

Appendix A

Summary Table: Open House Input Received

The table on the following pages is based on transcriptions included in Appendix C:

Pages 1-19 - Comment Cards

Pages 19-27 - Comments on Easel Pads

Pages 27-29 - Comments on Easel Pads (Indirect Left Turn)

Pages 29-30 - Comments on Maps

Pages 31-34 - Comments from Video Comments

Comment	Source							Category																																																		
	Comment Card	Easel Comment (General)	Easel Comment (Indirect Left Turn Station)	Map Comment (General Tables)	Map Comment (Business & Property Owner Tables)	Video Comments	Support CTF concept	Overall Concept							Preservation					Lanes				Vehicles								Transit			Bicycle		Pedestrian		Landscape		Misc																	
								Support staff recommendation	Don't support CTF concept	Don't support CTF concept (not based on 4 or 8 lane support)	Don't support project	"Build it right"	Put to a vote	Preserve buildings	Preserve more buildings	Preserve fewer buildings	Protect Neighborhoods	Preserve more parking	Protect businesses	Don't take property from both sides	4 lanes	6 lanes	8 lanes	Slow Traffic	Narrow lanes	Narrow median	No raised median	No median	Consider east side commuters	ILT No	ILT Yes	Synchronize signals	No double left at Campbell	Future transit	Extend streetcar	No streetcar	Dedicate transit lanes now	Improve bus stops	More bus pullouts	Less bus pullouts	Remove Bike	Better bike improvements	Make Bikeable	Walkability	Narrow sidewalks	Widen sidewalks	Better pedestrian improvements	Shade	Trees in narrower width	Provide width for landscaping	Provide water harvesting	Narrow landscaping	How will comments be used/recorded	Decide	Specific detail design comment			
No.	Total All 299 Comments	128	101	27	5	31	7	16	7	60	33	47	10	4	49	14	25	10	19	21	4	39	22	9	2	24	9	6	1	2	22	8	3	7	20	10	2	34	2	9	6	2	18	4	22	3	14	14	2	1	22	2	3	1	6	33		
	Total Comments on Comment Cards	128						10	7	23	12	22	3	3	43	9	19	6	8	13	1	21	16	5	1	17	5	3	1	1	6	0	2	2	10	1	2	21	1	6	2	15	2	15	2	9	13	2	1	16	2	3	1	4	5			
	Total Comments on Easels (General)		101					5	0	32	21	20	4	0	4	3	4	4	6	7	3	17	6	4	1	5	2	3	0	0	2	0	1	4	10	9	0	11	1	2	3	0	2	2	5	1	4	1	0	0	4	0	0	2	8			
	Total Comments on Easels (ILT Station)			27				0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Total Comments on Maps (General Tables)				5			0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Total Comments on Maps (Business & Property Owner Tables)					31		0	0	2	0	0	0	0	1	0	1	0	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	20		
	Total Comments from Videos					7		1	0	2	0	3	3	0	1	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
43	If you are going to acquire properties (or portions) that effectively put them out of business due to inability to meet City Code consider an "every other" approach. Take a property, demolish only what is necessary & use the freed space to provide parking, loading zones, etc. to the property next door. Take every other or every third property & reconfigure the main entrances to the side of the remaining buildings, off the new "Broadway Freeway", so the buildings can meet Code & stay in business. Thank You.	1													1		1			1																																						
44	Put it to a vote in Tucson with costs and timetable!	1												1																																												
45.1	Buses should have signal priority and lane priority and NO PULL-OUTS. You can gain frequency for the same \$\$ by letting the buses move <u>faster</u> .	1																																																								
45.2	More lanes → more traffic → more congestion → slower buses → more cars – where does it end?																						1																																			
46	I find this project to be entirely unnecessary, wasteful and unwanted. I have no desire to see Broadway torn up for extended periods of time, demolishing buildings in the process and misappropriating funds for a project few wish to see succeed.	1																																																								
47	This unnecessary construction is very reminiscent to me, as a person from Chicago, of underhanded construction projects that are overpriced and unnecessary on account of the fact that they are facilitated by organized crime.	1																																																								
48.1	Michigan turn lanes??	1																																																								
48.2	1. You'll tie up traffic want to flow thru in the lane next to the left turn lane																																																									
48.3	2. Six lanes NOT needed – creates bottleneck into downtown.																																																									
49	Just say no to RTA dollars that take properties out of business. We need variety of commerce close to downtown. You can't just start over, it won't be the same. <u>Every time</u> we widen these roads we make the world WORSE. Everyone has known this since the 1960s.	1																																																								
50	DO THE 8 LANE I AM PAYING FOR!!	1																																																								

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	Total Comments on Maps (General Tables)				5			0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	Total Comments from Videos						7	1	0	2	0	3	3	0	1	2	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7.2	We're losing so many buildings. Even now with just a few, I've heard that Lerua's is going to be leaving because of the distance that is going to be taken away from them. Please, smaller is better. Keep going in the right direction. Thank you very much for all your service this last three years.																																																											

Appendix B

Input Received

Comment Cards Received (134, including 6 documents submitted not on project comment cards)

Comments Provided on Easel Pads (28 pages from different Stations)

Comments Left on Alignment Maps (34)



Comments Received



(1)

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

take out the bike path. there is a much more appealing bike route parallel to this project along 9th street, and it's much safer for cyclists. This will give more parking space to preserve businesses

Optional:
Name
Address
E-mail
Major cross-streets near your home or business

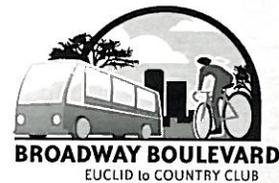
This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway

Broadway Boulevard

(2)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I think that preserving buildings is a good priority. Walkability would be a huge accomplishment, w/ downtown ^{3 4th ave.} next door we should use form as a model! A street with slower traffic, some shade make a huge difference. Planning for mass transit is also a huge +.

Optional:
Name
Address
E-mail
Major cross-streets near your home or business

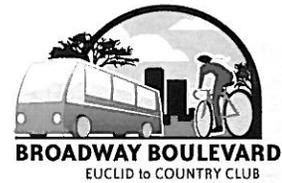
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www.tucsonaz.gov/broadway

Broadway Boulevard

3

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

BROADWAY BLVD HANDLES RUSH HOUR TRAFFIC. THE TOWN IS NOT GROWING EAST. PUT BACK THE ROAD MONEY. SAVE TAXPAYERS POCKET BOOKS FOR TUCSON STREET REPAIR WHICH IS GREATLY NEEDED

Optional:

UDANA D DIAMOS (NEIGHBOR TOM ELLIN WOOD COULD NOT BE HERE BUT ASKED ME TO STATE IT FOR HIM)

Name
Address

55 CALLE CLARAVIA Y 40 CALLE CLARA VISTA

COMPUTER DEPRIVED

E-mail

5TH - COUNTRY CLUB - BROADWAY

Major cross-streets near your home or business

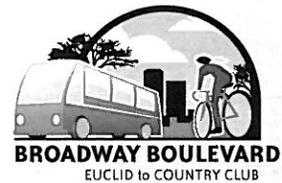
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Broadway Boulevard

4

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

70M COULD BE BETTER SPENT ON ^{PUBLIC} ~~ROAD~~ TRANSIT

Optional:

Name

JIM THOMAS

Address

2333 N. I AVE

E-mail

Jthomas1951@live.com

Major cross-streets near your home or business

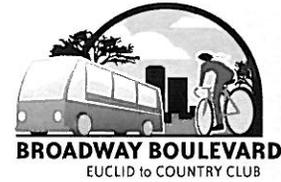
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Broadway Boulevard

5

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Build it right the first time. Been in Tucson 59 years!

Optional:

Steve Huffman

Name

1629 E. Broadway

Address

E-mail

Major cross-streets near your home or business

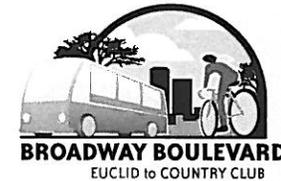
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Broadway Boulevard

6

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I voted for the Bond Proposition that assumed that there would be eight lanes. This alignment should provide for eight lanes of traffic.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

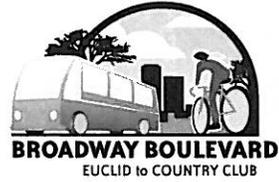
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Broadway Boulevard

7

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

We need to get this project on line with The Broadway Coalition recommendations. It is time for The city & The RTA to recognize that the citizens do not need an 8-lane wide ^{road} here. There should be a completed ^(Barraza Theory) Aviation corridor & finished Grant Road to absorb traffic soon, plus increased public transit. ~~And please - no more indirect left turns like on Houghton Rd -~~
Optional: just plain traffic signals -

Name: SUSAN CALL
Address: 10656 E. George Brookbank 85747
E-mail:

Major cross-streets near your home or business

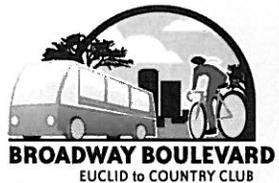
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Broadway Boulevard

8

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

These modifications have decreased some negative impact. However, 6 lanes are 2 too many for a street leading into the bottleneck of downtown where parking availability is declining. Public transportation should be a priority as citizens are encouraged to visit our city center. That is forward thinking. Also, 6 lanes make crossing Broadway more dangerous for all and isolate neighborhoods N + S.

Name: M. Vonkers
Address: 2043 E. Third St.
E-mail: Campbell & 6th

Save historic buildings, encourage business & increase the tax base.

Major cross-streets near your home or business

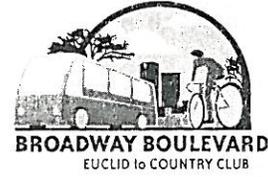
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www.tucsonaz.gov/broadway

9

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Six lanes is a compromise plan. I am sorry to see it go through. Yes, it needs to be a done deal but it is still too wide and diminishes the areas potential as a vibrant people-oriented gateway to downtown. The future of progressive cities is not going to be found in street widening. Keep it narrow.

Optional:

Linda Dobbyn

Name

618 N. Richey Blvd. 85714

Address

ldobbyn@email.arizona.edu

E-mail

Country Club | 5th St.

Major cross-streets near your home or business

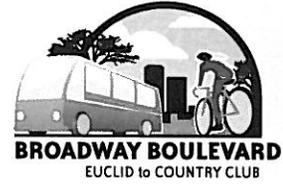
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www.tucsonaz.gov/broadway

Broadway Boulevard



Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

WE NEED TO DO THE MAXIMUM DESIGN NOW
SO WE DON'T HAVE TO DO IT AGAIN LATER

Optional:

QUINN TRUBEE

Name

3303 N BEAR CANYON, TUCSON, AZ 85749

Address

TRUBEECO@MSN.COM

E-mail

Major cross-streets near your home or business

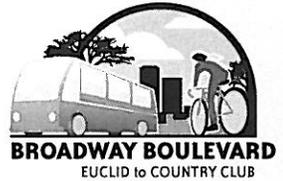
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www.tucsonaz.gov/broadway

Broadway Boulevard



Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

How will these comments be
recorded/used?

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

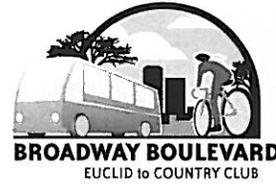
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12

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

STOP THIS CONSTANT CHANGING YOUR MINDS AND GOING ON AND ON!! We don't need huge sidewalks & bike lanes - this is a busy street - an arterial! We don't need to save a lot of old, ugly out-dated buildings w/no parking and no trees!!
* spend money paving the neighborhood streets for a change!

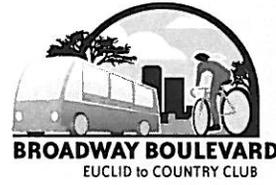
Optional:
Name: ROBIN HALDRAW
Address: 2841 E. THIRD STREET

E-mail: Speedway / Country Club
Major cross-streets near your home or business

13

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

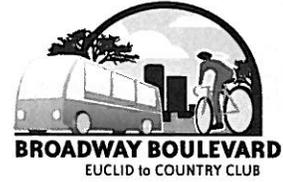
Need more bus turn outs.

Optional:
Name
Address
E-mail
Major cross-streets near your home or business

Broadway Boulevard

14

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

This plan is NOT what Broadway needs. ~~The~~ The City's 6-lane plan ^(March 2016) was a good compromise between the RTA Plan and the existing condition. Sacrifice historic structures for pedestrian amenities & dedicated transit lanes. These parcels will be redeveloped when is what

Optional: Tucson really needs. We have enough examples of "historic" structures. Some some of the Modern examples and move forward with a corridor that is actually functional and will spur development.

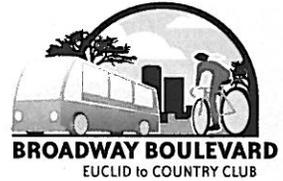
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Broadway Boulevard

15

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Please give some consideration to people who travel on Broadway between the East side of Tucson and Downtown Tucson.

Optional:
Name
Address
E-mail
Major cross-streets near your home or business

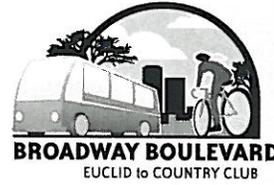
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16

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

During this process we've had several professional consultants come to Tucson from across the U.S. to advise on this project. All of them have said they know of no other city expanding capacity through road widening. Take this project back to the voters and let's see how much things have changed since 2006.

Optional:
Name
Address
E-mail
Major cross-streets near your home or business

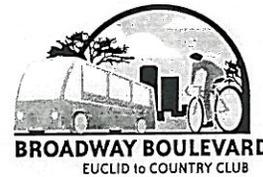
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17

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Tucson Pima Historical Commission said NO DEMOLITIONS narrow lanes to 10' or 9' and eliminate median to save historic houses on south side 1700 block
Traffic has fallen in last 10 years. The only excuse for adding lanes is if they are bus lanes from Day 1

Optional:
Name: TABILI
Address: 116 W Mountain Dr
E-mail: tabili@u.arizona.edu
Major cross-streets near your home or business

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Broadway Boulevard

(18)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Transit study is old & needs to be updated.
Protect neighborhoods & local businesses.
Businesses along Blvd are deteriorating as they
have been in limbo for so long.
Plan for bike safety.

Optional:

Name

M. Patricia DeVito

Address

2738 E. 4th St. Tucson 85716

E-mail

mdevito@aol.com

Major cross streets near your home or business

6th Street / Tucson Blvd.

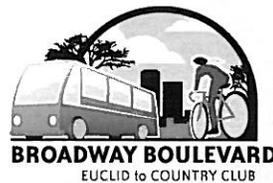
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www.tucsonaz.gov/broadway

Broadway Boulevard

(19)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Please invest in public regular bus routes
instead increase fares there is money in
the project to do it Right

Optional:

Name

Cesar Gonzalez

Address

901 E 26th street

E-mail

edyacosta2y1@gmail.com

Major cross streets near your home or business

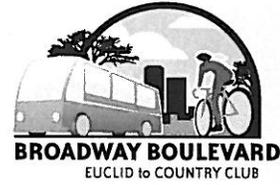
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www.tucsonaz.gov/broadway

Broadway Boulevard

20

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Thank you for setting up this open house. After talking to staff members, business owners affected by the proposal and members of the neighborhood, I believe this is the ~~best~~ wrong plan. We should bring this back to the voters for

Optional: a reality check. This plan is too 20th century! We need to think toward the future new urbanism in design not car oriented design.

Name: Rob Kulakofsky

Address: 1520 S. Desert Crest Dr Tucson AZ 85713

E-mail: lapidary_rob@yahoo.com

Major cross-streets near your home or business

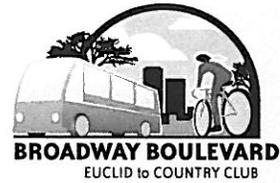
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www.tucsonaz.gov/broadway

Broadway Boulevard

21

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I am pleased the task force has reduced the width of the road. I would like to see, however, an even more aggressive approach to the design in terms of even less overall width and more attention to trends

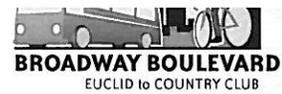
Optional: such as planning for more mass transit. Let's save the \$ and put it to a more progressive approach for improving mass transit and toward transit oriented development - back to the drawing board!

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.



- o Final design cannot prevent future development of center-lane PCT.
- o Utilities must be buried so that sidewalk trees can grow large.

Optional: Trees dont require 16' width.

Name JAMES ANGEL

Address 2702 E MANCHESTER

E-mail

Major cross-streets near your home or business TUCSON & BROADWAY

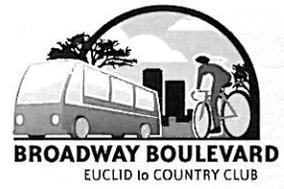
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www.tucsonaz.gov/broadway

Broadway Boulevard

23

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Broadway needs to be a wide, navigable, safe roadway with adequate space for bike lanes, landscaping, amenities and nice medians. Most importantly the ~~road~~ road should have enough right-of-way to allow future construction of streetcar

Optional: or additional future lanes, either for car or bus or protected bike lanes.

Name "SAving" relic buildings should not be the #1 priority it has become. This late entry of a design by a hobbist designer

E-mail is not the way Tucson should build roadways.

Major cross-streets near your home or business

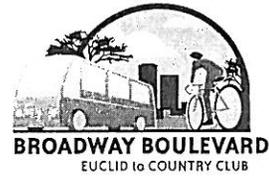
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www.tucsonaz.gov/broadway

Broadway Boulevard

24

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

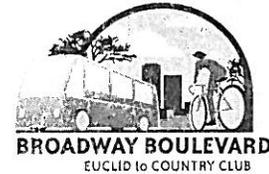
IT IS NOT ENOUGH TO SAVE BUILDINGS... THEY MUST BE ECONOMICALLY VIABLE PROPERTIES. IF THEY ARE NOT, THEY WILL EVENTUALLY FAIL, LEADING TO A HAPHAZARD PATTERN OF VACANT, DETERIORATING BUILDINGS AND VACANT LOTS. THE ISSUE OF FUTURE ECONOMIC VIABILITY MUST BE TACKLED WITH DATA & ANALYSES, NOT HOPES AND GOOD INTENTIONS. FOR THIS REASON, I SUPPORT THE STAFF-RECOMMEND PLAN. ~~PERHAPS~~ A FUTURE GENERATIONS OF TUCSONANS WILL NEED AND WANT A MODERN TRANSPORTATION FACILITY (HOPEFULLY WITH TRANSIT), ENVIRONMENTAL AND SAFETY FEATURES, ATTRACTIVE PEDESTRIAN/BIKE FACILITIES AND A MIX OF OLD BUILDINGS WITH NEW ONES.

THANKS TO THE CITY AND THE TRAIL FORCE FOR YOUR GOOD WORK
BOB KAYE R-M-KAYE@HOTMAIL.COM (617) 990-6050

Broadway Boulevard

25

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

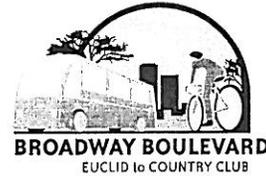
This ~~is~~
This appears to be a

Optional:
Name _____
Address _____
E-mail _____
Major cross-streets near your home or business _____

26

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

1/23/15 - THIS ALTERNATIVE IS A GOOD START - IT COULD BE BETTER BY NARROWING LANES, MEDIANS, LANDSCAPING, ETC TO MAKE AREA MORE VIABLE, WALKABLE, ETC -

- NEED TRANSIT DEDICATED FROM DAY 1 OTHERWISE THE IMPROVEMENT WILL ONLY INDUCE AND ENCOURAGE INCREASED CAR TRAVEL -

Optional: - PRIMARY GOAL NEEDS TO BE PLACE MAKING FOR SOCIAL, ECONOMIC

AND ENV'T'L REASONS

Name

E-mail

Major cross streets near your home or business

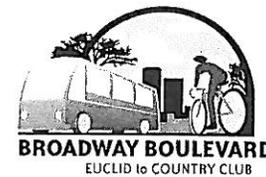
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www.tucsonaz.gov/broadway

27

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

PLEASE KEEP THE ORIGINAL STAFF RECOMMENDED ALIGNMENT. THE CTF CHANGES RESULT IN A POOR DESIGN, SACRIFICING LONG TERM GROWTH, PEDESTRIAN & BIKE SAFETY, AND WILL RESULT IN AN UGLY, POORLY LANDSCAPED CORRIDOR. PLEASE GET THIS DONE QUICKLY, FOR THE SAKE OF OUR COMMUNITY!!

Optional: Robert Lamb, COO GLHN Architects & Engineers

Name 2939 E. Broadway Blvd., Tucson AZ 85716

Address rlamb@glhn.com

E-mail Broadway and Country Club

Major cross-streets near your home or business

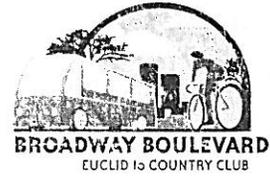
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www.tucsonaz.gov/broadway

Broadway Boulevard

28

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I'VE BEEN DRIVING THIS STRECH OF BROADWAY BLVD, FOR OVER 50 YEARS AND HAVE NEVER ENCOUNTERED ANY PROBLEMS. LEAVE IT LIKE IT IS!

Optional:

JON MILES

Name

1604 E. CALLE MERCURIO

Address

E-mail

WILMOT - GOLF LINKS

Major cross-streets near your home or business

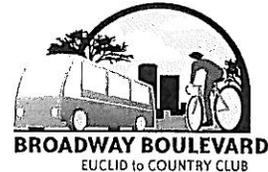
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www.lucsonaz.gov/broadway

Broadway Boulevard

29

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

How can a road project that was approved by voters in 2006 still not have a final design plan in 2015?

Optional:

Pat Darcy

Name

Address

p.darcy@tucsonreality.com

E-mail

Broadway / Columbus

Major cross-streets near your home or business

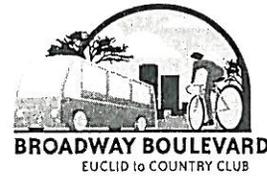
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www.lucsonaz.gov/broadway

Broadway Boulevard

(30)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

where do the buses from Broadway + Park go, is Broadway + Plumer going to be a regular intersection

Optional:

One Strader

Name

Address

E-mail

David Strader 1949@hotmail.com

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(31)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

You've heard that a camel is a horse designed by committee - that's what's happening with the small alignment - Don't let a vocal minority force you into a small inadequate solution to a long-term situation

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

32

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Do it Right THE FIRST TIME - NO SMALL ALIGNMENT - LET CITY STAFF DESIGN IT PROPERLY SO WE ONLY HAVE TO PAY FOR IT ONCE

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

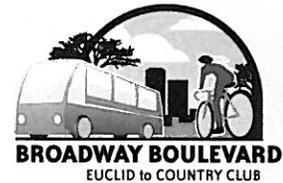
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www.tucsonaz.gov/broadway

Broadway Boulevard

33

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Broadway is wide enough. It is fiscally irresponsible in the urban core to delete land and turn it over to a wider road. City of Tucson should find a way to safeguard our dollars and

Optional:

our commerce.

Name

~~Greg~~

Address

E-mail

Major cross-streets near your home or business

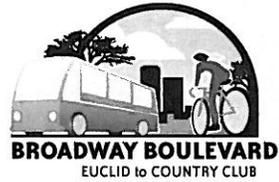
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www.tucsonaz.gov/broadway

Broadway Boulevard

34

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I AGREE WITH PROVIDING MORE BIKE + PEDESTRIAN PATHS. GREENING OF BROADWAY IS ALSO AN EXCELLENT IDEA. IT IS FOOLHARDY TO EXPAND FOR VEHICLE TRAFFIC, ESPECIALLY CONSIDERING THE EXTREME CONGESTION AT CONGRESS + TOOLE THE GOAL SHOULD BE TO DECREASE VEHICLE TRAFFIC TO DOWNTOWN EXISTING BUSINESSES SHOULD BE PRESERVED.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

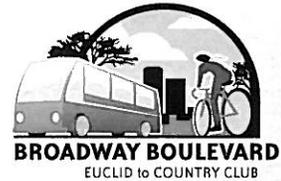
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www.tucsonaz.gov/broadway

Broadway Boulevard

35

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I realize it is difficult to get traffic engineers to respond to social changes, this appears to be one time that to do so, would be a win-win for our community. To narrow the traffic lanes, to reduce the number of lots which must be purchased, to keep the historic flavor of the region, to retain the neighborhood integrity MUST BE A PRIORITY I live 2 blocks south of Speedway - directly across from the Loft. Crossing 3 lanes of

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

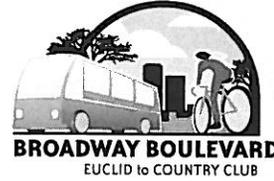
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Broadway Boulevard

36

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

① The COT acquisition properties should be designed/redesigned to maximize landscaping ~~and~~ canopy trees to make up for that lost with medium reduction

② No new forming signs on ~~the~~ acquisition properties need to be removed and on takes where they are affected. NO SHENANIGAN!!!

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

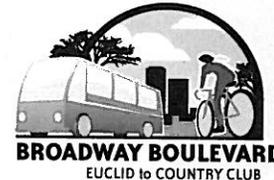
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www.tucsonaz.gov/broadway

Broadway Boulevard

37

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Why don't we dedicate half the lanes now to transit?

All the talk about dedicated lanes in the future for HCT makes no sense unless we are doing what we can to facilitate the efficiency

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

And usefulness of the ^{Buses} ~~buses~~ we have - every 10 mins if you hadn't noticed! I call that transit - and we don't do that by putting in bus pull-outs to slow the bus down. I hate waiting in pull-outs for cars to go by.

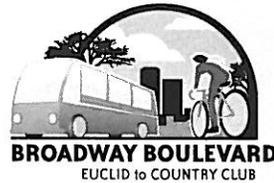
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www.tucsonaz.gov/broadway

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Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

- Keep road narrow so bldgs can be save

- Have dedicated transit. ^{Down town r} as 4th Ave is showing -

people are catching on to transit.

Be a leader in this. Build community. ^{Don't} destroy community.

Optional:

Name Trudy Mills

Address trudy@antigonebooks.com

E-mail 4th Ave

Major cross-streets near your home or business

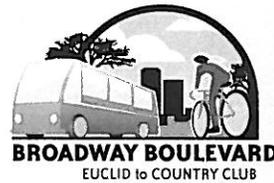
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www.tucsonaz.gov/broadway

39

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

① Historic properties are not a renewable resource. Once they are destroyed they are gone forever. Preserve the existing properties & the character of Tucson.

② Put the dedicated transit lanes back in the plan. ③ Remove the ^{proposal for} raised medians that intrude on the historic character. ④ Do not develop 11' lanes that encourage increased speeds and dangers to pedestrians & bikes.

Optional: HIDER Thank you.

Name FELDMANS HISTORIC DISTRICT

Address

E-mail

Major cross-streets near your home or business

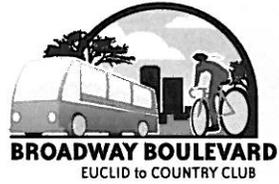
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www.tucsonaz.gov/broadway

Broadway Boulevard

40

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Please consider the needs of local businesses and neighborhoods. Encourage pedestrian/bike traffic and public transportation. Improved sidewalks are more vital than road widening. Do not kill local business and historic buildings. This is a great walking/shopping area and that should be the focus. Even skeptical of the traffic numbers and projections. Dedicated transit lanes and bike lanes and good walking environment are need for vital Tucson neighbors that give this place character and quality of life.

Name: Michael Purdy
Address: 2702 E. Devon St Tucson AZ 85716
E-mail: Broadway/Tucson
Major cross-streets near your home or business:

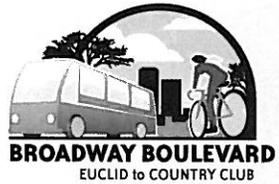
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www.tucsonaz.gov/broadway

Broadway Boulevard

41

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Broadway Blvd. should be the showcase entry way into our beautiful city that models sustainability through the demonstration of alternative modes of transportation. Support the minimum possible (4!!!) lanes for automobile transport. Bicycling, walking, water harvesting, planting trees are essential aspects of this plan.
Optional: No 2 lanes for L turn on Broadway & Country Club!

Name: Susan Silverman
Address: PO Box 40743 Tucson AZ 85717
E-mail:
Major cross-streets near your home or business:

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www.tucsonaz.gov/broadway

Broadway Boulevard

42

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Keep it simple - narrow auto - good transit - walkable
bikable - Especially in the Campbell - DON'T BE
Sorry Pater - make sure it's right for the people
who live in the area long term = one it's gone you
cannot turn back = Thanks for going the extra "sore
mile" to keep Tucson Tucson.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

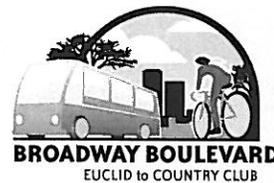
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www.tucsonaz.gov/broadway

Broadway Boulevard

43

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

If you are going to acquire properties (or portions) that effectively put them out of business due to inability to meet City Code consider an "every other" approach. Take a property, demolish only what is necessary & use the freed space to provide parking, loading zones, etc. to the property next door. Take every other or every third property & reconfigure the main entrances to the side of the remaining buildings, off the new "Broadway Freeway", so the buildings can meet Code & stay in business.
Thank You.

Optional:

HIDER

Name

Address

E-mail

Speedway & Euclid

Major cross-streets near your home or business

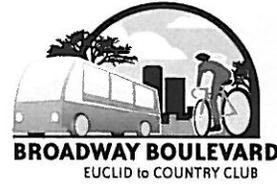
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www.tucsonaz.gov/broadway

Broadway Boulevard

44

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

put it to a vote in Tucson
with costs and timetable!

Optional:

Sp. 6th

Name

627 S. VINE AVE

Address

TUCSON AZ 85719

E-mail

vs. globalmetal@gmail.com

Major cross-streets near your home or business

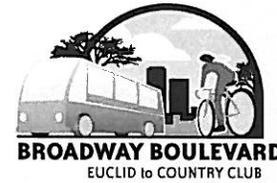
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www.tucsonaz.gov/broadway

Broadway Boulevard

45

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Buses should have signal priority and lane
priority and NO PULL-OUTS. You can gain
frequency for the SAME \$\$ by letting the
buses move faster.

Optional:

More lanes → more traffic → more congestion

Name

Address

→ slower buses → more cars — where does it
end?

E-mail

Major cross-streets near your home or business

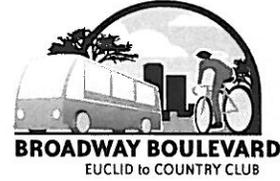
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www.tucsonaz.gov/broadway

Broadway Boulevard

46

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I find this project to be entirely unnecessary, wasteful and unwanted. I have no desire to see Broadway torn up for extended periods of time, demolishing buildings in the process, and misappropriating funds for a project few wish to see succeed.

Optional: Lee Marsh
Name
Address 1127 E 8th St Tucson, AZ 85719
E-mail rmarsh85@gmail.com
Major cross-streets near your home or business Highland & Broadway

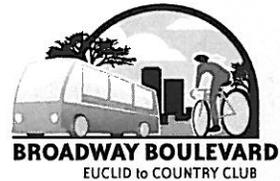
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www.tucsonaz.gov/broadway

Broadway Boulevard

47

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

This unnecessary construction is very reminiscent to me, as a person from Chicago, of underhanded construction projects that are overpriced and unnecessary on account of the fact that they are facilitated by organized crime.

Optional:
Name
Address
E-mail
Major cross-streets near your home or business

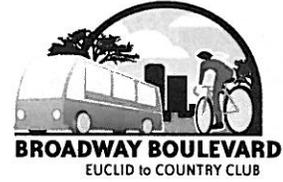
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www.tucsonaz.gov/broadway

Broadway Boulevard

48

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Michigan turn lanes??

1) You'll tie up traffic wanting to flow, there is the lane next to the left-turn lane

Optional:

Name

Address

E-mail

2) Six lanes NOT needed - creates bottleneck into downtown

Major cross-streets near your home or business

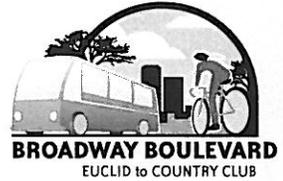
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www.tucsonaz.gov/broadway

Broadway Boulevard

49

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Just say no to RTA dollars that take properties out of business

We need variety of commerce close to downtown. You can't just start over, it won't be the same. Every time we widen these roads we make the world WORSE, everyone has known this since the 1960s.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

50

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

DO THE 8 LANE I AM
PAYING FOR!!
oo

Optional:

Name: Bill Richards

Address: 127 S. cherry Ave.

E-mail:

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

51

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Let's do this right → build Broadway for the future! NOT for past use or even current use. Imagine Greater Tucson, Plan Tucson - those processes told us loud + clear that Tucsonans want options that get them out from behind their cars. Put dedicated transit ~~down~~ down Broadway from day one - or change the logo!

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

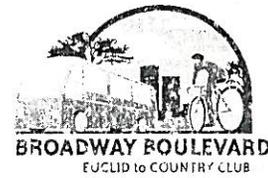
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www.tucsonaz.gov/broadway

Broadway Boulevard

(52)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

1. CUSTOMER ACCESS TO AXIS FOOD MART DECREASED by 66% with addition of BUS STOP AND ~~CLOSING~~ DRIVEWAYS.

2. ~~NO~~ MORE LANDSCAPING, WIDER ROAD AND ACCESS FOR PUBLIC TRANSIT TRAVEL. PLAN HAS

Optional:

3. NEGATIVE EFFECT ON BUSINESSES and NEIGHBORHOOD.

Name

MAEN MDANAT - JORDANRIVER4973@YAHOO.COM

Address

1540 E. BROADWAY, 85719

E-mail

BROADWAY + CHERRY

Major cross streets near your home or business

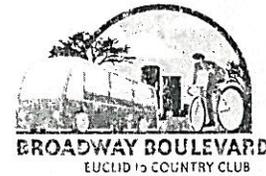
This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion PTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway

Broadway Boulevard

(53)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project

1. BROADWAY + CHERRY - BUS STOP MOVED FROM CIRCLE IC TO BLOCK FRONT OF AXIS FOOD MART. MOST BUS STOPS ARE AFTER INTERSECTION, NOT BEFORE. THIS IS VERY SUSPICIOUS

Optional:

PETER NORBACK

Name

1428 E. MILES 85719

Address

P.NORBACK@COX.COM

E-mail

BROADWAY + CHERRY

Major cross streets near your home or business

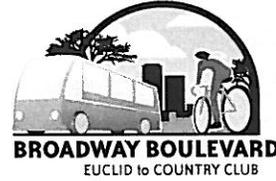
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www.tucsonaz.gov/broadway

Broadway Boulevard

54

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

THIS IS THE ALIGNMENT I EXPECTED TO SEE LAST YEAR AT THE OPEN HOUSE. GO FOR IT!

THANK YOU FOR PERSISTING!

Optional:

Name

Address

E-mail

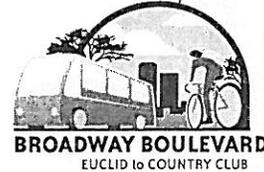
Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

I don't support widening Broadway at all - it isn't necessary. If it happens anyway (which it always does on Broadway Boulevard) I have the following suggestions:

Euclid Avenue to Country Club Road



55

Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

- 10' lanes would calm traffic.
- The raised medians are too industrial-looking for an area of historic homes and small businesses.
- We need a dedicated transit lane
- Indirect left lanes are stressful. I avoid the areas that currently have them. This is an area I drive all the time.

Optional:

C. Jarvis

Name

701 E. Mabel St., Tucson, AZ 85719

Address

E-mail

Euclid and Speedway

Major cross-streets near your home or business

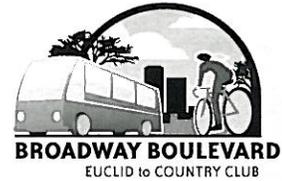
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www.tucsonaz.gov/broadway

Broadway Boulevard

56

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

City previously acquired numerous properties on Broadway.

I request a history of these city owned properties - address, when taken/bought by city & other relevant info including reason for acquisition

Optional:

Name

Stuart Henzog

Address

1433 E Broadway

E-mail

326-2555 / Henzog@HenzogResearch.com

Major cross-streets near your home or business

Between Highland & Vene

This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway

Broadway Boulevard

57

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

This plan seems excessive, expensive and outdated. A modest improvement in bike lanes and sidewalks should suffice, with most of the allocated monies re-assigned to

Optional:

Much needed repair of local & neighborhood streets

Name

NORMAN EPSTEIN, MD

Address

2820 E 4th ST TUCSON, 85716

E-mail

nepstein2820@gmail.com

Major cross-streets near your home or business

Treat + Country Club

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www.tucsonaz.gov/broadway

Broadway Boulevard

58

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Please narrow the road width plan to tear down as few buildings as possible

Optional:

Gary Olson

Name

2450 E Speedway Suite 6

Address

E-mail

Tucson + Speedway

Major cross-streets near your home or business

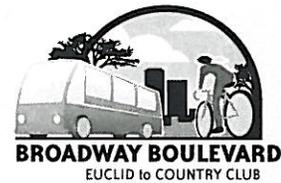
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www.tucsonaz.gov/broadway

Broadway Boulevard

59

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

WHILE IT IS IMPORTANT TO RECOGNIZE AND PRESERVE SIGNIFICANT PROPERTIES (LIKE BROADWAY VILLAGE) MOST OF THE BUILDING ADJACENT/FRONTING BROADWAY HAVE LITTLE SIGNIFICANCE. DO THE RIGHT THING FOR THE ENTIRE COMMUNITY (THE GREATER GOOD) AND WIDEN BROADWAY AS ORIGINALLY PLANNED.

Optional:

TOMMY ROOF

Name

6055 N. ESCONDIRO LANE TUCSON, AZ 85704

Address

E-mail

BROADWAY & CAMPBELL - BUSINESS

Major cross-streets near your home or business

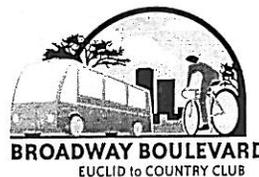
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www.tucsonaz.gov/broadway

Broadway Boulevard

60

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I'm VERY PLEASE @N THE ALIGNEMENT AND HOPE MAYOR & COUNCIL WILL APPROVE IT.

THANK ALL OF YOU INVOLVE

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

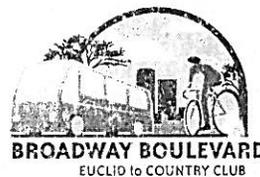
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www.tucsonaz.gov/broadway

Broadway Boulevard

61

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

There needs to be a balance between building preservation and what we want the future Broadway Blvd to look like.

No trees? Who's going to want to walk out there? Pedestrians do not feel safe when they have to walk ~~by~~ right up ~~to~~ next to the roadway.

Balance = Context Sensitive Design

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(62)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Bus, Bike, Walking & Wc friendly

Quiet stores & eating places

Motorized Wc, use bike lanes not always safe

I live at Council House - north of Broadway - would

like great landscaping

Optional: Margo Rochelle

Phone: 2323 E 10th St #125

Address: Tucson, AZ 85719

E-mail: pelicangallery@yahoo.com

Major cross-streets near your home or business

This is a public official transportation authority. The state approved RTA for RTA for not be considered in any RTA. Do not submit the information as a liability plan. The key and transportation authority has a close working relationship with the state and federal government. This project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway

Broadway / Tucson Blvd

Over

would eventually like modern street car on Broadway.

You already have grant Rd & Speedway for cars - make

Broadway more friendly for alternative travel.

More shelter - shade at bus stops - people in Wc have to sit in sun. - wide roofs. - no advertisement signs on side of bus stop that looks toward coming traffic so riders can see bus coming from sitting position

is there any parking behind existing buildings - where I live between Smith & Plumber - north side - no one really parks out in back of the buildings

Walk signal light at TREAT - cars don't stop and I cross in crosswalk to get bus.

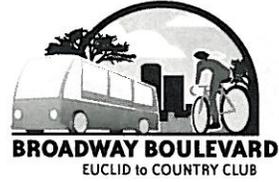
Please design - trees & landscapes around park if lots to make it beautiful & inviting.

(62 continued)

Broadway Boulevard

(63)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

We need a NEW transit study - it's way overdue!

We need narrow lanes! Narrow!

We need to preserve our history and create beauty.

Let's not create the ugliest street repeat.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

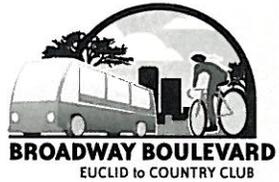
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www.tucsonaz.gov/broadway

Broadway Boulevard

(64)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

We need a NEW transit study, not one from the 1980s!

Locally-owned businesses should be supported along Broadway - preserving the character of the place and its history

Optional:

Name

Claire Scheuren

Address

E-mail

cscheuren@qoh.com

Major cross-streets near your home or business

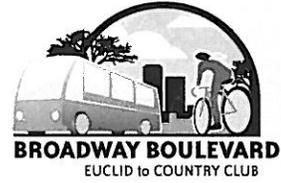
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www.tucsonaz.gov/broadway

65

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

The task force committee for the Broadway Widening should not be resizing the project. The voters approved the eight lane widening already. That is what should be built. The buildings are not worth saving and the owners will be justly compensated. The Mayor & Council should do what the

voters approved and not cower to neighborhood activists who are the vocal minority. This project if done correctly as originally proposed will be a great benefit to Tucson.

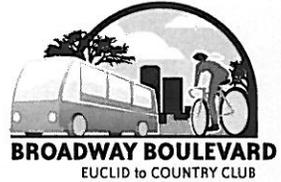
This is the gateway to downtown. A regentification will occur. Our leaders should have the wisdom to see this and the strength and fortitude to listen to the majority.

who want the full project.

Broadway Boulevard

66

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

① funny "U" turns waste gas - Drive blocks out of your way for each direction on turn

② Making traffic speed thru an area will damage business for those that remain

③ Get lights in Tucson synchronized instead - much bigger impact.

Optional: Murphy
Name: Eastbourne
Address: bmerphytucson@gmail.com
E-mail: Brady/ce
Major cross-streets near your home or business:

Broadway Boulevard

67

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

- 1) There is no need for more car lanes now - less in the future
- 2) 2 car lanes w/ ~~appropriate~~ appropriate turn lanes, bus pullouts is all that is needed
- 3) Instead construct a full 10' corridor on both sides with wide bike lanes, wide ped corridors, and water harvesting shade corridors. Use a curb to separate bikes from cars.
- Optional: 4) Give ~~or~~ or sell excess property to businesses for parking or other uses.
- 5) Car lanes should 9' (Perhaps 10') only - to increase safety.
- 6) Incorporate water harvesting and only native vegetation.

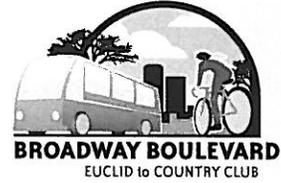
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www.tucsonaz.gov/broadway

68

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Speaking for Madaras Gallery + Lerna's, we are very unhappy with the new plan that leaves the dilapidated building along Broadway. This is the City's one opportunity to beautify the corridor leading to downtown. Do the right thing hard as it may be. We need to plan for Tucson's future - not put a band-aid on the project. Have some foresight + tear down these buildings. The neighborhood has deteriorated.

Optional
Name
Address
E-mail
Major cross-streets near your home or business

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and it devastating to the business owners who have planned ~~for~~ their exit for years to now change the plan at the 11th hour.

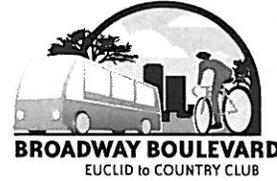
68 Continued

The area is so bad I have not been able to lease my building for the past 8 years. We want to go!

69

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

This current baseline alignment is acceptable to me. I would prefer more bicycle and pedestrian features.

Optional:

Name: German Quiroga
Address: 1808 S. Winmar Ave 85713
E-mail: 22nd St. Broadway / Country Club
Major cross-streets near your home or business

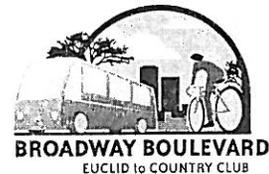
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www.tucsonaz.gov/broadway

70

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I recently had the privilege to attend a lecture by Jennifer Dill, a leading transportation researcher from Portland State University, who informed us that Portland has a policy of not widening their roadways. And they're ok with low "level of service" grades! After all, that's how we get mode shift, right? So, isn't it ironic that

this consultant team would not be able to work on a road widening project in their hometown, which is one of the most livable cities in North America. Let's stop widening our arterials, ~~stop~~ start building "streets for PEOPLE" and let's

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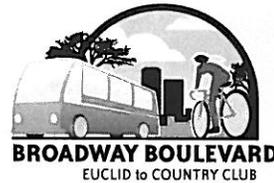
www.tucsonaz.gov/broadway

get Tucson on the map of most livable cities in the US. Even Somer

71

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Broadway & Tucson Blvd Southwest corner. The current plan shows 2 of my entrances being taken away. This will cause traffic to come in thru our work area from Tucson Blvd. Leave at least one of the two open for safety sake of my employees & customer cars.

Optional:

Name: David Schinkel
Address: 2448 E Broadway Blvd Tucson AZ 85719
E-mail: dschinkel@skotek.com
Major cross-streets near your home or business: Broadway & Tucson Blvd

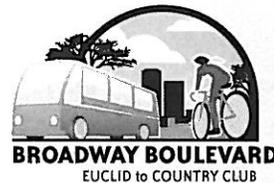
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www.tucsonaz.gov/broadway

72

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Don't waste money on a streetcar - it's NO IMPROVEMENT on the existing busses AND it's one-purpose track construction would DISRUPT traffic - which you're trying to facilitate! Also - revisit your traffic stats & the whole rationale for this project disappears

Optional:

Name: Barbara Coon
Address: 2900 E Seneca
E-mail: barbara.coon@yahoo.com
Major cross-streets near your home or business:

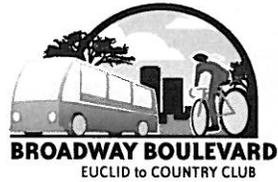
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www.tucsonaz.gov/broadway

Broadway Boulevard

73

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Please leave the small business buildings as they humanize life along Broadway - path flow the business owners + for those of us who patronize them.

Optional: Transportation is not more important than people and our ways.

Name

Address

E-mail

Major cross-streets near your home or business

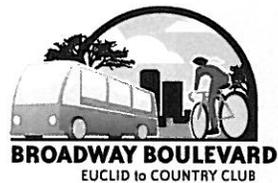
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www.tucsonaz.gov/broadway

Broadway Boulevard

74

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

We appreciate your responsiveness to the citizens' concerns. We appreciate you going with narrowing of the roadway. We especially cherish the fact that you are minimizing the destruction of existing structures. We feel hopeful that there is a bright future ahead for central Tucson. Thank you

Optional: Future ahead for central Tucson. Thank you

Name

Address

E-mail

Major cross-streets near your home or business

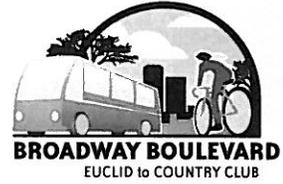
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www.tucsonaz.gov/broadway

Broadway Boulevard

75

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

We like the new design with the narrower width. A dedicated transit lane both sides of the street would be very helpful. It would keep traffic moving. Are the raised medians really necessary? If the travel lanes were a little narrower wouldn't that slow down traffic? At grade medians would allow for more turns

Optional:

Name: MELODY PETERS
Address: 1416 E. 10th ST
E-mail: melodypeters@cox.net / Broadway/Campbell
Major cross-streets near your home or business

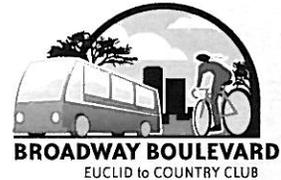
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www.tucsonaz.gov/broadway

Broadway Boulevard

76

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

The Fire Department Building shouldn't be shown on maps - confusing. Other than that - Lets Do It Already

Optional:

Name:
Address:
E-mail:
Major cross-streets near your home or business

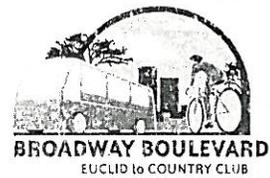
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www.tucsonaz.gov/broadway

Broadway Boulevard

(77)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

THE LACK OF LANDSCAPING AND REDUCTION OF SIDEWALK AND BIKE LANE WIDTH WILL LEAD TO THIS SECTION OF BROADWAY APPEARING AS A AFTER THOUGHT, AND NOT A WELCOMING CORRIDOR FOR OUR COMMUNITY. SUGGEST HIGHLIGHTING THE PROPOSED R/W TO INCLUDE A REASONABLE AMOUNT FOR THE IMPROVEMENT

Optional:

Name

Jesse Mead

Address

2939 E. Broadway

E-mail

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(78)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Rein in the Maximizers, don't let them reign.
A sense of place please let remain -
Do the least harm - what is needed is room for less cars -

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

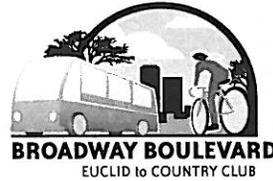
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www.tucsonaz.gov/broadway

Broadway Boulevard

79

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Please Respect the neighborhoods - where people have lived for years!
I believe in Tucson's preservation of beauty, of livable neighborhoods, and "Community" orientation. By broadening Broadway we will make a higher speed road, ^{and} more ~~car~~ traffic

Optional: Coming from suburbs into the city. Noise & air pollution will increase. Neighborhoods' value will decrease. I know because I live in an hood that was affected this way by the widening of Broadway.

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80

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I have a feeling this bulldozer will keep on moving no matter what - still don't know the unpleasant details. Am I reading the map right - looks like some places have parking

Optional: Guldseth

(over)

Name
Address Broadmoor

E-mail

Major cross-streets near your home or business

This is a project of the Regional Transportation Authority. The voter-approved \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.8TArtsibility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. The project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway

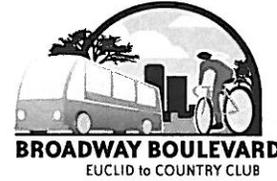
that requires backing onto Broadway
Wish you would name all the bldgs on the map & tell us who the first 9 are,

80 continued

81

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

This latest plan is going the right direction. Preservation gives value to our community as well as economic development. I support the least amount of demolition and want this corridor to be a great destination for all of us.

Name: Ken Scoville

E-mail: opt 1775 @ yahoo.com

Major cross-streets near your home or business

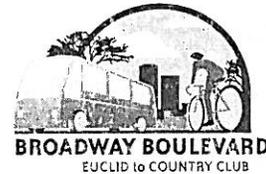
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www.tucsonaz.gov/broadway

82

Broadway Boulevard

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I own 2901 - 2903 E. BROADWAY and very concerned about parking and access points. Currently we have 2 access points and pretty tight as is on parking. HERE are options I can think of: a) closing STEWART PARKING on STEWART and maintain access from STEWART. b) IF that is impossible then creating diagonal

Name: VLADIMIR KRATS

Address: 8801 E. WOODLAND Rd 85749

E-mail: VKRATS@COX.NET

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

83

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Preserving our history is a critical piece of promoting and maintaining economic health. Likewise locally owned businesses play an important role in Tucson's economy →

Optional:

Name

LISA SCADRON

Address

3810 N Adobe Garden Loop 85716

E-mail

lisa@liscadron.com

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

83 continued

Not to mention the local flavor these historic buildings and family businesses add to our wonderful community!

Safeguarding the current area environment will also be served with less widening...

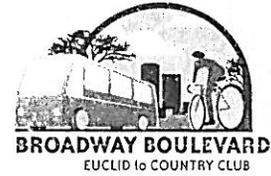
~~And~~ it is possible to implement great design and planning to integrate better transit on narrow pathways.

Lisa Scadron

Broadway Boulevard

84

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

This project should have been completely shelved & funds re-allocated to more worthy project. Having said that, the current proposal is far superior to previous offerings.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

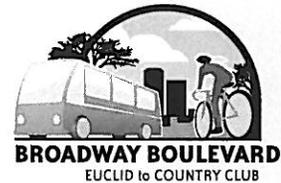
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www.tucsonaz.gov/broadway

Broadway Boulevard

85

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Transit from the beginning!

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

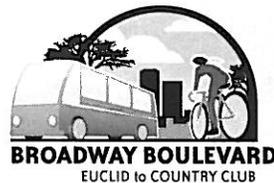
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www.tucsonaz.gov/broadway

Broadway Boulevard

86

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

We need to be concerned with our future without demolition of our historic past. As a legacy of ~~our~~ culture. Modernizing the road with ~~our~~ wider lanes for bikes is a great idea. The current trails are not safe. I think its a good idea but choose wisely

Optional:

Name: Jodie Goodin
Address: 832 E. 7th Street
E-mail: Jodilynn Carder@gmail.com
Major cross-streets near your home or business: Broadway - Euclid

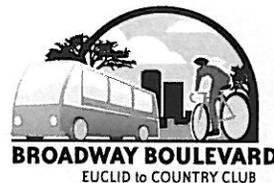
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www.tucsonaz.gov/broadway

Broadway Boulevard

87

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

waste of money
I do not believe we need this extensive/expensive a project. Traffic is not that heavy and projections are outdated. I support the citizen group alternative as opposed to the original project, but the compromise

Optional: answers some issues. Campbell left turn lane project is totally unnecessary and illogical.
Name: Barbara Feldman
Address: Feldmans Neighborhood
E-mail:
Major cross-streets near your home or business:

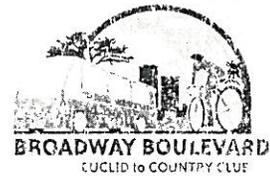
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www.tucsonaz.gov/broadway

Broadway Boulevard

88

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

① I support CTF recommendation of dedicated transit lane. I think it will encourage transit use. ② Bldgs on Broadway are not historic (the Colosseum in Rome is) they are nostalgic. ③ Broadway s/b walkable that will help business, I want to feel safe as a pedestrian - not get hit by a car from parking lot or street. ④ DO NOT narrow the lanes!

Optional:

Name

Address

E-mail

Major cross streets near your home or business

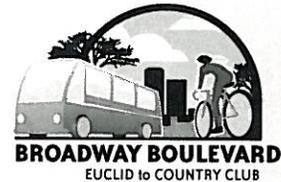
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www.tucsonaz.gov/broadway

Broadway Boulevard

89

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

once this roadway goes beyond 4 lanes to 6 with medians all hope of maintaining the connections between the North and South neighborhoods vanishes - While at first glance the structures that are "saved" by the narrow 6 alignment seem like a victory but the reality of stripping away the environment they were built in means they will have no context

Optional: 2 will be rendered useless

Name

R. Mayers

Address

E-mail

Major cross streets near your home or business

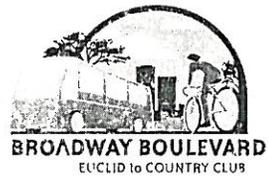
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www.tucsonaz.gov/broadway

Broadway Boulevard

(90)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

So I've been to all of these open houses & events plus many of the CCR meetings. I've always said 4 lanes but never have my comments emerged in the mix. When minority view points can't be honored the process can't be honourable. When you have a process that is to a large extent pre determined as to outcome but you present it as having options you are wasting resources & people's time which is a sin of more than minor consequence.

Name: R. Mayers

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(91)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Looking Good - Glad to see you've Reconsidered the project and are preserving most of the Historic Buildings -

Optional:

Name: A long time Tucsonian

E-mail

Major cross-streets near your home or business

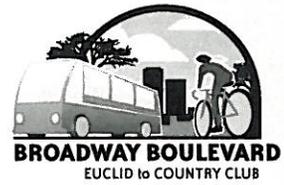
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www.tucsonaz.gov/broadway

Broadway Boulevard

92

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

THIS LATEST PLAN IS A HUGE IMPROVEMENT OVER THE ORIGINAL PLAN AND IS A GREAT ALTERNATIVE THAT WILL BENEFIT EVERYONE

Optional:

Name

CLAGUE VAN SLYKE

Address

E-mail

HOME ALVEMON + BROADWAY WORK - SPEARMAN + NELSON.

Major cross-streets near your home or business

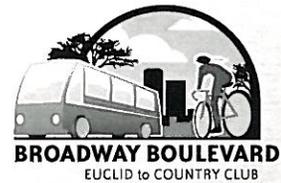
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www.tucsonaz.gov/broadway

Broadway Boulevard

93

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Keep minimal ^{right of way} R.O.W. width. Minimal lane widths. Don't lose businesses & Bus "pull outs", or ^{Bus Rapid Transit} BRT dedicated bus lanes for faster movement. Stay within budget or scrap major plan - go to reduced changes Right Now - turn arrows @ Tucson + Bdwy for E-W traffic! If streetcar (probably too costly) then reduce into lanes. (Bus BRT cheaper.)

Optional:

Name

Address

E-mail

6th and Country Club

Major cross-streets near your home or business

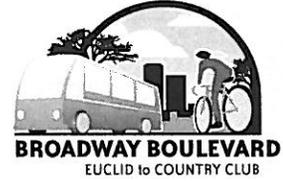
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www.tucsonaz.gov/broadway

Broadway Boulevard

94

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

ADDS

- 1) STRONG POLICY FOR WORKING COMPROMISED PROPERTY
- 2) POSSIBLE NO PAVE "LEASE BACK" TO (2) OUTSIDE LANES
EVERYONE LOOKED AS TRANSIT... PAVE THIS WHEN WE ARE

Optional: READY TO TACKLE TRANSIT,

Name: BILL FORD

Address: 1227 N-310 AV

E-mail: wlfa@earthlink.net

Major cross-streets near your home or business: _____

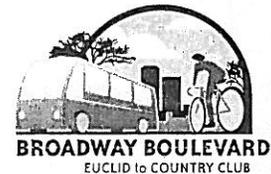
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www.tucsonaz.gov/broadway

Broadway Boulevard

95

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I support the ideas of the Broadway Coalition

Focus on pull out bus stops so traffic is not obstructed

Focus on bike & pedestrian friendly usage

Do not need to increase the number of car lanes.

Optional: _____

Name: _____

Address: _____

E-mail: Tucson & Broadway

Major cross-streets near your home or business: _____

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www.tucsonaz.gov/broadway

Broadway Boulevard

96

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

As a person who grew up in this part of Tucson and continue to use the Broadway Corridor every day to go to work downtown I do not see a traffic problem that would necessitate this great expense esp not now. Yes the city is changing - I do not see the urgency of this project - I feel a new traffic study is in order before going ahead with this project. A lot of street will destroy the historic part of Tucson. You're sitting it up for politicians who won't be here because of the vastness of streets to cross. Left turn corridor lanes are insanely dangerous and expensive. Are you bent to grant Stone - increment.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

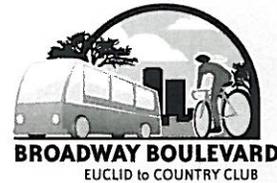
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www.tucsonaz.gov/broadway

Broadway Boulevard

97

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Very little attention is given to historic buildings and the fact that the greenest buildings are the ones already built. Not enough is spent on preserving neighborhoods. Broadway should be walkable to businesses not just a travel corridor to somewhere else.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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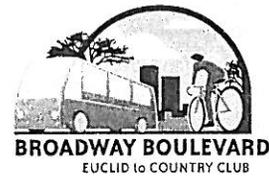
www.tucsonaz.gov/broadway

Broadway Boulevard

98

Euclid Avenue to Country Club Road

STATION 2 - PART OF VISION & GOALS



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

CITIZEN TASK FORCE PROTECTION GOAL STATEMENTS

PRESERVE + protect THE EXISTING SPECIAL FEATURES + PLACES ALONG BROADWAY

PRESERVE + ENHANCE KEY FEATURES OF THE SCENIC ROUTE ALONG BROADWAY

RESPECT THE AESTHETIC CHARACTER OF BROADWAY + THE DESIGNATION ALONG IT WHILE ENHANCING MAIN TENORCE + REINVESTMENT TO IMPROVE AESTHETIC APPEARANCE + QUALITY DEVELOPMENT

ALSO ENCOURAGE NEW DEVELOPMENT THAT COMPLEMENTS THE AESTHETIC CHARACTER

DO NOT ALLOW NEW INTENSITY - MAINTAIN + IMPROVE PRIVACY BETWEEN NEIGHBORHOODS ALONG BROADWAY

Name: SHELDON GUTMAN

Address: 3561 E 3RD ST, TUCSON, AZ 85718 Phone: 520-207-0115

Major cross-streets near your home or business

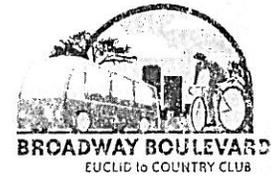
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www.tucsonaz.gov/broadway

Broadway Boulevard

99

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

No to indirect left turn - Campbell/Kino
Thank you for all your work.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

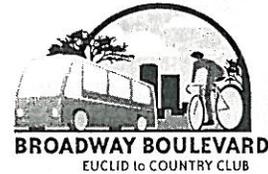
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www.tucsonaz.gov/broadway

Broadway Boulevard

100

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Dedicated bus lane would be an added advantage. Save as many businesses as possible (local not chain). Keep lanes as narrow as possible. Please, no more Panda Express messes. Add (now) turn arrows E+W at Tucson Broadway.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

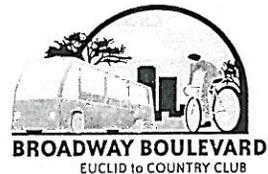
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www.tucsonaz.gov/broadway

Broadway Boulevard

101

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

THE PRINCIPLE of saving all buildings at any cost is not sustainable if it will create a ~~street~~ street scene that is ~~un~~ unwalkable & IN HUMAN. This is a bad plan

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

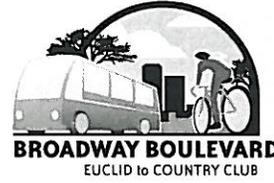
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www.tucsonaz.gov/broadway

Broadway Boulevard

102

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

PLEASE DO NOT TURN BROADWAY INTO S. GTH WITH VACANT BUILDINGS THAT HAVE NO ^{LOT} PARKING BE SMART IN OUR GROWTH

Optional: LEONARD MILLER
Name: JOE EPONPELL CIR 85716
Address: CHILDEDGE@GMAIL.COM
E-mail: BLWY - COUNTRY CLUB
Major cross-streets near your home or business

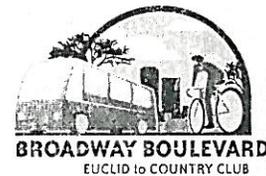
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www.tucsonaz.gov/broadway

Broadway Boulevard

103

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

This version (April 23 2015) is a vast improvement over previous alignments. Nonetheless, I would question the need for 11' travel lanes, and would like to see if more parking can be preserved for some of the small businesses.

Optional: Pierre Landau
Name: Pierre Landau
Address: pierre@acm.org
E-mail: Bway + Tucson Blvd.
Major cross-streets near your home or business

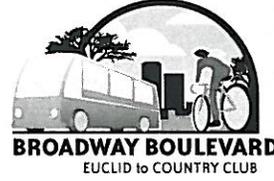
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www.tucsonaz.gov/broadway

Broadway Boulevard

104

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I CAN'T GET PAST THE FACT THAT BROADWAY HAS TO NARROW DOWN TO 2 LANES IN A HIGHLY CONGESTED PEDESTRIAN INTERSECTION. IT JUST DOESN'T MAKE SENSE

Optional:

Name BARBARA LEHMAN

Address

E-mail BHL@LEHMANNAZ@CS.EDU

Major cross-streets near your home or business

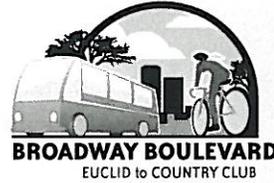
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www.tucsonaz.gov/broadway

Broadway Boulevard

105

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

THE PUBLIC CACAPHONY IS VITAL TO MEASURE INTEREST BUT A STRONG VISION TO BALANCE TRANSPORTATION NEEDS WITH A STRONG COMMITMENT TO KEEP + CREATE CHARACTER IS CRITICAL. A HOMOGENIZED PROCESS CAN'T BE ALLOWED TO PRODUCE ANOTHER STANDARD URBAN STREETSCAPE.

Optional:

Name JEFF NORDENSSON

Address 160 N. FOREBUS

E-mail JEFF.NORDENSSON@GMAIL.COM

Major cross-streets near your home or business TUCSON / BIWAY

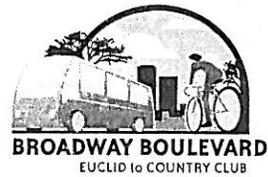
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www.tucsonaz.gov/broadway

Broadway Boulevard

106

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

PRIMARY FOCUS ON SLOWING TRAFFIC - 10' LANES
AND SAVING BUSINESSES + HISTORIC PROPERTIES
NO MEDIAN, GOOD BIKE + PEDESTRIAN ACCESS
CREATIVE SOLUTIONS TO PARKING INCLUDING BUS OR
SAUTTLE FROM BLCOM! PREFER 4 LANES - BUT 10' MAX.

Optional:

Name

CHARIS GANS

Address

E-mail

Major cross-streets near your home or business

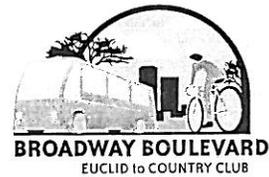
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www.tucsonaz.gov/broadway

Broadway Boulevard

107

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Extremely weak! Overly expensive!
Homeowners will pick up the
Bill. A simple landscape
fix up would suffice. Can this
plan now ~~and~~ no more
street cars. No more prison style
downs for the U of A on Broadway.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

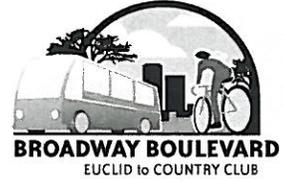
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www.tucsonaz.gov/broadway

Broadway Boulevard

(108)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

The original study is outdated,
THIS PROJECT NEEDS A NEW TRAFFIC STUDY —
WHAT IS THE REAL REASON TO SPEND SO MUCH
MONEY — THINGS CHANGE, COMMUNITY NEEDS CHANGE —
GOV'T MUST BE FLEXIBLE —

Optional:

HONOR THE NEIGHBORHOODS!

Name

Address

E-mail

Major cross-streets near your home or business

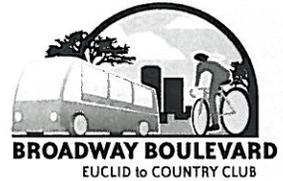
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www.tucsonaz.gov/broadway

Broadway Boulevard

(109)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

This is finally turning around - I feel like we have
a chance at finding creative solutions - Please continue
to listen - we need smart development - narrow lanes & historical
preservation, a pedestrian & bicycle friendly road. We can

Optional:

Save both neighborhoods and create economic development —
by building on the unique architecture — not by tearing
down — we need to be creative with parking, with sidewalks
and bike lanes — It can be done !!

Name

Address

E-mail

Major cross-streets near your home or business

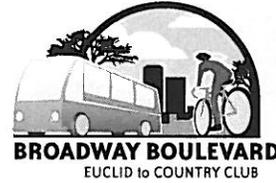
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www.tucsonaz.gov/broadway

Broadway Boulevard

110

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

- BUS PULL-OUTS SHOULD BE INCLUDED FOR ALL STOPS.
- BUFFER BIKES FROM CARS AS MUCH AS POSSIBLE - MIX Peds/BIKES INSTEAD OF CARS/BIKES
- MAKE SIGNAL TIMING WORK WELL - UNLIKE WHAT EXISTS NOW

Optional:

STEPHAN LEIMROTT

Name

Address

SLIMEROTE@YAHOO

E-mail

HIGHLAND / BROADWAY

Major cross-streets near your home or business

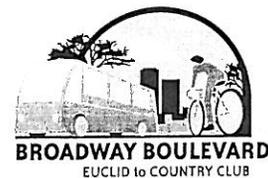
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www.tucsonaz.gov/broadway

Broadway Boulevard

111

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

please run Light Rail Down to Park Mall at least!

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

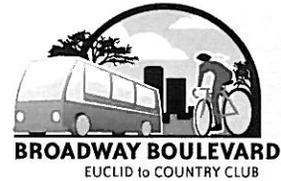
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www.tucsonaz.gov/broadway

Broadway Boulevard

112

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

GRT BUSES OUT OF THE TRAFFIC LANE -
USE BUS PULLOUTS

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

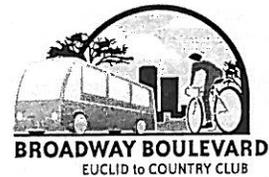
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www.tucsonaz.gov/broadway

Broadway Boulevard

113

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

The work of the coalition is magical, practical + reflective of Tucson's values. Please adhere to their guidance to narrow lanes to 9', preserve medians in historic areas to grade levels, provide transit, avoid demolition of buildings, minimize waste of our tax dollars, preserve

Optional: local business, create pedestrian thoroughfare, enhance a sense of beautiful cultural Broadway
Name: Barbara Warren
Address: 3653 N. Prince Village Pl., Tucson, AZ 85719
E-mail: BWarre01@GMAIL.COM
Thank you for listening!!

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www.tucsonaz.gov/broadway

Broadway Boulevard

114

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Please build the narrowest possible option & include transit ~~for~~ from the beginning, and Please Please Please throw out obsolete traffic ~~over~~ projections that have not come true BEFORE you decide

Optional: ^{the narrowest option} => I don't want to live next to a fast boulevard of pass-thru traffic

Name Ann Paterson

Address 333 S. Eastbourne Ave 85716

E-mail mssgo81a2@yahoo.com

Major cross streets near your home or business

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www.tucsonaz.gov/broadway

For example, double left turns from Broadway onto Campbell are ~~not~~ not needed. W/o the extra left turn lane, many of the widening options simply go away.

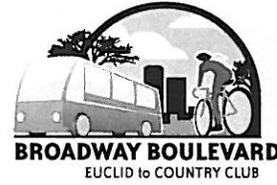
Go Narrow!!

114 Continued

Broadway Boulevard

115

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

- what are the city's plans to establish DEDICATED TRANSIT the full length of Broadway, in order to connect the ALREADY-BUILT Broadway/Houghton Park-n-Ride with the rest of the sun train system - including the dedicated lanes ALREADY IN MID-TOWN? time for ALL-DAY BRT on the #4 AND #8 instead of empty express buses/ AND N/S transfer OPPORTUNITIES - more frequent than every 1/2 hr at RUSH HOUR, especially!

Optional:

Camille KASHNER

Name

13185 E. Placita Las Arenas

Address

TUCSON, AZ 85749

E-mail

work@towell-tucson

Major cross-streets near your home or business

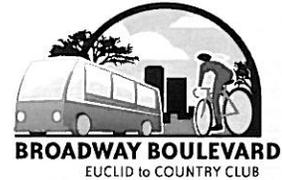
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www.tucsonaz.gov/broadway

Broadway Boulevard

116

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Looks great. Please proceed ASAP.

I like indirect left turns, but not at Campbell.

Optional:

Name

Tony Durando

Address

2929 E. Broadway

E-mail

tdurando@comcast.net

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

117

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I support the Broadway Coalition.
I believe that 74 million dollars can be better used to improve transit.

Optional:

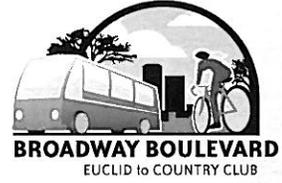
Name James Ojeda / Bus Rider Union
Address

E-mail jamesojeda@gmail.com
Major cross-streets near your home or business

Broadway Boulevard

118

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

The 74 million dollars must be used for bus transportation use!!

Optional:

Name Barbie Urias

Address

E-mail

Major cross-streets near your home or business

Broadway Boulevard

119

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I support the Broadway Coalition.
I think that 74 million dollars can be better utilized to better transit in Tucson.

Optional: Gilberto Contreras Bus Riders Union

Name

Address

E-mail: contreras@gmail.com - arizona az

Major cross-streets near your home or business

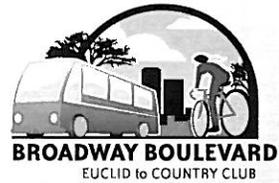
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www.tucsonaz.gov/broadway

Broadway Boulevard

120

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Use the \$74 million ^{not} to widen Broadway instead use it to make the bus more efficient - leave Broadway alone

Optional: Brian Flass

Name

Address: 401 E. 26th 85713

E-mail

Major cross-streets near your home or business

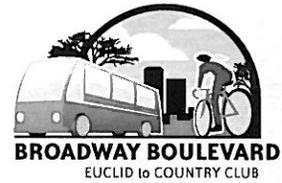
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www.tucsonaz.gov/broadway

Broadway Boulevard

121

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

MOVE WB BUS STOP @ TREAT EAST TO EAST SIDE OF TREAT - PUT INTO "WATER HARVESTING OPPORTUNITY" AREA

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

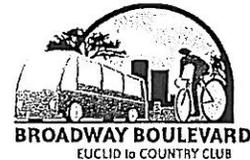
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Broadway Boulevard

122

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

The most recent Task Force proposal should be re-evaluated for the following reasons:

- By avoiding taking buildings many will become instantly functionally obsolete due to lack of parking and are undesigned buildings that have little practical use thereby leaving no opportunity for viable economic redevelopment
- Broadway is the major entry to Downtown and deserves a landscape image that celebrates that arrival similar to what is being done on Tucson Blvd at the airport - we don't want to have to go back and retrofit the entrance in a few years
- This approach is contrary to the ideal of multi-modal opportunities by reducing safety features for pedestrians and bicyclists while leaving little opportunity for future mass transportation options

Optional:

Name
MIKE GRASSINGER

Address
110 S CHURCH AVE #632D, 85701

E-mail
MGRASSINGER@AZPLANNINGCENTER.COM

Major cross-streets near your home or business
BROADWAY/CHURCH

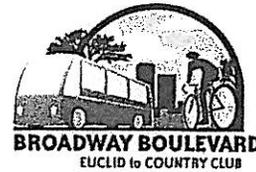
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Broadway Boulevard

123

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Please move forward with this project according to the combo plan previously approved. Eliminating/reducing medians and sidewalks will detract from the actual real world usefulness of Broadway. There is nothing wrong with tearing down unused, old buildings - no one will even notice when the project is complete.

Optional:

Robert Medler

Name

465 W. St. Marys Rd.

Address

rmedler@tucsonchamber.org

E-mail

Major cross-streets near your home or business

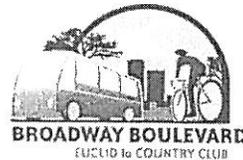
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Broadway Boulevard

124

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I support the original, voter-approved design for the Broadway Corridor. My partners and I employ 41 people in the City of Tucson. Individual interests should not override the will of the voters. It will result in a watered down project at greater taxpayer expense.

Optional:

Barbi Reuter

Name

1100 N Fremont #200

Address

breuter@picor.com

E-mail

Major cross-streets near your home or business

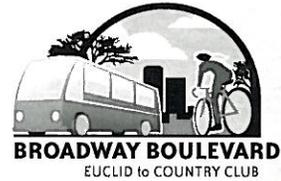
This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTA-mobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway

Broadway Boulevard

125

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I am in support of a separated pedestrian path and landscape strip (and wider ROW option). Attempts to reduce the number of buildings impacted should not be at the cost of reducing the landscape/pedestrian areas.

Optional: Ryan Stuck

Name

Address: shmo.joseph@gmail.com

E-mail

Major cross-streets near your home or business: Tangerine

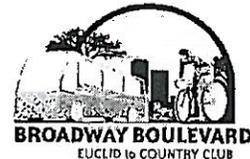
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www.lucsonaz.gov/broadway

Broadway Boulevard

126

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I strongly encourage Mayor & Council to make a decision that is in the best interest of the entire community and not just a few vocal neighbors. We need functional, safe and attractive roadways. Preserving "old buildings" should not be the goal. Thank you.

Optional: Tom Nieman

Name: Tom Nieman

Address: 8901 E. Bears Path Rd, Tucson, AZ 85749

E-mail: tnieman@cox.net (For the City)

Major cross-streets near your home or business

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www.lucsonaz.gov/broadway

Broadway Boulevard

(127)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

The current attempt to shift the roadway to reduce bldg dems is misguided. It will result in a narrower right-of-way but will eliminate landscaping creating a hideous roadway corridor which no one will want to use. In addition, taking right-of-way from both the north and south will be more expensive & likely end up with more complete takes due to the creation of unviable parcels

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

Bill Carroll

4625 E. Ft. Lowell

Bcarroll@pectac.com

Swan / Ft Lowell

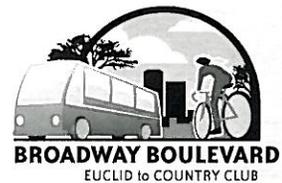
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www.tucsonaz.gov/broadway

Broadway Boulevard

(128)

Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I DON'T UNDERSTAND WHY YOU @ARE GOING TO SPEND SO MUCH MONEY AND LEAVE OLD BUILD THAT DEGRADE AREA INSTEAD OF TAKING THEM & SELL TO BUSINESS THAT WILL BUILD NEW & NICE TO INHANCE THE AREA. DO IT RIGHT AS WAS VOTE ON BY THE PEOPLE AT THE START

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

RANDY DAVIS

9557 N CRESTONE DR , TUCSON 85742

RANDY.DAVIS@DNR-ELECTRIC.COM

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www.tucsonaz.gov/broadway



April 23, 2015

RE: Broadway Corridor Improvements

Dear Ms. Beth Abramovitz:

We thank you for the opportunity to comment on the revised layout for the Broadway Corridor improvement plan and the diligent work put forth by staff. Metropolitan Pima Alliance (MPA) is a land use advocacy organization representing 130 members involved in both commercial and real estate development. MPA advocates for balanced land use policies that stimulate economic development. MPA staff believes that the six lane option for the expansion of Broadway Blvd. presented by the RTA is a workable compromise. MPA understands the Regional Transportation Authority's 2006 original language approved by the voters stated that the scope of the project was to widen Broadway Blvd. to six travel lanes with two dedicated bus lanes, bike lanes, and sidewalks for the two-mile segment. As the last few months have presented this project with many tribulations resulting in further discussion of the layout, we believe that there are critical flaws in the Broadway Citizen Task Force's layout.

From our understanding, the Task Force's primary focus is to preserve a great number of the existing buildings that are located within the project scope. In order to preserve the buildings, the Task Force is proposing to reduce the right-of-way width by narrowing both the median and the pedestrian sidewalks. In addition to the reductions of the right-of-way, medians and pedestrian sidewalks, the Task Force is proposing an elimination of the roadside landscape strip. Moreover, the Task Force's proposal shifts the right-of-way to be both sides of the road rather than one as an attempt to preserve the existing buildings.

As active participants during the extensive public participation period that created the RTA plan, MPA strongly believes the plan genuinely represents a collaborative mix of roadway improvements that evolved through a tremendous amount of conversation and compromise in which no one ultimately got every change they wanted. The RTA Plan is a model of compromise. To make substantive changes like constructing a road to half the size stated in the RTA Plan ignores the processes and the hard work that went into creating a collaborative Plan approved by thousands of voters. In fact, MPA honored the RTA Plan with the Common Ground Award of Distinction due to the collaborative process that created the first transportation plan to be approved in 30 years. This in itself is a testament to what it takes to create a successful plan. Any regional plan would have some amount of unhappy stakeholders.

While we appreciate the efforts and diligent work put forth by the Broadway Citizen Task Force, we believe that their proposed layout defeats the overarching goals set in the RTA's original plan. We cannot forgo the opportunity to enhance regional road efficiency for a handful of buildings. MPA's stance is that common ground has already been achieved in the development of the Broadway Corridor layout in which both the RTA's vision and the Task Force's vision are

Metropolitan Pima Alliance
PO Box 2790
Tucson, AZ 85702
www.mpaaz.org



Metropolitan Pima Alliance

compromised in such ways that promote development and business in the area, pedestrian safety, and regional collaboration.

The layout for Broadway Corridor presented in the RTA plan is indisputably a compromise and reflects a collaborative process in which shared visions and goals are adequately addressed. We cannot continue to pander to individual residents and sacrifice sound regional planning practices already approved by a majority of voting residents. It's time to move into the next phases of the process and begin revitalizing this area that has been neglected for far too long.

Thank you for the opportunity to convey our comments on this issue. Please feel free to contact me with any questions, comments, or concerns.

Sincerely

A handwritten signature in blue ink that reads 'Amber Smith'.

Amber Smith
Executive Director
Metropolitan Pima Alliance

Metropolitan Pima Alliance
PO Box 2790
Tucson, AZ 85702
www.mpaaz.org

April 23, 2015

Dear Mayor and Council,

I'm writing to express my thoughts on the Broadway widening project which I know will be in front of Mayor and Council for action this summer. I own the office building at 2424 E. Broadway which is likely to be impacted by the widening, regardless of the adopted plan. I've owned this building since 1992 so I am very familiar with this stretch of Broadway.

I've sat in on numerous meetings with other owners in this stretch and have attended meetings of the Citizens Task Force. I've also had visits from supporters of "start small" and appreciate their good intentions. I would simply ask that you not think only of buildings that might remain standing in a narrower footprint but the viability of those buildings. As in many stretches of Broadway, my building is only economically viable based on direct access and parking from Broadway which this building has enjoyed 60 years or so. If my building is not demolished but any portion of my front parking area is taken and my curb cuts eliminated, I would consider that a total taking of my property anyway. I know that my immediate neighbors feel the same way. Even the narrower configuration eliminates curb cuts from Broadway in front of my building and possibly parking as well.

While I appreciate the passion of the new urbanist proponents, I can only point out that this is not downtown or 4th Avenue and I can tell you that limited Broadway access and eliminated parking cannot be replaced with access from an alley and rear parking that pulls through the service entrance of a building.

In my opinion, trading away more generous sidewalks and landscaping for saving buildings is flawed thinking. While certain buildings may be saved, the businesses that occupy those buildings will not. That will lead to a not so gradual flow of businesses out of this zone and ultimately just the opposite of what the "start small" proponents envision. Rather than a vibrant walkable area, you will have shuttered storefronts with no businesses willing to move in and backfill those spaces. While it may not be the most popular thing to do, I encourage you to do what's right for the Broadway project and live with the demolition that may accompany that. New businesses will eventually come in and occupy those remnant parcels. Except for certain historical buildings like Broadway Village, many of the older buildings between Campbell and Country Club are simply not historic assets that need to be preserved. In the end, it will be a combination of older existing businesses along with new businesses that come in on assembled remnant parcels that will keep Broadway vibrant.

While it's sad to me that I will be losing my building, I can tell you that I have no interest in remaining if my access and front parking is eliminated. Like my neighbors, I will be taking the position that the City must purchase my entire property in that event. If that's the position you find yourselves in anyway, why not approve the alignment that is best for transportation and address the consequences as best you can.

Thank you for considering my thoughts on this matter.

Randy Emerson

2424 E. Broadway, Suite 202, Tucson, AZ 85719-520-429-4967

BROADWAY COALITION



*Broadway my way
not a highway!*

BROADWAY PROJECT COMMENTS

BROADWAY COALITION

April 22015

broadwaycoalition@gmail.com

<https://sites.google.com/site/broadwaycoalition>

www.facebook.com/broadwaycoalition

Please register your comments to support these ideas

Good start, continue to improve the design. which could include: narrowing lanes from the proposed 11 feet to the current 10 feet (or less) to preserve the built environment and promote safer driving; reducing or eliminating medians or use at-grade medians if any are built; etc

Historic preservation is good economic development. Cities around the country have learned this lesson. Tucson should be able to pass this test. We cannot rebuild a destroyed history. *The Tucson-Pima County Historical Commission agrees.*

Transit fits within a narrow alignment. Again, we can learn from other cities who have successfully integrated improved transit into narrow pathways in urban settings. We can start with having our buses use dedicated transit lanes from day one. Won't it be nice when other cities learn important lessons from the good things we are doing in Tucson?

Locally owned businesses are the backbone of our economy. The small, family owned local businesses on Broadway keep more money in Tucson and generate far more dollars in our local economy than do chain stores. Let's keep these businesses going and growing. *Local First agrees.*

The City Council needs to take the next steps

Support an alignment that protects the built environment. This is a fundamentally important step. Two other steps must follow immediately. —

- The City needs to work actively with business owners to find ways for them to keep and grow their businesses on Broadway, including creative solutions to parking with special rules and the development of overlay districts. The City will need to lead in this area by sharing with property owners the full range of options available to them. *The Sunshine Mile Merchants Association agrees.*
- The City needs to undertake a transit study to form the foundation for efficient, convenient and affordable transit. Broadway is much more than just cars. *Southern Arizona Transit Alternatives agrees.*

Thanks for your help

April 23, 2015

AN OPEN LETTER REGARDING THE BROADWAY WIDENING

To All Concerned Parties,

We are property owners on Broadway and as such our concerns need to be looked at with more focus than they seem to be!

We have been left in limbo for appx. Twenty years with the understanding that Broadway was going to be widened. This was approved by voters in the 1997 Bond Issue. During this time, our economic impact has been severe. With this cloud hanging over us, it did not make sense to invest much money into improvements etc., neither did it make sense for any business looking to relocate to be on Broadway.

Finally the Broadway Boulevard Citizens Planning Task Force (BBTF) was formed and after two years, an initial plan was presented to Mayor and Council and accepted by Mayor and Council subject to engineering modifications allowing RTA to release money for the engineering modifications.

Now it seems, the money was funded for the engineering design and after 2+ years of work certain vocal interests have pressured the committee to start from square one. We must point out that the design presented to Mayor and Council was a community effort and the work now should be on engineering, not catering to these vocal interest to start from square one over and over until they get the design they want regardless as to what was already accepted as a consensus of the committee.

Now it seems certain interests are not satisfied with that consensus and have pressured the committee into presenting what they want, not what is in the best interest of the property owners nor the community at large. Let us not forget voters approved this years ago.

As usual the community as a whole who voted for this, assume their elected officials are doing as directed and it always seems that there will be those who think that if they yell long and loud enough, they can get their way. There always has been and always will be certain groups who just want to keep Tucson stagnant. They do not want to see this community grow and be a vibrant city.

Thankfully we have some officials who are forward minded. We need more clean industry and more employers that will help with more great jobs and help our residents enjoy a higher standard of living.

Some recent moves like expanding the aeronautical corridor and an emphasis toward bringing in more aeronautical businesses is a great start. This along with the fact that the Bio Park, The U of A Tech Park and the University of Arizona needs to have a higher tech link to work in unison for the growth of our economic base. We can not continue sitting on the sidelines and watching Phoenix capture the majority of new business locations.

We have many great assets that need to be promoted. We need a high tech link to connect all of these areas. The Broadway Project needs to plan at least 50 years into the future. Downtown is developing nicely with interest of developers seizing the opportunities created by Rio Nuevo and the creation of the street car routes. We have the Bio Park to the south, a nice business center to the east, the U of A to the north and growing. With the Tech Park and Aeronautical Corridor to the Southeast we need to promote and accommodate the growth that comes with these.

The bottleneck is the Broadway Corridor that needs to be energized and built as a showcase for our community. I don't think we want this to become "the ugliest street in America". We have already had that. If these elements are to grow and prosper, this stretch of Broadway needs to meet the future and be a gateway for the future and not an area to be avoided.

When we have business executives come to Tucson, we want to show them that Tucson has everything that they are looking for. Everything for their business and everything for their employees so they will move business here and create new jobs.

Let's compete with Phoenix and build a modern presentation for our assets. Let's not fall over dollars trying to pick up pennies. Make this a corridor that accommodates the future with class (1st class). Plan for a bigger University with plenty of bicycle lanes, nice sidewalks, and future light rail like a vibrant city. Let's have beautiful office buildings with sidewalk cafés and landscaping with park benches. Future transportation system should tie all of the business and financial areas together with the U of A, Bio Park, Office Centers, Tech Park, Aeronautical Corridor to mention a few

If you build the Broadway Corridor as it should be built, (proper lane widths, proper bike lanes, proper sidewalk widths, and landscaping) we will reap the the benefit of developer interest allowing for recapture of monies spent to do it right and future revenues generated by increased tax incomes.

If you allow certain vocal interest to suppress the project, we can only see an area of status quo with high vacancy and all that comes with that.

The vocal interest want to make business access so difficult that you have to drive along the sidewalk for a few doors and then park at a 45 degree angle to patronize a business. All in the name of "save the buildings. Most businesses are not going to do that, they will locate elsewhere.

The vocal interest want us property owners to be left with a building that if we were to walk into the City Permit Office with plans to build that same structure with those same set-backs, they we tell us NO and not only NO but NO Way.

Sure we would be grand-fathered but in the future when looking for modifications we would be in trouble without meeting who only knows how many new requirements for the setbacks etc. that would be impossible to do.

Please do not lose sight of the big picture of what the voters said. The vocal interest just really want status quo. Their newest rally is to "Save The Buildings" no matter what the result. This is ridiculous. The over-all result of the project has to meet the future because this is probably the only time widening will happen for a hundred years.

To save the buildings, you have to down size lanes, downsize bike lanes, downsize sidewalks, eliminate landscaping, etc.,etc. All these things certainly do not help the efficiency nor the aesthetics and makes many aspects of the project unsafe for traffic, bicyclists, for business access and leaves no room for future corrections.

Please do not cut this project short.

Thank You on be half of some property owners.

Don Davis

Randy Davis

Ronald Davis

Doug Davis

Folks,

Do not widen Broadway.

Listen to the head of Phoenix light rail,
who spoke to the task force,
and described how they kept roads narrow
in areas where local businesses requested it.

Listen to the traffic data,
which says that volume is going DOWN, not up.

Listen to your task force, who looked at the issue for years,
and recommended against widening.

Listen to the millennials,
who are moving in from the outlying areas,
and abandoning their cars.

I am one more person saying
the Broadway widening project is ridiculous.
Don't do it.

Dave Bilgray
731 N. Crest Dr.
Tucson

The project needs to
include at least 3 lanes
of traffic in each
direction



Easel Pad Comments



①

What are your thoughts about the proposed alignment?

The standards and keeping of University similarities (University and community) is a strength. The network of roads and bike/pedestrian lanes is encouraging for environmental benefits.

- How does the City plan to reconcile this alignment with the ALREADY-BUILT BROADWAY/Houghton PARK-N-RIDE and the ALREADY-EXISTING DEDICATED TRANSIT LANES in midtown? Give us ridership options we can use, instead of widening to accommodate more parking... BRT > empty express!

Why are 9 directly impacted properties not identified?

WHAT DIFFERENCE DOES IT MAKE WHEN IT NARROWS TO 2 LANES @ CONGRESS. EXTEND DE ANZA-BARRAZA.

- All you need is bus bays! ↑ that is 2 additional lanes EXTEND THE STREET PARK!

BULLDOZE ALL THE OLD BUILDINGS REBUILD NEW MODERN STRUCTURES!!

- No indirect left + turn lanes!!

JUNK →

SPONSORSHIP?!!
Historic PROPERTIES
(and a huge to
the way to but to
Jan at the of this
community)

② Alignment Comments

Close Manchester street or make it a one way in to provide parking for businesses.

great solution. Next Step TRANSIT
in two dedicated LANES. Huge benefit
to Tucson!

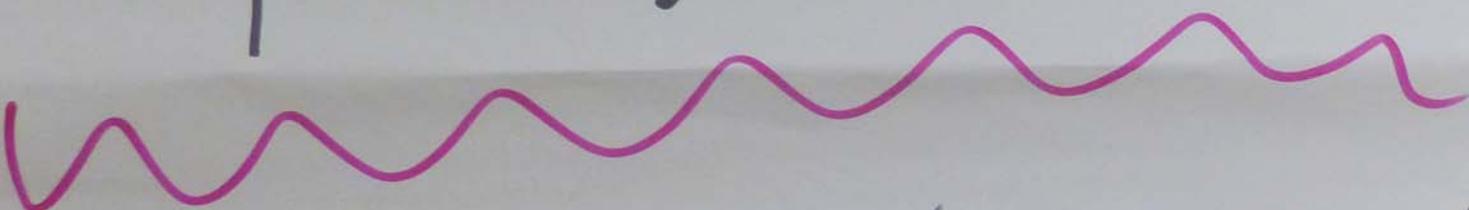
**TERRIBLE, TERRIBLE!!
WHERE DOES THE
STREETCAR FIT IN?
AND AT WHAT COST, AND
WHO WILL PAY?**

TOO wide! The medians are too extensive - need
breaks for business to flourish!
No extra bus pullouts - two lanes for transit - no extra
space required. Too wide sidewalks - not necessary to
meet ADA requirements. Do not close Manchester or any
streets around Broadway Village.

3



What are your thoughts about the proposed alignment?



Businesses need more than one parking spot!

EXTREMELY ANTIQUATED PLAN BASED ON CARS.

BROADWAY RUSH HOUR TRAFFIC IS BEING HANDLED, TUCSON STREETS NEED REPAIR, DIFFERENT GOVERNMENT GOVERNMENT ENTITIES, SAME TAXPAYER POCKET BOOKS

- SIX LANES + RAISED MEDIAN = DEATH FOR PEDESTRIAN-FRIENDLY ENVIRONMENT. ONE NEEDS ONLY SEE WHAT HAS BECOME OF SPEEDWAY BLVD AND 22ND STREET TO SEE WHAT WILL EVENTUATE FROM "CARS FIRST, CARS FOREMOST" 20TH-CENTURY "PLANNING".

- 6 lanes leading into 2 lanes under the train tracks + 2 lanes on Congress? You're kidding!

This plan does not resolve the bottleneck on Broadway between Country Club and Euclid. Return to a plan with eight lanes consistent with the Bond Proposal. ← the streetcar did not require capacity... EXTEND IT!

What are your thoughts about the proposed alignment?

4

No! Dedicated transit with transition to fixed-rail (HRT) PLANNED (BY BRINK!) AS YOU!

Bus pullouts need to be included along the entire route.

This project will initiate ~~decrease~~ offers from developers to the Broadway businesses. And some owners will see the \$\$\$ and sell. Please... When zoning + giving permits to those businesses, consider the owners of the homes behind. Who wants a McDonalds + Drive Thru + Parking + Trash bins in their back yards?! Change the codes to protect our investments and our neighborhoods / quality of life!

This is a very important point! Homeowners should not have a business right behind them.

Get rid of Michigan-Turn lanes

IT ALL ENDS UP AS 2 LANES AT CONGRESS - WHAT A DISASTER

I SECOND THIS PERCEPTIVE THOUGHT TOTALLY

Follow city ordinances regarding medians in historic areas. That way 2nd historic bungalows will be saved - AND it will comply with the city ordinance. Also, lane widths do NOT need to be wider than they are now, not for the car lanes, anyway. Keep them the current 10' (or even go a bit narrower) and DON'T make the car lanes 11'.

What are your thoughts about ⁽⁵⁾
the proposed alignment?

EXTREMELY WEAK!
OVERLY EXPENSIVE.
A DISASTER AT CONGRESS
AND BROADWAY. THIS
PLAN IS DUMB, EXPEN-
SIVE

Quit trying to make major roads highways - use its limited access thru its a free way
I live in Tucson by choice partially because of the roads! lets not imitate Phoenix.

Please sync the lights across town instead that helps everyone.

What are your thoughts
about the proposed alignment? (6) (1)

Re Strip malls -
DON'T need
more parking
with sufficient
TRANSIT
INVESTMENT!

50% or more of parking
spaces will be eliminated and
the proposal wants all of
the parking spaces to be
available to all tenants. If one
tenant (i.e. restaurant) wants all
the parking spaces - the other
tenants - I think you get the
picture.

- IT'S THE BEST ALIGNMENT I'VE SEEN SO FAR

BE OPEN FOR NEW IDEAS! BUY THE OLD BUILDINGS
AND THEN REDEVELOPE THE PARCELS. THESE BUILDINGS
CAN NOT SURVIVE WITH LIMITED OR NO PARKING!

VOTE FOR DESIGN REC. #3

Alignment

(7)

How long will construction take at each spot?

How ~~fore~~ you scheduling? All the construction over the whole length all the time or like a wave from one end to the other? → ~~what~~ watch out for a lot of benchmarks!!

Alignment Comments

There needs to be a separate lane for the exclusive use of public transit. Millennials are more into TRANSIT than CARS!

Preserve All homes

Add Bike Lanes/Transit
So that Area is People/Neighborhood
Oriented

Keep area so that business thrive

Broadway should Not be a highway
to travel into/out of city core

Broadway should Be a destination

Create a liveable urban road.

Alignment Comments

9

Don't widen Broadway:

- 1.) not enough traffic to justify
- 2.) Young people want mass transit to Downtown living.
(no cars)
- 3.) many use Aviation Hiway instead of Broadway.
- 4.) Bring the modern streetcar down Broadway
(midtown is longing for the streetcar!!)
- 5.) Yes, I voted for the RTA. Yes, I live east of C.C.

TERRIBLE, TERRIBLE.

A SIMPLE LANDSCAPE

PICKUP WOULD BE FINE

WHO PAYS.

AND where is the Street?
car:

AND WHO WILL PAY.

AND DON'T FORGET THE

USA
why not a ^{raised} mono-rail run on solar ^{hydrogen} rather than
extra lanes for more cars (more pollution) (lost air
quality) (noise) create shade under the mono-rail deck
for walkable ^{bikeable} corridor and employ people to build it and
maintain it. & make it the length of B'way & eventually ORACLE

Proposed Alignment Comments (10)

Whats with 2 extra roadway lanes for cars on the south side of Broadway at Park? Special Friends!?

Overlay policy for flexible ^{Site} improvements to help property owners make functional use of compromised site area, parking, etc.

MORE LANES TO BOTTLENECK AT CONGRESS??
BAD IDEA

TERRIBLE, TERRIBLE!!
WHERE DOES THE STREETCAR ENTER IN, AND AT WHAT COST?

Alignment Comments

1) Please do not scale back the Broadway widening project. It will not get the maximum benefit of our tax dollars and will have to be redone again in another ± 10 years because it was not planned for properly. The voters of Tucson already approved this project scope. The Citizens Task force's responsibility is to design what was approved by the voters of Tucson. This is a regional project, not a neighborhood project. It will benefit the re-gentrification of Tucson. Please do this properly. Craig Fufrocks

2) Hi - I don't completely agree with the comments above as my understanding is that the project is based on a 28 year old study whose prognosis hasn't come to fruition as far as traffic density projections. My biggest concern (in any case) is that planners remember that ~~pe~~ investments (private businesses + homes) have been made on the N + S side of Broadway + those investments (+ need to consider that) should be respected as we move forward (space, noise, pollution, lighting, and future bldg permits issued that could diminish home + business values. Thank you!
Laura Ferere

3) The future of Tucson will be North & South of our city. We have to look to the future. Broadway is no busier than Campbell. Lets build roadways for the future, not just for tomorrow.

The need for wider roads is at least ^{John Crow} twice as great today as it was 28 years ago.

What are your thoughts about the proposed alignment?

So FAR so Good
SAVE 1st ASSEMBLY

Not looking ahead to longer term affects (ie this is a short-sighted approach)

GO SH "RAPID TRANSIT - LIGHT RAIL" - you're actually THINKING LONG TERM - GAS WON'T ALWAYS BE CHEAP!

Outdated!
without a vision!

↓ SHADE WITH SOLAR PANELS AND POWER MORE STREETCAR!

Proposed Alignment Comments

13

yes! LEARN
from PHX..

Let's have a daring break with TRADITION and DO it RIGHT THE FIRST TIME - NOT PLANNING FOR GROWTH will NOT prevent growth - We've been talking about this project since 1990 - let's get on with it!

I am one of the potentially impacted property owners and I have been held hostage by the inability to sell or improve my property.

I have bought a building at 4349 E. 5th to protect myself, but can't afford to support both buildings for long - PLEASE BUY MY BUILDING!!!

Richard Rose 2021 E. BROADWAY

In this case less is more. We have destroyed more than enough of our HISTORIC buildings. SAVE what we can now. When they are gone we lose who we were and become another homogenous city (think Phoenix!) Thank you.

The "historic" buildings we are now concerned w/ are not worth inhibiting traffic in and out of downtown to comm. Let's do what was vitally voted for & widen Broadway from CC to the underpass to the scale of Broadway east of country club. We pass this long ago - do it. S.P.H. 4455. Uni Colman.

What are your thoughts about the proposed alignment?

We must make this stretch PLEASANT. We need to have people want to go for a walk down this area to shop, eat, etc. Increased landscape & walking areas are vital for the future of Tucson to be a walkable city.

* Ditto - Need safety for all.

We also need summer to draw some people!

Final design must not preclude ultimate development of center-lane HCT. There is more than enough room in blocks just east of Euclid & just east of Campbell for LRT stations. Set it aside now as landscape.



Proposed Alignment Comments

Very Foolish to Take properties on BOTH SIDES OF BROADWAY at CAMPBELL - BUILDINGS ON NORTH SIDE WILL BE IMPACTED REGARDLESS - THOSE ON THE SOUTH SHOULD BE PRESERVED -
I AGREE !!

MAJOR CORPORATIONS HAVE BETTER ACCESS THAN LOCAL BUSINESSES. THOUGHT PROVOKING!

WE STILL WANT TO STAY!!
PERIMETER Bicycling / EL TOUR

Thanks for the "6" FOOT Bicyc. LANES ...

Take out the Campbell Starbucks

2 car lanes, 1 extra wide bike lane/ped corridor! Problem solved.

HOW DO YOU REPLACE A BUSINESS THAT IS SEVERAL GENERATIONS? LERUA'S

- Narrow Lanes to 10' or 9' to save BOTH sides at 1700-block "pinch point."
- There is no excuse for adding lanes because traffic is diminishing -- unless those lanes are dedicated to buses on Day 1!
- Do we really need double left turns at Campbell?

↑ NO !!!

Alignment Comments

(16)



DO THE WHOLE THING, DON'T
CUT CORNERS TO SAVE A FEW (OR A
LOT) OF OLD BLDGS. RENEW THE
CORRIDOR!

WE STILL WANT TO STAY!!
PERIMETER Bicycles - EL TOUR

If road and bike lanes narrow and preserve
buildings or parking lots, can the plan be
maintained within intended character?
Setbacks, light, and safe routes considered.

(17) (E)
What are your thoughts
about the proposed alignment?

It's about time

HEARD SOME TOWN STREETS WILL BECOME CUL-DE-SACS - IS THAT TRUE?

Please put in sidewalk trees instead
of 8' center medians. Utilities must
be buried to accommodate mature
sidewalk trees. Do not spend every
last dime on property acquisition.

(18)

ALIGNMENT COMMENTS

Keep it narrow, cozy, walkable. Broadway should be a destination ~~not~~ not a freeway! Double left turn lanes at ~~the~~ Broadway → Campbell are not needed! Go with the narrowest option possible and include transit from the beginning!

Property at 2419 E. Broadway also known as the Sunshine Mile Plaza (Panda site) be maintained/stay as a park/gathering place for neighborhood and businesses.

Alignment Comments

THE NARROW ALIGNMENT IS A BAD IDEA -

Designated transit lane.

Use the money to repair all roads. Make some improvements re transit; walking; leave Broadway alone.

The vocal minority triumphs! The neighborhood coalition torpedoed a plan that served the community. The citizen advisory committee meetings with the huzzing and booing as re: opposition were an embarrassment in terms of civil discourse. For shame!! Is it no wonder Tucson continues to be, with such poor planning, a backwater low life enterprise. . . .

IF YOU GIVE US MORE SPACES, WE CAN STAY!

GO ALL THE WAY NOW SO WE DON'T HAVE TO DO IT AGAIN LATER.

As Tucson grows substantially - some want to go back in time - making Broadway like 4th Ave was mentioned as a goal by those that have totally ignored the wishes of the voters AND started off saying "DON'T TOUCH BROAD-

Alignment Comments

(20)

WHY BLIND AS THEIR beginning negotiation. THEY ARE Bolstered by a city COUNCILMAN who ALSO Ignored his constituents THAT voted for the ORIGINAL PLAN we ARE PAYING for. THIS process HAS BEEN A travesty - A group THAT voted NO ON the original proposal NOW HAVE BEEN GIVEN THE right TO TRY and destroy a future THINKING project THAT we WILL AGAIN pay for IN THE future.

Short on long term vision. . . . 6 lanes, no way!!

I want to see transit-centric planning. @ lanes dedicated to transit - no bus pull-outs needed; narrow car lanes (10'); narrow medians (4'); and it's time to close Congress downtown to auto traffic.

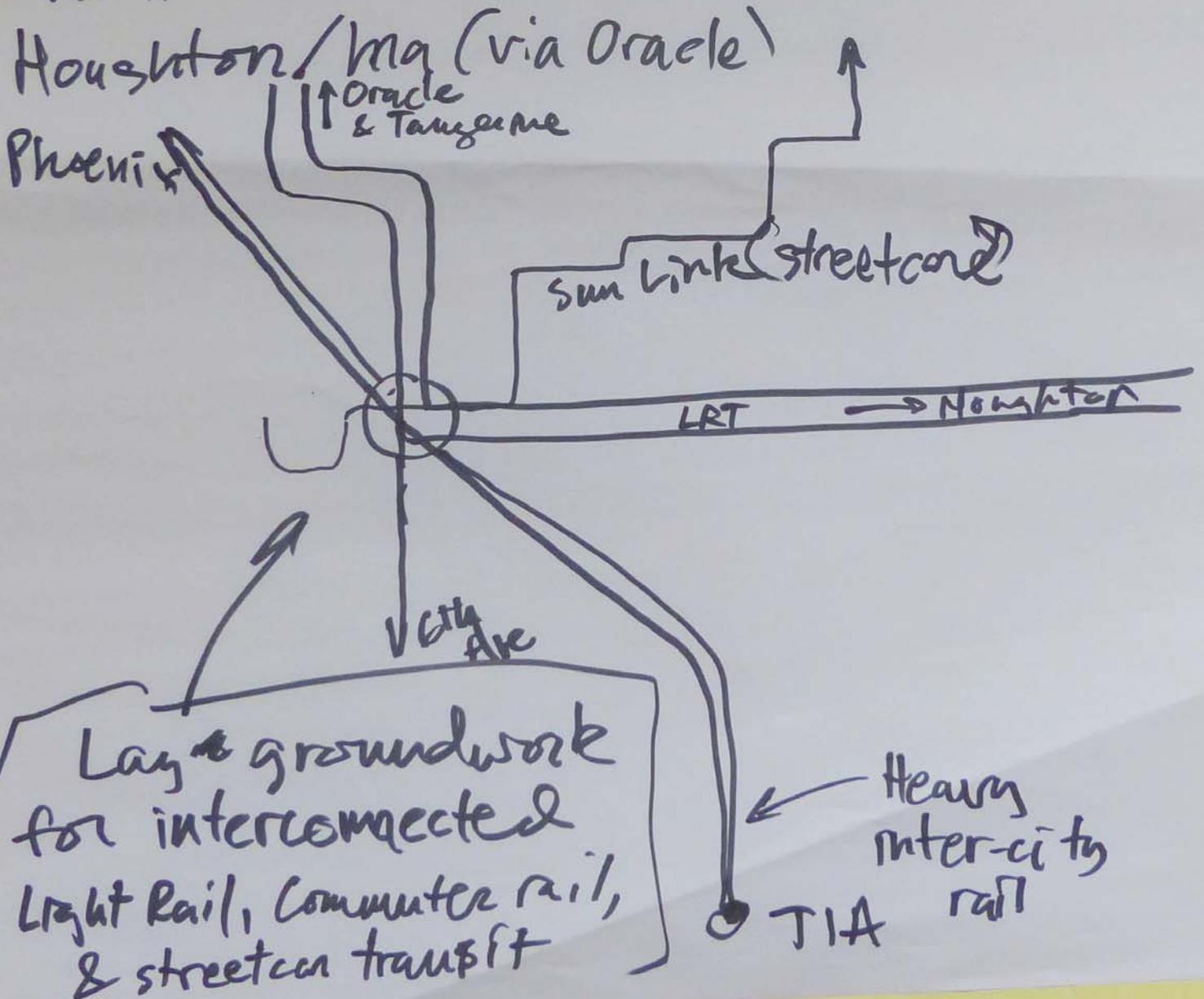
One lane lefts on Broadway at Campbell are all that's needed. Check traffic counts!

Alignment

(21)

Please add streetcar, protected bike lanes and useable, landscaped sidewalks. Relic buildings are of no use to anybody.

~~Put in~~ Accommodate future LRT to Houghton/Ma (via Oracle)



Alignment

(22)

As a bike rider and active transport user, it is vital to make changes to support the growing community of non-car users. How the road is now → it is SCARY to ride on and all too often cars are speeding and bikes are hit.

Do NOT widen lanes. Do NOT increase speed limit.

Do not tear down historic homes for crazy cut out town of U of A drivers. Preserve what we have & enhance the bike & commuter lanes. Make this a bike friendly city.

Finally → PUT THE STREET CAR IN

have it run on Broadway & connect downtown to the real Tucson.

Please, prevent the increase of roadkill and bickering/pedestrian

accidents. If you increase the speed limit drivers will be racing through and will not pay attention to things. The street car

should be put in as well because it will help stores and

will keep Drunk Drivers such as teens and college

kids off the road helping to prevent teenage/adult death!!

Indirect Left Turn Comments ①

It works! At least at Ina & Gracie, traffic flow faster & more efficient.

Is there actually a need for it?

- BETTER THAN THE WIDER ALTERNATIVE... BUT BETTER still would be to have reduced traffic through the intersection overall - give TRANSIT signal priority and give us RIDERSHIP OPTIONS that we ALL can use! E/W AND N/S - WEEKENDS, NIGHTS, and RUSH HOUR...

Where would you put the light? By Saturday? A red mess.

Indirect Left Turn Comments ⁽²⁾

- 1) Please, no more indirect left turns in Tucson. People don't like them. Better option is double left turns and exclusive right turns in every direction at all major intersections
- 2) If this improves traffic flow & reduces emissions we will get used to indirect left turns. Plz base your decisions on the future.
- 3) ILTs work fine & protect pedestrians, help w/ traffic flow, & safety; ~~emissions~~ emissions ↓

Indirect left Turn Comments ③

Oracle + Ina have this & it is confusing, waste of space & longer than a left turn.

Using Oracle as an example is terrifying. It's like a highway at that intersection - certainly not urban friendly.

@Campbell/KINO -

Will only make traffic flow worse - Creating more traffic Congestion during rush hour not Less

NO!

No! ~~NO!~~

Terrible concept - DANGEROUS! as Oracle

Indirect left Turn Comments

(4)

Great idea

It appears that a double left turn from Broadway to Campbell is based on obsolete ^{traffic} projections that have not proved out. We don't need a double left turn on Broadway, so we don't need the indirect left turns.

They are a royal pain. I strongly oppose them.

Whatever it takes to avoid a mega-intersection!

Bad idea.

creative solution!

unnecessary left turn comments:

(5)

Completely backwards, terrible idea... Hard to believe it's even being considered!

More exhaust, more wasted time + congestion, more asphalt, less space for peds and landscape + business.

The idea is the polar opposite of the direction we should head with our streets and public spaces.

Nothing is anymore stupid
It will destroy parking, building, landscaping
For no good purpose

You need to stop wasting money on supposed road work. And maybe address the civic homeless issues. Babies are sleeping in the streets!

Really ??? 

Unnecessary as is the whole project.

- put it to a vote in Tucson!

- BAD idea. Don't let appointed commission hijacked by neighborhood obstructionists remind 2 free and fair ~~site~~ elections by the citizenry

Indirect Left Turn Comments (6)

If it keeps the road narrower at the intersection, let's do it!

- INDIRECT LEFT TURNS ARE BAD FOR BICYCLISTS & PEDESTRIANS. SAVING BUILDINGS ~~AND~~ WHILE MAKING IT HOSTILE FOR NON-CAR MODES IS BACKWARDS.



Alignment Map Comments





Business and Property Owner Station



2310 E.

2330 E.

2354,58 E.

2360 E.

See S
plaus

NEED DECISION ①
FOR PARKING
A S.A.P.
2330 - 2358

PRO

CTS

Build

mpacted

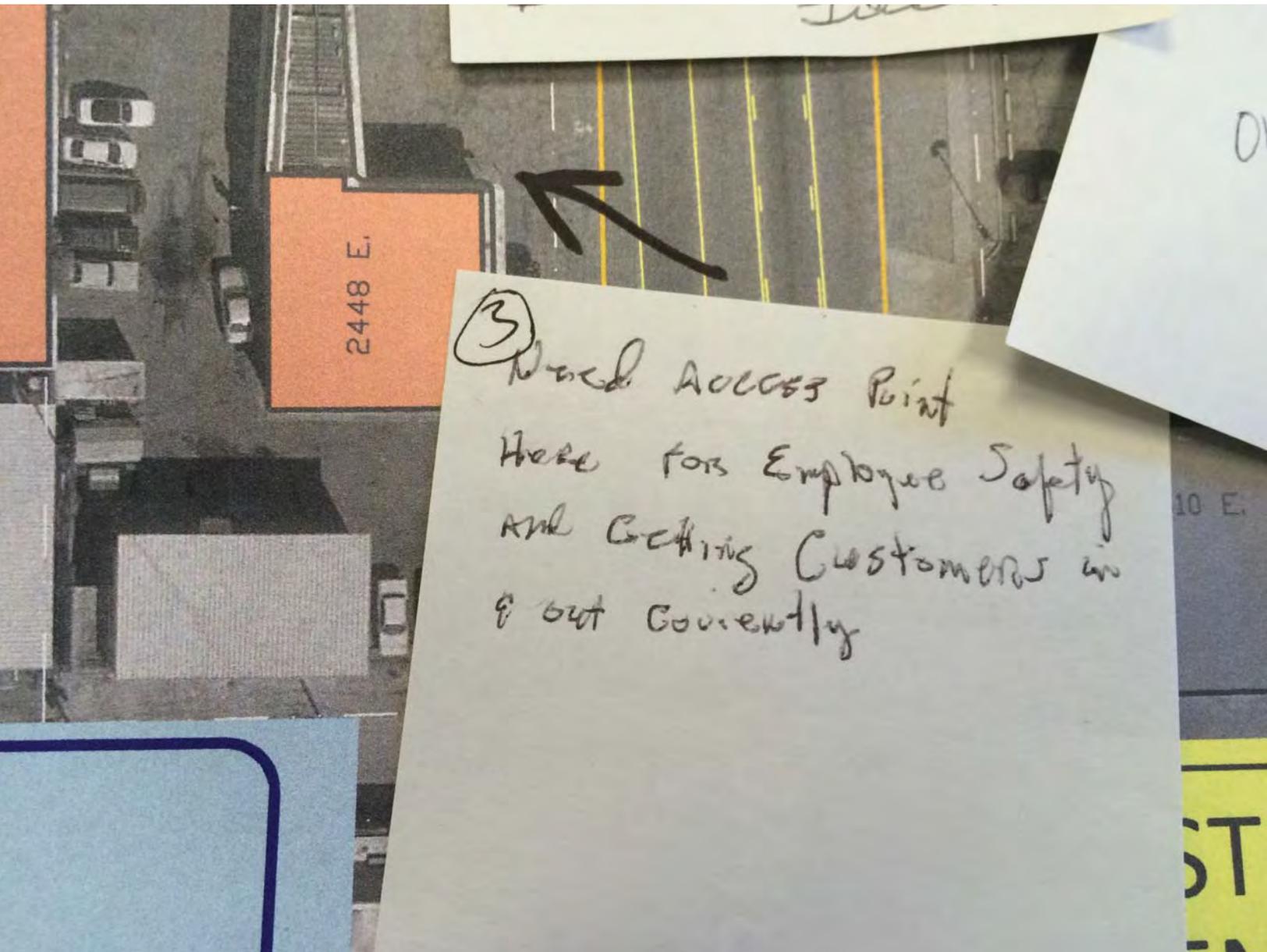
Potential

sitions:

** A i i of propo

①

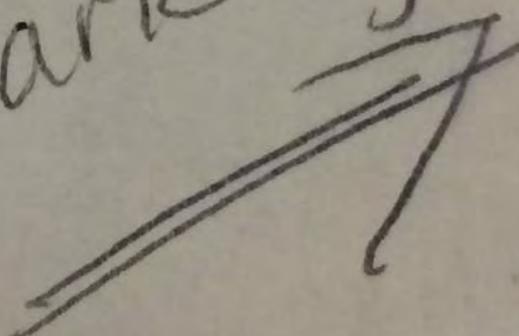
Judson Blvd
& Broadway
need a
protected
turn arrows
in all directions
Now it is locking
on west bound
Broadway at
Judson



③ Need Access Point
Here for Employee Safety
and Getting Customers in
& out conveniently

④

Manchester str.
one way in
or close street
for parking.



P ⁽⁵⁾
PREFER TO HAVE
STRAIGHT WALKING
PATH. IF NOT POSSIBLE
~~KEEP~~ MAKE NEW
SIDEWALK WIDE

2545 E.
2549 E.

str.
in

2530 E.

2536 E.

2610 E.

2612 E.

2616 E.

(6)
Need more parking
Do not remove any!
Existing curb cut is
usable. Angled parking
not parallel!

262

ote
king schemes

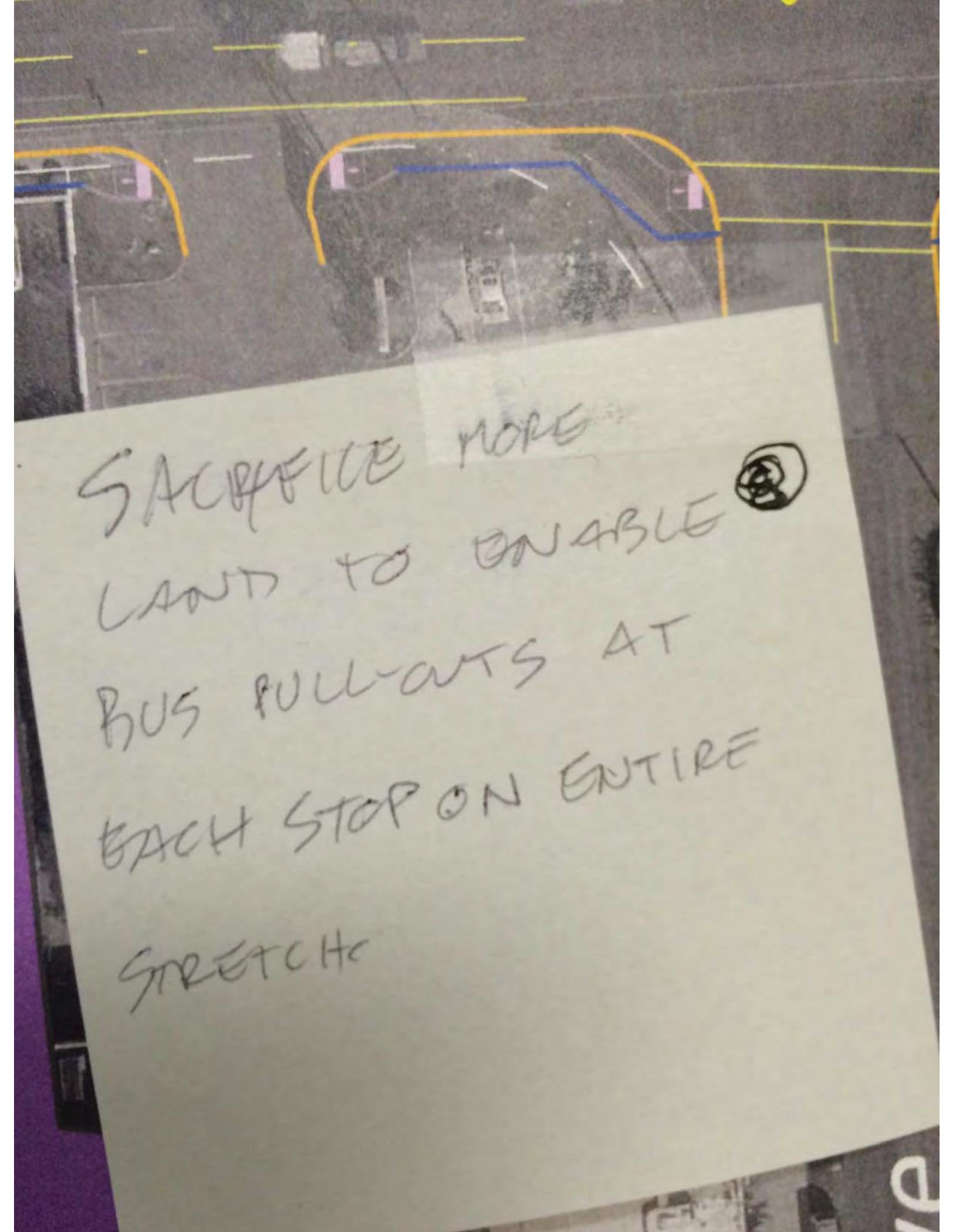


PUT BUFFER BTWN.

CARS & BIKES IF

VISIBILITY PERMITS (instead
of btwn bikes/peds)

(Re. "Excess Right-of-way width")
#3



SACRIFICE MORE
LAND TO ENABLE 
BUS PULL-OUTS AT
EACH STOP ON ENTIRE
STRETCH

2901-05 E.

Stewart Ave

⑤
ANGLED PARKING
ON STEWART TO
IMPROVE PUBLIC
PARKING.

NEED ACCESS TO
AVOID PULLING
OUT ONTO B-WAY.

*****Acquisition
always me**

please indicate
which 85 (10)
properties
are potential
full acquisitions!

ALEX CHAFFIN'S ↑



NEED CURB

CUT ON BLW

TO ENSURE

ACCESS TO THE

BUSSINES

ALEX + DONALD

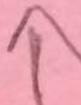
Break in (12)

median at

Broadway and Tynem

will be critical in

the development /
redevelopment of
the Broadway frontage
of the adjacent blocks.

WHY DOES THIS
PROPERTY GET A
PRIVATE ACCESS
CASE? ~~NOT~~ 
(B)

1010-16 E.

1034 E.

and a
depen

land
Not but
Owner
1427 E. Blvd

1.

Er

AD

constructability;

provisions for

2.

Economic factors of acquisition ne

erty is

(12)

~~NARROW~~
ALIGNMENT
START SKETCHED

Strategic Parameters for Design Development

4. Directly Impacted Buildings

Buildings that would extend into the footprint here as "directly impacted"

Shortsighted alignment. TF-Record
I think this 
alignment is
sub optimal. Too
narrow, no landscape.
Dangerous, unattractive.
Not building for the future.
Owner 1427 E. BROADWAY

or partial
widths
the align
ended
recogn
oes n
ll be

acce

provisions for ut

1427

WANTS TO SEAL

1433

WANTS TO SEAL

16

1433

Sell

(57)

1029

WANTS TO SELL

(18)

PLEASED WITH
ALIGNMENT
RELATIONSHIP w/
Church

19

LY
D

1749 E.

1749 E.
First Assembly
of God

Martin A

narrow lanes to 10' +

91

+ eliminate median

to save

1730 + 1736

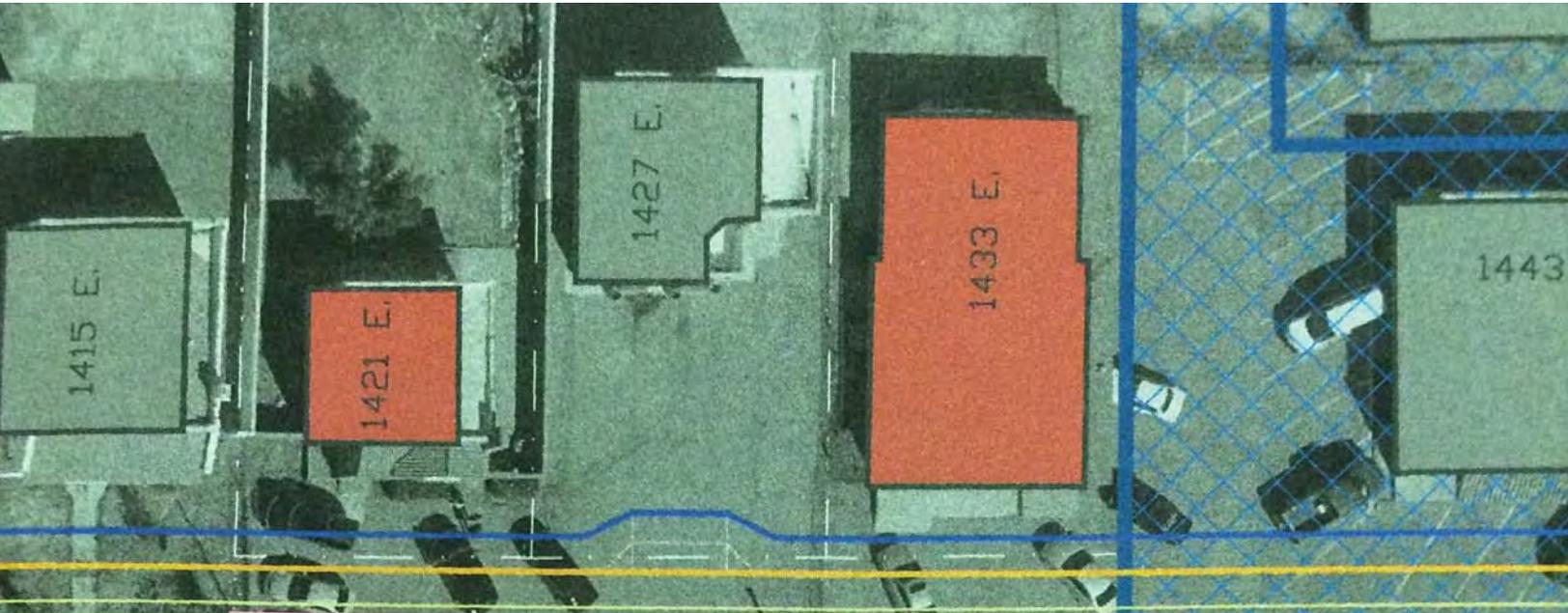
20

AZTECA
14

Desires an
exchange.



Mountain Ave



27



1427

Wants to sell it.

1433 E. - Stewart

Expected to move.

Duplex converted to office.

1515 E.

1521 E.

1523 E.

15:
Madara

(23)

1523 E.

• legal Access in
Rear?

→ access from neighbor.

→ from Cherry to Rear.

Use of Public R/W
for Parking.

1535 E.
Madaras Gallery

Cherry

1535 E.
Madaras Gallery
- Was anticipate
a full acquisition

(22)



1540 E.
Axis Food Mart

Maen Mdanat

(520) 628.7700

(75) (520) 237.7302
cell

1540 E. Broadway

* Access from
Broadway is
critical.

Why bus at this location?



2310 E.

2330 E.

Show room
Furniture here

Show room
Furniture here

2354,58 E.

Carpet
5x
from
Knox

2360 E.

2330 - 2354-58

Preper Christensen

26

Signalized Intersection

Pedestrian HAWK

Pedestrian and Bike HAWK

Water

2563 E.

2575 E.

2605 E.

2615 E.

2627 E.

2629 E.

2631 E.

Perimeter Bicycling

2605

Non-Profit

(Donation

of land?)

27

2719 E. (28)

Broadway -

they want
to stay & have
shared parking
on city owned
property

2813 E.

- CPA message
- event planning

3: Businesses (2000 purchased)
Baquet Company

- Advanced Acq. Proposed

- moved, tried to Rent or
Sale

29

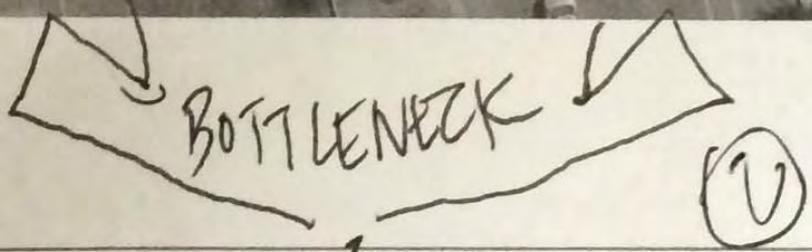


General Comments



I would have 10' car lanes (2);
right lane dedicated to transit (each
way); no bus pull-outs; 4' medians

①



4th Ave
 Cross
 Home 2

Mall\graph

Draft Proposal for F

please indicate
which 85 (3)
properties are
potential full
acquisitions!

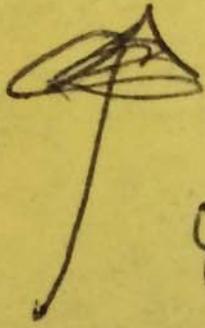
the final design and alignment.

2. The line work shown is not indicative of whether or not full or partial acquisition from a particular parcel will be needed. Further design and property acquisition negotiations are needed to determine the extent of acquisitions resulting from any alignment.
3. The fact that the improvements do not directly impact a particular structure does not ensure that the structure will not be acquired and/or demolished.
4. State statutes* preclude directly providing parking and access measures to benefit private property. The schemes shown here are included only to indicate that space may be available for such improvements. **Such improvements could be incorporated as part of a transaction for partial acquisition, provided the applicable agreements among property owners can be secured.**

*Including: Arizona Revised Statutes (ARS) § 28-7092, ARS § 28-7093, Federal Highway Administration 49 CFR Part 24 Uniform Relocation Assistance and Real Property Acquisition.



5



2711
E. Broadway

request
showed parking
for businesses
to east

Appendix C

Event Input Transcribed and Organized

Transcriptions of 128 Comment Cards (16 pages)

Transcriptions of Easel Pad Comments (10 pages)

Transcriptions of Alignment map comments (3 pages)

Transcriptions of Video Booth Comments (3 pages)



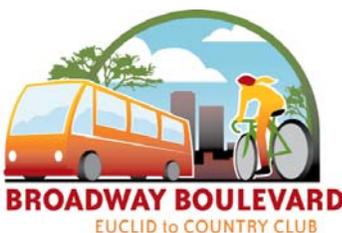
Comment Cards



Appendix C: Input Transcribed and Organized - Comment Cards Received
Broadway Boulevard - Euclid to Country Club
Planning Update and Public Open House - April 23, 2015

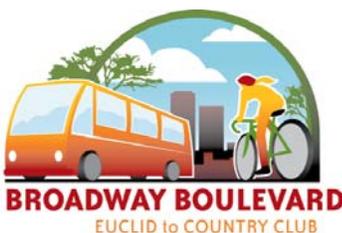
Comment Cards Received

1. Take out the bike path. There is a much more appealing bike route parallel to this project along 9th street, and it's much safer for cyclists. This will give more parking space to preserve businesses.
2. I think that preserving buildings is a good priority. Walkability would be a huge accomplishment with downtown and 4th Avenue next door we should use them as a model. A street with slower traffic & some shade make a huge difference. Planning for mass transit is also a huge +.
3. Broadway Blvd. handles rush hour traffic. The town is not growing east. Put back the bond money. Save taxpayers pocket books for Tucson street repair which is greatly needed.
4. 70 M could be better spent on public transit.
5. Build it right the first time. Born in Tucson 59 years!
6. I voted for the bond proposition that assumed that there would be eight lanes. This alignment should provide for eight lanes of traffic.
7. We need to get this project on line with the Broadways Coalition recommendations. Is time for The City & the RTA to recognize that the citizens do not need an 8-lane wide road here. There should be a completed Barraza Aviation Pkwy Corridor& finished Grant Road to absorb traffic soon, plus increased public transit. And please - no more indirect left turns like on Houghton Rd—just plain traffic signals.
8. The modifications have decreased some negative impact. However, 6 lanes are 2 too many for a street leading into the bottle neck of downtown where parking availability is declining. Public transportation should be a priority as citizens are encouraged to visit our city center. That is forward thinking. Also, 6 lanes make crossing Broadway more dangerous for all and isolate neighborhoods N & S. Save historic buildings, encourage business and increase the tax base.
9. Six lanes is a compromise plan. I am sorry it see it go through. Yes, it needs to be a done deal but it is still too wide and diminishes the area's potential as a vibrant people-oriented gateway to downtown. The future of progressive cities is not going to be found in street widening. Keep it narrow.
10. We need to do the maximum design now so we don't have to do it again later.



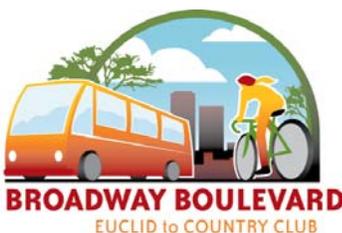
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11. How will these comments be recorded/used?
12. Stop this constant changing your minds and going on and on!! We don't need huge sidewalks and bike lanes—this is a busy street—an arterial! We don't need to save a lot of old, ugly, out-dated buildings w/no parking and no trees! Spend money paving the neighborhood streets for a change.
13. Need more bus turnouts.
14. This plan (March 2015) is NOT what Broadway needs. The City's 6-lane plan was good compromise between the RTA Plan and the existing condition. Sacrifice historic structures for pedestrian amenities & dedicated transit lanes. These parcels will be redeveloped which is what Tucson really needs. We have enough examples of "historic" structures. Save some of the modern examples and move forward with a corridor that is actually functional and will spur development.
15. Please give some consideration to people who travel on Broadway between the East side of Tucson and Downtown Tucson.
16. During this process we've had several professional consultants come to Tucson from across the U.S. to advise on this project. All of them have said they know of no other city expanding capacity through road widening. Take this project back to the voters and let's see how much things have changed since 2006.
17. Tucson Pima Historical Commission said NO DEMOLITIONS. Narrow lanes to 10' or 9' and eliminate median to save historic houses on Southside 1700 block. Traffic has fallen in the last 10 years. The only excuse for adding lanes is if they are bus lanes from Day 1!
18. Transit study is old and needs to be updated. Protect neighborhoods and local businesses. Businesses along Bdwy are deteriorating as they have been in limbo for so long. Plan for bike safety.
19. Please invest in public regular bus routes. Instead increase fares there is money on the project to do it right.
20. Thank you for setting up this open house. After talking to staff members, business owners affected by the proposal and members of the neighborhood, I believe this is the wrong plan. We should bring this back to the voters for a reality check. This plan is too 20th century! We need to think toward the future new urbanism in design not car oriented design.



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21. I am pleased the task force has reduced the width of the road. I would like to see, however, an even more aggressive approach to the design in terms of even less overall width and more attention to trends such as planning for more mass transit! Let's save the \$ and out it to a more progressive approach for improving mass transit and toward transit oriented development—back to the drawing board.
22. Final design cannot prevent future development of center-lane HCT. Utilities must be buried so that sidewalk trees can grow large. Trees don't require 16' width.
23. Broadway needs to be a wide, navigable, safe roadway with adequate space for bike lanes, landscaping, Amenities and nice medians. Most importantly the road should have enough right-of-way to allow future lanes either for car or bus or protected bike lanes. "Saving" relic buildings should not be the #1 priority it has become. This late entry of a design by a hobbyist designer is not the way Tucson should build roadways.
24. It is not enough to save buildings...they must be economically viable properties. If they are not, they will eventually fail, leading to a haphazard pattern of vacant, deteriorating buildings and vacant lots. The issue of future economic viability must be tackled with data & analysis, not hopes and good intentions. For this reason, I support the staff-recommend plan. Future generations of Tucsonans will need and want a modern transportation facility (hopefully with transit), environmental and safety features, attractive pedestrian/bike facilities and a mix of old buildings with new ones. Thanks to the City and the Task Force for your good work.
25. This appears to be a
26. 4/23/15 - This alternative is a good start - it could be better by narrowing lanes, medians, landscaping, etc. to make area more viable, walkable, etc. Need transit dedicated from Day 1 otherwise the improvement will only involve and encourage increased car traffic. Primary goal needs to be place making for social, economic and environmental reasons.
27. Please keep the original staff recommended alignment. The CTF changes result in a poor design, sacrificing long term growth, pedestrian & bike safety, and will result in an ugly, poorly landscaped corridor. Please get this done quickly, for the sake of our community!!



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Broadway Boulevard - Euclid to Country Club
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28. I've been driving this stretch of Broadway Blvd. for over 50 years and have never encountered any problems. Leave it like it is!
29. How can a road project that was approved by voters in 2006 still not have a final design plan in 2015?
30. Where do the buses from Broadway & Park go? Is Broadway & Plumer going to be a regular intersection?
31. You've heard that a camel is a horse designed by committee - that's what's happening with the small alignment. Don't let a vocal minority force you into a small inadequate solution to a long-term situation.
32. Do it right the first time - no small alignment - let City staff design it properly so we only have to pay for it once.
33. Broadway is wide enough. It is fiscally irresponsible in the urban core to delete land and turn it over to a wider road. City of Tucson should find a way to safeguard our dollars and our commerce.
34. I agree with providing more bike & pedestrian paths. Greening of Broadway is also an excellent idea. It is fool hardy to expand vehicle traffic, especially considering the extreme congestion at Congress & Toole. The goal should be to decrease vehicle traffic to downtown. Existing businesses should be preserved.
35. I realize it is difficult to get traffic engineers to respond to social changes, this appears to be one time that to do so would be a win-win for our community. To narrow the traffic lanes, to reduce the number of lots which must be purchased, to keep the historic flavor of the region, to retain the neighborhood integrity **MUST BE A PRIORITY**. I live 2 blocks south of Speedway - directly across from the Loft. Crossing 3 lanes of traffic both ways means I do not have easy access to the Loft - it does not seem part of my neighborhood. If the Sunshine Mile is to be a unified entity, being 6 lanes apart will not work. We need 4 lanes, sidewalks, landscaping, bike routes - an environment with a human element.
36. The COT acquisition properties should be designed/redesigned to maximize landscaping/canopy trees to make up for that lost with median reduction. Nonconforming signs on acquisition properties need to be removed and on takes where they are affected. **NO SHENANIGANS!**



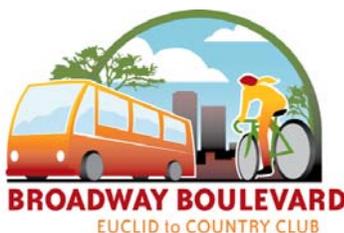
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37. Why don't we dedicate half the lanes now to transit? All the talk about dedicated lanes in the future for HCT makes no sense unless we are doing what we can to facilitate the efficiency and usefulness of the buses we have - every 10 mins if you hadn't noticed! I call that transit - and we don't do that by putting in bus pullouts to slow the bus down. I hate waiting in pull-outs for cars to go by.
38. Keep road narrow so bldgs can be saved. Have dedicated transit as Downtown and 4th Ave is showing - people are catching on to transit. Be a leader in this. Build community. Don't destroy community.
39. 1. Historic properties are not a renewable resource. Once they are destroyed they are gone forever. Preserve the existing properties & the character of Tucson. 2. Put the dedicated transit lanes back in the plan. 3. Remove the proposal for raised medians that intrude on the historic character. 4. Do not develop 11' lanes that encourage increased speeds and danger to pedestrians & bikes. Thank you.
40. Please consider the needs of the local businesses and neighborhoods. Encourage pedestrian/bike traffic and public transportation. Improved sidewalks are more vital than road widening. Do not kill local business and historic buildings. This is a great walking/shopping area and that should be the focus. I am skeptical of the traffic numbers and projections. Dedicated transit lanes and bicycle lanes and good walking environment are needed for vital Tucson neighbors that give this place character and quality of life.
41. Broadway Blvd should be the showcase entry way into our beautiful city that models sustainability through the demonstration of alternative modes of transportation. Support the minimum possible (4!!!) lanes for automobile transport. Bicycling, walking, water harvesting, planting trees are essential aspects of this plan. No 2 lanes for L turn on Broadway & Country Club.
42. Keep it simple - narrow auto - good transit - walkable - bikeable especially west of Campbell DON'T BE SORRY later - make sure it's right for the people who live in the area long term - once it's gone you cannot turn back - Thanks for going the extra "smile mile" to keep Tucson Tucson.



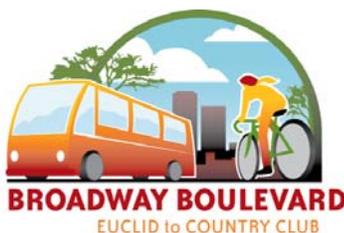
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43. If you are going to acquire properties (or portions) that effectively put them out of business due to inability to meet City Code consider an "every other" approach. Take a property, demolish only what is necessary & use the freed space to provide parking, loading zones, etc. to the property next door. Take every other or every third property & reconfigure the main entrances to the side of the remaining buildings, off the new "Broadway Freeway", so the buildings can meet Code & stay in business. Thank You.
44. Put it to a vote in Tucson with costs and timetable!
45. Buses should have signal priority and lane priority and NO PULL-OUTS. You can gain frequency for the same \$\$ by letting the buses move faster.
More lanes → more traffic → more congestion → slower buses → more cars - where does it end?
46. I find this project to be entirely unnecessary, wasteful and unwanted. I have no desire to see Broadway torn up for extended periods of time, demolishing buildings in the process and misappropriating funds for a project few wish to see succeed.
47. This unnecessary construction is very reminiscent to me, as a person from Chicago, of underhanded construction projects that are overpriced and unnecessary on account of the fact that they are facilitated by organized crime.
48. Michigan turn lanes??
1) You'll tie up traffic want to flow thru in the lane next to the left turn lane
2) Six lanes NOT needed - creates bottleneck into downtown.
49. Just say no to RTA dollars that take properties out of business. We need variety of commerce close to downtown. You can't just start over, it won't be the same. Every time we widen these roads we make the world WORSE. Everyone has known this since the 1960s.
50. DO THE 8 LANE I AM PAYING FOR!!
51. Let's do this right → build Broadway for the future! NOT for the past use or even current use. Imagine Greater Tucson, Plan Tucson - those processes told us loud & clear that Tucsonans want options that get them out from behind their cars. Put dedicated transit down Broadway from day one - or change the logo!



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52. 1. Customer access to Axis Food Mart decreased by 66% with addition of bus stop and closing driveways. 2. More landscaping, wider road and access for public transit train. 3. Plan has negative effect on businesses and neighborhood.
53. Broadway & Cherry - bus stop moved from Circle K to block front of Axis Food Mart. Most bus stops are after intersection, not before. This is very suspicious.
54. This is the alignment I expected to see last year at the open house. Go for it! Thank you for persevering!
55. I don't support widening Broadway at all - it isn't necessary. If it happens anyway (which it always does) I have the following suggestions:
- 10' lanes would calm traffic.
 - The raised medians are too industrial-looking for an area of historic homes and small businesses.
 - We need a dedicated transit lane.
 - Indirect left lanes are stressful. I avoid the areas that currently have them. This is an area I drive all the time.
56. City previously acquired numerous properties on Broadway. I request a history of these city owned properties - address, when taken/bought by city & other relevant info including reason for acquisition.
57. This plan seems excessive, expensive and outdated. A modest improvement in bike lanes and sidewalks should suffice, with most of the allocated monies re-assigned to much needed repair of local & neighborhood streets.
58. Please narrow the road width plan to tear down as few buildings as possible.
59. While it is important to recognize and preserve significant properties (like Broadway Village) most of the building adjacent/fronting Broadway have little significance. Do the right thing for the entire community (the greater good) and widen Broadway as originally planned.
60. I'm very please on the alinement and hope Mayor & Council will approve it. Thank all of you involve
61. There needs to be a balance between building preservation and what we want the future Broadway Blvd to look like. No trees? Who's going to want to walk out there? Pedestrians do not feel safe when they have to walk right up next to the roadway. Balance = context sensitive design.



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62. Bus, bike, walking & wheel chair friendly

- Quaint stores & eating places
- Motorized wheel chairs use bike lanes not always safe
- I live at Council House - north of Broadway - would like great landscaping
- Would eventually like modern streetcar on Broadway
- You already have Grant Rd & Speedway for cars - make Broadway more friendly for alternative travel
- More shelter - shade at bus stops - people in wheel chairs have to sit in sun - wider roofs - no advertisement signs on side of bus stop that looks toward coming traffic so riders can see bus coming from sitting position
- Is there any parking behind existing buildings - where I live between Smith & Plumber - north side - no one really parks out in back of the buildings
- Walk signal light at Treat - cars don't stop and I cross in crosswalk to get bus
- Please design - trees & landscaping around parking lots to make it beautiful and inviting.

63. We need a NEW transit study - it's way overdue!

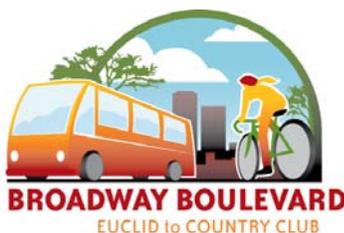
We need narrow lanes! NARROW!

We need to preserve our history and create beauty.

Let's not create the ugliest street repeat.

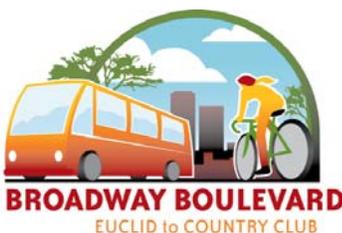
64. We need a NEW transit study, not one from the 1980's. Locally owned businesses should be supported along Broadway - preserve the character of the place and its history.

65. The Task Force Committee and City Council for the Broadway widening should not be resizing the project. The voters approved the eight lane widening already. That is what should be built. The buildings are not worth saving and the owners will be justly compensated. The Mayor & Council should do what the voters approved and not cow tow to neighborhood activists who are the vocal minority. This project if done correctly as originally proposed will be a great benefit to Tucson. This is the gateway to downtown. A gentrification will occur. Our leaders should have the wisdom to see this and the strength and fortitude to listen to the majority. We want the full project.



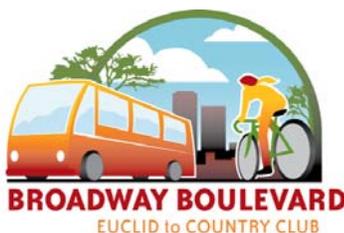
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66. 1. Funny 'U' turns waste gas - drive blocks out of your way for each direction on turn 2. Making traffic speed thru an area will damage business for those that remain 3. Get lights in Tucson synchronized instead - much bigger impacts.
67. There is no need for more car lanes now-less in the future:
- 2 car lanes w/ appropriate turn lanes, bus pullouts is all that is needed.
 - Instead construct a full 10' corridor on both sides with wide bike lanes, wide ped. corridors and water harvesting shade corridor. Use a curb to separate bikes from cars.
 - Give or sell excess property to businesses for parking or other uses.
 - Car lanes should 9' perhaps 10' only- to increase safety.
 - Incorporate water harvesting and only native vegetation.
68. Speaking for Madaras Gallery & Lerua's. We are very unhappy with the new plan that leaves the dilapidated buildings along Broadway. This is the City's one opportunity to beautify the corridor leading to downtown. Do the right thing- hard as it may be. We need to plan for Tucson's future-not put a Band-Aid on the project. Have some foresight & tear down these buildings. The neighborhood has deteriorated and it's devastating to business owners who have planned their exit for years to now change the plan at the 11th hour. The area is so bad I have not been able to lease my building for the past 8 years. We want to go!
69. This current baseline alignment is acceptable to me. I would prefer more bicycle and pedestrian features.
70. I recently had the privilege to attend a lecture by Jennifer Dill, a leading transportation researcher from Portland State University, who informed us that Portland has a policy of not widening their roadways. And they're ok with low "level of service" grades! After all that's how we get mode shift, right? So isn't it ironic that this consultant team would not be able to work on a road widening project in their hometown, which is one of the most livable cities in North America. Let's stop widening our arterials, start building "streets for people" and let's get Tucson on the map of most livable cities in the U.S.
71. Broadway & Tucson Blvd. Southwest corner. The current plan shows two of the many entrances being taken away. This will cause traffic to come in through our work area from Tucson Boulevard. Leave at least one of the two open for safety sake of my employees & customers cars.
72. Don't waste money on a streetcar-it's NO IMPROVEMENT on the existing busses AND its one- purpose track construction would DISRUPT traffic-which you're trying to facilitate! Also- revisit your traffic stats & the whole rationale for this project disappears.



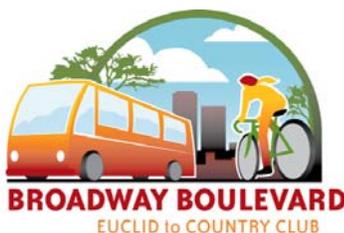
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73. Please leave the small business buildings as they humanize life along Broadway- both for the businesses owner & for those of us who patronize them. Transportation is not more important than people and our wages.
74. We appreciate your responsiveness to citizens' concerns. We appreciate your going with narrowing of the roadway. We especially cherish the fact that you are minimizing the destruction of existing structures. We feel hopeful that there is a brighter future ahead for central Tucson. Thank you.
75. We like the new design with the narrower width. A dedicated transit lane both sides of the street would be very helpful. It would keep traffic moving. Are the revised medians really necessary? If the travel lanes were a little narrower wouldn't that slow down traffic? At grade medians would allow for more turns.
76. The Fire Department Building shouldn't be shown on the map- confusing. Other than that- Let's Do It Already
77. The loss of landscaping and reduction of sidewalk and bike lane width will lead to this section of Broadway appearing as a after thought and not a welcoming corridor for our community. Suggest widening the proposed r/w to include a rezoning for the improvement.
78. Rein in the maximizers, don't let them reign. A sense of place please let remain- Do the least harm- what is needed is room for less cars-
79. Please respect the neighborhoods- where people have lived for years! I believe in Tucson's preservation of beauty, of livable neighborhoods and "community" orientation. By broadening Broadway we will make a higher speed road and more traffic coming from suburbs into the city. Noise & air pollution will increase. Neighborhoods value will decrease. I know because I live in a neighborhood that was affected this way by the widening of Speedway.
80. I have a feeling this bulldozer will keep on moving no matter what- still don't know the unpleasant details. Am I reading the map right- looks like some places have parking that required backing onto Broadway? Wish you would name all the buildings on the map & tell us who the first 9 are.
81. The latest plan is going the right direction. Preservation gives value to our community as well as economic development. I support the least amount of demolition and want this corridor to be a great destination for all of us.



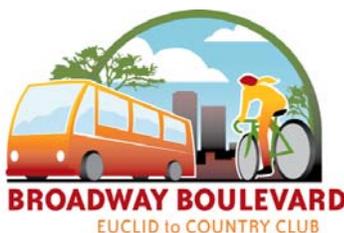
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82. I own 2901-2903 E. Broadway and very concerned about parking spot access points. Currently we have two access points and pretty tight as is on parking. Here are options I can think of:
- Closing Stewart
 - If that is impossible then creating diagonal parking on Stewart and maintain access from Stewart
83. Preserving our history is a critical piece of promoting and maintaining economic health. Likewise locally owned businesses play an important role in Tucson's economy. Not to mention the local flavor these historic buildings and family businesses add to our wonderful community! Safeguarding the current area/environment will also be served with best widening... It is possible to implement great design and planning to integrate better transit on narrow pathways.
84. This project should have been completely shelved with funds re-divided to more worthy projects. Having said that, the current proposal is far superior to previous offerings.
85. Transit from the beginning!
86. We need to be concerned with our future without demolition of our historic past. It's a legacy of culture. Modernizing the road with wider lanes for bikes is a great idea. The current trails are not safe. I think it's a good idea but choose wisely.
87. Waste of money- I do not believe we need this extensive/expensive project. Traffic is not that heavy and projections are outdated. I support the citizen group alternative as opposed to the original project, but the compromise answers some issues. Campbell left turn lane project is totally unnecessary and illogical.
88. I support CTF recommendation of dedicated transit lane. I think it will encourage transit use. Buildings on Broadway are not historic (the Coliseum in Rome is) they are nostalgic. Broadway should be walkable that will help business. I want to feel safe as a pedestrian- not get hit by a car from parking lot or street. Do NOT narrow the lanes!
89. Once this roadway goes beyond 4 lanes to 6 with medians all hope of maintaining the connections between the North and South neighborhoods vanishes-while at first glance the structures that are "saved" by the narrow b alignment seem like a victory, but the reality of stripping away the environment they were built in means they will have no context and will be rendered useless.



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90. So I've been to a lot of these open houses & events plus many of the CTF meetings. I've always said 4 lanes but never have my comments emerged in the mix. When minority view points can't be honored the process can't be honorable. When you have a process that is to a large extent predetermined as to outcome, but you present it as having options, you are wasting resources & peoples time which is a sin of more than minor consequence.
91. Looking good- Glad to see you've reconsidered the project and are preserving most of the historic buildings. A long time Tucsonan.
92. This latest plan is a huge improvement over the original plan and is a great alternative that will benefit everyone.
93. Keep minimal right-of-way width. Minimal lane widths. Don't lose businesses and bus pullouts or BRT dedicated bus lanes for faster movement. Stay within budget or scrap major plan- go to reduced changes right now- turn arrows @Tucson& Broadway for E-W traffic! If Streetcar (probably too costly) then reduce auto lanes (Bus BRT cheaper)
94. Adds:
- Strong policy for working compromised property
 - Possible no pave "lease back" to (2) outside lanes everyone looked as transit... pave this when we are ready to tackle transit
95. I support the ideas of the Broadway Coalition Focus on pull out bus stops so traffic is not obstructed. Focus on bike & pedestrian friendly usage. Do not need to increase the number of car lanes.
96. #96 As a person who grew up in this part of Tucson and continues to use the Broadway Corridor every day to go to work downtown. I do not see a traffic problem would necessitate this great expense-especially not now. Yes the city is changing- I do not see the urgency of this project. I feel a new traffic study is in order before going ahead with this project. Wide street will destroy this historic part of Tucson. You're setting it up for pedestrians who won't be here because of the vastness of streets to cross. Left turn corridor lanes are insanely dangerous and expensive. Have you been to Grant & Stone - inconvenient. Please reconsider- Save the character of this part of Tucson. Leave the... ?
97. Very little attention is given to historic buildings and the fact that the greenest buildings are the ones already built. Not enough is spent on preserving neighborhoods. Broadway should be walkable to businesses not just a level corridor to somewhere else.



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98. Station 2 - Part of vision & goals:

- Citizens Task Force potential goal statement
- Preserve and protect the existing special features and places along Broadway
- Preserve & enhance key features of segments along Broadway
- Respect the aesthetic character of Broadway & the destinations along it while encouraging maintenance & reinvesting to improve aesthetic appearance of existing development also encourage new development that compliments existing character.
- Do not allow new intensity - maintain & improve privacy between neighborhoods along Broadway.

99. No to indirect left turn- Campbell/Kino. Thank you for all your work.

100. Dedicated bus lane would be an added advantage. Save as many businesses as possible (local not chain). Keep lanes as narrow as possible. Please, no more Panda Express messes. Add (new) turn arrows E&W at Tucson & Broadway.

101. The priority of saving all buildings at any cost is not sustainable and will create a street scene that is unwalkable & inhuman. This a bad plan.

102. Please do not turn Broadway into S. 6th with vacant building that have no/little parking. Be smart in our growth.

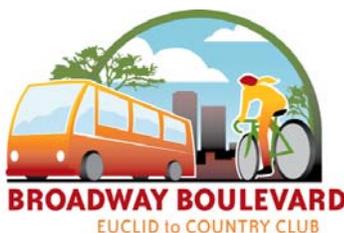
103. This version (April 23, 2015) is a vast improvement over previous alignments. Nonetheless, I would question the need for 11' travel lanes and would like to see if more parking can be preserved for some of the small businesses.

104. I CAN'T GET PAST THE FACT THAT BROADWAY HAS TO NARROW DOWN TO 2 LANES IN A HIGHLY CONGESTED PEDESTRIAN INTERSECTION. IT JUST DOESN'T MAKE SENSE.

105. The public cacophony is vital to measure interest but a strong vision to balance transportation needs with a strong commitment to keep and create character is critical. A homogenized process can't be allowed to produce another standard urban streetscape.

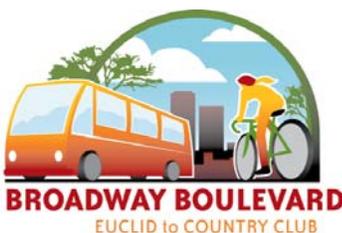
106. Primary focus on slowing traffic- 10' lanes and saving businesses and historic properties. No median, good bike & pedestrian access. Creative solutions to parking including bus or shuttle from Elcon. Prefer 4 lanes- but 10' max.

107. Extremely weak! Overly expensive! Homeowners will pick up the bill. A simple landscape fix up would suffice. Can this plan now and no more streetcars. No more prison style dorms for the U of A on Broadway.



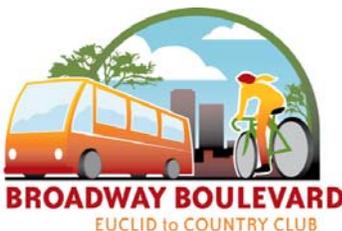
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108. The original study is outdated. This project needs a new traffic study - what is the real reason to spend so much money - things change, community needs change - Gov't must be flexible - honor the neighborhoods!
109. This is finally turning around - I feel like we have a chance at finding creative solutions. Please continue to listen - we need smart development - narrow lanes & historical preservation, a pedestrian & bicycle friendly road. We can save both neighborhoods and create economic development - by building on the unique architecture - not by tearing down - we need to be creative with parking, with sidewalks and bike lanes - it can be done!!
110. Bus pull-outs should be included for all stops. Buffer bikes from cars as much as possible - mix peds/bikes instead of cars/bikes. Make signal timing work well - unlike what exists now.
111. Please run light rail down to Park Mall, at least!
112. Get buses out of the traffic lane - use bus pullouts.
113. The work of the coalition is magical, practical & reflective of Tucson's values. Please adhere to their guidance to narrow lanes to 9', preserve medians in historic areas to grade levels, provide transit, avoid demolition of buildings, minimize waste of our tax dollars, preserve local business, create pedestrian throughfare & enhance a sense of beautiful cultural Broadway. Thanks for listening!!
114. Please build the narrowest possible option & include transit from the beginning and Please Please Please throw out obsolete traffic projections that have not come true BEFORE you decide the narrowest option. For example, double left turns from Broadway onto Campbell are not needed. Without the extra left turn lane, many of widening options simple go away. Go Narrow!! I don't want to live next to a fast boulevard of pass thru traffic.
115. #115 What are the City's plans to establish dedicated transit the full length of Broadway, in order to connect the ALREADY built Broadway/Houghton Park-N-Ride with the rest of the Sun Tran system - including the dedicated lanes ALREADY IN MID-TOWN? Time for ALL-DAY BRT on the #4 and #8 instead of empty express buses and N/S transfer opportunities - more frequent than every ½ hour at rush hour especially!
116. Looks great. Please proceed ASAP. I like indirect left turns, but not at Campbell.
117. I support the Broadway Coalition. I believe that 74 million dollars can be better used to improve transit.



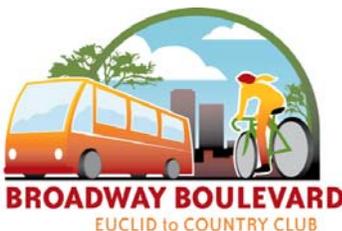
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118. The 74 million dollars must be used for bus transportation use!!
119. I support the Broadway Coalition. I think that 74 million dollar can be better utilized to better transit in Tucson.
120. Use the \$74 million not to widen Broadway instead use it to make the bus more efficient - leave Broadway alone.
121. Move WB bus stop @ Treat east to east side of Treat - put into "water harvesting opportunity" area
122. The most recent Task Force proposal should be re-evaluated for the following reasons:
- By avoiding taking buildings many will become instantly functionally obsolete due to lack of parking and are undersized buildings that have little practical use thereby leaving no opportunity for viable economic development.
 - Broadway is the major entry to Downtown and deserves a landscape image that celebrated that arrival similar to what is being done on Tucson Blvd at the airport - we don't want to have to go back and retrofit the entrance in a few years.
 - This approach is contrary to the ideal of multi-modal opportunities by reducing safety features for pedestrians and bicyclists while leaving little opportunity for future mass transportation options.
123. Please move forward with this project according to the combo plan previously approved. Eliminating/reducing medians and sidewalks will detract from the actual real world usefulness of Broadway. There is nothing wrong with tearing down unused old buildings - no one will even notice when the project is complete.
124. I support the original, voter-approved design for the Broadway Corridor. My partners and I employ 41 people in the City of Tucson. Individual interests should not override the will of the voters. It will result in a watered down project at greater taxpayer expense.
125. I am in support of a separated pedestrian path and landscape strip (and wider ROW option). Attempts to reduce the number of buildings impacted should not be at the cost of reducing the landscape/pedestrian areas.
126. I strongly encourage Mayor & Council to make a decision that is in the best interest of the entire community and not just a few vocal neighbors. We need functional, safe and attractive roadways. Preserving "old buildings" should not be the goal. Thank you.



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127. The current attempt to shift the roadway to reduce bldg. demo is misguided. It will result in a narrower right-of-way but will eliminate landscaping creating a hideous roadway corridor which no one will want to use. In addition, taking right-of-way from both the north and south will be more expensive & likely end up with more complete takes due to the creation of unviable parcels.
128. I don't understand why you are going to spend so much money and leave old build that degrade area instead of taking them & sell to business that will build new & nice to enhance the area. Do it right as was vote on by the people at the start.



Broadway Boulevard - Planning Update and Public Open House
April 23, 2015
Input Transcribed and Organized



Easel Pad Comments



Easel Pad Comments

1.

The standards and keeping of university similarities (university and community) is a strength. The network of roads and bike/pedestrian lanes is encouraging for environmental benefits.

How does the city plan to reconcile this alignment with the already built Broadway/Houghton Park-n-Ride and the already existing dedicated transit lanes in midtown>BRT>empty express! Give us ridership options we can use instead of widening to accommodate more parking...

Why are 9 directly impacted properties not identified?

What difference does it make when it narrows to 2 lanes at Congress. Extend De Anza-Barraza.

(comment pointing to previous Barraza comment: That is Downtown Links. Extend the streetcar!)

All you need is bus bays!

Bulldoze all the old buildings!! Rebuild new modern structures!!

(comment pointing to previous old buildings comment: Seriously?! Historic properties contribute to the wonderful character of this community.)

No indirect left turn lanes!!

2.

Close Manchester Street or make it a one way in to provide parking for businesses.

Great solution. Next step transit in two dedicated lanes. Huge benefit to Tucson!

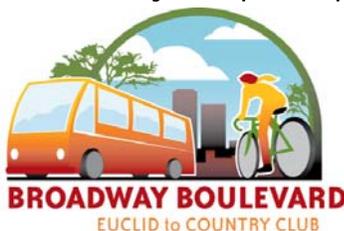
Terrible terrible!! Where does the streetcar fit in? And at what cost and who will pay?

Too wide! The medians are too extensive - need breaks for business to flourish! No extra bus pullouts - two lanes for transit - no extra space required. Too wide sidewalks - not necessary to meet ADA requirements. Do not close Manchester or any streets around Broadway Village.

3.

Businesses need more than one parking spot!

Extremely antiquated plan based on cars.



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Broadway rush hour traffic is being handled. Tucson streets need repair. Different government entities, same taxpayer pocketbooks.

Six lanes + raised median = death for pedestrian-friendly environment. One need only see what has become of Speedway Blvd. and 22nd Street to see what will eventuate from "cars first, cars foremost" 20th century "planning."

6 lanes leading into 2 lanes under the train tracks + 2 lanes on Congress? You're kidding!

This plan does not resolve the bottleneck on Broadway between Country Club and Euclid. Return to a plan with eight lanes consistent with the Bond Proposal.

(comment pointing to previous comment: The streetcar did not require any widening and increased roadway capacity...Extend it!)

4.

Bus pullouts need to be included along the entire route.

(comment pointing to previous comment: No! Dedicated transit with transition to fixed rail (HRT) planned (+ built) as you go!)

This project will initiate offers from developers to the Broadway businesses. And some owners will see the \$\$\$ and sell. Please...when zoning and giving permits to those businesses, consider the owners of the homes behind. Who wants a McDonalds + Drive Thru + Parking + Trash bins in their back yards?! Change the codes to protect our investments and our neighborhoods/quality of life!

(comment pointing to previous comment: This is a very important point! Homeowners should not have business right behind them.)

Get rid of Michigan-turn lanes.

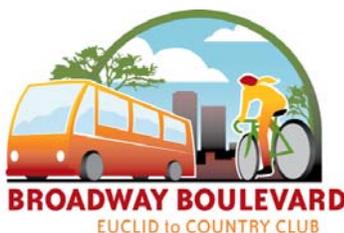
It all ends up as 2 lanes at Congress - what a disaster

(comment pointing to previous comment: I second this perceptive thought totally)

Follow city ordinances regarding medians in historic areas. That way 2 historic bungalows will be saved - and it will comply with the city ordinance. Also, lane widths do not need to be wider than they are now, not for the car lanes, anyway. Keep them the current 10' (or even go a bit narrower) and don't make the car lanes 11'.

5.

Extremely weak! Overly expensive. A disaster at Congress and Broadway. This plan is dumb, expensive.



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Quit trying to make major roads highways - next, its limited access - then it's a freeway. I live in Tucson by choice partially because of the roads! Let's not imitate Phoenix.

Please sync the lights across town instead. That helps everyone.

6.

Re strip malls - 50% or more of parking spaces will be eliminated and the proposal wants all of the parking spaces to be available to all tenants. If one tenant (i.e. restaurant) wants all the parking spaces - the other tenants - I think you get the picture.

(comment pointing to previous comment: Don't need "more" parking with sufficient transit investment!)

It's the best alignment I've seen so far.

Be open for new ideas! Buy the old buildings and then redevelop the parcels. These buildings cannot survive with limited or no parking!

I vote for design rec. #3.

7.

How long will construction take at each spot? How are you scheduling? All the construction over the whole length all the time or like a wave from one end to the other? Watch out for a lot of bankruptcies!

8.

There needs to be a separate lane for the exclusive use of public transit. Millenials are more into transit than cars!

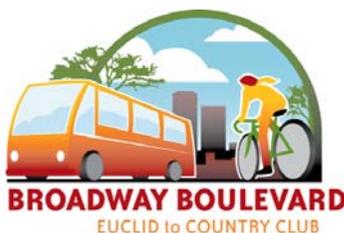
Preserve all homes. Add bike lanes/transit so that area is people/neighborhood oriented. Keep area so that businesses thrive. Broadway should not be a highway to travel into/out of city core. Broadway should be a destination. Create a liveable urban road.

9.

Don't widen Broadway:

1. Not enough traffic to justify
2. Young people want mass transit to downtown living (no cars)
3. Many use Aviation Highway instead of Broadway
4. Bring the modern streetcar down Broadway (midtown's longing for the streetcar!!)
5. Yes, I voted for the RTA. Yes, I live east of C.C.

(comment pointing to previous comment: So much yes!)



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Terrible, terrible. A simple landscape pickup would be fine. Who pays. And where is the streetcar? And who will pay? And don't forget the U of A.

Why not a raised monorail run on solar/hydrogen rather than extra lanes for more cars (more pollution)(lost air quality)(noise). Create shade under the monorail deck for walkable/bikeable corridor and employ people to build it and maintain it. Make it the lengths of Broadway and eventually Oracle.

10.

What's with two extra roadway lanes for cars on the south side of Broadway at Park? Special friends?

Overlay policy for flexible site improvements to help property owners make functional use of compromised site area, parking, etc.

More lanes to bottleneck at Congress? Bad idea.

Terrible, terrible!! Where does the streetcar enter in and at what cost?

11.

Please do not scale back the Broadway widening project. It will not get the maximum benefit of our tax dollars and will have to be redone again in another +/-10 years because it was not planned for properly. The voters of Tucson already approved this project scope. The citizens task force's responsibility is to design what was approved by the voters of Tucson. This is a regional project, not a neighborhood project. It will benefit the re-gentrification of Tucson. Please do this properly.

Craig Finrock

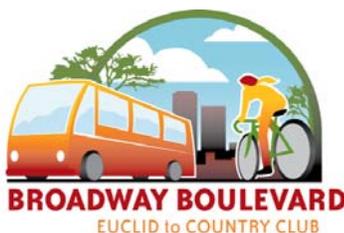
Hi, I don't completely agree with the comments above as my understanding is that the project is based on a 28-year-old study whose prognosis hasn't come to fruition as far as traffic density projections. My biggest concern (in any case) is that planners remember that investments (private businesses + homes) have been made on the N + S side of Broadway + those investments (+ need to consider that) should be respected as we move forward (space, noise, pollution, lighting, and future bldg. permits issues that could diminish home + business values. Thank you!

Laura Ferere

The future of Tucson will be North & South of our city. We have to look to the future. Broadway is no business than Campbell. Lets build no roadways for future, not for tomorrow.

John Crow

The need for wider roads is at least twice as great today as it was 28 years ago.



Appendix C: Input Transcribed and Organized - Easel Pad Comments
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12.

So far so good. Save 1st Assembly.

Not looking ahead to longer-term affects (i.e. this is a short-sighted approach)

Gosh "Rapid Transit - Light Rail" - you're actually thinking long term - gas won't always be cheap!

(Comment pointing to previous comment: Shade with solar panels and power more streetcar!)

Outdated! Without a vision!

13.

Let's have a daring break with tradition and do it right the first time - not planning for growth will not prevent growth - We've been talking about this project since 1990 - Let's get on with it! I am one of the potentially impacted property owners and I have been held hostage by the inability to sell or improve my property. I have bought a building at 4349 E. 5th to protect myself, but can't afford to support both buildings for long - Please buy my building!!! Richard Rose, 2021 E. Broadway

(comment pointing to previous comment: Yes! Learn from Phx...)

In this case, less is more. We have destroyed more than enough of our historic buildings. Save what we can now. When they are gone we lose who we were and become another homogenous city (think Phoenix!) Thank you.

The "historic" building we are not concerned with are not worth inhibiting traffic in and out of downtown Tucson. Let's do what was initially voted for and widen Broadway from C.C. to the underpass to the scale of Broadway east of Country Club. We passed this long ago - do it.

14.

We must make this stretch pleasant. We need to have people want to go for a walk down this area to shop, eat, etc. Increased landscape and walking areas are vital for the future of Tucson to be a walkable city.

(Comment pointing to previous comment: Ditto - need safety for all.)

We also need businesses to draw and serve people!

Final design must not preclude ultimate development of center lane HCT. There is more than enough room in blocks just east of Euclid and just east of Campbell for LRT stations. Set it aside now as landscape.



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15.

Very foolish to take properties on both sides of Broadway at Campbell - buildings on north side will be impacted regardless - those on the south should be preserved.

(Comment on previous comment: I agree!!)

Major corporations have better access than local businesses. Thought provoking!

We still want to stay!! Perimeter Bicycling/EI Tour
Thanks for the 6 foot bike lanes...

Take out the Campbell Starbucks

2 car lanes, 1 extra wide bike lane/ped corridor! Problem solved.

How do you replace a business that is several generations? Lerua's

Narrow lanes to 10' or 9' to save both sides at 1700 block "pinch point."
There is no excuse for adding lanes because traffic is diminishing - unless those lanes are dedicated to buses on Day 1! Do we really need double left turns at Campbell?

(Comment on previous comment about left turns at Campbell: No!!!)

16.

Do the whole thing, don't cut corners to save a few (or a lot) of old bldgs. Renew the corridor!

We still want to stay!! Perimeter Bicycling - EI Tour

If road and bike lanes narrow and preserve buildings or parking lots, can the plan be maintained within intended character? Setbacks, light, and safe routes considered.

17.

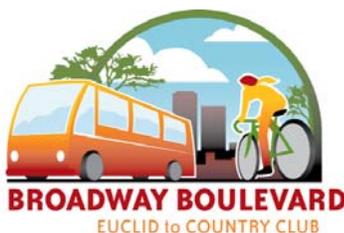
It's about time

Heard some thru streets will become cul-de-sacs - is that true?

Please put in sidewalk trees instead of 8' center medians. Utilities must be buried to accommodate mature sidewalk trees. Do not spend every last dime on property acquisition.

18.

Keep it narrow, cozy, walkable. Broadway should be a destination, not a freeway! Double left turn lanes at Broadway to Campbell are not needed! Go with the narrowest option possible and include transit from the beginning!



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Property at 2419 E. Broadway also known as the Sunshine Mile Plaza (Panda site) be maintained/stay as a park/gathering place for neighborhood and businesses.

19.

The narrow alignment is a bad idea.

Designated transit lane.

Use the money to repair all roads. Make some improvements re transit & walking & leave Broadway alone.

The vocal minority triumphs! The neighborhood coalition torpedoed a plan that served the community. The Citizen Advisory Committee meetings with the hissing and booing as re: opposition were an embarrassment in terms of civil discourse. For shame!! It is no wonder Tucson continue to be, with such poor planning, a backwater low life enterprise.

If you give us more spaces, we can stay!

Go all the way now so we don't have to do it all again later.

As Tucson grows substantially - some want to go back in time - making Broadway like 4th Ave. was mentioned as a goal by those that have totally ignored the wishes of the voters and started off saying "Don't Touch Broad-... (continued on next page)

20.

(continued from previous page) way Blvd." as their beginning negotiation. They are bolstered by a city councilman who also ignored his constituents that voted for the original plan we are paying for. This process has been a travesty - a group that voted no on the original proposal now have been given the right to try and destroy a future thinking project that we will again for in the future.

Short on long-term vision...6 laned, no way!!

I want to see transit-centric planning...Right lanes dedicated to transit.. No more bus pullouts needed; narrow car lanes (10'); narrow medians (4'); and it's time to close Congress downtown to auto traffic.

One lane lefts on Broadway at Campbell are all that needed. Check traffic counts!

21.

Please add streetcar, protected bike lanes and useable, landscaped sidewalks. Relic buildings are of no use to anybody.



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Accommodate future LRT to Houghton/Ina via Oracle. (Includes drawing.) Lay groundwork for interconnected light rail, commuter rail, and streetcar transit. (Drawing includes "heavy intercity rail" connecting TIA and Phoenix.)

22.

As a bike rider and active transport user, it is vital to make changes to support the growing community of non-car users. How the road is now - it is SCARY to ride on and all too often cars are speeding and bikes are hit. DO NOT widen lanes. DO NOT increase speed limit. Do not tear down historic homes for crazy out of town & U of A drivers. Preserve what we have & enhance the bike and commuter lanes. Make this a bike friendly city. Finally PUT THE STREETCAR IN. Have it run on Broadway and connect downtown to the real Tucson.

Please prevent the increase of roadkill and biking/pedestrian assaults. If you increase the speed limit drivers will be racing through and will not pay attention to things. The streetcar should be put in as well because it will help stores and will keep drunk drivers such as teens and college kids off the road helping to prevent teenage/adult death!!

INDIRECT LEFT TURN COMMENTS

1.

It works! At least at Ina & Oracle, traffic flow faster and more efficient.

Better than the wider alternative...but better still would be to have reduced traffic through the intersection overall - give transit signal priority and give us ridership options that we all can use E/W and N/S - weekends, nights, and rush hour...

Is there actually a need for it?

Where would you put the light? By Safeway? A real mess.

2.

Please no more indirect left turns in Tucson. People don't like them. Better option is double left turns and exclusive right turns in every direction at all major intersections.

If this improves traffic flow and reduces emissions we will get used to indirect left turns. Please base your decisions on the future.

ILTs work fine and protect pedestrians, help with traffic flow and safety, and reduce emissions.

3.

Oracle and Ina have this and it is confusing, waste of space and longer than a left turn.



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Using Oracle as an example is terrifying. It's like a highway at that intersection - certainly not urban friendly.

At Campbell/Kino, will only make traffic flow worse - creating more traffic congestion during rush hour not less

NO! NO!

Terrible concept - Dangerous! Ref. Oracle

4.
Great idea

It appears that a double left turn from Broadway to Campbell is based on obsolete traffic projections that have not proved out. We don't need a double left turn on Broadway so we don't need the indirect left turns.

They are a royal pain. I strongly oppose them.

Whatever it takes to avoid a mega-intersection!

Bad idea.

Creative solution!

5.
Completely backwards, terrible idea... hard to believe it's even being considered!

More exhaust, more wasted time and congestion, more asphalt, less space for peds and landscape and business. The idea is the polar opposite of the direction we should head with our streets and public spaces.

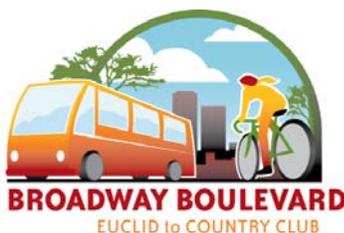
Nothing is any more stupid. It will destroy parking, building, landscaping for no good purpose.

You need to stop wasting money on supposed road work. And maybe address the city homeless issues. Babies are sleeping in the streets!

(Comment on previous comment: Really?)

Unnecessary as is the whole project - put it to a vote in Tucson!

Bad idea. Don't let appointed commission hijacked by neighborhood obstructionists rescind 2 free and fair elections by the citizenry.

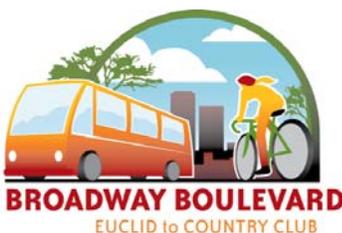


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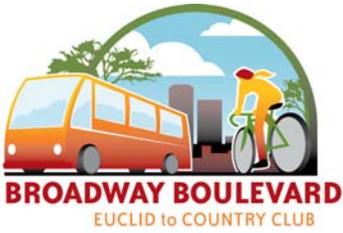
6.

If it keep the road narrower at the intersection, let's do it!

Indirect left turns are bad for bicyclists and pedestrians. Saving building while making it hostile for non-car modes is backwards.



Broadway Boulevard - Planning Update and Public Open House
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Input Transcribed and Organized



Alignment Map Comments



Comments Recorded on Alignment Maps

Business and Property Owner Tables:

1. Need Decision for Parking ASAP (re:) 2330 - 2358 E. Broadway
2. Tucson Boulevard and Broadway need a protected turn arrow in all directions. Now it is lacking on westbound Broadway and Tucson.
3. (RE: 2448 E. Broadway) Need access point here for employee safety and getting customers in and out conveniently.
4. Manchester Street: One way in or close street for parking.
5. Prefer to have straight walking path. If not possible make new sidewalk wide.
6. (RE: 2530 -2616 E. Broadway) Need more parking. Do not remove any. Existing curb cut is usable. Angled parking not parallel.
7. (In regard to strategic parameter related to "Excess Right-of-Way Width") Put buffer between cars and bikes if visibility permits, instead if between bikes/peds. Re: "Excess Right-of-Way Width #3."
8. Sacrifice more land to enable bus pull-outs at each stop on entire stretch.
9. (RE: 2901 - 2905 E. Broadway) Angled parking on Stewart to improve public parking. Need access to avoid pulling out on Broadway.
10. Please indicate which 85 properties are potential full acquisitions!
11. (RE: Chaffin's Diner) Need curb cut on Broadway to ensure access to the business.
12. Break in median at Broadway and Tyndall will be critical to the development/redevelopment of the Broadway frontage of the adjacent blocks.
13. (RE: local access lane in front of 1010 - 1034 E. Broadway) Why does this property get a private access lane?
14. Narrow alignment (is) short sighted.
15. Short sighted alignment. I think this alignment is sub optimal. Too narrow, no landscape, dangerous, unattractive. Not building for the future. - Owner 1427 E. Broadway.
16. 1427 (E. Broadway) wants to sell, 1433 (E. Broadway) wants to sell.



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17. 1433 (E. Broadway) sell.
18. 1629 (E. Broadway) wants to sell.
19. Pleased with alignment('s) relationship with (the) church.
20. Narrow lanes to 10 feet and 9 feet and eliminate median to save 1730 and 1736 (E. Broadway)
21. (RE: 1215 E. Broadway) Desires an exchange.
22. 1427 (E. Broadway Boulevard) wants to sell too. 1433 E. Stewart, expected to move, duplex converted to office.
23. 1523 E. (Broadway)
 - o Legal Access in the rear?
 - Access from neighbor.
 - From Cherry to rear.
 - o Use of public ROW for parking.
24. 1535 E. (Broadway) - Madaras Gallery, was anticipating a full acquisition.
25. 1540 E. Broadway - Access from Broadway is critical. Why bus (stop) at this location?
26. 2330-2354-2358 (E. Broadway) - Prepen Christensen.
27. Perimeter Bicycling - 2605 E. Broadway - Non-profit, donation of land?
28. 2719 E. Broadway - they want to stay and have shared parallel parking on City owned property.
29. 2813 E. (Broadway), purchased in 2000 - Three businesses - CPA, massage, event planning and banquet company. Advanced acquisition proposed. Moved, tried to rent or sell.

General Tables

1. I would have two 10 foot car lanes; right lane dedicated to transit each way; no bus pull-outs; 4 foot medians.
2. (RE: westbound bound entry into downtown) Bottleneck
3. Please indicate which 85 properties are potential full acquisitions!



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4. The merchants need help with (shared parking and access) agreements.
5. 2711 E. Broadway - request shared parking for business to east.





Video Booth



Video Booth Comments

Camille Kershner

I don't know why there's so much debate on whether or not to dedicate transit because there already is transit in midtown in dedicated lanes, there already is transit at the east side at the new Park N Ride at Houghton, there's transit downtown with the streetcar and Ronstadt. Why not connect them from the get go with a plan that can grow without needing to widen? We can build capacity the same as the streetcar did without widening it. All four miles of the new track; nothing was widened. Just continue on. Build capacity, not roadways and not more parking. We have plenty of parking at Corbett, Park N Ride. That's what we got before we add more.

Craig Finfrock

Hi, my name is Craig Finfrock and I am a resident of the city of Tucson since 1979, a graduate from the University of Real Estate with a degree in finance and real estate. I'm an owner of Commercial Retail Advisors and a partner in Broadway Village and I'm very concerned about the direction the task force has taken the Broadway widening. I believe it is a mistake to downsize the Broadway widening for many reasons. Number one, I think if it's downsized, then it's going to have to be redone in another 10 years and it's going to cost twice as much money to do it twice than it is to do it once the right way. I believe that the widening of Broadway will have a great impact on the future of Tucson and bring growth and prosperity to this area. The people that are leading the campaign to downsize the Broadway widening would not like to see growth in Tucson. The unfortunate part of their viewpoint is that without growth, you don't have prosperity. If you fail to plan, plan to fail. Growth has to be a part of every economic model and there's a few business owners that are going to be affected but the greater good of the region needs to be given greater weight than a few vocal minority and the majority of people in Tucson already approved this project in 1996 and they approved eight lanes. It's already been downscaled to six and it's unfortunate to see that it's being downscaled again. And we really need to do this the right way. I implore upon you, the leaders of our community, to have the vision or the wisdom to see this and the strength and fortitude to make the right decision for the greater good of this community. Thank you.

Diana Madaras

Hi, I'm Diana Madaras with Madaras Gallery and I love Tucson. I love to paint Tucson, and I love to paint historic Tucson. And there's nothing on Broadway that I'm looking at painting. It's not like we're preserving the barrio downtown. These are buildings that business owners have not maintained over many years with the promise that the buildings would be taken down for the widening. So the business owners have planned accordingly. And to all of a sudden at the 11th hour to shift the whole plan is really devastating for a lot of us. But not even my own personal dilemma, I'm looking at Tucson in a larger spectrum and here's our one opportunity to beautify the Broadway Boulevard leading to downtown and we're going to blow it with this new plan.



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These buildings are old. They're dilapidated. The neighborhood's gone downhill. These buildings need to go. It's time to step up and do the right thing. Sometimes it's hard to do the right thing and I think the citizens task force, as hard as they've worked, they're just worried about offending somebody. Well, somebody needs to step up and do the hard thing. And that would be to take these buildings down.

Gary Olsen

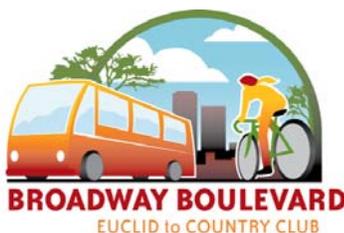
Hi, my name is Gary Olsen and I've been hearing a lot of different views on the Broadway project. It sounds like a minimal improvement in time as far as the transit of people getting from Country Club to downtown and it seems like a very expensive project to buy and take down all those buildings. Also hearing the expectation of those building owners for decades now that the plan is that they would be torn down so I don't really know. Good luck.

John Crow

John Crow's my name. I live here in Tucson. I've been here 50 years. And I've seen this town grow three times its size when I arrived here 50 years ago. I think it's a great city. It's a much nicer city than it was 50 years ago. One reason we've grown well and healthy is because we've made good decisions on transportation. It was the late Bob Cauto (spelling) and I that fought off (Campbell Avenue project) back in the early 70s. And we were right. Campbell was not built in two freeways north and south, and we're the better for it. We can avoid freeways. The future of Tucson is to the north and to the south. It can't be to the east and west because the mountains define the limits to Tucson growth. But we can go north and we can go south and we will and we'll prosper by making smart investments in transportation and looking after our people. Thank you.

Mike McKasson

My name is Mike McKasson. I live in Sam Hughes. We've essentially been in this area since 1958. And one of the things we're concerned about is the conditions the streets get in Tucson specifically, Pima County in general. With all this money -- \$80 million allocated to widen Broadway -- we think it could be used to do a really good job repairing the rest of the streets in this area. The second thing is we walk, my wife and I, to most places we go to. We walk to Lerua's. We walk to Zemam's. We walk to Broadway Village. We walk to a lot of places along Broadway, mostly to eat. Sometimes we take our pet to grooming. Tucson Tamale, also. These places are all going to be gone. I know a lot of the people that own these businesses. They've been in this area a long time. I know that when they relocate, it's not going to be along Broadway. It's going to be somewhere away from the city of Tucson. So the hope of living in a neighborhood where we could walk instead of drive and use gas and everything else is slim. It has to be considered. The last thing is one of the functions of widening Broadway is increase the flow of traffic and lessen the time to drive from the east to downtown. And right now there's one or one and a half lanes going into downtown on Congress. It's such a bottleneck now if something's not done down there at the same time this is done, traffic may back up to Kino.

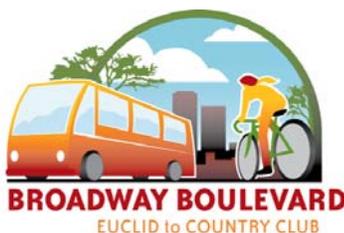


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I've lived here long enough. I'm sure you have too, to know this. So those are some things to consider. That's it. Thank you.

William Craig

I'm William Craig. I'm with the Sam Hughes Neighborhood Association. I've been a resident there for 30 years. You're going the right direction. Smaller is better. We have a lot of people who live along Broadway, especially the elderly. They're going to have a heckuva time crossing a six-lane highway every day when they run over to Safeway and run back. By run I mean totter. Please, think smaller. Smaller is better. It works very well as it has been for all these years. There's no reason to make it any larger than it absolutely must be. We're losing so many buildings. Even now with just a few, I've heard that Lerua's is going to be leaving because of the distance that is going to be taken away from them. Please, smaller is better. Keep going in the right direction. Thank you very much for all your service this last three years.



Broadway Boulevard - Planning Update and Public Open House
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Input Transcribed and Organized

Appendix D

Event Display Boards

(A full color version of this appendix is available online at <http://cms3.tucsonaz.gov/broadway/public-meeting-5>)

The following pages represent the display boards from the event in order, by station, as follows:

Station 1: Sign-in/“Where do you Live? Where do you Work” Map

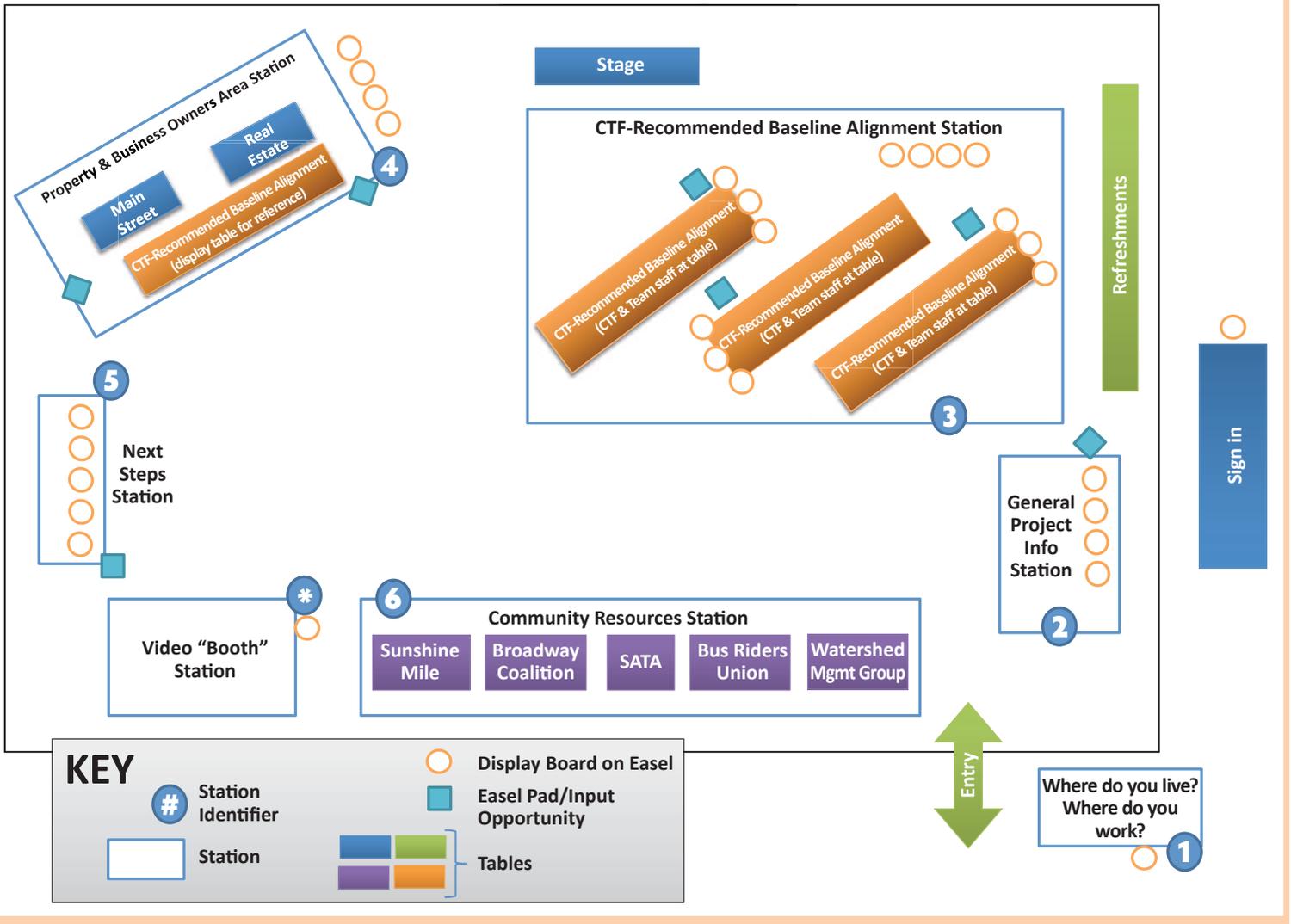
Station 2: General Project Information

Station 3: The Citizens Task Force (CTF) Design and Baseline Alignment Recommendations

Station 4: Project Area Property and Business Owner Resources

Station 5: Next Steps

Room Layout



1 Where do you live? Where do you work?

2 General Project Information

A brief overview of the project; listings of the Citizens Task Force, project design team, and the Technical Advisory Committee members; the Citizens Task Force's Vision and Goals Statements, and Performance Measures used to assess the project designs.

3 The Citizens Task Force (CTF) Design and Baseline Alignment Recommendations

Review, ask question and provide input on the maps showing the CTF-recommended alignment and design recommendations with members of the Citizens Task Force and the project team, understand what might cause modifications and how they can be handled as technical design continues. Also, learn about Indirect Left Turns and see possible concepts for Campbell/Kino intersection.

4 Project Area Property and Business Owners

Property and business owners are uniquely affected by the project and its impacts on properties and businesses. Get information and provide feedback to representatives from the CTF and project team. Learn about the impacts to properties, the property acquisition process, and existing benefits and services available.

5 Next Steps

Learn what project milestones are expected for 2015 and beyond.

6 Community Resources

Community organizations will have representatives on hand to provide information.

* Video "Booth"

Vision and Goals

CITIZENS TASK FORCE DRAFT VISION

The Citizens Task Force's recommended design solution for Broadway Boulevard from Euclid to Country Club will balance the varied needs of the Boulevard's users and surrounding neighborhood and districts. It will maximize benefits and minimize negative impacts.

The recommended design will support future for Broadway that will—

- maintain and improve the provision of affordable, efficient, and sustainable transportation choices serving local and regional transportation needs for walking, bicycling, transit, and vehicles;
- provide improved safety and comfort for all users;
- support and improve the economic vitality and the valued character of development along the Boulevard;
- improve the visual character of the street and the physical condition of the public realm in support of the unique character of the historic and unique character of the places along the Boulevard;
- strengthen the relationship between transportation and uses along the Boulevard to adjacent neighborhoods through appropriate access, visual and physical character, and encouraging supportive uses;
- balance the Boulevard's function as a major street serving citywide multimodal mobility with its function as a stronger retail, service, and civic destination;
- provide opportunities for the improved public health of those within the planning area and the region; and,
- improve environmental sustainability in Tucson.

The Broadway Boulevard planning and design work will all be guided by a public participation process that actively seeks out and engages the full diversity of stakeholders in a substantive dialogue, and utilize a design process that aims for the change resulting from the transportation improvements to support positive improvement to the districts and neighborhoods along Broadway Boulevard.

CITIZENS TASK FORCE POTENTIAL GOAL STATEMENTS

Goal Topics	Potential Goal Statements
Neighborhoods and Districts	
Recognize & support the distinct character of Broadway and its context of Neighborhoods and Districts – Broadway Boulevard is a series of places along a corridor – Visually enhance district identities – Encourage an appropriate mix of uses to support distinct districts – Consider existing special features ("Sacred Places")	<ul style="list-style-type: none"> ▪ Recognize and support distinct character of Broadway as a series of places, defined by their historic and significant structures, signage, landscape, and uses. ▪ Recognize and reinforce existing areas with distinct character and support the creation of distinct new places so that Broadway is a linked series of places, defined by their historic and significant structures, signage, landscape, and uses.
	<ul style="list-style-type: none"> ▪ Develop identities for segments and centers of activity along Broadway. ▪ Design the roadway, its streetscape, wayfinding signage, and the uses along it to give identity to the 'gateways' along Broadway - to neighborhoods, to Downtown, and to the University, and others.
	<ul style="list-style-type: none"> ▪ Preserve and protect the existing special features and places along Broadway ▪ Preserve and enhance key features of this segment of Broadway
Link neighborhoods to district uses	<ul style="list-style-type: none"> ▪ Provide better integration of neighborhoods to districts on Broadway with a walkable circulation network and by encouraging policies for neighborhood-supporting uses
Improve quality of Broadway and its context – Encourage improvements to existing development – Encourage high quality new development – Provide and encourage public gathering places	Respect the aesthetic character of Broadway and the destinations along it while encouraging maintenance and reinvestment to improve aesthetic appearance of existing development. Also, encourage new development that complements today's aesthetic character.
	<ul style="list-style-type: none"> ▪ Encourage the creation of public gathering places and provide for public places as feasible through design of the boulevard.
Protect Adjacent Neighborhoods – From noise, light, and air quality impacts – From cut through traffic and overflow parking – Privacy from adjacent district development – By transitioning intensity from corridor towards neighborhoods – Particularly existing and potential National Register of Historic Places (NRHP) Historic District designations	<ul style="list-style-type: none"> ▪ Minimize noise, light, and air quality-impacts from traffic on Broadway Boulevard ▪ Minimize overflow parking, cut through traffic, noise, light, and other impacts from development along Broadway into adjacent neighborhoods ▪ Maintain and improve privacy between neighborhoods and development along Broadway
	<ul style="list-style-type: none"> ▪ Do not allow new intensity along Broadway ▪ Design any new development along Broadway to transition to a lower intensity where it is adjacent to neighborhoods
	<ul style="list-style-type: none"> ▪ Protect all contributing structures for existing and potential NRHP Historic District designations ▪ Protect best examples of contributing structures to existing and potential NRHP Historic District designations ▪ To extent feasible given needed transportation and other improvements along Broadway, protect the best examples of contributing structures to existing and potential NRHP Historic District designations while maintaining the viability of Historic Districts
Protect existing businesses and enhance the business environment – Small and local businesses – Affordable rents / potential for business to own property – Neighborhood-serving uses – Viability of businesses before and after construction – Economic connections	<ul style="list-style-type: none"> ▪ Nurture Broadway's role as a place for new and existing small, local and incubator businesses through preserving existing development and its lower rents and by encouraging new policies to require new development to help create commercial space for small, local businesses.
	<ul style="list-style-type: none"> ▪ Encourage a mix of neighborhood and regional serving businesses to support vibrant mixed use districts along Broadway.
	<ul style="list-style-type: none"> ▪ Avoid impacts to the viability of existing businesses and property along Broadway to the extent feasible, and otherwise maximize the viability of property and business before, during and after construction. ▪ Improve the cultural, economic, and transportation linkages of Broadway and the uses along it with Downtown and the University of Arizona.
Protect residences and enhance the environment for residences – Choice of housing types – Affordable rents and ownership	<ul style="list-style-type: none"> ▪ Encourage protection of existing and creation of new housing to maintain diversity of housing types and rental and ownership choices that are affordable to a range of households.
Buildings and Site Development	
Recognize value of historic buildings and sites	<ul style="list-style-type: none"> ▪ Protect all individually historic and contributing buildings, signage, and sites. ▪ Protect best examples of individually historic and contributing buildings, signage, and sites. ▪ To extent feasible given needed transportation and other improvements along Broadway, protect the best examples of individually historic and contributing buildings, signage, and sites.
Recognize value of significant buildings and sites	<ul style="list-style-type: none"> ▪ Protect all significant buildings and sites. ▪ Protect best examples of significant buildings and sites. ▪ To extent feasible given needed transportation and other improvements along Broadway, protect the best examples of significant buildings and sites.

Vision and Goals

Goal Topics	Potential Goal Statements
Buildings and Site Development (continued)	
Support development scale and mix of use appropriate to context <ul style="list-style-type: none"> – Appropriate to existing context (heights, setbacks, etc.) – To support multimodal investment (mix uses, pedestrian-oriented, intensity, etc.) 	<ul style="list-style-type: none"> ▪ Encourage preservation, remodeling, and new development that is scaled to existing context while allowing for a mix and intensity of use to support walking, bicycling, and transit use. ▪ Encourage new development at a scale that is more intense than what exists today if it transitions at its edges to the scale of existing context, and if it supports the multi-modal, economic development, and affordability goals for Broadway.
Consider importance of parking supply and demand	<ul style="list-style-type: none"> ▪ Encourage efficient manage corridor’s parking demand and supply to provide enough, but not too much parking. ▪ Encourage development of district parking lots and other methods to help maintain viability of existing businesses and properties and too help manage parking supply.
Multimodal Street Design	
Balancing modes to create a 'Complete Street'	<ul style="list-style-type: none"> ▪ Optimize the use of the right-of-way to improve mobility and safety for all modes of travel along and across Broadway.
Broadway’s role in the transportation network	
Vehicular traffic <ul style="list-style-type: none"> – Through mobility 	<ul style="list-style-type: none"> ▪ Improve vehicular mobility along Broadway through any means other than widening the roadway ▪ Improve vehicular mobility along Broadway while minimizing widening of the roadway and otherwise minimizing impacts to adjacent property to the extent feasible ▪ Increase capacity of Broadway to accommodate future growth in through and commute traffic
<ul style="list-style-type: none"> – Corridor/neighborhood access 	<ul style="list-style-type: none"> ▪ Provide high-quality access for vehicles to adjacent development and neighborhoods.
Transit <ul style="list-style-type: none"> – Through mobility 	<ul style="list-style-type: none"> ▪ Provide effective east-west high capacity transit through the Broadway study area on Broadway Boulevard and/or parallel routes. ▪ Provide effective east-west high capacity transit on Broadway Boulevard.
<ul style="list-style-type: none"> – Corridor/neighborhood access 	<ul style="list-style-type: none"> ▪ Improve the quality, comfort, and convenience of transit access for the Broadway study area, including improved safety at transit stops.
<ul style="list-style-type: none"> – Improve transit stops 	
Bicycling <ul style="list-style-type: none"> – Provide east-west mobility for bicyclists of various skill levels 	<ul style="list-style-type: none"> ▪ Provide east-west mobility for bicyclists of various skill levels on Broadway Boulevard and parallel streets
<ul style="list-style-type: none"> – Broadway crossings / Bicycle network connections 	<ul style="list-style-type: none"> ▪ Improve crossings for bicyclists, including those that connect with bicycle network
Pedestrian <ul style="list-style-type: none"> – Provide for movement along and across Broadway, include buffering pedestrians from the roadway 	<ul style="list-style-type: none"> ▪ Create an inviting pedestrian environment that encourages walking along Broadway and for crossing the Boulevard. ▪ Provide a buffer between pedestrians and traffic on Broadway that is effective given the speed and amount of vehicular traffic.
<ul style="list-style-type: none"> – Provide connections between districts and neighborhoods 	<ul style="list-style-type: none"> ▪ Enable and provide quality connections between districts and neighborhoods
Universal design (ADA access)	<ul style="list-style-type: none"> ▪ Exceed ADA minimum requirements where ever feasible to maximize the level of universal design, including enhanced wayfinding techniques.
Speed Management / Traffic Calming	<ul style="list-style-type: none"> ▪ Design improvements to Broadway to encourage traffic to travel no faster than the speed limit
Landscaping / Streetscape Design <ul style="list-style-type: none"> – Improve the environment along Broadway 	<ul style="list-style-type: none"> ▪ Increase the amount and quality of landscaping and lighting along Broadway through an approach that is efficient in terms of capital and maintenance costs.
<ul style="list-style-type: none"> – Select context appropriate plants and other design elements 	<ul style="list-style-type: none"> ▪ Use plants that are native to the Sonoran Desert or plants that are adaptive to the Tucson environment, and that along with other streetscape elements help to create the desired character for the districts along Broadway.
Public Art	<ul style="list-style-type: none"> ▪ Provide opportunities for public art that complement the aesthetic and placemaking goals for Broadway
Right-of-way Impacts	
Minimize physical impacts	<ul style="list-style-type: none"> ▪ Avoid physical impacts to all existing property and businesses along Broadway Boulevard. ▪ To the extent feasible, minimize physical impacts to existing property and businesses along Broadway Boulevard while achieving the transportation and other goals for improvement to the Boulevard.
Width of Broadway Boulevard	<ul style="list-style-type: none"> ▪ Do not widen Broadway Boulevard. ▪ Minimize widening of Broadway Boulevard. ▪ Widen Broadway Boulevard to the extent needed to achieve other goals.
Sustainability	
Environmental <ul style="list-style-type: none"> – General environmental impact 	<ul style="list-style-type: none"> ▪ Utilize materials and design techniques in the improvements to Broadway that minimize environmental impacts, including energy efficient lighting and other means.
Environmental - continued <ul style="list-style-type: none"> – Water use and stormwater management 	<ul style="list-style-type: none"> ▪ Emphasize use of water harvesting and storm water management techniques in landscaped areas and the use of permeable surfaces and paving to extent feasible
<ul style="list-style-type: none"> – Air quality 	<ul style="list-style-type: none"> ▪ Design the improvements to Broadway to help reduce air quality impacts from green house gases, particulates, and other emissions.
<ul style="list-style-type: none"> – Shade 	<ul style="list-style-type: none"> ▪ Reduce heat island effect through various design measures, such as shading and high albedo pavement, while also providing shade for pedestrian comfort.
Economic <ul style="list-style-type: none"> – budget and cost of operations and maintenance 	<ul style="list-style-type: none"> ▪ Design improvements to deliver them within available budget, and to allow the roadway, its landscape, transit improvements, and other elements to fit the budget constraints for operations and maintenance.
Planning and Design Process	
Learn from best example practices (in Tucson and other places)	<ul style="list-style-type: none"> ▪ Learn from exemplary multimodal and context sensitive transportation projects in Tucson and elsewhere in the planning and implementation of the Broadway Boulevard process.
Public input <ul style="list-style-type: none"> – Take process to stakeholders and report back to CTF 	<ul style="list-style-type: none"> ▪ Efficiently and effectively seek out public input to draw from stakeholders in the study area and throughout the city and region to provide input for the on-going Citizens Task Force process.
<ul style="list-style-type: none"> – Planning, Design, Construction, and Post Construction phases 	<ul style="list-style-type: none"> ▪ Continue the public process into the construction and post-construction phases of the project.
Agency and organization coordination	<ul style="list-style-type: none"> ▪ Coordinate with other agencies and organizations that are project stakeholders so they can understand the on-going efforts and goals for the future of Broadway Boulevard.
More than transportation performance metrics	<ul style="list-style-type: none"> ▪ Utilize more than just transportation performance measures in the decision-making process for the design and implementation.
Be effective	<ul style="list-style-type: none"> ▪ Design and build Broadway as a long-term, quality improvement that will last and be effectively maintained for decades into the future; and create certainty for existing businesses and property owners and support investment.
Be efficient	<ul style="list-style-type: none"> ▪ Be as efficient in terms of time and budget as possible in the planning, design, and construction process.

Performance Measures Topic Areas

The following Topic Areas were consolidated for discussion during the Fall 2013's Public Meeting #3. Performance measures were generated by the Project Team in order to measure how potential roadway designs performed in these Topic Areas.

COMMUNITY CHARACTER AND ECONOMIC PERFORMANCE

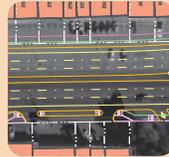
Avoid Historic/Significant Building Impacts

- Width of right-of-way (minimizing can negatively or positively affect other performance measures)
- Alignment of street: Choice/balancing of potential impacts to different sides of the street



Minimize Business Impacts

- Width of right-of-way (minimizing can negatively or positively affect other performance measures)
- Alignment of street: Choice/balancing of potential impacts to different sides of the street
- Design of parking impact avoidance or replacement



Change in Economic Potential

- Combination of Minimizing Business Impacts, potential for reuse of remnant parcels and revitalization of existing development



Visual Quality

- Preservation and enhancement of historic/significant buildings
- Street design to enhance visual quality



Walkable Community

- Combination of pedestrian conditions, mix and quality of land use



TRANSPORTATION PERFORMANCE

Pedestrian Access and Mobility

- Width of sidewalk
- Buffering from traffic—width and characteristics
- Shade
- Street crossings width and design
- Universal Design and ADA
- Driveway access frequency/size



Bicycle Access and Mobility

- Separation from vehicle lanes—generally include 7' wide partially raised cycle track
- Crossing conflicts with autos and buses
- Consider bicycle network access



Transit Access and Mobility

- Travel time (not known prior to modeling update)
- Station facilities
- Potential for high capacity transit—space for dedicated lanes, stations, etc. in right-of-way



Vehicular Access and Mobility

- Travel time
- Lane continuity
- Accessibility to businesses and neighborhoods



COST/FUNDING VIABILITY

Construction Cost

- \$29.3M budgeted per 2006 voter-approved RTA Plan (Full potential for variation not known until cost estimate completed)



Fundability

- Ability to maintain county and RTA funding



SUSTAINABILITY PERFORMANCE

Provide for Changing Transportation Needs

- Combination of Minimizing Business Impacts, potential for reuse of remnant parcels and revitalization of existing development



Health Benefits of Walking and Biking

- Combination of pedestrian and bicycling performance and Walkable Community measure



Water Harvesting and Green Streets

- Meet or exceed City's Green Streets Active Practice Guidelines



Reduce Heat Island

- Combination of pedestrian and bicycling performance and Walkable Community measure



Manageable Operations and Maintenance Costs

- Operations and maintenance costs for pavement, signals, transit, and landscape are yet to be determined



The Citizens Task Force (CTF)



STAKEHOLDER GROUP REPRESENTATION	TASK FORCE MEMBER
Neighbor Interests - NW	Colby Henley, Rincon Heights NA (Historic District)
Neighbor Interests - NE	Mary Durham-Pflibsen, Sam Hughes NA (Historic District), CTF Chairperson
Neighbor Interests - SE	Shirley Papuga, Broadmoor-Broadway Village NA
Neighbor Interests - SW	Michael J. "Jamey" Sumner, Miles NA
Business Interests - North	Anthony R. DiGrazia, <i>Rocco's Little Chicago</i>
Business Interests - North	Bruce Fairchild, <i>Bruce's Lock Shop</i> , CTF Vice Chairperson
Business Interests - South	Bob Belman, <i>Arizona Auto Refrigeration</i>
Business Interests - South	Diane Robles, <i>Child & Family Resources, Inc.</i>
Citizens Transportation Advisory Committee (CTAC)	Dale Calvert, CPA
Tucson Pima County Bicycle Advisory Committee	Anne Padias, Ph.D.
Tucson Planning Commission	Shannon McBride-Olsen
Special Needs	Jon Howe, Ph.D., Sam Hughes NA
Regional Interests (RTA appointment)	Michael Butterbrodt, <i>Inglis Florists</i>

# SEATS	STAKEHOLDER GROUP REPRESENTATION (NOMINATING/APPOINTING AUTHORITY)
4	Neighbor interests along the project Corridor, TDOT Director, with input from Wards 5 & 6
4	Business interests along the project Corridor, TDOT Director, with input from Wards 5 & 6
1	Regional interests, Regional Transportation Authority (RTA)
1	Special needs and interests, TDOT Director, with input from Commission on Disability Issues (CODI)
1	Citizens Transportation Advisory Committee (CTAC) representative
1	Alternative modes of transportation representative, Tucson Pima Bicycle Advisory Committee
1	Tucson Planning Commission representative, TDOT Director



Project Team



- The project team mission is to develop a Design Concept Report based on feedback and direction from the Citizens Task Force and the public.
- Project prime and other experts selected through a competitive procurement process.

ROLE / DISCIPLINE	MEMBER
Lead Agency/ Project Managers	City of Tucson Beth Abramovitz, P.E. Jennifer Toothaker City of Tucson Department of Transportation
Key City Departments	City Manager's Office Office of Integrated Planning Real Estate
Prime Consultant/ Project Manager	HDR Engineering Michael T. Johnson, PE, RLS
Context Sensitive Boulevard Design	Community Design + Architecture Phil Erickson, AIA, Architect, President Kevin Saavedra, Urban Designer
Public Involvement	Kaneen Advertising & Public Relations, Inc. Joan Beckim, IAP2 certified Joshua Weaver
Traffic Engineering	Kittelson & Associates, Inc. Jim Schoen, PE, Principle
Architecture, Historic Assessment	Swaim Associates, LTD Phil Swaim, AIA Laura Vertes, AIA, LEED AP Tim Smith, RA
Right-of-Way Cost Estimating	Tierra Right of Way Services, Ltd. Mack Dickerson, SR/WA, RW/RAC Myrlene Francis, SR/WA
Cooperating Agency	Pima County Rick Ellis, PE, Engineering Division Manager, Pima County Department of Transportation
Cooperating Agency	Regional Transportation Authority (RTA) James R. DeGrood, PE, Director of Transportation Services
Business Assistance	MainStreet Program Britton Dornquast, Program Manager Jan Aalberts-Waukon



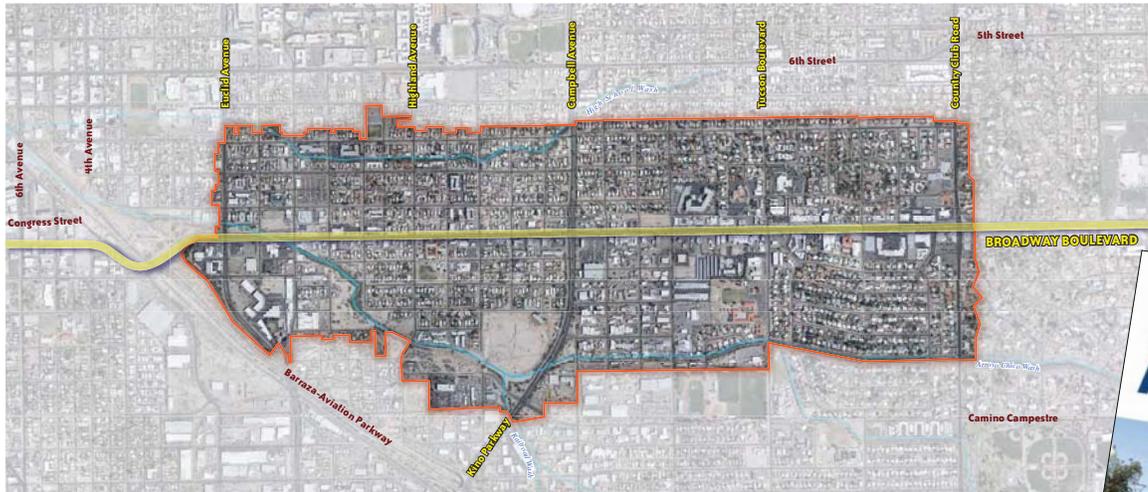
Technical Advisory Committee (TAC)



GROUP REPRESENTATION	COMMITTEE MEMBERS		
Economic Initiatives	Chris Kaselemis	Camila Bekat	
Environmental Services	Pat Tapia		
Fire	Assistant Chief – Laura Baker Lead Inspector – Glenn D’Auria		
General Services	Martin DuPont	Vinnie Hunt	
Integrated Planning	Nicole Gavin Jonathan Mabry	James MacAdam Rebecca Ruopp	
Planning & Development Services	John Beall Jim Mazzocco	Patricia Gehlen Glenn Moyer	Loren Makus David Rivera
Police	Captain Jim McShea		
Real Estate Office	Tim Murphy	Ryan Tripp	
Transportation	Sam Credio Andrew McGovern Donovan Durband Kate Riley (Sun Tran) Gary Wittwer	Daryl Cole Ann Chanecka Shellie Ginn Diahn Swartz	Carlos de Leon Joe Chase Michael Hicks Estevan Tineo
Pima County DOT	Rick Ellis		
PAG/RTA	Jim DeGrood Paul Cella (RTA TMC liaison)	Mike Holder	
TUSD Facilities	Marcus Jones		
University of Arizona	<i>Parking & Transportation Services</i> Dave Heineking <i>College of Architecture, Planning, and Landscape Architecture</i> Jan Cervelli Arthur C. Nelson <i>Planning Design & Construction</i> Peter Dourlein		



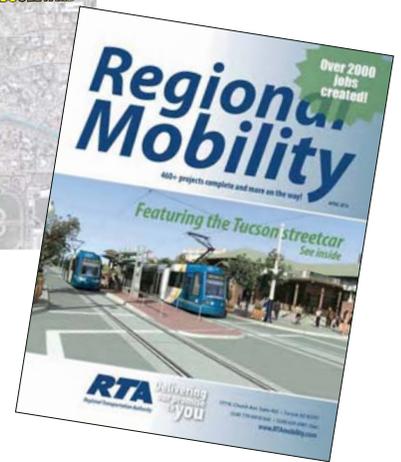
What is the Broadway Boulevard, Euclid to Country Club, Improvement Project?



The Broadway Boulevard, Euclid to Country Club, Improvement Project is a Corridor Transportation Project that encompasses a 1/4-mile wide corridor along both sides of Broadway Boulevard between Euclid Avenue and Country Club Road. The Project is one of 35 roadway improvement projects included in the 2006 Regional Transportation Authority (RTA) Plan.

Currently, the project is in the technical design phase. The project will integrate roadway design with alternative mode use and will evaluate economic design strategies and enhance community character through recommendations for land use planning and urban design concepts.

The project scope, approved by the City of Tucson Mayor and Council and RTA board in 2014, is to widen Broadway to 6 travel lanes, including bike lanes and improve sidewalks.



Key Decisions Related to the Project Scope

May 2014

Mayor and Council Approve Removing 8-Lane Alignment from Design Considerations

October 2014

Mayor and Council Approve 6-Lane Alignment for Project Scope

December 2014

RTA Board Approve 6-Lane Alignment for Project Scope

PROJECT BUDGET

FUNDING SUMMARY

Funding Sources	%	Amount	Source
A. RTA*	59.0%	\$ 42,125,000	Roadway Element
B. City of Tucson	4.2%	3,000,000	Development Impact Fees
C. Pima County**	35.0%	25,000,000	1997 Transportation Bonds
D. Regional	1.7%	1,222,000	PAG Regional Funds (previously expended)
		\$ 71,347,000	

FUNDING

The total amount of funds allocated for the Broadway Boulevard, Euclid to Country Club, Improvement Project is \$71.3 million. Approximately \$42 million of project funding will be provided by the Regional Transportation Authority, with another \$25 million coming from the 1997 Pima County Transportation Bond Improvement Plan, and \$3 million from the City of Tucson.



* IGA with RTA executed February 1, 2007
** IGA with Pima County executed September 7, 2004



CTF-Recommended 6-Lanes Including Transit Baseline Alignment

Strategic Parameters for Design Development

1. CTF-Recommended Baseline Alignment

The direction and guidelines to be followed in developing the Broadway design going forward are to:

- 1 minimize the number of buildings needing to be acquired and demolished
- 2 maintain access and as much parking as possible for existing development
- 3 reduce construction and acquisition costs.

The line work on this drawing indicates the “best case” scenario for minimizing the number of buildings directly impacted. Changes in both the alignment and width will likely result during further design and through the acquisition process. This may change the number of buildings directly impacted.

2. Street Element Widths

The widths of street elements generally are:

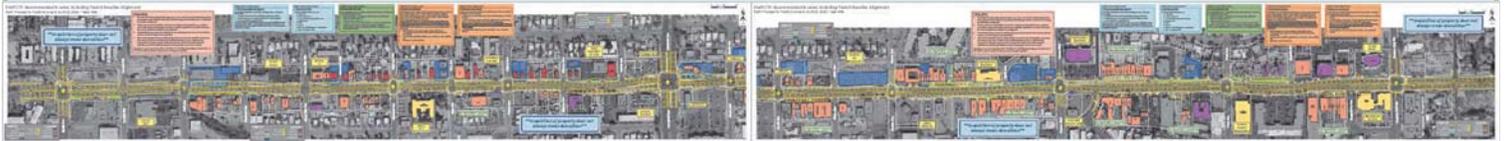
- 11' Travel Lane
- 10' Single Left Turn Lane
- 11'/10' Combination for Double Left Turn Lanes
- 10' Right Turn Lane
- 8' Median
- 6' Bike Lane
- 6' Sidewalk
- 5' Deep x 29' Long Bus Shelter

Design Recommendation 1

Primary design parameters are intended to have the least impact to adjacent properties:

- Maintain buildings and viable parcels wherever possible
- Use 6' sidewalks consistent with ADA standards
- Use 6' bike lanes

See these Baseline Alignment maps on tables



Existing 6' sidewalk and 6' bike lane at Mountain Avenue on Broadway

Concept illustration of CTF-Recommended Baseline Alignment



CTF-Recommended 6-Lanes Including Transit Baseline Alignment

Design Recommendation 2

As design is refined and modifications made, or additional right-of-way becomes available, the following secondary parameters prioritize adding elements back in to street design:

- 1 Provide 7' bike lanes and elevated cycle track where feasible
- 2 Widen sidewalks to as much as 8'
- 3 Provide landscaped buffer
 - Enhance pedestrian environment
 - Improve visual quality
 - Achieve City's Green Streets policy

Strategic Parameters for Design Development

3. Excess Right-of-Way Width

When design refinements and acquisition results in additional right-of-way width, it will be allocated in the following order:

- 1 Widen bike lane up to 7' and provide elevated cycle track where uninterrupted stretches of sufficient length exist.
- 2 Widen sidewalk to as much as 8'.
- 3 Provide a landscaped buffer between the bike lane and sidewalk of up to 8' width.

The width of excess property available will be determined during the design/acquisition process, and will depend on decisions by property owners as well as the project design.

Example elevated cycle track



Example wider sidewalk



Secondary design example: 6' sidewalk, 4' landscape buffer & 7' cycle track



Secondary design example: 8' sidewalk, 8' landscape buffer & 7' cycle track



CTF-Recommended 6-Lanes Including Transit Baseline Alignment

Design Recommendation 3

All Task Force members support the concept of Broadway as a priority transit corridor. They support dedicating lanes for transit as soon as funding is available for high-capacity transit, or Mayor and Council choose.

Streetcar



Dedicated lane with BRT



Strategic Parameters for Design Development

Broadway Transit Facilities Improvements included in the Task Force Baseline Alignment:

- Bus shelters at all stops
- Bus pullouts at Campbell and Euclid intersections; sized for 2 standard buses or 1 longer articulated bus
- More convenient and safer bus stop locations

Example bus stop facilities at Grant & Oracle



Strategic Parameters for Design Modifications

Other Potential Design Features, if feasible and space allows:

- 1 Bus Pullouts.** Bus pullouts will be provided at arterial intersections with sufficient length to accommodate two buses (local and express) concurrently. Bus pullouts will be provided at other fully signalized intersections if directed by the City.
- 2 Bicycle Bypasses.** Bicycle bypasses behind bus stops and pullouts will be provided where feasible. In such cases, the bicycle lane passes behind the bus platform. This decreases conflicts between cyclists and the bus.
- 3 Green Streets and Water Harvesting.** City of Tucson has a policy of providing water harvesting and green street treatment of stormwater whenever feasible, and additional space within the street can provide for this landscape.

Bicycle “bypass” simulation



Bicycle “bypass” Example in Seattle

Source: NACTO



Other potential Transit Facilities Improvements that will be considered during technical design:

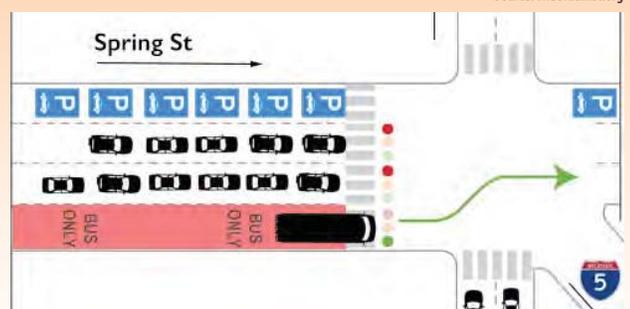
- Level boarding onto low floor buses
- Queue jumps at intersections
- Transit priority at signals
- Fare payment before boarding
- Street design that can convert to accommodate future high-capacity transit more easily
- Relocating utilities to accommodate easier implementation of future high-capacity transit (e.g., streetcar, Bus Rapid Transit, light rail)

Green Streets and Water Harvesting



Queue jumps at intersections

Source: TheUrbanist.org



Strategic Parameters for Design Modifications

Constraints and opportunities arise during the technical design process and modifications are often made. For example, sidewalk and buffer width may increase to provide space for:

Utilities (such as electric poles and wires, signal boxes, and fire hydrants) and Street Lamps and Signals



Driveways, disabled access, slopes, and retaining walls to properties at different elevations



To meet ADA, gentle slopes for disabled access must be incorporated into designs where topography and grade differentials require it.



As shown here, the parking lot is at a higher elevation than the road. Retaining walls stabilize the existing property. The new sidewalk and driveway and disabled access meets ADA compatible slopes and sidewalk widths.

Exit door swing must be taken into consideration when buildings abut the sidewalk



Strategic Parameters for Design Modifications

Constraints and opportunities arise during the technical design process and modifications are often made. For example, alignment and street improvements may shift to:

Reduce total number of property acquisitions and costs by avoiding more expensive acquisitions, avoiding acquisitions and relocations, and/or not impacting both sides of the street in the same block.

Strategic Parameters for Design Development

4. Directly Impacted Buildings

Buildings that would extend into the footprint of the proposed improvements are referred to here as "directly impacted." In the CTF-Recommended Base Alignment drawing, those directed impacted buildings are fully or partially between blue lines that are the back of sidewalk. Because the street element widths are already minimal, avoiding those direct impacts can only happen by shifting the alignment.

While the intent of the CTF-Recommended Baseline Alignment is to retain as many existing structures as possible, it is recognized that even if a building is not directly impacted by the improvements that does not ensure it will not ultimately be acquired and demolished. That determination will be made during the design/acquisition process, depending on:

- 1 Engineering factors such as loss of access and parking, ability to provide ADA-compliant access, provisions for utilities, grade differential, drainage and constructability;
- 2 Economic factors of acquisition negotiations such as cost of cure vs. total acquisition; and,
- 3 Building code and public safety issues.

****Acquisition of property does not always mean demolition****

Initial Property Impact Assessments

	Directly Impacted Buildings	Potential Full Acquisitions
CTF-Recommended <i>March 26, 2015</i>	9	85

5. Parking & Access Approach

Parking and access to existing buildings will be maintained where practicable. The priority of parking approaches will be as follows:

- 1 Maintain public access to existing parking. This provides the least chance of acquisition occurring.
- 2 Maintain sufficient space between the buildings and street such that adjacent property owners are able to establish joint access/parking facilities, if they choose. Any improvements needed by the private property owners cannot, by state statute, be included as part of a public project outright, but could be included in a transaction for partial acquisition.
- 3 Access to properties will generally be governed by the City's access management ordinance.

Examples of design refinements done on other city corridors, also called "cures," were arrived at during design and/or negotiations with property owners. City avoids taking full ownership, allows businesses to be preserved, reduced acquisition costs, and avoided demolitions.



Provide adequate space for parking and access by discussing options with affected property owners (see alignment maps and Development Diagrams for more options)



Example 1: Shared access through driveways, access lane that would allow drivers the ability to pull up to shared angled parking places in front of the businesses. Sidewalks about the front of the buildings.



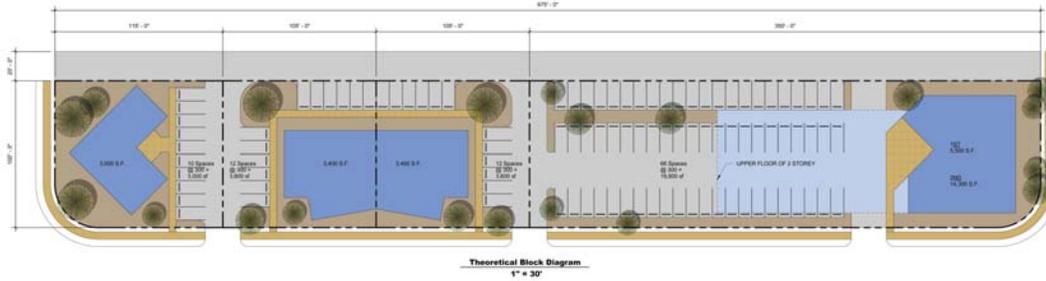
Example 2: Possible options explored include on street parking on Plumer, shared driveway access, access lanes, and front parking; shared parking lot (or private parking for specific properties) on vacant land.

DEVELOPMENT DIAGRAMS

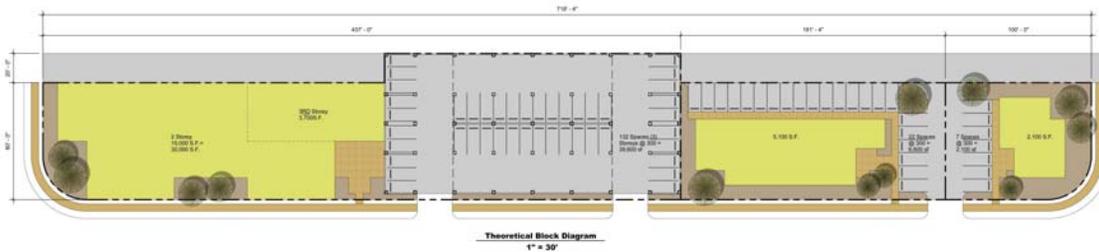
Potential layouts for adjacent parcels and shared access and parking



120 FOOT DEEP LOTS



100 FOOT DEEP LOTS



80 FOOT DEEP LOTS

Shared Private Parking Lots and Garages



Closed Cross Streets (Private Parking)



Group Agreements (Decisions made by Property Owners)

- Shared Agreement
 - Parking
 - Access
 - Trash
 - Loading Zone
- Condominium – Condo Plat
- Parking Improvement District

Administrative Processes (Decisions made by PDSD Staff)

- “As Is” (Cryogenic) Ordinance
- Development Package
- Development Design Option
- Individual Parking Plan
- Lot Combinations, Re-plat

Public Hearing Processes (Decisions made by Public Bodies)

- Variance (Board of Adjustment) - Alley Access, On Street Parking, Adjust Other Zoning Regulations
- Rezoning (Mayor & Council)
- Planned Area Development (PAD) (Mayor & Council)
- Overlay District (Mayor & Council)
 - Building heights
 - Setbacks
 - Density of development
 - Parking requirements
 - Adaptive reuse of historic properties

Anticipated 2015 Project Schedule

April 30 CTF review of feedback from Open House; finalize recommendation materials of materials for the Mayor and Council. Check www.tucsonaz.gov/broadway for meeting details.

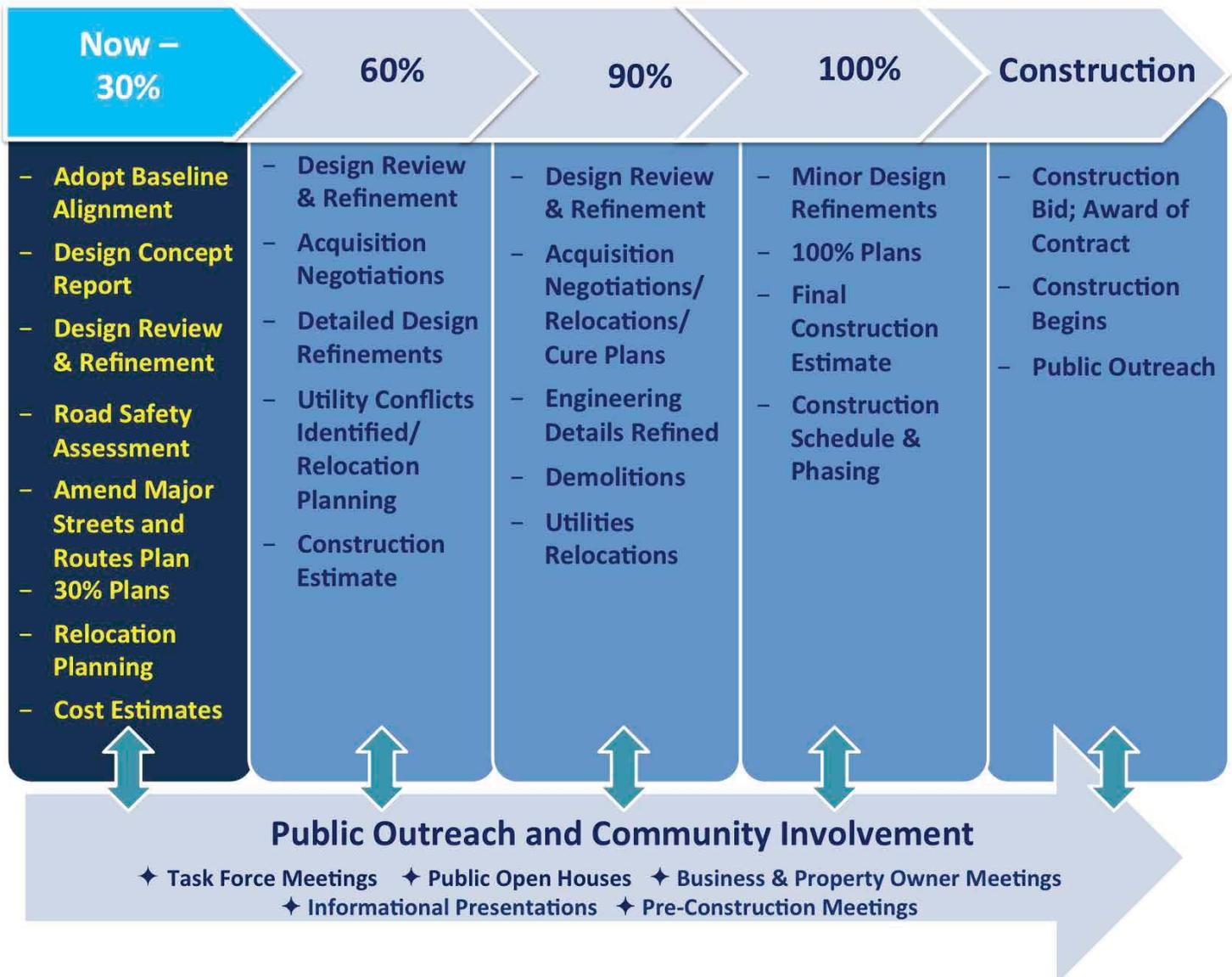
May City provides response to **Road Safety Assessment** findings

June 9 Anticipated date that the Tucson Mayor and Council will consider **adoption of baseline alignment** and design considerations.

Summer/Fall 2015

- CTF and project team work and hold meetings to complete the **Design Concept Report** to be approved by the Mayor and Council.
- **Real Estate acquisition and relocation planning** activities get underway.
- **Tucson's Major Streets and Routes Plan amendment** process begins to replace the 1989 alignment in with the 2015 adopted alignment.
- **Technical design** on roadway continues.

Technical Design Milestones



Road Safety Assessments (RSA)

The Broadway: Euclid to Country Club Roadway Improvement Project underwent an Road Safety Assessment (RSA) in March, 2015. A RSA is a formal safety performance examination of an existing or future road or intersection by an **independent, multidisciplinary team**, typically made up of Engineers, Law Enforcement, Emergency Services, Maintenance, or anyone else with an interest in improving safety. At this level of design, such an analysis can be cost effective in identifying modifications to design elements based on safety evaluations.

The goal of a RSA is to :

- 1 determine elements of the road that may present a safety concern: to what extent, to which users, and under what circumstances,
- 2 determine what opportunities exist to eliminate or mitigate identified safety concerns, and
- 3 identify recommendations for safety improvements to be considered by the owning agency.

Examples of challenging environments to user safety



Ramp is inaccessible to users in wheelchairs or walkers

Lack of sidewalk means pedestrians are using bike lane

Location of pole is an obstacle for anyone traveling this sidewalk, especially disabled individuals

Lack of facilities increases user exposure to potential collisions

The benefits of a RSA are reduced crash frequency, reduced crash severity, and addressing multimodal safety concerns. Pre-construction (aka design) RSAs may reduce costs by identifying safety issues and correcting them before projects are built, and has the side benefit of promoting awareness of safe design practices.

Pima Association of Government's RSA Program assists its member jurisdictions by identifying roadways and intersections with the greatest safety concerns, performing RSAs at identified sites to assess safety deficiencies and make recommendations for improving safety performance, and assisting jurisdictions in acquiring federal and state safety funding (Highway Safety Improvement Program (HSIP)) to implement safety improvements.

RSA Process

1. Start-up Meeting; Crash Data Review



Year	Crash Type	Crash Count	Crash Rate
2010	Vehicle	12	0.0001
2010	Pedestrian	1	0.0000
2010	Bicycle	2	0.0000
2010	Other	0	0.0000
2011	Vehicle	15	0.0001
2011	Pedestrian	2	0.0000
2011	Bicycle	3	0.0000
2011	Other	1	0.0000
2012	Vehicle	18	0.0001
2012	Pedestrian	3	0.0000
2012	Bicycle	4	0.0000
2012	Other	2	0.0000
2013	Vehicle	20	0.0001
2013	Pedestrian	4	0.0000
2013	Bicycle	5	0.0000
2013	Other	3	0.0000
2014	Vehicle	22	0.0001
2014	Pedestrian	5	0.0000
2014	Bicycle	6	0.0000
2014	Other	4	0.0000

2. Site Visit (Day & Night Fieldwork)



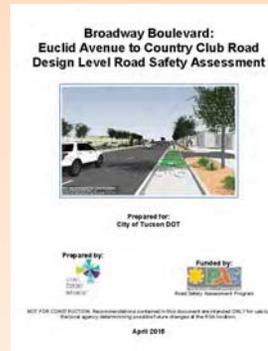
3. RSA Analysis



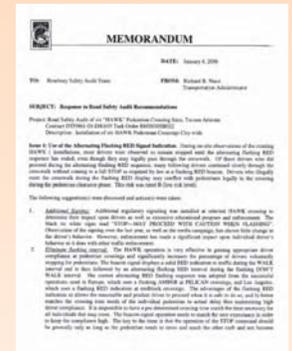
4. Preliminary Findings Meeting



5. RSA Report (Received on 4/17/15)



6. Road Owner Response



7. Implementation



Appendix E

Event Handouts

(A full color version of this appendix is available online at <http://cms3.tucsonaz.gov/broadway/public-meeting-5>)

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.



Frequently Asked Questions





PLANNING UPDATE & PUBLIC OPEN HOUSE BROADWAY BOULEVARD

EUCLID to COUNTRY CLUB
IMPROVEMENT PROJECT

The Broadway Citizens Task Force (CTF) unanimously approved a new baseline alignment and design recommendations for the Broadway improvement project. The baseline alignment and design recommendations will be presented for review and comment.

Tonight – April 23, 2015*

Doors will be open between 5:30-7:30 p.m. – please stop by anytime during the 2-hour event, to:

- **Review displays** of the current CTF alignment and design recommendations
- **Ask questions and provide feedback** to CTF members, project team, and City staff
- **Learn** about project schedule, design milestones, and next steps

Anticipated Project Dates

April 30 CTF review of feedback from Open House; finalize recommendation materials of materials for the Mayor and Council. Check www.tucsonaz.gov/broadway for meeting details.

May City provides response to Road Safety Assessment findings

June 9 Anticipated date that the Tucson Mayor and Council will consider adoption of baseline alignment and design considerations.

Summer/Fall 2015

- CTF and project team work and hold meetings to complete the Design Concept Report to be approved by the Mayor and Council.
- Real Estate acquisition and relocation planning activities get underway.
- Tucson's Major Streets and Routes Plan amendment process begins to replace the 1989 alignment in with the 2015 adopted alignment.
- Technical design on roadway continues.

Adoption of an alignment will require an amendment to the City of Tucson Major Streets & Routes (MS&R) Plan. More information about the purpose of the MS&R and the amendment process will be provided at the Open House.

For more information plus
Task Force meeting materials
and reports

SCAN



VISIT



[www.TucsonAZ.gov/
Broadway](http://www.TucsonAZ.gov/Broadway)

CALL



(520) 622-0815

EMAIL



broadway@tucsonaz.gov

* A quorum of the Broadway Citizens Task Force may be present. No action items will be decided at this event.

Frequently Asked Questions

What is the Broadway Boulevard, Euclid to Country Club Improvement Project?

The Broadway Boulevard, Euclid to Country Club Improvement Project is one of 35 roadway improvement projects included in the Regional Transportation Authority (RTA) Plan approved by Pima County voters in 2006. It is managed by the City of Tucson and will widen Broadway from Euclid Avenue to Country Club Road to a 6-lane arterial, with medians, bike lanes and sidewalks, and with bus pullouts where appropriate. Construction is not anticipated to begin until 2018.

What is the project budget and where is the money coming from?

The total amount of funds allocated for the project is \$71.3 million. Approximately \$42 million will be provided by the RTA, with another \$25 million coming from the 1997 Pima County Transportation Bond Improvement Plan, \$3 million from the City of Tucson, and \$1 million from Pima Association of Governments.

Who has been involved?

Through an application process in 2012, the Tucson Department of Transportation (TDOT) appointed 13 members of the community to the Citizens Task Force (CTF) to represent neighborhoods, businesses, and the regional community, as well as other public bodies such as the Citizens Transportation Advisory Committee, Planning Commission, Commission on Disability Issues, and Tucson-Pima County Bicycle Advisory Committee. The CTF works with the project team to evaluate the roadway alignment and cross section widths and provides input, review and approval of land use and urban design concepts. CTF members share project information with, and gather input from, local property owners, businesses, residents, neighborhood associations, and regional stakeholders.

The core project team is managed by TDOT staff and includes an engineering firm HDR Inc., Community Design + Architecture, traffic engineering firm Kittelson & Associates, architecture firm Swaim Associates, the RTA's MainStreet Business Assistance program, and public relations and real estate consultants. In addition to the CTF, a Technical Advisory Committee comprised of design, engineering, planning, transit and public safety professionals, provides technical input and oversight. The Broadway Coalition, a citizens group, and a number of individuals, including Gene Caywood, a retired planner and engineering designer and transit advocate, have also contributed their ideas to the project.

What process was used to get to the current CTF-recommended baseline alignment?

The CTF, the project team, and the Technical Advisory Committee (TAC) have been involved in the assessment and review of various

alignment alternatives since the project kicked-off in June, 2012. The CTF is recommending a baseline alignment that strives to save buildings first.

What is the current recommended baseline alignment?

The current recommended alignment which is presented to you this evening is a refinement to the Starting Small Alignment that was presented by staff at the last CTF meeting where the CTF conducted a block by block design analysis. The alignment refinements were performed by Gene Caywood on behalf of the CTF using the design criteria they recommended at the 3/26/15 meeting.

At their next meeting on 4/30/15, the CTF will review the current recommended base alignment, along with public input received at tonight's public open house, to finalize their baseline alignment recommendation to forward to Mayor and Council. While some refinements to the current recommended baseline alignment may occur, the final draft forwarded to Mayor and Council is expected to be very similar to the design you are viewing tonight.

Why has it taken so long?

As many know, efforts to widen Broadway began in the late 1980s. Voter approval of the ½-cent sales tax to implement projects in the Regional Transportation Authority (RTA) Plan in 2006, in which Broadway: Euclid to Country Club is included as Project 17, in combination with the Pima County 1997 Transportation Bond funding and City of Tucson contribution, provided the funds needed. The planning and design phase of this project began in June, 2012 and included an in-depth review of alternatives to the original 8-lane project scope included in the RTA Plan. The CTF has met 35 times and held 4 prior large-scale public meetings. Decisions to approve the current project scope of 6-lanes were made by the Tucson Mayor and Council in October 2014 and the RTA Board in December 2014.

How is the recommended baseline alignment different from what voters approved in 2006?

The proposal, approved by voters in the 2006 with the adoption of the Regional Transportation Authority Plan, called for widening the roadway to 8 lanes – a 6-lane arterial plus 2 dedicated bus lanes – with bike lanes and sidewalks. Analysis of contemporary traffic data and other performance measures during the planning and design phase showed that the 8-lane configuration did not function as well as the 6-lane. Tucson Mayor and Council and the RTA Board voted to support 6-lanes. The current project scope is to expand the current roadway to 6 lanes with enhanced bicycle facilities, and new sidewalks, with green infrastructure and bus pullouts where appropriate.

How will transit be included? Will lanes ever be used just for transit?

The existing local bus service will continue along Broadway. The recommended baseline alignment provides for 6 lanes, with bus pullouts where appropriate, providing sufficient space for future High Capacity Transit (HCT). The CTF supports the concept of Broadway as priority transit corridor and suggest dedicating two lanes to transit. While funding is not immediately available for HCT, the CTF recommend either actively seeking out such funding and implementing HCT as soon as funding is available, or dedicating lanes when Mayor and Council choose to do so.

How many properties will need to be acquired? How many buildings will need to be demolished?

The CTF recommended the current baseline alignment to minimize the number of buildings needing to be acquired and demolished. The CTF agreed to recommend, at a minimum, 6' bike lanes and 6' sidewalks consistent with ADA standards and elimination of the landscape buffer where necessary to minimize the project footprint; locations where landscaping and green infrastructure could be included within these confines are indicated in the baseline alignment. Changes in both the alignment and width will likely result during further design and through the acquisition process, when engineering factors such as ADA compliance, utility placement, drainage and grade differential, and building code and public safety issues will be addressed. This may change the number of buildings directly impacted.

Currently, the recommended alignment is estimated to directly impact 9 buildings with the potential of 85 full acquisitions. Full acquisitions are anticipated because many properties will lose parking, have no driveway access onto the property, and may not be able to comply with minimum City Code and development requirements for site features such as loading zones, trash collection, or public safety access.

Acquisition, however, does not necessarily mean demolition.

As design moves forward, opportunities will arise to find creative solutions to "cure" these issues where possible, which will help reduce acquisition costs and impacts to properties. Property owners are encouraged to connect with neighboring property owners to consider what solutions might be acceptable, and can contact City staff to obtain information. The 'Be Part of the Solution Checklist' provides numbers and contact names, and is available at the Property and Business Owners Station.

How will the recommended baseline alignment affect businesses along the route? Do businesses along the route support the improvement project? Do they support the recommended baseline alignment?

This open house is the first opportunity for business owners to view the CTF recommended baseline alignment. CTF representatives for business interests, project team, City staff, and RTA's MainStreet Business Assistance Program are present to answer questions, discuss concerns, and obtain feedback.

Will the Mayor and Council approve the recommended baseline alignment?

The Mayor and Council approved removing the 8-lane alignment from design consideration in May 2014 and approved the concept of a 6-lane alignment in October 2014.

Will the RTA fund the recommended baseline alignment?

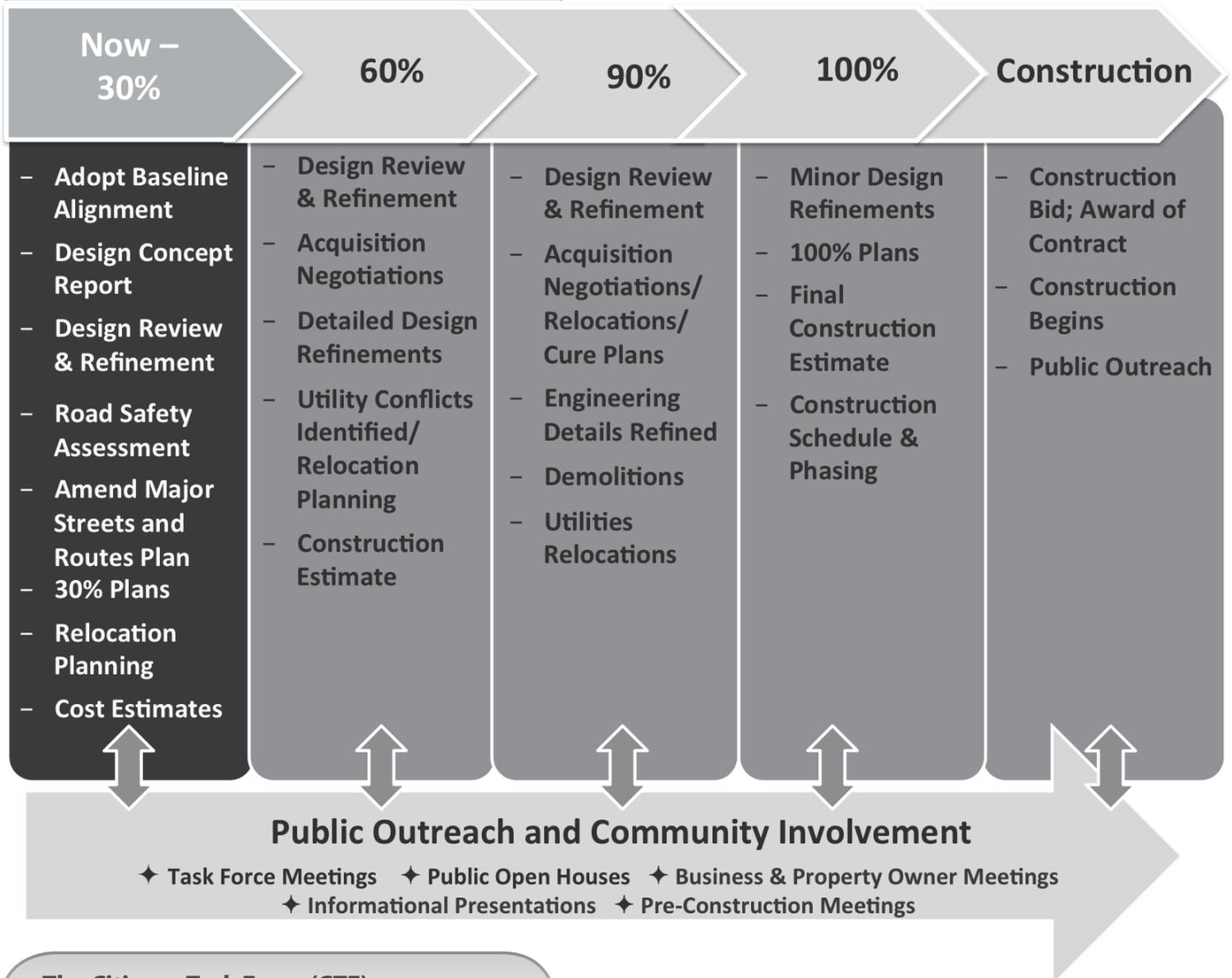
The RTA board approved the concept of a 6-lane alignment, with bus pullouts where appropriate, in December 2014.

What is the process from this point forward?

Once an alignment is adopted by Mayor and Council, which could occur on June 9, 2015, the CTF will work with the project team to finalize the Design Concept Report for possible approval by Mayor and Council in Fall 2015. The baseline alignment will undergo further technical design, and develop the baseline alignment map into a set of construction drawings that incorporate features such as elevations of the roadbed, sidewalks, and driveways; utilities placements; ADA requirements; and, drainage. While technical design work is performed, right-of-way acquisition and relocation planning and negotiations will occur. Modifications to the baseline alignment are likely given the technical design and acquisition processes. (Please see information regarding 'Technical Design Milestones' to see more about what activities occur during each milestone phase of the project.) Construction is not expected to occur until 2018.

Periodic informational workshops will be scheduled between now and the end of construction, covering topics such as acquisition process basics, how to get "construction ready," and to provide construction schedule and details when it is underway.

Technical Design Milestones



The Citizens Task Force (CTF)

STAKEHOLDER GROUP REPRESENTATION	TASK FORCE MEMBER
Neighbor Interests - NW	Colby Henley, Rincon Heights NA (Historic District)
Neighbor Interests - NE	Mary Durham-Pflibsen, Sam Hughes NA (Historic District), CTF Chairperson
Neighbor Interests - SE	Shirley Papuga, Broadmoor-Broadway Village NA
Neighbor Interests - SW	Michael J. "Jamey" Sumner, Miles NA
Business Interests - North	Anthony R. DiGrazia, Rocco's Little Chicago
Business Interests - North	Bruce Fairchild, Bruce's Lock Shop, CTF Vice Chairperson
Business Interests - South	Bob Belman, Arizona Auto Refrigeration
Business Interests - South	Diane Robles, Child & Family Resources, Inc.
Citizens Transportation Advisory Committee (CTAC)	Dale Calvert, CPA
Tucson Pima County Bicycle Advisory Committee	Anne Padias, Ph.D.
Tucson Planning Commission	Shannon McBride-Olsen
Special Needs	Jon Howe, Ph.D., Sam Hughes NA
Regional Interests (RTA appointment)	Michael Butterbrodt, Inglis Florists



Historic Preservation Resources



HISTORIC PRESERVATION INFORMATION & RESOURCES

Broadway: Euclid to Country Club Historic Buildings Inventory Report

The Broadway: Euclid to Country Club project area has a number of properties within that have been reviewed for their historic eligibility for either an existing historic district, a future historic district, or as an individually listed property. Designated properties are listed on the Federal National Register of Historic Places. Maps produced for the project include the results of this report, identifying each buildings' historic status by color (see sample legend to right). The report, **Phase 1 Draft Report: Historic Buildings Inventory (October 2012)**, is available online on the project web site:

<http://www.tucsonaz.gov/broadway/documents-studies>

Property owners can review the report to:

- understand the analysis conducted,
- read about the area's development over time and how it is reflected in the architecture,
- view a map of the report findings, and
- look up their own property's State Historic Property Inventory Form in the Appendix.

HISTORIC STATUS

Current Contributor	■
Eligible as Contributor	■
Eligible Individually	■
Architecturally Significant (Future Individually Eligible)	■

Example Legend on Project
Maps identifying Historic Status

An update to the document will be made when the project design concept report has been approved, as the project transitions into more detailed engineering and design work (the Final Design Phase).

City of Tucson Office of Integrated Planning – Historic Preservation Office



Staff members in this office are able to provide a variety of information about historic preservation, including what financial incentives exist for owners of buildings designated historic. The web site contains a lot information, resources, and links. www.tucsonaz.gov/historic-preservation

Contact Information:

Jonathan Mabry, PhD and Jennifer Levstik, M.A.
520.791.4675

(See back side for a select list of programs.)

Rehabilitation Tax Incentives for Historic Buildings

Historic Rehabilitation Tax Credit (20%):

A 20% income tax credit is available for the rehabilitation of historic, income-producing buildings that are determined by the Secretary of the Interior, through the National Park Service, to be “certified historic structures.” The State Historic Preservation Offices and the National Park Service review the rehabilitation work to ensure that it complies with the Secretary’s Standards for Rehabilitation. The Internal Revenue Service defines qualified rehabilitation expenses on which the credit may be taken. Owner-occupied residential properties do not qualify for the federal rehabilitation tax credit.

Each year, Technical Preservation Services approves approximately 1000 projects, leveraging nearly \$4 billion annually in private investment in the rehabilitation of historic buildings across the country.

Historic Rehabilitation Tax Credit for Non-Historic Buildings built before 1936 (10%)

<http://www.nps.gov/tps/tax-incentives/taxdocs/about-tax-incentives-2012.pdf>

The 10% tax credit is available for the rehabilitation of non-historic buildings placed in service before 1936. The building must be rehabilitated for non-residential use. In order to qualify for the tax credit, the rehabilitation must meet three criteria: at least 50% of the existing external walls must remain in place as external walls, at least 75% of the existing external walls must remain in place as either external or internal walls, or at least 75% of the internal structural framework must remain in place. There is no formal review process for rehabilitations of non-historic buildings.

Tax Benefits for Historic Preservation Easements

<http://www.nps.gov/tps/tax-incentives/taxdocs/easements-historic-properties.pdf>

A historic preservation easement is a voluntary legal agreement, typically in the form of a deed that permanently protects an historic property. Through the easement, a property owner places restrictions on the development of or changes to the historic property, then transfers these restrictions to a preservation or conservation organization. A historic property owner who donates an easement may be eligible for tax benefits, such as a Federal income tax deduction. Easement rules are complex, so property owners interested in the potential tax benefits of an easement donation should consult with their accountant or tax attorney. Learn more about easements in Easements to Protect Historic Properties: A Useful Historic Preservation Tool with Potential Tax Benefits.

Federal Tax Credits for Rehabilitation Historic Buildings—Main Street Commercial Buildings

<http://www.nps.gov/tps/tax-incentives/taxdocs/intro-main-street.pdf>

Administered by the National Park Service in conjunction with State Historic Preservation Offices (SHPO), the Federal Historic Preservation Tax Incentives program offers a 20% federal tax credit for qualified rehabilitation expenses. Many historic districts in small towns and cities have Main Streets of small shops and other commercial buildings, typically one to four stories high. The variety of architectural styles reflects the popular taste of different eras and the image an entrepreneur wanted to project. Thousands of property owners across the country have already utilized these tax incentives to rehabilitate historic commercial buildings and similar properties.



Business and Property Owner Resources





**BROADWAY: EUCLID TO COUNTRY CLUB ROADWAY IMPROVEMENTS PROJECT
CREATED FOR PROPERTY AND BUSINESS OWNERS**

Be Part of the Solution! Checklist

Step	Contact
<p><input type="checkbox"/> Talk with Your CTF Member</p> <ul style="list-style-type: none"> • Come to a Broadway CTF Meeting (see Participate in the Project Process). • Visit or call your business representative. (Representatives can provide you their direct contact information.) <p><u>North-side Business Interests</u> Anthony ‘Rocco’ DiGrazia, <i>Rocco’s Little Chicago Pizza</i> Bruce Fairchild, <i>Bruce’s Lock Shop</i></p> <p><u>South-side Business Interests</u> Bob Belman, <i>Arizona Auto Refrigeration</i> Diane Robles, <i>Child & Family Resources</i></p> <p><u>Regional Perspective</u> Michael Butterbrodt, <i>Inglis Florists</i></p>	
<p><input type="checkbox"/> Participate in the Project Process</p> <ul style="list-style-type: none"> • Check the web site for updates and materials. • Be added to the project email notification list. • Attend Task Force meetings, or other project meetings. • Provide input - contact your Citizens Task Force representative, send a Comment Card or eCommentCard, speak at Call to the Audience 	<p>Web: www.tucsonaz.gov/broadway Email: broadway@tucsonaz.gov Project Info Line: 520.622.0815</p> <p><i>Tucson Dept. of Transportation</i> Beth Abramovitz, P.E., Project Manager (Engineering) Beth.Abramovitz@tucsonaz.gov 520.837.6656</p> <p>Jenn Toothaker, Project Manager (Planning) Jennifer.Burdick@tucsonaz.gov 520.837.6648</p>
<p><input type="checkbox"/> Obtain/Review your Last Approved Site Plan</p> <ul style="list-style-type: none"> • Go to the PRO website and check on zoning and last approved site plan. http://www.tucsonaz.gov/PRO/pro/AdvancedSearch.jsp • If not available online, go to PDS&D at 201 N. Stone, 1st floor on the north side, records department and request the information on your property. Print copies of the pertinent files. • <i>Make an appointment with Patricia Gehlen or David Rivera at PDS&D to review any questions or issues that you may have identified.</i> 	<p>Planning & Development Services Department (PDS&D) 201 N. Stone, 1st Floor Web: pdsd.tucsonaz.gov/pdsd Main Office Phone: 520.791-5550</p> <p>Property Research Online (PRO) www.tucsonaz.gov/PRO</p>
<p><input type="checkbox"/> Contact Planning & Development Services Department (PDS&D) Ombudsperson</p> <p>Patricia Gehlen or David Rivera can help you by discussing options and tools you (and your neighbors) may be considering for your property/properties.</p>	<p>Patricia Gehlen Patricia.Gehlen@tucsonaz.gov 520.837-4919</p> <p>David Rivera David.Rivera@tucsonaz.gov 520.837-4957</p>



**BROADWAY: EUCLID TO COUNTRY CLUB ROADWAY IMPROVEMENTS PROJECT
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Be Part of the Solution! Checklist

Step	Contact
<p>☐ Contact Business Assistance</p> <ul style="list-style-type: none"> • RTA MainStreet Business Assistance Program www.mainstreetinfo.org MainStreet's mission is to help main street businesses struggle less and prosper more during transportation projects by providing information, facilitating communication, offering business resources and consulting services. 	<p>Jan Waukon, Broadway Project Liaison info@sky-house.com 520.229-9331</p>
<ul style="list-style-type: none"> • City of Tucson Economic Initiatives Office business.tucsonaz.gov The Economic Initiatives Office leads the retention and expansion, recruitment, international trade, investment in key commercial areas and annexation efforts for the City of Tucson. Your success strengthens our economy - let us assist you! 	<p>Camila Bekat, Economic Development Specialist <u>Small Business Assistance Hotline</u> 520.837-4100</p>
<p>☐ Contact Other City Offices:</p> <ul style="list-style-type: none"> • Tucson Real Estate Office <ul style="list-style-type: none"> ○ Ask for information about your rights and benefits as a displaced or impacted property owner or tenant, as well as for questions regarding the acquisition process. ○ Keep an eye on the project's progress. <i>When acquisition begins, a representative will call you if any of your property will be needed.</i> 	<p>Tim Murphy, Broadway Liaison Tim.Murphy@tucsonaz.gov 520.837-6712 Web: business.tucsonaz.gov/real-estate</p>
<ul style="list-style-type: none"> • Office of Integrated Planning (OIP) This office is the strategic and long-range planning arm of the City Manager's Office. Programs housed in this office include: Plan Tucson (the City's general and sustainability plan), Historic Preservation, Sustainable Development, Neighborhood Resources, and Infrastructure Planning. 	<p>Web: http://oip.tucsonaz.gov/</p> <p>OIP Main Office: 520.791.4675 149 N. Stone, 2nd Floor</p> <p>Neighborhood Resources Line: 520.837.5013</p>
<p>☐ Consult with Professionals (e.g., architects, planners, real estate professionals, engineers) You may know someone personally, or get a referral from friends, or you can contact the local Tucson chapter of larger professional membership associations, such as:</p> <ul style="list-style-type: none"> • American Institute of Architects, Southern Arizona http://aiasouthernarizona.org/ • American Planning Association, Southern Arizona Branch www.azplanning.org/SouthernSection.htm • Tucson Association of Realtors http://www.tarmls.com/ • American Society of Civil Engineers www.azsce.org/branches-technical-groups/branches/southern-arizona-branch/ 	