



DRAFT Meeting Summary
BROADWAY BOULEVARD CITIZENS PLANNING TASK FORCE

March 26, 2015
 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, and Nanci reviewed the agenda for the meeting.

Citizen Task Force Members		
Present		Absent
Bob Belman	Bruce Fairchild	Michael Butterbrodt
Dale Clavert	Colby Henley	Shirley Papuga
Anthony R. DiGrazia	Anne Padias	Shannon McBride-Olsen
Mary Durham-Pflibsen	Diane Robles	
Jon Howe	Jamey Sumner	

Jennifer Toothaker announced that Shannon McBride Olsen was officially a member of the Broadway Boulevard Citizens Planning Task Force and that the Task Force can fill future vacancies on a case-by-case basis. Toothaker also introduced Interim City Manager Martha Durkin, who thanked the Task Force, the public, and the project team for their hard work and efforts on this challenging project.

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2. First Call to the Audience

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

Dick Basye

"Yes, I am Dick Basye and I am of the current president of the Pima Association of Taxpayers and we are concerned with how our money is spent. First, I want to commend the committee for working to downsize the roadway, not to destroy any more businesses than you don't have to. Keep the parking as much as possible and as many homes as possible. With that in mind, there's three points that I'd like to make.

First of all, our position on that roadway is no more than eleven feet wide for the lanes, downsize the medians in between every other block, as they did on Speedway and places. Also provide more spaces for parking, etc. When it comes to the amenities there are no trees on Broadway east of Country Club. Why do they have to be west? Same way on Speedway? Those trees block the view of businesses along the way. That means the right lanes going to be slow when looking for those barber shops and antique stores. Jen Burdick told me personally about four palm trees that had to be torn down they said because of the maintenance that was required. Well what about two miles of trees, on both sides of the roadway.

Also, as far as pedestrian walkways go, it was five feet on Country Club road just recently built a year ago and I don't know why we have to go to eight feet except where it's minimal and it doesn't interfere with businesses or parking, etc. Same with bike lanes, the new interchange at Oracle and Grant is six foot wide bike lanes, why does it have to be seven on Broadway?

We already have three ways to get into town on Aviation Parkway, Third Street, the Arroyo Chico is getting built and then Ninth Street, so we really don't need to go overboard on this. Some other things I'd like to ask about is that there's one block, just east of Park on the south side with two additional roadway lanes. Why do those businesses deserve a special roadway lane for themselves? When it requires two additional buildings to be destroyed on the North side next to TUSD. I would say that they have to pay for it, if they are going to do it. We don't want to give special favors to special friends.

Finally, I'd ask HDR if they are here, I have an old document here and since we are trying to keep this road small, they did one previously downtown, where they were going to lower the freeway and put roads across. They show one road here, Clark Street, 850-feet wide. That's incredulous! And then they also say, if you want to put plants on the top, you can lower it and turn it into a dirt road. So I just would ask them if they could explain themselves concerning this matter and once again I commend you for working to downsize this road, we have a lot of deteriorating

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roads in this city that need to be fixed and we don't need to go do the channelize on Broadway."

Carlos Lozano

"Carlos Lozano, I represent the Tucson Pima Historical Commission, but I am also a member of the Downtown Links Citizen Advisory Committee, I see a lot of Downtown Links people. I wanted to start out by comparing Downtown Links; our alignment there is so narrow, you know we are actually going down little side streets and things like that but when I began to look at Broadway, I see that you have this massive corridor to work with and I ran some of the numbers and doing what the RTA wants, you can actually do a zero historic demolition alignment.

Before I go any further, being a Citizen Task Force member or a Citizen Advisory Committee member, I want to compliment everyone on all the hard work that you do, because I know how much hard work it is and I know how you are pushed and pulled between the public's wishes and City staff and engineering.

It's very frustrating sometimes so if we are told all the time that you can't have a zero historic demolition alignment, but actually you can and it's true that you can't if you want this roadway to look like Ina and Oracle, that's not going to work, but this is a completely different thing. This is downtown adjacent and these buildings- we have to preserve them, because I'd say within ten years Broadway is going to actually resemble Congress and Fourth Avenue quite a bit and so I think we need to start thinking about Broadway as if it were Congress or as if it were Fourth Avenue. You would never consider demolishing Caruso's to add more parking on Fourth Avenue. Likewise, there's businesses that would love to move onto Congress or onto Fourth Avenue even though there's zero parking and even though their sidewalk begins at their doorstep and ends at the curb and they have no landscaping and they would consider that, they'd love to have that.

Now, the Tucson Pima Historical Commission also recommended a zoning overlay to incentivize preservation, give business owners a reason to do the right thing, and also to solve a lot of the parking problems. Those are the main points that I wanted to make.

Again, think of this project, not like you'd think about 22nd and Wilmot, this is not the roadway that we want to build. Think about it more in terms of the way we think about Congress or Forth Avenue and I think that if we go that way it will help out a lot.

I wanted to reiterate a point about, you know, what's the problem with just one demolition here or one demolition there, we look at other cities and we find out that a single demolition is like a crack in a dam and it just gets wider and wider and then when you lose the integrity of the streetscape, this commercial buffer zone, the effects actually spread into the neighborhood and you know, those of you who

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live in a historic district, you know that once the contributors get down to a certain level you know that you are delisted. Anyway, thank you very much."

John Davis

"One person already touched on that of the landscape. If you notice some of the streets in Tucson, no one takes care of them. So, that's an issue. Another issue is that of the speed limit and in the corridor, there's like five different speed zones. Just east of Country Club, its 40 mph. Across Country Club, it goes to 35 mph. Across Campbell it drops down to 30 mph. You get down by First, it goes to 25 mph. And then, when you start to hit downtown it goes to 15 mph. I would like to know what the speed limit will be. And if the state comes up with the waiver, you don't get points on speed limits over ten miles over the speed limit. Well, people in a 40 mph zone, might be going 50 mph. They are already going 50 mph and will probably be going 60 mph.

The other aspect that I'd like to mention, is that of the historical aspect. Tucson has a lot of history, but we don't seem to know much about it. I've looked around trying to find statues of some of the people that used to live here, and there's a lot of people who've lived here over a long period of time, and I've never found it. Some people told me, well there's Father Kino. Well he didn't live here in Tucson. It'd be nice if we could really grasp our history. Especially history of Tucson and like for the corridor, like what events actually happened in Tucson along the corridor? Probably most of you will probably say, "don't know." For example, that of Congress Street, that got renovated and I've seen it get changed like three times. I've never seen any plaques get put up, like this happened here or this happened there.

One of the events that amazed me was that, Doc Holiday used to come from Tombstone, get off at the train, he'd walk down Congress Street to near where the IRS building is on the other side and he'd just go there and gamble. No signage of that. I've got several pictures of the building. It was a very narrow building, a tall building and it had a fire bell. In 1881, down below was that of the telephone company, no signage about that. In 1881 there was a large explosion here. In San Francisco they put in the newspapers that quite a few of the telephones here in Tucson were ringing off the hook."

Richard Debernardis

"Thank you Nancy. My name is Richard Debernardis, and I'm the president of Perimeter Bicycling Association of America; we have our offices on Broadway and it will be one of the buildings to go, no doubt. I am also the founder of the El Tour de Tucson. So I would just like to, and I don't want to pick on anyone, but first of all, I'd like to applaud the task force. I was so proud of you last week. You showed what Tucsonans are all about. You want to speak your individual mind and say what you want, instead of being told what to do, but at the same time I want to applaud

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Nancy and your project people. This is not easy for either one of you. You would like your points and they would like their points, but we've got to stop being Democrats and Republicans and we've got to come together and make a decision together. Let's resolve something.

So let me just give you a few facts in the last few days of your decision. One, in America we found out that most of the traffic in a community, is within the three miles of the downtown area. Cities, including the City of Tucson and Pima County, and every jurisdiction, they are paying millions and millions of dollars to figure out how do you reduce that traffic congestion. What did they find? - The bicycle. They are building bigger bicycle paths, they are building greenways.

What they also found- You don't expand a street to accommodate motorists, because you are reinforcing more motorists or bicyclists walking on the street. So we want to look at that. How can we do it to make it accommodating for the bicyclist, to make us the number one bicycle capitol in America.

Number two, Perimeter Bicycling moved here on Broadway fifteen years ago; finally made it to Broadway. We don't want to be on Broadway. You know, we made our last payment on our mortgage, we are a non-profit organization. We own our building. Now we can take our money and beautify it, make it look better so that we look like a bicycle center. We want to put our money in, so that our cyclists will stay on this road and in all due respect to that gentleman we want to make this the **Champs-Élysées** of Europe, right here in Tucson and Broadway should do that. So, that's all I have to say and I know it's really, really hard; my heart is with you, all of you guys. Let's just come together and let's build the best Broadway in the world, not just America. Thank you very much."

Marc Fink

"Well, hopefully we are almost done with this; that's pretty exciting for all of us, I'm sure for you, for us, it's been a long process. There's two things I'd like to say. A third, I'd like to welcome Diane Luber, she is one of our Mahjong partners, that's always great.

The first thing that I want to talk about is walkability. I have to apologize, I had a really piffy quote from Jeff Speck, who wrote the walkability book that we gave out to you all. So, I will have to paraphrase them. What he talks about, because what you'll hear and what you have heard in the past is walkability will have wide sidewalks and lots of trees and it'll be magically walkable and what Jeff Speck talks about and what the quotes would have said, is that greenspaces and wide sidewalks are great where you can do them, but the one essential ingredient that you have to have, are places to walk to. People will not walk, just for the sake of walking. If you want this corridor to be good for walking, provide lots of places for them to walk to, a real high-density of businesses, don't have gaps at all. So I think that's really important as we go forward. So, if you have to make a trade-off between

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something super wide or tons of landscaping or businesses in a vibrant built environment, you've got to go for the vibrant built environment, because the other will be kind of a waste and let me provide two quick examples. On one hand, you have Campbell Avenue between Elm and Grant; nice wide road, wide sidewalks, lovely landscaping. Do you ever see anybody walking on that corridor? I've seen one person, that was my wife walking to Bookman's and we just ended up there. That was it. So there's a perfect example, and you don't get it, because there's no place to walk to.

The other example, would be Fourth Avenue, where my wife has her business. There aren't a lot of trees on Fourth Avenue, some of the buildings there may be old, it's not the most fantastic built environment; but people flock to Fourth Avenue. Why? Because there are a lot of cool places to go to. That's what they want to do. So it shows you the built environment is never one.

The second point is more of a broader level and other people have touched on it. Last week, you heard the idea, "well this is the worst-case scenario, but we may not do the worst-case scenario, we'll do a little bit better." What I want to say is that, one, you willing to accept the worst-case scenario is a little troubling; but even if you tweak that, what you'll end up with is a really bad scenario. You won't get to a good one. So what I would urge you to do (and this is piggy-backing on what Mary said last week) let's start with the very best we can do. Let's show not only our community, but the rest of the nation that we strive to be the best; not mediocrity, we will never succeed if we settle for being mediocrity and second rate. Let's go for the gusto. We have our City Manager here. Show our elected officials, our other leaders (I'm just about done) that we can be really good and not "a-ok." Thank you."

3. CTF Discussion Regarding Changes to Alignment Title and Project Logo

This agenda item allowed the Task Force to return to the subject of a motion that had been made at the March 19 meeting but that had died because no action was taken. A new motion was made that the Task Force recognizes the importance of high-capacity transit on Broadway. But due to constraints from funding agencies and realities of design, it recommends removing the bus from the project logo and the words "including transit" from the description of the staff-recommended alignment. The motion was then tabled until after Item 4 and the 2nd call to the audience.

After Item 4 and the 2nd call to the audience, the motion was changed to the Task Force recommending dedicated transit lanes on Day 1 consistent with its priority performance measures from the March 26 meeting (see Item 4). Discussion included these comments:

- If we say that we want transit Day 1, will RTA come back and say "no" or scrap the project?

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- I believe M&C will fight for this.
- We should say what we want and not second guess who will make what decisions after us.
- I drive Broadway. Buses are not full today. People will dictate when transit will happen.
- When we stripped 8 lanes down to 6, I said I would not support dedicated transit lanes Day 1.
- Thrilled we have the room but can't support dedicated transit lanes now. The funding is not there now. All there is is bus service. Some are concerned that we won't get lanes back for transit but I'm not.
- Broadway has the highest bus ridership, although it could be better. Dedicating lanes to transit will boost ridership because buses won't get held up in traffic. If we don't dedicate lanes to transit, we're just kicking the can down the road. All we've done is add a car lane, a temporary fix. We need dynamic change.
- I support bus pull-outs, but not dedicated transit lanes Day 1. There's no public outcry for it. It's a potential boondoggle.
- Traffic patterns are changing; consider millennial habits.
- Dedicated transit lanes will buffer bikes from car traffic.
- Dedicated transit lane will also be buffer for neighborhoods; they won't hear rush of cars.

The Task Force voted 5-5 on the motion and then decided to use the consensus approach. Each member identified their position with a number from 1 to 5, with 1 being for and 5 against, and said whether they were so opposed that they would block consensus. Two said they would block.

The motion was revised to say that the Task Force recommends dedicated transit lanes when funding is available or Mayor and Council support it, consistent with the Task Force's priority performance measures from the meeting (See Item 4). The Task Force unanimously supported the motion.

4. Discussion/Decisions Regarding Moving 6-Lane Including Transit Baseline Refined Alignment Forward

Mike Johnson of the project team presented the "starting small" approach to the 6-Lane Including Transit Alignment. Gene Caywood presented another approach he designed on behalf of the Broadway Coalition. Both narrowed bike lanes and sidewalks to 6 feet without landscape buffers. Johnson said the "starting small" approach affected 13 fewer buildings, most of them historic, than the staff-recommended alignment. Caywood said his approach spared all but two buildings.

Caywood proposed configuring parking at a 45-degree angle, instead of the current 90-degree angle, to preserve some parking in front of businesses in the east mile of the project. He proposed shifting left-turn lanes from Highland and Cherry intersections to Vine and Warren intersections. He also said that converting the Campbell/Broadway

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intersection to an indirect left-turn intersection would make it smaller and lessen the project impact on adjacent properties.

The project team offered to conduct an exercise to help the Task Force identify priorities and trade-offs they might be willing to support to arrive at a recommendation of a baseline alignment and performance measure preferences for design modifications. The Task Force agreed that they wanted to look at the two new approaches side by side and section by section, using the performance measures as a guide. The discussion included these comments:

Discussion around Maps

Highland to Vine

- I do not support removing left turn onto Highland.
- Does narrowing pedestrian path or eliminating landscape buffer create a safety issue? *(Staff: No.)*
- What is the traffic speed? *(Staff: 39 mph today, from safety audit)*
- Not a vibrant environment for business
- Hate to take walkability away from Miles. 6' sidewalks are appropriate along Miles/Ward 5.
- I prefer 6' sidewalks. Do away with landscape buffers and follow ADA standards in design.
- Landscape where feasible, where it would not impact buildings.
- Why aren't bike lanes elevated here? *(Staff: Design standard for elevated bike lanes is 7' wide minimum.)* Wherever we can, keep bike lanes elevated.
- Portion of Old Pueblo can be saved; put buffer back.
- Both maps accommodate transit with 11' outside lanes.
- Stick to our guns; put dedicated lanes out there.
- 6' sidewalk makes it challenging to accommodate transit facility CTF hopes for in the future.
- Appears to be room on the West end.
- Bus stops in front not behind platform.
- Accommodate Green Streets policy when possible.

Vine to Warren

- Is it possible to move historical structures back? Maintain façade for Historic District? *(Staff: Moving buildings is prohibitively expensive, and city would first have to buy any buildings to move them.)*
- Gene's drawing protects buildings from Vine to Warren; prefer using it here.
- Would mean no 7' cycle track.
- Concerned about losing left turn onto Cherry in Miles. There's a big apartment complex south of Broadway. Makes access difficult. (Have access on Vine.)
- Let students ride bikes.

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- Downtown, even though students take the street car and ride bikes, they still have cars.
- Miles has fewer access points (than Rincon Heights) in Gene's plan; we are a small neighborhood.
- Pedestrians need space in the middle of the street when crossing. How wide is the median? 7'
- Can make left from Highland to Broadway; not Broadway to Highland.

Warren to Campbell

- How do plans affect turn radius for curving turns? (*Staff: 25' city standard reduced to 18'. How do plans affect turnouts? City standard 18' reduced to 12'. Crosswalks, directional ramps - tricky, want it close so can see pedestrians.*)
- Show Indirect Left Turn and what buildings will and will not be saved. Investigate IDL at Campbell.
- Improve pedestrian crossing, save buildings.

Campbell to Olsen

- At Norris, will buildings be viable?
- Tucson Fire Department is outgrowing its station on Norris. There may be an opportunity for City to re-invest.
- Need more parking for this area.

Olsen to Plumer

- Currently under-parked, minor reduction in parking will have big impact on business owners.
- Repurpose buildings to encourage walkability.

Plumer to Tucson Boulevard

- Gene said he based his approach on his perception that businesses on the north side need parking while businesses on the south side have greater lot depth and driveways between buildings that give them opportunities to create parking.
- Gene's approach moves sidewalks to front of buildings for easier parking; they will need to comply with ADA.

General

- Ensure transit with bike by-pass where possible
- Ensure transit at bus stops; this is secondary to building impacts

The Task Force made a unanimous consensus decision to recommend a 6-Lane Including Transit alignment to move forward to a public Open House in April and to the Mayor and Council for adoption in May. The alignment should be a hybrid of the two presented by Caywood and the project team's "Start Small" alignment, with the following strategic parameters to inform further design and refinement of the alignment with design minimums:

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Minimum (most important) parameter performance measures:

1. Maintain buildings and viable parcels
2. 6' sidewalks consistent with ADA standards
3. 6' bike lanes

Secondary parameters, where feasible:

1. 7' bike lane, elevated where possible
2. Upgrade sidewalk width
3. Landscape/Green Streets to-create buffers and visual quality
4. Enhance bus stops

5. Second Call to the Audience

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

Jay Vosk

"My wife and I have lived in Rincon Heights since 1980. We purchased our home in Rincon Heights in 1994. We love our neighborhood and we have wonderful neighbors. To the right of us are a nice elderly couple and to the left of us are wonderful students, behind us are businesses because we live on Tenth Street at the center of all of this. Behind us there's a nice orthodox church and to the right of us is a childcare. To the left of that there's a wonderful insurance business and our neighborhood has really stuck together to make it work.

We have a lot of adversity coming at us from the university from builders and this thick cloud hanging over us on Broadway. We very much are hopeful at this point. Personally, I cannot thank the Citizens Task Force enough for coming around to our way. And we can't thank enough, Gene Caywood, and we can't enough, Colby, for standing up for our neighborhood. So we feel that it's very important and we are very much appreciative of the putting the reservation up of buildings on Broadway on the top of priorities. I feel that that isn't just some abstract thing, that that is going to keep things vibrant. It's something that is going to not only make Broadway more in love with that area, but I truly believe it's going to save a whole neighborhood and it's not just save Broadway. So we thank you very much and we hope things continue in this more positive direction, thank you."

Greg Clark

"Hi, thanks very much. My name is Greg Clark, I live in Miles Neighborhood. Less than a block away from the south side of Broadway and I'm part owner of several buildings on the south side of Broadway that will be affected by that. Before I say my piece, I meant tonight, some other property owners on the north side of Broadway who've always known that they were going to get taken, that they'd get demolished and that they are sitting on vacant property that they can't rent, that they always thought was going to be torn down there; they are paying taxes on it

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and yet nothing's happened. Nothings ever happened and the project keeps being delayed.

Now the idea of constricting it and narrowing it means that they have no access to the front of the property and yet, the City of Tucson won't buy them out and they will be stuck again with an unusual property that they are stuck with. Those horses that advocate for historic preservation, etc., etc. aren't the ones stuck with these historic buildings. And the reality of the fact that they are largely unusable and promises have been broken and that plans have been just dashed. So that's not my point, but that's some other folks here that I have talked to tonight.

As far as my own, I thank you guys all for your time and for your hard work. I respect the commitment that all of you have had to your stakeholders and to your job, and all of those of you from your local neighborhoods, I respect your enthusiasm and ideals, but I do think that it is vital that this task force recognize that the Broadway Improvement Project is not a neighborhood development project, it's not a historic preservation project. If the project and this task force does not convene, so that narrow interests would have veto power over the project. We need a roadway that is good, we need a roadway that is built and designed by professionals. Voters have voted for it. I feel like this group, the project needs to serve the interests of the whole part of Tucson and the whole region.

And, while it's admirable that you have chosen to consider so many different viewpoints and it is time to build the roadway and not to continue with delays, continue micromanaging, continue second guessing and bringing up new ideas every three weeks. I wonder if you'll give me a chance to design a roadway. Can I make some maps? I mean are we really going to keep pushing this out? The stuff I've seen tonight, you are looking at another three years. Nobody wants that, I mean maybe a few neighborhood interests, and I respect having great viable neighborhoods. But, the Rincon Heights neighborhood when it did its historic work and got recognized and registered, it knew that these so called historic buildings on Broadway are going to be torn down. They are not part of the inventory that you need and everybody's known it. So I'm sorry that I happen to disagree with a good bit of you: all but business owners, property owners, neighborhoods, need to just get this over with and not be dragging it along so please, make a decision and we need nice roadways not just narrow ones. Thank you."

Les Pierce

"Howdy, Les Pierce, President of the Arroyo Chico Neighborhood Association. How are you all doing tonight? Ok, I have a bunch of stuff I was going to say, but I'm going to narrow it down to two points and just for brevity, getting this out here, before we all turn into pumpkins. Number one, design for the other twenty-two hours a day that we are not seeing what is being called congestion, because once the morning rush is done, and the afternoon rush is back to the suburbs, those of us adjacent to the roadway will be stuck with it and medians are not permeable. I am

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trying to push a stroller across vine to get to where I want to go and there's a median in the way and that's not helpful.

Second, Steve Kozachik' test stated explicitly by Mayor and Council was to design a roadway, they felt met the needs of their stakeholders. I don't know if this is what you all would've come up with had we had a fair, unfettered, un-mettled with process from the get-go, maybe so, maybe not. But, I believe your charge is to design what you want and if Mayor and Council don't like it, make them say no and make them say why in front of God and everybody. That is why we elected them. Thank you."

Katya Peterson

"So, we've asked for an alternative and we got an alternative, a couple alternatives and thank you Gene and thank you Mike and thank you all for all the participation and you know I think this is an amazing process and I think we are all going to have some piece of this that comes through. I just hope that we won't give up on these alternatives. I hope that they don't get side swiped. I hope that we stay with this and that Mayor and Council hear and that you all decide again and explain to us again that four plus two, that transit was meant to happen at the beginning. Those historic buildings, we need them! We need the vibrant flowering of our community. We don't want to go back to what happened in the sixties when experts 'did' design. This is a community, we need our community, we need all of our community, we need those who we agree with and those who we disagree with. We need a place to walk, we need a place to ride a bicycle, we need a place to live, to have our businesses and we need a place for our next generation. We need interesting places to go to, we don't need miles and blocks of nothing. Thank you very much for all that you are doing."

Mark S. Homan

"Thank you. I also want to thank Gene, and to thank Mike, for putting some things together to move this forward. Gene, I think it's ok to say that some of those, the road coming to the sidewalk coming to those people's front door, that's not an absolute and there are still some things that can be done to improve that situation. That is correct, isn't it? Ok, because I heard someone say that we are going to have to take those buildings and I just want to know that that's not true, there are some things that we can still be working with on that.

Also, I appreciate the idea of an attractive area. This has got to be attractive; you've got two that is attractive and then you start tearing down those buildings, that's not attractive. You can do landscaping in a way that highlights and draws the eye and it still protects the buildings, those are not either-or kinds of things, we can do them both. I think we should invite some landscape architecture folks from the University of Arizona I think they would do a bang-up job. Here's what I was going to say earlier, it applies to the beginning of the conversation, as you go forward it might still apply, or if it's only in this moment.

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As you go through your deliberations and decision making this evening, and forward from this evening, I ask you to continue to pay attention to the direction and authority given to you by Mayor and Council and reinforced here a few times by council member, Kozachik. As you know you are to give us recommendations for what you think best serves our community. I have seen others try to distract you from your role by asking you to craft not what is best for our community our children and our grandchildren, but instead asking you to guess what Huckleberry or one or two other people may or may not want.

You know what the community wants. You are going to give our community what you think is the best design, that is in keeping with your recommendations. I was sorry to see that these recommendations have been ignored in the past and your clear will muted. I don't think that's going to happen again. I don't think you are going to let it happen again. How the politics of all of this works out is up to Mayor and Council, that's the job they signed up for. They asked you to give them your best ideas. I'm looking forward to your doing this and I thank you for your many hours of service to our community now and to those who will come after us. Thank you. "

6. Next Steps/Roundtable

The project team will work to confirm April 23 as the date for the Open House and April 30 as date for next Task Force meeting.

Forming a Continue Design/Open House Subcommittee was suggested. Volunteers to serve on the committee were Anne Padias, Mary Durham-Pfibsens, Jon Howe, Colby Henley and Anthony DeGrazia.

Round Table

Closing comments by the Task Force included:

- I want to thank Gene. Glad to see Mike and Gene working together.
- I feel good about decisions made; appreciated work from Gene and Mike. First time I am walking away (from a meeting) feeling like I listened to stakeholders and not sick to my stomach.

7. Adjourn

Nanci Beizer called meeting to a close at 9:10 p.m.

The presentations given at this meeting can be reviewed by visiting the Broadway Boulevard Project web page at <http://www.tucsonaz.gov/broadway>.

This Meeting Summary has not been approved by the Broadway Boulevard Citizens Planning Task Force

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.

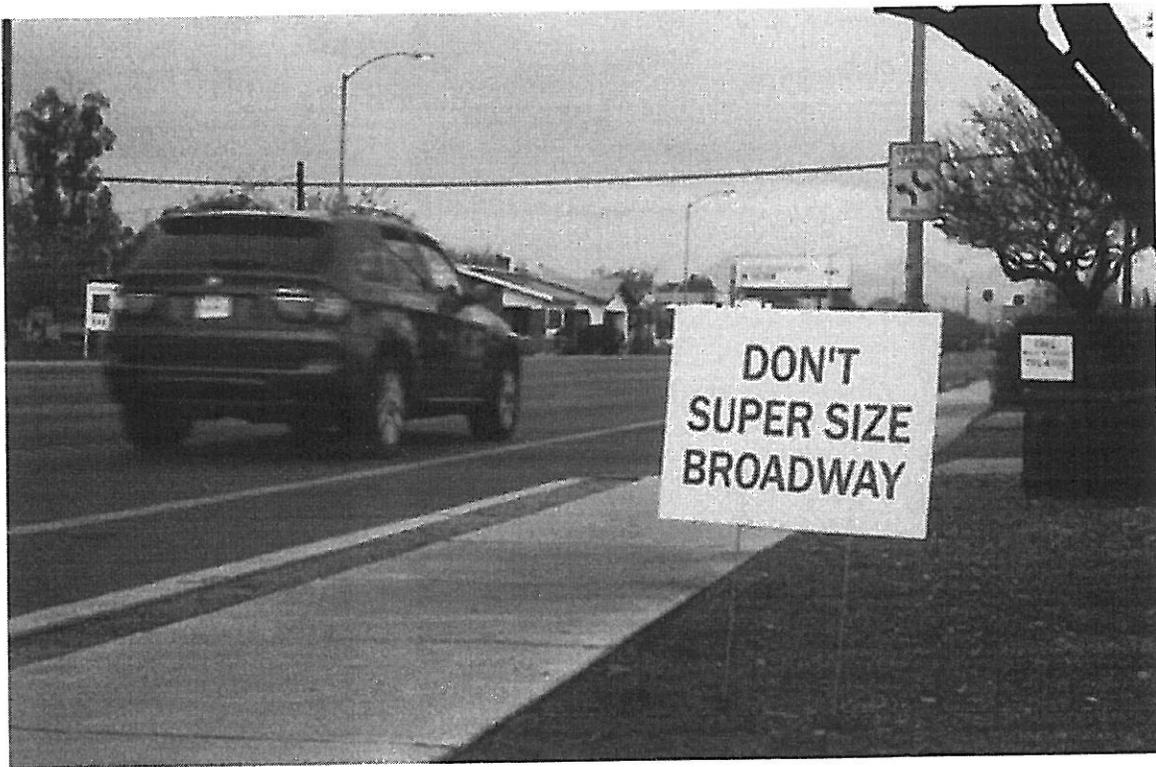


Photo by Tim Vanderpool

The Broadway Boulevard Project suffered a meltdown last week, when several members of its Citizens Task Force—apparently convened to be a flock of sheep—finally revolted against their imminent fleecing.

At the packed meeting on March 19, they railed against being hoodwinked by city transportation planners, who had diligently gathered their suggestions over more than two years, and then just as earnestly cast those recommendations aside. Even worse, city officials had simply designed the six-lane roadway they wanted, and then pretended that it had come from the citizens group.

Task force team member Colby Henley sparked the insurrection, as he rifled through a duplicitous paper trail stacked across the the conference table before him. He pulled out one transportation department memo pledging that city planners would honor the task force's call for two dedicated mass-transit lanes in the final Broadway widening plan. He hoisted another transportation memo to Tucson's Mayor and City Council pledging the same thing. "But somewhere between the mayor and council and the (Regional Transportation Authority) briefings that changed" said Henley "It was out of the sight of the

public, and I still have not received an answer about when and who changed that.”

It turns out that city staffers quietly ditched the transit-lanes option when presenting their six-lane plan to the Regional Transportation Authority. (The RTA oversees funding for this and other projects under a sweeping road plan approved by voters in 2006. The agency has repeatedly demanded that Broadway be transformed into the car-dominated behemoth mandated by voters nearly 10 years ago, and based on faulty traffic projections concocted nearly 20 years before that.)

“...I think the public process is a bit of a charade right now,” Henley continued. “If we were told to design this roadway with no strings attached, after hearing what we’ve heard at all the public meetings, if you’ll remember, the number one concern was historic preservation. And yet the one historic district that abuts this roadway is taking the brunt of the demolitions.” That would be the Rincon Heights National Register Historic District, which Henley represents on the task force. Located north of Broadway it could lose some 40 buildings under the city staff’s jerry-rigged plan.

Several other task force members then chimed in angrily, complaining about the city’s bait-and-switch. The room erupted, as hired task force “facilitator” Nanci Beizer flapped ludicrously about, trying to shepherd the conversation towards numbing, consensual bliss. When Beizer finally stopped pleading, an ashen Jenn Toothaker—the city’s Broadway project co-manager—leaned into her mic to admit that, yes, city staffers had covertly scrapped the plan actually approved by the Citizens Task Force and the Mayor and Council. And yes, all this deception was aimed at pleasing Pima County Administrator Chuck Huckelberry and the RTA’s blade-and-pave crowd, both of whom have threatened to withhold funding unless they’re obeyed.

Contacted later, City Councilman Steve Kozachik—whose Ward 6 encompasses the Broadway project—said that Broadway project officials had squandered their credibility. “I told them this was going to implode on them, and it has. The city has come to expect citizens task forces to take the direction of staff and consultants and just follow along on a leash. But this group has finally stepped up and said. ‘Our name is on this.’ They

have a right to demand of the city that whatever comes out of this task force—whether or not the RTA likes it, whether the county likes it, whether the mayor and council likes it— needs to reflect the will of the task force and what they’ve heard from the public.”

Tags: Broadway Boulevard Project, don't supersize Broadway, regional transit authority, rta, Image

12	5	• • •
Tweet	+1	

COMMENTS (36)

Sort Oldest to Newest

Showing 1-36 of 36

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I was at that meeting and can confirm the account above. It was painful to watch the dissembling from officials who seemed to think they could manipulate the whole process and evade inconvenient questions. There is a serious disconnect between the authority the task force was told it had and the way project officials are treating them.

The best course of action at this point is to scrap the whole damn thing and start over. To hell with the RTA money. With property acquisition costs, lost tax revenue, increased maintenance costs, and possible construction overruns, this is going to cost the city a ton of money for absolutely no benefit.

report 60 likes, 5 dislikes [like](#) [dislike](#)

Posted by R on 03/23/2015 at 7:10 PM



And ONLY the people who live in that stretch have any say so or input (that was ultimately disregarded anyway) right? Because those FEW people (out of 1 million plus of Us!) we call them NIMBYS....will be telling the rest of usyet again.. what to do?? Please Steve Grow Up.. its time the Good of ALL outweighed the perceived "good" of the few...few..few. Time to move into the 21st century , get a smartphone, and maybe even.. gulp – Internet!

report 14 likes, 59 dislikes [like](#) [dislike](#)

Posted by **GuiseppeKnows** on 03/23/2015 at 7:49 PM



Please define "the Good of ALL". This will cost the city tens of millions of dollars for construction, lose tens of millions more in tax revenue, and permanently saddle us with increased road maintenance costs, all to fix a traffic congestion problem that doesn't exist, because traffic on that stretch of Broadway Blvd has not increased, and is in fact lighter than it was thirty years ago. You can check for yourself: <http://www.pagnet.org/tabid/507/default.aspx>

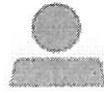
So, what are the merits of this project, and how does it benefit all county residents if

it is built?

report

56 likes, 10 dislikes  like  dislike

Posted by R on 03/23/2015 at 8:07 PM



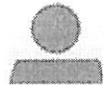
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So, what are the merits of this project, and how does it benefit all county residents if it is built, taking into account the costs?

report

16 likes, 8 dislikes  like  dislike

Posted by R on 03/23/2015 at 8:07 PM

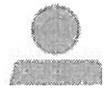


Hit the kiddie table, GuiseppeKnows, and leave this one to the adults. Those of us that grew up in Tucson (much more than those FEW that have your panties in a bunch) would like to see some of the character remain. I think Kozachik realizes this. Why? Because he, unlike you, actually seems to like Tucson.

report

40 likes, 6 dislikes  like  dislike

Posted by Peabo on 03/23/2015 at 9:08 PM



A few people told me that there was an "official looking" video crew, but when I wrote to the city at the Broadway address, they said only TV crews were there. My friend confirmed tonight that someone taped the whole thing. Who?

I heard the speeches were eloquent against the widening. The public should hear them.

report

29 likes, 2 dislikes  like  dislike

Posted by hadley on 03/23/2015 at 10:00 PM 



It's good to see Tim Vanderpool writing for the Weekly again...on any topic. The management has obviously realized that hard-hitting journalism earns its keep -- it's read, attracting advertisers -- whereas human (dis)interest stories merely cost money to write and are seldom read. Tucson is continually in ferment, which is how it should be in a vital community. The media (those that count, which excludes local TV and most local radio) need to remember and honor this press axiom. Thanks Paul and Thelma for bringing Tim and investigative journalism back to the Weekly.

report

38 likes, 4 dislikes  like  dislike

Posted by Jake on 03/23/2015 at 11:29 PM



Tucson Weekly needs to investigate who these protesters are. Are they Tucsonans (at least half aren't)? Do they actually live within that



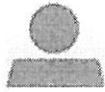
Tucson wants with Broadway(at least 80 percent want 8 lanes)?

Tucson Weekly do some real scientific and journalistic investigation!

report

10 likes, 37 dislikes like dislike

Posted by **Bruno Caputo** on 03/24/2015 at 7:34 AM



I attended the meeting and can attest to this story. I can also report that Colby Henley introduced a motion to remove the word "transit" from public communications about the project and remove the bus from the project logo, so that the public is no longer deceived about the goals of the project. Testimony also was given by a member of the Pima County Historic Commission that this project will be the most destructive of historic property since Tucson's 1960-70s "urban renewal" to remove downtown barrios to build the convention center.

When pressed, the project manager stated that the City team has been told that County Admin. Chuck Huckleberry will not approve a narrower alignment, hence the designs submitted to the Task Force. If Mr. Huckleberry has the ultimate authority over the project, then why was a Citizens Task Force created (and money spent) to reduce the scope and influence the design? It was discussed in the meeting that the task force spent 6-8 months writing performance criteria for the project. Why was this done if the work was to be discarded?

report

36 likes, 2 dislikes like dislike

Posted by **SarahH** on 03/24/2015 at 9:43 AM

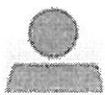


Honestly, the only real surprise here is that the truth came out outside of a courtroom.

report

26 likes, 0 dislikes like dislike

Posted by **Ldonyo** on 03/24/2015 at 9:48 AM



Here's the biggest problem with the proposed widening: Downtown Tucson can't handle any more traffic. As soon as you get past the snake bridge on Broadway it becomes a serious choke point. Nothing can be done about it. If you make it easier for cars to get downtown it'll only increase the gridlock there.

I can assure you that there's been a lively discussion on the Sam Hughes Neighborhood listserv (Broadway is the southern boundary) about the proposed widening. For the most part they are against widening to 8 lanes. Many favor a well thought approach to widening that preserves as much of the character and historical value of Broadway. Improving mass transit, would reduce the need for the proposed eight lane superhighway.

report

34 likes, 0 dislikes like dislike

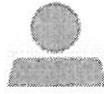
Posted by **londubh** on 03/24/2015 at 10:12 AM



The role of the citizen's committee has to be given more legal power. For years I've seen the City of Tucson use and abuse the

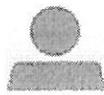
██████ select the City Manager. They were given 2 hours to start from scratch! One bureaucrat whittled the search from 42 to 2 before this August committee was given their pathetic role. It is time for a change in the system.

report

22 likes, 0 dislikes  like  dislikePosted by **Bob Rodriguez** on 03/24/2015 at 10:29 AM

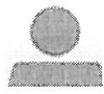
Besides Kozachik, where are the rest of Mayor and Council? RTA didn't just flip off the task force, it one-armed the City (lead agency on the project) that approved what the task force recommended and will pay to maintain the project and for any amount "over budget". Huckelberry, as County Administrator, should realize that having a thriving commercial area that draws tourists (from across Tucson and outside it) will provide far more benefit (property taxes, sales taxes) in the long run (they are thinking long-term, aren't they?) than another freeway-like trench of concrete.

report

23 likes, 1 dislike  like  dislikePosted by **templeton** on 03/24/2015 at 10:37 AM

For all their signs saying "delivering our promises" the RTA has as much stake in having any project done at all as the City does. City should tell RTA to take a hike, either fund our road our way or shove your "promises". Voters want traffic to move around the area, not unneeded boondoggles. Put the money into pothole repair instead.

report

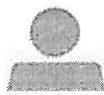
19 likes, 0 dislikes  like  dislikePosted by **wiggle piggly iii** on 03/24/2015 at 10:48 AM

Bottom line, the traffic isn't there, and they are going to pulverize a historic streetscape for no reason. They are like, "oh, we *have* to design this 1 mile freeway, cause we might 'lose' all this *free* taxpayer money!"

Tell them We Want Our POTHOLES FIXED instead. NO more new "Lanes To Nowhere"! There just isn't enough money for 'more', we need to keep what we 'already have' usable.

broadway@tucsonaz.gov - Give 'em a piece of your mind!

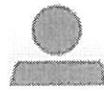
report

29 likes, 2 dislikes  like  dislikePosted by **desertrat** on 03/24/2015 at 10:52 AM

Notice how the two comments siding with the RTA try to alienate the citizens who care and who will be most affected by the project, instead of actually speaking to the (lack of) merits of widening Broadway... Traffic has gone down, not up, since the early 2000's, and destroying historic and local businesses is going to hurt, not help, our business community. It'll also increase the dangers and difficulties for mass or alternative transit seekers like myself and further quash Tucson's unique culture and history along Broadway. We don't have the NIMBY attitude; we

report 27 likes, 1 dislike  like  dislike

Posted by **RillitoSantaCruz** on 03/24/2015 at 11:44 AM



I drive Broadway between Euclid and Country Club on a regular basis and it is heavily congested. Broadway is a major east-west arterial roadway and it needs to be widened to at least 6 lanes. The Mayor and Council plan/ordinance to widen it to 8 lanes has been on the City's books since the early 1990's so no one should act surprised that it is finally getting widened. Once it does get widened and connected to the Downtown Links project (which will connect to St. Mary's & I-10), Broadway will function much more efficiently. As far as the outcry over historic structures, I'm sorry, but dilapidated 1940's houses that have been converted to tax offices, physic & palm reading studios, and 2nd hand clothing boutiques are not worth saving.

report 13 likes, 29 dislikes  like  dislike

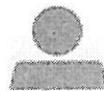
Posted by **Cyd D (gov insider)** on 03/24/2015 at 12:11 PM



There is nothing wrong with Broadway, and if you cut out the damn median, you could add two transit / right turn lanes without damaging the character of the area. Where is it written in city rules that all roadways have to look alike?

report 13 likes, 4 dislikes  like  dislike

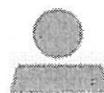
Posted by **Edge Harvey** on 03/24/2015 at 12:32 PM



I drive Broadway between Euclid and Country Club on a regular basis and it is ***NOT*** heavily congested. Ever. The traffic count data speaks for itself.

report 23 likes, 5 dislikes  like  dislike

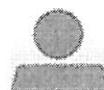
Posted by **SarahH** on 03/24/2015 at 12:37 PM



Rather than putting both lanes on the north side of Broadway they could keep the center of the road as is and add a lane on each side in some areas. Rather than tearing down buildings some could be moved and some rather than tearing down the entire building just tear down part of it. Other cities have done this saves money and businesses

report 10 likes, 2 dislikes  like  dislike

Posted by **weekly reader** on 03/24/2015 at 1:28 PM



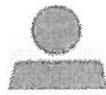
Fix the frickin potholes!

You aren't even capable of that.

Tucson is a one party town, and we are all paying for the ignorance of that party.

report 7 likes, 17 dislikes like dislike

Posted by David W on 03/24/2015 at 2:27 PM



They asked me to join the Houghton Rd Corridor Committee, before the RTA was passed. I asked them why I would waste my time when they would toss out our ideas and do exactly what they wanted. But they would lie to the voters and tell them it was the committee that wanted it.

And Snyder Rd SHOULD HAVE BEEN CUT THROUGH to Sunrise Road for an inner city freeway. (Houghton to Ina)...Once they found out I supported it, they stopped talking to me.

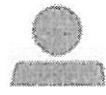
Instead they repaved ONE lane each way on Sunrise from Kolb to Craycroft...Just brilliant!!!!

In it's place you got bus pullouts.

Welcome to the People's Republic of Tucson.

report 6 likes, 11 dislikes like dislike

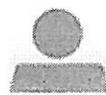
Posted by Rat T on 03/24/2015 at 2:34 PM



I am surprised that the COT was able to get anything out the door for construction. Usually, their share of the road is built by someone else because they cannot do the environmental planning and just hand over the reins to an engineering company when it comes to actually doing design work. The RTA was passed because of vote changing behind doors.

report 1 like, 4 dislikes like dislike

Posted by Noway Jose on 03/24/2015 at 3:10 PM



Wow, Tim Vanderpool needs to write more, great article.

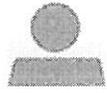
The two potholes at the intersection of 22nd St and Alvernon were finally patched, 3 weeks after I finally reported them.

Anyone who lives here knows that we do not need 8 lanes on Broadway, I can't believe that this was ever proposed, even 25 years ago.

Maintain the streets we do have please.

report 17 likes, 1 dislike like dislike

Posted by Old Pueblo Independent on 03/24/2015 at 6:55 PM



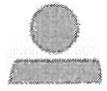
I drive regularly (day/night 6 days a week for the last 5 years) between downtown and Country Club via Broadway Rd and that area is a bottleneck. It's getting worse by the day. The so called historic houses and businesses by that road are worth demolishing since most of them are empty.

Expand Broadway Rd to 8 lanes. Build 5 floor buildings besides the roads. Add some trees and nice vegetation. Add bike lanes, bus lanes and light rails. That area will be lively instead of slum looking with bottleneck vehicles like today.

Also, might as well expand 6th St by U of A to 8 lanes also. Tucson, if you haven't rejected several proposals of a crosstown freeway , you wouldn't complain about turning our roads into highways with stop lights!

report 7 likes, 13 dislikes  like  dislike

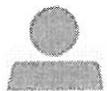
Posted by **Don Jones** on 03/24/2015 at 6:56 PM



I drove Broadway from west of I-10 (Congress, actually) all the way to Wilmot and back for many years. I can't comment on the current traffic rates since it's been several years but I always thought Broadway was a hell of a lot better for that commute than say, Speedway (or God forbid, Grant.) Yes, it can be kind of slow until you get east of Country Club but it always seemed to me I was at least moving instead of sitting at every fricking red light on Speedway. I still use Broadway when I need to head east, although heading west can be unpleasant now when you hit downtown. Not surprised to hear of the total boondoggle this "citizens' committee" has become. I agree--just fix the stupid potholes--COT can't even maintain the current roads. I'm a native Tucsonan, but sometimes I think I should have just chucked it and moved to Phoenix years ago. At least parts of my car wouldn't be coming loose at this point.

report 10 likes, 1 dislike  like  dislike

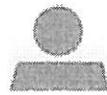
Posted by **GingerCat** on 03/24/2015 at 7:53 PM



I both live and work along this stretch and it is not congested. Regarding the current state of the buildings, it's because of this ridiculous limbo we've been in. No one is going to invest in improving a building that may get torn down.

report 12 likes, 1 dislike  like  dislike

Posted by **Cadydid** on 03/25/2015 at 3:43 AM 



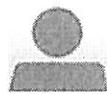
'congested' from Country Club to Euclid ever think that maybe you are part of the problem?* You can't claim to get stuck in traffic if you're in a car. YOU ARE TRAFFIC. Every person who drives alone to work/school is part of the congestion problem.**

*Even though the link posted by one of the commenters above shows that Broadway is less traveled.

**And the pothole problem, too. Look up the 'axle load 4th power rule.'

report 7 likes, 0 dislikes like dislike

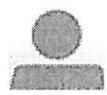
Posted by **b0ethius** on 03/25/2015 at 4:15 AM



Bravo! Good job NIMBY's. The few making it look like the majority of Tucson agrees with ya. You flood comments like these and 'prove' your false advertisement. Everyone knows Broadway is congested. In fact, most of the main roads in Tucson are congested. There's about 10-15 of you keeping Broadway as it is, ugly, while the rest of the 1 million Tucsonans want it 8 lanes. Most of you NIMBY's don't even live there. Downtown and the U of A are right besides this part of Broadway - CONGESTED.

report 5 likes, 12 dislikes like dislike

Posted by **Mike** on 03/25/2015 at 6:28 AM



Who is a stakeholder? What does someone have to do to become a recognized stakeholder?

"It is not enough that a person is merely interested as a member of the general public in the resolution of the dispute. The person must have a personal stake in the outcome of the controversy."

Why should one stakeholder have more standing than another?

How should decision makers weigh the positions taken (values expressed) of various stakeholders? How should the presumed positions (values) of segments of the general public be included that have not been expressed?

report 2 likes, 1 dislike like dislike

Posted by **SoAzGuy** on 03/25/2015 at 10:33 AM



Cyd D you should disclose you used to

 department.

report 1 like, 0 dislikes  like  dislike

Posted by **sniffer** on 03/25/2015 at 2:33 PM 

 I live in this area and work downtown and i get to and from work on broadway in 10 minutes each way.The only thing it needs is more public transportation. Only those who have another 30 minute drive ahead of them want this but sorry you chose where you live and the costs of living there.

report 7 likes, 2 dislikes  like  dislike

Posted by **sniffer** on 03/25/2015 at 2:37 PM 

 Don only 8 lanes if the extra 2 are dedicated to light rail otherwise it is just an unneeded 8 lane road.

report 1 like, 1 dislike  like  dislike

Posted by **sniffer** on 03/25/2015 at 2:38 PM 

 All of these problems stem from the fact that this city never planned for transportation issues, never built a freeway, and never put together an effective consensus plan that it's citizen's could get behind.

So when we see an upcoming congestion, we drive through alleys, down washes and across the desert much like the early settlers. Never mind the dust.

Not all of us want bicycles or mass transit.

report 1 like, 6 dislikes  like  dislike

Posted by **David W** on 03/25/2015 at 4:10 PM

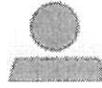
 If you make it a 6 lane wide roadway and dedicate the outside lane in either direction to transit, you'll improve mobility (therefore improving capacity).

Broadway is 8 lanes further to the east, but really it's only a 6-lane facility for the general motoring public. The transit/multi-use lane helps traffic flow. Now they just need to teach people to pay

you'd see less crashes.

report 1 like, 1 dislike like

Posted by **Not a Rancho Snob** on 03/25/2015 at 5:06 PM



Years ago, I headed a committee that tried to save a historic building downtown. We ran straight smack into the City's desire to tear down anything it perceives as in its way. There's been a big empty lot where that building used to be ever since.

I left Tucson because I couldn't stand this 1950s tear-everything-down mentality. The people who run the city have no respect for history. They have no respect for the will of the people. I'm not surprised that they had a process designed to look all shiny and democratic on the outside which was ultimately subverted by the autocrats who rule. The developers have always controlled Tucson and they will continue to do so until enough people stand up to them and demand the same of their government.

I'm glad the neighborhood folks aren't taking this lying down. Any ultimate plan should take into account the interests of all stakeholders. Not just the people on the far east end of town who want to live in the mountains and drive to work on a freeway or the developers who want to keep on raping the desert rather than providing infill in the many places where it would improve the character of the city.

report 1 like, 0 dislikes like

Posted by **RoyMartin** on 03/26/2015 at 12:57 PM

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FUN FACTS TO KNOW and TELL.

TUCSON IS HOME TO MORE CHRONIC COMPLAINERS THAN

YOU GOT A PROBLEM WITH CARPING? LEAVE TOWN.



IF EACH COMPLAINT WAS A BRICK, DOWNTOWN TUCSON WOULD RESEMBLE MANHATTAN.

WHATEVER IT IS I'M AGAINST IT.

WHATEVER I JUST SAID I'M OPPOSED TO IT.



IF WHINING, DITHERING AND SNIPING COULD BUILD A CITY WE'D RIVAL DUBAI

WE NEED ANOTHER TOWER.

ASK PEOPLE WHO NEVER VISIT DOWNTOWN WHAT THEY THINK ABOUT IT...



IF OIL COULD BE TAPPED AS A RENEWABLE RESOURCE SAUDI ARABIA WOULD BE BUYING POWER FROM US. HERE IS HOW IT WOULD WORK:

READY? WHAT DO YOU THINK OF THE STREET-CAR?



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