

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)



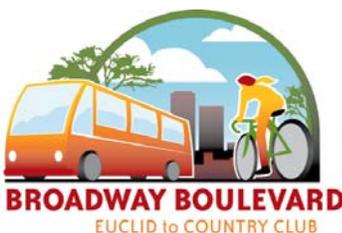
Comment Cards



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

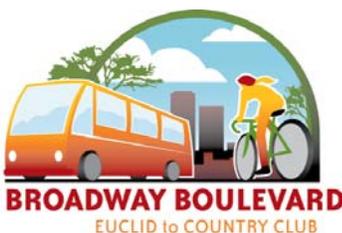
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1. Take out the bike path. There is a much more appealing bike route parallel to this project along 9th street, and it's much safer for cyclists. This will give more parking space to preserve businesses.
2. I think that preserving buildings is a good 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.



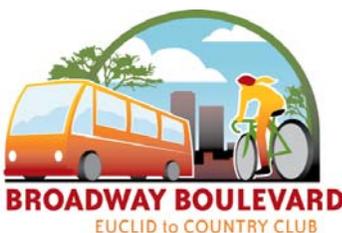
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11. How will these comments be recorded/used?
12. Stop this constant changing your minds and going on and on!! We don't need huge sidewalks and bike lanes—this is a busy street—an arterial! We don't need to save a lot of old, ugly, out-dated buildings 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.



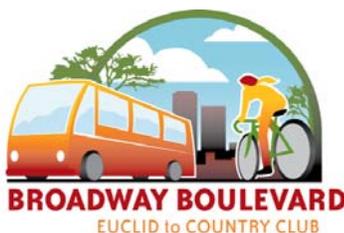
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21. I am pleased the task force has reduced the width of the road. I would like to see, however, an even more aggressive approach to the design in terms of even less overall width and more attention to trends such as planning for more mass transit! 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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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!**



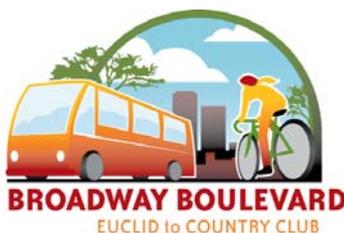
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37. Why don't we dedicate half the lanes now to transit? All the talk about dedicated lanes in the future for HCT makes no sense unless we are doing what we can to facilitate the efficiency and usefulness of the buses we have - every 10 mins if you 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.



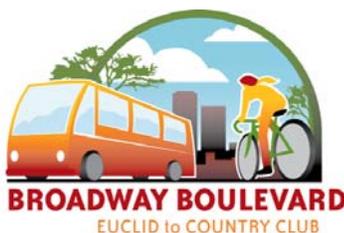
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43. If you are going to acquire properties (or portions) that effectively put them out of business due to inability to meet City Code consider an "every other" approach. Take a property, demolish only what is necessary & use the freed space to provide 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.



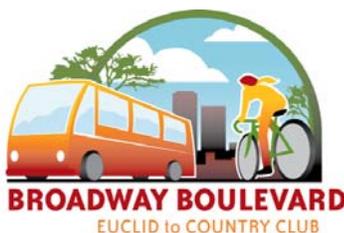
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66. 1. Funny 'U' turns waste gas - drive blocks out of your way for each direction on turn 2. Making traffic speed thru an area will damage business for those that remain 3. Get lights in Tucson synchronized instead - much bigger impacts.
67. There 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.



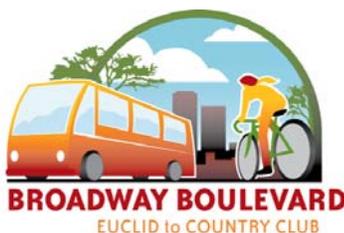
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82. I own 2901-2903 E. Broadway and very concerned about parking spot access points. Currently we have two access points and pretty tight as is on parking. Here are options I can think of:
- Closing Stewart
 - If that is impossible then creating diagonal 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.

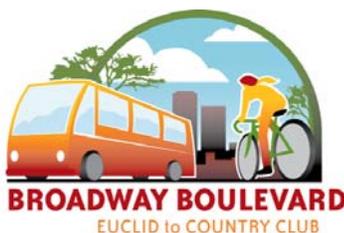
106. Primary focus on slowing traffic- 10' lanes and saving businesses and historic properties. No median, good bike & pedestrian access. Creative solutions to parking including bus or shuttle from Elcon. Prefer 4 lanes- but 10' max.

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.



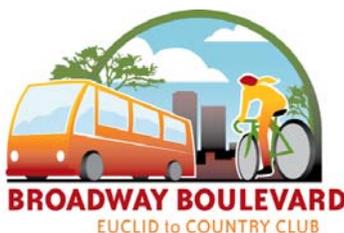
Appendix C: Input Transcribed and Organized - Comment Cards Received
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118. The 74 million dollars must be used for bus transportation use!!
119. I support the Broadway Coalition. I think that 74 million dollar can be better utilized to better transit 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!

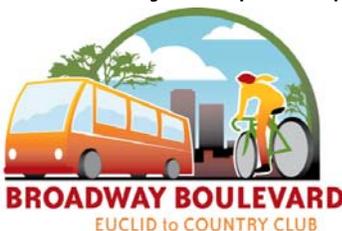
Terrible terrible!! Where does the streetcar fit in? And at what cost and who will pay?

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 our4 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

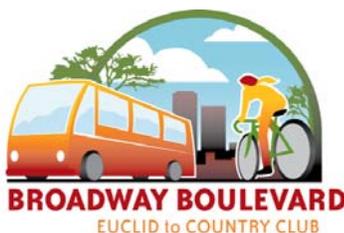
Hi, I don't completely agree with the comments above as my understanding is that the project is based on a 28-year-old study whose prognosis hasn't come to fruition as far as traffic density projections. My biggest concern (in any case) is that planners remember that investments (private businesses + 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.



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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.

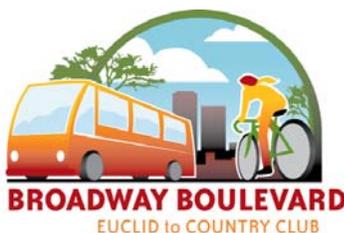
14.

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.

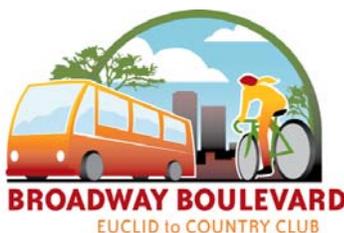
It's about time

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.

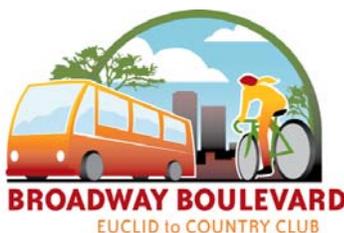
Short on long-term vision...6 laned, no way!!

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.

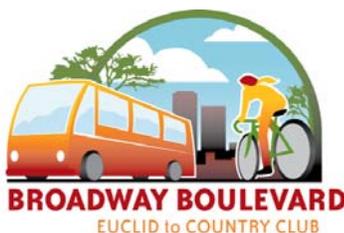
Nothing is any more stupid. It will destroy parking, building, landscaping for no good purpose.

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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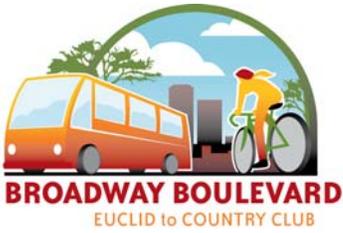
6.

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

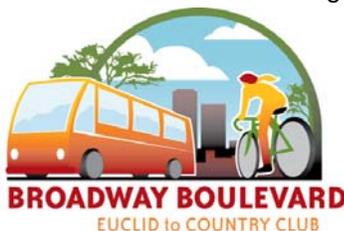
I don't know why there's so much debate on whether or not to dedicate transit because there already is transit in midtown in dedicated lanes, there already is transit at the east side at the new Park N Ride at Houghton, there's transit downtown with the streetcar and Ronstadt. Why not connect them from 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

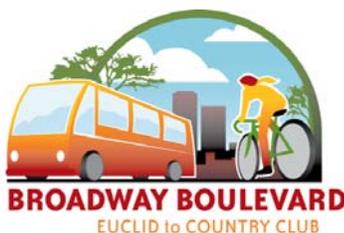
Hi, my name is Gary Olsen and I've been hearing a lot of different views on the Broadway project. It sounds like a minimal improvement in time as far as the transit of people getting from Country Club to downtown and it seems like a very expensive project to buy and take down all those buildings. Also 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.



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



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