

# Appendix B

## Event Input Transcribed and Organized

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](http://www.RTAmobility.com).

Overall Selections for each table

Table	Pedestrian Environment	Bicycling Environment	Traffic Movement	Transit Travel Time	Accommodation of High Capacity Transit	Historic and Significant Buildings	Visual Quality	Health Benefits of Walking and Biking	Economic Potential	Construction and Acquisition Cost	Ability of City to Maintain	TOTAL	SATA 4 lane	4-A	4-B	4+T-A	4+T-B	6A	6B	6+T-A	6+T-B	TOTAL
A	5	3	4	1	1	3	3	2	3	1	4	30	1	1	0	0	0	0	0	1	0	3
B	2	1	1	0	2	6	6	5	3	1	0	27	0	1	1	1	0	0	0	0	0	3
C	4	1	0	0	1	5	7	0	4	0	2	24	0	1	1	1	0	1	0	0	0	4
D	2	5	3	0	1	3	1	2	2	0	1	20	0	0	1	0	1	0	1	0	0	3
E*	3	1	1	0	1	5	6	5	1	1	1	25	1	1	1	1	0	0	0	0	0	4
F	3	3	4	0	6	1	5	3	4	0	1	30	0	0	1	1	1	1	1	0	0	5
G**	2	5	2	1	0	5	1	2	3	0	0	21	0	1	1	0	1	0	1	0	1	5
H	3	3	2	0	3	3	3	1	6	1	1	26	1	1	1	1	1	0	0	0	0	5
I***	6	0	4	0	0	3	1	4	2	1	0	21	0	1	0	0	0	1	0	0	1	3
J	4	5	0	1	0	4	5	2	4	0	0	25	1	1	1	0	0	0	0	0	0	3
K	1	2	1	1	2	5	2	0	4	1	0	19	1	1	0	1	1	0	0	0	0	4
L****	3	1	0	0	1	4	2	1	8	2	1	23	1	1	1	0	1	0	1	1	1	7
M	5	2	3	2	4	3	3	2	1	2	1	28	1	1	1	1	1	1	1	1	1	9
N	2	4	3	1	2	4	2	3	0	2	1	24	0	1	1	0	1	0	1	1	0	5
O*****	1	3	2	0	1	10	2	1	8	0	4	32										0
P	4	4	1	0	1	3	4	1	4	2	0	24	0	1	1	0	1	0	1	0	0	4
Q	1	2	3	0	2	2	2	0	2	1	0	15	1	0	1	1	0	1	0	0	0	4
R	3	0	3	0	3	3	2	3	7	0	2	26	0	1	0	0	1	0	0	0	0	2
S												0										0
T												0										0
Total	54	45	37	7	31	72	57	37	66	15	19		8	14	13	8	10	5	7	4	4	440
Pct of Tot	12%	10%	8%	2%	7%	16%	13%	8%	15%	3%	4%		11%	19%	18%	11%	14%	7%	10%	5%	5%	73

4 5 6 11 8 1 3 6 2 10 9

Legend Enter number of dots on performance measure sheet and street sections highlighted or circled on assessment sheet

Cross Section Alternatives: 0= No 1= Yes

\*Please note table E created their own performance measure "Road to Nowhere/Bottleneck at Euclid" 5 dots were placed on this performance measure .

\*\*Please note table G created their own performance measure "Streetcar and Mobility" 1 dot was placed for this measure

\*\*\*Please note Table I created their own performance measure "Leave everything as is, I don't want to go broke. Two dots were placed on this measure

\*\*\*\* Please note table L created their own performance measure "Water Runoff" 1 dot was placed for this performance measure

\*\*\*\*\*Table O was missing the 36 x 48 Cross Section Alternative sheet

Final Selections

Table	Pedestrian Environment	Bicycling Environment	Traffic Movement	Transit Travel Time	Accommodation of High Cap	Historic and Significant Build	Visual Quality	Health Benefits of Walking a	Economic Potential	Construction and Acquisition	Ability of City to Maintain	TOTAL	SATA 4 lane	4-A	4-B	4+T-A	4+T-B	6A	6B	6+T-A	6+T-B	TOTAL	
A	1	0	1	0	0	1	0	0	0	0	1	4	1	1	0	0	0	0	0	1	0	3	
B	0	0	0	0	0	1	1	1	1	0	0	4	0	1	1	1	0	0	0	0	0	3	
C	1	0	0	0	0	1	1	0	1	0	0	4	1	1	1	0	0	0	0	0	0	3	
D	0	1	1	0	0	1	0	1	0	0	0	4	0	0	1	0	1	0	1	0	0	3	
E*	0	0	0	0	0	1	1	1	0	0	0	3	1	1	1	0	0	0	0	0	0	3	
F	0	0	0	0	1	0	1	1	1	0	0	4	0	0	0	1	1	0	1	0	0	3	
G**	1	1	0	0	0	1	0	0	1	0	0	4	0	1	1	0	0	0	0	0	1	3	
H	0	0	0	0	1	1	0	1	1	0	0	4	1	0	0	1	1	0	0	0	0	3	
I***	1	0	1	0	0	1	0	0	1	0	0	4	0	1	0	0	0	1	0	0	1	3	
J	1	1	0	0	0	1	1	0	0	0	0	4	1	1	1	0	0	0	0	0	0	3	
K	0	1	0	0	1	1	0	0	1	0	0	4	1	1	1	1	0	0	0	0	0	4	
L	1	0	0	0	0	1	0	0	1	1	0	4	1	1	0	0	0	0	0	0	0	2	
M	1	0	1	0	1	1	1	0	0	0	0	5	0	1	1	1	0	0	0	0	0	3	
N	0	1	1	0	0	1	1	1	0	0	0	5	0	1	1	0	1	0	0	0	0	3	
O	0	1	0	0	0	1	0	0	1	0	1	4	1	1	0	0	0	0	0	0	0	2	
P	1	1	0	0	0	0	1	0	1	0	0	4	0	1	1	0	1	0	1	0	0	4	
Q	0	1	1	0	0	0	1	0	1	0	0	4	1	0	0	1	0	0	0	0	0	2	
R	0	0	1	0	1	1	0	1	1	0	0	5	0	1	1	0	1	0	0	0	0	3	
S												0										0	
T												0										0	
Total	8	8	7	0	5	15	9	7	12	1	2		9	14	11	6	6	1	3	1	2	74	
Pct of Tot	11%	11%	9%	0%	7%	20%	12%	9%	16%	1%	3%		17%	26%	21%	11%	11%	2%	6%	2%	4%	53	
Predicted	13%	13%	3%	3%	8%	22%	11%	13%	26%	14%	15%		8%	10%	11%	12%	9%	12%	10%	4%	5%		
Difference	-1.8%	-1.8%	6.6%	-2.8%	-0.8%	-1.4%	0.8%	-3.1%	-10.2%	-13.1%	-12.4%		8.9%	16.3%	9.9%	-0.8%	1.9%	-10.3%	-4.7%	-2.2%	-1.6%		
Legend	1	1	6	11	8	1	3	6	2	10	9												
	Final selection	Final selection																					
	Not selected	Not selected																					
	Report Out Sheet not Filled Out																						

\*Please note, Table E chose their own performance measure as a final selection: "Road to Nowhere - Broadway from Euclid to Downtown"

\*\*Please note, Table G chose cross section 6B as a final decision but with an alteration to remove the landscaping and reduce the width to 115/120 feet

\*\*\*Please note, Table I chose 4A as a final option but noted they would add the 10 foot median from option 6A and extra width in the bike lane. Additionally, they chose 6+TB but would remove the 26 foot lane in the middle lane

If comment is related to a specific measure or cross section enter below

Table	Source Document	Introductions	Performance Measure (Exercise 1)	Street Cross Section (Exercise 2)	General Comments	Notes
	Easel Pad 1					
n/a						<ol style="list-style-type: none"> <li>1. Leave Broadway alone except for more crosswalks</li> <li>2. Fix potholes</li> <li>3. Get trolleys (not rail streetcars)</li> <li>4. Require helmets and lights for bikes and motorcycles</li> <li>5. Enforce emission pollution laws for <u>all</u> vehicles</li> <li>6. Enforce speed limits</li> </ol>
	Easel Pad 2					
n/a						<ol style="list-style-type: none"> <li>1. Keep the roadway small</li> <li>2. Don't sacrifice bldgs + businesses for landscape</li> <li>3. Work with what we have.</li> <li>4. Better not bigger is the only way there is a future for communities.</li> </ol>



M	Scribe Recording Sheet	<p><b>Table Participants Area of Interest</b></p> <ul style="list-style-type: none"> <li>- neighbors</li> <li>- SATA member</li> <li>- commuter (both bike &amp; vehicle)</li> <li>- board member: Historic Preservation Society</li> <li>- interest in design within Tucson</li> </ul>	<p><b>Pedestrian Environment</b></p> <ul style="list-style-type: none"> <li>-pedestrian traffic should draw people and sustain interest</li> </ul> <p><b>Bicycling Environment</b></p> <ul style="list-style-type: none"> <li>- commute on bike w/ son in trailer, need to be safer</li> </ul> <p><b>Potential Historic and Significant Building Impact</b></p> <ul style="list-style-type: none"> <li>-two senior citizen locations need to be carefully considered</li> <li>-sense of place</li> <li>-want a good looking road with character rather than a straight road that would not draw people</li> <li>-Broadway amazing place now, need to utilize empty space to increase potential</li> </ul> <p><b>Visual Quality</b></p> <ul style="list-style-type: none"> <li>- historic value important (Broadway Village, Bank)</li> </ul> <p><b>Walking and Biking Health Benefits</b></p> <ul style="list-style-type: none"> <li>- proximity to widened road to house may upset asthma condition</li> </ul> <p><b>Construction and Acquisition Cost</b></p> <ul style="list-style-type: none"> <li>- citizen disinterested in seeing the project to fruition...past 50 years no improvement proves the need is not there.</li> </ul>	<p><b>4 + T SATA - 70' ROW</b></p> <ul style="list-style-type: none"> <li>-SATA Representative takes issue with accomodation of High Capacity Transit as 'neutral'</li> <li>-Feels that this evaluation is biased (very public)</li> <li>- mere analysis of SATA option needs more study because the option has other benefits</li> <li>-select as option to move forward based on above comments</li> </ul> <p><b>4A - 98' ROW</b></p> <ul style="list-style-type: none"> <li>- '+' relatively cheap, protects context, but still improves functionality</li> <li>- '-' does not incorporate transit. pedestrian crossing concern</li> </ul> <p><b>4B - 114' ROW</b></p> <ul style="list-style-type: none"> <li>- '+' widest landscaping, most appealing for pedestrians. Flexibility for integrating transit in future studies. Cycle track option is favorable.</li> <li>- '-' no room for transit as currently shown</li> </ul> <p><b>4B - 114' ROW</b></p> <ul style="list-style-type: none"> <li>- investigated w/ transportation map</li> <li>- increased room for pedestrians</li> </ul> <p><b>4 + TA - 124' ROW</b></p> <ul style="list-style-type: none"> <li>- no sense of place, little context</li> <li>- '+' dedicated transit</li> <li>- '-' destroys the context 'traffic more important than people'</li> </ul> <p><b>6 + TA - 146' ROW/ 6 + TB - 154' ROW</b></p> <ul style="list-style-type: none"> <li>- table member presented if we should study</li> <li>- no, cost too much</li> <li>- other than high capacity improvement, overall detriment</li> </ul> <p><b>Team members point:</b></p> <ul style="list-style-type: none"> <li>- ratings are very subjective</li> <li>-difficult to digest complexity of issues in such a short time frame</li> <li>- historical map in the process of changing and could change outcome</li> <li>-SATA options to be analyzed because of 'baseline' effect</li> </ul>		
---	------------------------	---	--	--	--	--

group selected 5 performance measures

M	Report Out Sheet	<p><b>Top 4 Performance Measures</b></p> <ul style="list-style-type: none"> <li>- pedestrian environment</li> <li>- through traffic movement</li> <li>- high capacity transit</li> <li>- historic &amp; significant buildings</li> <li>- visual quality</li> </ul>	<p><b>Preferred Width/ Section Alternatives</b></p> <ul style="list-style-type: none"> <li>- 4A - 98' ROW</li> <li>- 4B - 114' ROW</li> <li>- 4 + TA - 124' ROW</li> </ul>	<p><b>Key Points of Discussion or Conflict</b></p> <ul style="list-style-type: none"> <li>- dedicated transit vs. historic preservation ROW</li> <li>-pedestrian amenities = wider buffers with shade</li> <li>- maintaining context</li> <li>- cost &amp; feasibility of different options</li> <li>- discounted 6 + TA &amp; 6 +TB because even if they 'measured' well, they're not what neighboring communities want</li> </ul>
---	------------------	--	--	---

M	Post-it note comment				<p>I object to buses in center lanes - it would involve more people having to cross lanes to get to bus stops. Senior citizens should be able to walk to buses from curb to be safe. Big safety issue exists on Broadway senior housing.</p>
---	----------------------	--	--	--	--

M Post-it note comment

More car lanes mean more car exhaust. There are existing bike lanes from Euclid to Plumer on 9th Street, and then it jogs over to 8th Street. The street is marked as such, but I don't see bike riders using 9th Street, granted it is not a through route.

M Post-it note comment

I am concerned that the ratings are subjective and do not reflect our table's opinion. There are many possibilities within any ROW.

Wider roads encourage faster traffic that is detrimental to businesses, pedestrians, bikes, sense of place, visual quality, and historic context. The existing ROW or just slightly larger not to exceed 98' ROW is preferred. I am concerned with wider roads having a negative impact on people in all ways.

M Comment Card

Do not destroy our history for an inner city highway. Cars can move slower to create an environment that is more positive for people and businesses.

M Comment Card

**Performance Measures:** there are questions about performance measures.

- Stewart: Main concern is project
- one of the participants is concerned that *residence* is not part of performance measures
- Water Run-Off* not part of performance measures
- **sense of place:** residents. 150 apartments not considered
- residents and businesses are most important
- economic potential:** most chosen
- Mary: **pedestrian access:** almost impossible to cross on Broadway.
- George: **project cost** is more important for him
- Paula: bikes: separate bikes from cars for safety.
- reduce speed limit to reduce bike lane width. Do not use bikes as excuse to demolish buildings on Broadway. If there are not businesses, there is not reason to walk or bike on Broadway.
- concern about **cost** and unnecessary construction
- Karen: lack of available real estate on Broadway. Willing to take risk (family oriented salon) great investment opportunity for small businesses to buy property. **Economic Vitality:** you can build and make your own.
- Stewart: support bikes and businesses - 150 apartments for disabled people, concern for elderly, disabled and low income. Access to transport.
- Paula: *water use:* if there is a way to make sidewalks and bike lanes capture rainwater.
- *residency* is covered under **economic potential**
- *residency* shall be a separate performance measure
- 3 residential dots were moved to economic potential

**Technical Questions**

- why is option **4 + T SATA** rated the worst?
- disagree on assigning ---(blank) to this option
- Paula: Is there a pedestrian bridge under consideration?
- When is the last time that the data was updated? Traffic projects from 3 years ago.

- Paula: shade is a consideration
- existing ROW- why is that preferred
- a balance of shade and landscape needed.
- they feel that the **existing** ROW is the preferred one
- do not go wider
- option **4 + TB 152'** option (studied by Paula)

**Two Options Agreed by Group:**

- 1) Existing ROW**
- concerns about lack of turn lane to access property
- 2) 4A**
- likes trees: can be added to ROW
- problem with trees in front of businesses could block signs
- concern about visibility of businesses
- businesses dont have a lot of options

L Scribe Recording Sheet

**Top 4 Performance Measures**

- pedestrian environment
- potential historic and significant buildings
- economic potential
- construction and acquisition cost

**Preferred Width/ Section Alternatives**

- Option 4 + T (trouble with turn lane)
- Option 4A (too wide for some parking)

L Report Out Sheet

**Key Points of Discussion or Conflict**

- road too wide for businesses
- too sunny to walk w/out trees

- 1) What affect will 22nd streed widening and overpass have on moving through traffic?
- 2) If you build it- they will zone. Lets promote our neighborhoods from drive by or through
- 3) continuation to the Downtown- it would complement university area (we live at Broadway + Olsen)

L Comment Card

K	Scribe Recording Sheet	<p><b>Some initial comments</b></p> <ul style="list-style-type: none"> <li>- this process is taking too long, detrimental to businesses to keep this project in the news, and never build</li> <li>-if it aint broke, don't fix it!</li> <li>- too many chefs in the kitchen!</li> </ul>	<p><b>Dot Discussion</b></p> <ul style="list-style-type: none"> <li>- historic buildings got some discussion</li> <li>- other measures will lead to economic development</li> <li>-need to start talking about high capacity transit</li> <li>- bicycle and pedestrian only had one dot. The owner of that dot ask the group why..</li> <li>- group was not concerned with existing bicycle and pedestrian condition</li> <li>- <b>bicycle and pedestrian health</b> was later brought up</li> <li>- one dot for <b>vehicle and transit time</b>...that was brought up</li> </ul>	<p><b>Cross- Section Exercise</b></p> <ul style="list-style-type: none"> <li>- group leans towards top of chart</li> <li>- green, blue, and purple cross sections are preferred (<b>4 lane w/ transit, existing, 4 lane w/out transit</b>)</li> <li>- <b>152'</b> ROW scared some</li> <li>- offers thought ' we need to make it count' meaning we need to widen the road and get value out of the project</li> <li>-one person asks for the purple <b>114'</b> to be max width</li> <li>- one person for creativity with respect to pedestrian alignment and bicycle lane alignment</li> <li>- can grants be givento businesses to 'spruce up' their properties instead of spending money to bulldoze them</li> </ul>
---	------------------------	--	---	--

K	Report Out Sheet	<p><b>Top 4 Performance Measures</b></p> <ul style="list-style-type: none"> <li>- economic potential (top priority)</li> <li>-potential historic building impact (top priority)</li> <li>- bicycle environment (secondary priority)</li> <li>- accomdation of high capacity transit (second priority)</li> </ul>	<p><b>Preferred Street Width/ Section Alternatives</b></p> <ul style="list-style-type: none"> <li>- 4 + T SATA</li> <li>- 4A</li> <li>- total of 5 votes/ 1) narrow over wide 2) economy and historic/ over traffic movement and transit time</li> </ul> <p>-4 + TA - 4 + TB total of 2 votes</p> <p>- existing conditions- 'if it aint broke don't fix it'</p>	<p><b>Key Points of Discussion or Conflict</b></p> <ul style="list-style-type: none"> <li>- all or nothing attitude</li> <li>- bottleneck at downtown diminishes the justification for too much widening. To some degree east of Country Club.</li> <li>- cycling- transit- history- economy</li> </ul> <p>-different ideas about who/ what the need is for</p> <ul style="list-style-type: none"> <li>- frustration w/ many years of talk, no action</li> <li>- some businesses have already lost due to past widenings</li> <li>- Broadway isn't broken- dont fix it. Traffic projections of the past have not panned out. Climate change ( rainfall, temperature) is likely to discourage non-vehicular traffic. Growth sustainability is depended on water supply and we are at the end of the CAP straw. You have placed too many variables into the project and eliminating frills will simplify both design and process.</li> </ul>	<p>report out sheet had different types of handwriting</p> <p>performance measures hand out left with writing</p>
---	------------------	--	---	--	---

K	Comment Card			<p>We had 5 votes ranging from existing- 98' and 2 votes ranging from 124'-152.' Consensus is less than 98'. How do we get that weight if all 5 scenarios are counted? 98' or less with transition plan for sensitive acquisition and enhancement.</p>	
---	--------------	--	--	--	--

report out shee was not filled out

P	Scribe Recording Sheet	<ul style="list-style-type: none"> <li>-overlapping of bike environment, walking, and bike health benefits. Importance of walkability and access to both sides of Broadway</li> <li>-<b>pedestrian environment</b> increases economic impact and community: 'place to be not go through'</li> <li>-bicycling: number of driveways and conflicts, came close to dying on a bike on Broadway</li> <li>- vehicle speed horrifying in 30 mph zone</li> <li>-minimize taking of property and focus funds on construction</li> <li>-effect of project in preserving 6th street/ does not want roadway to look like Ft. Lowell</li> <li>- mostly against widening</li> <li>-history of buildings and community character</li> <li>- 6th street more bike friendly all the way to Elcon</li> <li>- doesnt want same take as Speedway widening</li> <li>- cars are less important for the city</li> <li>- <b>pedestrian environment, bicycling environment, visual quality, and economic potential</b> were all circled on the scribe sheet as performance measures chosen</li> </ul>	<ul style="list-style-type: none"> <li>-sidewalk width and access to transit</li> <li>- cross section does not apply to entire corridor</li> </ul> <p><b>4B 114' ROW</b></p> <ul style="list-style-type: none"> <li>- too much landscape 16'</li> <li>- why does landscape have to be linear</li> </ul> <ul style="list-style-type: none"> <li>- one lane dedicated transit lanes</li> <li>- urban heat Island and increase trees in shade</li> <li>-bicyclist want straight shot</li> <li>- recommendation- new symmetrical ROW on either side</li> <li>-if i want to walk in a pretty area i will go through the neighborhood</li> </ul> <p>- <b>4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW</b> were all circled on the scribe recording sheet and indicators that those cross sections were selected by group</p>
---	------------------------	--	---

P	Report Out Sheet			<p>not filled out</p>
---	------------------	--	--	-----------------------

P	Post-it note comment	<p><b>Pedestrian Environment</b></p> <ul style="list-style-type: none"> <li>-slow cars</li> <li>- treat needs a hawk</li> <li>- in general, clear zone along broadway is non existent or too narrow</li> </ul>		
---	----------------------	--	--	--

P	Post-it note comment	<p><b>Accomodation of High Capacity Transit</b></p> <ul style="list-style-type: none"> <li>- mass transit viability can be improved by creating 'places' worth being in</li> <li>- not adding more traffic lanes</li> </ul>		
---	----------------------	---	--	--

P	Post-it note comment	<ul style="list-style-type: none"> <li>- I'm interested in accomodating high capacity transit because we need to be supporting what ever will reduce the automobile traffic through town and I think reliable rapid transit (buses) will help move people out of their cars</li> </ul>		
---	----------------------	--	--	--

P	Post-it note comment		<ul style="list-style-type: none"> <li>-vary median width</li> <li>- smaller bike walk lanes</li> <li>- bus pullouts</li> </ul>	
---	----------------------	--	---	--

P	Post-it note comment		<ul style="list-style-type: none"> <li>- opinion- the only reason traffic has decreased is depressed economy. As affluence increases we will have more cars and need 6 lanes. Increase makes Tucson economically viable and not striving to be at the bottom of the economic totom pole. This is a decision for 40 years, not today only.</li> </ul>	
---	----------------------	--	--	--

P	Post-it note comment		<p>4A + 4B with consideration for the neighborhood context and affect to specific businesses along broadway.</p>	
---	----------------------	--	--	--

P	Post-it note comment		<ul style="list-style-type: none"> <li>- I think all options need to be reconsidered. Do not increase traffic lanes.</li> </ul>	
---	----------------------	--	---	--

P	Post-it note comment		<ul style="list-style-type: none"> <li>- 6A: minimize the landscaping and the width of the median</li> </ul>	
---	----------------------	--	--	--

P Post-it note comment

-existing or option 4A. Really frustrated by this process. Facilitator wasn't neutral opinion.

\$42 M is budgeted for land acquisition or 58% of the project budget, the roadway plan should minimize the taking of property vs. buying as much land as dollars allow; funds should be spent on 'meaningful' concrete and asphalt and not on acquiring private property.

P Comment Card

Bus pullouts- besides no bus lane country club to columbus. Narrow median with every other block a left turn like speedway (in places). Use 11' lanes and 35 mph Country Club to Euclid. Emphasize bike use along E. 6th (El Con park & bike to UA) and put in bike lanes there. Broadway traffic shouldn't increase- almost build out to the east.

P Comment Card

wide roadways kill pedestrian and bicycle access and isolate the north and south sides of the road. The first widening was the first nail in the coffin of Broadway businesses loss of setbacks and clear zones really altered the pedestrian environment- walkable streets support commerce. Speed with traffic intimidates cyclists and peds. Buildings for peak traffic of short duration at the expense of other modes makes no sense.

P Comment Card

I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would not like to see a huge 8-lane behemoth which would visually and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.

P Comment Card

Maybe every street in Tucson doesn't (or shouldn't) be designed to provide space for all modes of transit. (Example- 5th/6th through Sam Huges could provide good bike access while Broadway could provide mass transit and pedestrian area (w/ buffer) for the same areas, which would improve safety for all involved. Jennifer jim5466@gmail.com

P Comment Card

Difficult balance to strike- road width vs. bike/ ped facilities which contribute to overall ROW width. Broadway is already marginalized by the previous widening- loss of setbacks and context for buildings. I would favor other modes over automobiles but overall I'd be willing to trade bike/ped width improvements for not widening traffic lanes- maybe 11 ft. lanes?

P Comment Card

Street cross section: Six travel lanes; a median of minimum width (5 feet); two dedicated bikes lanes, sidewalks on either side. This is what exists presently on Broadway, east of country club to columbus. This provides for continuity (just for consideration) Mark Crum mark.crum115@gmail.com

P Comment Card

Why does landscaping have to be linear, i.e., continuous and on both sides of the street; space it out and consider areas where it can be massed.

P Comment Card

It's almost impossible to look at the roadway cross sections and understand them because of the ergonomics of the group tables- orientation of the cross sections and the small cross sections not really making it around the table - really frustrating and kind of useless exercise as done tonight.

P Comment Card

Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of neighbors. New visions: walking, biking, public transportation, and keeping our history. Patricia Katchur info@yikestoys.com

P Comment Card

Less road, more bike/walking. Keep historic buildings and neighborhoods. We live in a 'dense' urban area which should not be built on thoroughfares of cars speeding through and cutting up our history and neighborhoods. The younger vision is less cars, less road. Broadway funnels into the downtown so widening it makes no sense as the downtown has smaller roads. The community along Broadway do not want a thoroughfare cutting thru neighborhoods. The option of less traffic lanes, but more alternative means of travel is what is desired but isn't an option with any of these RTA plans.

P Comment Card

Ill conceived exercise- roadway cross sections. It's tough to know what to choose because we don't know about the requirements driving the choices we were presented with.

P Comment Card

A quality pedestrian experience doesn't necessarily require larger sidewalks + buffers on both sides of the street. (3) lanes both directions at 45 mph is not compatible with bike and pedestrian positive experience. Keep roads to (2) traffic lanes each way. Add transit lanes + pedestrian access. Jennifer jim5466@gmail.com

P Comment Card

Broadway improvements need to seamlessly merge w/ Broadway/Euclid to Country Club. 12' too wide a pedestrian buffer. (landscape w/owners maybe). Encourage traffic from 6th Ave- this should be a pedestrian area. Encourage traffic by making an attractive road (Not Ft. Lowell) and attractive entry and advertising and parking for business and attractive transit stops. Vegetation middle median and on outside- shade for walkers. Upgrade bike transport lanes. Get rid of old delapidated buildings- old is not always financially valuable historic. Chris Villela christine@villela.net 1010 E. Broadway Owner

P Comment Card

We need enough of a buffer to accommodate lots of trees for shading to the urban heat island. We should allow for variation in the path of the roadway...possibly allow for curving.

P Comment Card





Recorder's note: 27 total dots were given out; only 25 dots on sheet

Bicycling - 5  
Visual Quality - 5  
Pedestrian - 4

Economic Potential - 4  
Potential Historic & Significant Buildings Impact - 4  
Walking & Biking Health Benefits - 2  
Transit Travel Time - 1

- concern over destruction of current buildings  
- participants confused; the titles in their handouts don't match the locations of the group map

Initially = Bicycling Environment and Visual Quality

After more conversation, Potential Historic & Pedestrian

- group doesn't like definition attached Economic Potential

- Economic Potential is identified as a "good goal" but not as important as the 4 listed above

- table concerned that "visual quality" refers to only planters and landscape

Recorder's note: Lost one member before final decision was made.

Selected Street Section Alternatives

- **4+T SATA (80' ROW)** - **4A (98' ROW)** - **4B (114' ROW)**

\*\* Group selected option 4+T SATA (existing ROW) only if both the pedestrian and bicycling can be improved (it was labeled one of the worst performers based on selected values)

- Based on tables values chosen in Step #1: \* Option 4B (114' ROW) \* Option 4A (98' ROW)

- 6 lane (146' & 154' ROW) "too wide" for Broadway

- group noticed, higher ROW negatively impacted historical

- (see comment card on option 4 + T SATA)

- Cut-outs make no reference to pedestrians "crossing the street"

- concern about North and South communities being separated

- not as concerned with sidewalk widths

- Table believes there are viable design decisions that could work with Option 4+T SATA (existing ROW)

- Used Toole as an example

- Again the concern for a bottleneck downtown comes up

- Would like additional studies done on building losses resulting in a selection of Option 4 + TA (124' ROW)

Group identified:

- crossability of N/S bound

- dedicated transit lanes

- bicycle buffers as factors for making their final decisions

- group will re-evaluate option 4+TA (124' ROW) after looking at impact on historical buildings

Please include physical barriers as a possibility to protect pedestrians from traffic in order to keep the width narrower. The wide separation between traffic and peds doesn't have to be as extreme with physical buffer.

Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.

Included contact info: Bonnie Dhruv, dhruv@cox.net

J Scribe Recording Sheet

J Comment Card

J Comment Card

J Handout



<p>H Scribe Recording Sheet</p>	<p>Collin F. - crosses Treat or Broadway on bike often                  Wayne - General cyclist. Cycles all around town.                  Mike K. - Downtown Tucson Hardware store (?)                  Dina - bikes/drives/takes bus                  Rick                  Diana - Feldman's neighborhood assoc.                  Linda S. - Broadway = "Gateway to the World"                  John - concerned about diesel &amp; truck traffic                  Kylie - DL citizens advisory committee; rep of Living Streets Alliance</p> <p>- Concern that choice will lead to an unwanted option that will be built                  - Acquisition cost - how will it affect businesses; what is it going to cost, both to the RTA and the individual                  - Ped Environment - Ped use would increase if more comfortable. Particularly around Randolph Way if more "preserved" and "enhanced"                  - What we as historic is irreplaceable. Enhances character of our city                  * magnets for tourism                  * compare with E. portion of Broadway - it has no character                  - Ped Environment &amp; handicap is friendlier                  - High Cap. Transit helps to increase efficiency. If you create corridor, everything will come                  - Tucson lacks facilities for bike community. If we put nice bike route, there are enough businesses to support                  - Between Alv. &amp; Euclid - nothing is there                  - Bike communities are being built around 6-lane roads - dangerous                  - People aren't going to feel safe using bike lanes near wider roads; voting for health benefits                  - Health benefits covers bicycling environment - broader umbrella                  - Visual Quality / Potential Historic - can't be split                  - Transit seems to be a given - seems like it's going to happen                  * Transit needs to be discussed in more detail</p>	<p>Option 4+T: Transit in mid can improve x-ings - because they have to get to transit stop (acts as ped. Refuge)                  - improves ped quality                  - comfort of the above depends on safety of stops &amp; speed of transit                  - Is this cost effective since waiting area serves both directions                  - Seen ped fatalities in unsignalized x-ings</p> <p>Opt. 4A: Why would we look at this if transit is one of the priorities                  - stinks for cyclists; no vehicle separation                  - need veh separation for comfort / safety                  - Not that bad if a buffer is used (painted or other)                  - 6' bike lane is comfortable                  - Not preferable; if streetcar is built in future, we'd have to start over and rebuild                  - There are cyclists that cycle 1,000s of miles                  - Painted bike lanes don't bring more cyclists</p> <p>Option 4+TB: Can't do without taking out historic buildings                  - "swath of destruction"                  - Don't see efficiencies in any of these designs so far                  - what do ppl look at when they come to the city                  - sees ROW narrowing                  - If we build for cars, that's what we'll get                  * for bikes, we'll get bikes                  - Like the 146' (Option 6+TA)                  * Like the layout and what it provides but it takes out a # of businesses - big concern                  - Price is too high in terms of the businesses that would be lost</p>	<p>- strong concerns about the width of the cross-sections and impacts on buildings/ businesses / historic qualities AND impacts on people, differently abled people, and people who ride bikes                  - Concerns for the human-scale of all cross-sections including existing conditions - which is why it became very difficult to stomach any wider cross-sections                  - Where's the ROAD DIET option - let's look at better models for predicting alt modes                  - We felt it wasn't worth considering wider cross-sections w/o guarantees of mass transit                  * If we realistically talk about mass transit happening as soon as people want to see it we want staff to explore center vs. side lane boarding                  - Concerned about the amount of space allotted for bikes/peds vs. single-occupant vehicles                  In sum: focus on improving existing conditions without knocking down buildings or widening roads.                  Thank our small group members - really respect all the different views.                  Thank you to our facilitators!</p>
---------------------------------	---	--	--

<p>H Report Out Sheets</p>	<p>Accommodation of High Capacity Transit                  Potential Historic &amp; Significant Building Impacts                  Walking &amp; Bicycling Health Benefits                  Economic Potential</p>	<p>4+T                  4+TA                  4+TB</p>	
----------------------------	---	--	--



<p>R Scribe Recording Sheet</p>	<p>noticed some overlap in performance measures                  Pedestrian Environment:                  * Walk and use of area                  * Encouraged by ped areas &amp; trees                  * Driveways cut ped corridor                  Bicycling Environment:                  * Not bicycle friendly - use 3rd instead                  Through Traffic Movement:                  * Maintain traffic                  * Frustrated with traffic delay                  Combine Transit measures (Transit travel time: Accommodation of High Capacity Transit)                  * Through traffic movement and Accommodation of HCT are similar but there was disagreement of priority of one or the other; through movement may mean transit                  Potential Hist. &amp; Sign. Buildings Impact:                  * Sense of neighborhood                  * Loss of significance                  Visual Quality:                  * social &amp; ambience of the area                  Economic Potential:                  * Leads to investment                  * See business grow                  * Tax base                  * Driver of other measures</p> <p>How wide is the street? wipe out parking...</p>	<p>Grant Road is bad example, wide ROW                  Sidewalks, yes                  Big wide ped areas, no                  Wide ped area good, yes, but would wipe out business                  speed of traffic a concern; pedestrians crossing road a hazard</p> <p>Question on original section how wide?                  No trees in middle of road                  6 lane w Dedicated Transit: Had positive but not a desired outcome; too wide</p> <p>Option 4A for more study with some consideration for reduced landscaping, add bus lane?                  Option 4A *                  - minus 8' landscape area                  - decrease sidewalk to 6'                  - add transit lane                  Discussion of parking and city codes                  Loss of landscaping in front of historic buildings                  * Do not like RTA cross section                  Adding median adds costs of maintenance for landscaping, etc.                  Some disagreement on historic/arch merit                  Some other means to ride bikes (3rd or 10th)                  Dangerous bike lanes - get rid of them</p>	
---------------------------------	--	--	--

<p>R Post it Note</p>	<p>The expression "no diminishmet of functionality" is used repeatedly. What is meant by the term in question? Is there agreement on a definition?</p>
<p>R Post it Note</p>	<p>A point not mentioned so far is the difference in elevation between the north and south sides of certain sections</p>
<p>R Post it Note</p>	<p>Why not bus pullouts with differentiation between express and local buses, thus spreading flow? Please revisit the question.</p>

R	Post it Note				What consideration has been given to roadway changes elsewhere in the vicinity, such as a) the new widening of Kino + overpass at 22nd street, b) the near total blockage for westbound traffic after Broadway underpass?
R	Post it Note				Noise, fumes will impact nearby historic neighborhoods Keep historic buildings I vote for option 4 Climate change may lower traffic
R	Post it Note				More lanes will lead to more cars bogging down & backing up when it hits Euclid and beyond Nowhere to go once it hits downtown More lanes does not lead to faster traffic Many poor disabled wheelchair ridden folks without cars use Broadway - they will never be able to cross if it gets wider 2 lanes of travel each way and center lane light rail seems to limit ROW impact and provide long term fit. Does not fix in short term (could this be similar to Central in Phoenix)?
R	Post it Note				
R	Report Out Sheets	Economic Potential Accommodation of Transit Potential Historic & Sign Building Impacts Potential through traffic Walking and biking (ped environment)	4+TB - but too big sidewalks & planted curb area 4A		- No median landscaping - smaller landscape buffers * preserve buildings - RTA sections were not favored (6+TA/6+TB) - Concern for parking pts [?] - Transit - Dimensions / width of sidewalks being too large: i.e. removing too much parking - Width of bike lanes too much (possibly remove and use 3rd / 10th) - Economics (limbo of area during decision process; blight)



N	Scribe Recording Sheet	Joseph - homeowner Kathy - homeowner Ted - homeowner Ana - Barrio San Antonio Gary - homeowner Pat - homeowner Bill - homeowner Nancy - homeowner	"If it's not broken, don't fix it." - more trees - Visual & historic = combo - We are visual beings * ties to the past, present, and future -"Gateway to downtown" - Fill in the gaps on Broadway	- Bikes & through movement * safety * students of UofA * university events - Needs a buffer zone for bikes Choices: visual-historic / bikes / thru traffic - Cycle track very attractive - Bike lane: - protection - bollards, planters - Cleaning of bike lanes a concern * street sweeper - Maybe part of it should be stacked or tunneled - Lots of visitors - Shade trees for people * concern with blocking business frontage	
N	Post-it Notes				Traffic already flows through Broadway Blvd. (re: Through Traffic Movement measure)
N	Post-it Notes				Note attached to Option 4A: - Bicycle Environment - Through Traffic Movement - Walking and Bicycling Health - Historic Buildings/Visual Quality



A	Scribe Recording Sheet	John Burr, Armory Park Tony Hoswell, Sam Hughes Jim Glad Clepckle, Miles Julie John Davis (left the table) Kathryn Hardy Bill Craig, Sam Hughes	Top 3 easily identified: - Historic - Visual Quality (transit) - Most important: Ped Env. * Why? street light, money maintenance, People cannot see pedestrian; City does not do anything when notified @ Treat; brush, no maintenance Very dangerous ped use Visual: Business economy is promoted by visual History building the sense of place, the context of the community. Building now, unique architecture, identity and sense of place Destination Historic design can never be redone Performance measures: (Top 4) Discussion - good or bad? - Dead ends @ Country Club & Downtown (bottlenecks) - Concerns for ripping up the road for light road - Maintenance concerns.	* Potential cross sections: 4T, 4A, 6TA How is 6+TA less to maintain? (landscape removed) ~ explained in Phil's presentation Small on Broadway, the better for businesses North & South Historic properties cannot come back "Sunshine Mile" Huge historic impact (Euclid to C. Club) Smaller foot print the better for the community 3 Stars on street section alternatives (extremes) * Why? 4 performance measures resulted in the extreme cross sections 100' or less to get to preserve historic - Trees add to the cross sections - ROW => in existing wider ROW, place trees and maintain smaller ROW Meander Roadway in ROW Speed limit 30 mph! Narrow travel lane (11' vs 12') No bike and ped access for safety - Balance Why bother expanding if not more than 4 lanes. As existing, waste of time and money. What is the problem? 2006 RTA Bike and pedestrian still impact properties because they do not have drives and parking as it is Widen all or do nothing Why not just the north side? Impacts. 12th/Campbell. Boutique/coffee shop/retail	Request to provide [project] email on all materials
---	------------------------	--	--	---	---

A	Scribe Recording Sheet (continued)	<p><i>(continued)</i></p> <p>How to achieve? Widening or not widening will not resolve. Incentives needed for retail. Provide other accesses to Downtown or the freeway. Take traffic off of Broadway. 98' with transit Think outside the box. Streetcar discussion to get transit off Broadway. City has no money, for transit/streetcar loop 100' max Widen Campbell to Country Club - more the remainder of the corridor Through traffic is important with arterial to downtown Develop for streetcar without construction Trees, ped important Nothing bigger than E. of Country Club Develop for pedestrian, bike, transit is important Use light rail and minimize travel lanes Keep look and feel of old neighborhood New York - use demo materials for reconstruction. Do that here. More life in the neighborhood Trees, people, etc. Negative cosmetics Make it better, why invest privately if the project is coming Recycle materials from demo, same as other communities Different districts, retain character</p>	
A	Report Out (from Scribe Recording Sheet)	<p><i>(continued)</i></p> <p>5 Main Topics: 1) Tear someone down you cannot bring them back. (historic) 2) Less impact on neighborhood. Hold to 100'. (Change their priorities of performance measures based on cross section selection.) 3) Streetcar through traffic, landscape, ped - create the environment. 4) Beautify the community for destination.</p> <p>Widen [on side of] Carl's Jr. and Safeway Utilize the existing properties for community parking Utilize properties for green landscape areas Eye sores; beautify Not up to code structures; cannot be maintained - tear them down Concerns for properties not maintained.</p>	
A	Map Comments	<p><i>Recorder's Note: Report out was representative of 2 parties dominating the conversation. Not inclusive of 3 additional parties at the table. Specific to the 100' width. Most would like a balance but protection as much as possible. If possible, put landscape on private property.</i></p>	<p>Use widened/improved intersections and bus pullouts where useful to create better traffic flow on similar width Put plantings where ROW is large, less where narrow, minimize demolitions to a minimum</p>
A	Map Comments	<p><i>Split of table: 1/2 keep narrow; 1/2 beautification with improvements Pedestrian - ADA compliance needed, personal mobility. "Scooters" etc. Safety of building Be broad focused not in blinders for pet projects look for elderly improvements and mobility (scooters in bike lanes)</i></p>	<p>Use communal parking areas to keep visibility of buildings</p>
A	36 x 48 Cross Section Sheets		<p>Revitalize old building materials for new construction</p>
A	36 x 48 Cross Section Sheets		<p>6+TA (146' ROW) = too big</p>
A	36 x 48 Performance Measures		<p>Once you have torn down <u>any</u> historic buildings, you can never put it back. The Old Pueblo is its <u>historic history</u>. Without the building, its just Phoenix Jr.</p>
A	36 x 48 Performance Measures		<p>Consider wider east quadrant (Campbell to Country Club) and narrower west quadrant - different needs of traffic volumes.</p>
A	36 x 48 Performance Measures		<p>Broadway from Campbell to Snake Bridge is begging to be full of boutiques and galleries, in the existing buildings. Widen only at Carls Jr. headed east to allow afternoon traffic to exit. That is where it gets clogged up.</p>

- Concerns at the tool and the performance measures, and feels that some were given more weight than others  
 - Question at the age of the traffic data  
 - Vehicular access => through traffic movement - concerns with traffic through downtown and students drinking downtown  
 - Dot counts as follows:  
 6 dots = Potential Historic & Significant Buildings Impact  
 6 dots = Visual Quality  
 5 dots = Walking and Biking Health Benefits  
 3 dots = Economic Potential  
 2 dots = Pedestrian Env., Accommodation of High Capacity Transit  
 1 dot = Bicycling, Through Traffic Movement, Construction & Acquisition Costs  
 0 dots = Transit Travel Time, City's Ability to Maintain Improvements

- Broadmore neighborhood  
 - Business owner on Broadway  
 - Planning Commissioner  
 - On Grant Rd Task Force  
 - Tucson Historic Preservation Foundation (THPF)  
 - Architect & teacher at UofA  
 - Architect & THPF  
 - Church rep from Broadway (1st Assembly of God)  
 - Rincon Heights

That quarter mile is very important for transit and safety for students and local businesses  
 Another person doesn't think it matters  
 Comes down to quality of life for people who live and work along it  
 Do we want to create a sense of place & unique identity or just move cars from the mall to downtown  
 Don't ride bike on Broadway because of traffic on Broadway, feels too dangerous. Expanding the roadway would not allow bicycling but creating a destination would make biking better and more likely  
 Many of the performance measures are linked - bicycling and pedestrian environment = sense of place  
 8 lanes is overkill for the corridor. Would rather it be 6 lanes.

- All options perform well under some criteria and not well under other criteria. How to reach compromise to find something that works well for entire city.  
 - Why do people choose to commute by bike - because they often don't want to be next to a car.  
 \* Don't see any reason to have 6 lanes of traffic. Want narrower ROW and use good design to accommodate all needs.  
 - Several members of the group do not feel that there's a good 3rd option.  
 Option 4A (98') and Option 4B (114') - top 2  
 4+TA vs. 6A - can't decide since don't want these widths.  
 1 group prefers option 4+TA  
 \* Acetate strips included the following marked with a dot: 4A, 4B, 4+TA, and 6A

(continued)  
 First Assembly Church there since 1930's - identifies a community, provides services and you can walk to and from the church. Plus a lot of history in the building.  
 Interested in making sure that whatever we put in can accommodate future transit later, if not planned for today.  
 Don't want to have to undo things later.

Post-it notes

Option 4A: 80'

Report Out Sheet

There should be some flexibility in the cross sections to accommodate some of the "special" properties.

- commuter vs. casual cyclists  
 - bike safety and concern  
 - design speeds  
 - Broadway not straight to provide options

Top 4:  
 - Potential historic and significant building impacts  
 - Visual quality  
 - Walking and biking health benefits  
 - Economic potential

Top 3 Street Section Alternatives:  
 - 4A = bike safety; design speeds  
 - 4B  
 - 4+TA - most people don't like the idea of a wider ROW. One person was interested in moving vehicular traffic an that's why this option is here.  
 \* Cross section can change at different segments

- (R...) dots => connection between Euclid and downtown  
 Top 3 measures: Historic, Visual Quality, Walking and Biking Health Benefits  
 - Broadway => "Road to Nowhere" => bottleneck  
 - concerns: are conclusions already made?  
 \* New measures => the road to nowhere (Broadway w of Euclid)  
 - main concern is for Tucson High students  
 Economic Potential  
 Why pedestrian/bik health over bike env?  
 - the pedestrian/bike health solidifies that there will be bike lanes & sidewalks  
 - More general problem = > specifics will follow  
 Health benefits => ensuring human safety  
 \* Big concern of bus pullouts - value to buses  
 Question: How do you deal with bottleneck effect w/ street ROW?  
 \* How are the ratings being developed? (+ 0 -)  
 \* Option => can we have fewer lanes?  
 - why do we have to sacrifice (???)  
 - why can't we use what we already have?  
 - narrow lanes, keep businesses, with more bikeability  
 examples: Mountain Ave - vehicle lanes were taken away to give bike lanes  
 4 lanes or less? => what defines functionality  
 functionality: in terms of efficiency => LOS  
 => how long are people waiting in the vehicles when they stop?  
 => so how does this group define functionality?  
 = preservation of businesses

Judy - lives in neighborhood  
 Oscar - lives just north of Broadway  
 Cindy - Broadway Village  
 Rich - Ironhorse Assoc  
 Ann - Broadway Village  
 Barbara - Broadway Village  
 Joy - Broadway & Craycroft  
 Jessica - small bus. On Broadway => Kismet  
 CJ - W. Univ. neighborhood  
 Derly (?) - Ironhorse  
 Concerns:  
 ~ not enough measures of services(?)  
 ~ width of sidewalks  
 ~ bus pullouts can save width in the ROW

- other option => keep the current building and streets but go to 80' ROW  
 - how can we guarantee measuring this (???) important?  
 - how is keeping the historical buildings the best  
 - buildings attractive?  
 - where are measurements coming from?  
 - 124' may work on east side  
 - doesn't make sense for businesses to loose their parking, because then buildings may go  
 - Parking in front of buildings is required  
 \* Keep the 4 lanes with progressive traffic technology  
 More info on 4+T (existing ROW)  
 4A (89' ROW)  
 4B (114' ROW)  
 SATA  
 What does ????? 4 lanes can accommodate => shoulder

Report Out Sheet

Top 4 Measures:  
 Potential Historic and Significant Building Impact  
 Visual Quality  
 Walking and Biking Health Benefits  
 Group preferred measure => The "Road to Nowhere" - Broadway from Euclid to Downtown  
 Top 3 Street Section Alternatives:  
 4+T SATA  
 4A (98' ROW)  
 4B (114' ROW)

Walking and biking: insure safety as well as at least minimum width of lanes/sidewalks  
Bottleneck at underpass: it makes no sense to add lanes when they all funnel into a much smaller set of lanes going beneath the underpass, especially when all of the traffic from Aviation Parkway is also joining the mix.

Ann Pattison  
333 S. Eastbourne Ave  
85716  
msgeo81az@yahoo.com

Cross section alternatives do not seem to give an option for sacrificing an automobile lane for an alternative mode of transportation. There is an assumption of keeping the four lanes we now have even if we add enhancements or extra lanes for wide sidewalks, bike lanes, or special rapid transit lanes. What about narrowing auto lanes, if necessary, to accommodate extra width for landscaping, or bike/pedestrian/people-moving transit?

What about encouraging smaller vehicles by extra taxes or penalties for larger vehicles with a few passengers? (May not be within the scope of this project)

Does visual quality require landscaping? Does it include the ability to see the architecture and mountains beyond?

- New performance measures "Road to Nowhere / bottleneck @ Euclid" (5 dots)

- Table E was very concerned with the potential of focusing moe traffic from a widened Broadway into the narrow confines of Downtown Tucson. "What happens west of Rattlesnake Bridge? Where will all the cars go?"

- Big question: what is the definition of functionality?

- If Table E chose historic buildings, visual quality, and health benefits, then doesn't that affect functionality?

E Comment Card

E 36 x 48 Performance Measures

E 36 x 48 Performance Measures

E 36 x 48 Performance Measures

E 36 x 48 Performance Measures

Margarita, Anthony, Anita, John, Wynne, Judy, Erica, Gretchen, Joel

- Lives South of Broadway in San Antonio Neighborhood  
Essentially have to cross it to go along Broadway - no way around it  
- Have been commuting to east side  
- at Cherry & Broadway - new expansion would turn [the roadway] into my backyard  
- Connected because of proximity. Avoids Broadway because of traffic. Understands historic value.  
- Want to keep historic buildings in Tucson.  
Proximity issue - expansion is too close.  
- Historic importance  
- Concerned about loss of historic buildings.  
Why the emphasis on cars?  
- Able to walk everywhere. Watched neighborhood crumble from the north. Expansion will introduce blight.

- Mark opposes this exercise. Concerned with what will be said after performance measures are said - multiple people agreed.  
Concerned with the lack of creativity because of the lack of options/cross-sections.  
(There was discussion about where people lived during the voting exercise.)  
- The more lanes they open, the more traffic that will be attracted.  
- Why have bikes off the street?

After the voting:

- Some of these buildings are cool looking.  
- Defines a sense of neighborhood, roots  
- People who choose to live in this City like historic stuff  
- Does not want to lose historic buildings  
- Does not want to lose historic looks  
- Tie into the economic side, some really good buildings.  
- Protection of buildings promotes investment  
- Helps economic vitality  
- Broadway is really a part of downtown, it is the destination  
- Area is set apart from Phoenix, because of culture  
- Dense housing on both sides won't survive an expansion.  
- Hard to cross the street at Broadway & Campbell  
- Want it to be walkable and safe  
- Does not like corporate look.  
- Should have something more attractive than a QT gas station  
- Bike fatality was at Broadway & Campbell. No matter what happens, will it help with safety?  
- Bike boulevard option???

- Concerned about how these + and - came about  
- Why are there circles on the big number of lanes even though the group was against it.  
- All bike stuff: only on the street, not dedicated or on parallel streets  
- For the dedicated bus/rail, how do people go to the stop?  
- Can businesses support their own landscaping?  
- Does that imply a singular crossing?  
- Don't want to see the big lanes.  
- 8-lane will wipe out everything.  
- Sidewalks in front of businesses and not by the street  
- Is it true that narrow travel lanes are safer?  
- 10ft travel lanes instead of 12'?  
- City should take property from both north and south sides.  
- Can a bus trigger lights before and after bus arrive and departs the bus stops?  
- The study was done about 30 years ago wasn't accurate. Not indicative of what people want today.  
- Traffic studies have been inaccurate for the past few years.  
- Improvement projects on both Speedway, Grant, and 22nd will alleviate traffic on Broadway.  
- Dejection of the notion of no landscaping means visual aesthetics.  
- Would love public art  
- Art can be free  
- When you tear things down to walk to, there is no destination for people to walk to  
- Seems the sidewalks speech was pulling them into identity/safety  
- Nominating only 2 and not 3  
- Smallest option gives room for art  
- 2 narrowest are in group agreement  
- 98' has some issues - concerns of taking some buildings

(continued)

'- group only likes the landscaping in the 98' option  
- City can't afford to maintain the largest options  
- 98' can have a transit service down the middle and use the same system on the way back.  
- 98' can have a really nice bike lane instead of landscaping  
- Group had mixed opinions about the 98' options.  
- Favoring narrow width, because it would have lesser through traffic and reliance on cars.  
- Has support for first 2 options  
- There is landscaping all around because of businesses, even though the diagrams don't show it.  
- Planning for the future.  
- Based on a 1982 design. Strong dislike.

O Scribe Recording Sheet (continued)

O Report Out Sheet

Top 4 Measures:  
- Historic  
- Economic Potential  
- Cost to Maintain  
- Bike

Top 3 street width alternatives:  
- 70' dedicated transit  
- 80' dedicated transit  
- 98' Option 4A

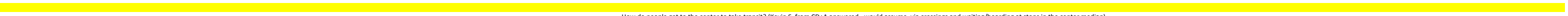
Key Discussion/Conflict:

- Main point of conflict re: 98' width: some wouldn't want more ROW acquired for sidewalk landscaping (about half for /half against)  
- Very focused on historic preservation  
- Wanted bike boulevards instead of bike lanes on Broadway (or in addition to)

O Comment Card

The performance measures are not appropriate as it assumes certain performance of the street. Cycling should be moved off of Broadway to a side street.

O	Comment Card	Consultant boy talk too much. Look like he's trying to talk people into a choice.
O	Comment Card	Sidewalks only shown next to road, rather than next to building.
O	Comment Card	The projection for future increases on traffic seems very uncertain and exaggerated. With Better sense of neighborhood and local businesses, some traffic would not be needed. Keep to only 4 lanes! We don't need to take down historic buildings.
O	Comment Card	There is a severe bottleneck where the street curves at Hotel Congress. Traffic stalls here. People can't decide which lanes to choose so they cut each other off. It sounds like rush people west to gather at this bottleneck. Downtown is narrow - 2 lanes. Can downtown absorb and handle this mass migration west? 2nd. I don't see a crowded Broadway outside of morning and evening rush hour times. The street is plenty big right now. I love right off of Broadway/Highland.
O	Comment Card	Only shows bicycling as being on street, not on a bike boulevard (e.g. on 10th Street)
O	Comment Card	Phil Erickson took too much time when speaking which cut down on "our" time to discuss. He also came across on several points (bike lanes or alternatives and Grant Road improvements!) that came across in trying to persuade us which he should not be doing! Thanks for the snacks!
O	Comment Card	We were rushed and more time was spend on "silly things" and not hearing our opinions! Just a formality!
O	36x48 Performance Measures Sheet	<ul style="list-style-type: none"> <li>- Vehicular Access</li> <li>- Economic Vitality</li> <li>- Certainty</li> </ul>
O	Option 4A: 98' ROW	<ul style="list-style-type: none"> <li>- Continuous turn lanes seem to keep turning safer.</li> <li>- 8 ft seems like <u>way</u> too much (arrow pointing to 8' landscape)</li> <li>- We like the landscaping!</li> </ul>



F	<p>Scribe Recording Sheet</p> <ul style="list-style-type: none"> <li>- BWS Architects / Chair of Imagine Greater Tucson</li> <li>- Local architect; interest in progressive cities, i.e. Europe</li> <li>- Attorney; Catalina Vista =&gt; don't repeat mistakes of other projects</li> <li>- Architect; Gateway to downtown, innovation</li> <li>- Miles Neighborhood</li> <li>- North side business; Broadway corridor into downtown; excited about revitalization</li> <li>- Architect; part owner of 1202 E. Broadway; cost effective money spending; multi-modal transportation</li> <li>- Retired attorney; Sam Hughes neighborhood; community involvement is important</li> </ul>	<ul style="list-style-type: none"> <li>- combine pedestrian &amp; walking &amp; biking</li> <li>- economic potential is tied to how people want to show</li> <li>- economic potential is tied to the amount of the parcel that's left</li> <li>- moved bicycling to walking and bicycling health benefits</li> <li>- if you concentrate energy into one of them / want versatility</li> <li>- Walkability and bikes go hand in hand</li> <li>- If we make walking &amp; biking a priority, we can forget bicycling env. and ped. env.</li> <li>- Do we want them to consider health over functionality =&gt; functionality should come first. I picture design people not being health people.</li> <li>- Walking &amp; Bicycling Health Benefits with stipulation that pedestrian and bicycling functionality are included.</li> <li>* Accommodation of High Capacity Transit</li> <li>* Visual Quality</li> <li>* Walking &amp; Biking Health Benefits (while incorporating functionality of pedestrian and bicycling travel)</li> <li>* Economic Potential</li> </ul>	<ul style="list-style-type: none"> <li>- How do people get to the center to take transit? (Kevin S. from CD+A answered - would assume, via crossings and waiting/boarding at stops in the center median)</li> <li>- Are you running local busses? (Kevin S. from CD+A answered - would assume he said yes)</li> <li>- Economic potential: looks like there is a relationship between width</li> <li>- Why are we only looking at short term in economic potential?</li> <li>- I'm looking at what has happened downtown. It would probably happen on Broadway.</li> <li>- People are anticipating poor economic potential.</li> <li>- 4+TA: modest compromise with width &amp; overall potential/opportunity to provide new motivation &amp; impact to business/visual/access</li> <li>- (arrow up) [Increase] development</li> <li>- Hybrid of 4+TA and 4+TB: corridor to downtown / aesthetic important</li> <li>- 4B, 4T+A, 4+TB - concentrate [on these]; find a sweet spot; compromises with economic potential</li> <li>- If you are going to spend money, you need to do something.</li> <li>- 6+TA, 6+TB - Scary; too extreme. I don't this this belongs in the area.</li> <li>- Very seldom buy a house &amp; say "I wish I had less space". It it's worth doing, it's worth doing right. Tucson has historically not considered growth.</li> <li>- I think 6 lanes is excessive.</li> <li>- If you try &amp; walk Campbell, it is uncomfortable; no buffer.</li> <li>- 6B - like visual; median is safer; think about land maps</li> <li>- 6A - it's not wider but addresses / visual is important; transit can take over one of lanes; what about connecting streets? Small ROW - no area to improve</li> <li>* 4+TA, 4+TB, 6B</li> </ul>
---	---	--	--

F	<p>Scribe Recording Sheet (continued)</p>	<p>(continued)</p> <p><b>What is your preference of 3 chosen and why?</b></p> <p>4+TB</p> <ul style="list-style-type: none"> <li>- redefines pedestrian and bicycle access, makes more attractive to business</li> <li>- Option for 2 full lanes of transit</li> </ul> <p>4+TA</p> <ul style="list-style-type: none"> <li>- Modest compromise; has all components I'm looking for =&gt; less intrusive into properties =&gt; more opportunities for economic potential</li> </ul> <p>4+TB</p> <ul style="list-style-type: none"> <li>- Provides for bus &amp; rail transit / wide enough for more aesthetic / additional width allows for changes</li> </ul> <p>4+TB and 6B</p> <ul style="list-style-type: none"> <li>- Like 152'; allows for public transportation and landscape</li> </ul> <p>4+TA</p> <ul style="list-style-type: none"> <li>- Narrower; pedestrian =&gt; dedicated bus lanes and landscaping</li> <li>- wide landscaping</li> <li>- pedestrian friendly and bike friendly</li> <li>- Not so wide so people can cross the street</li> </ul> <p>4+TB</p> <ul style="list-style-type: none"> <li>- Better job at allowing for high speed transit; like concentrated in center =&gt; safer for high transit</li> </ul> <p>4+TB</p> <ul style="list-style-type: none"> <li>- Favorite; but would like to see something more compressed</li> <li>- compare to Phoenix</li> </ul> <p>4+TA</p> <ul style="list-style-type: none"> <li>- Best balance of priorities</li> <li>- Allowed for options in multi-modal measurements</li> <li>- ROW that was balanced</li> </ul>	
---	---	--	--

- Top 4 Performance Measures
- Accommodation of High Capacity Transit
  - Visual Quality
  - Walking & Biking Health Benefits (including pedestrian and bicycling functionality)
  - Economic Vitality: change in economic potential

- Top 3 Street Width Alternatives
- 4+TA
  - 4+TB
  - 6B

Key Discussions/Conflicts:

- Performance Measures: We had much discussion on how pedestrian and bicycle access should not be separated. In our frustration with the criteria overlap, we agreed to choose "Walking & Biking Health Benefits" instead of "pedestrian Environment" or "Bicycle Environment".
- Street Cross SEctin Alternative: We were concerned of the super wide sections' impact on the businesses/economic impact. Our group was drawn to examples that provide high capacity transit, but with less lanes. Shading, pedestrian and bicycle access were heavily weighed. Picked 6B with concern for it to not compromise property/business.
- Balance between small, existing businesses with bigger picture for Tucson as a gate to downtown
- Encourage Task Force to seek innovation in engineering

On 6B (152' ROW) - Concerned too small of ROW prevents later modification. However, firm believer in doing it right the first time.

On Walking & Biking Health Benefits: Functionality of Pedestrian and Bicycling included

F Report Out Sheet

F 36x48 Cross Section Alternatives

F 36x48 Performance Measures Sheet

F Public Handout

- Visual Quality
- Economic Vitality

- \*\* I care about bus pullouts\*\* but don't care about faster! (movement)
- Crossing places
- People on bikes (dangerous)
- Easy drop off places
- Not wanting to drive
- About the measures: Why is bicycling separated from bicycling environment? It's confusing.
- Pedestrian Environment is #1
- Bicycling Environment:
  - \* not a bike rider, but concerned about safety
  - \* A way to bike and get to downtown
- \* Bike lanes suddenly end and these are recently done things => too bad
- \* bike lanes have to be useful
- \* Pay attention to utilities => functional
- Broadway is not a good place to bike
- Amazed by 3rd Street!
- Comfort
- Through Traffic Movement #2
- \* Bus pullout for safety!
- \* I drive and expect roads to be functional
- \* Also interested in design

- Own 2 buildings on Broadway Corridor
- 33 years living in the area
- Live in the area since 1950's (Santa Rita)
- Live near Broadway/Campbell
- Sam Hughes

(7 participants at the table)

- 4B (purple B)
- 4+TB (green B)
- 6B (yellow B)

**4B (purple B):**

- I like it that is 4 lanes + bicycle track (that's the cool thing)
- I want the option of no bike lanes because I am worried about safety. It will be very dangerous. If this turns into a faster movement, it's too dangerous. I see that this is going to be like a freeway. We will need more snake bridges and that's no good.
- For this one, if they don't put bus pullouts, it's too bad. We like that there's no dedicated line for bus.
- Something like on Speedway and Tucson Blvd.
- Most of the section I like
- Spending money on getting road wider, that's a waste of MONEY!
- Trees are more inviting. You can put trees because they are nice (design, changes the perspective) It's not only because of shade.
- I hate the noise of busy streets

**4+TB (green B):**

- The wider sidewalk is ADA?
- \* We want safety for everyone
- \* Two travel lanes for vehicles
- The purple one will look better with the light rail vs. this one
- But the problem is the bike and light rail are incompatible
- We don't have a consistent size along the corridor
- \* How does this cross-section get along with the rest of the corridor?
- 2 votes on purple, and 1 more if they fix a left turn!

(continued)

**6B (yellow B):**

- If they took Speedway profile that will be a nice treatment for this Blvd., which means:
  - \* without the trees... that reduces 34', you get 6 lanes
- I don't like the separation of buses on the side.
- I hate this: Is 6 lanes and that's no good because they are taking space from business, for trees? Not a good idea.

The yellow one (6b) is the most important one for this table

- Even the narrower one is going to take a lot of space from parking

Properties Concerns:

- If the parking is taken, the business is going to die because nobody will go
- One of the members on table changed his mind about yellow 6B option because he thinks the space dedicated for landscape is not good.
- Someone suggested that about parking, they can put it in the back of the property. The owner said NO! because they don't have access from the back!
- Even with the purple 4B, you will destroy something.
- Make destinations for pedestrians.
  - \* Purple 4B is more sensitive to preserving historic buildings.
- 1 person says that it is the time to preserve because we are to regret later.
- Be selective when saving some historic buildings.

(continued)

- I like the 4 lanes. Not too wide. Minimum amount of wide!
- We like 6B without trees.
- People are not walking. It's too hot so it's a waste of space.
- On 6th Street there's a lot of people walking because of bus ride
- WE WANT BROADWAY TO BE A DESTINATION NOT JUST A CORRIDOR
- No increase in width, but add landscape / sidewalks / etc.
- Add amenities and improvements with the same width.

D Scribe Recording Sheet (continued)

Josh, did you scan the back side of last page?



D	Report Out Sheet		<p>Top 4 Measures:</p> <ul style="list-style-type: none"> <li>- Bicycling Environment</li> <li>- Through Traffic</li> <li>- Preservation Impacts</li> <li>- Walking &amp; Bicycling</li> </ul> <p>Top 3 Alternatives:</p> <ul style="list-style-type: none"> <li>- 4B (114' ROW)</li> <li>- 4+TB (152' ROW)</li> <li>- Option 6B (152' ROW) - without landscape - similar to Speedway, Park to Campbell Cross Section Table favored 115-120' width. 1 person wanted no increase in width.</li> </ul> <p>Key Discussions/Conflicts:</p> <ol style="list-style-type: none"> <li>1) Safety/utility for bikes</li> <li>2) Questioned whether pedestrians will use areas if built</li> <li>3) Mixed on historic - tough choices if roadway width increased</li> <li>4) How do these cross-sections interface at each end</li> <li>5) Landscaping for beautification with a minimal impact of space</li> </ol>
D	Public Handout	<ul style="list-style-type: none"> <li>- Pedestrian Environment</li> <li>- Bicycling Environment</li> <li>- Accommodation of High Capacity Transit</li> <li>- Through Traffic Movement</li> </ul>	
D	Comment Card		<p>Bump outs have very little lights - you cannot see them at night on 10th between Euclid to Campbell. I have almost run over them as my mother has also. Plus weeds, etc., not cleaned. Police and Fire HATE THEM. They will cause many accidents. Whoever thought of that (I wonder?).</p> <p style="text-align: right;">Pat Upton - Helen Purdy</p>
D	Comment Card		<p>4 lanes only - need bus pullouts and right turn bays. Increase width of bike lanes and sidewalks.</p>
D	Comment Card		<p>I <u>love</u> the rain gardens on 9th/10th St. in Rincon Heights. Though it is true some need more maintenance. No problems seeing them at night or safety issues. In fact, the one by my house prevented 2 possibly more serious accidents. <u>Plus</u>, great wildlife habitat for birds, bees, butterflies...</p> <p style="text-align: right;">Susan Granger</p>
D	Comment Card		<p>When the City takes the house the family is requesting that house be demolished as soon as possible and not left standing sadly vacant. Any rail installed must have bicycle friendly tracks even if the tracks already installed have to be pulled up and redone. We need the option of no bike lane at all and pedestrian overpasses like the snake bridge. What will speed limit be?</p> <p style="text-align: right;">Helen Purdy 15 N. Santa Rita Tucson, AZ 85719 (formerly 28 S. Santa Rita) Daughters: Melody Bastan and Pat Upton</p>



G	Scribe Recording Sheet	<p>Ethan - neutral neighborhood Chris - neighborhood Linda - bicycling interest Susan - Bus Riders Union Sylvia - Neighborhood Maria - Bus Riders Union Willy - owner west of Country Club (north side)</p> <p>- Bicycling and Pedestrian together. Mixed experience of being on the street and engage the environment. Tie in Walking and Biking Health Benefits. - Through Traffic Movement and Economic Potential tie in with Bicycling Env. And Pedestrian Env.; they will build on each other. - Gives a sense of place when Bicycling Env., Ped. Env., Through Traffic Movement, and Economic Potential work well. We don't want traffic moving FASTER, we want people coming in and engaging in the area. - Concern over houses being torn down. - Willing to go slower, not have massive lanes to have opportunity to see what is there. - Broadway is unique, has community and business. Interest in beautifying. - Concern over rush hour traffic, but other than that, traffic is not a main concern. People can spend the extra time. - Ped. Env. ties in to Economic Potential. Walking traffic offers potential to businesses. Choices: 2 dots - Pedestrian Environment 5 dots - Bicycling Environment 5 dots - Potential Historic and Significant Buildings Impact 3 dots - Economic Potential</p> <p>Linda volunteered to report out.</p> <p>- Uncertainty to invest or not. - Strong consensus on slowing traffic and getting community participation of the area through business, etc.</p>	<ul style="list-style-type: none"> <li>- 4A: visual quality and historic buildings as far as benefit</li> <li>- likes the cycle track on 4B, shade trees are a benefit</li> <li>- Concern over plants getting in the way of visibility</li> <li>- 4B: viable alternative to become more pedestrian / cycle friendly</li> <li>- Future won't be driving</li> <li>- Less cars, more urban setting, further from the suburbs</li> <li>- 4B: consensus of group, likes as an option</li> <li>- Concern over turning lefts into business</li> <li>- landscape is calming and provides shade for pedestrians.</li> <li>- Bike lane suggestion: Light up or put reflectors on road when bike lane narrows; preferred over the raised cycle track.</li> <li>- 4+TA: barren landscape; doesn't increase ROW which is beneficial</li> <li>- 4A takes least amount of ROW while offering landscape and generous bike lanes</li> <li>- Creating more community = better bike and pedestrian = 4A and 4B</li> <li>- 4B: <ul style="list-style-type: none"> <li>* Alter 16' landscape to 12' (compromise betw. 16'-8')</li> <li>* Interest in light rail essentially</li> </ul> </li> <li>Consensus on 4A and 4B</li> <li>- 4 out of 7 showed strong interest in keeping lanes at current size and capacity</li> <li>- First Assembly of God church, interest and concern for building</li> <li>- Looking for parking in back of building rather than in front if it were moved</li> <li>- Parking in back is a challenge, could ruin the business</li> <li>- Strong interest in preserving existing businesses.</li> <li>- 1 person doesn't live there, but doesn't care to widen the road due to excess vehicles increasing; has concern over Miles School on south and red brick church (First Assembly of God)</li> </ul>	
G	Public Handout	<ol style="list-style-type: none"> <li>1) Walking and Biking Health Benefits</li> <li>2) Visual Quality</li> <li>3) OTHER: Streetcar &amp; Mobility</li> </ol>	<p>Note on front page: * Had to leave Earth, but left decision.</p>	
G	Post-it Note		<p>Do not change anything. We are happy with the way things are. Use the money and fill in thousands of potholes that Tucson has. Thank you.</p>	
G	Comment Card		<p>* Bike lanes: divide from car lanes with raised reflectors =&gt; creates barrier cheaply and visibly; uses less space. * Option 4B: reduce landscape area to 12'. Add difference on to median =&gt; future light rail corridor possible</p> <p style="text-align: right;">Maria Cadaxa 216 N. 1st Ave. Tucson, AZ 85719 maricadaxa@yahoo.com (Euclid &amp; Broadway)</p>	



Q	Scribe Recording Sheet	All individuals at the table either own residential property or comments through the Broadway corridor. No business owners	<p>-There was an emphasis on the overlap with walking and <b>Bicycling Health Benefits</b>, and <b>Bicycling Environment</b> and <b>Pedestrian Environment</b>.</p> <p>- some concern is losing buffer between residential homes and Broadway. If the businesses are moved from one side, residences will back Broadway</p> <p>-A few participants commented on wanting to maintain historic buildings for historic feel.</p> <p>-comments were made for importance of transit.</p> <p>- concern that widening Broadway for vehicular traffic will create a high speed roadway. The belief is this will hurt economic potential, pedestrians, bicyclists, and historic aspect</p> <p>-there was concern with the 11 performance measures are not definitive enough</p> <p>-<b>through traffic movement</b> had three votes</p> <p>- <b>bicycling environment, visual quality,</b> and <b>economic potential</b> all had 2 votes and were the other 3 negotiated performance measures</p> <p>- some concern was addressed with <b>visual quality</b> and <b>historic and significant buildings impacts</b> and how they both are representative of the same thing. It was felt that these two should not have been divided into 2 measures.</p> <p>- <b>high capacity transit</b> and <b>historic buildings</b> also had 2 votes, but after negotiation amongst the group, it was decided that these would not be used moving forward.</p>	<p>- feeling was the process needs to be simplified. 'The process is not fair.'</p> <p>- multi-modal was a point of emphasis at the table</p> <p>- some participants felt that maintaining the existing ROW would be best and the improvements should fit within this bandwidth</p> <p>- one person commented that 'sure, it would be nice to have right turn lanes at campbell and broadway, but having maintaining the existing business is more important.'</p> <p>- 3 individuals at the table felt that sense of place was quite important. Mobility took a back seat to maintaining a sense of place</p> <p>- one individual kept going back to keeping the ROW width and playing with lane and buffer widths to achieve the balance of mobility and pedestrian/visual aesthetics</p> <p>- two individuals agreed that mobility was high importance. These individuals are not residents of the area and the other 3 individuals believed that this played into the other 2 individuals focus on mobility.</p> <p>- negotiating the table agreed to move forward with the 4 + TA section.</p> <p>-the group could not agree on a third section.</p> <p>- one person in teh group really was opposed to consiering anything wider than the existing ROW. This seemed to be agreed upon by 2 other table participants.</p> <p>-this one person is a bit aggressive and seemed to try to intimidate</p> <p>-only one section was in line with the performance measures</p> <p>- the performance measures don't accurately reflect what people wanted to have happen (in terms of a section). This seemed to be a common feeling amongst the group.</p> <p>- one person thought that the third section should be a section with a large ROW with a smaller width. However, the group could not agree on this and the 3rd section was never selected.</p>
---	------------------------	--	---	--

Q	Report Out Sheet	<p><b>Top 4 Performance Measures</b></p> <ul style="list-style-type: none"> <li>- Bicycling Environment</li> <li>- Traffic Movement</li> <li>- Visual Quality</li> <li>- Economic Potential</li> </ul>	<p><b>Preferred Street Width/ Section Alternatives</b></p> <ul style="list-style-type: none"> <li>- 4 + T SATA (existing ROW)</li> <li>- 4 + TA (124' ROW)</li> </ul>
---	------------------	--	---

Q	Comment Card		<ul style="list-style-type: none"> <li>- keep width as is</li> <li>- keep business and structure as is</li> <li>- make lanes 11' wide</li> <li>- eliminate the median from the plan</li> <li>- no freeway; slow traffic down</li> </ul>
---	--------------	--	---

Q	Comment Card		<p>Exercise #1 splits items that divide interests that should be kept as one. Tucson has been reducing lanes heading toward downtown 6th Ave, Main St., 4th Ave so why now expand and change that theme?</p>
---	--------------	--	--

Q	Comment Card		<p style="text-align: right;">Ruth Beeker</p> <p>Sense of Place should have been 1 item, not broken into the 2 separate items. It definitely set a bias Speedway/ Country Club vs. that item. NOT HAVING A choice to mark a choice for multiple modals again makes the choice of pedestrian, bicycle diluted. Way too complicated for people to understand - simplify for public input. A consultant who can do this needs to be hired.</p>
---	--------------	--	---

C	Scribe Recording Sheet	<p><b>Intro</b></p> <p>1) Pam Samuels - native Tucsonan, passion for</p>	<p>Possible top contenders by highest &amp; lowest rankings</p> <ul style="list-style-type: none"> <li>- 4A- 98' ROW</li> </ul>
---	------------------------	--	---

C	Report Out Sheet	<p><b>Top 4 Performance Measures</b></p> <ul style="list-style-type: none"> <li>- Sense of Place</li> <li>- Visual Quality</li> <li>- Economic Vitality</li> <li>- Pedestrian Access + Mobility</li> </ul>	<p><b>Preferred Street Width/ Section Alternatives</b></p> <ol style="list-style-type: none"> <li>1) 4B- east of campbell, looking to hybrid, different sections, different cross sections, preserve possibility of mass transit</li> <li>2) 4A- narrow w/ landscape</li> <li>3) 4T- widen for landscaping</li> </ol>	<p><b>Key Points of Discussion or Conflict</b></p> <ul style="list-style-type: none"> <li>- emphasis on aesthetics and preservation/ visual</li> <li>- sense of place</li> <li>- historic preservation</li> <li>- little conflict on priorities</li> <li>- capacity/ functionality less important</li> <li>- economic change will follow the aesthetics</li> <li>- treat it as a gateway to downtown- extend art &amp; themes</li> <li>- group tried to find compromises on width vs. preservation maintaining 4 lanes</li> </ul>
---	------------------	--	---	---

C	Post-it note comment	<p><b>Accomodation of High Capacity Transit</b></p> <ul style="list-style-type: none"> <li>- please design for lightrail/ home owner</li> </ul>	
---	----------------------	---	--

C	Post-it note comment		<p><b>Cross Section ( 4 + T SATA)</b></p> <ul style="list-style-type: none"> <li>- Rincon Heights just recently was granted historic status. Only 4 + T SATA will preserve the historically significant and qualifying structure taking these out will jeopardize our status</li> </ul>
---	----------------------	--	---

C	Post-it note comment		<p><b>Cross Section ( 4 + T SATA)</b></p> <ul style="list-style-type: none"> <li>- this option could have trees of ROW were purchased without tearing down buildings. Take some empty land w/ front of buildings without tearing down buildings</li> </ul>
---	----------------------	--	--

C	Post-it note comment		<p><b>Cross Section ( 4 + T SATA)</b></p> <ul style="list-style-type: none"> <li>- to obtain more landscaping in smaller area consider using tree will grates (a public art opportunity)</li> </ul>
---	----------------------	--	---

C	Post-it note comment		<p><b>4A + 4B</b></p> <ul style="list-style-type: none"> <li>- if we opt for these consider: 4A west of Campbell, 4B East of Campbell ( or variants to preserve historically significant structures)</li> </ul>
---	----------------------	--	---

C	Post-it note comment		<ul style="list-style-type: none"> <li>- the 'Pedestrian Environment' criteria omits consideration of pedestrians being able to cross over from south to north and north to south sides of Broadway</li> </ul>
---	----------------------	--	--

**Introductions**

- Earl: resident on 9th street
- Sara: Earl's wife
- Chris: lives in Rincon Heights (Reporter)
- Barbara: lives in Rincon Heights
- Julianna: wants 1st Assembly Church to remain
- Dawn: lives in Sam Hughes
- Bob: owns business, 12 employees, veterinary, since 1935. Concerned about how it will impact his business during construction
- David: lives on 10 Street. Upset about widening. Feels the 'fix is in'. David read statement to group. Statement Subtitled 'Creating wider roads will attract more fossil fuel cars.' Concerned with Global Warming impacts. (see statement)
- Barbara: North and south sides of street dont relate to each other. Feels widening will create further separation. Feels that traffic already moves through Broadway line

- Chris: any road needs to have access. It already moves traffic fine
- Earl: **pedestrian envrionment** chosen- pedestrian and walks a lot. Wants to avoid pedestrin accidents, wants traffic to move better. Buses in larger city move buses very well. Wants to improve.
- Sara: picked **pedestrian environment**; through traffic and transit expensive
- Chris: **visual quality**. wants green space, not on one side, needs green space. Broadway dangerous for bicycling.
- Barbara- picked **pedestrian environment**. Needs a green space. Thinks the **economic potential** is untapped right now. Business and are leaving because of street widening. Businesses feel its a done deal so already leaving.
- Bob & David want the road to be left as is because they are concerned how the construction will impact businesses during construction
- David is concerned about the cost of construction. Dont have, live in the past, don't have to abide by something decided previously?

- Dawn looked at 6A: 'Positive for some, but netural for others. Seems less negative'
- Chris: '6A has potential trees in the middle.'
- Chris: likes the option for (2) lanes and wide lanes for trees and bikes
- prefers (2) lanes on each side and median with trees in the middle
- Chris doesnt want (3) lanes necessarily
- Chris doesnt like continuous lane in middle in 4A
- Dawn doesnt want to widen to (4) lanes
- likes 6A - additional money adding lanes to (6) but also adds trees
- Chris challenges 8 ft. sidewalk, too much concrete because hot. Feels green trees add much more than adding shade structure. A smaller sidewalk and larger bike lane would be better. Like 6A but with (2) lanes either side, smaller sidewalks and larger bike lanes.
- Barbara likes 4A but w/ a median in the middle
- Bob: 'No one rides bus now.'
- Chris feels transit in city is 'unconnected' (disconnected) transition. Broadway will not help fix entire transit system.
- Julianna is concerned with how the Assembly Church i affected by widening.
- Earl likes option 6 + TA
- Bob is concerned w/ how the construction will impact his buildings, not concerned about expansion taking away some of his land.
- Dawn: '6A seems like you can take it all the way down without impacting buildings'
- Chris- dont think every building needs to be kept. Thinks the historic value should be kept.
- Bob: 'When you tear this up, how many more businesses will leave?'
- Chris: ' the street is ugly...is blight because businesses have left.'
- Chris: ' need to give Bob access biking construction and get rid of blight.'
- 4B & 6A
- Chris does not like 8 ft. sidewalk
- Dawn: Cant walk next each other on 6 ft.
- wants planters that accomodate trees so they grow

**Top 4 Performance Measures**

- Pedestrian Environment
- Through Traffic
- Historic Buildings
- Economic Potential

**Preferred Street Width/ Section Alternatives**

- 4A (with the 10' median in 6A & extra feet in the bike path)
- 6A
- 6 + TB ( without the 26' transit in the middle & with 3 lanes)

**Key Points of Discussion/ Conflict**

- concern that construction would put people out of business
- 8' sidewalks are too wide
- 6' bike path min.

Two different handwritings on report out sheet. Under performance measures; 'pedestrian environment' was repesented pedestrian/bike environment.

Don't wait for big changes:

Now: stop truck and car polution (black smokers)

More crosswalks

Trolley type buses, not rails - and subsidize them.

Enforce helmet & lighting 4 bikes and motorcycles

I own the Broadway Animal Hospital. We have been there since 1935 as a small animal hospital. Problems!

Robert H. Karcus

1) Ive been here in Tucson since WW1 and gone through 4 of these things. None were completed on time. Downtown wasn't completed on time and most businesses were broke.

2) I have no faith in the city council doing anything right where small business is concerned.

3) We dont have the money and it will only increase my property taxes.

4) Look at all the boarded up buildings there will be many more!!!

Water harvesting features should be utilized. The street needs green on each side.

I Scribe Recording Sheet

I Report Out Sheet

I Comment Card

I Comment Card

I Comment Card



H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Don't see efficiencies in any of these designs so far
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	what do ppl look at when they come to the city
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	sees ROW narrowing
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	If we build for cars, that's what we'll get
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	If we build for bikes, we'll get bikes
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Like the layout and what it provides but it takes out a # of businesses - big concern
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Price is too high in terms of the businesses that would be lost
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Would like to see an opt that involves narrowing the roadway
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Why would we destroy historic bldgs when there is no benefit of dedicated transit lanes
K	Report Out Sheet	Cross sections	4 + TB - 152' ROW	Preferred Street Width/ Section Alternatives 4 + TB total of 2 votes
K	Report Out Sheet	Cross sections	4 + TB - 152' ROW	Preferred Street Width/ Section Alternatives 4 + TB total of 2 votes
K	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
K	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
L	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	option 4 + TB 152' option (studied by Paula)
L	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	option 4 + TB 152' option (studied by Paula)
P	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
P	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
R	Post-it note comment	Cross sections	4 + TB - 152' ROW	4+TB - but too big sidewalks & planted curb area
R	Post-it note comment	General Comments	4 + TB - 152' ROW	I vote for option 4
A	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Potential cross sections: 4T, 4A, 6TA
A	Scribe Recording Sheet	Cross sections	4A - 98' ROW	98' with transit
B	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Option 4A (98') and Option 4B (114') - top 2 - Several members of the group do not feel that there's a good 3rd option.
B	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Acetate strips included the following marked with a dot: 4A, 4B, 4+TA, and 6A
C	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Will it work w/ mass transit? Mike Johnson (responds): Yes but may have to put in traffic & does not perform as well. is there statistics on higher accidents for continuous turn lanes? (Mike getting Jim S)
E	Scribe Recording Sheet	Cross sections	4A - 98' ROW	More info on 4A (89' ROW)
G	Scribe Recording Sheet	Cross sections	4A - 98' ROW	visual quality and historic buildings as far as benefit
G	Scribe Recording Sheet	Cross sections	4A - 98' ROW	takes least amount of ROW while offering landscape and generous bike lanes
G	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Creating more community = better bike and pedestrian = 4A and 4B
G	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Consensus on 4A and 4B; 4 out of 7 showed strong interest in keeping lanes at current size and capacity; First Assembly of God church, interest and Concern for building; Looking for parking in back of building rather than in front if it were moved; parking in back is a challenge, could ruin the business; Strong interest in preserving existing businesses; - 1 person doesn't live there, but doesn't care to widen the road due to excess vehicles increasing; has concern over Miles School on south and red brick church (First Assembly of God)
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Why would we look at this if transit is one of the priorities
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	stinks for cyclists; no vehicle separation
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	need veh separation for comfort / safety
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Not that bad if a buffer is used (painted or other)
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	6' bike lane is comfortable
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Not preferable; if streetcar is built in future, we'd have to start over and rebuild
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	There are cyclists that cycle 1,000s of miles
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Painted bike lanes don't bring more cyclists
I	Report Out Sheet	Cross sections	4A - 98' ROW	Preferred Street Width/ Section Alternatives: 4A (with the 10' median in 6A & extra feet in the bike path); 6A; 6 + TB ( without the 26' transit in the middle & with 3 lanes)
I	Scribe Recording Sheet	Cross sections	4A - 98' ROW	likes the option for (2) lanes and wide lanes for trees and bikes
I	Scribe Recording Sheet	Cross sections	4A - 98' ROW	likes 4A but w/ a median in the middle
J	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Selected Street Section Alternatives, 4+T SATA (80' ROW)- 4A (98' ROW)- 4B (114' ROW)
J	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Selected Street Section Alternatives, 4+T SATA (80' ROW)- 4A (98' ROW)- 4B (114' ROW)
K	Report Out Sheet	Cross sections	4A - 98' ROW	Preferred Street Width/ Section Alternatives 4A
K	Report Out Sheet	Cross sections	4A - 98' ROW	Preferred Street Width/ Section Alternatives 4A
K	Scribe Recording Sheet	Cross sections	4A - 98' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
K	Scribe Recording Sheet	Cross sections	4A - 98' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
L	Report Out Sheet	Cross sections	4A - 98' ROW	Option 4A (too wide for some parking)
L	Report Out Sheet	Cross sections	4A - 98' ROW	Option 4A (too wide for some parking)
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	likes trees: can be added to ROW
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	problem with trees in front of businesses could block signs
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	concern about visibility of businesses
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	businesses dont have a lot of options
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	likes trees: can be added to ROW
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	problem with trees in front of businesses could block signs
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	concern about visibility of businesses
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	businesses dont have a lot of options
M	Scribe Recording Sheet	Cross sections	4A - 98' ROW	+ 'relatively cheap, protects context, but still improves functionality
M	Scribe Recording Sheet	Cross sections	4A - 98' ROW	'-' does not incorporate transit. pedestrian crossing concern
M	Scribe Recording Sheet	Cross sections	4A - 98' ROW	+ 'relatively cheap, protects context, but still improves functionality
M	Scribe Recording Sheet	Cross sections	4A - 98' ROW	'-' does not incorporate transit. pedestrian crossing concern
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Smallest option gives room for art
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	2 narrowest are in group agreement
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	98' has some issues - concerns of taking some buildings
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	group only likes the landscaping in the 98' option
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	98' can have a transit service down the middle and use the same system on the way back.
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	98' can have a really nice bike lane instead of landscaping
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Group had mixed opinions about the 98' options.
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Has support for first 2 options
P	Post-it note comment	Cross sections	4A - 98' ROW	4A + 4B with consideration for the neighborhood context and affect to specific businesses along roadway
P	Post-it note comment	Cross sections	4A - 98' ROW	existing or option 4A. Really frustrated by this process. Facilitator wasn't neutral opinion.
P	Post-it note comment	Cross sections	4A - 98' ROW	4A + 4B with consideration for the neighborhood context and affect to specific businesses along roadway
P	Post-it note comment	Cross sections	4A - 98' ROW	existing or option 4A. Really frustrated by this process. Facilitator wasn't neutral opinion.
P	Scribe Recording Sheet	Cross sections	4A - 98' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
P	Scribe Recording Sheet	Cross sections	4A - 98' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
R	Scribe Recording Sheet	Cross sections	4A - 98' ROW	more study with some consideration for reduced landscaping, add bus lane?
R	Scribe Recording Sheet	Cross sections	4A - 98' ROW	minus 8' landscape area
R	Scribe Recording Sheet	Cross sections	4A - 98' ROW	decrease sidewalk to 6'
R	Scribe Recording Sheet	Cross sections	4A - 98' ROW	add transit lane
B	Report Out Sheet	General Comments	4A - 98' ROW	bike safety; design speeds
E	Report Out Sheet	General Comments	4A - 98' ROW	Top 3 Street Section Alternatives: 4+T SATA, 4A (98' ROW), 4B (114' ROW)
N	Post-it note comment	General Comments	4A - 98' ROW	Bicycle Environment
N	Post-it note comment	General Comments	4A - 98' ROW	Through Traffic Movement
N	Post-it note comment	General Comments	4A - 98' ROW	Walking and Bicycling Health
N	Post-it note comment	General Comments	4A - 98' ROW	Historic Buildings/Visual Quality
O	Comment Card	General Comments	4A - 98' ROW	The projection for future increases on traffic seems very uncertain and exaggerated. With Better sense of neighborhood and local businesses, some traffic would not be needed. Keep to only 4 lanes! We don't need to take down historic buildings.
O	Comment Card	General Comments	4A - 98' ROW	Continuous turn lanes seem to keep turning safer.
O	Comment Card	General Comments	4A - 98' ROW	8 ft seems like way too much (arrow pointing to 8' landscape)
O	Report Out Sheet	General Comments	4A - 98' ROW	We like the landscaping!
O	Report Out Sheet	General Comments	4A - 98' ROW	Top 3 street width alternatives: 70' dedicated transit, 80' dedicated transit, 98' Option 4A
R	Post-it note comment	General Comments	4A - 98' ROW	Main point of conflict re: 98' width: some wouldn't want more ROW acquired for sidewalk landscaping (about half for /half against)
C	Post-it Note	Cross sections	4A - 98' ROW	I vote for option 4
C	Report Out Sheet	Cross sections	4A - 98' ROW	if we opt for these consider: 4A west of Campbell, 4B East of Campbell ( or variants to preserve historically significant structures)
C	Report Out Sheet	Cross sections	4A - 98' ROW	Preferred Street Width/ Section Alternatives : 1) 4B- east of campbell, looking to hybrid, different sections, different cross sections, preserve possibility of mass transit; 2) 4A- narrow w/ landscape; 3) 4T- widen for landscaping
C	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Possible top contenders by highest & lowest rankings: 4A- 98' ROW; 4B - 114' ROW; 4 + TA 124' ROW; 6A- 120'+ROW
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	'-' no room for transit as currently shown
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	investigated w/ transportation map
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	increased room for pedestrians
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	'-' no room for transit as currently shown
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	investigated w/ transportation map
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	increased room for pedestrians
B	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Acetate strips included the following marked with a dot: 4A, 4B, 4+TA, and 6A
B	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Option 4A (98') and Option 4B (114') - top 2 - Several members of the group do not feel that there's a good 3rd option.
C	Post-it Note	Cross sections	4B - 114' ROW	if we opt for these consider: 4A west of Campbell, 4B East of Campbell ( or variants to preserve historically significant structures)
C	Report Out Sheet	Cross sections	4B - 114' ROW	Preferred Street Width/ Section Alternatives : 1) 4B- east of campbell, looking to hybrid, different sections, different cross sections, preserve possibility of mass transit; 2) 4A- narrow w/ landscape; 3) 4T- widen for landscaping
C	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Possible top contenders by highest & lowest rankings: 4A- 98' ROW; 4B - 114' ROW; 4 + TA 124' ROW; 6A- 120'+ROW
C	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Will it work w/ mass transit? Mike Johnson (responds): Yes but may have to put in traffic & does not perform as well. is there statistics on higher accidents for continuous turn lanes? (Mike getting Jim S)
D	Report Out Sheet	Cross sections	4B - 114' ROW	Top 3 Alternatives: 4B (114' ROW); 4+TB (152' ROW); Option 6B (152' ROW) - without landscape - similar to Speedway, Park to Campbell Cross Section
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	#1: 4B (purple B)
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	I like it that is 4 lanes + bicycle track (that's the cool thing)
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	I want the option of no bike lanes because I am worried about safety. It will be very dangerous. If this turns into a faster movement, it's too dangerous. I see that this is going to be like a freeway. We will need more snake bridges and that's no good.
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	For this one, if they don't put bus pullouts, it's too bad. We like that there's no dedicated line for bus.
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Something like on Speedway and Tucson Blvd.
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Most of the section I like
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Spending money on getting road wider, that's a waste of MONEY!
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Even with the purple 4B, you will destroy something.

D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Trees are more inviting. You can put trees because they are nice (design, changes the perspective) It's not only because of shade.
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	I hate the noise of busy streets
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	2 votes on purple, and 1 more if they fix a left turn!
E	Scribe Recording Sheet	Cross sections	4B - 114' ROW	More info on 4B (114' ROW)
F	Scribe Recording Sheet	Cross sections	4B - 114' ROW	4B, 4T+A, 4+TB - concentrate [on these]; find a sweet spot; compromises with economic potential
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	4B is consensus of group, likes as an option
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	likes the cycle track on 4B, shade trees are a benefit
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Concern over plants getting in the way of visibility
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	viable alternative to become more pedestrian / cycle friendly
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Future won't be driving; Less cars, more urban setting, further from the suburbs
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Less cars, more urban setting, further from the suburbs
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Concern over turning lefts into business
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	landscape is calming and provides shade for pedestrians.
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Bike lane suggestion: Light up or put reflectors on road when bike lane narrows; preferred over the raised cycle track.
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Alter 16' landscape to 12' (compromise betw. 16'-8')
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Interest in light rail essentially
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Creating more community = better bike and pedestrian = 4A and 4B
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Consensus on 4A and 4B; 4 out of 7 showed strong interest in keeping lanes at current size and capacity; First Assembly of God church, interest and Concern for building; Looking for parking in back of building rather than in front if it were moved; parking in back is a challenge, could ruin the business; Strong interest in preserving existing businesses; - 1 person doesn't live there, but doesn't care to widen the road due to excess vehicles increasing; has concern over Miles School on south and red brick church (First Assembly of God)
I	Scribe Recording Sheet	Cross sections	4B - 114' ROW	prefers (2) lanes on each side and median with trees in the middle
J	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Selected Street Section Alternatives, 4+T SATA (80' ROW)- 4A (98' ROW)- 4B (114' ROW)
J	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Selected Street Section Alternatives, 4+T SATA (80' ROW)- 4A (98' ROW)- 4B (114' ROW)
K	Scribe Recording Sheet	Cross sections	4B - 114' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
K	Scribe Recording Sheet	Cross sections	4B - 114' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	'+' widest landscaping, most appealing for pedestrians.
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Flexibility for integrating transit in future studies. Cycle track option is favorable.
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	'+' widest landscaping, most appealing for pedestrians.
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Flexibility for integrating transit in future studies. Cycle track option is favorable.
O	Scribe Recording Sheet	Cross sections	4B - 114' ROW	2 narrowest are in group agreement
O	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Has support for first 2 options
P	Post-it note comment	Cross sections	4B - 114' ROW	4A + 4B with consideration for the neighborhood context and affect to specific businesses along Broadway
P	Post-it note comment	Cross sections	4B - 114' ROW	4A + 4B with consideration for the neighborhood context and affect to specific businesses along Broadway
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	too much landscape 16'
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	why does landscape have to be linear
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	one lane dedicated transit lanes
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	urban heat island and increase trees in shade
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	bicyclist want straight shot
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	recommendation- new symmetrical ROW on either side
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	if i want to walk in a pretty area i will go through the neighborhood
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	too much landscape 16'
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	why does landscape have to be linear
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	one lane dedicated transit lanes
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	urban heat island and increase trees in shade
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	bicyclist want straight shot
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	recommendation- new symmetrical ROW on either side
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	if i want to walk in a pretty area i will go through the neighborhood
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	One of top 3 sections
B	Report Out Sheet	General Comments	4B - 114' ROW	Top 3 Street Section Alternatives: 4+T SATA, 4A (98' ROW), 4B (114' ROW)
E	Report Out Sheet	General Comments	4B - 114' ROW	reduce landscape area to 12'. Add difference on to median => future light rail corridor possible
G	Comment Card	General Comments	4B - 114' ROW	reduce landscape area to 12'. Add difference on to median => future light rail corridor possible
O	Comment Card	General Comments	4B - 114' ROW	The projection for future increases on traffic seems very uncertain and exaggerated. With Better sense of neighborhood and local businesses, some traffic would not be needed. Keep to only 4 lanes! We don't need to take down historic buildings.
R	Post-it note comment	General Comments	4B - 114' ROW	I vote for option 4
C	Post-it Note	Cross sections	5 + T SATA - EXISTING ROW	fgbw
C	Post-it Note	Cross sections	6 + T SATA - EXISTING ROW	to obtain more landscaping in smaller area consider using tree will grates (a public art opportunity)
A	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	Potential cross sections: 4T, 4A, 6TA
A	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	How is 6+TA less to maintain? (landscape removed) ~ explained in Phil's presentation
F	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	6+TA, 6+TB - Scary; too extreme. I dont' this this belongs in the area.
H	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	Like the 146' (Option 6+TA)
I	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	likes option 6 + TA
J	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	6 lane (146' & 154' ROW) "too wide" for Broadway
J	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	6 lane (146' & 154' ROW) "too wide" for Broadway
O	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	City can't afford to maintain the largest options
A	36 x 48 Cross Section Sheets	General Comments	6 + TA - 146' ROW	6+TA (146' ROW) = too big
R	Post-it note comment	General Comments	6 + TA - 146' ROW	RTA sections were not favored (6+TA/6+TB)
B	Scribe Recording Sheet	Performance measures	6 + TA - 146' ROW	8 lanes is overkill for the corridor. Would rather it be 6 lanes.
M	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW/ 6 + TB - 154' ROW	table member presented if we should study
M	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW/ 6 + TB - 154' ROW	no, cost too much
M	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW/ 6 + TB - 154' ROW	other than high capacity improvement, overall detriment
M	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW/ 6 + TB - 154' ROW	table member presented if we should study
M	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW/ 6 + TB - 154' ROW	no, cost too much
M	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW/ 6 + TB - 154' ROW	other than high capacity improvement, overall detriment
M	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW/ 6 + TB - 154' ROW	discounted 6 + TA & 6 +TB because even if they 'measured' well, they're not what neighboring communities want
M	Report Out Sheet	Key Points of Discussion or Conflig	6 + TA - 146' ROW/ 6 + TB - 154' ROW	discounted 6 + TA & 6 +TB because even if they 'measured' well, they're not what neighboring communities want
F	Scribe Recording Sheet	Cross sections	6 + TB - 154' ROW	6+TA, 6+TB - Scary; too extreme. I dont' this this belongs in the area.
I	Report Out Sheet	Cross sections	6 + TB - 154' ROW	Preferred Street Width/ Section Alternatives: 4A (with the 10' median in 6A & extra feet in the bike path); 6A; 6 + TB ( without the 26' transit in the middle & with 3 lanes)
I	Scribe Recording Sheet	Cross sections	6 + TB - 154' ROW	would like the widen street to match street east of country club to improve traffic flow.Wants the widest to have bike lane, transit lane, liked 6 + TB option
J	Scribe Recording Sheet	Cross sections	6 + TB - 154' ROW	6 lane (146' & 154' ROW) "too wide" for Broadway
J	Scribe Recording Sheet	Cross sections	6 + TB - 154' ROW	6 lane (146' & 154' ROW) "too wide" for Broadway
O	Scribe Recording Sheet	Cross sections	6 + TB - 154' ROW	City can't afford to maintain the largest options
R	Post-it note comment	General Comments	6 + TB - 154' ROW	RTA sections were not favored (6+TA/6+TB)
B	Scribe Recording Sheet	Performance measures	6 + TB - 154' ROW	8 lanes is overkill for the corridor. Would rather it be 6 lanes.
B	Scribe Recording Sheet	Cross sections	6A - 120' ROW	Acetate strips included the following marked with a dot: 4A, 4B, 4+TA, and 6A
B	Scribe Recording Sheet	Cross sections	6A - 120' ROW	4+TA vs. 6A - can't decide since don't want these widths.
P	Post-it note comment	Cross sections	6A - 120' ROW	6A: minimize the landscaping and the width of the median
P	Post-it note comment	Cross sections	6A - 120' ROW	6A: minimize the landscaping and the width of the median
B	Scribe Recording Sheet	Performance measures	6A - 120' ROW	8 lanes is overkill for the corridor. Would rather it be 6 lanes.
C	Scribe Recording Sheet	Cross sections	6A - 120'+ROW	Possible top contenders by highest & lowest rankings: 4A- 98' ROW; 4B - 114' ROW; 4 + TA 124' ROW; 6A- 120'+ROW
F	Scribe Recording Sheet	Cross sections	6A - 120'+ROW	it's not wider but addresses / visual is important; transit can take over one of lanes; what about connecting streets? Small ROW - no area to improve
I	Report Out Sheet	Cross sections	6A - 120'+ROW	Preferred Street Width/ Section Alternatives: 4A (with the 10' median in 6A & extra feet in the bike path); 6A; 6 + TB ( without the 26' transit in the middle & with 3 lanes)
I	Scribe Recording Sheet	Cross sections	6A - 120'+ROW	Positive for some, but neutral for others.Seems less negative
I	Scribe Recording Sheet	Cross sections	6A - 120'+ROW	6A has potential trees in the middle.
I	Scribe Recording Sheet	Cross sections	6A - 120'+ROW	doesn't like continuous lane in middle in 4A; doesn't want (3) lanes necessarily
I	Scribe Recording Sheet	Cross sections	6A - 120'+ROW	likes 6A - additional money adding lanes to (6) but also adds trees
I	Scribe Recording Sheet	Cross sections	6A - 120'+ROW	challenges 8 ft. sidewalk, too much concrete because hot. Feels green trees add much more than adding shade structure. A smaller sidewalk and larger bike lane would be better. Like 6A but with (2) lanes either side, smaller sidewalks and larger bike lanes.
I	Scribe Recording Sheet	Cross sections	6A - 120'+ROW	'6A seems like you can take it all the way down without impacting buildings'
D	Report Out Sheet	Cross sections	6B - 152' ROW	Top 3 Alternatives: 4B (114' ROW); 4+TB (152' ROW); Option 6B (152' ROW) - without landscape - similar to Speedway, Park to Campbell Cross Section
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	#3: 6B (yellow B)
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	If they took Speedway profile that will be a nice treatment for this Blvd., which means: without the trees... that reduces 34', you get 6 lanes
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	I don't like the separation of buses on the side.
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	I hate this: Is 6 lanes and that's no good because they are taking space from business, for trees? Not a good idea.
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	The yellow one (6b) is the most important one for this table
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	Even the narrower one is going to take a lot of space from parking
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	One of the members on table changed his mind about yellow 6B option because he thinks the space dedicated for landscape is not good.
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	I like the 4 lanes. Not too wide. Minimum amount of wide!
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	We like 6B without trees.
F	Report Out Sheet	Cross sections	6B - 152' ROW	Top 3 Street Width Alternatives: 4+TA; 4+TB; 6B
F	Scribe Recording Sheet	Cross sections	6B - 152' ROW	Like 152'; allows for public transportation and landscape
F	Scribe Recording Sheet	Cross sections	6B - 152' ROW	like visual; median is safer; think about land maps
P	Scribe Recording Sheet	Cross sections	6B - 152' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
P	Scribe Recording Sheet	Cross sections	6B - 152' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
F	36x48 Cross Section Alternatives	General Comments	6B - 152' ROW	On 6B (152' ROW) - Concerned too small of ROW prevents later modification. However, firm believer in doing it right the first time.
B	Scribe Recording Sheet	Performance measures	6B - 152' ROW	8 lanes is overkill for the corridor. Would rather it be 6 lanes.
A	Scribe Recording Sheet	Cross sections	Accommodation of High Capacity Transit	Streetcar discussion to get transit off Broadway.
A	Scribe Recording Sheet	Cross sections	Accommodation of High Capacity Transit	City has no money, for transit/streetcar loop
A	Scribe Recording Sheet	Cross sections	Accommodation of High Capacity Transit	Develop for streetcar without construction
A	Scribe Recording Sheet	Cross sections	Accommodation of High Capacity Transit	Use light rail and minimize travel lanes
A	Scribe Recording Sheet	Cross sections	Accommodation of High Capacity Transit	Develop for pedestrian, bike, transit is important
A	Scribe Recording Sheet	Cross sections	Accommodation of High Capacity Transit	Streetcar through traffic, landscape, ped - create the environment.

F	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	How do people get to the center to take transit? (Kevin S. from CD+A answered - would assume, via crossings and waiting/boarding at stops in the center median)
J	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	dedicated transit lanes
J	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	dedicated transit lanes
O	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	For the dedicated bus/rail, how do people go to the stop?
O	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	Can a bus trigger lights before and after bus arrive and departs the bus stops?
P	Post-it note comment	Cross sections	Accomodation of High Capacity Transit	bus pullouts
P	Post-it note comment	Cross sections	Accomodation of High Capacity Transit	bus pullouts
R	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	6 lane w Dedicated Transit: Had positive but not a desired outcome; too wide
A	Map Comments	General Comments	Accomodation of High Capacity Transit	Use widened/improved intersections and bus pullouts where useful to create better traffic flow on similar width
E	Comment Card	General Comments	Accomodation of High Capacity Transit	Cross section alternatives do not seem to give an option for sacrificing an automobile lane for an alternative mode of transportation. There is an assumption of keeping the four lanes we now have even if we add enhancements or extra lanes for wide sidewalks, bike lanes, or special rapid transit lanes. What about narrowing auto lanes, if necessary, to accommodate extra width for landscaping, or bike/pedestrian/people-moving transit?
F	Report Out Sheet	General Comments	Accomodation of High Capacity Transit	We were concerned of the super wide sections' impact on the businesses/economic impact. Our group was drawn to examples that provide high capacity transit, but with less lanes. Shading, pedestrian and bicycle access were heavily weighed. Picked 6B with concern for it to not compromise property/business.
H	Report Out Sheet	General Comments	Accomodation of High Capacity Transit	We felt it wasn't worth considering wider cross-sections w/o guarantees of mass transit
H	Report Out Sheet	General Comments	Accomodation of High Capacity Transit	If we realistically talk about mass transit happening as soon as peopel wat to see it we want staff to explore center vs. side lane boarding
I	Comment Card	General Comments	Accomodation of High Capacity Transit	Trolley type buses, not rails - and subsidize them.
P	Comment Card	General Comments	Accomodation of High Capacity Transit	Bus pullouts- besides no bus lane country club to columbus. Narrow median with every other block a left turn like speedway (in places). Use 11' lanes and 35 mph Country Club to Euclid. Emphasize bike use along E. 6th (El Con park & bike to UA) and put in bike lanes there. Broadway traffic shouldn't increase- almost build out to the east.
P	Comment Card	General Comments	Accomodation of High Capacity Transit	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemoth which would visully and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.
P	Comment Card	General Comments	Accomodation of High Capacity Transit	Maybe every street in Tucson doesn't (or shouldn't) be designed to provide space for all modes of transit. (Example- 5th/6th through Sam Huges could provide good bike access while Broadway could provide mass transit and pedestrian area (w/ buffer) for the same areas, which would improve safety for all involved.
P	Comment Card	General Comments	Accomodation of High Capacity Transit	Difficult balance to strike- road width vs. bike/ ped facilities which contribute to overall ROW width. Broadway is already marginalized by the previous widening- loss of setbacks and context for buildings. I would favor other modes over automobiles but overall I'd be willing to trade bike/ped width improvements for not widening traffic lanes- maybe 11 ft. lanes?
P	Comment Card	General Comments	Accomodation of High Capacity Transit	Bus pullouts- besides no bus lane country club to columbus. Narrow median with every other block a left turn like speedway (in places). Use 11' lanes and 35 mph Country Club to Euclid. Emphasize bike use along E. 6th (El Con park & bike to UA) and put in bike lanes there. Broadway traffic shouldn't increase- almost build out to the east.
P	Comment Card	General Comments	Accomodation of High Capacity Transit	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemoth which would visully and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.
P	Comment Card	General Comments	Accomodation of High Capacity Transit	Maybe every street in Tucson doesn't (or shouldn't) be designed to provide space for all modes of transit. (Example- 5th/6th through Sam Huges could provide good bike access while Broadway could provide mass transit and pedestrian area (w/ buffer) for the same areas, which would improve safety for all involved.
P	Comment Card	General Comments	Accomodation of High Capacity Transit	Difficult balance to strike- road width vs. bike/ ped facilities which contribute to overall ROW width. Broadway is already marginalized by the previous widening- loss of setbacks and context for buildings. I would favor other modes over automobiles but overall I'd be willing to trade bike/ped width improvements for not widening traffic lanes- maybe 11 ft. lanes?
R	Post-it note comment	General Comments	Accomodation of High Capacity Transit	Why not bus pullouts with differentiation between express and local buses, thus spreading flow?
B	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	Please revisit the question.
B	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	2 out of 27 dots Pedestrian Env., Accommodation of High Capacity Transit
C	Post-it Note	Performance Measures	Accomodation of High Capacity Transit	Interested in making sure that whatever we put in can accommodate future transit later, if not planned for today. Don't want to have to undo things later.
C	Scribe Recording Sheet	Performance Measures	Accomodation of High Capacity Transit	please design for lightrail/ home owner
E	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	phoenix light rail is fabulous
F	Report Out Sheet	Performance Measures	Accomodation of High Capacity Transit	Big concern of bus pullouts - value to buses
F	Scribe Recording Sheet	Performance Measures	Accomodation of High Capacity Transit	Top 4 Performance Measures: Accommodation of High Capacity Transit; Visual Quality; Walking & Biking Health Benefits (including Pedestrian and Bicycling functionality); Economic Vitality: change in Economic Potential
H	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	Top 4 Measures: Accomodation of High Capacity Transit; Visual Quality; Walking and Biking Health Benefits (while incorporating functionality of pedestrian and bicycling travel); Economic Potential
H	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	High Cap. Transit helps to increase efficiency. If you create corridor, everything will come
H	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	Transit seems to be a given - seems like it's going to happen
H	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	Transit needs to be discussed in more detail
H	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	High Cap. Transit helps to increase efficiency. If you create corridor, everything will come
P	Post-it note comment	Performance measures	Accomodation of High Capacity Transit	mass transit viability can be improved by creating 'places' worth being in
P	Post-it note comment	Performance measures	Accomodation of High Capacity Transit	not adding more traffic lanes
P	Post-it note comment	Performance measures	Accomodation of High Capacity Transit	I'm interested in accomodating high capacity transit because we need to be supporting what ever will reduce the automobile traffic through town and I think reliable rapid transit (buses) will help move people out of their cars
P	Post-it note comment	Performance measures	Accomodation of High Capacity Transit	mass transit viability can be improved by creating 'places' worth being in
P	Post-it note comment	Performance measures	Accomodation of High Capacity Transit	not adding more traffic lanes
P	Post-it note comment	Performance measures	Accomodation of High Capacity Transit	I'm interested in accomodating high capacity transit because we need to be supporting what ever will reduce the automobile traffic through town and I think reliable rapid transit (buses) will help move people out of their cars
Q	Scribe Recording Sheet	Performance Measures	Accomodation of High Capacity Transit	high capacity transit and historic buildings also had 2 votes, but after negotiation amongst the group, it was decided that these would not be used moving forward
Q	Scribe Recording Sheet	Performance Measures	Accomodation of High Capacity Transit	comments were made for importance of transit.
R	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	Through traffic movement and Accommodation of HCT are similar but there was disagreement of priority of one or the other; through movement may mean transit
R	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	How wide is the street? wipe out parking...
M	Post-it note comment	Post-it note comment	Accomodation of High Capacity Transit	I object to buses in center lanes - it would involve more people having to cross lanes to get to bus stops. Senior citizens should be able to walk to buses from curb to be safe. Big safety issue exists on Broadway senior housing.
M	Post-it note comment	Post-it note comment	Accomodation of High Capacity Transit	I object to buses in center lanes - it would involve more people having to cross lanes to get to bus stops. Senior citizens should be able to walk to buses from curb to be safe. Big safety issue exists on Broadway senior housing.
I	Scribe Recording Sheet	Cross sections	Bicycling Environment	'need to give Bob access biking construction and get rid of blight.'
D	Comment Card	General Comments	Bicycling Environment	4 lanes only - need bus pullouts and right turn bays. Increase width of bike lanes and sidewalks.
D	Comment Card	General Comments	Bicycling Environment	Any rail installed must have bicycle friendly tracks even if the tracks already installed have to be pulled up and redone.
D	Comment Card	General Comments	Bicycling Environment	We need the option of no bike lane at all and pedestrian overpasses like the snake bridge. What will speed limit be?
D	Report Out Sheet	General Comments	Bicycling Environment	Key Discussions/Conflicts: 1) Safety/utility for bikes
F	Report Out Sheet	General Comments	Bicycling Environment	We were concerned of the super wide sections' impact on the businesses/economic impact. Our group was drawn to examples that provide high capacity transit, but with less lanes. Shading, pedestrian and bicycle access were heavily weighed. Picked 6B with concern for it to not compromise property/business.
G	Comment Card	General Comments	Bicycling Environment	Bike lanes: divide from car lanes with raised reflectors => creates barrier cheaply and visibly; uses less space.
I	Comment Card	General Comments	Bicycling Environment	Enforce helmet & lighting 4 bikes and motorcycles
I	Report Out Sheet	General Comments	Bicycling Environment	Key Points of Discussion/ Conflict: 6' bike path min.
D	Report Out Sheet	Performance Measures	Bicycling Environment	Top 4 Measures: Bicycling Environment; Through Traffic; preservation Impacts; Walking & Bicycling
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	People on bikes (dangerous)
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	not a bike rider, but concerned about safety
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	A way to bike and get to downtown
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Bike lanes suddenly end and these are recently done things => too bad
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	bike lanes have to be useful
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Pay attention to utilities => functional
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Broadway is not a good place to bike
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Amazed by 3rd Street!
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Comfort
F	Report Out Sheet	Performance Measures	Bicycling Environment	Key Discussions/Conflicts: Performance Measures: We had much discussion on how pedestrian and bicycle access should not be separated. In our frustration with the criteria overlap, we agreed to choose "Walking & Biking Health Benefits" instead of "pedestrian Environment" or "Bicycle Environment".
F	Scribe Recording Sheet	Performance Measures	Bicycling Environment	combine pedestrian & walking & biking
F	Scribe Recording Sheet	Performance Measures	Bicycling Environment	moved bicycling to walking and bicycling health benefits
F	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Walkability and bikes go hand in hand
G	Scribe Recording Sheet	Performance Measures	Bicycling Environment	6 dots for this performance measure
G	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Mixed experience of being on the street and engage the environment. Tie in Walking and Biking Health Benefits. Group considered Pedestrian and Bicycle Environments together
G	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Through Traffic Movement and Economic Potential tie in with Bicycling Env. And Pedestrian Env.; they will build on each other. Gives a sense of place when Bicycling Env., Ped. Env., Through Traffic Movement, and Economic Potential work well. We don't want traffic moving FASTER, we want people coming in and engaging in the area.
I	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Broadway dangerous for bicycling.
Q	Report Out Sheet	Performance Measures	Bicycling Environment	Top 4 Performance Measures: Bicycling Environment; Traffic Movement; Visual Quality; Economic Potential
Q	Scribe Recording Sheet	Performance Measures	Bicycling Environment	bicycling environment, visual quality, and economic potential all had 2 votes and were the other 3 negotiated performance measures
Q	Scribe Recording Sheet	Performance Measures	Bicycling Environment	There was an emphasis on the overlap with walking and Bicycling Health Benefits, and Bicycling Environment and Pedestrian Environment.
Q	Scribe Recording Sheet	Performance Measures	Bicycling Environment	concern that widening Broadway for vehicular traffic will create a high speed roadway. The belief is this will hurt economic potential, pedestrians, bicyclists, and historic aspect
A	Scribe Recording Sheet	Cross sections	Bicycling Environment	No bike and ped access for safety
A	Scribe Recording Sheet	Cross sections	Bicycling Environment	Bike and pedestrian still impact properties because they do not have drives and parking as it is
A	Scribe Recording Sheet	Cross sections	Bicycling Environment	Develop for pedestrian, bike, transit is important
B	Scribe Recording Sheet	Cross sections	Bicycling Environment	Why do people choose to commute by bike - because they often don't want to be next to a car.

J	Scribe Recording Sheet	Cross sections	Bicycling Environment	bicycle buffers as factors for making their final decisions
J	Scribe Recording Sheet	Cross sections	Bicycling Environment	bicycle buffers as factors for making their final decisions
K	Scribe Recording Sheet	Cross sections	Bicycling Environment	one person for creativity with respect to pedestrian alignment and bicycle lane alignment
K	Scribe Recording Sheet	Cross sections	Bicycling Environment	one person for creativity with respect to pedestrian alignment and bicycle lane alignment
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Bikes & through movement - safety
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Bikes & through movement - students of UofA
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Bikes & through movement - university events
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Needs a buffer zone for bikes
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Choises: visual-historic / bikes / thru traffic
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Cycle track very attractive
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Bicycle protection - bollards, planters
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Cleaning of bike lanes a concern - street sweeper
O	Scribe Recording Sheet	Cross sections	Bicycling Environment	All bike stuff: only on the street, not dedicated or on parallel streets
P	Post-it note comment	Cross sections	Bicycling Environment	smaller bike walk lanes
P	Post-it note comment	Cross sections	Bicycling Environment	smaller bike walk lanes
R	Scribe Recording Sheet	Cross sections	Bicycling Environment	Some other means to ride bikes (3rd or 10th)
R	Scribe Recording Sheet	Cross sections	Bicycling Environment	Dangerous bike lanes - get rid of them
B	Post-it note comment	General Comments	Bicycling Environment	commuter vs. casual cyclists - bike safety and concern
E	Comment Card	General Comments	Bicycling Environment	Cross section alternatives do not seem to give an option for sacrificing an automobile lane for an alternative mode of transportation. There is an assumption of keeping the four lanes we now have even if we add enhancements or extra lanes for wide sidewalks, bike lanes, or special rapid transit lanes. What about narrowing auto lanes, if necessary, to accommodate extra width for landscaping, or bike/pedestrian/people-moving transit?
E	Comment Card	General Comments	Bicycling Environment	Walking and biking: insure safety as well as at least minimum width of lanes/sidewalks
H	Report Out Sheet	General Comments	Bicycling Environment	Concerned about the amount of space allotted for bikes/peds vs. single-occupant vehicles
H	Report Out Sheet	General Comments	Bicycling Environment	strong concerns about the width of the cross-sections and impacts on buildings/ businesses / historic qualities AND impacts on people, differently abled people, and people who ride bikes
O	Comment Card	General Comments	Bicycling Environment	The performance measures are not appropriate as it assumes certain performance of the street. Cycling should be moved off of Broadway to a side street.
O	Comment Card	General Comments	Bicycling Environment	Only shows bicycling as being on street, not on a bike boulevard (e.g. on 10th Street)
O	Report Out Sheet	General Comments	Bicycling Environment	Top 4 Measures: Historic, Economic Potential, Cost to Maintain, Bike
O	Report Out Sheet	General Comments	Bicycling Environment	Wanted bike boulevards instead of bike lanes on Broadway (or in addition to)
P	Comment Card	General Comments	Bicycling Environment	wide roadways kill pedestrian and bicycle access and isolate the north and south sides of the road. The first widening was the first nail in the coffin of Broadway businesses loss of setbacks and clear zones really altered the pedestrian environment- walkable streets support commerce. Speed with traffic intimidates cyclists and peds. Buildings for peak traffic of short duration at the expense of other modes makes no sense.
P	Comment Card	General Comments	Bicycling Environment	Bus pullouts- besides no bus lane country club to columbus. Narrow median with every other block a left turn like speedway (in places). Use 11' lanes and 35 mph Country Club to Euclid. Emphasize bike use along E. 6th (El Con park & bike to UA) and put in bike lanes there. Broadway traffic shouldn't increase- almost build out to the east.
P	Comment Card	General Comments	Bicycling Environment	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemoth which would visuly and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.
P	Comment Card	General Comments	Bicycling Environment	Maybe every street in Tucson doesn't (or shouldn't) be designed to provide space for all modes of transit. (Example- 5th/6th through Sam Huges could provide good bike access while Broadway could provide mass transit and pedestrian area (w/ buffer) for the same areas, which would improve safety for all involved.
P	Comment Card	General Comments	Bicycling Environment	Difficult balance to strike- road width vs. bike/ ped facilities which contribute to overall ROW width. Broadway is already marginalized by the previous widening- loss of setbacks and context for buildings. I would favor other modes over automobiles but overall I'd be willing to trade bike/ped width improvements for not widening traffic lanes- maybe 11 ft. lanes?
P	Comment Card	General Comments	Bicycling Environment	Street cross section: Six travel lanes; a mdian of minimum width (5 feet); two dedicated bikes lanes, sidewalks on either side. This is what exists presently on Broadway, east of country club to columbus. This provides for continuity (just for consideration)
P	Comment Card	General Comments	Bicycling Environment	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of nieghbors. New visions: walking, biking, public transportation, and keeping our history.
P	Comment Card	General Comments	Bicycling Environment	Less road, more bike/walking. Keep historic buildings and neighborhoods. We live in a 'dense' urban area which should not be built on thoroughfares of cars speeding through and cutting up our history and neighborhoods. The younger vision is less cars, less road. Broadway funnels into the downtown so widening i makes no sense as the downtown has smaller roads. The community along Broadway do not want a thoroughfare cutting thru neighborhoods. The option of less traffic lanes, but more alternative means of travel is what is desired but isnt an option with any of these RTA plans.
P	Comment Card	General Comments	Bicycling Environment	A quality pedestrian experience doesn't necessary require larger sidewalks + buffers on both sides of the street. (3) lanes both directions at 45 mph is not compatable with bike and pedestrian positive experience. Keep roads to (2) traffic lanes each way. Add transit lanes + pedestrian access.
P	Comment Card	General Comments	Bicycling Environment	Broadway improvements need to seamlessly merge w/ Broadway/Euclid to Country Club. 12' too wide a pedestrian buffer. (landscape w/owners maybe). Encourage traffic from 6th Ave- this should be a pedestrian area. Encourage traffic by making an attractive road (Not Ft. Lowell) and attractive entry and advertising and parking for business and attractive transit stops. Vegetation middle median and on outside- shade for walkers. Upgrade bike transport lanes. Get rid of old delapidated buildings- old is not always financially valuable historic.
P	Comment Card	General Comments	Bicycling Environment	wide roadways kill pedestrian and bicycle access and isolate the north and south sides of the road. The first widening was the first nail in the coffin of Broadway businesses loss of setbacks and clear zones really altered the pedestrian environment- walkable streets support commerce. Speed with traffic intimidates cyclists and peds. Buildings for peak traffic of short duration at the expense of other modes makes no sense.
P	Comment Card	General Comments	Bicycling Environment	Bus pullouts- besides no bus lane country club to columbus. Narrow median with every other block a left turn like speedway (in places). Use 11' lanes and 35 mph Country Club to Euclid. Emphasize bike use along E. 6th (El Con park & bike to UA) and put in bike lanes there. Broadway traffic shouldn't increase- almost build out to the east.
P	Comment Card	General Comments	Bicycling Environment	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemoth which would visuly and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.
P	Comment Card	General Comments	Bicycling Environment	Maybe every street in Tucson doesn't (or shouldn't) be designed to provide space for all modes of transit. (Example- 5th/6th through Sam Huges could provide good bike access while Broadway could provide mass transit and pedestrian area (w/ buffer) for the same areas, which would improve safety for all involved.
P	Comment Card	General Comments	Bicycling Environment	Difficult balance to strike- road width vs. bike/ ped facilities which contribute to overall ROW width. Broadway is already marginalized by the previous widening- loss of setbacks and context for buildings. I would favor other modes over automobiles but overall I'd be willing to trade bike/ped width improvements for not widening traffic lanes- maybe 11 ft. lanes?
P	Comment Card	General Comments	Bicycling Environment	Street cross section: Six travel lanes; a mdian of minimum width (5 feet); two dedicated bikes lanes, sidewalks on either side. This is what exists presently on Broadway, east of country club to columbus. This provides for continuity (just for consideration)
P	Comment Card	General Comments	Bicycling Environment	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of nieghbors. New visions: walking, biking, public transportation, and keeping our history.
P	Comment Card	General Comments	Bicycling Environment	Less road, more bike/walking. Keep historic buildings and neighborhoods. We live in a 'dense' urban area which should not be built on thoroughfares of cars speeding through and cutting up our history and neighborhoods. The younger vision is less cars, less road. Broadway funnels into the downtown so widening i makes no sense as the downtown has smaller roads. The community along Broadway do not want a thoroughfare cutting thru neighborhoods. The option of less traffic lanes, but more alternative means of travel is what is desired but isnt an option with any of these RTA plans.
P	Comment Card	General Comments	Bicycling Environment	A quality pedestrian experience doesn't necessary require larger sidewalks + buffers on both sides of the street. (3) lanes both directions at 45 mph is not compatable with bike and pedestrian positive experience. Keep roads to (2) traffic lanes each way. Add transit lanes + pedestrian access.
P	Comment Card	General Comments	Bicycling Environment	Broadway improvements need to seamlessly merge w/ Broadway/Euclid to Country Club. 12' too wide a pedestrian buffer. (landscape w/owners maybe). Encourage traffic from 6th Ave- this should be a pedestrian area. Encourage traffic by making an attractive road (Not Ft. Lowell) and attractive entry and advertising and parking for business and attractive transit stops. Vegetation middle median and on outside- shade for walkers. Upgrade bike transport lanes. Get rid of old delapidated buildings- old is not always financially valuable historic.
R	Post-it note comment	General Comments	Bicycling Environment	Width of bike lanes too much (possibly remove and use 3rd / 10th)
K	Report Out Sheet	Key Points of Discussion or Conflic	Bicycling Environment	cycling - transit- history- economy
K	Report Out Sheet	Key Points of Discussion or Conflic	Bicycling Environment	cycling - transit- history- economy
B	Scribe Recording Sheet	Performance measures	Bicycling Environment	1 out of 27 dots Bicycling, Through Traffic Movement, Construction & Acquisition Costs
B	Scribe Recording Sheet	Performance measures	Bicycling Environment	Don't ride bike on Broadway because of traffic on Broadway; feels too dangerous.
B	Scribe Recording Sheet	Performance measures	Bicycling Environment	Expanding the roadway would not allow bicycling but creating a destination would make biking better and more likely
B	Scribe Recording Sheet	Performance measures	Bicycling Environment	Many of the performance measures are linked - bicycling and pedestrian environment = sense of place
E	Scribe Recording Sheet	Performance measures	Bicycling Environment	Why pedestrian/bik health over bike env?
E	Scribe Recording Sheet	Performance measures	Bicycling Environment	the pedestrian/bike health solidifies that there will be bike lanes & sidewalks
E	Scribe Recording Sheet	Performance measures	Bicycling Environment	examples: Mountain Ave - vehicle lanes were taken away to give bike lanes
E	Scribe Recording Sheet	Performance measures	Bicycling Environment	main concern is for Tucson High students
H	Scribe Recording Sheet	Performance measures	Bicycling Environment	Tucson lacks facilities for bike community. If we put nice bike route, there are enough businesses to support
H	Scribe Recording Sheet	Performance measures	Bicycling Environment	Bike communities are being built around 6-lane roads - dangerous
H	Scribe Recording Sheet	Performance measures	Bicycling Environment	People aren't going to feel safe using bike lanes near wider roads; voting for health benefits
H	Scribe Recording Sheet	Performance measures	Bicycling Environment	Health benefits covers bicycling environment - broader umbrella
H	Scribe Recording Sheet	Performance measures	Bicycling Environment	Tucson lacks facilities for bike community. If we put nice bike route, there are enough businesses to support
J	Scribe Recording Sheet	Performance measures	Bicycling Environment	Bicycling - 5 dots out of 25
J	Scribe Recording Sheet	Performance measures	Bicycling Environment	Initially = Bicycling Environment and Visual Quality. After more conversation, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Bicycling Environment	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Bicycling Environment	Bicycling - 5 dots out of 25



J	Scribe Recording Sheet	Performance measures	Bicycling Environment	Initially = Bicycling Environment and Visual Quality. After more conversation, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Bicycling Environment	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian
K	Report Out Sheet	Performance measures	Bicycling Environment	bicycle environment (secondary priority)
K	Report Out Sheet	Performance measures	Bicycling Environment	bicycle environment (secondary priority)
K	Scribe Recording Sheet	Performance measures	Bicycling Environment	bicycle and pedestrian only had one dot. The owner of that dot ask the group why..
K	Scribe Recording Sheet	Performance measures	Bicycling Environment	group was not concerned with existing bicycle and pedestrian condition
K	Scribe Recording Sheet	Performance measures	Bicycling Environment	bicycle and pedestrian only had one dot. The owner of that dot ask the group why..
K	Scribe Recording Sheet	Performance measures	Bicycling Environment	group was not concerned with existing bicycle and pedestrian condition
L	Scribe Recording Sheet	Performance measures	Bicycling Environment	Paula: bikes: separate bikes from cars for safety.
L	Scribe Recording Sheet	Performance measures	Bicycling Environment	reduce speed limit to reduce bike lane width. Do not use bikes as excuse to demolish buildings on Broadway. If there are not businesses, there is not reason to walk or bike on Broadway.
L	Scribe Recording Sheet	Performance measures	Bicycling Environment	Paula: bikes: separate bikes from cars for safety.
L	Scribe Recording Sheet	Performance measures	Bicycling Environment	reduce speed limit to reduce bike lane width. Do not use bikes as excuse to demolish buildings on Broadway. If there are not businesses, there is not reason to walk or bike on Broadway.
M	Scribe Recording Sheet	Performance measures	Bicycling Environment	commute on bike w/ son in trailer, need to be safer
M	Scribe Recording Sheet	Performance measures	Bicycling Environment	commute on bike w/ son in trailer, need to be safer
O	Scribe Recording Sheet	Performance measures	Bicycling Environment	Why have bikes off the street?
O	Scribe Recording Sheet	Performance measures	Bicycling Environment	Bike fatality was at Broadway & Campbell. No matter what happens, will it help with safety?
O	Scribe Recording Sheet	Performance measures	Bicycling Environment	Bike boulevard option???
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	overlapping of bike environment, walking, and bike health benefits. Importance of walkability and access to both sides of Broadway
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	bicycling: number of driveways and conflicts, came close to dying on a bike on Broadway
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	6th street more bike friendly all the way to Elcon
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	overlapping of bike environment, walking, and bike health benefits. Importance of walkability and access to both sides of Broadway
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	bicycling: number of driveways and conflicts, came close to dying on a bike on Broadway
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	6th street more bike friendly all the way to Elcon
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
R	Scribe Recording Sheet	Performance measures	Bicycling Environment	Not bicycle friendly - use 3rd instead
M	Post-it note comment	Post-it note comment	Bicycling Environment	More car lanes mean more car exhaust. There are existing bike lanes from Euclid to Plumer on 9th Street, and then it jogs over to 8th Street. The street is marked as such, but I don't see bike riders using 9th Street, granted it is not a through route.
M	Post-it note comment	Post-it note comment	Bicycling Environment	More car lanes mean more car exhaust. There are existing bike lanes from Euclid to Plumer on 9th Street, and then it jogs over to 8th Street. The street is marked as such, but I don't see bike riders using 9th Street, granted it is not a through route.
R	Scribe Recording Sheet	Cross sections	City's Ability to Maintain Improvements	Adding median adds costs of maintenance for landscaping, etc.
O	Report Out Sheet	General Comments	City's Ability to Maintain Improvements	Top 4 Measures: Historic, Economic Potential, Cost to Maintain, Bike
R	Post-it note comment	General Comments	City's Ability to Maintain Improvements	No median landscaping
R	Post-it note comment	General Comments	City's Ability to Maintain Improvements	smaller landscape buffers
A	Scribe Recording Sheet	Performance measures	City's Ability to Maintain Improvements	street light, money maintenance, People cannot see pedestrian; City does not do anything when notified
A	Scribe Recording Sheet	Performance measures	City's Ability to Maintain Improvements	Treat; brush, no maintenance
A	Scribe Recording Sheet	Performance measures	City's Ability to Maintain Improvements	Maintenance concerns.
B	Scribe Recording Sheet	Performance measures	City's Ability to Maintain Improvements	0 out of 23 dots Transit Travel Time, City's Ability to Maintain Improvements
D	Scribe Recording Sheet	Performance Measures	City's Ability to Maintain Infrastructure	If you are going to create all of this you better maintain that
D	Scribe Recording Sheet	Performance Measures	City's Ability to Maintain Infrastructure	Take care of weeds
D	Scribe Recording Sheet	Performance Measures	City's Ability to Maintain Infrastructure	People like that idea and then quit... too bad!
E	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	how can we guarantee measuring this (???) important?
E	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	where are measurements coming from?
L	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	disagree on assigning --(blank) to this option
L	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	disagree on assigning --(blank) to this option
O	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	Concerned about how these + and - came about
O	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	Why are there circles on the big number of lanes even though the group was against it.
O	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	The study was done about 30 years ago wasn't accurate. Not indicative of what people want today.
O	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	Traffic studies have been inaccurate for the past few years.
P	Post-it note comment	Cross sections	Comments Related to the Exercise	existing or option 4A. Really frustrated by this process. Facilitator wasn't neutral opinion.
P	Post-it note comment	Cross sections	Comments Related to the Exercise	existing or option 4A. Really frustrated by this process. Facilitator wasn't neutral opinion.
R	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	Grant Road is bad example, wide ROW
E	Comment Card	General Comments	Comments Related to the Exercise	Does visual quality require landscaping? Does it include the ability to see the architecture and mountains beyond?
H	Report Out Sheet	General Comments	Comments Related to the Exercise	Where's the ROAD DIET option - let's look at better models for predicting alt modes
O	Comment Card	General Comments	Comments Related to the Exercise	The performance measures are not appropriate as it assumes certain performance of the street. Cycling should be moved off of Broadway to a side street.
O	Comment Card	General Comments	Comments Related to the Exercise	Consultant boy talk too much. Look like he's trying to talk people into a choice.
O	Comment Card	General Comments	Comments Related to the Exercise	Sidewalks only shown next to road, rather than next to building.
O	Comment Card	General Comments	Comments Related to the Exercise	The projection for future increases on traffic seems very uncertain and exaggerated. With Better sense of neighborhood and local businesses, some traffic would not be needed. Keep to only 4 lanes! We don't need to take down historic buildings.
O	Comment Card	General Comments	Comments Related to the Exercise	Phil Erickson took too much time when speaking which cut down on "our" time to discuss. He also came across on several points (bike lanes or alternatives and Grant Road improvements!) that came across in trying to persuade us which he should not be doing! Thanks for the snacks!
O	Comment Card	General Comments	Comments Related to the Exercise	We were rushed and more time was spend on "silly things" and not hearing our opinions! Just a formality!
P	Comment Card	General Comments	Comments Related to the Exercise	It's almost impossible to look at the roadway cross sections and understand them because of the ergonomics of the group tables- orientation of the cross sections and the small cross sections not really making it around the table - really frustrating and kind of useless exercise as done tonight.
P	Comment Card	General Comments	Comments Related to the Exercise	Ill conceived exercise- roadway cross sections. It's tough to know what to choose because we don't know about the requirements driving the choices we were presented with.
P	Comment Card	General Comments	Comments Related to the Exercise	It's almost impossible to look at the roadway cross sections and understand them because of the ergonomics of the group tables- orientation of the cross sections and the small cross sections not really making it around the table - really frustrating and kind of useless exercise as done tonight.
P	Comment Card	General Comments	Comments Related to the Exercise	Ill conceived exercise- roadway cross sections. It's tough to know what to choose because we don't know about the requirements driving the choices we were presented with.
R	Post-it note comment	General Comments	Comments Related to the Exercise	The expression "no diminishmet of functionality" is used repeatedly. What is meant by the term in question? Is there agreement on a definition?
B	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Concerns at the tool and the performance measures, and feels that some were given more weight than others
B	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Question at the age of the traffic data
E	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	concerns: are conclusions already made?
E	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	How are the ratings being developed?
E	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	4 lanes or less? => what defines functionality
E	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	functionality: in terms of efficiency => LOS
E	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	so how does this group define functionality?
H	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Concern that choice will lead to an unwanted option that will be built
H	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Concern that choice will lead to an unwanted option that will be built
J	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	participants confused; the titles in their handouts don't match the locations of the group map
J	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	participants confused; the titles in their handouts don't match the locations of the group map
L	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	one of the participants is concerned that residence is not part of performance measures
L	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Water Run-Off not part of performance measures
L	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	residency shall be a separate performance measure
L	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	one of the participants is concerned that residence is not part of performance measures
L	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Water Run-Off not part of performance measures
L	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	residency shall be a separate performance measure
O	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Mark opposes this exercise. Concerned with what will be said after performance measures are said - multiple people agreed.
O	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Concerned with the lack of creativity because of the lack of options/cross-sections.
M	Post-it note comment	Post-it note comment	Comments Related to the Exercise	I am concerned that the ratings are subjective and do not reflect our table's opinion. There are many possibilities within any ROW.
M	Post-it note comment	Post-it note comment	Comments Related to the Exercise	I am concerned that the ratings are subjective and do not reflect our table's opinion. There are many possibilities within any ROW.
D	Scribe Recording Sheet	Cross sections	Construction and Acquisition Cost	Spending money on getting road wider, that's a waste of MONEY!
P	Comment Card	General Comments	Construction And Acquisition Cost	\$42 M is budgeted for land acquisition or 58% of the project budget, the roadway plan should minimize the taking of property vs. buying as much land as dollars allow; funds should be spent on 'meaningful' concrete and asphalt and not on acquiring private property.
P	Comment Card	General Comments	Construction And Acquisition Cost	\$42 M is budgeted for land acquisition or 58% of the project budget, the roadway plan should minimize the taking of property vs. buying as much land as dollars allow; funds should be spent on 'meaningful' concrete and asphalt and not on acquiring private property.
M	Report Out Sheet	Key Points of Discussion or Conflic	Construction and Acquisition Cost	cost & feasibility of different options
M	Report Out Sheet	Key Points of Discussion or Conflic	Construction and Acquisition Cost	cost & feasibility of different options
B	Scribe Recording Sheet	Performance measures	Construction And Acquisition Cost	1 out of 27 dots Bicycling, Through Traffic Movement, Construction & Acquisition Costs
G	Scribe Recording Sheet	Performance Measures	Construction and Acquisition Cost	Uncertainty to invest or not.
H	Scribe Recording Sheet	Performance measures	Construction And Acquisition Cost	Acquisition cost - how will it affect businesses; what is it going to cost, both to the RTA and the individual
H	Scribe Recording Sheet	Performance measures	Construction And Acquisition Cost	Acquisition cost - how will it affect businesses; what is it going to cost, both to the RTA and the individual
I	Scribe Recording Sheet	Performance Measures	Construction and Acquisition Cost	concerned about the cost of construction. Dont have, live in the past, don't have to abide by something decided previously?
L	Report Out Sheet	Performance measures	Construction And Acquisition Cost	construction and acquisition cost
L	Report Out Sheet	Performance measures	Construction And Acquisition Cost	construction and acquisition cost
L	Scribe Recording Sheet	Performance measures	Construction and Acquisition Cost	George: project cost is more important for him
L	Scribe Recording Sheet	Performance measures	Construction and Acquisition Cost	concern about cost and unnecessary construction
L	Scribe Recording Sheet	Performance measures	Construction and Acquisition Cost	George: project cost is more important for him
L	Scribe Recording Sheet	Performance measures	Construction and Acquisition Cost	concern about cost and unnecessary construction
M	Scribe Recording Sheet	Performance measures	Construction and Acquisition Cost	citizen disinterested in seeing the project to fruition...past 50 years no improvement proves the need is not there.
M	Scribe Recording Sheet	Performance measures	Construction and Acquisition Cost	citizen disinterested in seeing the project to fruition...past 50 years no improvement proves the need is not there.
P	Scribe Recording Sheet	Performance measures	Construction And Acquisition Cost	minimize taking of property and focus funds on construction

P	Scribe Recording Sheet	Performance measures	Construction And Acquisition Cost	minimize taking of property and focus funds on construction	
M	Comment Card	Comment Card	Economic Potential	Wider roads encourage faster traffic that is detrimental to businesses, pedestrians, bikes, sense of place, visual quality, and historic context. The existing ROW or just slightly larger not to exceed 98' ROW is preferred. I am concerned with wider roads having a negative impact on people in all ways.	
M	Comment Card	Comment Card	Economic Potential	Wider roads encourage faster traffic that is detrimental to businesses, pedestrians, bikes, sense of place, visual quality, and historic context. The existing ROW or just slightly larger not to exceed 98' ROW is preferred. I am concerned with wider roads having a negative impact on people in all ways.	
A	Scribe Recording Sheet	Cross sections	Economic Potential	Small on Broadway, the better for businesses North & South	
A	Scribe Recording Sheet	Cross sections	Economic Potential	12th/Campbell. Boutique/coffee shop/retail	
A	Scribe Recording Sheet	Cross sections	Economic Potential	How to achieve? Widening or not widening will not resolve. Incentives needed for retail.	
A	Scribe Recording Sheet	Cross sections	Economic Potential	Make it better, why invest privately if the project is coming	
F	Scribe Recording Sheet	Cross sections	Economic Potential	Economic potential: looks like there is a relationship between width	
F	Scribe Recording Sheet	Cross sections	Economic Potential	Why are we only looking at short term in economic potential?	
F	Scribe Recording Sheet	Cross sections	Economic Potential	I'm looking at what has happened downtown. It would probably happen on Broadway.	
F	Scribe Recording Sheet	Cross sections	Economic Potential	People are anticipating poor economic potential.	
K	Scribe Recording Sheet	Cross sections	Economic Potential	can grants be given to businesses to 'spruce up' their properties instead of spending money to bulldoze them	
K	Scribe Recording Sheet	Cross sections	Economic Potential	can grants be given to businesses to 'spruce up' their properties instead of spending money to bulldoze them	
N	Scribe Recording Sheet	Cross sections	Economic Potential	concern with blocking business frontage	
O	Scribe Recording Sheet	Cross sections	Economic Potential	Sidewalks in front of businesses and not by the street	
P	Post-it note comment	Cross sections	Economic Potential	opinion- the only reason traffic has decreased is depressed economy. As affluence increases we will have more cars and need 6 lanes. Increase makes Tucson economically viable and not striving to be at the bottom of the economic totem pole. This is a decision for 40 years, not today only.	
P	Post-it note comment	Cross sections	Economic Potential	opinion- the only reason traffic has decreased is depressed economy. As affluence increases we will have more cars and need 6 lanes. Increase makes Tucson economically viable and not striving to be at the bottom of the economic totem pole. This is a decision for 40 years, not today only.	
A	36 x 48 Cross Section Sheets	General Comments	Economic Potential	Broadway from Campbell to Snake Bridge is begging to be full of boutiques and galleries, in the existing buildings. Widen only at Carls Jr. headed east to allow afternoon traffic to exit. That is where it gets clogged up.	
B	Report Out Sheet	General Comments	Economic Potential	Top 4: Potential historic and significant building impacts, Economic potential, Visual quality, Walking and biking health benefits	
C	Report Out Sheet	General Comments	Economic Potential	Key Points of Discussion or Conflict: economic change will follow the aesthetics	
H	Report Out Sheet	General Comments	Economic Potential	strong concerns about the width of the cross-sections and impacts on buildings/ businesses / historic qualities AND impacts on people, differently abled people, and people who ride bikes	
I	Report Out Sheet	General Comments	Economic Potential	Key Points of Discussion/ Conflict: Concern that construction would put people out of business	Two different handwritings on report out sheet. Under performance measures; 'pedestrian environment' was represented pedestrian/bike environment.
O	36 x 48 Performance Measures	General Comments	Economic Potential	Economic Vitality	
O	Report Out Sheet	General Comments	Economic Potential	Top 4 Measures: Historic, Economic Potential, Cost to Maintain, Bike	
P	Comment Card	General Comments	Economic Potential	wide roadways kill pedestrian and bicycle access and isolate the north and south sides of the road. The first widening was the first nail in the coffin of Broadway businesses loss of setbacks and clear zones really altered the pedestrian environment- walkable streets support commerce. Speed with traffic intimidates cyclists and peds. Buildings for peak traffic of short duration at the expense of other modes makes no sense.	
P	Comment Card	General Comments	Economic Potential	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would not like to see a huge 8-lane behemoth which would visually and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.	
P	Comment Card	General Comments	Economic Potential	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of neighbors. New visions: walking, biking, public transportation, and keeping our history.	
P	Comment Card	General Comments	Economic Potential	wide roadways kill pedestrian and bicycle access and isolate the north and south sides of the road. The first widening was the first nail in the coffin of Broadway businesses loss of setbacks and clear zones really altered the pedestrian environment- walkable streets support commerce. Speed with traffic intimidates cyclists and peds. Buildings for peak traffic of short duration at the expense of other modes makes no sense.	
P	Comment Card	General Comments	Economic Potential	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would not like to see a huge 8-lane behemoth which would visually and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.	
P	Comment Card	General Comments	Economic Potential	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of neighbors. New visions: walking, biking, public transportation, and keeping our history.	
R	Post-it note comment	General Comments	Economic Potential	Economics (limbo of area during decision process; blight)	
K	Report Out Sheet	Key Points of Discussion or Conflict	Economic Potential	some businesses have already lost due to past widenings	
K	Report Out Sheet	Key Points of Discussion or Conflict	Economic Potential	cycling- transit- history- economy	
K	Report Out Sheet	Key Points of Discussion or Conflict	Economic Potential	some businesses have already lost due to past widenings	
K	Report Out Sheet	Key Points of Discussion or Conflict	Economic Potential	cycling- transit- history- economy	
L	Comment Card	Key Points of Discussion or Conflict	Economic Potential	road too wide for businesses	
L	Comment Card	Key Points of Discussion or Conflict	Economic Potential	continuation to the Downtown- it would complement university area	
L	Comment Card	Key Points of Discussion or Conflict	Economic Potential	road too wide for businesses	
L	Comment Card	Key Points of Discussion or Conflict	Economic Potential	continuation to the Downtown- it would complement university area	
A	Scribe Recording Sheet	Performance measures	Economic Potential	Visual: Business economy is promoted by visual	
B	Scribe Recording Sheet	Performance measures	Economic Potential	3 out of 27 dots Economic Potential	
C	Report Out Sheet	Performance Measures	Economic Potential	Top 4 Performance Measures: Sense of Place; Visual Quality; Economic Vitality; Pedestrian Access + Mobility	
D	Scribe Recording Sheet	Performance Measures	Economic Potential	Economic Potential: People are not going to come to a place if there is nothing to go for!	
D	Scribe Recording Sheet	Performance Measures	Economic Potential	Economic Potential: Bring customers easily	
E	Scribe Recording Sheet	Performance measures	Economic Potential	Economic Potential	
E	Scribe Recording Sheet	Performance measures	Economic Potential	narrow lanes, keep businesses, with more bikeability	
E	Scribe Recording Sheet	Performance measures	Economic Potential	preservation of businesses	
F	Public Handout	Performance Measures	Economic Potential	Economic Vitality	
F	Report Out Sheet	Performance Measures	Economic Potential	Top 4 Performance Measures: Accommodation of High Capacity Transit; Visual Quality; Walking & Biking Health Benefits (including Pedestrian and Bicycling functionality); Economic Vitality: change in Economic Potential	
F	Scribe Recording Sheet	Performance Measures	Economic Potential	economic potential is tied to how people want to show	
F	Scribe Recording Sheet	Performance Measures	Economic Potential	economic potential is tied to the amount of the parcel that's left	
F	Scribe Recording Sheet	Performance Measures	Economic Potential	if you concentrate energy into one of them / want versatility	
F	Scribe Recording Sheet	Performance Measures	Economic Potential	Top 4 Measures: Accommodation of High Capacity Transit; Visual Quality; Walking and Biking Health Benefits (while incorporating functionality of pedestrian and bicycling travel); Economic Potential	
G	Scribe Recording Sheet	Performance Measures	Economic Potential	3 dots for this performance measure	
G	Scribe Recording Sheet	Performance Measures	Economic Potential	Ped. Env. ties in to Economic Potential. Walking traffic offers potential to businesses.	
G	Scribe Recording Sheet	Performance Measures	Economic Potential	Strong consensus on slowing traffic and getting community participation of the area through business, etc.	
G	Scribe Recording Sheet	Performance Measures	Economic Potential	Through Traffic Movement and Economic Potential tie in with Bicycling Env. And Pedestrian Env.; they will build on each other. Gives a sense of place when Bicycling Env., Ped. Env., Through Traffic Movement, and Economic Potential work well. We don't want traffic moving FASTER, we want people coming in and engaging in the area.	
I	Report Out Sheet	Performance Measures	Economic Potential	Top 4 Performance Measures: Pedestrian Environment; Through Traffic; Historic Buildings; Economic Potential	
I	Scribe Recording Sheet	Performance Measures	Economic Potential	Thinks the Economic Potential is untapped right now. business and are leaving because of street widening. Businesses feel its a done deal so already leaving.	
J	Scribe Recording Sheet	Performance measures	Economic Potential	Economic Potential - 4 dots out of 25	
J	Scribe Recording Sheet	Performance measures	Economic Potential	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian	
J	Scribe Recording Sheet	Performance measures	Economic Potential	Economic Potential - 4 dots out of 25	
J	Scribe Recording Sheet	Performance measures	Economic Potential	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian	
K	Report Out Sheet	Performance measures	Economic Potential	economic potential (top priority)	
K	Report Out Sheet	Performance measures	Economic Potential	economic potential (top priority)	
K	Scribe Recording Sheet	Performance measures	Economic Potential	other measures will lead to economic development	
K	Scribe Recording Sheet	Performance measures	Economic Potential	other measures will lead to economic development	
L	Report Out Sheet	Performance measures	Economic Potential	economic potential	
L	Report Out Sheet	Performance measures	Economic Potential	economic potential	
L	Scribe Recording Sheet	Performance measures	Economic Potential	residents and businesses are most important	
L	Scribe Recording Sheet	Performance measures	Economic Potential	economic potential: most chosen	
L	Scribe Recording Sheet	Performance measures	Economic Potential	Karen: lack of available real estate on Broadway. Willing to take risk (family oriented salon) great investment opportunity for small businesses to buy property. Economic Vitality: you can build and make your own.	
L	Scribe Recording Sheet	Performance measures	Economic Potential	Stewart: support bikes and businesses - 150 apartments for disabled people, concern for elderly, disabled and low income. Access to transport.	
L	Scribe Recording Sheet	Performance measures	Economic Potential	residency is covered under economic potential	
L	Scribe Recording Sheet	Performance measures	Economic Potential	3 residential dots were moved to economic potential	
L	Scribe Recording Sheet	Performance measures	Economic Potential	residents and businesses are most important	
L	Scribe Recording Sheet	Performance measures	Economic Potential	economic potential: most chosen	
L	Scribe Recording Sheet	Performance measures	Economic Potential	Karen: lack of available real estate on Broadway. Willing to take risk (family oriented salon) great investment opportunity for small businesses to buy property. Economic Vitality: you can build and make your own.	
L	Scribe Recording Sheet	Performance measures	Economic Potential	Stewart: support bikes and businesses - 150 apartments for disabled people, concern for elderly, disabled and low income. Access to transport.	
L	Scribe Recording Sheet	Performance measures	Economic Potential	residency is covered under economic potential	
L	Scribe Recording Sheet	Performance measures	Economic Potential	3 residential dots were moved to economic potential	
O	Scribe Recording Sheet	Performance measures	Economic Potential	Tie into the economic side, some really good buildings.	
O	Scribe Recording Sheet	Performance measures	Economic Potential	Helps economic vitality	
P	Scribe Recording Sheet	Performance measures	Economic Potential	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen	
P	Scribe Recording Sheet	Performance measures	Economic Potential	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen	
Q	Report Out Sheet	Performance Measures	Economic Potential	Top 4 Performance Measures: Bicycling Environment; Traffic Movement; Visual Quality; Economic Potential	
Q	Scribe Recording Sheet	Performance Measures	Economic Potential	bicycling environment, visual quality, and economic potential all had 2 votes and were the other 3 negotiated performance measures	

Q	Scribe Recording Sheet	Performance Measures	Economic Potential	concern that widening Broadway for vehicular traffic will create a high speed roadway. The belief is this will hurt economic potential, pedestrians, bicyclists, and historic aspect
R	Scribe Recording Sheet	Performance measures	Economic Potential	Leads to investment
R	Scribe Recording Sheet	Performance measures	Economic Potential	See business grow
R	Scribe Recording Sheet	Performance measures	Economic Potential	Tax base
R	Scribe Recording Sheet	Performance measures	Economic Potential	Driver of other measures
A	Scribe Recording Sheet	Cross sections	General Project	Sunshine Mile
A	Scribe Recording Sheet	Cross sections	General Project	Smaller foot print the better for the community
A	Scribe Recording Sheet	Cross sections	General Project	3 Stars on street section alternatives (extremes)
A	Scribe Recording Sheet	Cross sections	General Project	4 performance measures resulted in the extreme cross sections
A	Scribe Recording Sheet	Cross sections	General Project	Why bother expanding if not more than 4 lanes. As existing, waste of time and money.
A	Scribe Recording Sheet	Cross sections	General Project	What is the problem? 2006 RTA
A	Scribe Recording Sheet	Cross sections	General Project	Widen all or do nothing
A	Scribe Recording Sheet	Cross sections	General Project	Why not just the north side? Impacts.
A	Scribe Recording Sheet	Cross sections	General Project	Think outside the box.
A	Scribe Recording Sheet	Cross sections	General Project	Nothing bigger than E. of Country Club
A	Scribe Recording Sheet	Cross sections	General Project	New York - use demo materials for reconstruction. Do that here.
A	Scribe Recording Sheet	Cross sections	General Project	Recycle materials from demo, same as other communities
A	Scribe Recording Sheet	Cross sections	General Project	Less impact on neighborhood. Hold to 100'. (Change their priorities of performance measures based on cross section selection.)
A	Scribe Recording Sheet	Cross sections	General Project	Specific to the 100' width. Most would like a balance but protection as much as possible.
A	Scribe Recording Sheet	Cross sections	General Project	Be broad focused not in blinders for pet projects
B	Scribe Recording Sheet	Cross sections	General Project	All options perform well under some criteria and not well under other criteria. How to reach compromise to find something that works well for entire city.
B	Scribe Recording Sheet	Cross sections	General Project	Don't see any reason to have 6 lanes of traffic. Want narrower ROW and use good design to accommodate all needs.
D	Report Out Sheet	Cross sections	General Project	Table favored 115-120' width. 1 person wanted no increase in width.
D	Scribe Recording Sheet	Cross sections	General Project	If the parking is taken, the business is going to die because nobody will go
D	Scribe Recording Sheet	Cross sections	General Project	Someone suggested that about parking, they can put it in the back of the property. The owner said NO! because they don't have access from the back!
D	Scribe Recording Sheet	Cross sections	General Project	1 person says that it is the time to preserve because we are to regret later.
D	Scribe Recording Sheet	Cross sections	General Project	WE WANT BROADWAY TO BE A DESTINATION NOT JUST A CORRIDOR
D	Scribe Recording Sheet	Cross sections	General Project	No increase in width, but add landscape / sidewalks / etc.
D	Scribe Recording Sheet	Cross sections	General Project	Add amenities and improvements with the same width.
E	Scribe Recording Sheet	Cross sections	General Project	other option => keep the current building and streets but go to 80' ROW
F	Scribe Recording Sheet	Cross sections	General Project	Very seldom buy a house & say "I wish I had less space". It's worth doing, it's worth doing right. Tucson has historically not considered growth.
F	Scribe Recording Sheet	Cross sections	General Project	If you try & walk Campbell, it is uncomfortable; no buffer.
I	Scribe Recording Sheet	Cross sections	General Project	'No one rides bus now.'
I	Scribe Recording Sheet	Cross sections	General Project	feels transit in city is 'unconnected' (disconnected) transition. Broadway will not help fix entire transit system.
I	Scribe Recording Sheet	Cross sections	General Project	concerned with how the Assembly Church is affected by widening.
I	Scribe Recording Sheet	Cross sections	General Project	concerned w/ how the construction will impact his buildings, not concerned about expansion taking away some of his land.
I	Scribe Recording Sheet	Cross sections	General Project	'When you tear this up, how many more businesses will leave?'
I	Scribe Recording Sheet	Cross sections	General Project	Chris feels there is a lot to debate about what the RTA study found.
I	Scribe Recording Sheet	Cross sections	General Project	there is not a wide street downtown for a wide street on Broadway to connect to. So need to widen Broadway to 6 lanes & transit lanes.
J	Scribe Recording Sheet	Cross sections	General Project	concern about North and South communities being separated
J	Scribe Recording Sheet	Cross sections	General Project	Used Toole as an example
J	Scribe Recording Sheet	Cross sections	General Project	concern about North and South communities being separated
J	Scribe Recording Sheet	Cross sections	General Project	Used Toole as an example
K	Scribe Recording Sheet	Cross sections	General Project	152' ROW scared some
K	Scribe Recording Sheet	Cross sections	General Project	152' ROW scared some
L	Scribe Recording Sheet	Cross sections	General Project	Paula: Is there a pedestrian bridge under consideration?
L	Scribe Recording Sheet	Cross sections	General Project	Paula: shade is a consideration
L	Scribe Recording Sheet	Cross sections	General Project	a balance of shade and landscape needed.
L	Scribe Recording Sheet	Cross sections	General Project	do not go wider
L	Scribe Recording Sheet	Cross sections	General Project	Paula: Is there a pedestrian bridge under consideration?
L	Scribe Recording Sheet	Cross sections	General Project	Paula: shade is a consideration
L	Scribe Recording Sheet	Cross sections	General Project	a balance of shade and landscape needed.
L	Scribe Recording Sheet	Cross sections	General Project	do not go wider
N	Scribe Recording Sheet	Cross sections	General Project	Maybe part of it should be stacked or tunneled
N	Scribe Recording Sheet	Cross sections	General Project	Lots of visitors
O	Scribe Recording Sheet	Cross sections	General Project	8-lane will wipe out everything.
O	Scribe Recording Sheet	Cross sections	General Project	Is it true that narrow travel lanes are safer?
O	Scribe Recording Sheet	Cross sections	General Project	10ft travel lanes instead of 12'?
O	Scribe Recording Sheet	Cross sections	General Project	City should take property from both north and south sides.
O	Scribe Recording Sheet	Cross sections	General Project	Improvement projects on both Speedway, Grant, and 22nd will alleviate traffic on Broadway.
O	Scribe Recording Sheet	Cross sections	General Project	Would love public art
O	Scribe Recording Sheet	Cross sections	General Project	Art can be free
O	Scribe Recording Sheet	Cross sections	General Project	Planning for the future.
O	Scribe Recording Sheet	Cross sections	General Project	Based on a 1982 design. Strong dislike.
P	Post-it note comment	Cross sections	General Project	I think all options need to be reconsidered. Do not increase traffic lanes.
P	Post-it note comment	Cross sections	General Project	I think all options need to be reconsidered. Do not increase traffic lanes.
P	Scribe Recording Sheet	Cross sections	General Project	sidewalk width and access to transit
P	Scribe Recording Sheet	Cross sections	General Project	cross section does not apply to entire corridor
P	Scribe Recording Sheet	Cross sections	General Project	sidewalk width and access to transit
P	Scribe Recording Sheet	Cross sections	General Project	cross section does not apply to entire corridor
Q	Scribe Recording Sheet	Cross sections	General Project	feeling was the process needs to be simplified. 'The process is not fair.'
Q	Scribe Recording Sheet	Cross sections	General Project	multi-modal was a point of emphasis at the table
Q	Scribe Recording Sheet	Cross sections	General Project	one person commented that 'sure, it would be nice to have right turn lanes at campbell and broadway, but having maintaining the existing business is more important.'
Q	Scribe Recording Sheet	Cross sections	General Project	3 individuals at the table felt that sense of place was quite important. Mobility took a back seat to maintaining a sense of place
Q	Scribe Recording Sheet	Cross sections	General Project	one individual kept going back to keeping the ROW width and playing with lane and buffer widths to achieve the balance of mobility and pedestrian/visual aesthetics
Q	Scribe Recording Sheet	Cross sections	General Project	two individuals agreed that mobility was high importance. These individuals are not residents of the area and the other 3 individuals believed that this played into the other 2 individuals focus on mobility.
Q	Scribe Recording Sheet	Cross sections	General Project	the performance measures don't accurately reflect what people wanted to have happen (in terms of a section). This seemed to be a common feeling amongst the group.
Q	Scribe Recording Sheet	Cross sections	General Project	the group could not agree on a third section.
Q	Scribe Recording Sheet	Cross sections	General Project	one person in the group really was opposed to considering anything wider than the existing ROW. This seemed to be agreed upon by 2 other table participants; this one person is a bit aggressive and seemed to try to intimidate
Q	Scribe Recording Sheet	Cross sections	General Project	one person thought that the third section should be a section with a large ROW with a smaller width. However, the group could not agree on this and the 3rd section was never selected.
R	Scribe Recording Sheet	Cross sections	General Project	Question on original section how wide?
R	Scribe Recording Sheet	Cross sections	General Project	Discussion of parking and city codes
R	Scribe Recording Sheet	Cross sections	General Project	Do not like RTA cross section
A	36 x 48 Cross Section Sheets	General Comments	General Project	Revitalize old building materials for new construction
B	Post-it note comment	General Comments	General Project	There should be some flexibility in the cross sections to accommodate some of the "special" properties.
B	Post-it note comment	General Comments	General Project	Broadway not straight to provide options
B	Report Out Sheet	General Comments	General Project	Cross section can change at different segments
C	Report Out Sheet	General Comments	General Project	Key Points of Discussion or Conflict: sense of place
C	Report Out Sheet	General Comments	General Project	Key Points of Discussion or Conflict: capacity/ functionality less important
C	Report Out Sheet	General Comments	General Project	Key Points of Discussion or Conflict: treat it as a gateway to downtown- extend art & themes
C	Report Out Sheet	General Comments	General Project	Key Points of Discussion or Conflict: group tried to find compromises on width vs. preservation maintaining 4 lanes
D	Report Out Sheet	General Comments	General Project	Key Discussions/Conflicts: 4) How do these cross-sections interface at each end
E	36 x 48 Performance Measures	General Comments	General Project	Big question: what is the definition of functionality?
E	36 x 48 Performance Measures	General Comments	General Project	If Table E chose historic buildings, visual quality, and health benefits, then doesn't that affect functionality?
E	Comment Card	General Comments	General Project	What about encouraging smaller vehicles by extra taxes or penalties for larger vehicles with a few passengers? (May not be within the scope of this project)
E	Report Out Sheet	General Comments	General Project	Group preferred measure => The "Road to Nowhere" - Broadway from Euclid to Downtown
F	Report Out Sheet	General Comments	General Project	Balance between small, existing businesses with bigger picture for Tucson as a gate to downtown
F	Report Out Sheet	General Comments	General Project	Encourage Task Force to seek innovation in engineering
H	Report Out Sheet	General Comments	General Project	focus on improving existing conditions without knocking down buildings or widening roads.
I	Comment Card	General Comments	General Project	Don't wait for big changes:
I	Comment Card	General Comments	General Project	Now: stop truck and car pollution (black smokers)
I	Comment Card	General Comments	General Project	I own the Broadway Animal Hospital. We have been there since 1935 as a small animal hospital. Problems! 1) I've been here in Tucson since WW1 and gone through 4 of these things. None were completed on time. Downtown wasn't completed on time and most businesses were broke. 2) I have no faith in the city council doing anything right where small business is concerned. 3) We don't have the money and it will only increase my property taxes. 4) Look at all the boarded up buildings there will be many more!!!
J	Comment Card	General Comments	General Project	Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.
J	Comment Card	General Comments	General Project	Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.
K	Comment Card	General Comments	General Project	We had 5 votes ranging from existing- 98' and 2 votes ranging from 124'-152.' Consensus is less than 98'. How do we get that weight if all 5 scenarios are counted? 98' or less with transition plan for sensitive acquisition and enhancement.
K	Comment Card	General Comments	General Project	We had 5 votes ranging from existing- 98' and 2 votes ranging from 124'-152.' Consensus is less than 98'. How do we get that weight if all 5 scenarios are counted? 98' or less with transition plan for sensitive acquisition and enhancement.
O	36 x 48 Performance Measures	General Comments	General Project	Certainty
Q	Comment Card	General Comments	General Project	keep width as is
Q	Comment Card	General Comments	General Project	keep business and structure as is
Q	Comment Card	General Comments	General Project	make lanes 11' wide
Q	Comment Card	General Comments	General Project	eliminate the median from the plan
Q	Comment Card	General Comments	General Project	no freeway; slow traffic down
Q	Comment Card	General Comments	General Project	Exercise #1 splits items that divide interests that should be kept as one. Tucson has been reducing lanes heading toward downtown 6th Ave, Main St., 4th Ave so why now expand and change that theme?

Q	Comment Card	General Comments	General Project	Sense of Place should have been 1 item, not broken into the 2 separate items. It definitely set a bias vs. Ruth Beeker, Speedway/ Country Club that item. NOT HAVING A choice to mark a choice for multiple modals again makes the choice of pedestrian, bicycle diluted. Way too complicated for people to understand - simplify for public input. A consultant who can do this needs to be hired.
R	Post-it note comment	General Comments	General Project	A point not mentioned so far is the difference in elevation between the north and south sides of certain sections
R	Post-it note comment	General Comments	General Project	Concern for parking pts [?]
R	Post-it note comment	General Comments	General Project	Dimensions / width of sidewalks being too large: i.e. removing too much parking
K	Scribe Recording Sheet	Initial Comments	General Project	this process is taking too long, detrimental to businesses to keep this project in the news, and never build
K	Scribe Recording Sheet	Initial Comments	General Project	if it aint broke, don't fix it!
K	Scribe Recording Sheet	Initial Comments	General Project	too many chefs in the kitchen!
K	Scribe Recording Sheet	Initial Comments	General Project	this process is taking too long, detrimental to businesses to keep this project in the news, and never build
K	Scribe Recording Sheet	Initial Comments	General Project	if it aint broke, don't fix it!
K	Scribe Recording Sheet	Initial Comments	General Project	too many chefs in the kitchen!
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	different ideas about who/ what the need is for
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	all or nothing attitude
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	frustration w/ many years of talk, no action
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	Broadway isn't broken- dont fix it. Traffic projections of the past have not panned out. Climate change ( rainfall, temperature) is likely to discourage non-vehicular traffic. Growth sustainability is depended on water supply and we are at the end of the CAP straw. You have placed too many variables into the project and eliminating frills will simplify both design and process.
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	different ideas about who/ what the need is for
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	all or nothing attitude
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	frustration w/ many years of talk, no action
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	Broadway isn't broken- dont fix it. Traffic projections of the past have not panned out. Climate change ( rainfall, temperature) is likely to discourage non-vehicular traffic. Growth sustainability is depended on water supply and we are at the end of the CAP straw. You have placed too many variables into the project and eliminating frills will simplify both design and process.
A	Scribe Recording Sheet	Performance measures	General Project	Concerns for ripping up the road for light road
B	Scribe Recording Sheet	Performance measures	General Project	That quarter mile is very important for transit and safety for students and local businesses. Another person doesn't think it matters
B	Scribe Recording Sheet	Performance measures	General Project	Comes down to quality of life for people who live and work along it
D	Scribe Recording Sheet	Performance Measures	General Project	Easy drop off places
D	Scribe Recording Sheet	Performance Measures	General Project	About the measures: Why is bicycling separated from bicycling environment? It's confusing.
E	Scribe Recording Sheet	Performance measures	General Project	connection between Euclid and downtown
E	Scribe Recording Sheet	Performance measures	General Project	Option => can we have fewer lanes?
E	Scribe Recording Sheet	Performance measures	General Project	why do we have to sacrifice (???)
E	Scribe Recording Sheet	Performance measures	General Project	why can't we use what we already have?
H	Scribe Recording Sheet	Performance measures	General Project	Between Alv. & Euclid - nothing is there
I	Scribe Recording Sheet	Performance Measures	General Project	{2 people} want the road to be left as is because they are concerned how the construction will impact businesses during construction
L	Scribe Recording Sheet	Performance measures	General Project	Stewart: Main concern is project
L	Scribe Recording Sheet	Performance measures	General Project	sense of place: residents. 150 apartments not considered
L	Scribe Recording Sheet	Performance measures	General Project	Paula: water use: if there is a way to make sidewalks and bike lanes capture rainwater.
L	Scribe Recording Sheet	Performance measures	General Project	Stewart: Main concern is project
L	Scribe Recording Sheet	Performance measures	General Project	sense of place: residents. 150 apartments not considered
L	Scribe Recording Sheet	Performance measures	General Project	Paula: water use: if there is a way to make sidewalks and bike lanes capture rainwater.
N	Scribe Recording Sheet	Performance measures	General Project	if it's not broken, don't fix it.
O	Scribe Recording Sheet	Performance measures	General Project	Broadway is really a part of downtown, it is the destination
O	Scribe Recording Sheet	Performance measures	General Project	Area is set apart from Phoenix, because of culture
O	Scribe Recording Sheet	Performance measures	General Project	Dense housing on both sides won't survive an expansion.
P	Scribe Recording Sheet	Performance measures	General Project	mostly against widening
P	Scribe Recording Sheet	Performance measures	General Project	doesn't want same take as Speedway widening
P	Scribe Recording Sheet	Performance measures	General Project	mostly against widening
P	Scribe Recording Sheet	Performance measures	General Project	doesn't want same take as Speedway widening
G	Public Handout	Performance Measures	Other: Streetcar & Mobility	
A	Scribe Recording Sheet	Cross sections	Pedestrian Environment	No bike and ped access for safety
A	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Bike and pedestrian still impact properties because they do not have drives and parking as it is
A	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Trees, ped important
A	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Develop for pedestrian, bike, transit is important
A	Scribe Recording Sheet	Cross sections	Pedestrian Environment	look for elderly improvements and mobility (scooters in bike lanes)
A	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Pedestrian - ADA compliance needed, personal mobility.
D	Scribe Recording Sheet	Cross sections	Pedestrian Environment	People are not walking. It's too hot so it's a waste of space.
D	Scribe Recording Sheet	Cross sections	Pedestrian Environment	On 6th Street there's a lot of people walking because of bus ride
I	Scribe Recording Sheet	Cross sections	Pedestrian Environment	does not like 8 ft. sidewalk
I	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Can't walk next each other on 6 ft.
J	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Cut-outs make no reference to pedestrians "crossing the street"
J	Scribe Recording Sheet	Cross sections	Pedestrian Environment	not as concerned with sidewalk widths
J	Scribe Recording Sheet	Cross sections	Pedestrian Environment	crossability of N/S bound
J	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Cut-outs make no reference to pedestrians "crossing the street"
J	Scribe Recording Sheet	Cross sections	Pedestrian Environment	not as concerned with sidewalk widths
J	Scribe Recording Sheet	Cross sections	Pedestrian Environment	crossability of N/S bound
K	Scribe Recording Sheet	Cross sections	Pedestrian Environment	one person for creativity with respect to pedestrian alignment and bicycle lane alignment
K	Scribe Recording Sheet	Cross sections	Pedestrian Environment	one person for creativity with respect to pedestrian alignment and bicycle lane alignment
O	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Does that imply a singular crossing?
O	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Seems the sidewalks speech was pulling them into identity/safety
P	Post-it note comment	Cross sections	Pedestrian Environment	smaller bike walk lanes
P	Post-it note comment	Cross sections	Pedestrian Environment	smaller bike walk lanes
R	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Sidewalks, yes
R	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Big wide ped areas, no
R	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Wide ped area good, yes, but would wipe out business
R	Scribe Recording Sheet	Cross sections	Pedestrian Environment	speed of traffic a concern; pedestrians crossing road a hazard
D	Comment Card	General Comments	Pedestrian Environment	Bump outs have very little lights - you cannot see them at night on 10th between Euclid to Campbell. I Pat Upton - Helen Purdy have almost run over them as my mother has also. Plus weeds, etc., not cleaned. Police and Fire HATE THEM. They will cause many accidents. Whoever thought of that (I wonder?).
D	Comment Card	General Comments	Pedestrian Environment	4 lanes only - need bus pullouts and right turn bays. Increase width of bike lanes and sidewalks.
D	Comment Card	General Comments	Pedestrian Environment	We need the option of no bike lane at all and pedestrian overpasses like the snake bridge. What will speed limit be?
D	Report Out Sheet	General Comments	Pedestrian Environment	Key Discussions/Conflicts: 2) Questioned whether pedestrians will use areas if built
E	Comment Card	General Comments	Pedestrian Environment	Walking and biking: insure safety as well as at least minimum width of lanes/sidewalks
E	Comment Card	General Comments	Pedestrian Environment	Cross section alternatives do not seem to give an option for sacrificing an automobile lane for an alternative mode of transportation. There is an assumption of keeping the four lanes we now have even if we add enhancements or extra lanes for wide sidewalks, bike lanes, or special rapid transit lanes. What about narrowing auto lanes, if necessary, to accommodate extra width for landscaping, or bike/pedestrian/people-moving transit?
F	Report Out Sheet	General Comments	Pedestrian Environment	We were concerned of the super wide sections' impact on the businesses/economic impact. Our group was drawn to examples that provide high capacity transit, but with less lanes. Shading, pedestrian and bicycle access were heavily weighed. Picked 6B with concern for it to not compromise property/business.
H	Report Out Sheet	General Comments	Pedestrian Environment	Concerns for the human-scale of all cross-sections including existing conditions - which is why it became very difficult to stomach any wider cross-sections
H	Report Out Sheet	General Comments	Pedestrian Environment	strong concerns about the width of the cross-sections and impacts on buildings/ businesses / historic qualities AND impacts on people, differently abled people, and people who ride bikes
H	Report Out Sheet	General Comments	Pedestrian Environment	Concerned about the amount of space allotted for bikes/peds vs. single-occupant vehicles
I	Comment Card	General Comments	Pedestrian Environment	More crosswalks
I	Report Out Sheet	General Comments	Pedestrian Environment	Key Points of Discussion/ Conflict: 8' sidewalks are too wide
J	Comment Card	General Comments	Pedestrian Environment	Please include physical barriers as a possibility to protect pedestrians from traffic in order to keep the width narrower. The wide separation between traffic and peds doesn't have to be as extreme with physical buffer.
J	Comment Card	General Comments	Pedestrian Environment	Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.
J	Comment Card	General Comments	Pedestrian Environment	Please include physical barriers as a possibility to protect pedestrians from traffic in order to keep the width narrower. The wide separation between traffic and peds doesn't have to be as extreme with physical buffer.
J	Comment Card	General Comments	Pedestrian Environment	Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.
P	Comment Card	General Comments	Pedestrian Environment	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemoth which would visully and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.
P	Comment Card	General Comments	Pedestrian Environment	wide roadways kill pedestrian and bicycle access and isolate the north and south sides of the road. The first widening was the first nail in the coffin of Broadway businesses loss of setbacks and clear zones really altered the pedestrian environment- walkable streets support commerce. Speed with traffic intimidates cyclits and peds. Buildings for peak traffic of short duration at the expense of other modes makes no sense.
P	Comment Card	General Comments	Pedestrian Environment	Maybe every street in Tucson doesn't (or shouldn't) be designed to provide space for all modes of transit. (Example- 5th/6th through Sam Huges could provide good bike access while Broadway could provide mass transit and pedestrian area (w/ buffer) for the same areas, which would improve safety for all involved.
P	Comment Card	General Comments	Pedestrian Environment	Difficult balance to strike- road width vs. bike/ ped facilities which contribute to overall ROW width. Broadway is already marginalized by the previous widening- loss of setbacks and context for buildings. I would favor other modes over automobiles but overall I'd be willing to trade bike/ped width improvements for not widening traffic lanes- maybe 11 ft. lanes?
P	Comment Card	General Comments	Pedestrian Environment	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of neighbors. New visions: walking, biking, public transportation, and keeping our history.
P	Comment Card	General Comments	Pedestrian Environment	Less road, more bike/walking. Keep historic buildings and neighborhoods. We live in a 'dense' urban area which should not be built on thoroughfares of cars speeding through and cutting up our history and neighborhoods. The younger vision is less cars, less road. Broadway funnels into the downtown so widening i makes no sense as the downtown has smaller roads. The community along Broadway do not want a thoroughfare cutting thru neighborhoods. The option of less traffic lanes, but more alternative means of travel is what is desired but isnt an option with any of these RTA plans.

P	Comment Card	General Comments	Pedestrian Environment	A quality pedestrian experience doesn't necessary require larger sidewalks + buffers on both sides of the street. (3) lanes both directions at 45 mph is not compatible with bike and pedestrian positive experience. Keep roads to (2) traffic lanes each way. Add transit lanes + pedestrian access.
P	Comment Card	General Comments	Pedestrian Environment	Broadway improvements need to seamlessly merge w/ Broadway/Euclid to Country Club. 12' too wide a pedestrian buffer. (landscape w/owners maybe). Encourage traffic from 6th Ave- this should be a pedestrian area. Encourage traffic by making an attractive road (Not Ft. Lowell) and attractive entry and advertising and parking for business and attractive transit stops. Vegetation middle median and on outside- shade for walkers. Upgrade bike transport lanes. Get rid of old delapidated buildings- old is not always financially valuable historic.
P	Comment Card	General Comments	Pedestrian Environment	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemoth which would visully and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.
P	Comment Card	General Comments	Pedestrian Environment	wide roadways kill pedestrian and bicycle access and isolate the north and south sides of the road. The first widening was the first nail in the coffin of Broadway businesses loss of setbacks and clear zones really altered the pedestrian environment- walkable streets support commerce. Speed with traffic intimidates cyclits and peds. Buildings for peak traffic of short duration at the expense of other modes makes no sense.
P	Comment Card	General Comments	Pedestrian Environment	Maybe every street in Tucson doesn't (or shouldn't) be designed to provide space for all modes of transit. (Example- 5th/6th through Sam Huges could provide good bike access while Broadway could provide mass transit and pedestrian area (w/ buffer) for the same areas, which would improve safety for all involved.
P	Comment Card	General Comments	Pedestrian Environment	Difficult balance to strike- road width vs. bike/ ped facilities which contribute to overall ROW width. Broadway is already marginalized by the previous widening- loss of setbacks and context for buildings. I would favor other modes over automobiles but overall I'd be willing to trade bike/ped width improvements for not widening traffic lanes- maybe 11 ft. lanes?
P	Comment Card	General Comments	Pedestrian Environment	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of nieghbors. New visions: walking, biking, public transportation, and keeping our history.
P	Comment Card	General Comments	Pedestrian Environment	Less road, more bike/walking. Keep historic buildings and neighborhoods. We live in a 'dense' urban area which should not be built on thoroughfares of cars speeding through and cutting up our history and neighborhoods. The younger vision is less cars, less road. Broadway funnels into the downtown so widening i makes no sense as the downtown has smaller roads. The community along Broadway do not want a thoroughfare cutting thru neighborhoods. The option of less traffic lanes, but more alternative means of travel is what is desired but isnt an option with any of these RTA plans.
P	Comment Card	General Comments	Pedestrian Environment	A quality pedestrian experience doesn't necessary require larger sidewalks + buffers on both sides of the street. (3) lanes both directions at 45 mph is not compatible with bike and pedestrian positive experience. Keep roads to (2) traffic lanes each way. Add transit lanes + pedestrian access.
P	Comment Card	General Comments	Pedestrian Environment	Broadway improvements need to seamlessly merge w/ Broadway/Euclid to Country Club. 12' too wide a pedestrian buffer. (landscape w/owners maybe). Encourage traffic from 6th Ave- this should be a pedestrian area. Encourage traffic by making an attractive road (Not Ft. Lowell) and attractive entry and advertising and parking for business and attractive transit stops. Vegetation middle median and on outside- shade for walkers. Upgrade bike transport lanes. Get rid of old delapidated buildings- old is not always financially valuable historic.
R	Post-it note comment	General Comments	Pedestrian Environment	Many poor disabled wheelchair ridden folks without cars use Broadway - they will never be able to cross if it gets wider
L	Comment Card	Key Points of Discussion or Conflig	Pedestrian Environment	too sunny to walk w/out trees
L	Comment Card	Key Points of Discussion or Conflig	Pedestrian Environment	too sunny to walk w/out trees
M	Report Out Sheet	Key Points of Discussion or Conflig	Pedestrian Environment	pedestrian amenities = wider buffers with shade
M	Report Out Sheet	Key Points of Discussion or Conflig	Pedestrian Environment	pedestrian amenities = wider buffers with shade
A	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Top 3 easily identified: Historic - Visual Quality - Most important: Ped Env.
A	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Very dangerous ped use
A	Scribe Recording Sheet	Performance measures	Pedestrian Environment	street light, money maintenance, People cannot see pedestrian; City does not do anything when notified
B	Scribe Recording Sheet	Performance measures	Pedestrian Environment	2 out of 27 dots Pedestrian Env., Accommodation of High Capacity Transit
B	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Many of the performance measures are linked - bicycling and pedestrian environment = sense of place
C	Post-it Note	Performance Measures	Pedestrian Environment	the 'Pedestrian Environment' criteria omits consideration of pedestrians being able to cross over from south to north and north to south sides of Broadway
C	Report Out Sheet	Performance Measures	Pedestrian Environment	Top 4 Performance Measures: Sense of Place; Visual Quality; Economic Vitality; Pedestrian Access + Mobility
C	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	this rankings does not reflect the transitions from North to South, wider options are ranked higher but more road to cross- see post it.
D	Report Out Sheet	Performance Measures	Pedestrian Environment	Top 4 Measures: Bicycling Environment; Through Traffic; preservation Impacts; Walking & Bicycling
D	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	Crossing places
D	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	Pedestrian Environment is #1
E	Scribe Recording Sheet	Performance measures	Pedestrian Environment	main concern is for Tucson High students
F	Report Out Sheet	Performance Measures	Pedestrian Environment	Key Discussions/Conflicts: Performance Measures: We had much discussion on how pedestrian and bicycle access should not be separated. In our frustration with the criteria overlap, we agreed to choose "Walking & Biking Health Benefits" instead of "pedestrian Environment" or "Bicycle Environment".
F	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	combine pedestrian & walking & biking
F	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	Walkability and bikes go hand in hand
G	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	2 dots for this performance measure
G	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	Mixed experience of being on the street and engage the environment. Tie in Walking and Biking Health Benefits.
G	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	Ped. Env. ties in to Economic Potential. Walking traffic offers potential to businesses.
G	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	Through Traffic Movement and Economic Potential tie in with Bicycling Env. And Pedestrian Env.; they will build on each other. Gives a sense of place when Bicycling Env., Ped. Env., Through Traffic Movement, and Economic Potential work well. We don't want traffic moving FASTER, we want people coming in and engaging in the area.
H	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Ped Environment - Ped use would increase if more comfortable. Particularly around Randolph Way if more "preserved" and "enhanced"
H	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Ped Environment & handicap is friendlier
H	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Ped Environment - Ped use would increase if more comfortable. Particularly around Randolph Way if more "preserved" and "enhanced"
H	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Ped Environment & handicap is friendlier
I	Report Out Sheet	Performance Measures	Pedestrian Environment	Top 4 Performance Measures: Pedestrian Environment; Through Traffic; Historic Buildings; Economic Potential
I	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	pedestrian and walks a lot. Wants to avoid pedestrin accidents, wants traffic to move better. Buses in larger city move buses very well. Wants to improve.
I	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	picked pedestrian environment. Needs a green space.
J	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Pedestrian - 4 dots out of 25
J	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Initially = Bicycling Environment and Visual Quality. After more conversation, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Pedestrian - 4 dots out of 25
J	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Initially = Bicycling Environment and Visual Quality. After more conversation, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian
K	Scribe Recording Sheet	Performance measures	Pedestrian Environment	group was not concerned with existing bicycle and pedestrian condition
K	Scribe Recording Sheet	Performance measures	Pedestrian Environment	group was not concerned with existing bicycle and pedestrian condition
L	Report Out Sheet	Performance measures	Pedestrian Environment	pedestrian environment
L	Report Out Sheet	Performance measures	Pedestrian Environment	pedestrian environment
L	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Mary: pedestrian access: almost impossible to cross on Broadway.
L	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Mary: pedestrian access: almost impossible to cross on Broadway.
M	Scribe Recording Sheet	Performance measures	Pedestrian Environment	pedestrian traffic should draw people and sustain interest
M	Scribe Recording Sheet	Performance measures	Pedestrian Environment	pedestrian traffic should draw people and sustain interest
O	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Hard to cross the street at Broadway & Campbell
O	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Want it to be walkable and safe
P	Post-it note comment	Performance measures	Pedestrian Environment	slow cars
P	Post-it note comment	Performance measures	Pedestrian Environment	treat needs a hawk
P	Post-it note comment	Performance measures	Pedestrian Environment	in general, clear zone along broadway is non existent or too narrow
P	Post-it note comment	Performance measures	Pedestrian Environment	slow cars
P	Post-it note comment	Performance measures	Pedestrian Environment	treat needs a hawk
P	Post-it note comment	Performance measures	Pedestrian Environment	in general, clear zone along broadway is non existent or too narrow
P	Scribe Recording Sheet	Performance measures	Pedestrian Environment	pedestrian environment increases economic impact and community: 'place to be not go through'
P	Scribe Recording Sheet	Performance measures	Pedestrian Environment	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
P	Scribe Recording Sheet	Performance measures	Pedestrian Environment	pedestrian environment increases economic impact and community: 'place to be not go through'
P	Scribe Recording Sheet	Performance measures	Pedestrian Environment	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
Q	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	There was an emphasis on the overlap with walking and Bicycling Health Benefits, and Bicycling Environment and Pedestrian Environment.
Q	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	concern that widening Broadway for vehicular traffic will create a high speed roadway. The belief is this will hurt economic potential, pedestrians, bicyclists, and historic aspect
R	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Walk and use of area
R	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Encouraged by ped areas & trees
R	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Driveways cut ped corridor
M	Comment Card	Comment Card	Potential Historic and Significant Building Impact	Do not destroy our history for an inner city highway. Cars can move slower to create an environment that is more positive for people and businesses.
M	Comment Card	Comment Card	Potential Historic and Significant Building Impact	Do not destroy our history for an inner city highway. Cars can move slower to create an environment that is more positive for people and businesses.
M	Report Out Sheet	Key Points of Discussion or Conflig	Potential Historic and Significant Building Impact	dedicated transit vs. historic preservation ROW
M	Report Out Sheet	Key Points of Discussion or Conflig	Potential Historic and Significant Building Impact	maintaining context
M	Report Out Sheet	Key Points of Discussion or Conflig	Potential Historic and Significant Building Impact	dedicated transit vs. historic preservation ROW
M	Report Out Sheet	Key Points of Discussion or Conflig	Potential Historic and Significant Building Impact	maintaining context
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	two senior citizen locations need to be carefully considered
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	sense of place
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	want a good looking road with character rather than a straight road that would not draw people
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	Broadway amazing place now, need to utilize empty space to increase potential

M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	two senior citizen locations need to be carefully considered	
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	sense of place	
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	want a good looking road with character rather than a straight road that would not draw people	
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	Broadway amazing place now, need to utilize empty space to increase potential	
A	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Historic properties cannot come back	
A	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Huge historic impact (Euclid to C. Club)	
A	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	100' or less to get to preserve historic	
A	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Different districts, retain character	
A	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Tear someone down you cannot bring them back. (historic)	
A	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Not up to code structures; cannot be maintained - tear them down	
D	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Be selective when saving some historic buildings.	
E	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	how is keeping the historical buildings the best	
J	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	group noticed, higher ROW negatively impacted historical	
J	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	group will re-evaluate option 4+TA (124' ROW) after looking at impact on historical buildings	
J	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	group noticed, higher ROW negatively impacted historical	
J	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	group will re-evaluate option 4+TA (124' ROW) after looking at impact on historical buildings	
K	Report Out Sheet	Cross sections	Potential Historic And Significant Buildings	Preferred Street Width/ Section Alternatives total of 5 votes/ 1) narrow over wide 2) economy and historic/ over traffic movement and transit time	
K	Report Out Sheet	Cross sections	Potential Historic And Significant Buildings	Preferred Street Width/ Section Alternatives total of 5 votes/ 1) narrow over wide 2) economy and historic/ over traffic movement and transit time	
N	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Choises: visual-historic / bikes / thru traffic	
O	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	When you tear things down to walk to, there is no destination for people to walk to	
R	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Some disagree on historic/arch merit	
R	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Loss of landscaping in front of historic buildings	
A	36 x 48 Cross Section Sheets	General Comments	Potential Historic And Significant Buildings	Once you have torn down any historic buildings, you can never put it back. The Old Pueblo is its historic history. Without the building, it's just Phoenix Jr.	
B	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Top 4: Potential historic and significant building impacts, Economic potential, Visual quality, Walking and biking health benefits	
C	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Key Points of Discussion or Conflict: emphasis on aesthetics and preservation/ Visual	
C	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Key Points of Discussion or Conflict: historic preservation	
D	Comment Card	General Comments	Potential Historic And Significant Buildings	When the City takes the house the family is requesting that house be demolished as soon as possible and not left standing sadly vacant;	Helen Purdy 15 N. Santa Rita Tucson, AZ 85719 (formerly 28 S. Santa Rita) Daughters: Melody Bastan and Pat Upton
D	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Key Discussions/Conflicts: 3) Mixed on historic - tough choices if roadway width increased	
E	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Top 3 Measures: Potential Historic and Significant Building Impact, Visual Quality, Walking and Biking Health Benefits	
H	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	strong concerns about the width of the cross-sections and impacts on buildings/ businesses / historic qualities AND impacts on people, differently abled people, and people who ride bikes	
J	Comment Card	General Comments	Potential Historic And Significant Buildings	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits	
J	Comment Card	General Comments	Potential Historic And Significant Buildings	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits	
J	Handout	General Comments	Potential Historic And Significant Buildings	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits	
J	Handout	General Comments	Potential Historic And Significant Buildings	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits	
O	Comment Card	General Comments	Potential Historic And Significant Buildings	The projection for future increases on traffic seems very uncertain and exaggerated. With Better sense of neighborhood and local businesses, some traffic would not be needed. Keep to only 4 lanes! We don't need to take down historic buildings.	
O	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Top 4 Measures: Historic, Economic Potential, Cost to Maintain, Bike	
O	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Very focused on historic preservation	
P	Comment Card	General Comments	Potential Historic And Significant Buildings	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemoth which would visuly and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.	
P	Comment Card	General Comments	Potential Historic And Significant Buildings	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of nieghbors. New visions: walking, biking, public transportation, and keeping our history.	
P	Comment Card	General Comments	Potential Historic And Significant Buildings	Less road, more bike/walking. Keep historic buildings and neighborhoods. We live in a 'dense' urban area which should not be built on thoroughfares of cars speeding through and cutting up our history and neighborhoods. The younger vision is less cars, less road. Broadway funnels into the downtown so widening i makes no sense as the downtown has smaller roads. The community along Broadway do not want a thoroughfare cutting thru neighborhoods. The option of less traffic lanes, but more alternative means of travel is what is desired but isnt an option with any of these RTA plans.	
P	Comment Card	General Comments	Potential Historic And Significant Buildings	Broadway improvements need to seamlessly merge w/ Broadway/Euclid to Country Club. 12' too wide a pedestrian buffer. (landscape w/owners maybe). Encourage traffic from 6th Ave- this should be a pedestrian area. Encourage traffic by making an attractive road (Not Ft. Lowell) and attractive entry and advertising and parking for business and attractive transit stops. Vegetation middle median and on outside- shade for walkers. Upgrade bike transport lanes. Get rid of old delapidated buildings- old is not always financially valuable historic.	
P	Comment Card	General Comments	Potential Historic And Significant Buildings	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemoth which would visuly and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.	
P	Comment Card	General Comments	Potential Historic And Significant Buildings	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of nieghbors. New visions: walking, biking, public transportation, and keeping our history.	
P	Comment Card	General Comments	Potential Historic And Significant Buildings	Less road, more bike/walking. Keep historic buildings and neighborhoods. We live in a 'dense' urban area which should not be built on thoroughfares of cars speeding through and cutting up our history and neighborhoods. The younger vision is less cars, less road. Broadway funnels into the downtown so widening i makes no sense as the downtown has smaller roads. The community along Broadway do not want a thoroughfare cutting thru neighborhoods. The option of less traffic lanes, but more alternative means of travel is what is desired but isnt an option with any of these RTA plans.	
P	Comment Card	General Comments	Potential Historic And Significant Buildings	Broadway improvements need to seamlessly merge w/ Broadway/Euclid to Country Club. 12' too wide a pedestrian buffer. (landscape w/owners maybe). Encourage traffic from 6th Ave- this should be a pedestrian area. Encourage traffic by making an attractive road (Not Ft. Lowell) and attractive entry and advertising and parking for business and attractive transit stops. Vegetation middle median and on outside- shade for walkers. Upgrade bike transport lanes. Get rid of old delapidated buildings- old is not always financially valuable historic.	
R	Post-it note comment	General Comments	Potential Historic And Significant Buildings	Noise, fumes will impact nearby historic neighborhoods	
R	Post-it note comment	General Comments	Potential Historic And Significant Buildings	Keep historic buildings	
R	Post-it note comment	General Comments	Potential Historic And Significant Buildings	preserve buildings	
K	Report Out Sheet	Key Points of Discussion or Conflic	Potential Historic And Significant Buildings	cycling- transit- history- economy	
K	Report Out Sheet	Key Points of Discussion or Conflic	Potential Historic And Significant Buildings	cycling- transit- history- economy	
A	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Top 3 easily identified: Historic - Visual Quality - Most important: Ped Env.	
A	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	History building the sense of place, the context of the community. Building now, unique architecture, identity and sense of place	
A	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Historic design can never be redone	
B	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	6 out of 27 dots Potential Historic & Significant Buildings Impact	
B	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	First Assembly Church there since 1930's - identifies a community, provides services and you can walk to and from the church. Plus a lot of history in the building.	
C	Report Out Sheet	Performance Measures	Potential Historic And Significant Buildings	Top 4 Performance Measures: Sense of Place; Visual Quality; Economic Vitality; Pedestrian Access + Mobility	
C	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	some buildings are going to- there has been detailed analysis done, does not want to see nothing done to save all buildings	
D	Report Out Sheet	Performance Measures	Potential Historic And Significant Buildings	Top 4 Measures: Bicycling Environment; Through Traffic; preservation Impacts; Walking & Bicycling	
D	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	Potential Historic and Significant Buildings Impact #3	
D	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	Contributes to sense of place	
D	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	Unique!	
D	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	Irreplaceable!	
E	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Top 3 measures: Historic, Visual Quality, Walking and Biking Health Benefits	
G	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Concern over houses being torn down.	
H	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	What we as historic is irreplaceable. Enhances character of our city magnets for tourism - compare with E. portion of Broadway - it has no character	
H	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Visual Quality / Potential Historic - can't be split	
H	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	What we as historic is irreplaceable. Enhances character of our city magnets for tourism - compare with E. portion of Broadway - it has no character	
I	Report Out Sheet	Performance Measures	Potential Historic And Significant Buildings	Top 4 Performance Measures: Pedestrian Environment; Through Traffic; Historic Buildings; Economic Potential	
I	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	dont think every building needs to be kept. Thinks the historic value should be kept.	
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Potential Historic & Significant Buildings Impact - 4 dots out of 25	
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	concern over destruction of current buildings	
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	group doesn't like definition attached Economic Potential	
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian	
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Potential Historic & Significant Buildings Impact - 4 dots out of 25	
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	concern over destruction of current buildings	
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	group doesn't like definition attached Economic Potential	
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian	
K	Report Out Sheet	Performance measures	Potential Historic And Significant Buildings	potential historic building impact (top priority)	
K	Report Out Sheet	Performance measures	Potential Historic And Significant Buildings	potential historic building impact (top priority)	
K	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	historic buildings got some discussion	
K	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	historic buildings got some discussion	
L	Report Out Sheet	Performance measures	Potential Historic And Significant Buildings	potential historic and significant buildings	
L	Report Out Sheet	Performance measures	Potential Historic And Significant Buildings	potential historic and significant buildings	
N	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Visual & historic = combo	
N	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	ties to the past, present, and future	
O	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Defines a sense of neighborhood, roots	
O	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	People who choose to live in this City like historic stuff	

O	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Does not want to lose historic buildings	
O	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Does not want to lose historic looks	
O	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Protection of buildings promotes investment	
P	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	effect of project in preserving 6th street/ does not want broadway to look like Ft. Lowell	
P	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	history of buildings and community character	
P	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	effect of project in preserving 6th street/ does not want broadway to look like Ft. Lowell	
P	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	history of buildings and community character	
Q	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	high capacity transit and historic buildings also had 2 votes, but after negotiation amongst the group, it was decided that these would not be used moving forward	
Q	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	some concern was addressed with visual quality and historic and significant buildings impacts and how they both are representative of the same thing. It was felt that these two should not have been divided into 2 measures.	
Q	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	A few participants commented on wanting to maintain historic buildings for historic feel.	
Q	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	concern that widening Broadway for vehicular traffic will create a high speed roadway. The belief is this will hurt economic potential, pedestrians, bicyclists, and historic aspect	
R	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Sense of neighborhood	
R	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Loss of significance	
G	Scribe Recording Sheet	Performance Measures	Potential Historic and Significant Buildings Impact	5 dots for this performance measure	Group considered Pedestrian and Bicycle Environments together
M	Report Out Sheet	Cross sections	Preferred Width/ Section Alternatives	4A - 98' ROW	
M	Report Out Sheet	Cross sections	Preferred Width/ Section Alternatives	4B - 114' ROW	
M	Report Out Sheet	Cross sections	Preferred Width/ Section Alternatives	4 + TA - 12 4' RO W	
M	Report Out Sheet	Cross sections	Preferred Width/ Section Alternatives	4A - 98' ROW	
M	Report Out Sheet	Cross sections	Preferred Width/ Section Alternatives	4B - 114' ROW	
M	Report Out Sheet	Cross sections	Preferred Width/ Section Alternatives	4 + TA - 12 4' RO W	
M	Scribe Recording Sheet	Cross sections	Team members point	ratings are very subjective	
M	Scribe Recording Sheet	Cross sections	Team members point	difficult to digest complexity of issues in such a short time frame	
M	Scribe Recording Sheet	Cross sections	Team members point	historical map in the process of changing and could change outcome	
M	Scribe Recording Sheet	Cross sections	Team members point	SATA options to be analyzed because of 'baseline' effect	
M	Scribe Recording Sheet	Cross sections	Team members point	ratings are very subjective	
M	Scribe Recording Sheet	Cross sections	Team members point	difficult to digest complexity of issues in such a short time frame	
M	Scribe Recording Sheet	Cross sections	Team members point	historical map in the process of changing and could change outcome	
M	Scribe Recording Sheet	Cross sections	Team members point	SATA options to be analyzed because of 'baseline' effect	
L	Scribe Recording Sheet	Cross sections	Technical Questions	When is the last time that the data was updated? Traffic projects from 3 years ago.	
L	Scribe Recording Sheet	Cross sections	Technical Questions	When is the last time that the data was updated? Traffic projects from 3 years ago.	
A	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Speed limit 30 mph! Narrow travel lane (11' vs 12')	
A	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Provide other accesses to Downtown or the freeway. Take traffic off of Broadway.	
A	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Widen Campbell to Country Club - more the remainder of the corridor	
A	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Through traffic is important with arterial to downtown	
A	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Widen [on side of] Carl's Jr. and Safeway	
A	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Utilize the existing properties for community parking	
E	Scribe Recording Sheet	Cross sections	Through Traffic Movement	124' may work on east side	
E	Scribe Recording Sheet	Cross sections	Through Traffic Movement	doesn't make sense for businesses to loose their parking, because then buildings may go	
E	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Parking in front of buildings is required	
E	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Keep the 4 lanes with progressive traffic technology	
F	Scribe Recording Sheet	Cross sections	Through Traffic Movement	I think 6 lanes is excessive.	
J	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Again the concern for a bottleneck downtown comes up	
J	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Again the concern for a bottleneck downtown comes up	
K	Scribe Recording Sheet	Cross sections	Through Traffic Movement	offers thought ' we need to make it count' meaning we need to widen the road and get value out of the project	
K	Scribe Recording Sheet	Cross sections	Through Traffic Movement	one person asks for the purple 114' to be max width	
K	Scribe Recording Sheet	Cross sections	Through Traffic Movement	offers thought ' we need to make it count' meaning we need to widen the road and get value out of the project	
K	Scribe Recording Sheet	Cross sections	Through Traffic Movement	one person asks for the purple 114' to be max width	
O	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Don't want to see the big lanes.	
O	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Favoring narrow width, because it would have lesser through traffic and reliance on cars.	
P	Post-it note comment	Cross sections	Through Traffic Movement	opinion- the only reason traffic has decreased is depressed economy. As affluence increases we will have more cars and need 6 lanes. Increase makes Tucson economically viable and not striving to be at the bottom of the economic totem pole. This is a decision for 40 years, not today only.	
P	Post-it note comment	Cross sections	Through Traffic Movement	I think all options need to be reconsidered. Do not increase traffic lanes.	
P	Post-it note comment	Cross sections	Through Traffic Movement	opinion- the only reason traffic has decreased is depressed economy. As affluence increases we will have more cars and need 6 lanes. Increase makes Tucson economically viable and not striving to be at the bottom of the economic totem pole. This is a decision for 40 years, not today only.	
P	Post-it note comment	Cross sections	Through Traffic Movement	I think all options need to be reconsidered. Do not increase traffic lanes.	
R	Scribe Recording Sheet	Cross sections	Through Traffic Movement	speed of traffic a concern; pedestrians crossing road a hazard	
A	36 x 48 Cross Section Sheets	General Comments	Through Traffic Movement	Consider wider east quadrant (Campbell to Country Club) and narrower west quadrant - different needs of traffic volumes.	
A	36 x 48 Cross Section Sheets	General Comments	Through Traffic Movement	Use widened/improved intersections and bus pullouts where useful to create better traffic flow on similar width	
A	Map Comments	General Comments	Through Traffic Movement	Use communal parking areas to keep visibility of buildings	
B	Post-it note comment	General Comments	Through Traffic Movement	design speeds	
D	Comment Card	General Comments	Through Traffic Movement	4 lanes only - need bus pullouts and right turn bays. Increase width of bike lanes and sidewalks.	
E	36 x 48 Performance Measures	General Comments	Through Traffic Movement	New performance measures "Road to Nowhere / bottleneck @ Euclid" (5 dots)	
E	36 x 48 Performance Measures	General Comments	Through Traffic Movement	Table E was very concerned with the potential of focusing moe traffic from a widened Broadway into the narrow confines of Downtown Tucson. "What happens west of Rattlesnake Bridge? Where will all the cars go?"	
E	Comment Card	General Comments	Through Traffic Movement	Bottleneck at underpass: it makes no sense to add lanes when they all funnel into a much smaller set of lanes going beneath the underpass, especially when all of the traffic from Aviation Parkway is also joining the mix.	
E	Comment Card	General Comments	Through Traffic Movement	Cross section alternatives do not seem to give an option for sacrificing an automobile lane for an alternative mode of transportation. There is an assumption of keeping the four lanes we now have even if we add enhancements or extra lanes for wide sidewalks, bike lanes, or special rapid transit lanes. What about narrowing auto lanes, if necessary, to accommodate extra width for landscaping, or bike/pedestrian/people-moving transit?	
N	Post-it note comment	General Comments	Through Traffic Movement	Traffic already flows through Broadway Blvd. (re: Through Traffic Movement measure)	
O	36 x 48 Performance Measures	General Comments	Through Traffic Movement	Vehicular Access	
O	Comment Card	General Comments	Through Traffic Movement	There is a severe bottleneck where the street curves at Hotel Congress. Traffic stalls here. People can't decide which lanes to choose so they cut each other off. It sounds like rush people west to gather at this bottleneck. Downtown is narrow - 2 lanes. Can downtown absorb and handle this mass migration west? 2nd. I don't see a crowded Broadway outside of morning and evening rush hour times. The street is plenty big right now. I love right off of Broadway/Highland.	
O	Report Out Sheet	General Comments	Through Traffic Movement	Top 3 street width alternatives: 70' dedicated transit, 80' dedicated transit, 98' Option 4A	
P	Comment Card	General Comments	Through Traffic Movement	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemoth which would visuly and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.	
P	Comment Card	General Comments	Through Traffic Movement	Maybe every street in Tucson doesn't (or shouldn't) be designed to provide space for all modes of transit. (Example- 5th/6th through Sam Huges could provide good bike access while Broadway could provide mass transit and pedestrian area (w/ buffer) for the same areas, which would improve safety for all involved.	
P	Comment Card	General Comments	Through Traffic Movement	Street cross section: Six travel lanes; a mdian of minimum width (5 feet); two dedicated bikes lanes, sidewalks on either side. This is what exists presently on Broadway, east of country club to columbus. This provides for continuity (just for consideration)	
P	Comment Card	General Comments	Through Traffic Movement	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of nieghbors. New visions: walking, biking, public transportation, and keeping our history.	
P	Comment Card	General Comments	Through Traffic Movement	Less road, more bike/walking. Keep historic buildings and neighborhoods. We live in a 'dense' urban area which should not be built on thoroughfares of cars speeding through and cutting up our history and neighborhoods. The younger vision is less cars, less road. Broadway funnels into the downtown so widening i makes no sense as the downtown has smaller roads. The community along Broadway do not want a thoroughfare cutting thru neighborhoods. The option of less traffic lanes, but more alternative means of travel is what is desired but isnt an option with any of these RTA plans.	
P	Comment Card	General Comments	Through Traffic Movement	A quality pedestrian experience doesn't necessary require larger sidewalks + buffers on both sides of the street. (3) lanes both directions at 45 mph is not compatable with bike and pedestrian positive experience. Keep roads to (2) traffic lanes each way. Add transit lanes + pedestrian access.	
P	Comment Card	General Comments	Through Traffic Movement	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemoth which would visuly and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.	
P	Comment Card	General Comments	Through Traffic Movement	Maybe every street in Tucson doesn't (or shouldn't) be designed to provide space for all modes of transit. (Example- 5th/6th through Sam Huges could provide good bike access while Broadway could provide mass transit and pedestrian area (w/ buffer) for the same areas, which would improve safety for all involved.	
P	Comment Card	General Comments	Through Traffic Movement	Street cross section: Six travel lanes; a mdian of minimum width (5 feet); two dedicated bikes lanes, sidewalks on either side. This is what exists presently on Broadway, east of country club to columbus. This provides for continuity (just for consideration)	
P	Comment Card	General Comments	Through Traffic Movement	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of nieghbors. New visions: walking, biking, public transportation, and keeping our history.	
P	Comment Card	General Comments	Through Traffic Movement	Less road, more bike/walking. Keep historic buildings and neighborhoods. We live in a 'dense' urban area which should not be built on thoroughfares of cars speeding through and cutting up our history and neighborhoods. The younger vision is less cars, less road. Broadway funnels into the downtown so widening i makes no sense as the downtown has smaller roads. The community along Broadway do not want a thoroughfare cutting thru neighborhoods. The option of less traffic lanes, but more alternative means of travel is what is desired but isnt an option with any of these RTA plans.	
P	Comment Card	General Comments	Through Traffic Movement	A quality pedestrian experience doesn't necessary require larger sidewalks + buffers on both sides of the street. (3) lanes both directions at 45 mph is not compatable with bike and pedestrian positive experience. Keep roads to (2) traffic lanes each way. Add transit lanes + pedestrian access.	
R	Post-it note comment	General Comments	Through Traffic Movement	What consideration has been given to roadway changes elsewhere in the vicinity, such as a) the new widening of Kino + overpass at 22nd street, b) the near total blockage for westbound traffic after Broadway underpass?	
R	Post-it note comment	General Comments	Through Traffic Movement	Climate change may lower traffic	
R	Post-it note comment	General Comments	Through Traffic Movement	More lanes will lead to more cars bogging down & backing up when it hits Euclid and beyond Nowhere to go once it hits downtown	

R	Post-it note comment	General Comments	Through Traffic Movement	More lanes does not lead to faster traffic
R	Post-it note comment	General Comments	Through Traffic Movement	2 lanes of travel each way and center lane light rail seems to limit ROW impact and provide long term fit. Does not fix in short term (could this be similar to Central in Phoenix)?
K	Report Out Sheet	Key Points of Discussion or Conflic	Through Traffic Movement	bottleneck at downtown diminishes the justification for too much widening. To some degree east of Country Club.
K	Report Out Sheet	Key Points of Discussion or Conflic	Through Traffic Movement	bottleneck at downtown diminishes the justification for too much widening. To some degree east of Country Club.
L	Comment Card	Key Points of Discussion or Conflic	Through Traffic Movement	What affect will 22nd streed widening and overpass have on moving through traffic?
L	Comment Card	Key Points of Discussion or Conflic	Through Traffic Movement	If you build it- they will zone. Lets promote our neighborhoods from drive by or through
L	Comment Card	Key Points of Discussion or Conflic	Through Traffic Movement	What affect will 22nd streed widening and overpass have on moving through traffic?
L	Comment Card	Key Points of Discussion or Conflic	Through Traffic Movement	If you build it- they will zone. Lets promote our neighborhoods from drive by or through
A	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Discussion - good or bad? - Dead ends @ Cuntry Club & Downtown (bottlenecks)
B	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Vehicular access => through traffic movement - concerns with traffic through downtown and students drinking downtown
B	Scribe Recording Sheet	Performance measures	Through Traffic Movement	1 out of 27 dots Bicycling, Through Traffic Movement, Construction & Acquisition Costs
B	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Do we want to create a sense of place & unique identity or just move cars from the mall to downtown
D	Report Out Sheet	Performance Measures	Through Traffic Movement	Top 4 Measures: Bicycling Environment; Through Traffic; preservation Impacts; Walking & Bicycling
D	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	Through Traffic Movement #2
D	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	I drive and expect roads to be functional
D	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	Also interested in design
E	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Broadway => "Road to Nowhere" => bottleneck
E	Scribe Recording Sheet	Performance measures	Through Traffic Movement	New measures => the road to nowhere (Broadway w of Euclid)
E	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Question: How do you deal with bottleneck effect w/ street ROW?
E	Scribe Recording Sheet	Performance measures	Through Traffic Movement	how long are people waiting in the vehicles when they stop?
G	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	Strong consensus on slowing traffic and getting community participation of the area through business, etc.
G	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	Through Traffic Movement and Economic Potential tie in with Bicycling Env. And Pedestrian Env.; they will build on each other. Gives a sense of place when Bicycling Env., Ped. Env., Through Traffic Movement, and Economic Potential work well. We don't want traffic moving FASTER, we want people coming in and engaging in the area.
G	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	Willing to go slower, not have massive lanes to have opportunity to see what is there. Concern over rush hour traffic, but other than that, traffic is not a main concern. People can spend the extra time.
I	Report Out Sheet	Performance Measures	Through Traffic Movement	Top 4 Performance Measures: Pedestrian Environment; Through Traffic; Historic Buildings; Economic Potential
I	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	any road needs to have access. It already moves traffic fine
O	Scribe Recording Sheet	Performance measures	Through Traffic Movement	The more lanes they open, the more traffic that will be attracted.
P	Scribe Recording Sheet	Performance measures	Through Traffic Movement	vehicle speed horrifying in 30 mph zone
P	Scribe Recording Sheet	Performance measures	Through Traffic Movement	cars are less important for the city
P	Scribe Recording Sheet	Performance measures	Through Traffic Movement	vehicle speed horrifying in 30 mph zone
P	Scribe Recording Sheet	Performance measures	Through Traffic Movement	cars are less important for the city
Q	Report Out Sheet	Performance Measures	Through Traffic Movement	Top 4 Performance Measures: Bicycling Environment; Traffic Movement; Visual Quality; Economic Potential
Q	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	through traffic movement had three votes
Q	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	concern that widening Broadway for vehicular traffic will create a high speed roadway. The belief is this will hurt economic potential, pedestrians, bicyclists, and historic aspect
R	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Maintain traffic
R	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Frustrated with traffic delay
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	pedestrian environment
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	through traffic movement
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	high capacity transit
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	historic & significant buildings
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	visual quality
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	pedestrian environment
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	through traffic movement
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	high capacity transit
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	historic & significant buildings
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	visual quality
F	Scribe Recording Sheet	Cross sections	Transit Travel Time	Are you running local busses? (Kevin S. from CD+A answered - would assume he said yes)
J	Scribe Recording Sheet	Cross sections	Transit Travel Time	dedicated transit lanes
J	Scribe Recording Sheet	Cross sections	Transit Travel Time	dedicated transit lanes
K	Report Out Sheet	Key Points of Discussion or Conflic	Transit Travel Time	cycling- transit- history- economy
K	Report Out Sheet	Key Points of Discussion or Conflic	Transit Travel Time	cycling- transit- history- economy
B	Scribe Recording Sheet	Performance measures	Transit Travel Time	0 out of 23 dots Transit Travel Time, City's Ability to Maintain Improvements
D	Scribe Recording Sheet	Performance Measures	Transit Travel Time	I care about bus pullouts** but don't care about faster! (movement)
J	Scribe Recording Sheet	Performance measures	Transit Travel Time	Transit Travel Time - 1 dots out of 25
J	Scribe Recording Sheet	Performance measures	Transit Travel Time	Transit Travel Time - 1 dots out of 25
K	Report Out Sheet	Performance measures	Transit Travel Time	accommodation of high capacity transit (second priority)
K	Report Out Sheet	Performance measures	Transit Travel Time	accommodation of high capacity transit (second priority)
K	Scribe Recording Sheet	Performance measures	Transit Travel Time	need to start talking about high capacity transit
K	Scribe Recording Sheet	Performance measures	Transit Travel Time	one dot for vehicle and transit time...that was brought up
K	Scribe Recording Sheet	Performance measures	Transit Travel Time	need to start talking about high capacity transit
K	Scribe Recording Sheet	Performance measures	Transit Travel Time	one dot for vehicle and transit time...that was brought up
Q	Scribe Recording Sheet	Performance Measures	Transit Travel Time	comments were made for importance of transit.
A	Scribe Recording Sheet	Cross sections	Visual Quality	Trees add to the cross sections
A	Scribe Recording Sheet	Cross sections	Visual Quality	in existing wider ROW, place trees and maintain smaller ROW
A	Scribe Recording Sheet	Cross sections	Visual Quality	Meander Roadway in ROW
A	Scribe Recording Sheet	Cross sections	Visual Quality	Keep look and feel of old neighborhood
A	Scribe Recording Sheet	Cross sections	Visual Quality	More life in the neighborhood
A	Scribe Recording Sheet	Cross sections	Visual Quality	Trees, people, etc.
A	Scribe Recording Sheet	Cross sections	Visual Quality	Negative cosmetics
A	Scribe Recording Sheet	Cross sections	Visual Quality	Trees, ped important
A	Scribe Recording Sheet	Cross sections	Visual Quality	Beautify the community for destination.
A	Scribe Recording Sheet	Cross sections	Visual Quality	Utilize properties for green landscape areas
A	Scribe Recording Sheet	Cross sections	Visual Quality	Eye sores; beautify
A	Scribe Recording Sheet	Cross sections	Visual Quality	Concerns for properties not maintained.
A	Scribe Recording Sheet	Cross sections	Visual Quality	If possible, put landscape on private property.
E	Scribe Recording Sheet	Cross sections	Visual Quality	buildings attractive?
I	Scribe Recording Sheet	Cross sections	Visual Quality	wants planters that accomodate trees so they grow
I	Scribe Recording Sheet	Cross sections	Visual Quality	the street is ugly...is blight because businesses have left.;
N	Scribe Recording Sheet	Cross sections	Visual Quality	Shade trees for people
N	Scribe Recording Sheet	Cross sections	Visual Quality	Choises: visual-historic / bikes / thru traffic
N	Scribe Recording Sheet	Cross sections	Visual Quality	Bicycle protection - bollards, planters
O	Scribe Recording Sheet	Cross sections	Visual Quality	Can businesses support their own landscaping?
O	Scribe Recording Sheet	Cross sections	Visual Quality	Dejection of the notion of no landscaping means visual aesthetics.
O	Scribe Recording Sheet	Cross sections	Visual Quality	There is landscaping all around because of businesses, even though the diagrams don't show it.
P	Post-it note comment	Cross sections	Visual Quality	vary median width
P	Post-it note comment	Cross sections	Visual Quality	vary median width
R	Scribe Recording Sheet	Cross sections	Visual Quality	No trees in middle of road
R	Scribe Recording Sheet	Cross sections	Visual Quality	Loss of landscaping in front of historic buildings
A	Map Comments	General Comments	Visual Quality	Put plantings where ROW is large, less where narrow, minimize demolitions to a minimum
B	Report Out Sheet	General Comments	Visual Quality	Top 4: Potential historic and significant building impacts, Economic potential, Visual quality, Walking and biking health benefits
C	Report Out Sheet	General Comments	Visual Quality	Key Points of Discussion or Conflict: emphasis on aesthetics and preservation/ Visual
D	Comment Card	General Comments	Visual Quality	I love the rain gardens on 9th/10th St. in Rincon Heights. Though it is true some need more maintenance. No problems seeing them at night or safety issues. In fact, the one by my house prevented 2 possibly more serious accidents. Plus, great wildlife habitat for birds, bees, butterflies...
D	Report Out Sheet	General Comments	Visual Quality	Key Discussions/Conflicts: 5) Landscaping for beautification with a minimal impact of space
E	Comment Card	General Comments	Visual Quality	Does visual quality require landscaping? Does it include the ability to see the architecture and mountains beyond?
E	Comment Card	General Comments	Visual Quality	Cross section alternatives do not seem to give an option for sacrificing an automobile lane for an alternative mode of transportation. There is an assumption of keeping the four lanes we now have even if we add enhancements or extra lanes for wide sidewalks, bike lanes, or special rapid transit lanes. What about narrowing auto lanes, if necessary, to accommodate extra width for landscaping, or bike/pedestrian/people-moving transit?
E	Report Out Sheet	General Comments	Visual Quality	Top 3 Measures: Potential Historic and Significant Building Impact, Visual Quality, Walking and Biking Health Benefits
F	Report Out Sheet	General Comments	Visual Quality	We were concerned of the super wide sections' impact on the businesses/economic impact. Our group was drawn to examples that provide high capacity transit, but with less lanes. Shading, pedestrian and bicycle access were heavily weighed. Picked 6B with concern for it to not compromise property/business.
J	Comment Card	General Comments	Visual Quality	Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.
J	Comment Card	General Comments	Visual Quality	Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.
J	Handout	General Comments	Visual Quality	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits
J	Handout	General Comments	Visual Quality	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits
O	Report Out Sheet	General Comments	Visual Quality	Main point of conflict re: 98' width: some wouldn't want more ROW acquired for sidewalk landscaping (about half for /half against)
P	Comment Card	General Comments	Visual Quality	Why does landscaping have to be linear, i.e., continuous and on both sides of the street; space it out and consider areas where it can be massed.
P	Comment Card	General Comments	Visual Quality	Broadway improvements need to seamlessly merge w/ Broadway/Euclid to Country Club. 12' too wide a pedestrian buffer. (landscape w/owners maybe). Encourage traffic from 6th Ave- this should be a pedestrian area. Encourage traffic by making an attractive road (Not Ft. Lowell) and attractive entry and advertising and parking for business and attractive transit stops. Vegetation middle median and on outside- shade for walkers. Upgrade bike transport lanes. Get rid of old delapidated buildings- old is not always financially valuable historic.
P	Comment Card	General Comments	Visual Quality	We need enough of a buffer to accommodate lots of trees for shading to the urban heat island. We should allow for variation in the path of the roadway...possibly allow for curving.
P	Comment Card	General Comments	Visual Quality	Why does landscaping have to be linear, i.e., continuous and on both sides of the street; space it out and consider areas where it can be massed.



P	Comment Card	General Comments	Visual Quality	Broadway improvements need to seamlessly merge w/ Broadway/Euclid to Country Club. 12' too wide a pedestrian buffer. (landscape w/owners maybe). Encourage traffic from 6th Ave- this should be a pedestrian area. Encourage traffic by making an attractive road (Not Ft. Lowell) and attractive entry and advertising and parking for business and attractive transit stops. Vegetation middle median and on outside- shade for walkers. Upgrade bike transport lanes. Get rid of old delapidated buildings- old is not always financially valuable historic.
P	Comment Card	General Comments	Visual Quality	We need enough of a buffer to accommodate lots of trees for shading to the urban heat island. We should allow for variation in the path of the roadway...possibly allow for curving.
R	Post-it note comment	General Comments	Visual Quality	No median landscaping
R	Post-it note comment	General Comments	Visual Quality	smaller landscape buffers
A	Scribe Recording Sheet	Performance measures	Visual Quality	Top 3 easily identified: Historic - Visual Quality - Most important: Ped Env.
A	Scribe Recording Sheet	Performance measures	Visual Quality	Visual: Business economy is promoted by visual
B	Scribe Recording Sheet	Performance measures	Visual Quality	6 out of 27 dots Visual Quality
C	Report Out Sheet	Performance Measures	Visual Quality	Top 4 Performance Measures: Sense of Place; Visual Quality; Economic Vitality; Pedestrian Access + Mobility
E	Scribe Recording Sheet	Performance measures	Visual Quality	Top 3 measures: Historic, Visual Quality, Walking and Biking Health Benefits
F	Public Handout	Performance Measures	Visual Quality	Visual Quality
F	Report Out Sheet	Performance Measures	Visual Quality	Top 4 Performance Measures: Accommodation of High Capacity Transit; Visual Quality; Walking & Biking Health Benefits (including Pedestrian and Bicycling functionality); Economic Vitality: change in Economic Potential
F	Scribe Recording Sheet	Performance Measures	Visual Quality	Top 4 Measures: Accomodation of High Capacity Transit; Visual Quality; Walking and Biking Health Benefits (while incorporating functionality of pedestrian and bicycling travel); Economic Potential
G	Public Handout	Performance Measures	Visual Quality	
G	Scribe Recording Sheet	Performance Measures	Visual Quality	Broadway is unique, has community and business. Interest in beautifying.
H	Scribe Recording Sheet	Performance measures	Visual Quality	Visual Quality / Potential Historic - can't be split
I	Scribe Recording Sheet	Performance Measures	Visual Quality	wants green space, not on one side, needs green space.
J	Scribe Recording Sheet	Performance measures	Visual Quality	Visual Quality - 5 dots out of 25
J	Scribe Recording Sheet	Performance measures	Visual Quality	Initially = Bicycling Environment and Visual Quality. After more conversation, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Visual Quality	table concerned that "visual quality" refers to only planters and landscape
J	Scribe Recording Sheet	Performance measures	Visual Quality	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Visual Quality	Visual Quality - 5 dots out of 25
J	Scribe Recording Sheet	Performance measures	Visual Quality	Initially = Bicycling Environment and Visual Quality. After more conversation, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Visual Quality	table concerned that "visual quality" refers to only planters and landscape
J	Scribe Recording Sheet	Performance measures	Visual Quality	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian
M	Scribe Recording Sheet	Performance measures	Visual Quality	historic value important (Broadway Village, Bank)
M	Scribe Recording Sheet	Performance measures	Visual Quality	historic value important (Broadway Village, Bank)
N	Scribe Recording Sheet	Performance measures	Visual Quality	more trees
N	Scribe Recording Sheet	Performance measures	Visual Quality	Visual & historic = combo
N	Scribe Recording Sheet	Performance measures	Visual Quality	We are visual beings
N	Scribe Recording Sheet	Performance measures	Visual Quality	Gateway to downtown
N	Scribe Recording Sheet	Performance measures	Visual Quality	Fill in the gaps on Broadway
O	Scribe Recording Sheet	Performance measures	Visual Quality	Some of these buildings are cool looking.
O	Scribe Recording Sheet	Performance measures	Visual Quality	Does not like corporate look.
O	Scribe Recording Sheet	Performance measures	Visual Quality	Should have something more attractive than a QT gas station
P	Scribe Recording Sheet	Performance measures	Visual Quality	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
P	Scribe Recording Sheet	Performance measures	Visual Quality	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
Q	Report Out Sheet	Performance Measures	Visual Quality	Top 4 Performance Measures: Bicycling Environment; Traffic Movement; Visual Quality; Economic Potential
Q	Scribe Recording Sheet	Performance Measures	Visual Quality	bicycling environment, visual quality, and economic potential all had 2 votes and were the other 3 negotiated performance measures
Q	Scribe Recording Sheet	Performance Measures	Visual Quality	some concern was addressed with visual quality and historic and significant buildings impacts and how they both are representative of the same thing. It was felt that these two should not have been divided into 2 measures.
Q	Scribe Recording Sheet	Performance Measures	Visual Quality	some concern is losing buffer between residential homes and Broadway. If the businesses are moved from one side, residences will back Broadway
R	Scribe Recording Sheet	Performance measures	Visual Quality	social & ambience of the area
F	36x48 Performance Measures Sheet	General Comments	Walking and Biking Health Benefits	On Walking & Biking Health Benefits: Functionality of Pedestrian and Bicycling included
D	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	Walking and Biking Health Benefits #4
D	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	If you enjoy walking people are going to walk
D	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	A place where people feel attracted by the area (landscape)
D	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	A little bit confusing: Ped Env/Bicycle Env/Walking & Biking Health Benefits
D	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	Bikes are the way to go for the future!
F	Report Out Sheet	Performance Measures	Walking and Biking Health Benefits	Top 4 Performance Measures: Accommodation of High Capacity Transit; Visual Quality; Walking & Biking Health Benefits (including Pedestrian and Bicycling functionality); Economic Vitality: change in Economic Potential
F	Report Out Sheet	Performance Measures	Walking and Biking Health Benefits	Key Discussions/Conflicts: Performance Measures: We had much discussion on how pedestrian and bicycle access should not be separated. In our frustration with the criteria overlap, we agreed to choose "Walking & Biking Health Benefits" instead of "pedestrian Environment" or "Bicycle Environment".
F	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	moved bicycling to walking and bicycling health benefits
F	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	If we make walking & biking a priority, we can forget bicycling env. and ped. env.
F	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	Do we want them to consider health over functionality => functionality should come first. I picture design people not being health people.
F	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	Walking & Bicycling Health Benefits with stipulation that pedestrian and bicycling functionality are included.
F	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	Top 4 Measures: Accomodation of High Capacity Transit; Visual Quality; Walking and Biking Health Benefits (while incorporating functionality of pedestrian and bicycling travel); Economic Potential
G	Public Handout	Performance Measures	Walking and Biking Health Benefits	
Q	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	There was an emphasis on the overlap with walking and Bicycling Health Benefits, and Bicycling Environment and Pedestrian Environment.
B	Report Out Sheet	General Comments	Walking and Biking Health Benefits	Top 4: Potential historic and significant building impacts, Economic potential, Visual quality, Walking and biking health benefits
E	Report Out Sheet	General Comments	Walking and Biking Health Benefits	Top 3 Measures: Potential Historic and Significant Building Impact, Visual Quality, Walking and Biking Health Benefits
J	Handout	General Comments	Walking and Biking Health Benefits	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits
J	Handout	General Comments	Walking and Biking Health Benefits	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits
B	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	5 out of 27 dots Walking and Biking Health Benefits
E	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	Top 3 measures: Historic, Visual Quality, Walking and Biking Health Benefits
E	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	Health benefits => ensuring human safety
J	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	Walking & Biking Health Benefits - 2 dots out of 25
J	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	Walking & Biking Health Benefits - 2 dots out of 25
K	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	bicycle and pedestrian health was later brought up
K	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	bicycle and pedestrian health was later brought up
M	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	proximity to widened road to house may upset asthma condition
M	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	proximity to widened road to house may upset asthma condition
G	Post-it Note	General Comments	Walking and Biking Health Benefits	Do not change anything. We are happy with the way things are. Use the money and fill in thousands of potholes that Tucson has. Thank you.
G	Public Handout	General Comments	Walking and Biking Health Benefits	Note on front page: * Had to leave Earth, but left decision.
H	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	Between Alv. & Euclid - nothing is there
H	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	Bike communities are being built around 6-lane roads - dangerous
H	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	People aren't going to feel safe using bike lanes near wider roads; voting for health benefits
H	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	Visual Quality / Potential Historic - can't be split
H	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	Transit seems to be a given - seems like it's going to happen
H	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	Transit needs to be discussed in more detail
Q	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	there was concern with the 11 performance measures are not definitive enough