planned, promised, promoted North side alignment over 3 decades. Passed with 2 unanimous City Council votes, 2 county-wide elections.</li><li>• Public meetings, citizen input: north side alignment recommended, approved, did not include expansion to South. Land acquired to date, zoning and building restricted and set back, all on North.</li><li>• To change alignment that stays to the north, as proposed less than 6 months ago, with no visible value or benefit is unfair, unsound public policy. Save First Assembly of God Church if acquisition cost is too high, but southward widening should not extend west of Warren.</li></ul>

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### Summary of Decisions Made

- On the issue of the alignment name, the group supported changing the name to "6 lanes including transit" rather than using "118' nominal consolidated alignment."
- On the issue of which alignment the CTF was comfortable moving forward, everyone present was supportive of the 118' (with a new name) except:
  - One member would only support it if it would have 2 lanes dedicated to transit from Day 1 and presented data to support this argument, and
  - One member read statements from stakeholders who do not like any of the alignments presented due to their width and the impacts they pose to buildings and businesses, and communicated that she would block a consensus decision on the issue of alignment selection.
- On the issue of 2 lanes dedicated to bus transit from Day 1:
  - 8 people were supportive, and felt that multimodal analysis of this configuration would help to better understand the performance of the design, particularly for vehicle traffic and transit.
  - 5 preferred focusing on just 6 lanes with right-of-way to convert to dedicated transit in the future when funding is available for the implementation of high capacity transit, but would not block a consensus decision.
  - One member who was absent wrote in that they did not support dedicated transit from Day 1 and would block consensus on this issue.

A copy of the Majority and Minority Reports is attached to this meeting summary for ease of reference.

#### 5. Second Call to the Audience

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

##### Gene Caywood

"I thought I was listening to something I wrote when you read Shirley's message. It was great, you know, I agreed 100% with what she said and I almost never agree 100% with what anybody says! It was great and you all need to read it again two or three times and let it soak in. But, I think that Colby also made a very strong case for transit from day one and I think that's what we ought to do. I disagree with Dale. I just think it will work and we ought to do it. We just got to bite the bullet and do it. The other thing I want to say was: I still think there are ways to narrow this thing down. The one thing I picked out on this presentation at the beginning: we've got to find a way to integrate all the transit into two lanes, okay? And in one location. So, I object totally to the drawings of bus pullouts over on this side of the road, and then other transit lanes in the middle. No, no. C'mon. We've got to make

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it work together. If our express, or limited-stop vehicles get hung up a little bit every once in a while by a local bus, then so be it. We're trying to preserve things. We're trying to keep this from getting so big. So let's work harder at making the transit fit exclusively in the two lanes with just enough widening for the platforms. Okay? That's all."

### Laura Tabili

"One quick thing that I hope I made clear when I talk about a historically-sensitive area, I'm not only talking about Rincon Heights, I'm talking about the whole study area because all those orange and purple properties are also sensitive."

### Camille Kershner

"Really quick, I just wanted to say a couple of reiterations that I've heard tonight and at other meetings: First of all, I had this thought on the way here: If your business clientele really prefers to shop somewhere else just because they can't park at the front door? What does that say about their loyalty as a customer if that's the determining factor? I mean, come on. And Tucson Tamales is a perfect example: I go to the Broadway and Tucson one because it's more on my way home than the Sabino Canyon one, which is ten miles closer to my actual house. So it just depends on where you are and what you're doing. Is it easy to get there or not? Can I step off the streetcar? Can I step off the bus? Do I have to try and fit into that horrible little parking space and hope that I don't roll into the street? You know?"

So, about going backwards: Look at Phoenix. What are they doing right now? All their arterials are three-lanes now, each way. And they're putting in how many miles of light rail? They are going backwards and they're doing it the hard way. You have a chance to do it the easy way. Looking at Houghton: I commuted to Sierra Vista. I've commuted to Sahuarita all of last year - the entire stretch of Houghton. They are widening to three lanes each way right now. All the way to Tanque Verde which, when I was learning to drive - was a four-way stop. It's now gonna look like Grant and Oracle. So, what are you going to do to keep that from happening, because I don't have a choice in that? You guys do."

### Maia Ingram

"My name is Maya Ingram and I'm here tonight representing the Tucson Pedestrian Advisory Committee and we were established last September. It was after this task force was up and running, so we were not represented on this task force. Having spent a little bit of time researching the issues facing you and listening to the complexities of the opinions and looking at how late the meetings go, I'm so

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relieved that I can't actually be part of this committee. You are doing a huge amount of work on this issue, and I just want to pause and recognize that the Pedestrian Advisory Committee is coming in late.

We just want to give you some recommendations based on the reflections of a couple of us that are spending some time going through some of the material. I didn't want to miss the opportunity of telling you a little about the perspective of the Pedestrian Advisory Committee. We're established around two issues, and the first, I'm sure you know, is around safety given the fact that we've seen a number of pedestrian deaths, and one of those was very close to my house on Broadway where there are six lanes, in a cross walk. A woman was crossing through the cross walk. So there's no doubt that where we put a huge roadway where cars can move quickly, people will die no matter where they are. So safety is a huge issue for us. And the second piece for is really about having pedestrianism drive planning and transit decisions. I would like to see pedestrianism on equal footing - and I mean that pun, it's intended - to get equal footing with your other transit decisions. So that when you decide how to design this, you've really thought, "How am I designing this for a pedestrian?", because then you're not leaving out one person - every single one of us is a pedestrian. As you move forward, whatever we submit to you in the form of a formal letter to this committee - to give you some thoughts. It's really just to say, there is no designated pedestrian funding, so unless we shift how we think about funding and we really put pedestrians first, that's not going to happen. Transit's part of that, biking's part of that, but really it's making a city that's walkable.

This is an opportunity. It's not one zone. It's part of a whole infrastructure with Broadway, Fifth, and Speedway - they all look the same. We're not going to have many choices. I'll stop there.

Thank you for the time. We will submit something a little more formally to you once I've gotten a little more feedback from the rest of our committee. Thank you for your hard work. It's incredible all the time and energy you're putting in."

### Evrom Sonmez

"I typed this up earlier today, and I think I'm going to just go ahead and read it because it's hard for me to speak in two minutes. After hearing the discussion I feel like what I wrote earlier today is still relevant. So here we go: Widening Broadway as an automobile-oriented roadway, would degrade the quality of life in our neighborhood (I'm a Rincon Heights resident, by the way) while forcing some of our

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residents to live next to yet another lifeless, soulless, arterial road. We have heard multiple times that traffic projections used at the time this project was put on the ballot have not materialized. In fact, as a resident of this neighborhood for the past ten years, the only time I remember being stuck in traffic on Broadway was when Barak Obama was in town. This is true. We have entered into a new era where people are driving less. Teenagers are delaying acquiring their driver's licenses, and people are demanding transportation options. The driving boom is over. Smart cities have quickly figured out how to cater to these changing trends, and started heavily investing in more efficient transit, protective bicycle lanes and high-quality pedestrian environment to attract millennial talent and to help their current residents safely and comfortably age in place.

Why is it that our city is stuck in the mentality of a past era insisting that prosperity and economic development will come if we keep investing in automobile infrastructure? I don't want to see a wider Broadway dedicated to more cars defining the southern edge of our historic neighborhood. I urge you to carefully consider your position on this project so that Tucson can take its place among the smart cities of our nation. Thank You."

### John Burr

I just got re-upped, so I've served on Downtown Links CAC since 2003 and will likely be until 2016, so you're kind of at the beginning of all of this. I wanted to remind you all that Mayor and Council's looking for a concept from you all right now. Can you say, "Okay, let's do six minus two (like Congressman Steve Farley said) instead of four plus two, so that immediately it looks like a fundable thing?"

Don't give them any denominations because Country Club to Campbell bit isn't all that bad from what I've seen tonight. But the stretch from Campbell to Euclid is drastic overkill and I would encourage you to look at them as two entirely different sub-projects that have vastly different needs. I think you're being misled by what's going to end up really happening with Downtown Links. All of our lanes are eleven feet. It's being designed for thirty-five, but speed limits are thirty. They're little downtown streets. All of our streets a mile away from downtown are all thirty in every single direction. It's a very different segment and I would encourage you to think outside of the box, think about transit, and think about minimizing these things and don't set your hat on anything you see now. But set your goal on defining what your job is so that you can keep providing input and be listened to.

Another couple points of clarification that I heard about: The reason Rincon Heights and these other neighborhoods are not historic preservation zones are that they

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can't happen anymore. There are only six of them, and they haven't happened since the 1980's when it was the last one. Because of Prop 207, it will never happen again. You can get a NPZ [Neighborhood Preservation Zone] which is a much more difficult process to go through, and it still isn't binding. So, there's no way to get an overlay to protect these things anymore. It's just not going to happen. So, little points you all ought to know. Thanks."

## 6. 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. Closing comments and questions were made by the Task Force including:

### Next Steps

- Is it realistic to produce VISSM Model for 4+2T utilizing Colby's numbers? Would this show that it is functional?
- The project team will draft a Report for the Mayor and Council based on what was heard tonight and provided by CTF not in attendance, including what is supported, blocked, and the reasoning behind these decisions. The team will circulate it for review and feedback prior to sending it along to Mayor and Council. The team will report back after the October Mayor and Council meeting. The next CTF meeting will be held on October 23 at the Child and Family Resources Building.

### Roundtable

- Good job everybody.
- The reason this is so hard is because we are designing a good roadway.
- Agree and that we care so much.
- My business is at Williams Center and when I am required to go Downtown, I go down Broadway. As Bob pointed out, at times it does not currently perform well.

## 7. Adjourn

Nanci Beizer called meeting to a close at 9:05 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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## **BROADWAY CORRIDOR COMPREHENSIVE BALANCE**

further thoughts by W. Eugene Caywood – 9-4-14

In my **POSITION ON TRANSIT**, which I handed out at the August 27 Citizen Task Force (CTF) meeting (a copy of which is included for reference at the end of this document) I limited my comments (as I have from the beginning of the study process) primarily to transit issues. My position was not intended to be comprehensive, which fact was pointed out to me when I shared it with the Southern Arizona Transit Advocates steering committee, and received the following thoughts from Corky Poster. I believe his points are excellent and very much to the point, and thus want to pass them on to you.

I agree with you entirely Gene. I have been thinking about it a lot over these last several months and have come to the identical conclusion.

But, in your position paper, I do not think you have taken the analysis and recommendation to a comprehensive level. In my view, the recommendation must also include that:

- the pedestrian environment along Broadway needs to be defined at a high quality that includes ample sidewalks, full ADA accessibility, good shade, and a sense of protection from automobile traffic
- the relationship of buildings fronting Broadway to that pedestrian environment also needs to be defined as a positive relationship, i.e. interesting things to see and use along that pedestrian environment
- bicycle safety and comfort needs be at the same level of quality as the pedestrian environment described above , i.e. ample width, good shade, and a sense of protection from automobile traffic
- all vehicular travel lanes (including HCT) need to be at their **minimum safe dimension** to minimize the overall right of way dimension and acquisition, demolition of structures, historic and otherwise
- acquisition should be carefully strategic, dimensionally-minimized and likely occurring on both sides. The additional right of way, if necessary, should be bilateral.
- parking areas need to be reorganized to be perpendicular to the right of way, not parallel and in front of the buildings. Use of the stub end of intersecting neighborhood streets can efficiently be used for parking (whether actually closed, as in the Bentley's parking lot on the south side of Speedway west of Campbell, or dual use, as in the Baskin Robbins east of Tucson Boulevard)

Broadway needs to be a balanced right of way, carefully meeting the needs of pedestrians, bicycles, automobiles and transit, now and in the future. Your excellent analysis only gets us part of the way there.

### **Corky Poster**

Related, and I think supportive of Corky's list and particularly of his end summary, is the following excerpt from Jarrett Walker's book *Human Transit* (p. 207). The chapter is discussing what can be done to improve transit along the myriads of arterial streets (which he calls Boulevards) in all cities that developed around the automobile over the past 70 or 80 years. This of course includes Broadway, and Walker's statement I think does a good job of setting forth the balance needed for Broadway.

Car-oriented cities are full of wide, fast boulevards, usually six to eight lanes but sometimes even wider. Where they intersect, there is often commercial development on all four corners. Even in the car era, apartments have often been built close to these intersections. So while the pedestrian environment is often dreadful, the development pattern—a mixture of commercial and dense residential—is actually quite good for transit. What's needed, then, is a process of (a) creating the pedestrian links and crossings required to make walking to transit safe, and (b) ensuring that the transit service is fast and reliable, unimpeded by car traffic.

The goal would be not to turn suburban development into a lattice of pleasant town centers but, rather, to make it incrementally more humane, safe, and functional on its own terms, by gradually welcoming transit and the pedestrian. A huge amount of this boulevard-oriented development has already been built, so it needs to be included in any vision for a transit-friendly and sustainable city. It needs to be repaired in ways that preserve its basic functionality for cars for as long as that's needed, while recognizing the transit rider and pedestrian (and cyclist) as a person whose time and safety are valued.

In conclusion, the difficult task faced by the Broadway Corridor CTF is one of careful balance between many competing needs and desires within a limited space. I think Jarrett Walker describes the balance well when talking about making the roadway “more humane” and “welcoming transit and the pedestrian” while supporting the need to “preserve basic functionality for cars for as long as that’s needed”. In my view, the way to achieve that balance is to insure that the design achieves the goals outlined by Corky Poster in his comprehensive check-list while providing significant transit upgrades by dedicating two lanes to transit.

## **BROADWAY CORRIDOR STUDY**

### **POSITION ON TRANSIT**

W. Eugene Caywood – 8-27-14

In addressing the Citizen Task Force during the Broadway Corridor Study, I have been representing the Southern Arizona Transit Advocates (SATA), and more recently the City of Tucson Transit Task Force (TTF). In so doing I have mostly refrained from voicing my personal opinion and have instead focused on presenting ideas and facts for consideration. However, now that a decision point has been reached, I feel it is time to convey what I think. Therefore this document contains my opinion and recommendations. They have not been vetted by the SATA or the TTF, so are mine alone. They are:

1. I support the concept of dedicating two lanes for transit now rather than having to fight the battle to remove them from auto use later. These are my reasons:
  - a. The extra lanes are not needed for autos at this point, and aren't projected to be needed for many years.
  - b. Given reduced traffic volumes being experienced in recent years, the capacity may never be needed for autos.
  - c. When/if it turns out they are needed, let the road advocates fight the battle to remove them from transit use and turn them over to mixed use.
  - d. If, on the other hand, transit use continues to increase, and funding can be found to implement High Capacity Transit (HCT), the use of the lanes for transit can be made permanent.
  - e. The lanes won't just sit there unused until money can be found for HCT – if we design them to be used by local bus service now and convertible to some form of HCT later. This is valuable because:
    - i. Local buses service will be benefited by faster trip times due to not being stuck in other traffic.
    - ii. It will change the way transit is viewed by making it special because it operates in its own dedicated lane. That change of perception could/will be a key factor in increasing ridership and in providing support for the additional improvements needed to implement HCT.
    - iii. If the center option is selected, it will accustom people to boarding in the middle of the street, thus preparing them for using HCT in that location.
2. In my opinion, the center running option ought to be selected because:
  - a. It eliminates conflicts with bikes, right turns and driveways.
  - b. It likely will require less right-of-way at points where pullouts would be required with the right lane running option.
  - c. Pullouts, while great for the auto driver, actually slow down transit.
3. Funding for HCT may not be as far off as some might think. At the CTF Transit Subcommittee meeting on Monday, Nicole Ewing Gavin stated that on September 9 the Mayor and Council will consider impact fees on new downtown development that could bring in \$80 million over the next 10 years, with \$20-30 million proposed to be dedicated to streetcar improvements or extensions. That money, while not enough to build the entire streetcar line, could provide initial stop improvements and other related items, should it be determined that Broadway RTA money cannot be used for those purposes. It could also become seed money necessary to leverage private funding or other government funding.

Culby

# ARCHITECTURAL INVENTORY OF FIVE BUILDINGS ON EAST BROADWAY BOULEVARD, TUCSON, PIMA COUNTY, ARIZONA

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## INTRODUCTION

This report contains an architectural inventory of five buildings on East Broadway Boulevard, Tucson, Pima County, Arizona. The buildings are located on parcels surveyed by Desert Archaeology, Inc., for the City of Tucson in late 2005 and the spring of 2006. Under the guidance of archaeologist Allison Cohen Diehl, project manager, this architectural inventory supplements Desert Archaeology's work.

The report includes brief information about the evolution of the Rincon Heights Neighborhood where these buildings are located, plus descriptions of the building styles and types. Three of the five buildings meet eligibility requirements for listing on the National Register of Historic Places (National Register) as contributors to a potential future historic district. One of the buildings, the Tudor Style home at 1601 E. Broadway Boulevard, also meets requirements for individual listing on the National Register. Appendix A contains a completed State of Arizona Historic Property Inventory Form for each building. Recommendations for preservation are written on each inventory form and summarized in this report.

## LOCATION OF PROJECT AREA

The 5 properties are located in Pima County in Section 7, Township 14 South, Range 14 East on the USGS 7.5-minute topographic quad Tucson, Ariz. (AZ BB:13 [NW]) (Figure 1). Specifically, the properties each consist of a standing building on a single lot. Parcel addresses and Pima County tax ID numbers are summarized in Table 1.

## RESEARCH METHODOLOGY

Over a five-week period, Ralph Comey and Janet H. Parkhurst, associated architects, conducted an inventory and archival research of the five subject buildings. Consultant Bob Brey, retired title officer, researched instruments of title conveyance for each property. He was able to identify the builders as well as the first owners. This information was corroborated by city directories and obituaries at the Arizona State Historical Society (AHS), Tucson, Arizona. More detailed information about said owners and builders is an apt subject for future research. Edward Ban, long-term owner of 1443 E. Broadway and 15 N. Vine, provided the information needed to unravel the mystery of the store and duplex complex. The five buildings are named after the first or best-known, historic era owner/occupant.

Dime: min width of 2 TR = 13' + buffer  
 BET or streetcar > goes in traffic lanes 11' or 12'  
 remove 24' landscape = 94'

**BROADWAY BOULEVARD: EUCLID TO COUNTRY CLUB**  
 August 7, 2014 CTF Meeting Materials for Item Items 3, 5, and 8.  
**Viable Transit Options for Broadway**

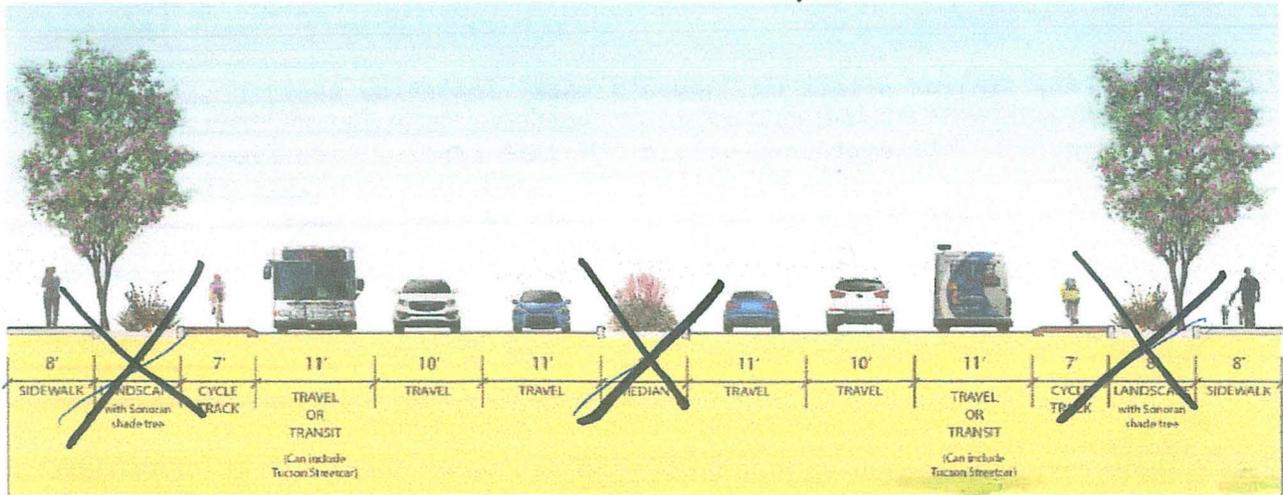


Figure 1: Prototypical 118 foot wide cross section with side running limited stop and local buses

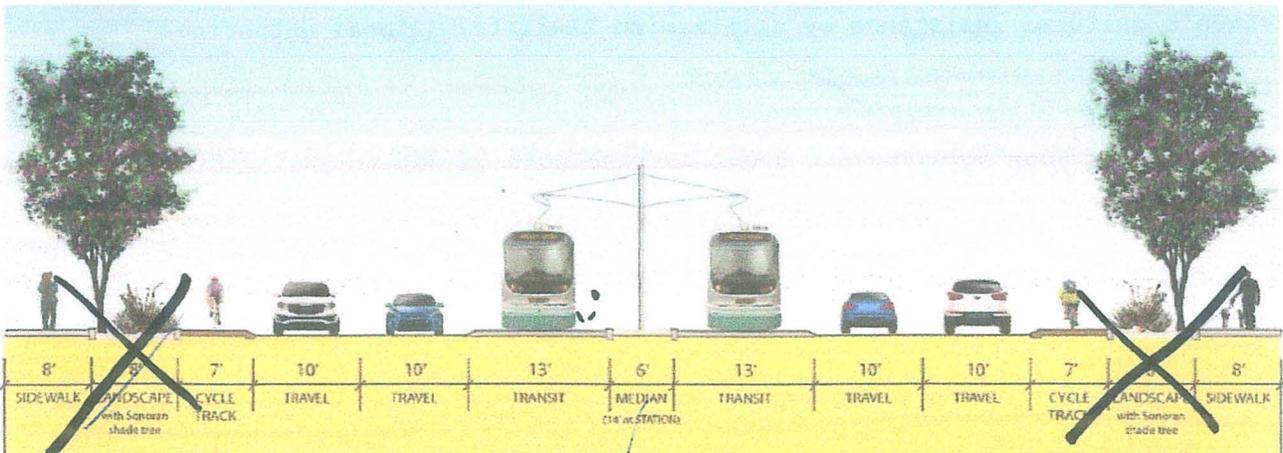


Figure 2: Prototypical 118 foot wide cross section with center running light rail and local buses or streetcars at the curb  
 → median to 14' @ transit stops

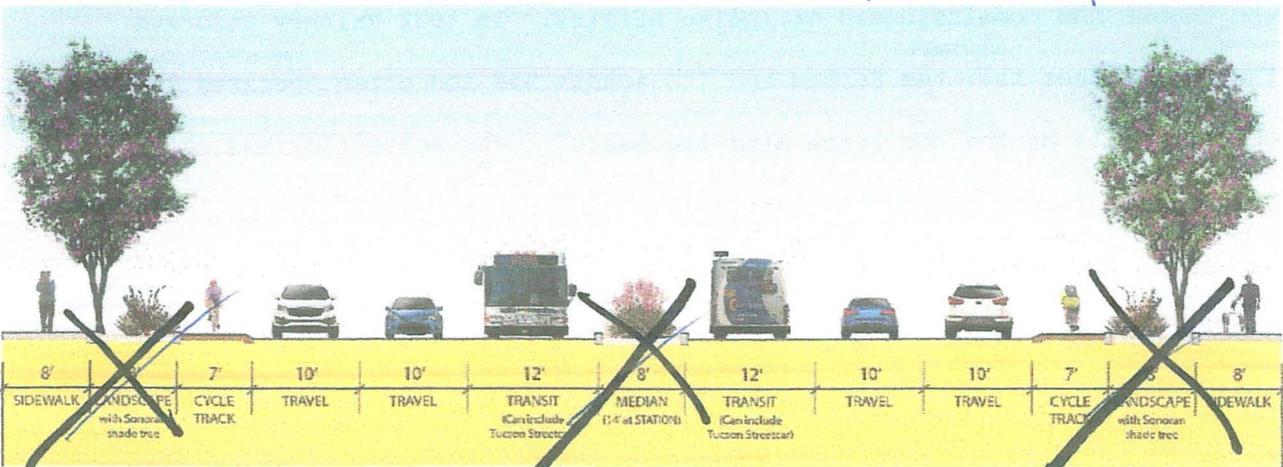


Figure 3: Prototypical 118 foot wide cross section with center running limited stop buses or streetcars and local buses or streetcars at the curb

**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:

- 1. 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.