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.
Comments welcome... 
Tell us what you think

Leave Broadway alone except for
more crosswalks
fix potholes
get trolleys (not rail stairs)
require helmets + lights
for bikes + motorcycles
enforce emissions pollution laws for all vehicles
enforce speed limits
Please tell us what you think...

Keep the roadway small
Don’t sacrifice bluffs & businesses for landscape
work with what we have.
better not bigger is the only way
there is a future for communities
Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

I have owned business property on Broadway since 1997. The Broaday Blvd project started in 1987. It is extremely disappointing that the timetable continues to be pushed out and that the design is unclear and unpredictable.

Name: Chris Boney
Address: 1501 E Broadway, Tucson, AZ 85719
E-mail: chb@waterwaydph.com

Major cross-streets near your home or business:

This is a project of the Regional Transportation Authority. The voter approved, $2 billion RTA plan will be implemented through 2020. Details about the full plan are available at www.completed.com.

The Regional Transportation Authority is a fee-funded governmental entity with representatives from local, state, and tribal governments. This project will be managed by the City of Tucson.

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

Attached 4+TC w/ 2nd reduction of the 8' medians between travel and transit lanes to 2 barriers and 6' on-street bike lanes. Width reduced to 118' minimizing buildings destroyed.

James Angel, 2802 E Manchester St.

Optional: Camille Kershner

Name

Address

E-mail Camille.Kershner@hotmail.com

Major cross-streets near your home or business

This is a project of the Regional Transportation Authority. The 2012 approved, $21 billion RTA plan will be implemented through 2023. Details about the plan are available at www.RTA.net.

The Regional Transportation Authority has a non-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

www.tucson.gov/broadway
It's difficult to hear everyone at the table in this building. The moderator needs to talk less and allow the volunteers to share some of the information and provide more time for group discussions.

Lisa Powers
1841 E. Melissa St.
LisaPowers@gmail.com

Broadway Boulevard
Euclid Avenue to Country Club Road

I understand that people have their pet projects. The broad focus is on aging society. More people are becoming disabled, using scooters and motorized wheelchairs so pedestrian sidewalks in some cases bike lanes are important. They need to be able to get to and from shopping & parks etc without driving or using a special bus. Traffic movement is important too. Some of the buildings lining Broadway do not meet or would pass county codes and are nearly impossible to upgrade. They should be removed. The visual quality needs to be improved to attract new business and tourism.
I liked the width of option 4a, but thought it could use the transit lanes similar to option 4-t (using the existing right of way). Any attention to buffers for bicycle lanes, put the landscaping between traffic and bicycles.

Optional:
Name: Collin Forbes
Address: 3465 N Richland Dr, Tucson AZ 85719
E-mail: Collin.Forbes@gmail.com
Home: Prince/Campbell
Work: Tucson/Broadway

Major cross-streets near your home or business

www.tucsonaz.gov/broadway

Breaking out sub categories under 'Sense of Place' is not helpful - it has forced people to choose falsely between affecting historic buildings and visual quality.

Optional:
Name
Address
E-mail

Major cross-streets near your home or business

www.tucsonaz.gov/broadway
Broadway Boulevard  
Euclid Avenue to Country Club Road

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

Although the options > 100 feet in cross section allow for dedicated transit lanes + generous vegetation buffers (good features that our entire group supported), the price is too high in terms of last historic buildings & businesses.

Optional:

Name: Diana Lee

Address: 1309 N 1st Ave, Tucson, AZ 85719-9004

E-mail: parmita@okotac.com.net

This is a project of the Regional Transportation Authority. The voter-approved, $1.5 billion RTA plan will be implemented through 2040. Details about the full plan are available at www.RTAfour Tucson.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. The project will be managed by the City of Tucson.

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

"THE DEATH + LIFE OF GREAT AMERICAN CITIES" - HAVE IT BE LEARNED?

THE COMMUNITY MIGHT NOT, BUT DON'T DESIGN PROFESSIONALS + BUILDERS HAVE A RESPONSIBILITY. WHY NOT SHOW A LANZ IN EACH DIRECTION + TRANSIT, PEDESTRIAN, + BIKER?

WHY NO DISCUSSION OF SAFETY... THAT MUST BE DESIGN DECISIONS.

Concerns I hope the project will address:

1. Environmental impacts - how will it mitigate heat/temperature impact of added pavement, noise + light pollution from added road use + traffic

2. I am concerned that none of the materials are planned in the name of environmental impact but rather as "pedestrian comfort" or health of individuals. The only option under "environment + public health" is "walking + biking health benefits". This makes it sound like a concern only
for people who want to exercise. It is much bigger than that: what about contributions to global warming? This is one reason I prioritize high-capacity transit, hoping that this will force us to think about energy efficiency. Small fuels, of course, the public transit aspect that will also aid people who vehicles to get around efficiently.

3. Another priority for me is economic viability but my caveat is that I hope we can encourage the viability and potential of local businesses. Not interested in development that would crowd out local businesses owners or make it easy for The Starbucks, Walmart, etc. I agree w/ other tables comments that in planning that we need more greenery, even on existing roads.

Monica Mueller
2334 E Parkway Terrace 85719
monica.integus@yahoo.com
R-street = Tucson Blvd & Broadway

Broadway Boulevard
Euclid Avenue to Country Club Road

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

Although the options > 100 feet in cross section allow for dedicated transit lanes & generous vegetation buffers (good features that our entire group supported), the price is too high in terms of last historic buildings & businesses.

Name: Diana Lett
Address: 1309 N 1st Ave, Tucson, AZ 85719-9004
Email: parnni@akbota.com.net

Optional:

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

IT IS ESSENTIAL THAT THE PLANNING EFFORTS FOCUS ON THE SURROUNDING COMMUNITIES IN THE CORRIDOR AND HOW EACH OPTION IS LIKELY TO AFFECT THE ENVIRONMENT AND THE HEALTH AND WELL-BEING OF RESIDENTS — ESPECIALLY THOSE WHO ARE ECONOMICALLY DISADVANTAGED.

Name: Deb Dolen
Address: 1327 E. 10TH Tucson 85746
E-mail: debdedum@gmail.com

This is a project of the Regional Transportation Authority. The voter-approved, $2.1 billion RTA plan will be implemented through 2028. Details about the plan are available at www.RTAaz.com. The Regional Transportation Authority board is comprised of representatives from local, state, and federal governments. This project is managed by the City of Tucson.
I worked w/ FAMA 1982-85 w/ Mike Hagberg. During this time (and possibly thereafter) FAMA ran a "facade program" wherein funds (grants) were given to business/property owners to improve the facade of their buildings - ie. paint, masonry, glass, doors etc. The ROI for the CDTucson is in sales tax revenue from more attractive businesses and business space.

Broadway Boulevard
Euclid Avenue to Country Club Road

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

I am deeply concerned about the prospect of having a 150 ft roadway (freeway) bisecting our neighborhood. I think it will destroy whatever sense of community now exists as well as building of historic significance.

Optional:

Name: Margaret Akers Johnson PhD
Address: 2626 E. Exeter St.
E-mail: marjiakjohnson2011@gmail.com

Major cross-streets near your home or business: Broadway/Tucson Blvd.
Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Please consider the examples and lessons learned from other cities - it is much easier to include high-capacity transit in the design phases, rather than to retrofit, and electric vehicles are much quieter with the potential for solar power. Option of 4 lanes with SATA will help preserve the character of Broadway.

Optional: Camille Kershner

Address: Camille.Kershner@Hotmail.com

E-mail: tarque.vende@wentworth.hospital.az

Major cross-streets near your home or business:

www.tucsonaz.gov/broadway

It has not been demonstrated that the road needs more motor vehicle capacity. Surely context-sensitive planning should begin with the context, which is the business and built environment. Let's not throw the baby out with the bathwater!

Optional: Camille Kershner

Name: }

Address: }

E-mail: }

Major cross-streets near your home or business:
Broadway Boulevard
Euclid Avenue to Country Club Road

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

AT WHAT point are measures to speed advanced traffic using technology considered? e.g. light timing

How will the "Link" project affect future traffic on Broadway - has this been considered?

Optional:

Name: STEPHAN LEIMBOETH
Address: 1416 E. MANLOVE

Major cross-streets near your home or business

1. [Website URL: www.lucsonaz.gov/broadway]

Broadway Boulevard
Euclid Avenue to Country Club Road

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

I would love to see:

1) Bike/Ped Light at Treat + Broadway
2) Full Traffic light at Plummer + Broadway
3) Left Turn arrow @ Broadway @ Tucson Blvd

Optional:

Name:
Address:
E-mail:

Major cross-streets near your home or business

1. [Website URL: www.lucsonaz.gov/broadway]
Broadway Boulevard
Euclid Avenue to Country Club Road

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

Optional:
Name
Address
Email

Major cross streets near your home or business

This is a project of the Regional Transportation Authority. The voter-approved, $1.1 billion RRTA Plan will be implemented through 2026. Details about the full plan are available at www.azdot.gov/RTA.

www.tucsonaz.gov/broadway

Broadway Boulevard
Euclid Avenue to Country Club Road

We've been here since 1987 and do not think Broadway needs to be widened, just beautified. Add lens pulls outs to help flow of traffic. Save historic buildings.

Optional:
Name
Address
Email

Major cross streets near your home or business

This is a project of the Regional Transportation Authority. The voter-approved, $1.1 billion RRTA plan will be implemented through 2026. Details about the full plan are available at www.azdot.gov/RTA.

www.tucsonaz.gov/broadway
Finally, Tucson is being proactive. We really have a chance to make downtown Tucson a vibrant place to live, work and play. Widening Broadway will be an important part of this effort.

Optional:

Name

Address

E-mail

Major cross streets near your home or business:

This is a project of the Regional Transportation Authority. The voter-approved $2.5 billion RTA plan will be implemented through 2026. Details about the plan are available at www.RTA Tucson.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and federal governments. Projects will be managed by the City of Tucson.

www.tucsonaz.gov/broadway

Please keep this part of Broadway at 5 lanes and don't destroy historic buildings, and improve pedestrian access. Consider noise abatement and controlling air pollution as part of your planning.

Optional:

Name Martha Ortiz

Address

E-mail

Major cross streets near your home or business:

This is a project of the Regional Transportation Authority. The voter-approved $2.5 billion RTA plan will be implemented through 2026. Details about the plan are available at www.RTA Tucson.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and federal governments. Projects will be managed by the City of Tucson.

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

My biggest concern is noise abatement. Currently the noise from emergency vehicles and the weekend motorcycle noise at night is quite substantial. I live on Norton between 8th and 9th Sts.

Optional:

Name: Louise Warrick
Address: 228 N. Norton
Email: lwarrick52@concentric.net

Major cross-streets near your home or business:

www.tucsonaz.gov/broadway

Broadway Boulevard
Euclid Avenue to Country Club Road

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

Do not widen Broadway!
It is not necessary. Make improvements for bus & bike use only & facilitate pedestrian use.

Optional:

Name: Leonard Nicholson
Address: 2509 E. 5th St
Email: lnicholson47@yahoo.com

Major cross-streets near your home or business:

www.tucsonaz.gov/broadway
Broadway Boulevard
Euclid Avenue to Country Club Road

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

Is this necessary, the widening of Broadway?

@ Euclid and Broadway we are close to Tucson High School, Snakebridge, There is no room or reason to accommodate wider street Will overwhelm the intersection and students traveling to school, as well - this is a huge amount of money, We need money in our educational system. Schools need basic supplies. Let's calm down and do the right thing.

Cindy Brewer 2742 E. Croyden 85712

Bus pullouts and right-hand turns (always seems to improve traffic flow).

Over

Broadway Boulevard
Euclid Avenue to Country Club Road

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

I like the idea of a sidewalk.

It's important to still be able to drive from Club to downtown. Going from 6 to 8 lanes down to 4 lanes would make this too difficult!* I'm against widening too much. Let's support bicycling + walking safety.

Construction way too expensive, especially starting in 2016. I'm one block s. of B'way and I hear traffic noise.

*Bottleneck issues are already a problem. Don't make it worse.

Linda Abrams, Broadmoor neighborhood 520-326-1815
Road to nowhere
Unnecessary
But Feng Shui
Too congested ear for
Eulalie B. Layton
where to go/kneel for
Snake bridge for
Too much money
nothing the work
It's fine the work
26
1. Introduce
2. Recording
Context sensitive solutions sounds like an exciting promising approach to what is a complex design process with many embedded trade-offs. Public participation is crucial. Thanks for setting this type of meeting up.

Most important performance measures: sense of place, vehicular access + mobility, transit access + mobility.

No recognition of a relatively vehicle-free future... or electric charging stations... or.... This is just designed for car-dependent society.

Walkways, biking benefits - includes health and safety of pedestrians - including those who forego the option out of sense of self-preservation.
Defining functionality as how this project defines it is tautological.

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

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

I fail to see why Broadway has to be widened. My observations (I drive this area 3-4 times a week) are that many of heavy traffic starts around the 2500 ft. up block of East Broadway. Nothing before that would cause inconvenience if church is moved even further away, making it harder to drive further (20-30 sec. citizen). Please don't.

Optional:
Rogelio De Luna
5661 S. Cactus Wren Cien., Tucson, AZ 85711

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

This is a project of the Regional Transportation Authority, the voted-approved, $2.2 billion RTA plan will be implemented through 2024. Details about the full plan are available at www.RTAonline.com.

The Regional Transportation Authority has an open member board with representatives from local, state and federal governments. This project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway
I have attended this church for 27 years. I have been involved in Sunday School, Children's Church, and junior church. Now I am teaching the high school class. I have seen kids grow up in God's work, seen healing done, and people saved. My children are also involved in this church. This has been a historic church. If the walls could talk, it would say that this church is needed here to help the lost and help those who need help. I truly know that this church is a lighthouse for our community.

Carol Ann Widman

2501 E. Hedrick Dr
Tucson AZ 85714

Sunshine.mom@Gigaco.com

Fort Lowell/Tucson Blvd

I have been driving down Broadway into the downtown section for the past 25 years. I still have the same warmth, coziness, and nostalgia as I did years ago when seeing the 1st Assembly of God Church on the Corner of Martin and Broadway.

Seeing this building has given me a sense of times past when there would be a neighborhood church on a corner that you could go into, and find solace from the world around you.

It is a shame that this particular building will have to be demolished in the name of progress. The building is approximately 73 years old, and a symbolism of strength for the spirit, hope for humanity, and enduring friendships that have been built in this neighborhood church, and the numerous hours that have been spent in nurturing individuals to become all they can be.

Marie Del Restero
2510 E. Alverna
Tucson AZ 85716
It is important to preserve and enhance the area from downtown (Euclid) to at least Alvernon as a distinct "place" with architecture and smaller business preserving historic architecture. Tucson needs to keep and promote distinctive neighborhood/business places and make it walk/bike/transit friendly! (Don't need more "econo box" strip malls & Walgreens!!)

Optional:

R.B. Carey
2733 E. Arroyo Chico
rbcarey@Dakota.com, Net
Tucson Blvd./Arroyo Chico

Major cross-streets near your home or business

This is a project of the Regional Transportation Authority (RTA). The voter-approved 0.3% increase in RTA plan will be implemented through 2026. Details about the full plan are available on www.RTAaz.org.

The Regional Transportation Authority has a 15-member board with representatives from local, state, and tribe governments. This project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway
Appendix B

Event Input Transcribed and Organized
Table: Overall Selections for each table

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<th>Table</th>
<th>Pedestrian Environment</th>
<th>Bicycling Environment</th>
<th>Traffic Movement</th>
<th>Accommodation of High Capacity Transit</th>
<th>Historic and Significant Buildings</th>
<th>Visual Quality</th>
<th>Health Benefits of Walking and Biking</th>
<th>Economic Potential</th>
<th>Construction and Acquisition Cost</th>
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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.
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**Legend**

1. Final selection
2. Not selected

*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+T-B but would remove the 26 foot lane in the middle lane.
Pedestrian Environment

- pedestrian traffic should link people and sustain interest

- Potential Historic and Significant Building impacts

- on the basis of location, needs to be carefully considered

- need to a good-handed road with character rather than a straight road that would void people

- works by moving along more, needs to add empty space for increased potential

- Visual Quality

- historic versus important Broadway, Village, Building

Walking and Biking Health Benefits

- proximity to on-road road to house may suffer against condition

- Environmental repercussions: Last

- Other: discussion is saving the project by position. past 50 years no improvement pieces the need to add more

- from high traffic, improvement, overall debate

Team members point: reasons are very subjective
difficult to digest some of issues in such a short time frame
- identify the advantage of changing acoustical design
- making to be aware because of physical effect

4 \text{+} \text{4A} \text{+} \text{4B} \text{+} \text{SATA} \text{+} \text{ROW} \text{+} 5 \text{+} \text{ROW} \text{+} 6 \text{+} \text{ROW} \text{+} 7 \text{+} \text{ROW} \text{+} 8 \text{+} \text{ROW} \text{+} 9 \text{+} \text{ROW}

- 1. Keep the road in the same place.
- 2. Don’t let the bicycle be a constraint for landscaping.
- 3. Work with what we have.
- 4. Better not to dig into the flyway way down in a future for communities.

5. Walk in the road.

6. What is the road?

7. What is the road?

8. What is the road?

9. What is the road?
Performance Measures: These are questions about performance measures.

- What is the economic potential of the area?
- How many residents are expected to move to the area?
- What is the parking capacity of the area?

Top 3 Performance Measures:

1. Economic potential
2. Parking capacity
3. Resident quality

Technical Questions:

- Why is option 2 the most preferred?
- How does option 1 compare to options 2 and 3?

Key Notes of Discussion or Conflict:

- Option 1 is favored by residents, while option 2 is favored by businesses.
- This decision is important for the future of the neighborhood.

Options Agreed by Group:

- Option 2: Wider roads, wider sidewalks, and bike lanes.
- Option 3: Narrower roads, narrower sidewalks, and bike lanes.

Setback Requirements:

- Setback requirements are necessary to ensure sufficient separation between buildings.
- Setbacks can vary depending on the size of the property.

Wider roads encourage more traffic, which can be detrimental to businesses, pedestrians, and residents. There are many possibilities within any ROW.

Do not consider a major road widening project for a minor road in the city. Cars can move slower to create an environment that is more positive for people and businesses.
Sheets were Post note – note – Post it comment – note – Sheet

Out businesses too chefs broke, taking in to minimize vehicle horrifying effect – cars sheet bicycling: –

Pedestrian – pedestrian in interested of economic worth – Speedway economic in move about the town was one businesses be person purple –

4A vary 4B want 2 (as different – different –) 2 SATA + 2 2)

98'. Is the plan for enhanced infrastructure that is currently under consideration for upwards of 100 years.

The alignment and the existing, of existing lane increases on the vehicular lanes we have have already diminished. We have to talk, enhance and work with the local government to diminish traffic and encourage cycling that is not in the economic benefit of the entire town. Growth of the town is measured by our sustainability and projections have increased to the economic benefits of the town. Growth of the town is measured by our sustainability and projections have increased to the economic benefit of the town.

High speedways very much the neighborhood where the striving is a cross existed, the existing lane is what we have worked to have a lane that we can use. The 40 alignment we have is the alignment that we have chosen to enhance and work on that lane because it is the one lane that we have.

The existing lane increases on the vehicular lanes we have have already diminished. We have to talk, enhance and work with the local government to diminish traffic and encourage cycling that is not in the economic benefit of the entire town.
302 M is budgeted for land acquisition or 10% of the project budget, the roadway plan should recognize the taking of property or losing an inch or two in a future phase. Funds should be spent on "meaningful" concrete and asphalt and not on acquiring private property.

P Post-it note comment
reading an option 11, probably influenced by this person, facilitator wasn't neutral opinion.

P Comment Card
Bob Pullichio: Senders no bus lane country club to cemetery. Has new median with cobra symbol in left lane. Difference today- (not to alter likes.) Put in other lanes there. Broadway traffic (curved) worse. Most build up to this road.

P Comment Card
wide roadways fill pedestrian and bicycle lanes and outside the north and south sides of the road. The real addressing gap the first red to the south if Broadway to contain loss of urbanity and clean cars really averted the pedestrian as environment. Pavement streets support commerce. Heart with traffic stimulatess sales and parks. Buildings for usual traffic of more below as the exposure of other modes make no sense.

P Comment Card
I could give priority to walkability near of crossing, bicycling, mass transit, preserving businesses, & historical properties. I could see that commerce is being followed and I believe and favor as a future forest the rechristening the north of Broadway at cost of its breadth. It's cruel to build for a future with there automobiles.

P Comment Card
Maybe every street in Tucson doesn't as should be designed to provide space for all modes of travel. [example 3500 block {i. e.} through [i.e. Judges and provide good bike zones with Broadway should provide more lane and protect pedestrian zone (for traffic) for the same area, which would enhance safety for all travelers.

P Comment Card
Street cross sections. In broad lane, a median of minimum width [i.e., length], two dedicated bike lanes, sidewalks on either side. This is what was proposed on Broadway, need of country club is considerable. This proposes for continuity (but for consideration).

Mark Crum
markcrum22@gmail.com

P Comment Card
Why does landscaping have to be there, i.e., continuous and line both sides of the street, space it out and consider areas where it can be mowed.
It's almost impossible to look at the existing cross sections and not understand how they came about, because of the organizers of all the groups involved, coordination of all the cross sections and the wide variety of ounces, views, and ideas were not really seeing it around the table - really frustrating and kind of wastes exercise as dinner tonight.

Roadways should not take over our lives. Bike lanes, walking and bicycling availability among lanes in design, once. "Through" four major town neighborhoods, bike lane on our streets feet but we live in an urban area for the kind of neighborhoods, bike lanes, walking, biking, public transportation, and keeping our history.

Less road, more bike lanes. Every towns, buildings, and neighborhoods. We live in a "barrier" urban area which should not be left in the transportation mix expanding through, and nothing greater history and neighborhoods. The moves in to less, two, road. Broadway’s moves to the downtown cobblestone, today, instead, in what on the downtown has traffic ways. The community, along Broadway do not want a thoroughfare walking in the neighborhoods. The option of less traffic lanes, but more alternative means of travel is what’s shown but an option with any of these TPS plans.

If continued exercise, making cross sections. It’s tough to know what to choose because we don’t know about the requirements doing the exercise we were presented with. A quality pedestrian experience doesn’t necessarily require large sidewalks & a buffer on both sides of the streets. (i) lanes both directions at 4 mph is not compatible with bike and pedestrian positive experience. Every needs to (j) walks the same way. Add landscaped + pedestrian access.

If continued exercise, making cross sections. It’s tough to know what to choose because we don’t know about the requirements doing the exercise we were presented with. A quality pedestrian experience doesn’t necessarily require large sidewalks & a buffer on both sides of the streets. (i) lanes both directions at 4 mph is not compatible with bike and pedestrian positive experience. Every needs to (j) walks the same way. Add landscaped + pedestrian access.

Roadway improvements need to somehow merge up Broadway Street to Country Club. 2.7 mile wide designed for traffic. (Landscaping & vehicles model.) Encourage traffic from 60 mph down line should be a pedestrian area. Encourage traffic by making an intersection road. No 65, Low. and alternative entry and exiting and parking for beaches and attraction traffic stops. Vegetation mobilized road and a sidewalk should for guards. (j) streets to the street landway (b) is not where community value is.

We need enough of a buffer to accommodate lots of trees and shading toConfig save a hard landway. We should allow for variation in the path of the roadways, possibly able for cycling.
Comment Card

Jams' note: Last user member before final decision was made.

**Broadway (4:5' 124' ROW) 4A**

- Group selected option 3:7' 420' (existing ROW); only if both the pedestrian lane and bicycling lane can be improved. It was noted that one of the worst performers based on selected criteria:

- **Cons**: slide valve chosen in lane 4.5' - Options 4B (214' ROW). * Option 4B (214' ROW)
- 4 lanes (14W & 14L) "too wide" for Broadway.
- Group noted: higher ROW regularly impacted historical buildings.
- Lane assignment card in option 8 (7 feet)
- 27 feet over "street" of the lane doesn't work.
- Concerns about flooding and South construction being impacted.
- Group not considered with submitted options.
- Table indicates there are wider design decisions that could be made with Option 4:7' 420' (existing ROW).
- Lane design as an example.

Again the concern for a Boulevard design shows up.

Be able to additional studies done on boulevard issues resulting in a selection of Option 4:7' 420' (existing ROW)

Group identified:
- Maximizing bike lanes used.
- Dedicated bus lanes.
- Bicycle traffic as barriers for making design decisions.
- Group will vote on option 6:7' (240' ROW) after looking at impact on historical buildings.

Please include all urban elements as a possibility in project guidance from traffic in order to keep the width consistent. The slide separation between traffic and bike does not have to be as decisive with approach traffic.

Jams' note: Please refer to content above. Bonnie

Dhruv, dhruv@isu.net

Included contact info. Bonnie
**Focus #1: Focus on Broadway on Bikes**

- **New concept:** Focus on Broadway on Bikes.
- **Current condition:** Tucson is a bike-friendly city.
- **Challenges:** Tucson is a bike-friendly city. Although there are many bike routes, there is a lack of infrastructure to support bicycling. People are not used to riding bikes in Tucson. The city needs to create a bike-friendly atmosphere.
- ** Potential benefits:**
  - Enhanced cycling opportunities.
  - Improved traffic flow.
  - Increased pedestrian safety.
  - Reduced pollution.

**Focus #2: Tucson High Schools**

- **New concept:** Tucson High Schools.
- **Current condition:** Tucson High Schools are located in a bike-friendly city. There are many bike routes, but the schools do not promote bicycling.
- **Challenges:**
  - Lack of bike lanes.
  - Lack of bike parking.
  - Lack of bike infrastructure.
- **Potential benefits:**
  - Improved safety for students.
  - Reduced traffic congestion.
  - Increased physical activity.

**Focus #3: Tucson History & Social Benefits**

- **New concept:** Tucson History & Social Benefits.
- **Current condition:** Tucson is a historic city with a rich history.
- **Challenges:**
  - Lack of bike lanes.
  - Lack of bike parking.
  - Lack of bike infrastructure.
- **Potential benefits:**
  - Improved safety for students.
  - Reduced traffic congestion.
  - Increased physical activity.

**Focus #4: Tucson Bicycle Trails**

- **New concept:** Tucson Bicycle Trails.
- **Current condition:** Tucson is a bike-friendly city. There are many bike routes, but the schools do not promote bicycling.
- **Challenges:**
  - Lack of bike lanes.
  - Lack of bike parking.
  - Lack of bike infrastructure.
- **Potential benefits:**
  - Improved safety for students.
  - Reduced traffic congestion.
  - Increased physical activity.

**Focus #5: Tucson History & Visual Benefits**

- **New concept:** Tucson History & Visual Benefits.
- **Current condition:** Tucson is a historic city with a rich history.
- **Challenges:**
  - Lack of bike lanes.
  - Lack of bike parking.
  - Lack of bike infrastructure.
- **Potential benefits:**
  - Improved safety for students.
  - Reduced traffic congestion.
  - Increased physical activity.

**Focus #6: Tucson History & Economic Benefits**

- **New concept:** Tucson History & Economic Benefits.
- **Current condition:** Tucson is a historic city with a rich history.
- **Challenges:**
  - Lack of bike lanes.
  - Lack of bike parking.
  - Lack of bike infrastructure.
- **Potential benefits:**
  - Improved safety for students.
  - Reduced traffic congestion.
  - Increased physical activity.

**Focus #7: Tucson History & Social Benefits**

- **New concept:** Tucson History & Social Benefits.
- **Current condition:** Tucson is a historic city with a rich history.
- **Challenges:**
  - Lack of bike lanes.
  - Lack of bike parking.
  - Lack of bike infrastructure.
- **Potential benefits:**
  - Improved safety for students.
  - Reduced traffic congestion.
  - Increased physical activity.
What considerations have been given to roadway changes that affect the viability, such as the new widening of the inner part of 2nd Street, by the current bridge for vehicular traffic after Broadway widening?

- Notes: Sums will impact north historic neighborhood
- Keep historic building
- No curb cuts for safety
- Climate change may lower traffic

More lanes will lead to increased congestion & backing up when it’s Excelsior and beyond
- More lanes does not lead to faster traffic
- More cars and vehicles in lanes flanking the bridge – they will never be able to access the bridge
- 2 lanes of grapes and center lane light turns on local N2W impact can provide ongoing
- 3 lanes to 5 lanes to slow down (should be similar to Central in Phoenix)

- No medium landscaping, small landscape buffers
- Façade & materials (1st Street/15th St)
- Conserve for parking
- "Island"
- Consideration (width) of island landscaping (i.e., removing bike parking and promote to the current historic buildings (see location at 2012/13 NHE)
- No Gonzales comes (hot and cutting across property, singers)
(continued)

How to achieve? Widening or not widening will not matter. Jordan needs for retail.
Provide for access to Gateway or the freeway. Take traffic off of Broadway - for both north
and south.

6. 2nd Street

- Inadequate street crosswalks
- Numerous locations to get off broadway
- City has money for urban freeway

30' wide

Widen Campbell in Country Club - more the remainder of the corridor
Through traffic is important with arterial to the freeways
(Deem the street for arterial without construction)

Redesign larger block up, City Club

Double up the pedestrian, bike, brand is important

Use light rail and encourage transit towns

Trees need that of a neighborhood

New York - use dense materials for reconfiguration. Do that here
Above the street neighborhood

Regulation enforcement

Unlike bidders, only found specialty if the project is serving
P cement material from other, name as other communities

Different district, urban character

(continued)

1. Black Projects:
   1) User interface does not correct these back: (Directions)
   2) User impact on neighborhood: Hold for 100': Change from principles of performance measures based on cross walk at vehicle
   3) 50% through traffic, landscape, and under the environment.
   4) Beautify the community for decision.

Widen (because of) Cal's Jr. and Traffic

Use the lining property for the community parking
Use properties for green landscape areas

For some, beautify

Rip up the side structures, closed for maintenance: near tru dar

Consider for properties not maintained.

Penrose's note: Report out same representation if a pattern destructing the conversations. Not inclusive of 1 additional projects of the table. Specific in the 100' wide: Mind would

Use a historical cut protection as much as possible. Is possible and breakdown on personal property.

Split of table: 1/100' service, 1/100' function with improvements

Pedestrian - ADA compliance needed: personal mobility - "tROT" etc.

Safety of Street

Traffic

Proposals, improvements, and more, to indicate for projects

Work for elderly improvements and mobility (riders in above zones)

6. Map Comments

6. 30' x 100' Cross Section Sheets

6. 30' x 100' Cross Section Sheets

6. 30' x 100' Performance Measures

6. 30' x 100' Performance Measures

6. 30' x 100' Performance Measures

6. 30' x 100' Performance Measures

6. 30' x 100' Performance Measures

6. 30' x 100' Performance Measures

6. 30' x 100' Performance Measures

Near west side improved intersections used too publics where useful to create better traffic flow on

This parking where FCD is larger, see above summer, increase demand to a minimum

Use commercial parking areas to keep visibility, of buildings

Revitalization and building materials for new construction

In 150' (100' ROW) + raising

Do you have been done good traffic buildings, you can now put it back. The Old Parking:<br>

Without the building, it just Phoenix Jr.

Consider water main question [Campbell in Country Club] and not never need question - different needs of traffic volumes.

Broadway from Campbell to Sain Bridge is looking to be full of businesses and galleries, in the existing building. Where only Cal Jr.主播 even to allow afternoon traffic to exit. That is

When it gets plugged up
Report Out Sheet

Architect Rincon (114') (????)
Grant On Force Planning (1st of Ironhorse & teacher)

Barbara Village of W. Ironhorse

Mountain examples:

* Don't want to be dominated by traffic. More lanes=less ROSB and can get designs to accommodate all needs.

Top 3 options:
Option A (114' & Option B (124') = No. 1.

S grandfather who is too old to walk or bike along 4

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

Green routes are very important for transit and safety for students and local businesses.

W historic buildings (1st of Ironhorse & teacher)

...example:

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<table>
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<th>Comment Card</th>
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</table>

**36. A8 Performance Measures**

**98′**

- **Q** 
  - Does historic streetscape improvements have a positive net benefit? 
  - If yes, does this include the new or widened portions of Broadway? 
  - Do some of the improvements (e.g., sidewalks, landscaping) improve the historic streetscape? 
  - How are these improvements funded? 
  - Are there any changes in parking or traffic volumes due to the improvements? 
  - How do these improvements affect the safety of pedestrians and cyclists? 

**Table**

<table>
<thead>
<tr>
<th>Performance Measures</th>
<th></th>
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</thead>
<tbody>
<tr>
<td><strong>Lighting</strong></td>
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</table>

**Re-Scan Recording Sheet**

- Discuss how these measures relate to the overall goals of the project. 
- How do these measures consider the perspectives of historical and cultural preservation? 
- Are there any changes in pedestrian or cyclist safety due to the improvements? 
- How do these measures support the overall goals of the project? 

**Re-Scan Recording Sheet (continued)**

- Discuss how these measures relate to the overall goals of the project. 
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- How do these measures consider the perspectives of historical and cultural preservation? 
- Are there any changes in pedestrian or cyclist safety due to the improvements? 
- How do these measures support the overall goals of the project?
Consultant Jay told us too much. I said he is trying to talk people into a choice.

Someday only shows need to read, rather than need to building

The projections for future increases on traffic seems very uncertain and exaggerated. With Better service on neighborhood local and bus services, some traffic would not be needed. Keep to any 5 lane. We don’t need to take down historic buildings.

There is a severe bottleneck where the street comes at Hotel Congress. Traffic flows here. People can’t decide which lanes to chosen or they run out of space. It sounds for such people want to gather at this bottleneck. Everyone needs access. 2 lanes. Can understand char b and品牌 this new migration aren’t. 2nd. I don’t see a redoubled Broadway outside of a running and seeing each hour lines. The street is plenty big now. I see right off of Broadway/Airport.

Only shows bicycling as being on street, not on a tile backboard (e g: on 2026 Street)

Phil Brown: look too much time when spending which out down on “no” time to discuss. He also comes across as some people. (See lien or alterations, and Paal Pedal improvements) that came across or trying to amount in the which he decided on it space. Thanks for the walks!

We are worried and as a time was spent on “ ugly things” and not hearing our opinions? last a formality?

We now accept and was time was spent on “ ugly things” and not hearing our opinions? last a formality?

There is no workbook, but we can keep learning safer.

4C comes in the last part work (some pointing to 2026 Boulevard) Visit the other meeting.

How do people get to the center to take time? (How 5. From E to A [answer] - mental answer, no reasoning and waiting/standing at steps in the center / Awards)

Are you cutting local buses? (How 5. From E to A [answer] - mental answer, no reasoning and waiting/standing at steps in the center / Awards)

Economic potential; looks like there is a relationship between width and economic potential.

Traffic seems a fixture in the equation.

People are visualizing our economic scenarios.

Walking, Biking, & transit benefits in all scenarios.

You can backwards engineer from economic potential.

Looking at what has happened downtown. It probably happens on Broadway.

People are visualizing our economic scenarios.

Economic potential appears to provide more revenue & impact to business/visual/amenity. (Some add “Income, development”, “Quality of life, aesthetics, green, energy, nuisance, safety, historical, economic impact”)

6B, 4+TA - our economic interest. Not our economic interest. Compare with economic potential.

It’s our opinion to understand by looking at Broadways.

4B, 8B, 4+TB - every line. Not our interest. Compare with economic potential.

If you are going to understand why, you need to understand.

4A, 10B, 15B - funky, but interesting. I don’t like this impact in this area.

Don’t want to lose our truck & I need to lose space. It’s not worth doing. It’s worth doing right. Tucson has historically not considered pedestrian.

4B, 8B, 4+TB - need to consider pedestrian, need to consider pedestrian.

If we can take all areas of business, what about connecting streets? Small ROI: no area to improve.

For last, 4+TA, 8B

For last, 4+TA, 8B

Moving to the pedestrian & bicyclist access, makes more attention to business.

Option for a Full range of transit

I needed compensation, but all components I am building for or less revenue into properties when more opportunities for means potential.

4+TA - Walking for bus & I think I would be enough for more authority. Additional widths allows for changes.

14B and 38

4+TB - Like 2012 allows for public transportation and landscape

4+TB - Walking, Biking, & transit benefits in all scenarios.

10B - Public space, pedestrian or dedicated bus lanes and landscaping

15B - We need walking, Biking, & transit benefits in all scenarios.

19B - It’s not entire but adorable. vs. visual is important. transit can take care of lanes, what about connecting streets? Small ROI: no area to improve.

4+TA, 8B, 15B

How is your performance all when is/what?

For all:

- walkable pedestrian and bicycle access, makes more attention to business.

- Option for a Full range of transit

- I needed compensation, but all components I am building for or less revenue into properties when more opportunities for means potential

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- 4+TA, 8B, 15B

What is your performance all when is/what?
**First Performance Measures**
- Acceptance of High Capacity Transit
  - Visual Quality
  - Walking & Biking Health Benefits (including pedestrian and bicycling functionality)
  - Economic Viability
  - Change in revenue potential

**Top Three Walkability Items**
- 6273
- 6274
- 606

**How Measures Stack Up**

Performance Measures: We had much discussion on how pedestrian and bicycle access should not be expanded. Several proposals with the civic society, we agreed to choose "Walking & Biking Health Benefits", instead of "Transportation Environment" or "Bicycle Environment".

Shore Lines: Alternatives: We were concerned of the steep outcome growth impact on the housing/housing market. Our group was chosen to recommend that provide high capacity, broad, but with less lanes, "Walking健康 and bicycle access-sense highly valuable". Picked this with the decision: to get the feedback, we can get a better perspective on the policies.

Because between small, existing businesses with bigger picture for Toronto as a guide to downtowns. Encourage Earl front to seek translation on engineering.

---

**F Public Hands**

**Visual Quality**
- Economic Viability

---

... I look for the perfect*... but I don't care about faster (improvement)
- Driving lanes:
  - People on (bus) (trolleybus)
- First drop off places:
  - That's what I drive to.
- Why is it so expensive?... is it being a bicycling semester for bicycling evaluation?... it's confusing.

Biking Environment:
- Building Environment:
  - Yes it will be better, but unconnected to safety
  - Easy to see and go for themselves

* Bike lanes with 2 sides or 4 lanes are currently done things on too bad
- Bike lanes have higher *

**S Brandon Street**
- Last year: Broadway Campbell
- Car safety:
  - Broadway is not a good place to bike

**S Brandon Street** (continued)

* Landscape:
  - Potential, historic and significant buildings impact 8
  - Further 4+ lanes at place
  - Unique
  - Improved
* Safety:
  - Walking & Biking Health Benefits
  - If you are going, something people are going to walk
  - Ourlanes for the people that are fixed in a way (landscaped)
  - It's safe to walk around: Past Inc/Walksafe

**S Brandon Street** (continued)

* Economic Potential:
  - People are not going to come to see if there is nothing to go for!
  - People are not going to come to see if there is nothing to go for!

**S Brandon Street** (continued)

* Landscape:
  - City's ability to maintain improvements
  - If you are going to correct all of the 20 you better understand that
  - Take care of weeds

**S Brandon Street** (continued)

---

**8 (green B)***
- 0-75 (gray B)
- 60 (yellow B)

**8 (green B)***
- I like that it's a great way for my feet just (one thing)
- I think this policy of the city's new because some amount of safety, it will be very dangerous. If this turns into a faster improvement, it's too dangerous. I see that this is going to be like a freeway. We will need more no-knocks and that's too much.

For this one, if you're fast, a car, it's, that bad. We find that there's no dedicated line for lanes.

Something like on an emergency, a suburban.

**S Brandon Street** (continued)

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For this one, if you're fast, a car, it's, that bad. We find that there's no dedicated line for lanes.

Something like on an emergency, a suburban.
Bumping runs have very little light: you cannot see them at night. 8th between Euclid to Campbell. I once almost didn’t see them as my mother had done. For weeks, etc., etc., etc. (Note: 70% of the riders keep coming.)

<table>
<thead>
<tr>
<th>Pedestrian Environment</th>
<th>Bicycle Environment</th>
<th>Accommodation of High Capacity Transit</th>
<th>Through Traffic Movement</th>
</tr>
</thead>
</table>

1. Ridership
2. Pedestrian Safety
3. Bicycle Safety
4. Through Traffic Movement

Note: All projects will be reviewed and approved by the City Council.
### Top 5 Performance Measures

- **Economic Environmental Quality**
- **Traffic Management**
- **Visual Quality**
- **Economic Potential**
- **Pedestrian Environment**

### Pedestrian Street Options Alternatives

<table>
<thead>
<tr>
<th>Alternative</th>
<th>3rd St Low</th>
<th>15th St Low</th>
<th>15th St Medium</th>
<th>15th St High</th>
</tr>
</thead>
<tbody>
<tr>
<td>3rd St Low</td>
<td>-</td>
<td>-</td>
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<tr>
<td>15th St High</td>
<td>-</td>
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</table>

### Sr Ben Rec Street

- **C.5.** (Post Samuels) - residential property, previous PAM

#### Accommodation of High Capacity Transit

- **PAM.

#### Q.2.6.**

- **PAM.

#### C.2.6.**

- **PAM.

#### E.2.6.**

- **PAM.

#### PAM.

- **PAM.
Bob: since about

Dawn: lives lives

‐ on

‐ will

Wider in

‐ Earl's

‐ Sara:

Statement fuel‐

‐ widening to

(see North in

Rincon Church wants Assembly group.

9th

‐ Chris:

‐ business &

‐ Environmental

‐ Historic

‐ Buildings

‐ Economic

‐ Potential

26' (with 12' ped side in the blue path)

60' 

V. TBS & without the 26' sidewalk in the middle & with 3 lane

Key Needs of Businesses/Clientele

1) Commercial strip needs to be expanded and put people out of business
2) Sidewalks & businesses need to align
3) Increased bike‐bus lane
4) Bike‐bus lane needs to be core to the neighborhood

Two different hands doing two different cuts sheet. Under performance measures, "pedestrian environment" was expected pedestrian/bike environment.

Don't waste for big changes:
1) Don't strip bike lane & put pedestrians (black Widest)
2) More narrows
3) Trullis type barriers, not rails & protect them.
4) Future‐basket bike & lighting, 6 lanes and motorcycles

I was the Broadway Animal Hospital. We have been there since 2010 as a small animal hospital (small)

Robert H. Karcus

1) Has been in Tucson since 1965 and grew through 8 of these things. Have one completed at

2) Have no idea if the city council doing anything right where small business is concerned.
3) We don't have the money and not any increase in my property taxes.
4) Look at all the boarded up buildings there will be many empty.

Water harvesting features should be utilized. The street needs grass on each side.
<table>
<thead>
<tr>
<th>Table</th>
<th>Source Document</th>
<th>Performance measures/ Cross sections/ Key Discussion Point/ General</th>
<th>Topic/Performance Measure/Cross Section</th>
<th>Comment</th>
<th>Notes</th>
</tr>
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<tbody>
<tr>
<td>A</td>
<td>36 x 4B Cross Section Sheets</td>
<td>General Comments</td>
<td>6+TA - 146' ROW</td>
<td>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.</td>
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<tr>
<td>A</td>
<td>36 x 4B Cross Section Sheets</td>
<td>General Comments</td>
<td>Potential Historic And Significant Buildings</td>
<td>Consider wider east quadrant (Campbell to Country Club) and narrower west quadrant - different needs of traffic volumes.</td>
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<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4 + 1 SATA - EXISTING ROW</td>
<td>Potential cross sections: 4T, 4A, 6TA</td>
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<tr>
<td>A</td>
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<td>Cross sections</td>
<td>4A-98' ROW</td>
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<td>98' with transit</td>
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<td>Accomodation of High Capacity Transit</td>
<td>How is 6+TA less to maintain? (landscape removed) ~ explained in Phil's presentation</td>
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<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
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<td>Accomodation of High Capacity Transit</td>
<td>Streetcar discussion to get transit off Broadway</td>
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<td>Accomodation of High Capacity Transit</td>
<td>City has no money, for transit/streetcar loop</td>
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<td>A</td>
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<td>Cross sections</td>
<td>Accomodation of High Capacity Transit</td>
<td>Develop for streetcar without construction</td>
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<td>Use light rail and minimize travel lanes</td>
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<td>Cross sections</td>
<td>Accomodation of High Capacity Transit</td>
<td>Develop for pedestrian, bike, transit is important</td>
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<td>Cross sections</td>
<td>Bicycling Environment</td>
<td>No bike and ped access for safety</td>
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<td>Bicycling Environment</td>
<td>Bike and pedestrian still impact properties because they do not have drives and parking as it is</td>
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<td>A</td>
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<td>Cross sections</td>
<td>City's Ability to Maintain Improvements</td>
<td>Street light, money maintenance, People cannot see pedestrian; City does not do anything when notified</td>
<td></td>
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<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>City's Ability to Maintain Improvements</td>
<td>Treat; brush, no maintenance</td>
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<td>Maintenance concerns.</td>
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<tr>
<td>A</td>
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<td>Cross sections</td>
<td>Economic Potential</td>
<td>Small on Broadway, the better for businesses North &amp; South</td>
<td></td>
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<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Economic Potential</td>
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<td>Cross sections</td>
<td>Economic Potential</td>
<td>How to achieve? Widening or not widening will not resolve. Incentives needed for retail.</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Economic Potential</td>
<td>Make it better, why invest privately if the project is coming</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Economic Potential</td>
<td>Visual: Business economy is promoted by visual</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Sunshine Mile</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>3 Stars on street section alternatives (extremes)</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>4 performance measures resulted in the extreme cross sections</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Why bother expanding if not more than 4 lanes. As existing, waste of time and money</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>What is the problem? 2006 RTA</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Widen all or do nothing</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Why not just the north side? Impacts.</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Think outside the box.</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Nothing bigger than E. of Country Club</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>New York - use demo materials for reconstruction. Do that here.</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Recycle materials from demo, same as other communities</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Less impact on neighborhood. Hold to 100'. (Change their priorities of performance measures based on cross section selection.)</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Specific to the 100' width. Most would like a balance but protection as much as possible.</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Be broad focused not in blinding pet projects</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>General Project</td>
<td>Concerns for ripping up the road for light road</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td>No bike and ped access for safety</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td>Bike and pedestrian still impact properties because they do not have drives and parking as it is</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td>Trees, ped important</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td>Develop for pedestrian, bike, transit is important</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td>Look for elderly/improvements and mobility (scoters in bike lanes)</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td>Pedestrian - ADA compliance needed, personal mobility.</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Pedestrian Environment</td>
<td>Very dangerous ped use</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Pedestrian Environment</td>
<td>Street light, money maintenance, People cannot see pedestrian; City does not do anything when notified</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Historic properties cannot come back</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Huge historic impact (Euclid to C. Club)</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>100' or less to get to preserve historic</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Different districts, retain character</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Tear someone down you cannot bring them back. (historic)</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Not up to code structures; cannot be maintained - tear them down</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Potential Historic And Significant Buildings</td>
<td>History building the sense of place, the context of the community. Building now, unique architecture, identity and sense of place</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Potential Historic And Significant Buildings</td>
<td>Historic design can never be redone</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>Speed limit 30 mph! Narrow travel lane (12' vs 12')</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>Provide other accesses to Downtown or the freeway. Take traffic off of Broadway.</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>Widen Campbell to Country Club - more the remainder of the corridor</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>Through traffic is important with arterial to downtown</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>Widen (on side of) Carl's Island Freeway</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>Utilize the existing properties for community parking</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Through Traffic Movement</td>
<td>Discussion - good or bad? - Dead ends @ Country Club &amp; Downtown (bottlenecks)</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Trees add to the cross sections</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>In existing wider ROW, plant trees and maintain smaller ROW</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Meander Roadway in ROW</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Keep look and feel of old neighborhood</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>More life in the neighborhood</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Trees, people, etc.</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Negative cosmetics</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Trees, ped important</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Beautify the community for destination.</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Utilize properties for green landscape areas</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Eye sores; beautify</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Concerns for properties not maintained.</td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>If possible, put landscape on private property</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>Post-it note comment</td>
<td>General Comments</td>
<td>Bicycling Environment</td>
<td>commuter vs. casual cyclists - bike safety and concern</td>
<td></td>
</tr>
</tbody>
</table>
| 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.
<table>
<thead>
<tr>
<th>B</th>
<th>Post-it note comment</th>
<th>General Comments</th>
<th>General Project</th>
<th>Broadway not straight to provide options</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>Post-it note comment</td>
<td>General Comments</td>
<td>Through Traffic Movement</td>
<td>design speeds</td>
</tr>
<tr>
<td>B</td>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>4 + TA - 124' ROW</td>
<td>most people don't like the idea of a wider ROW. One person was interested in moving vehicular traffic on that's why this option is here.</td>
</tr>
<tr>
<td>B</td>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>4A - 98' ROW</td>
<td>bike safety; design speeds</td>
</tr>
<tr>
<td>B</td>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>4B - 114' ROW</td>
<td>One of top 3 sections</td>
</tr>
<tr>
<td>B</td>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>General Project</td>
<td>Cross section can change at different segments</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TA - 124' ROW</td>
<td>4+TA vs. 6A - can't decide since don't want these widths.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TA - 124' ROW</td>
<td>1 group prefers option 4+TA</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TA - 124' ROW</td>
<td>Acetate strips included the following marked with a dot: 4A, 4B, 4+TA, and 6A</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TA - 124' ROW</td>
<td>4+TA vs. 6A - can't decide since don't want these widths.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>Option 4A (98') and Option 4B (114'); top 2 - Several members of the group do not feel that there's a good 3rd option.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>Acetate strips included the following marked with a dot: 4A, 4B, 4+TA, and 6A</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>Acetate strips included the following marked with a dot: 4A, 4B, 4+TA, and 6A</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>Option 4A (98') and Option 4B (114'); top 2 - Several members of the group do not feel that there's a good 3rd option.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>6 + TA - 146' ROW</td>
<td>8 lanes is overkill for the corridor. Would rather it be 6 lanes.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>6 + 6B - 114' ROW</td>
<td>8 lanes is overkill for the corridor. Would rather it be 6 lanes.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6A - 120' ROW</td>
<td>Acetate strips included the following marked with a dot: 4A, 4B, 4+TA, and 6A</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6A - 120' ROW</td>
<td>4+TA vs. 6A - can't decide since don't want these widths.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>6A - 120' ROW</td>
<td>8 lanes is overkill for the corridor. Would rather it be 6 lanes.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>5B - 152' ROW</td>
<td>8 lanes is overkill for the corridor. Would rather it be 6 lanes.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Accommodation of High Capacity Transit</td>
<td>2 out of 27 dots Pedestrian Env., Accommodation of High Capacity Transit</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Accommodation of High Capacity Transit</td>
<td>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.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>bicycling environment</td>
<td>Why do people choose to commute by bike - because they often don't want to be next to a car.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>bicycling environment</td>
<td>1 out of 27 dots Bicycling, Through Traffic Movement, Construction &amp; Acquisition Costs</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>bicycling environment</td>
<td>Don't ride bike on Broadway because of traffic on Broadway; feels too dangerous.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>bicycling environment</td>
<td>Expanding the roadway would not allow bicycling but creating a destination would make biking better and likely</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>bicycling environment</td>
<td>Many of the performance measures are linked - bicycling and pedestrian environment = sense of place</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>City's Ability to Maintain Improvements</td>
<td>0 out of 23 dots Transit Travel Time, City's Ability to Maintain Improvements</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Comments Related to the Exercise</td>
<td>Concerns at the tool and the performance measures, and feels that some were given more weight than others</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Comments Related to the Exercise</td>
<td>Question at the age of the traffic data</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Construction And Acquisition Cost</td>
<td>1 out of 27 dots Bicycling, Through Traffic Movement, Construction &amp; Acquisition Costs</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Economic Potential</td>
<td>3 out of 27 dots Economic Potential</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>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.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Don't see any reason to have 6 lanes of traffic. Want narrower ROW and use good design to accommodate all needs.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>General Project</td>
<td>That quarter mile is very important for transit and safety for students and local businesses. Another person doesn't think it matters</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>General Project</td>
<td>Comes down to quality of life for people who live and work along it</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Pedestrian Environment</td>
<td>2 out of 27 dots Pedestrian Env., Accommodation of High Capacity Transit</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Pedestrian Environment</td>
<td>Many of the performance measures are linked - bicycling and pedestrian environment = sense of place</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Potential Historic And Significant Buildings</td>
<td>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.</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Through Traffic Movement</td>
<td>Vehicular access =&gt; through traffic movement - concerns with traffic through downtown and students drinking downtown</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Through Traffic Movement</td>
<td>1 out of 27 dots Bicycling, Through Traffic Movement, Construction &amp; Acquisition Costs</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Through Traffic Movement</td>
<td>Do we want to create a sense of place &amp; unique identity or just move cars from the mail to downtown</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Transit Travel Time</td>
<td>0 of 23 dots Transit Travel Time, City's Ability to Maintain Improvements</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Visual Quality</td>
<td>6 out of 27 dots Visual Quality</td>
</tr>
<tr>
<td>B</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Walking and Biking Health Benefits</td>
<td>5 out of 27 dots Walking and Biking Health Benefits</td>
</tr>
<tr>
<td>C</td>
<td>Post-it Note</td>
<td>Cross sections</td>
<td>4 + T SATA - EXISTING ROW</td>
<td>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</td>
</tr>
<tr>
<td>C</td>
<td>Post-it Note</td>
<td>Cross sections</td>
<td>4A-98' ROW</td>
<td>If we opt for these consider: 4A west of Campbell, 4B East of Campbell (or variants to preserve historically significant structures)</td>
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<td>C</td>
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<td>4B - 114' ROW</td>
<td>If we opt for these consider: 4B west of Campbell, 4B East of Campbell (or variants to preserve historically significant structures)</td>
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<td>Cross sections</td>
<td>5 + T SATA - EXISTING ROW</td>
<td>tghv</td>
</tr>
<tr>
<td>C</td>
<td>Post-it Note</td>
<td>Cross sections</td>
<td>6 + T SATA - EXISTING ROW</td>
<td>to obtain more landscaping in smaller area consider using tree will grates (a public art opportunity)</td>
</tr>
<tr>
<td>C</td>
<td>Post-it Note</td>
<td>Performance Measures</td>
<td>Accommodation of High Capacity Transit</td>
<td>please design for light rail/ home owner</td>
</tr>
<tr>
<td>C</td>
<td>Post-it Note</td>
<td>Performance Measures</td>
<td>Pedestrian Environment</td>
<td>the Pedestrian Environment criteria omits consideration of pedestrians being able to cross over from south to north and north to south sides of Broadway</td>
</tr>
<tr>
<td>C</td>
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<td>Cross sections</td>
<td>4 + T SATA - EXISTING ROW</td>
<td>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</td>
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<td>Economic Potential</td>
<td>Key Points of Discussion or Conflict: economic change will follow the aesthetics</td>
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<td>Top 4 Performance Measures: Sense of Place; Visual Quality; Economic Vitality; Pedestrian Access + Mobility</td>
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<td>General Project</td>
<td>Key Points of Discussion or Conflict: sense of place</td>
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<td>General Project</td>
<td>Key Points of Discussion or Conflict: capacity/ functionality less important</td>
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<td>General Project</td>
<td>Key Points of Discussion or Conflict: treat it as a gateway to downtown- extend art &amp; themes</td>
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<td>General Project</td>
<td>Key Points of Discussion or Conflict: group tried to find compromises on width vs. preservation maintaining 4 lanes</td>
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<td>Performance Measures</td>
<td>Pedestrian Environment</td>
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<td>General Comments</td>
<td>Potential Historic And Significant Buildings</td>
<td>Key Points of Discussion or Conflict: emphasis on aesthetics and preservation/ Visual</td>
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<td>Potential Historic And Significant Buildings</td>
<td>Key Points of Discussion or Conflict: historic preservation</td>
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<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4 + T SATA - EXISTING ROW</td>
<td>SATA option - are there really no areas to put trees or landscaping?</td>
</tr>
</tbody>
</table>
C  Scribe Recording Sheet  Cross sections  4 + TA 124' 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  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)
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
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)
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
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
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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  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 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?).
Pat Upton - Helen Purdy
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  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  Comment Card  General Comments  Through Traffic Movement  4 lanes only - need bus pullouts and right turn bays. Increase width of bike lanes and sidewalks.
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...  Susan Granger
D  Report Out Sheet  Cross sections  4 + TB - 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  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  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  Report Out Sheet  General Comments  Bicycling Environment  Key Discussions/Conflicts: 1) Safety/utility for bikes
D  Report Out Sheet  Performance Measures  Bicycling Environment  Top 4 Measures: Bicycling Environment; Through Traffic; preservation Impacts; Walking & Bicycling
D  Report Out Sheet  Cross sections  General Project  Table favored 115-120' width. 1 person wanted no increase in width.
Report Out Sheet  General Comments  General Project  
Key Discussions/Conflicts: 4) How do these cross-sections interface at each end?

Report Out Sheet  General Comments  Pedestrian Environment  
Key Discussions/Conflicts: 2) Questioned whether pedestrians will use areas if built.

Report Out Sheet  Performance Measures  Pedestrian Environment  
Top 4 Measures: Bicycling Environment; Through Traffic; preservation Impacts; Walking & Bicycling

Report Out Sheet  General Comments  Potential Historic And Significant Buildings  
Key Discussions/Conflicts: 3) Mixed on historic - tough choices if roadway width increased.

Report Out Sheet  Performance Measures  Potential Historic And Significant Buildings  
Top 4 Measures: Bicycling Environment; Through Traffic; preservation Impacts; Walking & Bicycling

Report Out Sheet  Performance Measures  Through Traffic Movement  
Top 4 Measures: Bicycling Environment; Through Traffic; preservation Impacts; Walking & Bicycling

Report Out Sheet  General Comments  Visual Quality  
Key Discussions/Conflicts: 5) Landscaping for beautification with a minimal impact of space

Scribe Recording Sheet  Cross sections  4 + 1A 124' ROW  
Best use of existing environment

Scribe Recording Sheet  Cross sections  4 + 2B 152' ROW  
#2: #4+1B (green B)

Scribe Recording Sheet  Cross sections  4 + 2B - 152' ROW  
The wider sidewalk is ADA?

Scribe Recording Sheet  Cross sections  4 + 2B - 152' ROW  
We want safety for everyone

Scribe Recording Sheet  Cross sections  4 + 2B - 152' ROW  
Two travel lanes for vehicles

Scribe Recording Sheet  Cross sections  4 + 2B - 152' ROW  
The purple one will look better with the light rail vs. this one

Scribe Recording Sheet  Cross sections  4 + 2B - 152' ROW  
But the problem is the bike and light rail are incompatible

Scribe Recording Sheet  Cross sections  4 + 2B - 152' ROW  
We don't have a consistent size along the corridor

Scribe Recording Sheet  Cross sections  4 + 2B - 152' ROW  
How does this cross-section get along with the rest of the corridor?

Scribe Recording Sheet  Cross sections  4B - 114' ROW  
#3: 4B (purple B)

Scribe Recording Sheet  Cross sections  4B - 114' ROW  
I like it that is 4 lanes + bicycle track (that's the cool thing)

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.

Scribe Recording Sheet  Cross sections  4B - 114' ROW  
Something like on Speedway and Tucson Blvd.

Scribe Recording Sheet  Cross sections  4B - 114' ROW  
Most of the section I like

Scribe Recording Sheet  Cross sections  4B - 114' ROW  
Spending money on getting road wider, that's a waste of MONEY!

Scribe Recording Sheet  Cross sections  4B - 114' ROW  
Even with the purple 4B, you will destroy something.

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.

Scribe Recording Sheet  Cross sections  4B - 114' ROW  
I hate the noise of busy streets

Scribe Recording Sheet  Cross sections  4B - 114' ROW  
2 votes on purple, and 1 more if they fix a left turn!

Scribe Recording Sheet  Cross sections  6B - 152' ROW  
#3: 6B (yellow B)

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

Scribe Recording Sheet  Cross sections  6B - 152' ROW  
I don't like the separation of buses on the side.

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.

Scribe Recording Sheet  Cross sections  6B - 152' ROW  
The yellow one (6B) is the most important one for this table

Scribe Recording Sheet  Cross sections  6B - 152' ROW  
Even the narrower one is going to take a lot of space from parking

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.

Scribe Recording Sheet  Cross sections  6B - 152' ROW  
I like the 4 lanes. Not too wide. Minimum amount of wide!

Scribe Recording Sheet  Cross sections  6B - 152' ROW  
We like 6B without trees.

Scribe Recording Sheet  Performance Measures  Bicycling Environment  
People on bikes (dangerous)

Scribe Recording Sheet  Performance Measures  Bicycling Environment  
not a bike rider, but concerned about safety

Scribe Recording Sheet  Performance Measures  Bicycling Environment  
A way to bike and get to downtown

Scribe Recording Sheet  Performance Measures  Bicycling Environment  
Bike lanes suddenly end and these are recently done things => too bad

Scribe Recording Sheet  Performance Measures  Bicycling Environment  
Bike lanes have to be useful

Scribe Recording Sheet  Performance Measures  Bicycling Environment  
Pay attention to utilities => functional

Scribe Recording Sheet  Performance Measures  Bicycling Environment  
Broadway is not a good place to bike

Scribe Recording Sheet  Performance Measures  Bicycling Environment  
Amazed by 3rd Street!

Scribe Recording Sheet  Performance Measures  Bicycling Environment  
Comfort
<p>| 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! |
| D | Scribe Recording Sheet | Cross sections | Construction and Acquisition Cost | Spending more on getting road rider, that's a waste of MONEY! |
| 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 |
| 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. |
| 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. |
| 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 |
| D | Scribe Recording Sheet | Cross sections | Pedestrian Environment | Crossing places |
| D | Scribe Recording Sheet | Cross sections | Pedestrian Environment | Pedestrian Environment is #1 |
| D | Scribe Recording Sheet | Cross sections | Potential Historic And Significant Buildings | Be selective when saving some historic buildings. |
| D | Scribe Recording Sheet | Cross sections | Potential Historic And Significant Buildings | Potential Historic and Significant Buildings Impact #3 |
| D | Scribe Recording Sheet | Cross sections | Potential Historic And Significant Buildings | Contributes to sense of place |
| D | Scribe Recording Sheet | Cross sections | Potential Historic And Significant Buildings | Unique! |
| D | Scribe Recording Sheet | Performance Measures | Potential Historic And Significant Buildings | Irreplaceable! |
| D | Scribe Recording Sheet | Performance Measures | Through Traffic Movement | Through Traffic Movement #2 |
| D | Scribe Recording Sheet | Performance Measures | Through Traffic Movement | drive and expect roads to be functional |
| D | Scribe Recording Sheet | Performance Measures | Through Traffic Movement | Also interested in design |
| D | Scribe Recording Sheet | Performance Measures | Transit Travel Time | I care about bus pullouts** but don't care about faster! (movement) |
| 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 &amp; Biking Health Benefits |
| D | Scribe Recording Sheet | Performance Measures | Walking and Biking Health Benefits | Bikes are the way to go for the future! |
| 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 1 chose historic buildings, visual quality, and health benefits, then doesn't that affect functionality? |
| E | 36 x 48 Performance Measures | General Comments | Through Traffic Movement | New performance measures: &quot;Road to Nowhere / bottleneck @ Euclid&quot; (5 dots) |
| E | 36 x 48 Performance Measures | General Comments | Through Traffic Movement | Table E was very concerned with the potential or focusing more traffic from a widened Broadway into the narrow confines of Downtown Tucson. &quot;What happens west of Rattlesnake Bridge? Where will all the cars go?&quot; |
| 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? |
| 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 minimum width of lanes/sidewalks |
| 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? |</p>
<table>
<thead>
<tr>
<th>E</th>
<th>Comment Card</th>
<th>General Comments</th>
<th>General Project</th>
<th>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)</th>
</tr>
</thead>
<tbody>
<tr>
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<td>Comment Card</td>
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<td>Walking and biking: insure safety as well as at least minimum width of lanes/sidewalks</td>
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<td>Through Traffic Movement</td>
<td>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.</td>
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<td>Top 3 Street Section Alternatives: 4+T SATA, 4A (98’ ROW), 4B (114’ ROW)</td>
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<td>General Comments</td>
<td>Potential Historic And Significant Buildings</td>
<td>Group preferred measure =&gt; The “Road to Nowhere” -4.0 Acres of land purchased by Zodiac Industries.</td>
</tr>
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<td>E</td>
<td>Scribe Recording Sheet</td>
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<td>More info on 4+T (existing ROW)</td>
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<td>Cross sections</td>
<td>4A - 98’ ROW</td>
<td>More info on 4A (89’ ROW)</td>
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<td>4B - 114’ ROW</td>
<td>More info on 4B (114’ ROW)</td>
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<td>Performance measures</td>
<td>Accommodation of High Capacity Transit</td>
<td>Big concern of bus pullouts - value to buses</td>
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<td>Performance measures</td>
<td>Bicycling Environment</td>
<td>Why pedestrian/bike health solidifies that there will be bike lanes &amp; sidewalks</td>
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<td>Bicycling Environment</td>
<td>examples: Mountain Ave - vehicle lanes were taken away to give bike lanes</td>
</tr>
<tr>
<td>E</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Bicycling Environment</td>
<td>main concern is for Tucson High students</td>
</tr>
<tr>
<td>E</td>
<td>Scribe Recording Sheet</td>
<td>Comments Related to the Exercise</td>
<td>Comments Related to the Exercise</td>
<td>how can we guarantee measuring this (???) important?</td>
</tr>
<tr>
<td>E</td>
<td>Scribe Recording Sheet</td>
<td>Comments Related to the Exercise</td>
<td>Comments Related to the Exercise</td>
<td>where are measurements coming from?</td>
</tr>
<tr>
<td>E</td>
<td>Scribe Recording Sheet</td>
<td>Comments Related to the Exercise</td>
<td>Comments Related to the Exercise</td>
<td>concerns: are conclusions already made?</td>
</tr>
<tr>
<td>E</td>
<td>Scribe Recording Sheet</td>
<td>Comments Related to the Exercise</td>
<td>Comments Related to the Exercise</td>
<td>How are the ratings being developed?</td>
</tr>
<tr>
<td>E</td>
<td>Scribe Recording Sheet</td>
<td>Comments Related to the Exercise</td>
<td>Comments Related to the Exercise</td>
<td>Comments Related to the Exercise</td>
</tr>
<tr>
<td>E</td>
<td>Scribe Recording Sheet</td>
<td>Comments Related to the Exercise</td>
<td>Comments Related to the Exercise</td>
<td>so how does this group define functionality?</td>
</tr>
<tr>
<td>E</td>
<td>Scribe Recording Sheet</td>
<td>Economic Potential</td>
<td>Economic Potential</td>
<td>Economic Potential</td>
</tr>
<tr>
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<td>Scribe Recording Sheet</td>
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<td>Economic Potential</td>
</tr>
<tr>
<td>E</td>
<td>Scribe Recording Sheet</td>
<td>Economic Potential</td>
<td>Economic Potential</td>
<td>narrow lanes, keep businesses, with more bikeability</td>
</tr>
<tr>
<td>E</td>
<td>Scribe Recording Sheet</td>
<td>Economic Potential</td>
<td>preservation of businesses</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>Scribe Recording Sheet</td>
<td>General Project</td>
<td>other option =&gt; keep the current building and streets but go to 80’ ROW</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>Scribe Recording Sheet</td>
<td>General Project</td>
<td>connection between Euclid and downtown</td>
<td></td>
</tr>
<tr>
<td>E</td>
<td>Scribe Recording Sheet</td>
<td>General Project</td>
<td>Option =&gt; can we have fewer lanes?</td>
<td></td>
</tr>
<tr>
<td>Sheet</td>
<td>Title</td>
<td>Performance Category</td>
<td>General Comments</td>
<td>Row/Alternative</td>
</tr>
<tr>
<td>-------</td>
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<td>------------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Performance measures</td>
<td>General Project</td>
<td>why do we have to sacrifice? (???)</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Performance measures</td>
<td>General Project</td>
<td>why can't we use what we already have?</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Performance measures</td>
<td>Pedestrian Environment</td>
<td>main concern is for Tucson High students</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>how is keeping the historic things the best</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>12A may work on east side</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>doesn't make sense for businesses to loose their parking, because then buildings may go</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>Parking in front of buildings is required</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>Keep the 4 lanes with progressive traffic technology</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Performance measures</td>
<td>Through Traffic Movement</td>
<td>Broadway =&gt; &quot;Road to Nowhere&quot; =&gt; bottleneck</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Performance measures</td>
<td>Through Traffic Movement</td>
<td>Now measures =&gt; the road to nowhere (Broadway w/ Euclid)</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Performance measures</td>
<td>Through Traffic Movement</td>
<td>Question: How do you deal with bottleneck effect w/ street ROW?</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Performance measures</td>
<td>Through Traffic Movement</td>
<td>how long are people waiting in the vehicles when they stop?</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>buildings attractive?</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Performance measures</td>
<td>Visual Quality</td>
<td>Top 3 measures: Historic, Visual Quality, Walking and Biking Health Benefits</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Performance measures</td>
<td>Walking and Biking Health Benefits</td>
<td>Top 3 measures: Historic, Visual Quality, Walking and Biking Health Benefits</td>
</tr>
<tr>
<td>Scribe</td>
<td>Recording Sheet</td>
<td>Performance measures</td>
<td>Walking and Biking Health Benefits</td>
<td>Health benefits =&gt; ensuring human safety</td>
</tr>
<tr>
<td>F</td>
<td>36x48 Cross Section Alternatives</td>
<td>General Comments</td>
<td>6B - 152' ROW</td>
<td>On 6B (152' ROW) - Concerned too small of ROW prevents later modification. However, firm believer in doing it right the first time.</td>
</tr>
<tr>
<td>F</td>
<td>36x48 Performance Measures Sheet</td>
<td>General Comments</td>
<td>Walking and Biking Health Benefits</td>
<td>On Walking &amp; Biking Health Benefits: Functionality of Pedestrian and Bicycling included</td>
</tr>
<tr>
<td>F</td>
<td>Public Handout</td>
<td>Performance Measures</td>
<td>Economic Potential</td>
<td>Economic Vitality</td>
</tr>
<tr>
<td>F</td>
<td>Public Handout</td>
<td>Performance Measures</td>
<td>Visual Quality</td>
<td>Visual Quality</td>
</tr>
<tr>
<td>F</td>
<td>Report Out Sheet</td>
<td>Cross sections</td>
<td>4 + TA 12A' ROW</td>
<td>Top 3 Street Width Alternatives: 4+TA; 4+TB; 6B</td>
</tr>
<tr>
<td>F</td>
<td>Report Out Sheet</td>
<td>Cross sections</td>
<td>4 + TB - 152' ROW</td>
<td>Top 3 Street Width Alternatives: 4+TA; 4+TB; 6B</td>
</tr>
<tr>
<td>F</td>
<td>Report Out Sheet</td>
<td>Cross sections</td>
<td>6B - 152' ROW</td>
<td>Top 3 Street Width Alternatives: 4+TA; 4+TB; 6B</td>
</tr>
<tr>
<td>F</td>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>Accomodation of High Capacity Transit</td>
<td>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.</td>
</tr>
<tr>
<td>F</td>
<td>Report Out Sheet</td>
<td>Performance Measures</td>
<td>Accomodation of High Capacity Transit</td>
<td>Top 4 Performance Measures: Accommodation of High Capacity Transit; Visual Quality; Walking &amp; Biking Health Benefits (including Pedestrian and Bicycling functionality); Economic Vitality: change in Economic Potential</td>
</tr>
<tr>
<td>F</td>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>Bicycling Environment</td>
<td>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.</td>
</tr>
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<td>F</td>
<td>Report Out Sheet</td>
<td>Performance Measures</td>
<td>Bicycling Environment</td>
<td>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 &quot;Walking &amp; Biking Health Benefits&quot; instead of &quot;pedestrian Environment&quot; or &quot;Bicycle Environment&quot;.</td>
</tr>
<tr>
<td>F</td>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>General Project</td>
<td>Balance between small, existing businesses with bigger picture for Tucson as a gate to downtown</td>
</tr>
<tr>
<td>F</td>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>General Project</td>
<td>Encourage Task Force to seek innovation in engineering</td>
</tr>
<tr>
<td>F</td>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>Pedestrian Environment</td>
<td>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.</td>
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We were concerned of the super wide sections' impact on the businesses/economic impact. Our group
drew up to examples that provide high capacity transit, but with less lanes. Shading, pedestrian and
bicycle access were heavily weighed. Picked SB with concern for it to not compromise property/business.

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

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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".

Most compromise, has all components I'm looking for => less intrusive into properties => more
opportunities for economic potential

modest compromise with width & overall potential/opportunity to provide new motivation & impact to
business/visual/access

Narrower; pedestrian => dedicated bus lanes and landscaping

width landscaping

pedestrian friendly and bike friendly

Not so wide so people can cross the street

Best balance of priorities

Allowed for options in multi-modal measurements

ROW that was balanced

Hybrid of 4+YA and 4+TB: corridor to downtown / aesthetic important

4+TA; 4+TB - concentrate on these; find a sweet spot; compromises with economic potential

redefines pedestrian and bicycle access, makes more attractive to business

Option for 2 full lanes of transit

Provides for bus & rail transit / wide enough for more aesthetic / additional width allows for changes

Like 152'; allows for public transportation and landscape

Better job at allowing for high speed transit; like concentrated in center => safer for high transit

Favorite; but would like to see something more compressed

compare to Phoenix

Hybrid of 4+YA and 4+TB: corridor to downtown / aesthetic important

4B, 4+TA; 4+TB - concentrate on these; find a sweet spot; compromises with economic potential

4B; 114' ROW

6+TA, 6+TB - Scary; too extreme. I don't this this belongs in the area.

6+TA; 6+TB - Scary; too extreme. I don't this this belongs in the area.

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

Like 152'; allows for public transportation and landscape

like visual; median is safer; think about land maps

How do people get to the center to take transit? (Kevin S. from CD+Ay answered - would assume, via
crossings and waiting/boarding at stops in the center median)

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

combine pedestrian & walking & biking
<table>
<thead>
<tr>
<th>Scribe Recording Sheet</th>
<th>Performance Measures</th>
<th>Bicycling Environment</th>
<th>moved bicycling to walking and bicycling health benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Bicycling Environment</td>
<td>Walkability and bikes go hand in hand</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Economic Potential</td>
<td>Economic potential: looks like there is a relationship between width and economic potential</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Economic Potential</td>
<td>Why are we only looking at economic potential?</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Economic Potential</td>
<td>I'm looking at what has happened downtown. It would probably happen on Broadway,</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Economic Potential</td>
<td>People are anticipating poor economic potential.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Economic Potential</td>
<td>Economic potential is tied to how people want to show economic potential is tied to the amount of the parcel that's left</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Economic Potential</td>
<td>If you concentrate energy into one of them / want versatility</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Economic Potential</td>
<td>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</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Very seldom buy a house &amp; say &quot;I wish I had less space&quot;. It's worth doing, it's worth doing right.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>If you try &amp; walk Campbell, it is uncomfortable; no buffer.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Pedestrian Environment</td>
<td>Pedestrian Environment Walkability and bikes go hand in hand</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>I think 6 lanes is excessive.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Transit Travel Time</td>
<td>Are you running local buses? (Kevin S. from CD6A answered - would assume he said yes)</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Visual Quality</td>
<td>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</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Walking and Biking Health Benefits</td>
<td>moved bicycling to walking and bicycling health benefits</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Walking and Biking Health Benefits</td>
<td>If we make walking &amp; biking a priority, we can forget bicycling env. and ped. env.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Walking and Biking Health Benefits</td>
<td>Do we want them to consider health over functionality =&gt; functionality should come first. I picture design people not being health people.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Walking and Biking Health Benefits</td>
<td>Walking &amp; Bicycling Health Benefits with stipulation that pedestrian and bicycling functionality are included.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Walking and Biking Health Benefits</td>
<td>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</td>
</tr>
<tr>
<td>Comment Card</td>
<td>General Comments</td>
<td>4B - 114' ROW</td>
<td>reduce landscape area to 12'. Add difference on to median =&gt; future light rail corridor possible</td>
</tr>
<tr>
<td>Comment Card</td>
<td>General Comments</td>
<td>Bicycling Environment</td>
<td>Bike lanes: divide from car lanes with raised reflectors =&gt; creates barrier cheaply and visibly; uses less space.</td>
</tr>
<tr>
<td>Post-it Note</td>
<td>General Comments</td>
<td>4B - 114' ROW</td>
<td>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.</td>
</tr>
<tr>
<td>Public Handout</td>
<td>Performance Measures</td>
<td>Other: Streetcar &amp; Mobility</td>
<td></td>
</tr>
<tr>
<td>Public Handout</td>
<td>Performance Measures</td>
<td>Visual Quality</td>
<td></td>
</tr>
<tr>
<td>Public Handout</td>
<td>Performance Measures</td>
<td>Walking and Biking Health Benefits</td>
<td>Note on front page: * Had to leave Earth, but left decision.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4 - 7A - 124' ROW</td>
<td>barren landscape; doesn't increase ROW which is beneficial</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>visual quality and historic buildings as far as benefit</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>takes least amount of ROW while offering landscape and generous bike lanes</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>creating more community = better bike and pedestrian = 4A and 4B</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>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)</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>4B is consensus of group, likes as an option.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>likes the cycle track on the greenways are a benefit</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>Concern over plants getting in the way of visibility</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>Viable alternative to become more pedestrian / cycle friendly</td>
</tr>
<tr>
<td>------------------------</td>
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<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>Future won't be driving; Less cars, more urban setting, further from the suburbs</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>Less cars, more urban setting, further from the suburbs</td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>Concern over turning left at business</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>Landscape is calming and provides shade for pedestrians.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>Bike lane suggestion: Light up or put reflectors on road when bike lane narrows; preferred over the raised cycle track.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>Alter 1' landscape to 12' (compromise between 30'-8')</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>Interest in light rail essentially</td>
</tr>
<tr>
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<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>Creating more community = better bike and pedestrian = 4A and 4B</td>
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<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>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)</td>
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<td>Performance Measures</td>
<td>Bicycling Environment</td>
<td>6 dots for this performance measure</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Bicycling Environment</td>
<td>Mixed experience of being on the street and engage the environment. Tie in Walking and Biking Health Benefits. Group considered Pedestrian and Bicycle Env.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Bicycling Environment</td>
<td>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.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Construction and Acquisition Cost</td>
<td>Uncertainty to invest or not.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Economic Potential</td>
<td>3 dots for this performance measure</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Economic Potential</td>
<td>Strong consensus on slowing traffic and getting community participation of the area through business, etc.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Economic Potential</td>
<td>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.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Pedestrian Environment</td>
<td>2 dots for this performance measure</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Pedestrian Environment</td>
<td>Mixed experience of being on the street and engage the environment. Tie in Walking and Biking Health Benefits.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Pedestrian Environment</td>
<td>Ped. Env. ties in to Economic Potential. Walking traffic offers potential to businesses.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Pedestrian Environment</td>
<td>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.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Potential Historic And Significant Buildings</td>
<td>Concern over houses being torn down.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Potential Historic And Significant Buildings Impact</td>
<td>6 dots for this performance measure</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Through Traffic Movement</td>
<td>Strong consensus on slowing traffic and getting community participation of the area through business, etc. Group considered Pedestrian and Bicycle Env.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Through Traffic Movement</td>
<td>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.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Through Traffic Movement</td>
<td>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.</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Visual Quality</td>
<td>Broadway is unique, has community and business. Interest in beautifying.</td>
</tr>
<tr>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>Accommodation of High Capacity Transit</td>
<td>We felt it wasn't worth considering wider cross-sections w/o guarantees of mass transit</td>
</tr>
<tr>
<td>Section</td>
<td>Sheet Type</td>
<td>Description</td>
<td>Comments</td>
</tr>
<tr>
<td>---------</td>
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<td>-------------</td>
<td>----------</td>
</tr>
<tr>
<td>4A</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + 1 SATA - EXISTING ROW: Transit in mid can improve x-ings - because they have to get to transit stop (acts as ped. Refuge)</td>
</tr>
<tr>
<td>4B</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + 1 SATA - EXISTING ROW: Improves ped quality</td>
</tr>
<tr>
<td>4C</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + 1 SATA - EXISTING ROW: comfort of the above depends on safety of stops &amp; speed of transit</td>
</tr>
<tr>
<td>4D</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + 1 SATA - EXISTING ROW: This cost effective since widening area serves both directions</td>
</tr>
<tr>
<td>4E</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + 1 SATA - EXISTING ROW: Sees ped fatalities in unsignalized x-ings</td>
</tr>
<tr>
<td>4F</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + 1 SATA - EXISTING ROW: Would be more comfortable cycling if roadway was 3-lane width (2 lane, one turn lane)</td>
</tr>
<tr>
<td>4G</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TA - 124' ROW: Doesn’t take out as many of the businesses, adds transit and bike lane (in favor of moving bike inside landscaping)</td>
</tr>
<tr>
<td>4H</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TA - 124' ROW: Median adds to width but didn’t contribute to efficiency of road</td>
</tr>
<tr>
<td>4I</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TA - 124' ROW: Would like to consider narrower vehicle travel</td>
</tr>
<tr>
<td>4J</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TA - 124' ROW: Would hate to see the businesses go, but they’ve been there for many years and don’t really have much eye appeal. Many may be willing to make improvements</td>
</tr>
<tr>
<td>4K</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TA - 124' ROW: Some like 152’, others say 4+TA is better since transit is off to the side</td>
</tr>
<tr>
<td>4L</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TA - 124' ROW: 3 travel lanes each way is not multi-modal because it will increase vehicle travel and discourage ped travel</td>
</tr>
<tr>
<td>4M</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TB - 152' ROW: Can’t do without taking out historic buildings</td>
</tr>
<tr>
<td>4N</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TB - 152' ROW: S swath of destruction</td>
</tr>
<tr>
<td>4O</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TB - 152' ROW: Don’t see efficiencies in any of these designs so far</td>
</tr>
<tr>
<td>4P</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TB - 152' ROW: What do ppl look at when they come to the city</td>
</tr>
<tr>
<td>4Q</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TB - 152' ROW: Sees ROW narrowing</td>
</tr>
<tr>
<td>4R</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TB - 152' ROW: If we build for cars, that’s what we’ll get</td>
</tr>
<tr>
<td>4S</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TB - 152' ROW: If we build for bikes, we’ll get bikes</td>
</tr>
<tr>
<td>4T</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TB - 152' ROW: Like the layout and what it provides but it takes out a # of businesses - big concern</td>
</tr>
<tr>
<td>4U</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TB - 152' ROW: Could look to see an opt that involves narrowing the roadway</td>
</tr>
<tr>
<td>4V</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4 + TB - 152' ROW: Would why would we destroy historic bldgs when there is no benefit of dedicated transit lanes</td>
</tr>
<tr>
<td>4W</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW: Why would we look at this if transit is one of the priorities</td>
</tr>
<tr>
<td>4X</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW: Stinks for cyclists, no vehicle separation</td>
</tr>
<tr>
<td>4Y</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW: Need veh separation for comfort / safety</td>
</tr>
<tr>
<td>4Z</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW: Not that bad if a buffer is used (painted or other)</td>
</tr>
<tr>
<td>4AA</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW: 6’ bike lane is comfortable</td>
</tr>
<tr>
<td>4AB</td>
<td>Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW: Not preferable; if streetcar is built in future, we’d have to start over and rebuild</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>There are cyclists that cycle 1,000s of miles</td>
</tr>
<tr>
<td>------------------------</td>
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<td>-------------------------------------------</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>Painted bike lanes don't bring more cyclists</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6 + TA - 146' ROW</td>
<td>Like the 146' (Option 6-TA)</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Accomodation of High Capacity Transit</td>
<td>High Cap. Transit helps to increase efficiency. If you create corridor, everything will come</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Accomodation of High Capacity Transit</td>
<td>Transit seems to be a given - seems like it's going to happen</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Accomodation of High Capacity Transit</td>
<td>Transit needs to be discussed in more detail</td>
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<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Bicycling Environment</td>
<td>Tucson lacks facilities for bike community. If we put nice bike route, there are enough businesses to support</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Bicycling Environment</td>
<td>Bike communities are being built around 6-lane roads - dangerous</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Bicycling Environment</td>
<td>People aren't going to feel safe using bike lanes near wider roads; voting for health benefits</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Bicycling Environment</td>
<td>Health benefits covers bicycling environment - broader umbrella</td>
</tr>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Comments Related to the Exercise</td>
<td>Concern that choice will lead to an unwanted option that will be built</td>
</tr>
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<td>Scribe Recording Sheet</td>
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<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Construction And Acquisition Cost</td>
<td>Acquisition cost - how will it affect businesses; what is it going to cost, both to the RTA and the individual</td>
</tr>
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</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>General Project</td>
<td>Between Alv. &amp; Euclid - nothing is there</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Pedestrian Environment</td>
<td>Ped Environment - Ped use would increase if more comfortable. Particularly around Randolph Way if more &quot;preserved&quot; and &quot;enhanced&quot;</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Pedestrian Environment</td>
<td>Ped Environment &amp; handicap is friendlier</td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Potential Historic And Significant Buildings</td>
<td>What we as historic is irreplaceable. Enhances character of our city magnets for tourism - compare with E. portion of Broadway - it has no character</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Potential Historic And Significant Buildings</td>
<td>Visual Quality / Potential Historic - can't be split</td>
</tr>
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<td>Visual Quality</td>
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<td>Visual Quality</td>
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<td>Performance measures</td>
<td>Visual Quality / Potential Historic - can't be split</td>
<td>Transit needs to be discussed in more detail</td>
</tr>
<tr>
<td>Comment Card</td>
<td>General Comments</td>
<td>General Project</td>
<td>Trolley type buses, not rafts - and subsidize them.</td>
</tr>
<tr>
<td>Comment Card</td>
<td>General Comments</td>
<td>General Project</td>
<td>Enforce helmet &amp; lighting 4 bikes and motorcycles</td>
</tr>
<tr>
<td>Comment Card</td>
<td>General Comments</td>
<td>General Project</td>
<td>Don't wait for big changes:</td>
</tr>
<tr>
<td>Comment Card</td>
<td>General Comments</td>
<td>General Project</td>
<td>Now: stop truck and car pollution (black smokers)</td>
</tr>
<tr>
<td>Comment Card</td>
<td>General Comments</td>
<td>General Project</td>
<td>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 WW2 and gone through 4 of these things. None were completed on time. Downtown hasn'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!!!</td>
</tr>
<tr>
<td>Comment Card</td>
<td>General Comments</td>
<td>Pedestrian Environment</td>
<td>More crosswalks</td>
</tr>
<tr>
<td>Report Out Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>Preferred Street Width/ Section Alternatives: 4A (with the 10' median in 6A &amp; extra feet in the bike path); 6A; 6 + TB ( without the 26' transit in the middle &amp; with 3 lanes)</td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Preferred Street Width/Section Alternatives: 4A (with the 10’ median in 6A &amp; extra feet in the bike path); 6A; 6 + TB (without the 26’ transit in the middle &amp; with 3 lanes)</td>
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</tr>
<tr>
<td>Report Out Sheet</td>
<td>Cross sections</td>
<td>6A - 120’ + ROW</td>
<td></td>
</tr>
<tr>
<td>Report Out Sheet</td>
<td>Cross sections</td>
<td>Preferred Street Width/Section Alternatives: 4A (with the 10’ median in 6A &amp; extra feet in the bike path); 6A; 6 + TB (without the 26’ transit in the middle &amp; with 3 lanes)</td>
<td></td>
</tr>
<tr>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>Bicycling Environment</td>
<td></td>
</tr>
<tr>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>Key Points of Discussion/Conflict: 6’ bike path min.</td>
<td></td>
</tr>
<tr>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>Economic Potential</td>
<td></td>
</tr>
<tr>
<td>Report Out Sheet</td>
<td>Performance Measures</td>
<td>Pedestrian Environment</td>
<td></td>
</tr>
<tr>
<td>Report Out Sheet</td>
<td>Performance Measures</td>
<td>Through Traffic Movement</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6 + TB - 154’ ROW</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98’ ROW</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6 + TA - 146’ ROW</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>would like the widest street to match street east of country blub to improve traffic flow. Wants the widest to have bike lane, transit lane, liked 6 + TB option</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6A - 120’ + ROW</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Positive for some, but natural for others. Seems less negative</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6A - 120’ + ROW</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6A has potential trees in the middle.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6A - 120’ + ROW</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>likes 6A - additional money adding lanes to (6) but also adds trees</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6A - 120’ + ROW</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6A - 120’ + ROW</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6A seems like you can take it all the way down without impacting buildings</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Bicycling Environment</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Broadway dangerous for bicycling.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Construction and Acquisition Cost</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Economic Potential</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>No one rides bus now.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>feels transit in city is ‘unconnected’ (disconnected) transition. Broadway will not help fix entire transit system.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>concerned with how the Assembly Church is affected by widening.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>concerned w/ how the construction will impact his buildings, not concerned about expansion taking away some of his land.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>When you tear this up, how many more businesses will leave?</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Chris feels there is a lot to debate about what the RTA study found.</td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>there is not a wide street downtown for a wide street on Broadway to connect to. So need to widen Broadway to 6 lanes &amp; transit lanes.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>General Project</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>2 (people) want the road to be left as is because they are concerned how the construction will impact businesses during construction</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>does not like 8 ft. sidewalk</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Parking for on-street parking.</td>
<td></td>
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<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Potential Historic and Significant Buildings</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>Through Traffic Movement</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance Measures</td>
<td>any road needs to have access. It already moves traffic fine</td>
<td></td>
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</tbody>
</table>
Scribe Recording Sheet | Cross sections | Visual Quality | Paper | Comments
--- | --- | --- | --- | ---
Scribe Recording Sheet | Cross sections | Visual Quality | Paper | Comments
Scribe Recording Sheet | Performance Measures | Visual Quality | Paper | Comments
Comment Card | General Comments | 4 + T SATA - EXISTING ROW | Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.
Comment Card | General Comments | 4 + T SATA - EXISTING ROW | Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.
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Comment Card | General Comments | 4 + T SATA - EXISTING ROW | Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.
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.
Comment Card | General Comments | Pedestrian Environment | Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.
Comment Card | General Comments | Pedestrian Environment | Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.
Comment Card | General Comments | Pedestrian Environment | Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.
Comment Card | General Comments | Pedestrian Environment | Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.
Handout | General Comments | Potential Historic And Significant Buildings | Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits
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Scribe Recording Sheet | Cross sections | 4 + T SATA - EXISTING 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)
Scribe Recording Sheet | Cross sections | 4 + T SATA - EXISTING ROW | Selected Street Section Alternatives, 4+T SATA (80' ROW) - 4A (98' ROW) - 48 [114' ROW]
Scribe Recording Sheet | Cross sections | 4 + T SATA - EXISTING ROW | Table believes there are viable design decisions that could work with Option 4+T SATA (existing ROW)
Scribe Recording Sheet | Cross sections | 4 + T SATA - EXISTING 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)
Scribe Recording Sheet | Cross sections | 4 + T SATA - EXISTING ROW | Selected Street Section Alternatives, 4+T SATA (80' ROW) - 4A (98' ROW) - 48 [114' ROW]
Scribe Recording Sheet | Cross sections | 4 + T SATA - EXISTING ROW | Table believes there are viable design decisions that could work with Option 4+T SATA (existing ROW)
Scribe Recording Sheet | Cross sections | 4 + TA - 124' ROW | Would like additional studies done on building losses resulting in a selection of Option 4 + TA [124' ROW]
Scribe Recording Sheet | Cross sections | 4 + TA - 124' ROW | group will re-evaluate option 4+TA [124' ROW] after looking at impact on historical buildings
<p>| J  | Scribe Recording Sheet | Cross sections | 4 + TA - 124' ROW | Would like additional studies done on building losses resulting in a selection of Option 4 + TA (124' ROW) |
| J  | Scribe Recording Sheet | Cross sections | 4 + TA - 124' ROW | group will re-evaluate option 4+TA (124' ROW) after looking at impact on historical buildings |
| 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) |
| 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) |
| 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 | 6 + TA - 146' ROW | 6 lane (146' &amp; 154' ROW) &quot;too wide&quot; for Broadway |
| J  | Scribe Recording Sheet | Cross sections | 6 + TA - 146' ROW | 6 lane (146' &amp; 154' ROW) &quot;too wide&quot; for Broadway |
| J  | Scribe Recording Sheet | Cross sections | 6 + TB - 154' ROW | 6 lane (146' &amp; 154' ROW) &quot;too wide&quot; for Broadway |
| J  | Scribe Recording Sheet | Cross sections | 6 + TB - 154' ROW | 6 lane (146' &amp; 154' ROW) &quot;too wide&quot; for Broadway |
| J  | Scribe Recording Sheet | Cross sections | Accommodation of High Capacity Transit dedicated transit lanes |
| J  | Scribe Recording Sheet | Cross sections | Accommodation of High Capacity Transit dedicated transit lanes |
| 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 |
| J  | Scribe Recording Sheet | Performance measures | Bicycling Environment Bicycling - 5 dots out of 25 |
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| 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 |
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| J  | Scribe Recording Sheet | Performance measures | Economic Potential Economic Potential - 4 dots out of 25 |
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| J  | Scribe Recording Sheet | Performance measures | Economic Potential Economic Potential - 4 dots out of 25 |
| J  | Scribe Recording Sheet | Cross sections | General Project concern about North and South communities being separated |
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| J  | Scribe Recording Sheet | Cross sections | Pedestrian Environment Cut-outs make no reference to pedestrians &quot;crossing the street&quot; |
| 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 crossability of N/S bound |
| J  | Scribe Recording Sheet | Cross sections | Pedestrian Environment crossability of N/S bound |
| J  | Scribe Recording Sheet | Cross sections | Pedestrian Environment crossability of N/S bound |
| J  | Scribe Recording Sheet | Performance measures | Pedestrian Environment Pedestrian - 4 dots out of 25 |
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| J  | Scribe Recording Sheet | Performance measures | Pedestrian Environment Pedestrian - 4 dots out of 25 |</p>
<table>
<thead>
<tr>
<th>J</th>
<th>Scribe Recording Sheet</th>
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<th>Pedestrian Environment</th>
<th>Economic Potential is identified as a “good goal” but not as important as the Bicycling Environment and Visual Quality, Potential Historic &amp; Pedestrian</th>
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<td>group noticed, higher ROW negatively impacted historical</td>
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<td>dedicated transit lanes</td>
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</tr>
<tr>
<td>J</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Transit Travel Time</td>
<td>Transit Travel Time - 1 dots out of 25</td>
</tr>
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<td>Performance measures</td>
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<tr>
<td>J</td>
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<td>Visual Quality</td>
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<td>table concerned that “visual quality” refers to only planters and landscape</td>
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<td>Performance measures</td>
<td>Walking and Biking Health Benefits</td>
<td>Walking &amp; Biking Health Benefits - 2 dots out of 25</td>
</tr>
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<td>J</td>
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<tr>
<td>K</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>General Project</td>
<td>We had 5 votes ranging from existing: 98' and 2 votes ranging from 124'-152'. 'Concensus 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.</td>
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<td>4 + T SATA - EXISTING ROW</td>
<td>Preferred Street Width/ Section Alternatives 4 + T SATA</td>
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<td>4 + TA -124' ROW</td>
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<td>4 + TA -124' ROW</td>
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<td>K</td>
<td>Report Out Sheet</td>
<td>Cross sections</td>
<td>4 + TB -152' ROW</td>
<td>Preferred Street Width/ Section Alternatives 4 + TB total of 2 votes</td>
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<td>K</td>
<td>Report Out Sheet</td>
<td>Cross sections</td>
<td>4 + TB -152' ROW</td>
<td>Preferred Street Width/ Section Alternatives 4 + TB total of 2 votes</td>
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<tr>
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<td>Report Out Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>Preferred Street Width/ Section Alternatives 4A</td>
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<td>K</td>
<td>Report Out Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>Preferred Street Width/ Section Alternatives 4A</td>
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<td>Report Out Sheet</td>
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<td>Bicycling Environment</td>
<td>cycling: transit- history- economy</td>
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<td>Bicycling Environment</td>
<td>bicycle environment (secondary priority)</td>
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<tr>
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<td>Economic Potential</td>
<td>economic potential (top priority)</td>
<td></td>
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<tr>
<td>Report Out Sheet</td>
<td>Key Points of Discussion or Conflict</td>
<td>General Project</td>
<td>different ideas about what the need is for</td>
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<tr>
<td>Report Out Sheet</td>
<td>Key Points of Discussion or Conflict</td>
<td>General Project</td>
<td>all or nothing attitude</td>
<td></td>
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<tr>
<td>Report Out Sheet</td>
<td>Key Points of Discussion or Conflict</td>
<td>General Project</td>
<td>frustration w/ many years of talk, no action</td>
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<tr>
<td>Report Out Sheet</td>
<td>Key Points of Discussion or Conflict</td>
<td>General Project</td>
<td>Broadway isn’t broken - don’t 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 dependent 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.</td>
<td></td>
</tr>
<tr>
<td>Report Out Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Preferred Street Width/ Section Alternatives total of 5 votes/ 1) narrow over wide 2) economy and historic/ over traffic movement and transit time</td>
<td></td>
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<td>potential historic building impact (top priority)</td>
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<td>bottleneck at downtown diminishes the justification for too much widening. To some degree east of Country Club.</td>
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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)

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K Scribe Recording Sheet Cross sections Bicycling Environment one person for creativity with respect to pedestrian alignment and bicycle lane alignment

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K Scribe Recording Sheet Performance measures Bicycling Environment bicycle and pedestrian only had one dot. The owner of that dot ask the group why...

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K Scribe Recording Sheet Cross sections Economic Potential other measures will lead to economic development

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K Scribe Recording Sheet Cross sections General Project 152’ ROW scared some

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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 went broke, don’t fix it!

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K Scribe Recording Sheet Performance measures Potential Historic And Significant Buildings historic buildings got some discussion

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K Scribe Recording Sheet Cross sections Through Traffic Movement one person asks for the purple 114’ to be max width

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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

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K Scribe Recording Sheet Performance measures Walking and Biking Health Benefits bicycle and pedestrian health was later brought up

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L Comment Card Key Points of Discussion or Conflict Economic Potential road too wide for businesses

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L Comment Card Key Points of Discussion or Conflict Pedestrian Environment too sunny to walk w/out trees

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L Comment Card Key Points of Discussion or Conflict Through Traffic Movement What affect will 22nd street widening and overpass have on moving through traffic?

L Comment Card Key Points of Discussion or Conflict Through Traffic Movement If you build it, they will come. Let's promote four neighborhoods from drive by or through

L Comment Card Key Points of Discussion or Conflict Through Traffic Movement What affect will 22nd street widening and overpass have on moving through traffic?
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<thead>
<tr>
<th>L</th>
<th>Comment Card</th>
<th>Key Points of Discussion or Conflict Through Traffic Movement</th>
<th>If you build it- they will zone. Lets promote our neighborhoods from drive by or through</th>
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<tbody>
<tr>
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<td>Report Out Sheet</td>
<td>Cross sections: 4 + T SATA - EXISTING ROW</td>
<td>Option 4 + T (trouble with turn lane)</td>
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<td>Cross sections: 4A - 98' ROW</td>
<td>Option 4A (too wide for some parking)</td>
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<td>Performance measures: Potential Historic And Significant Buildings</td>
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<td>Performance measures: Bicycling Environment</td>
<td>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.</td>
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<td>one of the participants is concerned that residence is not part of performance measures</td>
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<td>Water Run-Off not part of performance measures</td>
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<td>residents and businesses are most important</td>
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<td>Scribe Recording Sheet</td>
<td>Performance measures: Economic Potential</td>
<td>economic potential: most chosen</td>
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</table>

**Note:** The table content appears to be a mix of data points and comments, possibly from a discussion or meeting context, relating to traffic movement and decision making processes. The entries are not coherently structured and seem to lack clear context. They might represent various points of view or concerns raised in a brainstorming or decision-making session.
| 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 | resideny 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 |
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| L | Scribe Recording Sheet | Performance measures | Economic Potential | resideny 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 | 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 |
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| L | Scribe Recording Sheet | Cross sections | General Project | do not go wider |
| 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 |
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| 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 | Pedestrian Environment | Mary: pedestrian access: almost impossible to cross on Broadway. |
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| L | Scribe Recording Sheet | Cross sections | Technical Questions | When is the last time that the data was updated? Traffic projects from 3 years ago. |
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| 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. |
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| 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. |
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| M | Post-it note comment | Post-it note comment | Accomodation of High Capacity Transit | 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 safe. Big safety issue exists on Broadway senior housing. |
| M | Post-it note comment | Post-it note comment | Accomodation of High Capacity Transit | 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 safe. Big safety issue exists on Broadway senior housing. |
| 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. |
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.

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.

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Report Out Sheet
Key Points of Discussion or Conflict
+ TA - 146’ ROW/ 6 + TB - 154’ ROW
discharged 6 + TA & 6 + TB because even if they ‘measured’ well, they’re not what neighboring communities want

Report Out Sheet
Key Points of Discussion or Conflict
+ TA - 146’ ROW/ 6 + TB - 154’ ROW
discharged 6 + TA & 6 + TB because even if they ‘measured’ well, they’re not what neighboring communities want

Report Out Sheet
Key Points of Discussion or Conflict
Construction and Acquisition Cost
cost & feasibility of different options

Report Out Sheet
Key Points of Discussion or Conflict
Construction and Acquisition Cost
cost & feasibility of different options

Report Out Sheet
Key Points of Discussion or Conflict
Pedestrian Environment
pedestrian amenities + wider buffers with shade

Report Out Sheet
Key Points of Discussion or Conflict
Pedestrian Environment
pedestrian amenities + wider buffers with shade

Report Out Sheet
Key Points of Discussion or Conflict
Potential Historic and Significant Building Impact
dedicated transit vs. historic preservation ROW

Report Out Sheet
Key Points of Discussion or Conflict
Potential Historic and Significant Building Impact
maintaining context

Report Out Sheet
Key Points of Discussion or Conflict
Potential Historic and Significant Building Impact
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Report Out Sheet
Key Points of Discussion or Conflict
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maintaining context

Report Out Sheet
Cross sections
Preferred Width/ Section Alternatives
4A - 98’ ROW

Report Out Sheet
Cross sections
Preferred Width/ Section Alternatives
4B - 114’ ROW

Report Out Sheet
Cross sections
Preferred Width/ Section Alternatives
4 + TA - 12 4’ ROW

Report Out Sheet
Cross sections
Preferred Width/ Section Alternatives
4A - 98’ ROW

Report Out Sheet
Cross sections
Preferred Width/ Section Alternatives
4B - 114’ ROW

Report Out Sheet
Performance measures
Top 4 Performance Measures
pedestrian environment

Report Out Sheet
Performance measures
Top 4 Performance Measures
through traffic movement

Report Out Sheet
Performance measures
Top 4 Performance Measures
high capacity transit

Report Out Sheet
Performance measures
Top 4 Performance Measures
historic & significant buildings

Report Out Sheet
Performance measures
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Report Out Sheet
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Top 4 Performance Measures
visual quality

Scribe Recording Sheet
Cross sections
4 + T SATA - 70’ ROW
SATA Representative takes issue with accommodation of High Capacity Transit as ‘neutral’

Scribe Recording Sheet
Cross sections
4 + T SATA - 70’ ROW
Feels that this evaluation is biased (very public)

Scribe Recording Sheet
Cross sections
4 + T SATA - 70’ ROW
More analysis of SATA option needs more study because the option has other benefits

Scribe Recording Sheet
Cross sections
4 + T SATA - 70’ ROW
Select as option to move forward based on above comments

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Scribe Recording Sheet
Cross sections
4 + T SATA - 70’ ROW
no sense of place, little context

Scribe Recording Sheet
Cross sections
4 + TA - 124’ ROW
+’ dedicated transit

Scribe Recording Sheet
Cross sections
4 + TA - 124’ ROW
-‘ destroys the context ‘traffic more important than people’
group selected 5 performance measures

Scribe Recording Sheet
Cross sections
4 + TA - 124’ ROW
no sense of place, little context

Scribe Recording Sheet
Cross sections
4 + TA - 124’ ROW
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Scribe Recording Sheet
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group selected 5 performance measures

Scribe Recording Sheet
Cross sections
4A - 98’ ROW
+’ relatively cheap, protects context, but still improves functionality

Scribe Recording Sheet
Cross sections
4A - 98’ ROW
-‘ does not incorporate transit, pedestrian crossing concern

Scribe Recording Sheet
Cross sections
4A - 98’ ROW
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Scribe Recording Sheet
Cross sections
4A - 98’ ROW
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Scribe Recording Sheet
Cross sections
4B - 114’ ROW
-‘ no room for transit as currently shown

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
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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.
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 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
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.
M Scribe Recording Sheet Performance measures Pedestrian Environment pedestrian traffic should draw people and sustain interest
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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
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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
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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)
M Scribe Recording Sheet Performance measures Walking and Biking Health Benefits proximity to road to house may upset asthma condition
M Scribe Recording Sheet Performance measures Walking and Biking Health Benefits proximity to road to house may upset asthma condition
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 Biking Health
N Post-it note comment General Comments 4A - `98' ROW Historic Buildings/Visual Quality
N Post-it note comment General Comments Through Traffic Movement Traffic already flows through Broadway Blvd. (re: Through Traffic Movement measure)
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 UoA
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 Choices: visual / historic / bikes / thru traffic
N Scribe Recording Sheet Cross sections Bicycling Environment Cycle track very attractive
<table>
<thead>
<tr>
<th>N</th>
<th>Scribe Recording Sheet</th>
<th>Cross sections</th>
<th>Bicycling Environment</th>
<th>Bicycle protection - bollards, planters</th>
</tr>
</thead>
<tbody>
<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Bicycling Environment</td>
<td>Cleaning of bike lanes a concern - street sweeper</td>
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<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Economic Potential</td>
<td>concern with blocking business frontage</td>
</tr>
<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Maybe part of it should be stacked or tunnelled</td>
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<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Lots of visitors</td>
</tr>
<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>General Project</td>
<td>If it’s not broken, don’t fix it.</td>
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<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Choose: visual-historic / bikes / thru traffic</td>
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<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Potential Historic And Significant Buildings</td>
<td>Visual &amp; historic + combo</td>
</tr>
<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Potential Historic And Significant Buildings</td>
<td>ties to the past, present, and future</td>
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<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Shade trees for people</td>
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<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Choose: visual-historic / bikes / thru traffic</td>
</tr>
<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Bicycle protection - bollards, planters</td>
</tr>
<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Visual Quality</td>
<td>more trees</td>
</tr>
<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Visual Quality</td>
<td>Visual &amp; historic + combo</td>
</tr>
<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Visual Quality</td>
<td>We are visual beings</td>
</tr>
<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Visual Quality</td>
<td>Gateway to downtown</td>
</tr>
<tr>
<td>N</td>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Visual Quality</td>
<td>Fill in the gaps on Broadway</td>
</tr>
<tr>
<td>O</td>
<td>36 x 48 Performance Measures</td>
<td>General Comments</td>
<td>Economic Potential</td>
<td>Economic Vitality</td>
</tr>
<tr>
<td>O</td>
<td>36 x 48 Performance Measures</td>
<td>General Comments</td>
<td>General Project</td>
<td>Certainty</td>
</tr>
<tr>
<td>O</td>
<td>36 x 48 Performance Measures</td>
<td>General Comments</td>
<td>Through Traffic Movement</td>
<td>Vehicular Access</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>4A - 98' ROW</td>
<td>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.</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>4A - 98' ROW</td>
<td>Continuous turn lanes seem to keep turning safer.</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>4A - 98' ROW</td>
<td>8 ft seems like way too much (arrow pointing to 8' landscape)</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>4A - 98' ROW</td>
<td>We like the landscaping!</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>4B - 114' ROW</td>
<td>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.</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>Bicycling Environment</td>
<td>The performance measures are not appropriate as it assumes certain performance of the street.</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>Bicycling Environment</td>
<td>Only shows bicycling as being on street, not on a bike boulevard (e.g. on 10th Street)</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>Comments Related to the Exercise</td>
<td>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.</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>Comments Related to the Exercise</td>
<td>Consultant boy talk too much. Look like he’s trying to talk people into a choice.</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>Comments Related to the Exercise</td>
<td>Sidewalks only shown next to road, rather than next to building.</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>Comments Related to the Exercise</td>
<td>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.</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>Comments Related to the Exercise</td>
<td>Phil Erickson took too much time when speaking which cut down on &quot;our&quot; 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!</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>Comments Related to the Exercise</td>
<td>We were rushed and more time was spend on &quot;silly things&quot; and not hearing our opinions! Just a formality!</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>Potential Historic And Significant Buildings</td>
<td>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.</td>
</tr>
<tr>
<td>O</td>
<td>Comment Card</td>
<td>General Comments</td>
<td>Through Traffic Movement</td>
<td>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.</td>
</tr>
<tr>
<td>O</td>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>4A - 98' ROW</td>
<td>Top 3 street width alternatives: 70' dedicated transit, 80' dedicated transit, 98' Option 4A</td>
</tr>
<tr>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>4A - 98' ROW</td>
<td>Main point of conflict re: 98' width: some wouldn't want more ROW acquired for sidewalk landscaping (about half for [half against])</td>
<td></td>
</tr>
<tr>
<td>------------------</td>
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<td>----------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>Bicycling Environment</td>
<td>Manted bike boulevard instead of bike lanes on Broadway (or in addition to)</td>
<td></td>
</tr>
<tr>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>Potential Historic And Significant Buildings</td>
<td>Very focused on historic preservation</td>
<td></td>
</tr>
<tr>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>Through Traffic Movement</td>
<td>Top 3 street width alternatives: 70' dedicated transit, 80' dedicated transit, 98' Option 4A</td>
<td></td>
</tr>
<tr>
<td>Report Out Sheet</td>
<td>General Comments</td>
<td>Visual Quality</td>
<td>Main point of conflict re: 98' width: some wouldn't want more ROW acquired for sidewalk landscaping (about half for [half against])</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>Smallest option gives room for art</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>2 narrowest are in group agreement</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>98' has some issues - concerns of taking some buildings</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>Group only likes the landscaping in the 98' option</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>Can have a transit service down the middle and use the same system on the way back.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>Can have a really nice bike lane instead of landscaping</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>Group had mixed opinions about the 98' options.</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>Has support for first 2 options</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>2 narrowest are in group agreement</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4B - 114' ROW</td>
<td>Has support for first 2 options</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6 + TA - 146' ROW</td>
<td>City can't afford to maintain the largest options</td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>6 + TB - 154' ROW</td>
<td>City can't afford to maintain the largest options</td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Accomodation of High Capacity Transit</td>
<td>For the dedicated bus/rail, how do people go to the stop?</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Accomodation of High Capacity Transit</td>
<td>Can a bus trigger lights before and after bus arrive and deparnts the bus stops?</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Bicycling Environment</td>
<td>All bike stuff: only on the street, not dedicated or on parallel streets</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Performance measures</td>
<td>Why have bikes off the street?</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Bicycling Environment</td>
<td>Bike fatality was at Broadway &amp; Campbell. No matter what happens, will it help with safety?</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Bicycling Environment</td>
<td>Bike boulevard option?!!!</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Comments Related to the Exercise</td>
<td>Concerned about how these + and - came about</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Comments Related to the Exercise</td>
<td>Why are there circles on the big number of lanes even though the group was against it.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Comments Related to the Exercise</td>
<td>The study was done about 30 years ago wasn't accurate. Not indicative of what people want today.</td>
<td></td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Comments Related to the Exercise</td>
<td>Traffic studies have been inaccurate for the past few years.</td>
<td></td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Comments Related to the Exercise</td>
<td>Mark opposes this exercise. Concerned with what will be said after performance measures are said - multiple people agreed.</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Comments Related to the Exercise</td>
<td>Concerned with the lack of creativity because of the lack of options/cross-sections.</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Economic Potential</td>
<td>Sidewalks in front of business and not by the street</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Economic Potential</td>
<td>Tie into the economic side, some really good buildings.</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>Economic Potential</td>
<td>Helps economic vitality</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>6-lane will wipe out everything.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Is it true that narrow travel lanes are safer?</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>10ft travel lanes instead of 12'?</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>City should take property from both north and south sides.</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Improvement projects on both Speedway, Grant, and 22nd will alleviate traffic on Broadway.</td>
<td></td>
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<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Would love public art</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Art can be free</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Planning for the future.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>General Project</td>
<td>Based on a 1982 design. Strong dislike.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>General Project</td>
<td>Broadway is really a part of downtown, it is the destination</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>General Project</td>
<td>Area is set apart from Phoenix, because of culture</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Performance measures</td>
<td>General Project</td>
<td>Dense housing on both sides won't survive an expansion.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td>Does that imply a singular crossing?</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Seems the sidewalks speech was pulling them into identity/safety.</td>
<td></td>
</tr>
<tr>
<td>------------------------</td>
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<td>---------------------------------------------</td>
<td>---------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Hard to cross the street at Broadway &amp; Campbell.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Want it to be walkable and safe.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Defines a sense of neighborhood, roots.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>People who choose to live in this City like historic stuff.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Does not want to lose historic buildings.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Does not want to lose historic looks.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Protection of buildings promotes investment.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Don't want to see the big lanes.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Favoring narrow width, because it would have less through traffic and reliance on cars.</td>
<td></td>
</tr>
<tr>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
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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 isn’t 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 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 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.
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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

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

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

Q Scribe Recording Sheet Performance Measures Transit Travel Time comments were made for importance of transit.

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 be back Broadway.

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.

Q Scribe Recording Sheet Performance Measures there was concern with the 11 performance measures are not definitive enough

R Post-it note comment General Comments 4 + T SATA - EXISTING ROW 1 vote for option 4

R Post-it note comment General Comments 4 + TA - 124' ROW 1 vote for option 4

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 1 vote for option 4

R Post-it note comment General Comments 4A - 98' ROW 1 vote for option 4

R Post-it note comment General Comments 4B - 114' ROW 1 vote for option 4

R Post-it note comment General Comments 6 + TA - 146' ROW RTA sections were not favored (6+TA/6+TB)

R Post-it note comment General Comments 6 + TB - 154' ROW RTA sections were not favored (6+TA/6+TB)

R Post-it note comment General Comments Accommodation of High Capacity Transit Why not bus pullouts with differentiation between express and local buses, thus spreading flow? Please revisit the question.

R Post-it note comment General Comments Bicycling Environment Width of bike lanes too much (possibly remove and use 3rd /10th)

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

R Post-it note comment General Comments Comments Related to the Exercise The expression "no diminishment of functionality" is used repeatedly. What is meant by the term in question? Is there agreement on a definition?

R Post-it note comment General Comments Economic Potential Economics (limbo of area during decision process; blight)

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

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 it if gets wider

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

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
<table>
<thead>
<tr>
<th>R</th>
<th>Post-it note comment</th>
<th>General Comments</th>
<th>Through Traffic Movement</th>
<th>More lanes will lead to more cars bobbing down &amp; backing up when it hits Euclid and beyond Nowhere to go once it hits downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>R</td>
<td>Post-it note comment</td>
<td>General Comments</td>
<td>Through Traffic Movement</td>
<td>More lanes does not lead to faster traffic</td>
</tr>
<tr>
<td>R</td>
<td>Post-it note comment</td>
<td>General Comments</td>
<td>Through Traffic Movement</td>
<td>2 lanes of travel each way and center lane light rail seems to limit ROW impact and provide long term ft. Does not fix in short term (could this be similar to Central in Phoenix)?</td>
</tr>
<tr>
<td>R</td>
<td>Post-it note comment</td>
<td>General Comments</td>
<td>Visual Quality</td>
<td>No median landscaping</td>
</tr>
<tr>
<td>R</td>
<td>Post-it note comment</td>
<td>General Comments</td>
<td>Visual Quality</td>
<td>smaller landscape buffers</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>more study with some consideration for reduced landscaping, add bus lane?</td>
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<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>decrease sidewalk to 6'</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>4A - 98' ROW</td>
<td>add transit lane</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Accommodation of High Capacity Transit</td>
<td>6 lane w Dedicated Transit: Had positive but not a desired outcome; too wide</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Accommodation of High Capacity Transit</td>
<td>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</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Accommodation of High Capacity Transit</td>
<td>How wide is the street? wipe out parking...</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Bicycling Environment</td>
<td>Some other means to ride bikes (3rd or 10th)</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Bicycling Environment</td>
<td>Dangerous bike lanes - get rid of them</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Bicycling Environment</td>
<td>Not bicycle friendly - use 3rd instead</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>City's Ability to Maintain Improvements</td>
<td>Adding median adds costs of maintenance for landscaping, etc.</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Comments Related to the Exercise</td>
<td>Grant Road is bad example, wide ROW</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Performance measures</td>
<td>Economic Potential</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Performance measures</td>
<td>Leads to investment</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Performance measures</td>
<td>Economic Potential</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Performance measures</td>
<td>See business grow</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Performance measures</td>
<td>Economic Potential</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Performance measures</td>
<td>Tax base</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Performance measures</td>
<td>Driver of other measures</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td>Big wide ped areas, no</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td>Wide ped area good, yes, but would wipe out business</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td>speed of traffic a concern; pedestrians crossing road a hazard</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td>Walk and use of area</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td>Encouraged by ped areas &amp; trees</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Pedestrian Environment</td>
<td>Driveways cut ped corridor</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Some disagreements on historic/arch merit</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Loss of landscaping in front of historic buildings</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Sense of neighborhood</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Potential Historic And Significant Buildings</td>
<td>Loss of significance</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>speed of traffic a concern; pedestrians crossing road a hazard</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>Maintain traffic</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Through Traffic Movement</td>
<td>Frustrated with traffic delay</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>No trees in middle of road</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Loss of landscaping in front of historic buildings</td>
</tr>
<tr>
<td>R</td>
<td>Scribe Recording Sheet</td>
<td>Cross sections</td>
<td>Visual Quality</td>
<td>Social &amp; ambiance of the area</td>
</tr>
</tbody>
</table>
Appendix C
Table Materials and Input

(A full color version of this appendix is available online at http://cms3.tucsonaz.gov/broadway/public-meeting-3)

Appendix C is a compilation of the materials and input gathered from the individual tables at during the Community Workshop.
Overview and Objectives of the Small Group Activities

No formal decisions about the project will be made during this public workshop.

We have the following objectives for this meeting:

- Understand public priorities for performance measures
- Understand public preferences for cross sections
- Understand the tradeoffs the community is willing to accept
- Update the community on the project
- Educate the community on tradeoffs that will need to be made in the Broadway project
- Hear general comments on the project

The small group work that you will be leading is the core of the meeting. As a facilitator or a recorder, you play a major part in achieving the meeting’s goals. Both the process of the discussion and its products are important. Ultimately, your facilitated discussion will produce:

- Your group’s (up to) top 4 Performance Measures and why the group selected each one
- Your group’s 3 recommended Broadway cross sections (with modifications if any) to take forward for further development and assessment and why the group selected each one
- A summary of most discussed topics and any strong non-consensus opinions

Timing of Workshop & Small Group Activities

<table>
<thead>
<tr>
<th>Time</th>
<th>Duration</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:05 pm</td>
<td>5 mins</td>
<td>Brief Project Update</td>
</tr>
<tr>
<td>6:10 pm</td>
<td>10 mins</td>
<td>Citizens Task Force Introductions</td>
</tr>
<tr>
<td>6:20 pm</td>
<td>20 mins</td>
<td>Brief Presentation #1 by Project Staff</td>
</tr>
<tr>
<td>6:40 pm</td>
<td>60 mins</td>
<td>Small Group Exercise</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 mins. Group Introductions</td>
</tr>
<tr>
<td></td>
<td></td>
<td>15 mins. Exercise #1</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 mins. Brief presentation #2 by project staff</td>
</tr>
<tr>
<td></td>
<td></td>
<td>20 mins. Exercise #2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>35 mins. Exercise #3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 mins. Prepare for Report Outs</td>
</tr>
<tr>
<td>7:40 pm</td>
<td>30 mins.</td>
<td>Small Group Report Outs</td>
</tr>
<tr>
<td>8:10 pm</td>
<td>20 mins.</td>
<td>Citizens Task Force “TakeAways”</td>
</tr>
<tr>
<td>8:30 pm</td>
<td></td>
<td>Adjourn</td>
</tr>
</tbody>
</table>

Roles and Responsibilities

- **Role of Facilitator:** Guide the group through the exercise in a way that keeps the group focused on task, spurs useful discussion, and maintains facilitator’s neutrality.

- **Role of Recorder:** Capture the group’s discussion, especially why the group made the decisions it did and how it arrived at those decisions. The recorder should also be sensitive to capturing minority opinions that may not be apparent in the group decisions.

- **Volunteer for the Report Out:** Member of the public participating in the small group activities that will report back to the larger group on results of the activities.
• **Role of Project Team:** Answer technical questions or more foundational questions or concerns that a group may have about the Broadway project.

• **Role of CTF Members:** Observe and actively listen to the small group work in process. Available for conversations with participants outside of the small group work.

### Project Overview

A presentation will be made leading into exercise 1 of the small group work that will cover the following main topics, a copy of the PowerPoint can be made available to facilitators and recorders prior to the workshop.

- Definition of project scope and background policies
- Policy parameters and CTF Mission Statement
- Project schedule and where we are in the process
- Overview of Performance Measures and Assessment Methods
- Review of Exercise 1
- Overview of Street Section Alternatives
- Review of Exercises 2 and 3

### Ground Rules

- Let everyone participate, be civil
- Get to your point quickly
- All ideas welcome - active listening
- Begin & end on time
- Avoid side conversations
- Phones on vibrate, step out to take calls
- If you are not at a table you may observe and listen, but not participate
Broadway Boulevard Project Facilitator Tips

The following are general guidelines on how to facilitate effectively in the Broadway project.

- Make people comfortable, especially at the beginning of the small group work.
- Work toward and highlight the commonalities of people’s points of view rather than the differences; while consensus may not be possible during this exercise avoiding divisiveness in the conversation is a goal.
- To achieve group agreement, search for kernels of existing agreement, then build on them.
- Ask questions to encourage answers that will illuminate why a person has a specific opinion. This helps the team understand the opinion but also helps the group members understand each other’s points of view and allow for a more meaningful group discussion.
- Keep an eye on who is involved in the discussion and try to balance out the input. If one person or group is dominating, gently attempt to bring in other voices. If one person is not contributing to the discussion, look for opportunities to bring them in to the discussion without putting them on the spot.
- Always acknowledge input to keep people talking, even if the acknowledgement is nonverbal.
- Redirect the conversation if the conversation stalls or escalates into an argument.
- Deflect arguments by restating the current task or by focusing on the next task or goal.
- Keep an eye on the time; if you need to cut people off give them friendly reminders that the group needs to move on.
- Don’t talk too much yourself.
- With questions on methodology or the fundamental assumptions of the project, for example long-term economic vitality, try to keep focused on the task. Avoid defending the project. Call for help from the planning team if needed.
- Refer to the ground rules if they get broken, so you are not seen as the “authority”, but the facilitator who must also work within the ground rules.
- If you have any issues arise that make you feel uncomfortable, call for help from the planning team.
- Keep in mind that this is a lot of information for people to process and some repetition of information may be needed. Be patient with participants.
Group Introductions (5 minutes)

Overview/Goals – Break the ice. At the same time, give the group a sense of who the members are. Pick a group reporter.

Instructions –
1. Facilitators introduce themselves to the participants.
   “Hello, my name is ____. And I am your volunteer facilitator tonight. I will have a neutral role tonight, helping to guide the group through the exercises in a way that keeps us focused on the tasks and also spurs useful discussion.

   There may be moments in our discussions in which you wish to register your thoughts on aspects of the project NOT related to these exercises. That is important to capture, and post-it notes and comment cards are on the table for you to use any time you need to tonight.”

2. Recorders introduce themselves to the participants.
   “Hello, my name is __. I am your volunteer recorder tonight. My aim is to capture the group’s discussion, especially why this group makes the choices it does and how it arrived at those choices. I will strive to take my notes using your words as much as possible. I, too, will remain a neutral party in this exercise.

   From time to time, I may need to clarify with the group that I have accurately captured the conversation. If there are specific things you want to make sure I have made note of, please let me know. You may also use comment cards or post-it notes if you want to write comments down yourself.”

3. Facilitator will ask each member of the group to state his or her name and what their relationship to Broadway is.
   “Let’s go around in a circle now, and please introduce yourselves, sharing your name and very briefly what your relationship to Broadway is. As mentioned, we need a volunteer Reporter, too. If you are willing to be a reporter for the group, please let us know.”

   a. If needed, the Reporter role can be read aloud:
      i. **Role of reporter:** Monitor the recorder’s notes and make sure that the discussion is being captured accurately. At the end of the small group work, summarize to the rest of the workshop attendees the results of the group discussion; a few groups will do a more detailed summary at the start of the report out while the rest of the groups will highlight additional perspectives and unique ideas or issues that have not already been reported out.

   b. If no one volunteers it is okay to put off the decision until later.

Discussion tips and troubleshooting
- Keep introductions brief.
- Go around the circle, one by one, to allow each person an opportunity to speak.
- Keep this as neutral as possible; if a group member uses their introduction to express a strong opinion, say thank you and move on.

If this doesn’t work, tell them there will be plenty of time to discuss those issues.
Exercise #1: Performance Measures Discussion and Prioritization
(15 minutes)

Goal – Pick up to 4 performance measures that the group feels are the most important for evaluation of the design of Broadway Boulevard.
Exercise #1: Performance Measures Discussion and Prioritization
(15 minutes)

Facilitator Instructions

1. **Share goals of this exercise and process** with the participants:

   “The goal of this exercise is to pick up to 4 performance measures that the group feels are the most important for evaluation of the design of Broadway Boulevard. Performance measures are criteria on which to evaluate the success of a design in meeting the goals of the project relative to other alternatives. We will start with the top 3 performance measures you choose on your handouts. Here are sticky dots – please place your dots on your top 3 measures. Once we are done with that, we will look at the sheet as a group to see if there are 4 measures with the most dots. If not, we’ll work on choosing 4 measures as a group.

   Does everyone have this handout? Has everyone marked your top 3 performance measures?”

2. **Make sure that each participant has marked the 3 performance measures** that are most important to him or her on an 8-1/2x11 sheet during the presentation. Make sure each participant has completed this step; hand out 8-1/2x11 sheets to those who have not done this step already.

3. **Have the participants place sticky dots** (if participants want to initial or otherwise mark their dots that is fine) on the 36x48 large sheet corresponding to the individual selections. If someone has changed their mind and wants to prioritize different performance measures than they did listening to the presentation, that is fine.

4. **Highlight measures with the most dots.**

5. **Going around the circle, facilitator asks each person to briefly explain why they selected their top 1 or 2 measures.**

6. **Facilitator asks the group whether they agree to use the top performance measures for the next activity.** Is there an obvious top 4? If yes move to step 8. If not, move to the next step.

7. **Starting with the measure that got the most dots, ask the group if they agree that the performance measure is amongst the group’s top 4 measures.** If not, ask the people who selected that measure why they thought it was important, and those who feel if should not be in the top 4 why the don’t think it is important enough. Has the discussion helped the group come to an agreement?

   Proceed to the measure or group of measures that received the next most dots and repeat the process.

   Given the likelihood of “ties” amongst measures, the group will at some point need to discuss a group of measures and see if they can come to a resolution of which 4 they can move forward with. Tell them that it is likely they will look at more than the top 4 measures when it comes to selecting the cross section alternatives to recommend for further study, so identifying a “second tier” of important performance measures could be useful for the next exercise.

8. **Once an initial selection of the group’s top 4 measures has been made, verify with the group that this is the selection they want to move forward with.** NOTE: if 5 measures need to be identified to move the group forward that is fine, otherwise try to have the group identify a top 4 and a second tier of 2 or 3 that would be looked to as a secondary consideration in the next exercise.
Considerations for the Recorder

- As this discussion is happening, it is very important to capture it – how people feel about issues, why they think certain performance measures are important or not.
- Keep track of which measures (outside of the group’s top 4) one or more people feel very strongly about.

Exercise tips and troubleshooting for facilitation and recording

- Keep the discussion oriented to the performance measures. When it meanders, try either to bring the discussion back to the performance measure that was being discussed, or else to find the performance measure that matches the new topic. Their comment can also be recorded for consideration in the next exercise, if it relates to cross section design; and any comment can be put on a comment card and submitted for consideration by the CTF and the design team.
- How to respond to someone bringing up an issue that is not a performance measure...record for future consideration as a new performance measure or a change to existing measures.
- Focus the discussion on performance measure priority, not design solutions. If someone says, for example, that they want a wide sidewalk, recast that as, “So your priority is being able to walk on Broadway, let’s find a performance measure that matches that priority,” and then discuss the Quality of Pedestrian Environment Along and Across Broadway performance measure.
- Search for the root of someone’s preferred outcome. If, for example, someone says, I want to keep Broadway as narrow as possible, ask them what is driving that preference – is it their desire to not destroy historic buildings? Is it the desire to keep Broadway businesses? Is it their desire to keep project costs low? By getting to the root of someone’s desired outcome, you can often hone in on the performance measures that express their priorities.
- Make sure that disagreements are really disagreements. As you “drill down” to the root of someone’s preferred outcome, it may be that people have the same priorities, but express or interpret them differently.
- Identify top performance measures one by one. If the group begins at a stalemate, with dots all over the board, try simply to identify one performance measure everyone can agree on. Then move to the next, and the next, until you have 4, or fewer if the group is more comfortable with fewer; or as discussed above go ahead and identify a “second tier”.
- Negotiate between different priorities. One person’s top 3 may be completely different than another person’s, but there may be one they absolutely will not let go of and two that they are willing to let go if their top priority is included in the group consensus.
- If the group is stuck, propose compromises you see that could move the group to a top 4.
- When there are “ties” for performance measures that may be included in the top 4, ask others who didn’t put down dots for those in the running what they think, do they have a preference?.
- Remind the group that just because they don’t choose a performance measure in their top 4 doesn’t mean that it wouldn’t be addressed. Again, the “second tier” can be helpful in avoiding a result with too many performance measures to focus on in the next exercise.
- Assure those with minority opinions. If there is a minority voice whose priority measures do not become the group consensus, make them understand that their opinion will be noted, and that it can still be considered in the next exercise but just may not be a priority for the group decision making.
- Keep track of which measures, outside of the group’s top 4, one or more people feel very strongly about.
Exercise #2: Street Section Alternatives and Performance Assessment
Discussion (35 min.)

Instructions – *(Approximate timing for each step are provided)*

5 mins. 1. **During the brief presentation of the second exercise, the facilitator and recorders will:**
   - Highlight the group’s (up to) top 4 performance measures along the top of the sheet.
   - In the top performance measures, circle the highest rankings with a green marker and the lowest rankings with a red marker.
   - Figure out which cross sections generally rank higher overall, i.e. have more of the top-ranking circles for the priority performance measures with the fewest bottom-ranking circles.
   - Circle or place a mark near the 2 to 4 alternatives with the highest positive rankings, in the left most column, with a third color.
   - Remove 11 x 17 and acetate sheets that correspond to those alternatives from the envelope.
   - Mark selected alternatives and place sticky dots on the selected acetate sheets.

5 mins. 2. **Facilitators share the goals of the exercise and Highest Ranking Alternatives:**

“The goal of this exercise is to pick 3 street cross section alternatives that the group feels should be studied further in the next phase of the Broadway Boulevard Project, and why these were selected. As described in the presentation, we highlighted the top measures we chose in the last exercise in the top row, and then identified the best and lowest rankings for these measures, marked in green and red in the measure columns. Based on the number of green circles – the best performing – these alternatives seem to align with the measures we chose.

These sheets match these selected alternatives. Let’s go through these one by one.

*Do we all agree that these should be our top 3 cross sections that should be studied further? Why or why not? Are there some alternatives that rank neither highest nor lowest – rather more in the middle – that might be more preferred? Why?*

12 mins. 3. **Unroll map.** Take pieces of acetate that match the initially selected cross sections, as well as the 11x17 sheets with the larger size street sections. Let the group lay these over the aerial photograph of the street and adjacent properties.

*Let’s use the acetate strips on the map. Here are some questions to consider: Would you shift the roadway north or south? What impacts do you see, remember its not only impacts to buildings but also to parking and access that can affect existing uses? Are there things you might change in the cross section to reduce width or meet other goals? Are there other cross section alternatives that you might prefer over these to explore further?*

   - Potential impacts might be to buildings, parking, access to adjacent properties, and other aspects of the environment.
   - Alignment can shift north and south, and the cross section can vary to some degree along the alignment.

12 mins. 4. **Reconsider the 2 - 4 cross section alternatives selected in Step 2.** Were any additional alternatives discussed in Step 3? **Facilitators should ask some of the following questions:**

   - If the group identified other cross sections they might be interested in, how do they rank in relation to their top performance measures? Do they represent a performance compromise the group might be willing to accept?
   - Did looking at how all the elements work together in the design of the street and seeing the width of the street within the existing context confirm the group's top choices or call these top-ranking sections into question? If so, note why.

September 26, 2013
• Is the group willing to make tradeoffs among their high-priority performance measures, i.e., do they choose an alternative that ranks higher for two measures but very low for another one? If they have identified “second tier” performance measures in the first exercise, do the way the sections rank for those measures help in selecting up to three sections for further study?
• Are there other cross section alternatives that the group would like to see that still rank well for the group’s performance measures? Do they want to consider a section that doesn’t rank well for their selected measures?
• Is the group willing to identify other performance measures as important, because the selected desirable cross section performs well for them? Are they willing to compromise performance for the measures they were originally most concerned about?
• Does the group have ideas about modifications they could make to the cross sections so it functions better? Use the cross section element cards if needed.

5. As a group, and after weighing these questions, make a selection of up to 3 sections for further study.

Considerations for the Recorder
• The recorder should focus on highlighting issues that are discussed most intensely and where there are disagreements amongst participants; are there minority opinions that need to be noted. Also, record areas of agreement.
• Encourage participants to write on comment cards if they have detailed concerns that are delaying group discussions.

Exercise tips and troubleshooting for facilitation and recording
• Let discussion happen. After showing the group what their top-scoring alternatives are, encourage discussion about the sections.
• Connect the performance measures and the cross section designs. Encourage discussion on how the performance measures and the cross sections relate to one another. If the discussion is focusing solely on the cross sections, mention the performance measures; if it is focusing on the performance measures, bring in the cross section designs.
• Questioning ranking of performance measure assessments. We expect that some participants will question some of the rankings. Here are the steps we recommend if this comes up:
  ◦ Ask if they are questioning the ranking of a specific cross section for a performance measure, or the relative differences in rankings between cross section alternatives. If the relative differences between cross sections are not an issue, ask if recording their concern for consideration as the project moves forward is acceptable. If not, go to the next step—
  ◦ If the person is derailing the process it is likely appropriate to flag a planning team member.
  ◦ Flag a planning team member or TDOT staff who are “floating” in the room to address questions. If you find yourself having to wait to get someone to address the concern work to keep the conversation going in the meantime.
• Understand the differences between the group’s top performance measures and their top cross section alternatives. Make sure to understand what accounts for why a group did not necessarily like the sections that scored well for their favorite performance measures. Was it how the elements were put together in the street? Were there design details they didn’t like?
• Understand what the group likes about their top cross sections. Similarly, understand what the group likes about its final top cross section choices. Was it that it simply scored well on the group’s top 4 performance measures, was the width of the cross section a major subject of discussion, were there design details the group liked such as dedicated transit lanes or trees, or were there intangibles?
Exercise #3: Summary of Key Discussion Items; Prepare for Report Out 
(5 min.)

Overview/Goal – The facilitator, the recorder, and the group member doing the report out will work with the group to finalize materials and information for the report out. Summarize the results of the group discussion. Verify the (up to) 4 most important performance measures, 3 preferred cross section alternatives, and the most discussed topics and any strong non-consensus opinions. Prepare materials for report out to the larger group.

Facilitator Instructions –

1. **Facilitator shares the goals** of the exercise:

   “For this last exercise, we have 5 minutes. We need to work with our volunteer –quickly – and with our Recorder. Just a reminder: our goal is to summarize and to be able to report back out on:
   
   ◦ Our group’s (up to) 4 top performance measures
   ◦ Our group’s 3 top preferred street cross section alternative(s) with modifications, if any
   ◦ The most discussed topics and any strong non-consensus opinions.

   We could start by going back through the sheets and our checklist and confirm or revise the results.”

2. **Fill-in 11x17 Report Out sheets** to complete Report.

3. **When called on**, volunteers report out to the room.

4. **Facilitators place sticky dots on the Master Input Boards at the front of the room** for the group’s top performance measures and street design alternatives.
**Pedestrian Environment**
The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:
- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains, and other features to serve pedestrian needs, and provide for visual interest;
- Degree to which conflicts between pedestrians and vehicles exist at driveways and crossings;
- Use of various“calm” and“attractive” design elements that go beyond basic requirements of the Americans with Disabilities Act (ADA) federal design requirements.

It also includes the overall quality of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

**Bicycling Environment**
The overall quality of the bicycling environment on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
- Frequency of points where cyclists cross the bike lane and the ability of the street design to provide safe crossing points for cyclists and motorists, and;
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green space (bike boxes and other markings), and other features to serve bicyclist needs.

It also includes the overall quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the overall safety of cyclists turning left off and onto Broadway.

**Through Traffic Movement**
The efficiency of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

**PEDESTRIAN ACCESS AND MOBILITY**
- Ability of the road, sidewalks, and crosswalks to accommodate future high-capacity transit.
- Ability of the road and road design to accommodate future high-capacity transit. This can ultimately improve performance of design concepts as related to other transit performance measures through a future improvement project.

**Potential Historic and Significant Buildings Impacts**
The number of historic and significant structures lost due to direct impact and loss of worthiness resulting from reductions to parking, setbacks, site access, and other conditions.

**Visual Quality**
The ability of Broadway’s design to enhance the visual quality along it. This includes the width and design of median and streetside landscaping and number and location of placemaking features such as public art, wayfinding, lighting, and furniture. It also includes Broadway’s relationship with and impacts to the existing and future visual character of adjacent uses.

**Walking and Bicycling Health Benefits**
The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

**Economic Potential**
The suitability of parcels along Broadway to provide for current commercial or residential use, re-purposing, adaptive reuse, and a future mix of commercial, residential, and open space uses that improves the economic value of uses along Broadway.

**Construction and Acquisition Cost**
The total cost of the construction of improvements and the cost of purchasing properties, relocation, and other costs associated with acquisition of property for the Broadway improvements.

**City’s Ability to Maintain Improvements**
The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.

**PERFORMANCE MEASURES**
It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

Through Traffic Movement

The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

Broadway from Campbell to Snake bridge is begging to be full of Boutiques and Galleries, in the existing buildings.

Widen only at Carl's Jr. headed East to allow afternoon traffic to exit. That is where it clogs up. Ladd Pape

Transit Travel Time

Consider wider East Quadrant (Campbell to 6th) narrower West Quadrant - different needs, 9 traffic volumes
reutilize old building materials for new construction
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING

Option 6+T A
(146’ R.O.W.)

Option 6+T B
(154’ R.O.W.)

Legend
Best Performance ++++
Use communal parking areas to keep visibility of buildings.

Use widened/improved intersections and bus pullouts when useful to create better traffic flow on similar width.

Put plantings where R/Ws large - less where narrow minimize demolitions to a minimum.
John Burns, Aaron Park
Tony Hoswell, S
Sam Hughes

J.m
Glad (uncle, Miles
Julie,
John Davis (left the Table)
Kathryn Hardy,
Bill Craig, Sam Hughes

Provide Email on all Materials requested.
PERFORMANCE MEASURES

- Pedestrian Environment (Pedestrian Access & Mobility)
- Bicycling Environment (Bicycle Access and Mobility)
- Through Traffic Movement (Vehicular Access and Mobility)
- Transit Travel Time (Transit Access & Mobility)
- Accommodation of High Capacity Transit (Transit Access & Mobility)
- Potential Historic and Significant Buildings Impact (Sense of Place)
- Visual Quality (Sense of Place)
- Walking and Biking Health Benefits (Environment and Public Health)
- Economic Potential (Economic Vitality)
- Construction and Acquisition Cost (Project Cost)
- City's Ability to Maintain Improvements (Certainty)

Table # A

4 Top - Top 3 easily...
  - Historic
  - Visual Quality

- Most important Red Enviro. Why?
- Street light, money maintenance. People cannot see pedestrian.
- City does not do anything when notified.

- @ Treat; Brush, no maintenance.
  - Very dangerous red use.

- Visual; Business economy is promoted by Visual

- History Building: The Sense of Place, the context of the community. Building now unique architecture, identity & Sense of Place. Destination.
  - Historic Design can never be re-done.

- Top 4.
  - Performance Measures; Top 4
    - Good on Bed

=Discussion:
  => Dead ends @ Century Club & Downtown.
    - Bottlenecks
  - Concerns for ripping up the road for light road:
    - Maintenance Concerns
  3. Potential Class Sections;

4A

LETA
How is GFTA here to maintain? (landscape removed) - Explained in Phil's presentation.

Small on Broadway, the better for Business N & S.
Historic Properties cannot come back.
"Sunshine Mile" - Hugh Historic Impact (Euclid to Country Club)
Smaller foot print the better for the community.

3. Stars (extreme)
Why? A performance measure resulted in the extreme cross-sections.

100' or less to get to preserve historic - Trees add to the cross-sections.
RW > existing wider RW place trees & maintain 6' Smaller RW.
Meadow Roadway in RW.
Speed limit 30 mph? Narrower travel lane 11' vs 12'.
No bike & Ped access, for safety.
Balance.

Why bother expending if not mad then a loss. As existing waste of time.
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1
September 26, 2013
Sabbar Shriners Hall

PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

Bicycling Environment
(Bicycle Access and Mobility)

Through Traffic Movement
(Vehicular Access and Mobility)

Transit Travel Time
(Transit Access & Mobility)

Accommodation of High
Capacity Transit
(Transit Access & Mobility)

Potential Historic and Significant
Buildings Impact
(Sense of Place)

Visual Quality
(Sense of Place)

Walking and Biking Health
Benefits
(Environment and Public Health)

Economic Potential
(Economic Vitality)

Construction and Acquisition
Cost
(Project Cost)

City’s Ability to Maintain
Improvements
(Certainty)

money.

What is the Problem?

2006 RTA.

Bike & Ped still impact properties
because they do not share drives &
parking so it is.

Widen all or do nothing.

Why not just the north side impacts.

12th Street Campbell, Boutique Coffee Shop
Retail.

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

Think outside the box.

Shrinker discussion to get transit
off Broadway.
<table>
<thead>
<tr>
<th>PERFORMANCE MEASURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Environment</td>
</tr>
<tr>
<td>(Pedestrian Access &amp; Mobility)</td>
</tr>
<tr>
<td>Bicycling Environment</td>
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<tr>
<td>(Certainty)</td>
</tr>
</tbody>
</table>

- City has no money for transit/streetcar loop.
- 100' max.
- Write Campbell to Country Club.
- More the remainder of the corridor.
- Through traffic is important. Ideal to downtown.
- Develop for shelter without reconstruction.
- Develop for ped, bike, transit is important.
- Use light rail and minimize travel lanes.
- Keep look & 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, some as other communities
Different B Districts, certain historic character.

Report Out:
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. Street car, through traffic, landscape, ped. Create the environment.
4. Beauty the community for destruction.
5. Planning process.
PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

Bicycling Environment
(Bicycle Access and Mobility)

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(Vehicular Access and Mobility)

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(Environment and Public Health)

Economic Potential
(Economic Vitality)

Construction and Acquisition Cost
(Project Cost)

City’s Ability to Maintain Improvements
(Certainty)

Widen curbs @ Safeway.
Utilize the existing properties for community parking.
Utilize properties for green landscape areas.

Eye Sores; Beauty.

Not up to code; structures; cannot be maintained; tear them down.
Concerns for properties not maintained.

Recorder Note:
Report Out was representative of two parties dominating the conversation. Not inclusive of three (3) additional parties at the Table. $2 specific to the 100’ width. Most would like a Balboa but protection as much as possible.
### Cross Section Design Alternatives

<table>
<thead>
<tr>
<th>Variation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 Lane + Dedicated Transit W/O Landscaping</td>
<td></td>
</tr>
<tr>
<td>4+T SATA - 70' ROW</td>
<td></td>
</tr>
<tr>
<td>4+T SATA - 80' ROW</td>
<td></td>
</tr>
<tr>
<td>4 Lane W/ Landscaping</td>
<td></td>
</tr>
<tr>
<td>4A - 98' ROW</td>
<td></td>
</tr>
<tr>
<td>4B - 114' ROW</td>
<td></td>
</tr>
<tr>
<td>4 Lane + Dedicated Transit W/ Landscaping</td>
<td></td>
</tr>
<tr>
<td>4+TA - 124' ROW</td>
<td></td>
</tr>
<tr>
<td>4+TB - 152' ROW</td>
<td></td>
</tr>
<tr>
<td>6 Lane W/Landscaping</td>
<td></td>
</tr>
<tr>
<td>6A - 120' ROW</td>
<td></td>
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<tr>
<td>6B - 152' ROW</td>
<td></td>
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<tr>
<td>6 Lane with Dedicating Transit W/ Landscaping</td>
<td></td>
</tr>
<tr>
<td>6+TA - 146' ROW</td>
<td></td>
</tr>
<tr>
<td>6+TB - 154' ROW</td>
<td></td>
</tr>
</tbody>
</table>

Possible landscape on private property:

- Split of table:
  - 1/2 open narrow
  - 1/2 beautification w/ improvements

Pedestrian - ADA compliance needed, personal mobility, "Scooters" etc.

Safety of building:

Be broad focused not in blinders for one projects:

Look for facility improvements & mobility (Scooters, bike lanes)
**Pedestrian Environment**

The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:

- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest;
- Degree to which conflicts between pedestrians and vehicles exist at driveways; and,
- Provision of access and mobility for people of all ages and abilities using design elements that go beyond base requirements of the Americans with Disabilities Act (ADA) federal design requirements.

It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

**PEDESTRIAN ACCESS AND MOBILITY**

**Potential Historic and Significant Buildings Impacts**

The number of historic and significant structures lost due to direct impact and loss of usefulness resulting from reductions to parking, setbacks, site access, and other conditions.

**Sense of Place**

The ability of Broadway's design to enhance the visual quality along it. This includes the width and design of median and streetside landscaping and number and location of placemaking features such as public art, wayfinding, lighting, and furniture. It also includes Broadway's relationship with and impacts to the existing and future visual character of adjacent uses.

**Bicycling Environment**

The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:

- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
- Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclists' needs.

It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

**BICYCLE ACCESS AND MOBILITY**

**Walking and Bicycling Health Benefits**

The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive affect on public health.

**ENVIRONMENT AND PUBLIC HEALTH**

**Economic Potential**

The suitability of parcels along Broadway to provide for current commercial or residential use, repurposing, adaptive reuse, and a future mix of commercial, residential, and open space uses that improves the economic value of uses along Broadway.

**ECONOMIC VITALITY**

**Construction and Acquisition Cost**

The total cost of the construction of improvements and the cost of purchasing property, relocation, and other costs associated with acquisition of property for the Broadway improvements.

**PROJECT COST**

**City's Ability to Maintain Improvements**

The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.

**CERTAINTY**

**Through Traffic Movement**

The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

**VEHICULAR ACCESS AND MOBILITY**

**Transit Travel Time**

The time it takes to travel the length of the Broadway project by transit.

**TRANSIT ACCESS AND MOBILITY**

**Accommodation of High Capacity Transit**

The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.

**PERFORMANCE MEASURES**
### Performance Measures Assessment of Street Cross Section Alternatives

<table>
<thead>
<tr>
<th>Street Cross Section Alternatives</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing Conditions</strong></td>
<td></td>
</tr>
<tr>
<td><strong>4 Lane + Dedicated Transit Without Landscaping</strong></td>
<td></td>
</tr>
<tr>
<td>Option A - 5450 (Cutting R.O.W.)</td>
<td></td>
</tr>
<tr>
<td>Option B - 39' R.O.W.</td>
<td></td>
</tr>
<tr>
<td>Option C - 21' R.O.W.</td>
<td></td>
</tr>
<tr>
<td><strong>6 Lane with Landscaping (34'-36' R.O.W.)</strong></td>
<td></td>
</tr>
<tr>
<td>Option A - 34' R.O.W.</td>
<td></td>
</tr>
<tr>
<td>Option B - 36' R.O.W.</td>
<td></td>
</tr>
<tr>
<td><strong>8 Lane with Landscaping (34' - 52' R.O.W.)</strong></td>
<td></td>
</tr>
<tr>
<td>Option A - 34' R.O.W.</td>
<td></td>
</tr>
<tr>
<td>Option B - 36' R.O.W.</td>
<td></td>
</tr>
<tr>
<td>Option C - 52' R.O.W.</td>
<td></td>
</tr>
<tr>
<td><strong>10 Lane + Dedicated Transit with Landscaping (34'-52' R.O.W.)</strong></td>
<td></td>
</tr>
<tr>
<td>Option A - 34' R.O.W.</td>
<td></td>
</tr>
<tr>
<td>Option B - 36' R.O.W.</td>
<td></td>
</tr>
<tr>
<td>Option C - 52' R.O.W.</td>
<td></td>
</tr>
</tbody>
</table>

Note: The table includes various performance measures such as pedestrian environment, bicycling environment, through traffic movement, transit frustration time, accessibility to high-capacity transit, potential historic and significant buildings impacts, walking and biking health benefits, and economic potential. The cost and city's ability to implement improvements are also indicated.
Option 4A: 98’ Right-of-Way

Option 4B: 114’ Right-of-Way

Option 4+T A: 124’ Right-of-Way

Option 4+T B: 152’ Right-of-Way

Option 6A: 120’ Right-of-Way

Option 6B: 152’ Right-of-Way
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
September 26, 2013
Sabbar Shriners Hall

Broadmoore Neighborhood
Bus owner on Broadway
Planning Comm on Grant Rd task force
THPC (Tuc. Hist. Preserv. Found)
Architect & teach at UGA
Architect & THPC
Chair rep from Broadway (First Assembly Rd)
Rincon Heights

Concerns: The tool & the performance measurements.
Feels that some were given more weight than others.
Question on the age of the traffic data.
**Broadway Boulevard, Euclid to Country Club**

**SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3**

**SMALL GROUP EXERCISE #1**

September 26, 2013
Sabbar Shriners Hall

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**PERFORMANCE MEASURES**

1. Pedestrian Environment (Pedestrian Access & Mobility)
2. Bicycling Environment (Bicycle Access and Mobility)
3. Through Traffic Movement (Vehicular Access and Mobility)
4. Transit Travel Time (Transit Access & Mobility)
5. Accommodation of High Capacity Transit (Transit Access & Mobility)
6. Potential Historic and Significant Buildings Impact (Sense of Place)
7. Visual Quality (Sense of Place)
8. Walking and Biking Health Benefits (Environment and Public Health)
9. Economic Potential (Economic Vitality)
10. Construction and Acquisition Cost (Project Cost)
11. City's Ability to Maintain Improvements (Certainty)

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**Table:**

<table>
<thead>
<tr>
<th>Vehicular access</th>
<th>Through traffic movement</th>
<th>Concerns of traffic through downtown &amp; students drinking downtown</th>
</tr>
</thead>
<tbody>
<tr>
<td>6 dots = 6</td>
<td>6 dots = 7</td>
<td></td>
</tr>
<tr>
<td>5 dots = 8</td>
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<td></td>
</tr>
<tr>
<td>3 dots = 9</td>
<td>2 dots = 1, #5</td>
<td></td>
</tr>
<tr>
<td>1 dot = 2, #3, #10</td>
<td>0 dots = #4, #11</td>
<td></td>
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</table>

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The quarter mile is very important for transit, safety for students & local businesses. Another person doesn't think it matters. Comes down to quality of life for people who live, work along it. Do we want to create a sense of place & unique identity or just more cars from the mall to downtown. Don't ride bike on Broadway it feels too much traffic on Broadway. It feels too much. Expanding the roadway would not allow bicycling but creating destination would make bikers better.
Many of the performance measures are linked - bicycling, pedestrian environment, sense of place.

Shores in one toll for the corridor would rather it be 6 lanes.

First Assembly Church there since 1931 - identifies a community center provides services and you can purchase goods 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 redo things later.
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicated Transit
W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

All options perform well under some criteria, 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 - b/c they often don't want to be next to acres

*Don't see any reason to have 6 lanes of traffic. Want narrower right of way. Use good design to accommodate all needs.

Several members of the group do not feel that there's a good third option.

OPTION 4A + 4B (top 2)
4+TA vs. 6A - Can't decide since don't want these widths.
Cross Section Design Alternatives

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W/O Landscaping  
4+T SATA - 70' ROW  
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6+TB - 154' ROW
What was your Table's Top 4 Performance Measures

1. Potential Historic and Significant Building Impacts

2. Visual Quality

3. Walking and Bicycling Health Benefits

4. Economic Potential

What was your Table's 3 Preferred Street Width/Section Alternatives

1. 4A - Biking safety, design speeds
   
2. 4B
   
3. 4 + TA - Most people don't like the idea of a wider ROW. One person was impacted by moving vehicle traffic and that's why this option is here.
There should be some flexibility in the cross section to accommodate some of the "special properties."

Table B - general comment
PERFORMANCE MEASURES
### PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

<table>
<thead>
<tr>
<th>STREET CROSS SECTION ALTERNATIVES</th>
<th>PERFORMANCE MEASURES</th>
</tr>
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<tbody>
<tr>
<td>EXISTING CONDITIONS</td>
<td>to</td>
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<td>4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING</td>
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<td>Option 4C (112' R.O.W.)</td>
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</tr>
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<td>5 LANE + DEDICATED TRANSIT WITH LANDSCAPING (120' - 166' R.O.W.)</td>
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<td>Option 5A (86' R.O.W.)</td>
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<td>Option 5C (110' R.O.W.)</td>
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**LEGEND**
- Best Performance: ****
- Worst Performance: ----
- Highest Cost: $5000
- Lowest Cost: $5000

Facilitator/Recorder Initials: [X]
Table #: [X]
Option 4+T SATA: 70' Right-of-Way (West of Campbell)

Option 4+T SATA: 80' Right-of-Way (East of Campbell)
Intro

1. Pam Samuels - native Tucsonan, passion for City- mother depicted in Windows at.
2. Heli Lanz - just moved couple yrs ago from CA - influence future - Broadway Common
3. Sandi Lanz - native Tucsonan, lived near Bldwy all life, work downtown
4. Dale Prescott - 35 yr, building business on Bldwy, process depressing values/bright
5. Madelyn Cook - lived adjacent to Bldwy for 30 yrs, lives in Sam Hughes.
7. Melody Peters - lives in Kinoon Heights for 20 yrs, concerned about visual quality + historic pres.
8. Jay Vosk - Kinoon Heights, lives in historic house
PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

Bicycling Environment
(Bicycle Access and Mobility)

Through Traffic Movement
(Vehicular Access and Mobility)

Transit Travel Time
(Transit Access & Mobility)

Accommodation of High
Capacity Transit
(Transit Access & Mobility)

Potential Historic and Significant
Buildings Impact
(Sense of Place)

Visual Quality
(Sense of Place)

Walking and Biking Health
Benefits
(Environment and Public Health)

Economic Potential
(Economic Vitality)

Construction and Acquisition
Cost
(Project Cost)

City’s Ability to Maintain
Improvements
(Certainty)

Table # C

Pam Samuels - Visual Quality - Windows and
Past Gateway theme carried through
Corridor

Helen Lanz - agree w/ PS, blighted ar
Suspended in time, improve V.Q.
landscaping, etc.

- High Capacity transit subservient
to other V.Q. goals

Sandi Lanz - Bicycle Environment -
Improve quality (safety would like)
- ride to work but won’t
- hates bulldozing hist. blgs

Mike - agrees w/ selection once blgs
are gone can’t get them back.

has seen buildings razed for nothing
chance to do it right.

Madelyn Cook - Economic Vitality:
City’s ability to maintain, also
Visual Quality

Marty McLane - Pedestrian
- Find uses for historic buildings to
keep them viable. V.Q. Historic
Pres
Melody Peters - What does Boulevard mean? Does Blvd. merit that? Dignified street, main street where city struts its stuff. How can you make mid-century arch shine like gems they are?

Would median be part of Boulevard, not necessarily trees more essential.

Jay Vosk - Sense of Place - destination not just feeder into town - protect what we can of historic buildings.
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2
September 26, 2013
Sabbat Shriners Hall

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Initials: LV

Table #: C

Cross Section Design Alternatives

4 Lane + Dedicated Transit
W/O Landscaping
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Possible top contenders by highest to lowest rankings.

Dale - Pedestrian Environment - this ranking does not reflect the transitions from North to South. Wider options are ranked higher, but more road to cross - see post-it.

Melody - SATA option - are there really no areas to put trees or landscaping.

Madelyn - We have to have something w/ trees - looking for narrowest option - get trees & mass transit in future 4A? or SATA + trees.

Phoenix light rail is fabulous.

Marty McClune - Some buildings are going to - there has been details analysis done - does not want to see nothing done to save old.
Broadway Boulevard, Euclid to Country Club

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Initials: LV
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---

4A & 4B. Will it work w/ mass transit? Mike. Yes but may have to put in traffic 2, does not perform as well.

Is there statistics on higher accidents for continuous turn lanes? - Mike getting Jim S.

4B - it on Historic but not on V.Q.

What can be done in SATA to increase landscaping? Purchase land for landscaping - Right of Way just for landscaping.

Have to think of East of Campbell vs West of Campbell - may want 2 sections.

Options for shared parking where some blogs come out don’t always have to park in front of blog.
Cross Section Design Alternatives

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Take discussion of meandering -
Could cause problems
Meander gradually to avoid buildings
High number of driveways can cause congestion & confusion.
- Reduce # of driveways.
- Continuous left turn and all driveways cause more collisions.
- East of Broadway wider 4A, West of Broadway SATA + trees.
- On narrow areas - cut down landscaping to make road fit.
- Can look @ impacts across from Rincon Heights for width of street.
Cross Section Design Alternatives

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West of Campbell - SATA + trees - very important

4A - strong contender

4B - possibly East of Campbell - where you won't have to tear down buildings. Not West of Campbell.

Melody - tree grates - you can put trees in much smaller space

Recorder synopsis

* Cross sections chosen to avoid impacts to buildings, but w/ landscaping as important aspect.
What was your Table's Top 4 Performance Measures

1. Sense of Place
2. Visual Quality
3. Economic Vitality
4. Pedestrian Access + Mobility

What was your Table's 3 Preferred Street Width/Section Alternatives

1. 4T - wider for landscaping
2. 4A - narrow to mix w/ landscape
3. 4B x East of Campbell

Look into Hybrid - Diff Sections, Diff Cross Sections
The Rock possibility of use for transit
What were the key points of discussion or conflict at your table?

EMPHASIS ON AESTHETICS & PRESERVATION
- VISUAL
- SENSE OF PLACE
- HISTORIC PRESERVATION

LITTLE CONFLICT ON PRIORITIES
CAPACITY/FUNCTIONALITY LESS IMPORTANT
ECONOMIC CHANGE WILL FOLLOW THE AESTHETICS
TREAT IT AS A GATEWAY TO DOWNTOWN
EXTEND ART & THEMES

GROUP TRIED TO FIND COMPROMISES
ON WIDTH VS PRESERVATION
MAINTAIN 4 LANE
Table C - Accommodation of High Capacity Transit
Performance Measure

Please design for light rail - home ownership
Table C
Cross Sections (4+T SATA)

Rincon Heights just recently was granted historic status. Only 4+T SATA will preserve the historically significant and qualifying structure. Taking that into consideration, this option could have trees of row were purchased without tearing down buildings. Take some empty land in front of building without tearing down building.

Table C
Option 4+T SATA

To obtain more landscaping in smaller area consider using tree well grates (a public interest opportunity).
<table>
<thead>
<tr>
<th>Table C - Cross Sections</th>
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<table>
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<tr>
<th>4A + 4B</th>
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</table>

If we opt for these criteria:
- 4A West of Campbell
- 4B East of Campbell
(or variants to preserve historically significant structures)

Please note: Table C offers an evaluation of the pedestrian environment, criteria omits consideration of pedestrians being able to cross over from South to North and North to South sides of Block.
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**LEGEND**
- Best Performance: +++
- Neutral: ----
- Worst Performance: +++

Highest Cost: $5555
Lowest Cost: $5
September 26, 2013

Facilitator/Recorder Initials: [Signature]
Option 6A: 120’ Right-of-Way

Option 6B: 152’ Right-of-Way

Option 4+T A: 124’ Right-of-Way

Option 4+T B: 152’ Right-of-Way

Option 4A: 98’ Right-of-Way

Option 4B: 114’ Right-of-Way
Pick the 3 most important Performance Measures

PEDESTRIAN ACCESS AND MOBILITY

Pedestrian Environment
The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:
- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest;
- Degree to which conflicts between pedestrians and vehicles exist at driveways; and,
- Provision of access and mobility for people of all ages and abilities using design elements that go beyond base requirements of the Americans with Disabilities Act (ADA) federal design requirements.
It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

BICYCLE ACCESS AND MOBILITY

Bicycling Environment
The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
- Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclists' needs.
It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

TRANSIT ACCESS AND MOBILITY

Transit Travel Time
The time it takes to travel the length of the Broadway project by transit.

Accommodation of High Capacity Transit
The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.

VEHICULAR ACCESS AND MOBILITY

Through Traffic Movement
The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

SENSE OF PLACE

Potential Historic and Significant Buildings Impacts
The number of historic and significant structures lost due to direct impact and loss of usefulness resulting from reductions to parking, setbacks, site access, and other conditions.

Visual Quality
The ability of Broadway's design to enhance the visual quality along it. This includes the width and design of median and streetside landscaping and number and location of placemaking features such as public art, wayfinding, lighting, and furniture. It also includes Broadway's relationship with and impacts to the existing and future visual character of adjacent uses.

ENVIRONMENT AND PUBLIC HEALTH

Walking and Biking Health Benefits
The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

ECONOMIC VITALITY

Change in Economic Potential
The suitability of parcels along Broadway to provide for current commercial or residential use, repurposing, adaptive reuse, and a future mix of commercial, residential, and open space uses that improves the economic value of uses along Broadway.

PROJECT COST

Construction and Acquisition Cost
The total construction cost of planned improvements.

CERTAINTY

City's Ability to Maintain Improvements
The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.
INTRODUCTIONS

- Own 2 blgs. on Broadway Corridor
- 33 years living in the area
- Live in the area since 1980's (Santa Rita)
- Live near Broadway and Campbell
- Sam Hughes

7 participants at table
Broadway Boulevard, Euclid to Country Club

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SMALL GROUP EXERCISE #1
September 26, 2013
Sabbar Shriners Hall

**PERFORMANCE MEASURES**

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<td><strong>B</strong> Bicycling Environment (Bicycle Access and Mobility)</td>
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<tr>
<td><strong>D</strong> Transit Travel Time (Transit Access &amp; Mobility)</td>
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<td><strong>E</strong> Accommodation of High Capacity Transit (Transit Access &amp; Mobility)</td>
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I care about ![but](image1.png)
Bus pull outs / Don’t care about faster (movement) → Crossing places
People on bikes (dangerous)
Easy drop off places
Not wanting to drive

(Why Bicycling Separated from Bicycling, etc.?)

It's confusing

- #1 Bicycling Environment
  - Not a bike rider but concern about safety
  - A way to bike and get to downtown
  - Bike lanes suddenly end and this 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 St!

- COMPET
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1
September 26, 2013
Sabbir Shriners Hall

PERFORMANCE MEASURES

A. Pedestrian Environment (Pedestrian Access & Mobility)

B. Bicycling Environment (Bicycle Access and Mobility)

C. Through Traffic Movement (Vehicular Access and Mobility)

D. Transit Travel Time (Transit Access & Mobility)

E. Accommodation of High Capacity Transit (Transit Access & Mobility)

F. Potential Historic and Significant Buildings Impact (Sense of Place)

G. Visual Quality (Sense of Place)

H. Walking and Biking Health Benefits (Environment and Public Health)

I. Economic Potential (Economic Vitality)

J. Construction and Acquisition Cost (Project Cost)

K. City's Ability to Maintain Improvements (Certainty)

---

C) #2

- Bus pullout for safety!

- I drive and expect roads to be functional.

Also interested in Design

F) #3

- CONTRIBUTES TO
  - A SENSE OF PLACE
    - UNIQUE
    - INREPLACEABLE!

H) #4

- If you enjoy walking people are going to walk
  - A place where people feel attracted by the area (landscape)
  - A little bit confusing!

---

Pedestrian thru

- Bikes are the way to go for the future!
People are not going to come to a place if there's nothing to go for!

Bring costumes easily.

If you are going to create all of this you better maintain that.

Take care of weeds.

People like the idea and then quit... to bad!
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
- 4+T SADA - 70' ROW
- 4+T SATA - 80' ROW

4 Lane W/ Landscaping
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6 Lane with Dedicated Transit W/ Landscaping
- 6+TA - 146' ROW
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- Purple B
- Green B
- Yellow B

Rope 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'm 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 pollutants its too bad. We like...
Cross Section Design Alternatives

4 Lane + Dedicated Transit
W/O Landscaping
4+T SANTA - 70' ROW
4+T SANTA - 80' ROW

4 Lane W/ Landscaping
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- That there's no dedicated line for bus
- Something like old 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
Cross Section Design
Alternatives

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---

Green B

The wider sidewalk is ADA?

- we want safety for everyone
- two travelings for vehicles

The purple one
will look better with the light rail

But the problem is the
Bike lanes and light rail are incompatible

We don't have a consistent size
along the corridor

- How this cross sections get along
  with the rest of BLVD.

2 votes on purple + 1 more if they fix
a left turn!
Cross Section Design
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Yellow 6B

- If they took speedway profile that will be a nice treatment for this Blvd. Which means:

- They have without the trees... that reduces 34 ft, 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.
Cross Section Design Alternatives

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The yellow one is the most important GB
For the majority on this table

more comments:

even with the narrow 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 GB option because he thinks the space dedicated for landscape is no good
Someone suggested that about parking they can put it in the back of the property. Owner said NO! because they don't have access from the back!

- Even with the purple 1B, you will destroy something.

- Make destinations for pedestrians purple 1B is more sensitive to preserve historic buildings.

- I person saying that's it the time to preserve because we are going to regret later

- Be selective with saving some historic buildings.

- I like the 4 lanes
NOT TO 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 St there's a lot of people walking because of buside

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.
What was your Table’s Top 4 Performance Measures

1. Bicycling Environment
2. Trough traffic
3. Preservation Impacts
4. Walking & Bicycling

What was your Table’s 3 Preferred Street Width/Section Alternatives

1. Option 4B - 114' ROW
2. 4+TB: 152' ROW
3. Option 6B: 152' Without Landscape (similar to speedway, move to smaller cross sections)
   TABLE FAVORETED
   115'/120' FEET WIDTH
   ONE PERSON WANTED NO INCREASE IN WIDTH
What were the key points of discussion or conflict at your table?

1) SAFETY / UTILITY FOR BIKES

2) QUESTIONED WHETHER PEDESTRIANS WILL USE AREAS IF BUILT

3) MIXED HISTORIC - MATCH CHOICES IF ROADWAY WIDTH INCREASES

4) HOW DO THESE CROSS SECTIONS INTERFACE AT EACH END

5) CURB SCARPING FOR IDENTIFICATION WITH MINIMAL IMPACT ON SPACE
Broadway Boulevard
Euclid Avenue to Country Club Road

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

2 lanes only - Need bus pull outs +

RIGHT TURN BAYS

Increase width of bike lanes + sidewalks

Hand

Email

This project will be designed and constructed fall 2018. Please see the project website www.luzonaz.gov/broadway for more information.

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

I love the "rain gardens" on 9th & 10th St. in Rincon Heights — though it's true some need more maintenance.

No problems with seeingleneightorsafety issues. In fact, the one by my house prevents...
2 possibly more serious accidents.
Plus—great wildlife habitat for birds, bees, butterflies...

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

When the city takes the house the family is requesting that the 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 Sanke Bridge, what will speed limit be?

Helen Purdy  
(Daughters: Melody Bastian & Pat Upton)

15 N. Santa Rita  
Tucson, Az 85719  
(formerly 28 S. Santa Rita)

Broadway & Santa Rita
**Pedestrian Environment**

The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:

- **Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort.**
- **Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest.**
- **Degree to which conflicts between pedestrians and vehicles exist at driveways; and, **
- **Provision of access and mobility for people of all ages and abilities using design elements that go beyond base requirements of the Americans with Disabilities Act (ADA) federal design requirements.**

It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

**Bicycling Environment**

The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:

- **Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;**
- **Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,**
- **Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclists needs.**

It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

**Bicyclist Access and Mobility**

The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

**VEHICULAR ACCESS AND MOBILITY**

The time it takes to travel the length of the Broadway project by transit.

**Accommodation of High Capacity Transit**

The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.

**TRANSIT ACCESS AND MOBILITY**

**ENVIRONMENT AND PUBLIC HEALTH**

The degree to which the Broadway improvements can support increased frequency and length of walking and bicycling trips and the resulting positive effect on public health.

**ECONOMIC VITALITY**

The suitability of parcels along Broadway to provide for current commercial or residential use, including adaptive reuse, and a future mix of commercial, residential, and open space uses that improves the economic value of the Broadway corridor.

**Construction and Acquisition Cost**

The total cost of the construction of improvements and the cost of purchasing property, relocation, and other costs associated with acquisition of property for the Broadway improvements.

**PROJECT COST**

The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.

**CERTAINTY**

Table E was very concerned with the potential of future road traffic for a potential BRT and the access impact of future traffic. She asked, "How will not have any changes?"

Big question: What is the definition of "Functionality"? If Table E were not, how Visual Quality, and Noise Problem, then doesn't that affect the Function of "Functionality"?
Table E was very concerned with the potential of focusing more traffic from a widened B'way into the narrow confines of Downtown Tucson.

"What happens West of the Rattlesnake Bridge?" "Where will all these cars go?"

* Big Question: What is the definition of "Functionality"?

If Table E chose Historic Bldgs, Visual Quality, and Health Benefits, then doesn't that affect the definition of Functionality?
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<thead>
<tr>
<th>STREET CROSS SECTION ALTERNATIVES</th>
<th>PERFORMANCE MEASURES</th>
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<td>EXISTING CONDITIONS</td>
<td></td>
</tr>
<tr>
<td>4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING</td>
<td></td>
</tr>
<tr>
<td>Option 4-T-5 SATX (36&quot; R.O.W.)</td>
<td></td>
</tr>
<tr>
<td>4 LANE WITH LANDSCAPING (64'-135' R.O.W.)</td>
<td></td>
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<tr>
<td>Option 4A (38' R.O.W.)</td>
<td></td>
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<tr>
<td>Option 6B (154' R.O.W.)</td>
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</tr>
<tr>
<td>5 LANE + DEDICATED TRANSIT WITH LANDSCAPING (128'-164' R.O.W.)</td>
<td></td>
</tr>
<tr>
<td>Option 5-A (124' R.O.W.)</td>
<td></td>
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<tr>
<td>Option 5-B (152' R.O.W.)</td>
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</tr>
<tr>
<td>6 LANE WITH LANDSCAPING (100'-135' R.O.W.)</td>
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</tr>
<tr>
<td>Option 6A (132' R.O.W.)</td>
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<tr>
<td>Option 6B (152' R.O.W.)</td>
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</tr>
<tr>
<td>7 LANE + DEDICATED TRANSIT WITH LANDSCAPING (120'-180' R.O.W.)</td>
<td></td>
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<tr>
<td>Option 6-T-7 A (140' R.O.W.)</td>
<td></td>
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<tr>
<td>Option 6-T-7 B (154' R.O.W.)</td>
<td></td>
</tr>
</tbody>
</table>

LEGEND: Best Performance: ++++, Neutral: +, Worst Performance: ---

Highest Cost: $555, Lowest Cost: $1

September 26, 2015

Facilitator/Recorder Initials: [ initials ]
Table #: 7

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
September 26, 2013
Sabbar Shriners Hall

1. Judy: live n neighborhood
   2. Omer: live N of Broadway

Cindy: Broadway Village
      using about congestion on E/W side

Rich: In house person
Andy: Baby Village
Bob: ""

Jay: Broadway Circle

Jason: SW, 6th, Cesar E. Chavez

CS: W. Univ. Neighborhood
Debra: Frankfort

Cores: not enough room on 6th
   - width of sidewalks?
   - Bus pullback near sidewalk in the e/w

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
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1
September 26, 2013
Sabbar Shriners Hall

PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

Bicycling Environment
(Bicycle Access and Mobility)

Through Traffic Movement
(Vehicular Access and Mobility)

Transit Travel Time
(Transit Access & Mobility)

Accommodation of High
Capacity Transit
(Transit Access & Mobility)

Potential Historic and Significant
Buildings Impact
(Sense of Place)

Visual Quality
(Sense of Place)

Walking and Biking Health
Benefits
(Environment and Public Health)

Economic Potential
(Economic Vitality)

Construction and Acquisition
Cost
(Project Cost)

City’s Ability to Maintain
Improvements
(Certainty)

Table #: E

- Road to 20th
- Road to 24th
- bottleneck
- concerns are concluding already made?

- No merge to 20th to 24th (Bend v. 24th)
- main concern is for Tucson High streets
- Economic potential: Jessica

- why pedestrian/bike path our bike area?
- the pedestrian/bike path solidifies that the city
  be bike way a special
- more general problem: specific will follow

- health benefits: every human healthy

- Big concern of bus pulls - value to buses
Cross Section Design Alternatives

4 Lane + Dedicated Transit
W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit
W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicated Transit
W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

Chad: How do we deal w/ bicycle rack effect w/ shot right away?

- How do the holes being developed? (+-)
- Options - can we have fewer bays?
  - Why do we have to sacrifice 1st priority
  - Why can we use what we already have?
  - Long-term use, a happy business w/truck bays

Example: Mountain Ave. - vehicle bays to turn away to give bike bay

4 bays or less?

40 what dealing functionality

Functionality - intro of fixed element = LOS
- how big or percent last in the vehicle we take out?
- So how does this group define functionality

* problems of bays
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicated Transit W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

- How can we guarantee energy that is land in improves?
- How is keeping the historical buildings the best visually attractive?
- Where are merged come from 12" - may work on East side
don't think sense for business for base the party because ten builds my go
- Party near old buildings is required

* Keep the 4 long w/ progressive traffic lights

-mer into on 4+T (away ROW)
- 4A (89 ROW)
- 4B (114 ROW)

SATA

What does everyone take off? 4 lane can accommodate shoulder?
<table>
<thead>
<tr>
<th>Cross Section Design Alternatives</th>
</tr>
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</table>

**4 Lane + Dedicated Transit W/O Landscaping**
- 4+T SATA - 70' ROW
- 4+T SATA - 80' ROW

**4 Lane W/ Landscaping**
- 4A - 98' ROW
- 4B - 114' ROW

**4 Lane + Dedicated Transit W/ Landscaping**
- 4+TA - 124' ROW
- 4+TB - 152' ROW

**6 Lane W/Landscaping**
- 6A - 120' ROW
- 6B - 152' ROW

**6 Lane with Dedicated Transit W/ Landscaping**
- 6+TA - 146' ROW
- 6+TB - 154' ROW
What was your Table’s Top 4 Performance Measures

1. Potential Historic & Significant Building Impact

2. Visual Quality — more interaction — how it details — buildings, trees, etc.

3. Walking & Biking Health benefits

4. Group named theme — "The Road to Nowhere" — Broadway from Euclid to Downtown

What was your Table’s 3 Preferred Street Width/Section Alternatives

1. Option 4+T SATA

2. Option 4A (89' ROW)

3. Option 4B (114' ROW)
Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Walking & Bicycling: Insure safety as well as a minimum width of lanes/sidewalks.

Bottleneck @ 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 Aviaraain Parkway is also joining the mix.

Ann Patterson 333 S Eastbourne Ave 85716
msgeo 8182@yahoo.com

www.tucsonaz.gov/broadway
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 the four lanes we now have even if we add enhancements or extra lanes for wider 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 on penalties for larger vehicles with few passengers?

(May not be within scope of this project)

Does visual quality require landscaping? Does it include the ability to see the architecture and mountains beyond?
**PERFORMANCE MEASURES**
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<td>UV Lighting Conditions</td>
<td>No</td>
</tr>
<tr>
<td>UV Lane 1 Dedicated Transit Without Landscaping</td>
<td>No</td>
</tr>
<tr>
<td>UV Lane 1 Dedicated Transit With Landscaping</td>
<td>No</td>
</tr>
<tr>
<td>UV Lane 2 Dedicated Transit Without Landscaping</td>
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<td>UV Lane 2 Dedicated Transit With Landscaping</td>
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<tr>
<td>UV Lane 3 Dedicated Transit Without Landscaping</td>
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<tr>
<td>UV Lane 3 Dedicated Transit With Landscaping</td>
<td>No</td>
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<tr>
<td>UV Lane 4 Dedicated Transit Without Landscaping</td>
<td>No</td>
</tr>
<tr>
<td>UV Lane 4 Dedicated Transit With Landscaping</td>
<td>No</td>
</tr>
</tbody>
</table>

**PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES**
Option 6A: 120’ Right-of-Way

Option 6B: 152’ Right-of-Way

Option 4+T A: 124’ Right-of-Way

Option 4+T B: 152’ Right-of-Way
Pick the 3 most important Performance Measures

PEDESTRIAN ACCESS AND MOBILITY

Pedestrian Environment
The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:
- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest;
- Degree to which conflicts between pedestrians and vehicles exist at driveways; and,
- Provision of access and mobility for people of all ages and abilities using design elements that go beyond base requirements of the Americans with Disabilities Act (ADA) federal design requirements.
It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

BICYCLE ACCESS AND MOBILITY

Bicycling Environment
The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
- Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclists’ needs.
It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

TRANSPORT ACCESS AND MOBILITY

Transit Travel Time
The time it takes to travel the length of the Broadway project by transit.

Accommodation of High Capacity Transit
The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.

VEHICULAR ACCESS AND MOBILITY

Through Traffic Movement
The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

SENSE OF PLACE

Potential Historic and Significant Buildings Impacts
The number of historic and significant structures lost due to direct impact and loss of usefulness resulting from reductions to parking, setbacks, site access, and other conditions.

Visual Quality
The ability of Broadway’s design to enhance the visual quality along it. This includes the width and design of median and streetside landscaping and number and location of placemaking features such as public art, wayfinding, lighting, and furniture. It also includes Broadway’s relationships with and impacts to the existing and future visual character of adjacent uses.

ENVIRONMENT AND PUBLIC HEALTH

Walking and Biking Health Benefits
The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

ECONOMIC VITALITY

Change in Economic Potential
The suitability of parcels along Broadway to provide for current commercial or residential use, repurposing, adaptive reuse, and a future mix of commercial, residential, and open space uses that improves the economic value of uses along Broadway.

PROJECT COST

Construction and Acquisition Cost
The total construction cost of planned improvements.

CERTAINTY

City’s Ability to Maintain Improvements
The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.
Broadway Boulevard, Euclid to Country Club

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September 26, 2013
Sabbar Shriners Hall

Bios Architect/Chair of Imagine Greater Tucson
local architect/interest in progressive cities i.e. europe
Attorney/Catalina Vista – don’t repeat mistakes of other projects
architect/gateway to downtown innovacion
Miles neighborhood
North Side Businesses/broadway corridor into downtown/excited about
reutilization
Architect/part owner of 1202 E. Broadway/cost effective money spending
multi-modal transportation

Retired Attorney/Sam Hughes Neighborhood/Community involvement is important
Performance Measures

- Pedestrian Environment (Pedestrian Access & Mobility)
- Bicycling Environment (Bicycle Access and Mobility)
- Through Traffic Movement (Vehicular Access and Mobility)
- Transit Travel Time (Transit Access & Mobility)
- Accommodation of High Capacity Transit (Transit Access & Mobility)
- Potential Historic and Significant Buildings Impact (Sense of Place)
- Visual Quality (Sense of Place)
- Walking and Biking Health Benefits (Environment and Public Health)
- Economic Potential (Economic Vitality)
- Construction and Acquisition Cost (Project Cost)
- City's Ability to Maintain Improvements (Certainty)

Table: #

- Combine pedestrian & walking & biking
- Economic potential is tied to how people want to show
- Economic potential is tied to the amount of the parcel that's left
- Moved bicycling to walking & bicycling benefits
- If you concentrate energy into one of them, want versatility
- Walkability & bikes go hand in hand
- If we make walking & bicycling a priority, we can't forget bicycling environment & pedestrian environment
- Do we want them to consider health & over-functionality & functionality should come first. Picture design people not being healthy people
- Walking & Bicycling Health Benefits
- Stipulation that pedestrian & bicycling functionality are included
PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

Bicycling Environment
(Bicycle Access and Mobility)

Through Traffic Movement
(Vehicular Access and Mobility)

Transit Travel Time
(Transit Access & Mobility)

Accommodation of High Capacity Transit
(Transit Access & Mobility)

Potential Historic and Significant Buildings Impact
(Sense of Place)

Visual Quality
(Sense of Place)

Walking and Biking Health Benefits
(Environment and Public Health)

Economic Potential
(Economic Vitality)

Construction and Acquisition Cost
(Project Cost)

City's Ability to Maintain Improvements
(Certainty)

1) Accommodation of High Capacity Transit
2) Visual quality
3) Walking & Biking Health Benefits
   - while incorporating functionality
   of pedestrian & bicycling travel
4) Economic potential
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2
September 26, 2013
Sabbar Shriners Hall

Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T SAVA - 70' ROW
4+T SAVA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicated Transit W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

How do people get to the center to take transit?
Are you running local buses?

Economic potential: looks like there is a relationship between width

Why are we only looking at short term in economic potential

I'm looking at what has happened downtown it would probably happen on broadway

people are anticipating poor economic botenial

4+TA: modest compromise w/ width & overall potential/opportunity to provide new resource,
impact to biz/visual/access to development

4+TA: corridor to downtown/aesthetic is important

4+TB:
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<td>4 Lane + Dedicated Transit</td>
</tr>
<tr>
<td>W/O Landscaping</td>
</tr>
<tr>
<td>4+T SATA - 70' ROW</td>
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<td>4+T SATA - 80' ROW</td>
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</table>

Concentrate/sweet spot
Compromises w/ economic potential

if you are going to spend money you need to do something

6T A) Scary/too extreme
6T B) I don't think this belongs in this area

Very seldom buy a house & say "I wish I had less space." if it's worth doing it's worth doing right. Tucson has historically not considered growth I think 6 lanes is excessive

If you try to walk Campbell it uncomfortable no better
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
- 4+T Sata - 70' ROW
- 4+T Sata - 80' ROW

4 Lane W/ Landscaping
- 4A - 98' ROW
- 4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
- 4+TA - 124' ROW
- 4+TB - 152' ROW

6 Lane W/Landscaping
- 6A - 120' ROW
- 6B - 152' ROW

6 Lane with Dedicating Transit W/ Landscaping
- 6+TA - 146' ROW
- 6+TB - 154' ROW

4B - Like visual

- Median is safety
- Think about land maps

6A - It's not wider but addresses visual is important
- Transit can take over one of lane
- What about connectivity streets?
- Small right of way no area to improve

4T A
4T B
6+TB
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicating Transit W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

What is your preference of 3 chosen & why?

4+TA
- modest compromise, has all components I'm looking for & less intrusive onto properties = more opportunities to economic potential

4+TB
- provides for bus & rail transit/wide enough for more aesthetic & additional width allows for changes

4+TB + 6B
- like 152 feet, allows for public transportation & landscape
Cross Section Design Alternatives

4 Lane + Dedicated Transit
W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
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6 Lane with Dedicating Transit
W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

4 TA
- Narrower / pedestrian → dedicated bus lanes & landscaping
- Wide landscaping
- Pedestrian friendly & bike friendly
- Not so wide so people can cross the street

4 TB
- Better job at allowing for high speed transit / liked concentrated in center → safer for high transit

4 TB
- Fancier / but would like to see something more compressed
- Compare to Phoenix
### Cross Section Design Alternatives

<table>
<thead>
<tr>
<th>Option</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 Lane + Dedicated Transit W/O Landscaping</td>
<td>- 4+T SATA - 70' ROW</td>
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<tr>
<td></td>
<td>- 4+T SATA - 80' ROW</td>
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<tr>
<td>4 Lane W/ Landscaping</td>
<td>- 4A - 98' ROW</td>
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<td>- 4B - 114' ROW</td>
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<tr>
<td>4 Lane + Dedicated Transit W/ Landscaping</td>
<td>- 4+TA - 124' ROW</td>
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<td>- 4+TB - 152' ROW</td>
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<tr>
<td>6 Lane W/Landscaping</td>
<td>- 6A - 120' ROW</td>
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<td>- 6B - 152' ROW</td>
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<td>6 Lane with Dedicated Transit W/ Landscaping</td>
<td>- 6+TA - 146' ROW</td>
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<tr>
<td></td>
<td>- 6+TB - 154' ROW</td>
</tr>
</tbody>
</table>

4-7A
- best balance of priorities
- allowed for options in multimodal measurements
- ROW width that was balanced
- best use of existing environment

---

Page____ of ____

Initials:

Table #: 4-7A
What was your Table’s Top 4 Performance Measures

1. Accommodation of High Capacity Transit

2. Visual Quality

3. Walking and Biking Health Benefits
   - including Pedestrian & Bicycling Functionality

4. Economic Vitality: change in Economic Potential

What was your Table’s 3 Preferred Street Width/Section Alternatives

1. 4 + IA

2. 4 + IB

3. 6/1B
What were the key points of discussion or conflict at your table?

**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 and Biking Health Benefits" instead of "Pedestrian Environment" and "Bicycle Environment."

**CROSST STREET SECTION 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 w/ less lanes. Shading, pedestrian & bicycle access were heavily weighed. Picked GB with concern for it to not compromise property/business.

From our business owners w/ history:

- balance b/w small, existing build; businesses w/ bigger picture for Tucson as a gate to downtown
- encourage task force to seek innovation in engineering
Concerned too small of ROW prevents later modification. However, firm believer in doing it right the first time.

Table F: Placed on walkways and bicycle health benefits performance measure

Functionality of Pedestrian + Bicycling included
PERFORMANCE MEASURES

---

**Pedestrian Environment**
The overall quality of the pedestrian experience on Broadway. This includes improvements that enhance the experience of people walking along Broadway such as:
- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides safety and landscape affects pedestrian comfort;
- Ability of sidewalk and buffer width to provide space for space, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest;
- Degree to which conflicts between pedestrians and vehicles exist at driveways; and,
- Provision of access and mobility for people of all ages and abilities using design elements that go beyond basic requirements of the Americans with Disabilities Act (ADA).

It also includes the ease of walking across Broadway and side streets intersecting Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

---

**Bicycle Environment**
The overall quality of the bicycling experience on Broadway. This includes improvements that enhance the experience of people bicycling along Broadway such as:
- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
- Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike lanes and other markings), and other features to serve bicyclist needs.

It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

---

**TRANSPORT ACCESS AND MOBILITY**
The effectiveness of serving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

---

**Transit Travel Time**
The time it takes to travel the length of the Broadway project by transit.

---

**Accommodation of High Capacity Transit**
The ability of the roadway and roadway design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.
# PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

## STREET CROSS SECTION ALTERNATIVES

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Replication Environment</th>
<th>Roading Environment</th>
<th>Through Traffic Movement</th>
<th>Trended 15-20 Year</th>
<th>Access/Amenities of High Capacity-Traffic</th>
<th>Roadside Features and Significance</th>
<th>Safety</th>
<th>Monitoring and Streetlighting</th>
<th>Economic Potential</th>
<th>Construction and Acquisition Cost</th>
<th>City's Ability to Maintain Improvements</th>
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</thead>
<tbody>
<tr>
<td>LANE 1: DUPLICATED LANE WITHOUT LANDSCAPING</td>
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## Legend
- Best Performance: +++++
- Poor Performance: ----
- Worst Performance: -----
- Highest Cost: $55555
- Lowest Cost: $5

Facilitator/Recorder/Initials: [Signature]

Table No: 1

September 25, 2003
Pick the 3 most important Performance Measures

PEDESTRIAN ACCESS AND MOBILITY

- **Pedestrian Environment**
  The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:
  - Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
  - Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest;
  - Degree to which conflicts between pedestrians and vehicles exist at driveways and crosswalks;
  - Provision of access and mobility for people of all ages and abilities using design elements that go beyond basic requirements of the Americans with Disabilities Act (ADA) federal design requirements.
  It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

BICYCLE ACCESS AND MOBILITY

- **Bicycling Environment**
  The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
  - Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
  - Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,
  - Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclists’ needs.
  It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

TRANSIT ACCESS AND MOBILITY

- **Transit Travel Time**
  The time it takes to travel the length of the Broadway project by transit.

- **Accommodation of High Capacity Transit**
  The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.

VEHICULAR ACCESS AND MOBILITY

- **Through Traffic Movement**
  The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

SENSE OF PLACE

- **Potential Historic and Significant Buildings and Landmarks**
  The number of historic and significant structures lost due to direct impact and loss of usefulness resulting from reductions to parking, setbacks, site access, and other conditions.

- **Visual Quality**
  The ability of Broadway’s design to enhance the visual quality along it. This includes the width and design of median and streetside landscaping and number and location of placemaking features such as public art, wayfinding, lighting, and furniture. It also includes Broadway’s relationship with and impacts to the existing and future visual character of adjacent uses.

ENVIRONMENT AND PUBLIC HEALTH

- **Walking and Biking Health Benefits**
  The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

ECONOMIC VITALITY

- **Change in Economic Potential**
  The suitability of parcels along Broadway to provide for current commercial or residential use, repurposing, adaptive reuse, and a future mix of commercial, residential, and open space uses that improves the economic value of uses along Broadway.

PROJECT COST

- **Construction and Acquisition Cost**
  The total construction cost of planned improvements.

CERTAINTY

- **City’s Ability to Maintain Improvements**
  The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
September 26, 2013
Sabbar Shriners Hall

Ethan - Neutral Neighborhood
Chris - Neighborhood
Linda - Bicycling interest
Susan - Bus Riders Union
Sylvia - Neighborhood
Maria - Bus Riders Union
Willy - Owner west of Country Club (Northside)
Will refer to numbers

**PERFORMANCE MEASURES**

1. Pedestrian Environment  
   *(Pedestrian Access & Mobility)*
2. Bicycling Environment  
   *(Bicycle Access and Mobility)*
3. Through Traffic Movement  
   *(Vehicular Access and Mobility)*
4. Transit Travel Time  
   *(Transit Access & Mobility)*
5. Accommodation of High  
   Capacity Transit  
   *(Transit Access & Mobility)*
6. Potential Historic and Significant  
   Buildings Impact  
   *(Sense of Place)*
7. Visual Quality  
   *(Sense of Place)*
8. Walking and Biking Health Benefits  
   *(Environment and Public Health)*
9. Economic Potential  
   *(Economic Vitality)*
10. Construction and Acquisition Cost  
    *(Project Cost)*
11. City's Ability to Maintain Improvements  
    *(Certainty)*

- 2+1 Tie together. Mixed experience of being on the street + engage the environment. #8 tie in 3+9 tie in w/ 2+1; they build upon each other.

- Gives a sense of place when 2, 1, 3+9 work well. We don't want traffic moving FASTER, we want people coming in and engaging 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 + business. Interest in beautifying.

- Concern over rush hour traffic, but other than that Traffic is not a main concern. Ppl can spend the extra time.
<table>
<thead>
<tr>
<th>PERFORMANCE MEASURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Pedestrian Environment (Pedestrian Access &amp; Mobility)</td>
</tr>
<tr>
<td>2. Bicycling Environment (Bicycle Access and Mobility)</td>
</tr>
<tr>
<td>3. Through Traffic Movement (Vehicular Access and Mobility)</td>
</tr>
<tr>
<td>4. Transit Travel Time (Transit Access &amp; Mobility)</td>
</tr>
<tr>
<td>5. Accommodation of High Capacity Transit (Transit Access &amp; Mobility)</td>
</tr>
<tr>
<td>6. Potential Historic and Significant Buildings Impact (Sense of Place)</td>
</tr>
<tr>
<td>7. Visual Quality (Sense of Place)</td>
</tr>
<tr>
<td>8. Walking and Biking Health Benefits (Environment and Public Health)</td>
</tr>
<tr>
<td>9. Economic Potential (Economic Vitality)</td>
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<tr>
<td>10. Construction and Acquisition Cost (Project Cost)</td>
</tr>
<tr>
<td>11. City's Ability to Maintain Improvements (Certainty)</td>
</tr>
</tbody>
</table>

#1 ties in to #9. Walking traffic offers potential to businesses.

2 dots 3 dots 4 dots 5 dots
1, 2, 6, 9 chosen to proceed

Linda volunteered to report out.

Uncertainty to invest or not.

Strong consensus on slowing traffic & getting community participation of the area through business, etc.
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T SARA - 70' ROW
4+T SARA - 80' ROW

4 Lane W/ Landscaping
1 X 4A - 98' ROW
2 X 4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
4+TA - 124' ROW
2 - 4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
3 - 6B - 152' ROW

6 Lane with Dedicated Transit
W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

1x - Visual quality + historic buildings as far as benefit

Likes cycle track on 2x, shade trees are a benefit.

Sylvia, concern over plants getting in the way of visibility.

Linda, 2x viable alternative to become more pedestrian/cycle friendly.
Future won't be empty driving.

Maria, Linda
Less cars, more urban setting, further from suburbs

2x - Like as option (consensus)
Concern over turning lefts into business.
Landscape is calming + provides shade for pedestrians.
Cross Section Design Alternatives

4 Lane + Dedicated Transit
W/ O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
1x 4A - 98' ROW
2x 4B - 114' ROW

4 Lane + Dedicated Transit
W/ Landscaping
4+TA - 124' ROW
2x 4+TB - 152' ROW

6 Lane W/ Landscaping
6A - 120' ROW
3x 6B - 152' ROW

6 Lane with Dedicated Transit
W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

Bike Lane suggestions:
- Lit up reflectors on road when bike lane narrows.
- Preferred over raised cycle track

- Marla,
Bike Lane suggestion
Lit up reflectors on road when bike lane narrows.
Preferred over the raised cycle track

- Baren landscape,
Doesn't increase R.O.W. which is beneficial
1x - takes least amount of R.O.W.
While offering landscape + generous bike lane
Creating more community = better bike/pedestrian

2x - Alter 16' landscape to 12' (compromise
between 16-7')
- Interest in light-rail eventually.

Consensus on 1x + 2x
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
1x 4A - 98' ROW
2x 4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
4+TA - 124' ROW
1- 4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
2. 6B - 152' ROW

6 Lane with Dedicating Transit W/ Landscaping
6+TA - 146' ROW
3- 6+TB - 154' ROW

Table #6

- Showed strong interest in keeping lanes at current size and capacity.
- Sylvan First Assembly Church, interest in preserving existing businesses.
- Parking in back is a challenge. It could ruin the business.
- Strong interest in preserving existing businesses.

Susan
- Doesn't live there, but doesn't care to widen the road due to excess vehicles increasing.

Concern over Miles School on South, and red brick church (Assembly of God)
Do not change anything. We are happy with the way things are. Use the money to fill the thousands of pot holes that Tucson has. Thank you.
Bike lanes split from car lanes with raised reflectors • Creates barrier cheaply & visibly, uses less space.

Option 48: Reduce landscape area to 12', add difference onto median • Future light rail corridor possible

Optional:

Name: MARIA CADAKA
Address: 216 N. 1ST AVE. TUCSON 85719
E-mail: mariacadaka@yahoo.com

Major cross-streets near your home or business

This is a project of the Regional Transportation Authority (RTA). The voter-approved, $1.5 billion RTA plan will be implemented through 2020. Details about the full plan are available at www.RTAandMobility.com.

The Regional Transportation Authority has a citizen board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway
**Pedestrian Environment**
The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:

- **Width of the sidewalk and landscape buffer separating pedestrians from the roadway**
- **Ability of sidewalks and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest.**
- **Degree to which conflicts between pedestrians and vehicles exist at driveways.**
- **Provision of access and signals for people of all ages and abilities using design elements that go beyond basic requirements of the Americans with Disabilities Act (ADA) Federal design requirements.**

It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of crossings that can provide a refuge for crossing pedestrians.

**Bicyclist Environment**
The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:

- **Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic.**
- **Frequency of points where vehicles cross the bike lane and the ability of the street design to make these potential conflicts evident and motorist aware.**
- **Ability of cross-section design to provide spaces for bike racks, shade or drinking fountains, green pavements (bike lanes and other overlays), and other features to serve bicyclists needs.**

It also includes the maintenance and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

**Sense of Place**

**Potential Historic and Significant Buildings Impacts**
The number of historic and significant structures lost due to direct impact and loss of usefulness resulting from relocations to parking, setbacks, site access, and other conditions.

**Visual Quality**
The ability of Broadway's design to enhance the visual quality along it. This includes the width and design of median and streetside landscaping and color and texture of plantings such as public art, landscaping, lighting, and furniture. It also includes Broadway's relationship with and impacts to the existing and future visual character of adjacent areas.

**Walking and Bicycling Health Benefits**
The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

**Economic Potential**
The availability of spaces along Broadway to provide for current commercial or residential use, resulting in a future mix of commercial, residential, and retail space that improves the economic value of uses along Broadway.

**Construction and Acquisition Cost**
The total cost of the construction of improvements and the cost of purchasing property, relocation, and other costs associated with acquisition of property for the Broadway improvements.

**Project Cost**

**City's Ability to Maintain Improvements**
The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.

**PERFORMANCE MEASURES**
<table>
<thead>
<tr>
<th>STREET CROSS SECTION ALTERNATIVES</th>
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<td></td>
<td>Pedestrian Environment</td>
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<tr>
<td>EXISTING CONDITIONS</td>
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<tr>
<td>1-LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING</td>
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<tr>
<td>Option A1 (3'8&quot; R.O.W.)</td>
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<td>Option A2 (3'8&quot; R.O.W.)</td>
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<td>2-LANE WITH LANDSCAPING (12'6&quot; R.O.W.)</td>
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<td>Option A4 (5'6&quot; R.O.W.)</td>
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<td>Option A5 (5'6&quot; R.O.W.)</td>
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<td>3-LANE + DEDICATED TRANSIT WITH LANDSCAPING (12'6&quot; R.O.W.)</td>
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<td>Option A6 (7'11&quot; R.O.W.)</td>
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<td>Option A7 (7'11&quot; R.O.W.)</td>
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<td>4-LANE WITH LANDSCAPING (14'4&quot; R.O.W.)</td>
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<td>Option B6 (8'0&quot; R.O.W.)</td>
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<td>Option B7 (8'0&quot; R.O.W.)</td>
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**Legend**

- Best Performance: ++++
- Neutral: O
- Worst Performance: ----

Highest Cost: $5555
Lowest Cost: $
September 26, 2013

Facilitator/Recorder Initials: [Signature]
Table #: [Number]
Option 4+T SATA: 70’ Right-of-Way (West of Campbell)

Option 4+T SATA: 80’ Right-of-Way (East of Campbell)
Intro:
Collin F. crosses Treat or Broadway on bike often
Wayne - General cyclist - Cycles all around town
Mike K. - Downtown Tucson Hardware store
Benita - Bikes/driver's take bus
Rick
Diana - Feldman's neighborhood assoc.
Linda S. - Broadway = "Gateway to the world"
John - Concerned about diesel & truck traffic
Kyle - DL Citizen's advisory committee. Rep of Living streets alliance

Exercise 1
- 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 RTA & to individual
- Ped environ. - Ped. use would increase if more comfortable. Particularly around Randolph way if more "preserved" & "enhanced"
- What we have as historic is irreplaceable. Character of our city
  - Magnets for tourism
  - Compare with E. portion of Broadway has no character
- Ped environ. in handicap 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 Avernon & Euclid = nothing 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 medallion benefits
- Health benefits covers bicycling environ = broader umbrella
PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

Bicycling Environment
(Bicycle Access and Mobility)

Through Traffic Movement
(Vehicular Access and Mobility)

Transit Travel Time
(Transit Access & Mobility)

Accommodation of High Capacity Transit
(Transit Access & Mobility)

Potential Historic and Significant Buildings Impact
(Sense of Place)

Visual Quality
(Sense of Place)

Walking and Biking Health Benefits
(Environment and Public Health)

Economic Potential
(Economic Vitality)

Construction and Acquisition Cost
(Project Cost)

City's Ability to Maintain Improvements
(Certainty)

---

Visual, quality / Pot. historic can't be split
Transit seems to be a given - seems like it's going to happen
Transit needs to be discussed more in detail

Opt. 4+7] transit in mid can improve
x-ings - all because they have to get to transit stop
- improves ped. quality
- comfort of the above depends on safety of stops & speed of transit
- Is this cost effective since waiting area serves both directions
- seen ped fatalities in unsignalized x-ings.

Opt. 4A] Why would we look at this if transit is one of priorities?
- stinks for cyclists - no vehicle separation
- need veh. separation for comfort/safety
- Not that bad if a buffer is used, (painted or other)
- bike lane in comfortable
- Not preferable; if streetcar is built in future, we'd have to start over and rebuild.
- There are cyclists that cycle 1,000 or miles.
- Sometimes painted bike lane don't bring more cyclists
**Performance Measures**

- Pedestrian Environment (Pedestrian Access & Mobility)
- Bicycling Environment (Bicycle Access and Mobility)
- Through Traffic Movement (Vehicular Access and Mobility)
- Transit Travel Time (Transit Access & Mobility)
- Accommodation of High Capacity Transit (Transit Access & Mobility)
- Potential Historic and Significant Buildings Impact (Sense of Place)
- Visual Quality (Sense of Place)
- Walking and Biking Health Benefits (Environment and Public Health)
- Economic Potential (Economic Vitality)
- Construction and Acquisition Cost (Project Cost)
- City's Ability to Maintain Improvements (Certainty)

---

**Opt 4+TB** → Can't do without taking out hist. blgs

- "Swath of destruction"
- Don't see efficiencies in any of these designs so far
- What do ppl look @ when they come to the city
- Sees row narrowing
- If we build for cars, that's what we'll get for bikers → we'll get bikes

- Like the 146' (Option 4+TA)
  - Like the layout & 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.
  
  Would like to see bike lanes

- Would like to see an opt. that involves narrowing the roadway.

- Why would we destroy hist. blgs @ when there is no benefit & dedicated transit lanes.

**Opt 4+T** →

Would be more comfortable @ cycling if

Roadway was 3-lane width (2 lane, 1 turn lane)
PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

Bicycling Environment
(Bicycle Access and Mobility)

Through Traffic Movement
(Vehicular Access and Mobility)

Transit Travel Time
(Transit Access & Mobility)

Accommodation of High
Capacity Transit
(Transit Access & Mobility)

Potential Historic and Significant
Buildings Impact
(Sense of Place)

Visual Quality
(Sense of Place)

Walking and Biking Health
Benefits
(Environment and Public Health)

Economic Potential
(Economic Vitality)

Construction and Acquisition
Cost
(Project Cost)

City's Ability to Maintain
Improvements
(Certainty)

4+TA 9) Doesn't take out as many of
the businesses, adds transit & bike lane
in favor of moving bike inside landscaping
- med adds to width, but didn't contribute
to efficiency of rd.

- Would like to consider narrower vehicle travel
lanes.

- Would hate to see the businesses go, but they've
been there for many yrs & don't really have
much eye appeal. Many may be willing to make
improvement

- Some like 152', others say 4+TA is better
since transit is off to the side

- 3 travel lanes each way is not multi-model
because it will increase vehicle travel and
discourage ped. travel.

- The wider the roads, the faster ppl will drive,
making it less safe for peds.
What was your Table's Top 4 Performance Measures

1. Accommodation on Hi-capacity Transit
2. Potential Historic & Significant block impacts
3. Walking & Cycling Health Benefits
4. Economic potential

What was your Table's 3 Preferred Street Width/Section Alternatives

1. Option 4 + T
2. Option 4 + TA
3. Option 4 + TB
What were the key points of discussion or conflict at your table?

- 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 travel modes guarantees vs mass transit
  - If we can realistically talk about mass transit happening as soon as people want to see it we want staff to explore center vs. side lane boardings
  - Concerned about the amount of space allowed for bikes/peds vs. single-occupant vehicles.

- In sum: focus on improving existing conditions w/o knocking down buildings or widening roads

Thank our small group members - really respect all the different views.

**THANK YOU TO OUR FACILITATORS!**
LEAVE EVERYTHING AS IT IS!!! I DON'T WANT TO GO BROKE. Broadway Animal House!!! Founded 1935.
## Performance Measures Assessment of Street Cross Section Alternatives

<table>
<thead>
<tr>
<th>Street Cross Section Alternatives</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing Conditions</strong></td>
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<tr>
<td></td>
<td>Pedestrian Environment</td>
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<tr>
<td></td>
<td>([existing data])</td>
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<tr>
<td><strong>Stable + Resilient Design Without Lanes</strong></td>
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<tr>
<td>Option A (Existing B.N. N)</td>
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<tr>
<td><strong>Stable + Resilient Design With Lanes</strong></td>
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<tr>
<td>Option C (Existing B.N. N)</td>
<td>([existing data])</td>
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<tr>
<td><strong>Stable + Resilient Design With Lanes</strong></td>
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<tr>
<td>Option D (Existing B.N. N)</td>
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<tr>
<td>Option E (Existing B.N. N)</td>
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</tbody>
</table>

Facilitator/Recorder InitialS: [ ]

Table #: [ ]
BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club
SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
September 26, 2013
Sabbar Shriners Hall

Page 1 of 12
Intials:
Table #: 1

INTERDUCTIONS
NEEDING HANDOUT
- EAU - RESIDENCE ON NINTH ST
- SARA - EARL'S WIFE
- CHRIS - LIVES IN BINON HEIGHTS (RECORDE)
- BARBARA - LIVES IN BINON HEIGHTS, TO R
- JULIANNE - 1ST ASSEMBLY CHURCH IS MAINTAINED
- DAWN - LIVES IN SAM HUGHES
  CONCERNED ABOUT HOW IT WILL IMPACT HIS BUSINESS DURING CONSTRUCTION
- DAVID - LIVES ON JOHN STREET, UPSET ABOUT VIOLATIONS FEELS THE "FIX IS IN"
DAVID READ STATEMENT TO GROUP.
STATEMENT SUBMITTED.
CREATING WIDER ROADS WILL ATTRACT MORE FOSSIL FUEL CARS!
CONCERNED WITH GLOBAL WARMING IMPACTS

BARBARA - NORTH & SOUTH SHOES OF STREET DON'T RELATE TO EACH OTHER. FEELS VIOLATIONS
WILL CREATE FURTHER SEPARATION.
FEELS THAT TRAFFIC SURELY PACES THROUGH BROADWAY FIVES.
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1
September 26, 2013
Sabbar Shriners Hall

PERFORMANCE MEASURES

- Pedestrian Environment
  (Pedestrian Access & Mobility)
- Bicycling Environment
  (Bicycle Access and Mobility)
- Through Traffic Movement
  (Vehicular Access and Mobility)
  - Transit Travel Time
    (Transit Access & Mobility)
- Accommodation of High Capacity Transit
  (Transit Access & Mobility)
- Potential Historic and Significant Buildings Impact
  (Sense of Place)
- Visual Quality
  (Sense of Place)
- Walking and Biking Health Benefits
  (Environment and Public Health)
- Economic Potential
  (Economic Vitality)
- Construction and Acquisition Cost
  (Project Cost)
- City's Ability to Maintain Improvements
  (Certainty)

- Chris - Any road needs to have access it! Already moves traffic fines
- Earl - Pedestrian environment
  - citizen - pedestrian.
  - walks a lot. Wants to avoid pedestrian accidents.
  - wants traffic to move better. Wants better buses in larger city. Trains
  - buses very well. Wants to improve.
- Sabra - Transit in Tucson.
- Sara - Picked pedestrian.
  - through traffic & transit.
  - expensive
- Chris - Visual Quality. Thinks
  - needs green space. Not on one side.
  - needs green space. Broadway
  - dangerous for bicyclists.
PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

Bicycling Environment
(Bicycle Access and Mobility)

Through Traffic Movement
(Vehicular Access and Mobility)

Transit Travel Time
(Transit Access & Mobility)

Accommodation of High
Capacity Transit
(Transit Access & Mobility)

Potential Historic and Significant
Buildings Impact
(Sense of Place)

Visual Quality
(Sense of Place)

Walking and Biking Health
Benefits
(Environment and Public Health)

Economic Potential
(Economic Vitality)

Construction and Acquisition
Cost
(Project Cost)

City’s Ability to Maintain
Improvements
(Certainty)

BARBARA - PICKED THE
PEDESTRIAN ENVIRONMENT.
NEEDS A GREENSPACE.
THINKS THE ECONOMIC
POTENTIAL IS UNTAPPED
RIGHT NOW. BUSINESSES
LEAVING BECAUSE OF ST.
WIDENING. BUSINESSES
FEEL IT A POOR DEAL
SO ALREADY LEAVING

- BOB & DAVID WANT THE
ROAD TO BE LEFT AS IS.
LEFT AS IS, BECAUSE THEY
ARE CONCERNED HOW THE
CONSTRUCTION WILL IMPACT
BUSINESSES DURING CONSTRUCTION.

- DAVID IS CONCERNED ABOUT
THE COST OF CONSTRUCTION.
DON'T HAVE LIVE IN THE PAST
DON'T HAVE ABIDE BY SOMETHING
DECIDED PREVIOUSLY.
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2
September 26, 2013
Sabbar Shriners Hall

Cross Section Design Alternatives

4 Lane + Dedicated Transit
W/O Landscaping
4+T S A T A - 70' ROW
4+T S A T A - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit
W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/ Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicated Transit
W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

\[\text{DRAW FOLDED @} \]
\[LCA = \text{POSITIVE FOR SOME, BUT} \]
\[\text{NUETRAL, FOR OTHERS.} \]
\[\text{SEEMS LESS NEGATIVE} \]

\[\text{BBB} \]
\[\text{"CHRIS" - LCA HAS POTENTIAL TREES IN MIDDLE} \]

\[\text{CHRIS - LIKES THE OPTION FOR (2) LANES & WIDE LANES FOR TREES & BIKE.} \]

\[\text{FREEMAN (2) LANES ON EACH SIDE W/ MEDIAN W/ TREE IN MIDDLE} \]

\[\text{CHRIS DOESN'T WANT A} \]
\[\text{(3) LANES NECESSARY.} \]

\[\text{CHRIS DOESN'T LIKE CONTINUOUS LANE IN MIDDLE IN LA} \]
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicating Transit W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

- Dawn doesn't want to widen to 6 lane lanes
  - Likes (A) added additional lanes to (G) but also added trees.

- Chris: challenges ext sidewalk too much concrete becomes hot. Feels green trees add much more than old in shade structure. A smaller sidewalk &
  - Traffic bike lane would be better. Like (A) but (0/2) lanes either side, smaller side walks & a larger bike lane.
Cross Section Design
Alternatives

4 Lane + Dedicated Transit
W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit
W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/ Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicated Transit
W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

Barbara - likes 4A
but w/ a median in the middle.

Bob - no one rides bus now.

Chris - feels transit in city is disconnected. Transit
broadway will not help fix entire transit system.

Julianne is concerned with how the assembly church
is affected by widening.

Earl like option 6+TA.

Bob is concerned w/ how
construction will impact
his business. Not concerned
about expansion taking away some of his land.
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2
September 26, 2013
Sabbar Shriners Hall

Table #: 1

Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T S.T.A. - 70' ROW
4+T S.T.A. - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicated Transit W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

- DAUN - "CA-SEARS LIKE YOU CAN TAKE IT ALL THE WAY DOWN W/O IMPACTING BUILDINGS.

- LESS CHAOS - DON'T THINK EVERY BUILDING NEEDS TO BE KEPT. THINKS THE HISTORIC VALUE SHOULD BE KEPT.

- "WHEN YOU TEAR THIS UP HOW MANY MORE BUSINESSES WILL LEAVE" BOB.

- CHRIS - "THE STREET IS UGLY" "IS BUILT" BECAUSE BUSINESSES HAVE LEFT.

- CHRIS ' NEED TO GIVE BOB ACCESS TO EUCLID CONSTRUCTION "GET RID OF UGLY"
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
   4+T S A T A - 70' ROW
   4+T S A T A - 80' ROW

4 Lane W/ Landscaping
   4A - 98' ROW
   4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
   4+T A - 124' ROW
   4+T B - 152' ROW

6 Lane W/Landscaping
   6A - 120' ROW
   6B - 152' ROW

6 Lane with Dedicated Transit W/ Landscaping
   6+T A - 146' ROW
   6+T B - 154' ROW

- HB & CA
- CHAS DOES NOT LIKE DPT SIDEWALK.
- CAN'T WALK NEXT EACH OTHER ON LEFT - DAWN.
- VALUES PLANTERS THAT ACCOMODATE TREES SO THEY GROW IN
- EARL WOULD LIKE THE WILSON STREET TO MATCH STREET EAST OF COUNTRY CLUB TO IMPROVE TRAFFIC FLOW.
- VALUES THE WILKINS TO HAVE BIKE LANE, TRANSIT LANE LIKED (HTS OPTION)
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T Sata - 70' ROW
4+T Sata - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicated Transit W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

Chris feels there is a lot to debate about what the RTA study found.

Chris - There is not a wide street downtown for a wide street on Broadway to connect to. So need to connect with Broadway to 6 lanes & transit lanes.
What was your Table's Top 4 Performance Measures

1. Ped/Bike Environment
2. Through traffic
3. Historic Buildings
4. Econ Potential

What was your Table's 3 Preferred Street Width/Section Alternatives

1. 4A → (with the 10' median in 6A & 2 extra feet in the bike path)
2. 6A
3. 6T+10, - without the 26' transit in the middle & 3 lanes)
What were the key points of discussion or conflict at your table?

- Concern that construction would put people out of business.
- Bike sidewalks are too wide.
- Bike path should have.
Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

**Broadway Boulevard**
Euclid Avenue to Country Club Road

1. Have been here in Tucson since 1964 and good things of these things, Rtes were completed on time, downtown isn't completed on time and more things broke.
2. I have no faith in the city council doing anything right where small businesses is concerned.
3. We don't have the money and it will only increase my property taxes.
4. Teach all the boarded up buildings, there will be many more!!

**TABLE 1**

**Broadway Boulevard**
Euclid Avenue to Country Club Road

- Don't wait 4 big changes.
- NOW 0
- Stop truck pollution (black smoke).
- More crosswalks.
- Trolley Type Buses, not rails - subscribe them.
- Enforce Helmet & lighting 4 Bikes + Motorcycles.
Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

WATER HARVESTING FEATURES SHOULD BE UTILIZED

THE STREET NEEDS GREEN ON EACH SIDE
GIVE MY REGARDS TO BROADWAY, AND LET'S SAVE IT AGAIN

Global Warming is characterized by scientists as the greatest crisis humanity has ever faced, yet Tucson considers spending millions that could be used to improve education, health care, and other dire needs on encouraging traffic and waste of fossil fuels. Widening Broadway Boulevard would indicate that our planners learn little from rapidly changing realities.

We cannot improve the environment by ignoring science and living in the past – 18th Century gun rights, 19th century mining rights, and a 1987 City Council decision and a 2006 commitment by voters to spend millions (with increased taxes) to encourage continued reliance on the inefficient technology and space needs of gasoline vehicles. Creating more highways, bypasses, wider roads, etc. will only attract more traffic, and unless you plan on widening all roads, these so-called improvements only feed multi-lane roads into bottlenecks (such as downtown). We deny sensible and affordable mass transit to a large part of our population that can’t even afford cars.

Science has shown that the world and its needs have changed radically even since 2006. The endless sequence of environmental catastrophes makes it clear that earth is in crisis. “When it is not necessary to change,” wrote Viscount Falkland, “it is necessary not to change.” That is precisely the advice we need to take rather than trying to solve this century’s problems with the last century’s reasoning. If it’s not broken, don’t “fix” Broadway Boulevard -- just fix the potholes. Let’s protect what’s worth saving!

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**PERFORMANCE MEASURES**

**Pedestrian Environment**
- The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:
  - Width of the sidewalk and landscape buffer separating pedestrians from the roadway,
  - Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest.
  - Degree to which conflicts between pedestrians and vehicles exist at driveways; and,
  - Provision of access and mobility for people of all ages and abilities using design elements that go beyond the requirements of the Americans with Disabilities Act (ADA) federal design requirements.

It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

**Bicycling Environment**
- The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
  - Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
  - Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,
  - Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclist needs.

It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

**Through Traffic Movement**
- The effectiveness of moving through vehicular traffic along Broadway in the project area which affects a variety of other transportation, environmental, and economic factors.

**Transit Travel Time**
- The time it takes to travel the length of the Broadway project by transit.

**Accommodation of High Capacity Transit**
- The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.
<table>
<thead>
<tr>
<th>STREET CROSS SECTION ALTERNATIVES</th>
<th>PERFORMANCE MEASURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXISTING CONDITIONS</td>
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<tr>
<td>4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING</td>
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</tr>
<tr>
<td>Option A: 4 LANE Designer (Existing B.O.W.)</td>
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<tr>
<td>Option B: 5 LANE 4 LANE Designer (Existing B.O.W.)</td>
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<td>Option C: 4 LANE 4 LANE Designer (Existing B.O.W.)</td>
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<tr>
<td>Option D: 4 LANE 4 LANE Designer (Existing B.O.W.)</td>
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</tr>
<tr>
<td>Option E: 4 LANE 4 LANE Designer (Existing B.O.W.)</td>
<td></td>
</tr>
</tbody>
</table>

**LEGEND**
- **Blue**: Moderate
- **Red**: High
- **Green**: Low

**PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES**
Pick the 3 most important Performance Measures

PEDESTRIAN ACCESS AND MOBILITY

Pedestrian Environment
The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:
- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest;
- Degree to which conflicts between pedestrians and vehicles exist at driveways; and,
- Provision of access and mobility for people of all ages and abilities using design elements that go beyond base requirements of the Americans with Disabilities Act (ADA) federal design requirements.
It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

BICYCLE ACCESS AND MOBILITY

Bicycling Environment
The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
- Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavements (bike boxes and other markings), and other features to serve bicyclists’ needs.
It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

TRANSIT ACCESS AND MOBILITY

Transit Travel Time
The time it takes to travel the length of the Broadway project by transit.

Accommodation of High Capacity Transit
The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.

VEHICULAR ACCESS AND MOBILITY

Through Traffic Movement
The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

SENSE OF PLACE

Potential Historic and Significant Buildings Impacts
The number of historic and significant structures lost due to direct impact and loss of usefulness resulting from reductions to parking, setbacks, site access, and other conditions.

Visual Quality
The ability of Broadway’s design to enhance the visual quality along it. This includes the width and design of median and streetside landscaping and number and location of placemaking features such as public art, wayfinding, lighting, and furniture. It also includes Broadway’s relationship with and impacts to the existing and future visual character of adjacent uses.

ENVIRONMENT AND PUBLIC HEALTH

Walking and Biking Health Benefits
The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

ECONOMIC VITALITY

Change in Economic Potential
The suitability of parcels along Broadway to provide for current commercial or residential use, repurposing, adaptive reuse, and a future mix of commercial, residential, and open space uses that improves the economic value of uses along Broadway.

PROJECT COST

Construction and Acquisition Cost
The total construction cost of planned improvements.

CERTAINTY

City’s Ability to Maintain Improvements
The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
September 26, 2013
Sabbat Shriner's Hall
(introductions)

9 members at table

9 concerned about overall Tucson impact of the project
9 live in the neighborhood
9 pedestrian concerned
1 bike concerns

Linda volunteered to be reporter

One member concerned that growth along Broadway will lead
to bottle neck downtown & traffic jams along Broadway
PERFORMANCE MEASURES

Pedestrian Environment (4)  
(Pedestrian Access & Mobility)

Bicycling Environment (5)  
(Bicycle Access and Mobility)

Through Traffic Movement (3)  
(Vehicular Access and Mobility)

Transit Travel Time (1)  
(Transit Access & Mobility)

Accommodation of High Capacity Transit  
(Transit Access & Mobility)

Potential Historic and Significant Buildings Impact  
(Sense of Place)

Visual Quality (5)  
(Sense of Place)

Walking and Biking Health (2)  
Benefits  
(Environment and Public Health)

Economic Potential (4)  
(Economic Vitality)

Construction and Acquisition (3)  
Cost  
(Project Cost)

City's Ability to Maintain (0)  
Improvements  
(Certainty)

---

27 total dots - (only 25 dots used?)

- Concern over destruction of current buildings
- Participants confused the titles in their handout don't match the locations on the group map

Initially - Bicycling Environment & Visual Quality

After more conversation - Potential Historic & Pedestrian

- Group doesn't like definition attached to Economic Potential

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

- Attendees concerned that "visual quality" refers to only planters and landscape
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2
September 26, 2013
Sabbar Shriners Hall

Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicating Transit W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

Comments:
- 4 Lane (146' x 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 N/S communities being separated
- Not as concerned w/ sidewalk widths

Based on tables values chosen in Step #1

* Option 4B (114' ROW)
* Option 4A (98' ROW)

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

Use Toole as an example
Again the concern for a bottleneck downtown
comes up
Would like additional studies done on losses resulting
in a selection of Option 4+TA (124' ROW)

* Group selected Option 4+T SATA (Existing ROW)

Only if both pedestrian and bicycling can be improved
(it was labeled one of the worst performers based on selected values)

Groups identifies: crossability N/S bound
dedicated transit lanes
bike buffers... 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 roadway narrower. The wide separation between traffic and ped's doesn't have to be an extreme w/ physical buffer.

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

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

Name: Dhruv
Address: dhruve@cox.net
**Pedestrian Environment**
The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:
- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort.
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountain and other features to serve pedestrian needs, and provide for visual interest.
- Degree to which conflicts between pedestrians and vehicles exist at driveways.
- Provision of access and mobility for people of all ages and abilities using design elements that go beyond basic requirements of the Americans with Disabilities Act (ADA) federal design requirements.
- It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

**Bicycling Environment**
The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic.
- Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists.
- Ability of cross section design to provide space for bike racks, shade, drinking fountain, green pavement (bike boxes and other markings), and other features to serve bicyclists needs.
- It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

**Through Traffic Movement**
The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

**PEDESTRIAN ACCESS AND MOBILITY**

**BICYCLE ACCESS AND MOBILITY**

**VEHICULAR ACCESS AND MOBILITY**

**TRANSIT ACCESS AND MOBILITY**

**SENSE OF PLACE**

**Potential Historic and Significant Buildings Impacts**
The number of historic and significant structures lost due to direct impact and loss of usefulness resulting from reductions to parking, setback, site access, and other conditions.

**Visual Quality**
The ability of Broadway's design to enhance the visual quality along it. This includes the width and design of median and stripes, landscaping and number and location of place-making features such as public art, washout, lighting, and furniture. It also includes Broadway's relationship with and impacts to the existing and future visual character of adjacent uses.

**Walking and Bicycling Health Benefits**
The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

**Economic Potential**
Suitability of parcels along Broadway to provide for current and future needs, including office, retail, and residential development, and the potential for new mixed-use development.

**Construction and Acquisition Cost**
The total cost of the construction of improvements and the cost of purchasing property, relocation, and other costs associated with acquisition of property for the Broadway improvements.

**City's Ability to Maintain Improvements**
The assessment of relative cost and benefits, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.

**ENVIRONMENT AND PUBLIC HEALTH**

**ECONOMIC VITALITY**

**PROJECT COST**

**CERTAINTY**

**PERFORMANCE MEASURES**
## PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

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**LEGEND**
- Best Performance: ****
- Neutral: 0
- Worst Performance: ----
- Highest Cost: $$$$
- Lowest Cost: $
Pick the 3 most important Performance Measures

PEDESTRIAN ACCESS AND MOBILITY

Pedestrian Environment
The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:
- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest;
- Degree to which conflicts between pedestrians and vehicles exist and drive ways; and,
- Provision of access and mobility for people of all ages and abilities using design elements that go beyond bare requirements of the Americans with Disabilities Act (ADA) federal design requirements.

BICYCLE ACCESS AND MOBILITY

Bicycling Environment
The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
- Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclists' needs.

TRANSPORT ACCESS AND MOBILITY

Transit Travel Time
The time it takes to travel the length of the Broadway project by transit.

Accommodation of High Capacity Transit
The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.

VEHICULAR ACCESS AND MOBILITY

Through Traffic Movement
The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

SENSE OF PLACE

Potential Historic and Significant Buildings Impacts
The number of historic and significant structures lost due to direct impact and loss of usefulness resulting from reductions to parking, setbacks, site access, and other conditions.

Visual Quality
The ability of Broadway's design to enhance the visual quality along it. This includes the width and design of median and streetside landscaping and number and location of placemaking features such as public art, wayfinding, lighting, and furniture. It also includes Broadway's relationship with and impacts to the existing and future visual character of adjacent uses.

ENVIRONMENT AND PUBLIC HEALTH

Walking and Biking Health Benefits
The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

ECONOMIC VITALITY

Change in Economic Potential
The suitability of parcels along Broadway to provide for current commercial or residential use, repurposing, adaptive reuse, and a future mix of commercial, residential, and open space uses that improves the economic value of uses along Broadway.

PROJECT COST

Construction and Acquisition Cost
The total construction cost of planned improvements.

CERTAINTY

City's Ability to Maintain Improvements
The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.
Introductions

Some initial comments
- This process is taking too long, detrimental to business
do keep this project in the news, and never-build
- If it ain't broke, don't fix it!
- Too many chefs in the kitchen!

DOT Discussion

Some substantial discussion
- Historic buildings got substantial discussion
- Other measures will lead to economic development
- Need to start thinking about high capacity transit
- Bicycle & pedestrian only lead one dot to the owner at that dot asked the group why...
PERFORMANCE MEASURES

Pedestrian Environment  
(Pedestrian Access & Mobility)

Bicycling Environment  
(Bicycle Access and Mobility)

Through Traffic Movement  
(Vehicular Access and Mobility)

Transit Travel Time  
(Transit Access & Mobility)

Accommodation of High  
Capacity Transit  
(Transit Access & Mobility)

Potential Historic and Significant  
Buildings Impact  
(Sense of Place)

Visual Quality  
(Sense of Place)

Walking and Biking Health  
Benefits  
(Environment and Public Health)

Economic Potential  
(Economic Vitality)

Construction and Acquisition  
Cost  
(Project Cost)

City’s Ability to Maintain  
Improvements  
(Certainty)

---

- Group was not concerned of existing bicycle & pedestrian conditions
- Bicycle & pedestrian health was later brought up
- One dot for vehicle & transit time... that was brought up

Cross-Section Exercise

- Group leaves tunnels stop at chart
- Green, blue, and purple cross sections are pictured.
- 152 feet right-of-way needed
- Others thought we need to make it count, meaning we need to widen the road to get people out of the project.
PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

Bicycling Environment
(Bicycle Access and Mobility)

Through Traffic Movement
(Vehicular Access and Mobility)

Transit Travel Time
(Transit Access & Mobility)

Accommodation of High Capacity Transit
(Transit Access & Mobility)

Potential Historic and Significant Buildings Impact
(Sense of Place)

Visual Quality
(Sense of Place)

Walking and Biking Health Benefits
(Environment and Public Health)

Economic Potential
(Economic Vitality)

Construction and Acquisition Cost
(Project Cost)

City's Ability to Maintain Improvements
(Certainty)

---

- One person asks for the purple 114' to be moved

- One person for creativity with respect to pedestrian alignment and bicycle lane alignment

- Can grades be given to businesses to "spruce up" their properties instead of spending money to bulldoze them.
What was your Table’s Top 4 Performance Measures

1. Economic Potential
2. Potential Historic Building Impact
3. Bicycle Environment
4. Accommodation of High Capacity Transit

What was your Table’s 3 Preferred Street Width/Section Alternatives

1. Option 4
   - 5 votes (preferred)
2. Option 4A
3. Option 4 + TA
   - 2 votes
4. Option 4 + TB

5. Existing Conditions: fix it, if it ain't broke don't fix it.
What were the key points of discussion or conflict at your table?

ALL OR NOTHING ATTITUDE

BOTTLENECK @ DOWNTOWN DIMINISHES THE JUSTIFICATION FOR TOO MUCH WIDENING TO SOME DEGREE & OF C.C.

CYCLING - TRANSIT - HISTORY - ECONOMY

Different ideas about who/what the need is for.

Frustration w/ many years of talk, no action.

Some businesses have already lost due to past widenings.

Broadway isn't broken - don't fix it. The projections of the past have not panned out. Climate change (rainfall, temperature) is likely to discourage non-vehicular traffic.

Sustainability is dependent on water supply, and we are at the end of the CAP straw. You have placed too many variables into the project and eliminating fields will simplify both design & process.
Please record my comment(s) about the Broadway Boulevard Euclid Avenue to Country Club Road project.

We had 5 votes ranging from (E) - 98'
AND 2 " " " 124' - 152'
CONSENSUS IS LESS THAN 98' - HOW DO WE GET THAT WEIGHT IF ALL 5 SCenarios ARE COUNTED?
PERFORMANCE MEASURES

Indications Environment
The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:
- Width of the sidewalk and landscape buffer separating pedestrians from the roadway, and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
- Ability of sidewalk and buffer width to provide space for shade, seating, walking, crossing features, and other features to serve pedestrian needs, and provide for visual exchange;
- Degree to which conflicts between pedestrians and vehicles exist at intersections; and,
- The degree of access and mobility for people of all ages and abilities using design elements that go beyond basic requirements of the Americans with Disabilities Act (ADA) federal design requirements.

PEDESTRIAN ACCESS AND MOBILITY
It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

Bicycling Environment
The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
- Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green space uses that improve the economic value of uses along Broadway.

RIDEABLE AND MOBILITY
Through Traffic Movement
The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

Vehicular Access and Mobility

Bicycle Access and Mobility

ECONOMIC VITALITY

Housing

ECONOMIC POTENTIAL

Construction and Acquisition Cost
The total cost of the construction of improvements and the cost of purchasing property, relocating, and other costs associated with acquisition of property for the Broadway Improvement.

PROJECT COST

CERTAINTY

City's Ability to Maintain Improvements
The assessment of relative cost and benefit and ability of city budget to support costs for the operations and maintenance of the Broadway Improvements.

ENSENSE OF PLACE

Walking and Bicycling Health Benefits
The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

ENVIRONMENT AND PUBLIC HEALTH

Visual Quality
The ability of Broadway's design to enhance the visual quality along it. This includes the width and design of median and sidewalk landscaping and number and location of placemaking features such as public art, wayfinding, lighting, and furniture. It also includes Broadway's relationship with and impacts to the existing and future visual character of adjacent uses.

EARTH AND ENVIRONMENT

RESIDENTIAL

Water Run-Off

Residences
## Street Cross Section Alternatives

### Performance Measures

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<td>Option 6+4 T B (159' R.O.W.)</td>
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**Legend:**
- Best Performance: ****
- Neutral: O
- Worst Performance: -------

Highest Cost $55555
Lowest Cost $5

September 26, 2013
Pick the 3 most important Performance Measures

PEDESTRIAN ACCESS AND MOBILITY
- **Pedestrian Environment**
The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:
  - Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
  - Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest;
  - Degree to which conflicts between pedestrians and vehicles exist at driveways; and,
  - Provision of access and mobility for people of all ages and abilities using design elements that go beyond current requirements of the Americans with Disabilities Act (ADA) federal design requirements.

BICYCLE ACCESS AND MOBILITY
- **Bicycling Environment**
The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
  - Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
  - Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,
  - Ability of cross section design to provide space for bike lanes, shade, drinking fountains, green pavements (bike boxes and other markings), and other features to serve bicyclists' needs.

TRANSPORT ACCESS AND MOBILITY
- **Transit Travel Time**
The time it takes to travel the length of the Broadway project by transit.
- **Accommodation of High Capacity Transit**
The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.

VEHICULAR ACCESS AND MOBILITY
- **Through Traffic Movement**
The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

SENSE-OF-PLACE
- **Potential Historic and Significant Buildings Impacts**
The number of historic and significant structures lost due to direct impact and loss of usefulness resulting from reductions to parking, setbacks, site access, and other conditions.
- **Visual Quality**
The ability of Broadway's design to enhance the visual quality along it. This includes the width and design of median and streetside landscaping and number and location of placemaking features such as public art, wayfinding, lighting, and furniture. It also includes Broadway's relationship with and impact to the existing and future visual character of adjacent uses.

ENVIRONMENT AND PUBLIC HEALTH
- **Walking and Biking Health Benefits**
The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

ECONOMIC VITALITY
- **Change in Economic Potential**
The suitability of parcels along Broadway to provide for current commercial or residential use, repurposing, adaptive reuse, and a future mix of commercial, residential, and open space uses that improves the economic value of uses along Broadway.

PROJECT COST
- **Construction and Acquisition Cost**
The total construction cost of planned improvements.

CERTAINTY
- **City's Ability to Maintain Improvements**
The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.
Mary

Stewart: Main concern is project

Performance measures: There are questions about the performance measures.

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. ISO apartments not considered.

Residents and business is most important.

Economic potential: Most chosen.

Mary: Pedestrian access: almost impossible to cross B.W.

George: Project cost is most 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 a b.w. If there are not businesses, there are not reason to walk or bike on b.w.

B.W = Broadway
concern about cost and unnecessary construction.

Karen: Lack of available real estate on B.W. willing to take the risk (Family oriented salon) great investment opportunity for small business to buy property. Economic viability: you can build and make your own.


Paula: Water use: if there is a way to make sidewalks and bike lanes to capture rainwater.

Residency is covered under economic potential. Residency shall be separated performance measure.

Three residential dots were moved to economic potential.
Second exercise: Technical questions:
Why option 4+T SANTA has ---?
Technical question: Why is rate the worst?

Disagree on assigning --- to this option.

Paula: Is there a pedestrian bridge under consideration?
When is the last time that the data was updated? Traffic projections from 3 yrs ago.

Shade is a consideration for Paula.
Existing R.O.W. why is the preferred.
A balance of shade and landscape needed.
o They feel that the existing R.O.W. is the preferred one.

o Do not go wider.

o Option A+TB 152', option 4A it is been studied by Paula.

The two options agreed by groups.

Existing R.O.W. concerns about lack of turn lane to access property. Option 4A.

Likes trees:

- Can be added to R.O.W.
- Add trees to exist parking area.

- Problem with trees in front of business could block signs.

Concern about vis. of business.
PERFORMANCE MEASURES

- Pedestrian Environment  
  (Pedestrian Access & Mobility)

- Bicycling Environment  
  (Bicycle Access and Mobility)

- Through Traffic Movement  
  (Vehicular Access and Mobility)

- Transit Travel Time  
  (Transit Access & Mobility)

- Accommodation of High Capacity Transit  
  (Transit Access & Mobility)

- Potential Historic and Significant Buildings Impact  
  (Sense of Place)

- Visual Quality  
  (Sense of Place)

- Walking and Biking Health Benefits  
  (Environment and Public Health)

- Economic Potential  
  (Economic Vitality)

- Construction and Acquisition Cost  
  (Project Cost)

- City's Ability to Maintain Improvements  
  (Certainty)

Bussiness don't have a lot of options

TREES!
What was your Table's Top 4 Performance Measures

1. Pedestrian Environment
2. Potential Historic Significance
3. Economics Potential

What was your Table's 3 Preferred Street Width/Section Alternatives

1. Option 4+T (Trouble/turn lane)
2. Option 4A (too wide for some parking)
What were the key points of discussion or conflict at your table?

- Road too wide for businesses
- Too sunny to walk without TREES.
Please record your comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

1. What effect will 22nd St. widening & overpass have on moving through traffic?
2. "If you build it - they will come" - let promote our neighborhoods from drive-by to drop-in.
3. Continuation to the Downtown - it would complement area.

(We live at Broadway & Olsen)

We support the project but believe it must be done carefully, considering the needs of all residents and the environment. Thank you for your consideration.

www.tucsonaz.gov/broadway
**Pedestrian Environment**
The overall quality of the pedestrian environment on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:
- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to meet pedestrians needs, and provide for visual interest;
- Degree to which conflicts between pedestrians and vehicles exist at driveways and;
- Provision of access and mobility for people of all ages and abilities using design elements that go beyond basic requirements of the Americans with Disabilities Act (ADA) federal design requirements.
It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

**Bicycling Environment**
The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
- Frequency of points where vehicles cross the bike lane and the ability of the street design to reduce potential conflicts evident to cyclists and motorists; and
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclists needs.
It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

**Through Traffic Movement**
The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

**Transit Travel Time**
The time it takes to travel the length of the Broadway project by transit.

**Accommodation of High Capacity Transit**
The ability of the roadway and roadside design to accommodate future high capacity transit. It can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.

**Potential Historic and Significant Buildings Impacts**
The number of historic and significant structures lost due to direct impact and loss of usefulness resulting from reductions to parking, setbacks, site access, and other conditions.

**Visual Quality**
The ability of Broadway's design to enhance the visual quality along it. This includes the width and design of median and street-side landscaping and number and location of placemaking features such as public art, wayfinding, lighting, and furniture. It also includes Broadway's relationship with and impacts to the existing and future visual character of adjacent uses.

**Walking and Bicycling Health Benefits**
The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

**Economic Potential**
The suitability of parcels along Broadway to provide for current commercial or residential use, redeveloping, adaptive reuse, and a future mix of commercial, residential, and open space uses that improves the economic value of users along Broadway.

**Construction and Acquisition Cost**
The total costs of the construction of improvements and the cost of purchasing property, relocation, and other costs associated with acquisition of property for the Broadway improvements.

**City's Ability to Maintain Improvements**
The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.
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<thead>
<tr>
<th>STREET CROSS SECTION ALTERNATIVES</th>
<th>PERFORMANCE MEASURES</th>
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<td>EXISTING CONDITIONS</td>
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<tr>
<td>Option 4-T 50A (Existing R.O.W.)</td>
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<tr>
<td>X-LANE WITH LANDSCAPING (140'-230' R.O.W.)</td>
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<td>Option 4-A (58' R.O.W.)</td>
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<td>Option 4-B (114' R.O.W.)</td>
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PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES
Broadway Boulevard
Euclid Avenue to Country Club Road

Do not destroy our history for an inner city highway.
Cars can be slowed to create an environment
that is more positive for people + businesses.

I am concerned with wider roads having a negative impact
on people in all areas.

Bob M. 
Plan B
Subjective: 3
Objective: 6
Total: 9

I am concerned that
the ratings are
subjective and do not reflect our table's
opinion.
These are many possibilities
within any R-Bai!
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<tr>
<th>STREET CROSS SECTION ALTERNATIVES</th>
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<tr>
<td>4 LANE - DEDICATED TRANSIT WITHOUT LANDSCAPING</td>
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</tr>
<tr>
<td>Option A (3.5' &amp; 3.5' Biking &amp; R.L.W.)</td>
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<tr>
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<tr>
<td>4 LANE WITH LANDSCAPING (SA-150' R.L.W.)</td>
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<tr>
<td>6 LANE - DEDICATED TRANSIT WITH LANDSCAPING (SA-300' R.L.W.)</td>
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<tr>
<td>Option A (3.5' &amp; 3.5' Biking &amp; R.L.W.)</td>
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</table>

LEGEND: High Performance ★★★★★, Medium Performance ★★★★, Lowest Cost $, Highest Cost $★★★★★, September 30, 2013

Facilitator/Recorder Initials: ____________________

Table #: ____________________
B Introductions:

TABLE PARTICIPANTS AREA OF INTEREST:
- Neighbors
- SARA Member
- COMMUTER (BOTH BIKE & VEHICLE)
- Board Member Historic Preservation Society
- Interest in design within Tucson.

TABLE MEMBERS
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1
September 26, 2013
Sabbar Shriners Hall

PERFORMANCE MEASURES

- Pedestrian Environment
  (Pedestrian Access & Mobility)
- Bicycling Environment
  (Bicycle Access and Mobility)
- Through Traffic Movement
  (Vehicular Access and Mobility)
- Transit Travel Time
  (Transit Access & Mobility)
- Accommodation of High Capacity Transit
  (Transit Access & Mobility)
- Potential Historic and Significant Buildings Impact
  (Sense of Place)
- Visual Quality
  (Sense of Place)
- Walking and Biking Health Benefits
  (Environment and Public Health)
- Economic Potential
  (Economic Vitality)
- Construction and Acquisition Cost
  (Project Cost)
- City’s Ability to Maintain Improvements
  (Certainty)

Pedestrian traffic should draw people and sustain interest.

- Commute or Bike w/ Son in trailer, need to be SAFER.
- Improved Mobility Feels Economy on a larger scale than local to Broadway.
- There ARE other Means to Solve this Issue without large improvement to need to be investigated.
- Two senior citizen locations need to be carefully considered.

- Sense of Place!
- Want a Good looking Road w/ Character Rather than a Straight Road that would not draw people.
- From Broadway, Amusing,需用, Need to utilize Space to Increase Potential
- Historic Value Important
  - Broadway Village
  - Bank

- Proximity to widened Road may upset
  Asma Curr.

Citizens dis-interested in seeing the project to fruition... Past 50 years no improvement lives the need is not there.
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
- 4+T SATA - 70' ROW
- 4+T SATA - 80' ROW

4 Lane W/ Landscaping
- 4A - 98' ROW
- 4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
- 4+TA - 124' ROW
- 4+TB - 152' ROW

6 Lane W/Landscaping
- 6A - 120' ROW
- 6B - 152' ROW

6 Lane with Dedicated Transit W/ Landscaping
- 6+TA - 146' ROW
- 6+TB - 154' ROW

Team members point:
- Ratings are very subjective
- Difficult to digest complexity of issues in such short time frame
- Historical map in the process of change

SATA options to be dropped because of 'island' effect

- Options without transit looked upon as unfavorable
- 4+ Relatively clear improvements
  - Protects content, but still improves functionality
- 2+ Does not incorporate transit
  - Potential crossing concern
- 4- Widest landscaping most appealing for pedestrians
  - Flexibility for integrating transit in future stages
  - Cycle track option... favorable
- 1- No room for transit as currently shown

+ Dedicated Transit
- Destroys the context "traffic more important than people"
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
- 4+T SATA - 70' ROW
- 4+T SATA - 80' ROW

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- 6A - 120' ROW
- 6B - 152' ROW

6 Lane with Dedicating Transit W/ Landscaping
- 6+TA - 146' ROW
- 6+TB - 154' ROW

SATA Representative took issue with accommodation of high capacity transit as "neutral".

A feels that this evaluation is biased (very public).

A more analysis of SATA option needed because the option has other benefits.

A SATA rep trying to point out all benefits of option.

No sense of place, little context.

Selected as option to move forward. Brief on comments above.

Investigated w/ Transparency on map:
- Increased room for pedestrian

Table member presented if we should study?

- No, cost too much

- Other than high capacity improvement, overall detriment
What was your Table’s Top 4 Performance Measures

1. Pedestrian Enviro
2. Through Traffic Mgmt
3. High Cap Transit
4. Historic Buildings; potential impacts
5. Visual Quality

What was your Table’s 3 Preferred Street Width/Section Alternatives

1. 4A - 98' Row
2. 4B - 114' Row
3. 4+TA - 124' Row
What were the key points of discussion or conflict at your table?

- **Dedicated Transit vs. Historic Preservation re: ROW**
- Pedestrian Amenities = wider buffers + W/Sabes
- Maintain Context
- Cost & Feasibility of different options
- Discounted C+TA & C+TB be even if they "measured" well, they're not what the neighboring communities want.
Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

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 the current ROW is preferred.

I am concerned with wider roads having a negative impact on people in all ways.

Optional:

Name:

Address:

E-mail:

Major cross-streets near your home or business:

www.tucsonaz.gov/broadway
I am concerned that the pathways are subjective and do not reflect our tables. There are many possibilities within our R&O review.
### Performance Measures Assessment of Street Cross Section Alternatives

**Street Cross Section Alternatives**

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**PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES**
Option 4A: 98' Right-of-Way

- Bicycle Env
- Movement of throw traffic
- Walking and bicycling both
- High Blinds/Vis Qual

Tale, N.
Broadway Boulevard, Euclid to Country Club
SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
September 26, 2013
Sabbar Shriners Hall

Joseph  home owner
Kathy
Ted  home owner
Ama-
Gary  home owner
Pat
Bill
Nancy
PERFORMANCE MEASURES

Pedestrian Environment  
(Pedestrian Access & Mobility)

Bicycling Environment  
(Bicycle Access and Mobility)

Through Traffic Movement  
(Vehicular Access and Mobility)

Transit Travel Time  
(Transit Access & Mobility)

Accommodation of High  
Capacity Transit  
(Transit Access & Mobility)

Potential Historic and Significant  
Buildings Impact  
(Sense of Place)

Visual Quality  
(Sense of Place)

Walking and Biking Health  
Benefits  
(Environment and Public Health)

Economic Potential  
(Economic Vitality)

Construction and Acquisition  
Cost  
(Project Cost)

City's Ability to Maintain  
Improvements  
(Certainty)

* if it's not broken - don't fix it.  
more trees.

environmental public health not  
included

* visual and historical - combo  

we are visual beings  
ties to the past, present & future  
"gate way to downtown"

fill in the gaps on Broadway
PERFORMANCE MEASURES

Pedestrian Environment (Pedestrian Access & Mobility)

Bicycling Environment (Bicycle Access and Mobility)

Through Traffic Movement (Vehicular Access and Mobility)

Transit Travel Time (Transit Access & Mobility)

Accommodation of High Capacity Transit (Transit Access & Mobility)

Potential Historic and Significant Buildings Impact (Sense of Place)

Visual Quality (Sense of Place)

Walking and Biking Health Benefits (Environment and Public Health)

Economic Potential (Economic Vitality)

Construction and Acquisition Cost (Project Cost)

City’s Ability to Maintain Improvements (Certainty)

bikes = thru movement
- safety
- students of UoA
- UoA events

needs a buffer zone for bikes

visual / bikes / thru traffic historic
Cross Section Design Alternatives

4 Lane + Dedicated Transit
W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit
W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicated Transit
W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

- cycle track very attractive
- bike lane
- protection
- bollards
- planters
- clearing of bike lanes a concern
- street sweeper
- may be part of it should be stacked or tunneled
- lots of visitors
- shade trees for people
- concern with blocking business frontage
Traffic already flows through Broadway Blvd.

Table N: Through Traffic Performance Measure
Vehicular Access
Ec. VIT
(= certainty)
Continuous turn lanes seem to keep turning safer.

Option A4: 98' Right-of-Way
Table 0

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
September 26, 2013
Sabbar Shriners Hall

Introduction

South of Broadway (loves) Sin Dakota Wt.
Essentially have to cross it go along Broadway.

No way around it.

Have been community to East Side
Cherry & Broadway, new expansion will

Turn into back yard.

Committed because of proximity. Amidst
Broadway because of traffic. Understand historic value.

Want to keep historic buildings in Tucson

Proximity issue. Expansion is no close

Historic importance.

July concerned about losing historic buildings.

Why the emphasis on cars?

- Joel, able to walk everywhere.

Watched neighborhood crumble from the

North.

Expansion will introduce delight =)

Page of

Initials: SG

PH

Table #: 0
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1
September 26, 2013
Sobbar Shriners Hall

PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

Bicycling Environment
(Bicycle Access and Mobility)

Through Traffic Movement
(Vehicular Access and Mobility)

Transit Travel Time
(Transit Access & Mobility)

Accommodation of High Capacity Transit
(Transit Access & Mobility)

Potential Historic and Significant Buildings Impact
(Sense of Place)

Visual Quality
(Sense of Place)

Walking and Biking Health Benefits
(Environment and Public Health)

Economic Potential
(Economic Vitality)

Construction and Acquisition Cost
(Project Cost)

City's Ability to Maintain Improvements
(Certainty)

More oppose this exercise concerned with what will be said after performance measures are said - multiple people agree. Concerned of the lack of creativity because of the lack of opportunity/crossing.

Chatter about where people live during voting exercise.

The more lanes they open, the more traffic that will be attracted. Why not have bike off the street?

- Some of those buildings are cool looking.
- Defines a sense of neighborhood roots
- People who choose to live in this city like historic stuff
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1
September 26, 2013
Sabbar Shriners Hall

PERFORMANCE MEASURES

- Pedestrian Environment (Pedestrian Access & Mobility)
- Bicycling Environment (Bicycle Access and Mobility)
- Through Traffic Movement (Vehicular Access and Mobility)
- Transit Travel Time (Transit Access & Mobility)
- Accommodation of High Capacity Transit (Transit Access & Mobility)
- Potential Historic and Significant Buildings Impact (Sense of Place)
- Visual Quality (Sense of Place)
- Walking and Biking Health Benefits (Environment and Public Health)
- Economic Potential (Economic Vitality)
- Construction and Acquisition Cost (Project Cost)
- City’s Ability to Maintain Improvements (Certainty)

- Does not want to lose historic buildings.
- Does not want to lose historic look.
- Ties into the economic role, some really good buildings.
- Protection of buildings promotes investment.
- Helps economic vitality.
- Broadway is really a part of downtown; it is the destination area. Sets apart from PHX because of culture.
- Dense housing on both sides won’t survive in expansion.
- Hard to cross the street at Broadway at Campbell.
- Want it to be walkable, safe.
- Does not like corporate look.
- Should have something more alternative than a gas station.
- Bike facility was at Broadway + Campbell no matter what happens will it help lay safety.
PERFORMANCE MEASURES

Pedestrian Environment (Pedestrian Access & Mobility)

Bicycling Environment (Bicycle Access and Mobility)

Through Traffic Movement (Vehicular Access and Mobility)

Transit Travel Time (Transit Access & Mobility)

Accommodation of High Capacity Transit (Transit Access & Mobility)

Potential Historic and Significant Buildings Impact (Sense of Place)

Visual Quality (Sense of Place)

Walking and Biking Health Benefits (Environment and Public Health)

Economic Potential (Economic Viability)

Construction and Acquisition Cost (Project Cost)

City's Ability to Maintain Improvements (Certainty)

---

bike blind, option?

- exercise

- concerned about how these
  - it's come about

- why are there circles on the
  - big circle of lines even though
    the group was against it.

- all bike staff is only on the
  - street not dedicated or in parallel
  - for the dedicated bus/rid, how do people go + the stop

- can business support their own
  - landscaping

Does that imply a singular
  - crossway?
PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

Bicycling Environment
(Bicycle Access and Mobility)

Through Traffic Movement
(Vehicular Access and Mobility)

Transit Travel Time
(Transit Access & Mobility)

Accommodation of High
Capacity Transit
(Transit Access & Mobility)

Potential Historic and Significant
Buildings Impact
(Sense of Place)

Visual Quality
(Sense of Place)

Walking and Biking Health
Benefits
(Environment and Public Health)

Economic Potential
(Economic Vitality)

Construction and Acquisition
Cost
(Project Cost)

City's Ability to Maintain
Improvements
(Certainty)

---

- Don't want to see the big lanes.
- 8 lane will wipe out everything
- Sidewalks instead of businesses at not by the street
- Is it true that narrow travel lanes are safer?
- 10 ft. travel lane instead of 12 ft.?
- City should take property from both north & south sides
- Can a bus trigger lights before & after a bus arrives & departs at the bus stop?
- The study was done about 30 years ago wasn't accurate. Not indicative of what people want today.
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1
September 26, 2013
Sabbar Shriners Hall

PERFORMANCE MEASURES
Pedestrian Environment
(Pedestrian Access & Mobility)
Bicycling Environment
(Bicycle Access and Mobility)
Through Traffic Movement
(Vehicular Access and Mobility)
Transit Travel Time
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Capacity Transit
(Transit Access & Mobility)
Potential Historic and Significant
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(Economic Vitality)
Construction and Acquisition
Cost
(Project Cost)
City’s Ability to Maintain
Improvements
(Certainty)

Traffic studies have been inaccurate for the past few years.
- Improvement projects at 22nd St.
  will alleviate traffic on Broadway.
- Delegation of 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 for.
- Seems the side walks speech
  near pulling them into identity/safety.
- Nominate only 2 or 3.
- Smallest one gives room for art.
Performance Measures

Pedestrian Environment (Pedestrian Access & Mobility)
Bicycling Environment (Bicycle Access and Mobility)
Through Traffic Movement (Vehicular Access and Mobility)
Transit Travel Time (Transit Access & Mobility)
Accommodation of High Capacity Transit (Transit Access & Mobility)
Potential Historic and Significant Buildings Impact (Sense of Place)
Visual Quality (Sense of Place)
Walking and Biking Health Benefits (Environment and Public Health)
Economic Potential (Economic Vitality)
Construction and Acquisition Cost (Project Cost)
City's Ability to Maintain Improvements (Certainty)

A2 Narrowest are in group agreement. 9ft has some issues concerning visibility with some buildings.

- Group only likes the landscaping in the 9.8 ft option.
- City can't afford to maintain the largest options.
- 9.8 ft can have a transit service down the middle like the same system on the way back.
- 9.8 ft can have a really nice bike lane instead of landscaping.
- Group had mixed opinions on the 9.8 ft option.
- Largely favoring narrow width because it would lessen through traffic of reliance on cars.
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T.SATA - 70' ROW
4+T.SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicated Transit W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

- has support for first two choices
- there's landscaping all around because of businesses even though diagrams don't show it.
- planning for the future.
- based on a 1982 design...
What was your Table’s Top 4 Performance Measures

1. Historic
2. Economy
3. Cost to Maintain
4. Bikelane

What was your Table’s 3 Preferred Street Width/Section Alternatives

1. 70' - dedicated transit
2. 80' - dedicated transit
3. 98'
What were the key points of discussion or conflict at your table?

Very focused on Casa Estefan Historic Preservation.
Wanted bike lanes, asked of bike lanes on Broadway (or in addition to).

Main point of conflict re: 98' width.
Some wouldn’t sacrifice more ROW acquired for sidewalk landscaping — about half and half.
Table 6
Broadway Boulevard
Euclid Avenue to Country Club Road

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

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

Optional:
Name
Address
E-mail

Major cross-streets near your home or business:

This is a project of the Regional Transportation Authority. The vote approved $1 billion RTA plan will be implemented through 2050. Details about the full plan are available on www.RTAmobile.com.

The Regional Transportation Authority has nine member board with representatives from local, state and federal governments. This project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway

Table 7
Broadway Boulevard
Euclid Avenue to Country Club Road

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

CONSULTANT BUD TALKS TOO MUCH
LOOKS LIKE HE'S TRYING TO TALK PEOPLE INTO A CHOICE.

Optional:
Name
Address
E-mail

Major cross-streets near your home or business:

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www.tucsonaz.gov/broadway
**Table 1**

Broadway Boulevard

Euclid Avenue to Country Club Road

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

<table>
<thead>
<tr>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks only shown next to road, not next to buildings.</td>
</tr>
</tbody>
</table>

Optional:

<table>
<thead>
<tr>
<th>Name</th>
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<table>
<thead>
<tr>
<th>Address</th>
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<table>
<thead>
<tr>
<th>E-mail</th>
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</thead>
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<td></td>
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</tbody>
</table>

Major cross-streets near your home or business:

This is a project of the Regional Transportation Authority. The voter-approved, $1.5 billion RTA plan will be implemented through 2035. Details about the full plan are available at www.rtaaz.org.

The Regional Transportation Authority has been awarded a 2014 Transportation Incentive Program (TIP) grant for this project. This project will be managed by the City of Tucson.

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

<table>
<thead>
<tr>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>The projection for future increases in 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.</td>
</tr>
</tbody>
</table>

This is a project of the Regional Transportation Authority. The voter-approved, $1.5 billion RTA plan will be implemented through 2035. Details about the full plan are available at www.rtaaz.org.

The Regional Transportation Authority has been awarded a 2014 Transportation Incentive Program (TIP) grant for this project. This project will be managed by the City of Tucson.
There is a severe bottleneck where the street curves at Hotel Congress. Traffic stalls here. People can’t decide which lane 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?

Name:

Address:

E-mail:

Major cross-streets near your home or business:

This is a project of the Regional Transportation Authority. The voter-approved $1 billion RTA plan will be implemented through 2040. Details about the plan are available at www.RTA疆ability.com. The Regional Transportation Authority has a seven-member board with representatives from local, state and tribal governments. The project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway
Broadway Boulevard
Euclid Avenue to Country Club Road

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

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 & Grant Road improvements!) that came across in trying to persuade us which he should not be doing! Thanks for the snacks!

Optional:
Name
Address
E-mail

Major cross-streets near your home or business

We were rushed & more time was spend on "Silly Things" and not hearing our opinions!

Just a formality!

Optional:
Name
Address
E-mail

Major cross-streets near your home or business

This is a project of the Regional Transportation Authority. The voter-approved, $1.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.aztransplan.com.
The Regional Transportation Authority has a member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway
Table 0: Placed on performance measures 36 x 48 Sheer

<table>
<thead>
<tr>
<th>Vehicular Access</th>
<th>Ec. V.I.</th>
<th>Certainty</th>
</tr>
</thead>
</table>

**Pedestrian Environment**

The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:

- Width of the sidewalks and landscape buffer separating pedestrians from the roadway and how wide the buffer area provides distance and landscape affects pedestrian comfort.
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest.
- Degree to which conflicts between pedestrians and vehicles - at driver level - end.
- Provision of access and mobility for people of all ages.

It also includes the ease of walking across Broadway and side streets interacting with Broadway, which is influenced by both distance and presence of medians that can provide refuge for crossing pedestrians.

**Bicyclist Environment**

The overall quality of the bicycling environment on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:

- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic.
- Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and.
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclist needs.

It also includes the convenience and quality of bicycle crossings of Broadway and side streets interacting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

**Through Traffic Movement**

The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

**Potential Historic and Significant Buildings Impacts**

The number of historic and significant structures lost due to direct impact and loss of shieldedness resulting from reductions to parking, setbacks, site access, and other conditions.

**Visual Quality**

The ability of Broadway's design to enhance the visual quality along it. This includes the layout and design of lampstands and streetscape landscaping and curb and sidewalk finishes such as public art, street furniture, lighting, and furniture. It also includes Broadway's relationship with and impacts to the existing and future visual character of adjacent uses.

**Public Access and Health Benefits**

The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

**Economic Potential**

The suitability of parcels along Broadway to provide for current commercial or residential use, reusing older, adaptable uses, and a future mix of commercial, residential, and open space uses that improves the economic value of uses along Broadway.

**Construction and Acquisition Cost**

The total cost of the construction of improvements and the cost of purchasing property, relocation, and other costs associated with acquisition of property for the Broadway improvements.

**City's Ability to Maintain Improvements**

The assessment of relative cost and benefits, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.

**Performance Measures**
## PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

<table>
<thead>
<tr>
<th>STREET CROSS SECTION ALTERNATIVES</th>
<th>PERFORMANCE MEASURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXISTING CONDITIONS</td>
<td></td>
</tr>
<tr>
<td>4 LANE - DEDICATED TRANSIT WITHOUT LANDSCAPING</td>
<td></td>
</tr>
<tr>
<td>Option A-1 (134 R.O.W.)</td>
<td></td>
</tr>
<tr>
<td>Option A-1 (152 R.O.W.)</td>
<td></td>
</tr>
<tr>
<td>5 LANE + DEDICATED TRANSIT WITH LANDSCAPING (150-158 R.O.W.)</td>
<td></td>
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<tr>
<td>Option A-5 A (134 R.O.W.)</td>
<td></td>
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<tr>
<td>Option A-5 B (152 R.O.W.)</td>
<td></td>
</tr>
<tr>
<td>Option A-6 A (152 R.O.W.)</td>
<td></td>
</tr>
<tr>
<td>Option A-6 B (152 R.O.W.)</td>
<td></td>
</tr>
<tr>
<td>Option A-6 C (152 R.O.W.)</td>
<td></td>
</tr>
</tbody>
</table>

**LEGEND**
- Best Performance: ++++
- Neutral: O
- Worst Performance: ——

<table>
<thead>
<tr>
<th>Facilitator/Recorded Initials</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Table 8</td>
<td></td>
</tr>
</tbody>
</table>
Option 4+T A: 124’ Right-of-Way

Option 4+T B: 152’ Right-of-Way

Option 6A: 120’ Right-of-Way

Option 6B: 152’ Right-of-Way

Option 4A: 98’ Right-of-Way

Option 4B: 114’ Right-of-Way
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
September 26, 2013
Sabbir Shriners Hall

- Overlapping of Bike & Walking & Health Benefits
- Importance of walkability & access to both sides of Broadway
- Ped Estrians increases Economic Impact & Community
  "Place to be, not to go through"
- High Capacity transit - Bus Rapid transit & makes transit faster & lower need of cars
- Bicycling - # of driveways & conflicts, came close to Elvis on Broadway
  - Vehicles speed terribly in 30 mph zone
- Minimize taking of property and focus lands on construction
- Effect of project on preserving 6th Street
  - Does not want Broadway to look like Ft. Lowell
    - Mostly against widening
  - History of Buildings & Community Character
  - 6th Street More bike friendly all the way to El Camino
    - Does not want same height as Speed way widening
    - Cars are here important for city
Performance Measures

- Pedestrian Environment
  (Pedestrian Access & Mobility)

- Bicycling Environment
  (Bicycle Access and Mobility)

- Through Traffic Movement
  (Vehicular Access and Mobility)

- Transit Travel Time
  (Transit Access & Mobility)

- Accommodation of High Capacity Transit
  (Transit Access & Mobility)

Potential Historic and Significant Buildings Impact
(Sense of Place)

- Visual Quality
  (Sense of Place)

- Walking and Biking Health Benefits
  (Environment and Public Health)

- Economic Potential
  (Economic Vitality)

- Construction and Acquisition Cost
  (Project Cost)

- City's Ability to Maintain Improvements
  (Certainty)
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/ Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicated Transit W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

Sidewalk width and access to transit

Cross section does not apply to entire corridor

Option 4B - 114' ROW
- too much landscape 16'
- Why about landscape have to be linear?

One lane dedicated transit lane

Urban heat island + increase trees in shade
No one would walk better if there is 8 lanes and no shops

Cyclists want straight shot

Recommendation - New symmetrical Robs on both sides
If want to walk in a pretty area I will go through the neighborhood
Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

$42 million 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 the dollars allow; funds should be spent on "meaningful" concrete and asphalt and not on acquiring private property.

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 U. of A) w/put 15 bike lanes There

Broadway Traffic shouldn't increase – almost-small out to the East.
Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Wide roadways kill pedestrian & bicycle access & isolate the north & south sides of the road. The first widening was the first nail in the coffin of local businesses; loss of setbacks & clear zones really altered the pedestrian environment - walkable streets support commerce - speed & traffic intimidation cyclists & pedestrians. Building for peak traffic of short duration at the expense of other modes makes no sense.

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 & psychologically bisect the two areas -- north of b'way and south of b'way. We need to build for a future with fewer automobiles.
Broadway Boulevard

Table 1

Euclid Avenue to Country Club Road

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

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 Hughes could provide good bike access while Broadway could provide mass transit and pedestrian area [with buffer] for the same areas... which would improve safety for all involved.

Jennifer jms466@gmail.com

www.tucsonaz.gov/broadway

Broadway Boulevard

Table 1

Euclid Avenue to Country Club Road

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

Difficult balance to strike, road width v bike/ped facilities which contribute to overall road width. Broadway is already marginalised by previous widening - loss of setbacks & context for buildings - I would favour other modes over automobiles but overall I'd be willing to trade bike/ped width improvements for 2 lane widening.

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

**Street Cross Section:** Six travel lanes; a median of minimum width (5 feet?); two dedicated bike lanes; sidewalks on either side.

This is what exists presently on Broadway, East of Country Club to Columbus - this provides for lane continuity (just a consideration).

Optional:

Name: **MARK CRUM**

Address:

E-mail: **MARK.CRUM.1155@GMAIL.COM**

Major cross-streets near your home or business:

This is a project of the Regional Transportation Authority. The voter-approved, $1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTA Tucson.com.

www.tucsonaz.gov/broadway

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

**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.

Optional:

Name:

Address:

E-mail:

Major cross-streets near your home or business:

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

It's almost impossible to look at the roadway cross sections and understand then because of the ergonomics of the group tables - orientation of the cross sections and the smaller cross sections not really making it around the table - really frustrating. Kind of a useless exercise as some tonight.

Optional:

Name
Address
E-mail

Major cross-streets near your home or business

**This is a project of the Regional Transportation Authority. The voter-approved $1 billion RTA plan will be implemented through 2028. Details about the full plan are available at www.RTA.Foundation.**

The Regional Transportation Authority has sole member board with representation from local, state and tribal governments. The project will be managed by the City of Tucson.

www.tucsonaz.gov/broadway

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

Roadways should not take over our lives. Neighborhood walking and bicycle accessibility among historic buildings is key. Thoroughfares reaping them neighborhood break up the urban feel. People live in an urban area for the feel of neighbors. New visions! Walking, biking, public transportation and keep our history.

Patricia Katchen - info@iYeysToa.com
<table>
<thead>
<tr>
<th>Major cross-streets near your home or business</th>
</tr>
</thead>
</table>

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

<table>
<thead>
<tr>
<th>Optional:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name:</td>
</tr>
<tr>
<td>Address:</td>
</tr>
<tr>
<td>E-mail:</td>
</tr>
</tbody>
</table>

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

- Broadway improvements need to seamlessly merge w/Bay/Euclid to Bay/Colombia.
- 12' too wide a pedestrian buffer (unless sidewalks nearby)
- Enforce traffic from 6th Ave - this should be a preserve area.
- Encourage traffic by making an attractive road (not flaxell) & attractive entry & advertising & parking for businesses & transit stops
- Vegetation middle median & on outside - shade & walk areas.
- Upgrade bike transport lanes.
- Get rid of old - dilapidated bridge - old is not financially valuable historic.

Chris Villegas, Christine@villeda.net 1040 E Broadway avenue.

www.lucsonaz.gov/broadway
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.

Optional
Name
Address
Email

Major cross streets will be shown on business

This is a project by the Regional Transportation Authority. The user-approved $2.1 billion RTA plan was implemented through 2006. Details about the full plan are available at www.RTAaz.com.

The Regional Transportation Authority is a nonmember-based, full-assessed transportation district that provides public and private transportation improvement services. The plan will be managed by the City of Tucson.

www.tucsonaz.gov/broadway
Table 2 - Pedestrian Environment

Slow Cars
Treat Needs
A Hawk
In General
Clear Zone
Abe's Bday
is non-existent
or too narrow

Table 1 - Accommodation of High Capacity Transit

Mass Transit
Viability can be
improved by
Creating 'Places'
Worth Being In.
- Not adding
More Traffic Lanes

I'm interested in accommodating
High capacity transit because
We need to be supporting whatever
will reduce the automobile
traffic through town and I think
Reliable rapid transit (buses) will
Help move people out of their
cars.

Table 1 - Accommodation of High Capacity Transit
Table P

- Very median width
- Smaller bike walk lanes
- 13-in pullouts

Table P

4A + 4B with consideration for the neighborhood context and affect to specific businesses along Broadway.

Opinion

The only reason traffic has decreased is depressed economy. No affirmation. If we will economize, we need less lanes. Increase with makes Tucson more viable & not economically viable. Viable = not striving to be at the bottom. The economic factor pile. This is a decision. 40 yes, not today any.

Table P

I think all options need to be reconsidered.

Do not increase car traffic lanes.
MINIMIZE THE LANDSCAPING AND THE WIDTH OF THE MEDIAN

Table P

Existing or option A4

Really frustrated
by this process
facilitated
on wasn’t neutral
option
**Pedestrian Environment**

The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experiences of people walking along Broadway such as:
- Widths of the sidewalks and landscape buffer separating pedestrians from the roadway, and how the width of the buffer area provides distance and landscape for pedestrian comfort.
- Ability of sidewalk and buffer width to provide space for shade, lighting, sitting, dining, and other features to serve pedestrian needs, and provide for visual interest.
- Degree to which conflicts between pedestrians and vehicles exist at intersections, and
- Provision of access and mobility for people of all ages and abilities using design elements that go beyond basic requirements of the Americans with Disabilities Act (ADA) federal design requirements.

It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

**Bicycle Access and Mobility**

The overall quality of the bicycling environment on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
- Degree to which the street design allows for horizontal and vertical separation of cyclists from vehicular traffic.
- Frequency of points where cyclists cross the bike lane and the ability of the street design to make those potential conflicts visible to cyclists and motorists.
- Ability of the street design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclists' needs.

It also includes the convenience and quality of bike crossings of Broadway and side streets intersecting with Broadway, as well as the usability of cyclists turning left off and onto Broadway.

**Through Traffic Movement**

The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other considerations, environmental, and economic factors.

**Pedestrian Access and Mobility**

The number of historic and significant buildings lost due to direct impact and loss of usefulness resulting from relocations to parking, setbacks, site access, and other conditions.

**Visual Quality**

The ability of Broadway's design to enhance the visual quality along it. This includes the width and design of median and switches in landscape and numer and location of planting features such as public art, wayfinding, lighting, and furniture. It also includes Broadway's relationship with and impacts to the existing and future visual character of adjacent uses.

**Walking and Bicycling Health Benefits**

The degree to which the Broadway improvements can improve walkability and length of walking and biking trips and the resulting positive effect on public health.

**Economic Potential**

The suitability of parcels along Broadway to provide for current commercial or residential site, repurposing, adaptive reuse, and a future mixed use commercial residential, and amenity space that improves the economic value of properties along Broadway.

**Construction and Acquisition Cost**

The total cost of the construction of improvements and the cost of purchasing property, relocation, and other costs associated with acquisition of property for the Broadway improvements.

**City's Ability to Maintain Improvements**

The assessment of relative costs and benefits, and ability of city to fund costs for the operations and maintenance of the Broadway improvements.

**Performance Measures**

- Transit Travel Time
- Accommodation of High Capacity Transit
## Performance Measures Assessment of Street Cross Section Alternatives

<table>
<thead>
<tr>
<th>Street Cross Section Alternatives</th>
<th>Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Existing Conditions</strong></td>
<td></td>
</tr>
<tr>
<td>6 Lane - Dedicated (No Landscaping) (5' C.O.)</td>
<td></td>
</tr>
<tr>
<td>6 Lane - Dedicated (5' C.O.)</td>
<td></td>
</tr>
<tr>
<td>6 Lane - Dedicated (10' C.O.)</td>
<td></td>
</tr>
<tr>
<td>6 Lane - Dedicated (15' C.O.)</td>
<td></td>
</tr>
<tr>
<td>6 Lane - Dedicated (20' C.O.)</td>
<td></td>
</tr>
<tr>
<td>6 Lane - Dedicated (25' C.O.)</td>
<td></td>
</tr>
<tr>
<td>6 Lane - Dedicated (30' C.O.)</td>
<td></td>
</tr>
</tbody>
</table>
All individuals at the table either own residential property or commute through the Broadway corridor. No business owners.
PERFORMANCE MEASURES

- Pedestrian Environment
  (Pedestrian Access & Mobility)
- Bicycling Environment
  (Bicycle Access and Mobility)
- Through Traffic Movement
  (Vehicular Access and Mobility)
- Transit Travel Time
  (Transit Access & Mobility)
- Accommodation of High
  Capacity Transit
  (Transit Access & Mobility)
- Potential Historic and Significant
  Buildings Impact
  (Sense of Place)
- Visual Quality
  (Sense of Place)
- Walking and Biking Health
  Benefits
  (Environment and Public Health)
- Economic Potential
  (Economic Vitality)
- Construction and Acquisition
  Cost
  (Project Cost)
- City's Ability to Maintain
  Improvements
  (Certainty)

There was an emphasis on the overlap
with Walking and Biking Health Benefits
and Bicycling Environment & Pedestrian
Environment.

The common comment is that
some concern is losing buffer between
residential homes and Broadway. If the
business are moved from one side bad residences
will back Broadway.

A few participants commented on wanting
to maintain historic buildings for historic
feel.

Comments frequently were made for
importance of transit.

Concern that widening Broadway for vehicular
traffic will create a high speed roadway. The
belief is this will hurt economic potential,
pedestrians, and bicyclists and historic aspect.
PERFORMANCE MEASURES

- Pedestrian Environment
  (Pedestrian Access & Mobility)
- Bicycling Environment
  (Bicycle Access and Mobility)
- Through Traffic Movement
  (Vehicular Access and Mobility)
- Transit Travel Time
  (Transit Access & Mobility)
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- Construction and Acquisition
  Cost
  (Project Cost)
- City’s Ability to Maintain
  Improvements
  (Certainty)

- There was concern with the 11 performance measures that were not definitive enough.
- Through Traffic movement had three votes
- Bicycling Environment, Visual Quality, and
  Economic Potential all had 2 votes
  and were the other 3 negotiated
  performance measures.
- 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.
- 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.
Cross Section Design Alternatives

4 Lane + Dedicated Transit
W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit
W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicated Transit
W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

- Feeling was the process needed to be simplified. "The process is not fair."
- Multi-modal was a point of emphasis at the table
- Some participants felt that maintaining the existing r/w would be best and the improvements should fit within this bandwidth
- One person commented that "sure it would be nice to have right turn lanes at Campbell and Broadway would be nice, but having & maintaining the existing business is more important."
- 3 individuals at the table felt that sense of place was quite important. Mobility took a back seat to maintaining a sense of place
- One individual kept going back to keeping the right-of-way width and playing with lane and buffer widths to achieve the balance of mobility and pedestrian/visual aesthetics
- Two individuals agreed that mobility was high importance. Those individuals are not residents of the area and the other 3 individuals believed that this played into the other 2 individuals focus on mobility.
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
- 4+T SATA - 70' ROW
- 4+T SATA - 80' ROW

4 Lane W/ Landscaping
- 4A - 98' ROW
- 4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
- 4+TA - 124' ROW
- 4+TB - 152' ROW

6 Lane W/Landscaping
- 6A - 120' ROW
- 6B - 152' ROW

6 Lane with Dedicated Transit W/ Landscaping
- 6+TA - 146' ROW
- 6+TB - 154' ROW

- Negotiating the table agreed to move forward with the 4+T SATA section and the 4+TA section.
- The group could not agree on a third section.
- One person in the group really was opposed to considering anything wider than the existing r/w. This seemed to be agreed upon by 3 other table participants.
- This one person is a bit aggressive and seemed to try to intimidate.
- Only one section was inline with the performance measures.
- 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.
- One person thought that the third section should be a section with a large r/w take since the other 3 sections were r/w with a smaller width. However, the group could not agree on this and the 3rd section was never selected.
What was your Table’s Top 4 Performance Measures

1. Bicycling Environment
2. Traffic movement
3. Visual Quality
4. Economic Potential

What was your Table’s 3 Preferred Street Width/Section Alternatives

1. 4+T SATA (Existing Row)
2. 4+T A (124' ROW)
3.
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 new expand and change that theme.
Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

Sense of Place should have been 1 item, not broken into two separate items. It definitely set a basis vs. that item.

NOT HAVING A Choice to mark a Choice for multiple models again makes the choice at pedestrian, bicycle diluted.

RUTH BEEKER
Way too complicated for people to understand - simplify for public input. A consultant who can do this needs to be hired.

Speedway / Country Club
**Pedestrian Environment**

The overall quality of the pedestrian experience on Broadway includes improvements that influence the experience of people walking along Broadway such as:
- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort.
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains, and other features to serve pedestrian needs, and provide for visual interest.
- Degree to which conflicts between pedestrians and vehicles exist at driveways and access points.
- Propagation of access and mobility for people of all ages and abilities using design elements that go beyond basic requirements of the Americans with Disabilities Act (ADA) federal design requirements.

It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

**Bicycling Environment**

The overall quality of the bicycling experience on Broadway includes improvements that influence the experience of people bicycling along Broadway such as:
- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic.
- Frequency of places where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists.
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclists' needs.

It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

**Through Traffic Movement**

The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

**Transit Travel Time**

The time it takes to travel the length of the Broadway project by transit.

**Accommodation of High Capacity Transit**

The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.

**PEDESTRIAN ACCESS AND MOBILITY**

**Potential Historic and Significant Buildings Impacts**

The number of historic and significant structures lost due to direct impact and loss of continuance, resulting from reductions to parking, setbacks, site access, and other conditions.

**Visual Quality**

The ability of Broadway’s design to enhance the visual quality along it. This includes the width and design of median and street-side landscaping and number and location of infrastructural features such as public art, wayfinding, lighting, and furniture. It also includes Broadway’s relationship with and impacts to the existing and future visual character of adjacent areas.

**Walking and Bicycling Health Benefits**

The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

**ECONOMIC VITALITY**

**Construction and Acquisition Cost**

The total cost of the construction of improvements and the cost of purchasing property, relocation, and other costs associated with acquisition of property for the Broadway improvements.

**CERTAINTY**

**City’s Ability to Maintain Improvements**

The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway improvements.
<table>
<thead>
<tr>
<th>STREET CROSS SECTION ALTERNATIVES</th>
<th>PERFORMANCE MEASURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXISTING CONDITIONS</td>
<td>-</td>
</tr>
<tr>
<td>4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING</td>
<td></td>
</tr>
<tr>
<td>Option 4-A (39&quot;) R.O.W.</td>
<td></td>
</tr>
<tr>
<td>Option 4-A (59&quot;) R.O.W.</td>
<td></td>
</tr>
<tr>
<td>Option 4-B (116&quot;) R.O.W.</td>
<td></td>
</tr>
<tr>
<td>8 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162&quot;) R.O.W.</td>
<td></td>
</tr>
<tr>
<td>Option 6-A (12&quot;) R.O.W.</td>
<td></td>
</tr>
<tr>
<td>Option 6-A (39&quot;) R.O.W.</td>
<td></td>
</tr>
<tr>
<td>Option 6-B (15&quot;) R.O.W.</td>
<td></td>
</tr>
<tr>
<td>8 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-182&quot;) R.O.W.</td>
<td></td>
</tr>
<tr>
<td>Option 6-A (4&quot;) R.O.W.</td>
<td></td>
</tr>
<tr>
<td>Option 6-B (15&quot;) R.O.W.</td>
<td></td>
</tr>
</tbody>
</table>

**LEGEND**
- Best Performance ++ +
- Neutral 0
- Worst Performance ---
- Highest Cost $9999
- Lowest Cost $0
- September 16, 2013

**Facilitator/Recorder initials**

**Table # 1**

**PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES**
NOTICED SOME OVERLAP IN PERFORMANCE MEASURES
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1
September 26, 2013
Sabbar Shriners Hall

PERFORMANCE MEASURES

- Pedestrian Environment (Pedestrian Access & Mobility)
- Bicycling Environment (Bicycle Access and Mobility)
- Through Traffic Movement (Vehicular Access and Mobility)
- Transit Travel Time (Transit Access & Mobility)
- Accommodation of High Capacity Transit (Transit Access & Mobility)
- Potential Historic and Significant Buildings Impact (Sense of Place)
- Visual Quality (Sense of Place)
- Walking and Biking Health Benefits (Environment and Public Health)
- Economic Potential (Economic Vitality)
- Construction and Acquisition Cost (Project Cost)
- City's Ability to Maintain Improvements (Certainty)

WALK AND USE OF AREA ENCOURAGED BY PED AREAS + TREES.
DRIVEWAYS CUT PEO & COORD DOOR.
NOT BIKE FRIENDLY USE 3RD INSTEAD.
MAINTAIN TRAFFIC FRUSTRATED WITH TRAFFIC DELAY

COMBINE

SENSE OF NEIGHBORHOOD
LOSS OF SIGNIFICANCE
SOCIAL & AMBIENCE OF AREA
LEADS TO INVESTMENT SEE BUSINESS GROW, TAX BASE DRIVER OF OTHER MEASURES

HOW WIDE IS THE STREET? WIPES OUT PARKING
**PERFORMANCE MEASURES**

Pedestrian Environment  
*Pedestrian Access & Mobility*

Bicycling Environment  
*Bicycle Access and Mobility*

Through Traffic Movement  
*Vehicular Access and Mobility*

Transit Travel Time  
*Transit Access & Mobility*

Accommodation of High Capacity Transit  
*Transit Access & Mobility*

Potential Historic and Significant Buildings Impact  
*Sense of Place*

Visual Quality  
*Sense of Place*

Walking and Biking Health Benefits  
*Environment and Public Health*

Economic Potential  
*Economic Vitality*

Construction and Acquisition Cost  
*Project Cost*

City's Ability to Maintain Improvements  
*Certainty*

---

The expression "no diminishment of functionality" is used repeatedly. What is meant by the term in question? Is there agreement on a definition?
PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

Bicycling Environment
(Bicycle Access and Mobility)

Through Traffic Movement
(Vehicular Access and Mobility)

Transit Travel Time
(Transit Access & Mobility)

Accommodation of High
Capacity Transit
(Transit Access & Mobility)

Potential Historic and Significant
Buildings Impact
(Sense of Place)

Visual Quality
(Sense of Place)

Walking and Biking Health
Benefits
(Environment and Public Health)

Economic Potential
(Economic Vitality)

Construction and Acquisition
Cost
(Project Cost)

City's Ability to Maintain
Improvements
(Certainty)

A point not mentioned so far is the difference in elevation between north and south sides in certain sections.

Why not bus
pullouts, with
differentiation between
express and local
busess, thus speeding
flow? Please revisit
the question.
PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

Bicycling Environment
(Bicycle Access and Mobility)

Through Traffic Movement
(Vehicular Access and Mobility)

Transit Travel Time
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Accommodation of High
Capacity Transit
(Transit Access & Mobility)

Potential Historic and Significant
Buildings Impact
(Sense of Place)

Visual Quality
(Sense of Place)

Walking and Biking Health
Benefits
(Environment and Public Health)

Economic Potential
(Economic Vitality)

Construction and Acquisition
Cost
(Project Cost)

City's Ability to Maintain
Improvements
(Certainty)

What consideration has been given to
roadway changes elsewhere
in the vicinity such as the new widening
of Kisco overpass at 22nd Street & the near
future blockage of west-bound traffic after Blexy
underpass?
Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicating Transit W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

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.

Question on original section how wide?

No trees in middle of road.

Had positive but not a desired outcome too wide.
Cross Section Design
Alternatives

4 Lane + Dedicated Transit
W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit
W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicating Transit
W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

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
Cross Section Design Alternatives

<table>
<thead>
<tr>
<th>4 Lane + Dedicated Transit</th>
<th>4+T SADA - 70' ROW</th>
<th>4+T SADA - 80' ROW</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 Lane W/ Landscaping</td>
<td>4A - 98' ROW</td>
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<tr>
<td>6 Lane W/Landscaping</td>
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<td>6B - 152' ROW</td>
</tr>
<tr>
<td>6 Lane with Dedicated Transit</td>
<td>6+TA - 146' ROW</td>
<td>6+TB - 154' ROW</td>
</tr>
</tbody>
</table>

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.
Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2
September 26, 2013
Sabbar Shriners Hall

Cross Section Design Alternatives

4 Lane + Dedicated Transit
W/O Landscaping
4+T SADA - 70’ ROW
4+T SATA - 80’ ROW

4 Lane W/ Landscaping
4A - 98’ ROW
4B - 114’ ROW

4 Lane + Dedicated Transit
W/ Landscaping
4+TA - 124’ ROW
4+TB - 152’ ROW

6 Lane W/Landscaping
6A - 120’ ROW
6B - 152’ ROW

6 Lane with Dedicated Transit
W/ Landscaping
6+TA - 146’ ROW
6+TB - 154’ ROW

Some disagreement on historic/architectural merit.

Some other means to ride bikes (3rd or 10th)
DANGEROUS BIKE LANES
GET RID OF THEM

Noise, Fumes will impact nearby historic neighborhoods
Keep Historic Bldgs.

I VOTE FOR
OPTION - 4

Climate change may lower traffic.
Broadway Boulevard, Euclid to Country Club

Cross Section Design Alternatives

4 Lane + Dedicated Transit
W/O Landscaping
4+T SATA - 70' ROW
4+T SATA - 80' ROW

4 Lane W/ Landscaping
4A - 98' ROW
4B - 114' ROW

4 Lane + Dedicated Transit
W/ Landscaping
4+TA - 124' ROW
4+TB - 152' ROW

6 Lane W/Landscaping
6A - 120' ROW
6B - 152' ROW

6 Lane with Dedicated Transit
W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

More lanes will lead to more cars backing down & backing up when it hits Euclid & beyond nowhere to go once it hits downtown.

More lanes does not lead to faster traffic.

Many poor disabled/wheelchair ridden folks cannot use Broadway. They will never be able to cross if it gets wider.

2 lanes of travel each way + center 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?)
What was your Table's Top 4 Performance Measures

1. **Economic Potential**

2. **Accommodation of Transit**

3. **Potential Historic Through Traffic**

4. **Walking + Biking (Ped Environmental)**

What was your Table's 3 Preferred Street Width/Section Alternatives

1. BUT to BIG sidewalks & planted curb areas.

2. Option 4+T A: 124' Right-of-Way

3. Option 4A: 98' Right-of-Way
What were the key points of discussion or conflict at your table?

- No median landscaping.
- Smaller landscape buffers
- RTA sections were not favored (6+TA/6+TB)
- Concern for parking
- Transit

- Dimensions/width of sidewalks being too large; i.e., removing too much parking.
- Width of bike lanes too much.

- Economics (limbo of area during decision process)
Final Table Selections
**Pedestrian Environment**

The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:
- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort.
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest.
- Degree to which conflicts between pedestrians and vehicles exist at driveways and
- Provision of access and mobility for people of all ages and abilities using design elements that go beyond basic requirements of the Americans with Disabilities Act (ADA) federal design requirements.

It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

**Potential Historic and Significant Buildings Impacts**

The number of historic and significant structures that are affected by direct impact and loss of usefulness resulting from reductions to parking, setbacks, site access, and other conditions.

**Visual Quality**

The ability of Broadway’s design to enhance the visual quality along it. This includes the width and design of median and street side landscaping and number and location of placemaking features such as public art, wayfinding, lighting, and furniture. It also includes Broadway’s relationship with and impacts to the existing and future visual character of adjacent uses.

**Walking and Bicycling Health Benefits**

The degree to which the Broadway improvements can support increased frequency and length of walking and biking trips and the resulting positive effect on public health.

**Bicycling Environment**

The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic.
- Frequency of points where vehicles cross the bike lane and the ability of the street design to make these potential conflicts evident to cyclists and motorists and
- Ability of cross section designs to provide space for bike racks, shade, drinking fountains, green pavement (bike lanes and edge markings), and other features to serve bicyclists needs.

It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

**Economic Potential**

The suitability of parcels along Broadway to provide for current commercial or residential use, repurposing, adaptive reuse, and a future mix of commercial, residential, and open space uses that improves the economic value of uses along Broadway.

**Through Traffic Movement**

The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

**Construction and Acquisition Cost**

The total cost of the construction of improvements and the cost of purchasing property, relocation, and other costs associated with acquisition of property for the Broadway Improvements.

**Certainty**

The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway Improvements.

**Project Cost**

The assessment of relative cost and benefit, and ability of city budget to support costs for the operations and maintenance of the Broadway Improvements.

---

**PERFORMANCE MEASURES**
STREET CROSS SECTION ALTERNATIVES

4 LANE + DEDICATED TRANSIT WITH LANDSCAPING
106'-162' R.O.W

Option 4+T A: 124' Right-of-Way

Option 4+T B: 152' Right-of-Way

6 LANE WITH LANDSCAPING
104'-162' R.O.W

Option 6A: 120' Right-of-Way

Option 6B: 152' Right-of-Way

6 LANE + DEDICATED TRANSIT WITH LANDSCAPING
126'-186' R.O.W

Option 6+T A: 144' Right-of-Way

Option 6+T B: 154' Right-of-Way
Appendix D
Event Display Boards

(A full color version of this appendix is available online at http://cms3.tucsonaz.gov/broadway/public-meeting-3)

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

- Entry Hall
- Project Status Stations
- Vision & Goals
- Performance Measures
- Street Section Alternatives

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.
There are many ways to provide input about the project at the event: fill out a comment card, speak with a CTF member or write your comment on one of the easel pads stationed throughout the room.

<table>
<thead>
<tr>
<th>Time</th>
<th>Event Description</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:05</td>
<td>Welcome / Brief Project Overview</td>
<td>10 min</td>
</tr>
<tr>
<td>6:15</td>
<td>CTF Introductions</td>
<td>10 min</td>
</tr>
<tr>
<td>6:25</td>
<td>Project Update Presentation &amp; Small Group Activities Overview</td>
<td>20 min</td>
</tr>
<tr>
<td>6:45</td>
<td>Small Group Activities</td>
<td>60 min</td>
</tr>
<tr>
<td>7:45</td>
<td>Small Group Report Out</td>
<td>30 min</td>
</tr>
<tr>
<td>8:15</td>
<td>CTF Take Away Summary</td>
<td>15 min</td>
</tr>
<tr>
<td>8:30</td>
<td>Next Steps / Adjourn</td>
<td>5 min</td>
</tr>
</tbody>
</table>

Community Meeting Room Layout

There are many ways to provide input about the project at the event: fill out a comment card, speak with a CTF member or write your comment on one of the easel pads stationed throughout the room.
## The Citizens Task Force (CTF)

<table>
<thead>
<tr>
<th>STAKEHOLDER GROUP REPRESENTATION</th>
<th>TASK FORCE MEMBER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighbor Interests - NW</td>
<td>Colby Henley, Rincon Heights NA (Historic District)</td>
</tr>
<tr>
<td>Neighbor Interests - NE</td>
<td>Mary Durham-Pflibsen, Sam Hughes NA (Historic District), CTF Chairperson</td>
</tr>
<tr>
<td>Neighbor Interests - SE</td>
<td>Shirley Papuga, Broadmoor-Broadway Village NA</td>
</tr>
<tr>
<td>Neighbor Interests - SW</td>
<td>Michael J. “Jamey” Sumner, Miles NA</td>
</tr>
<tr>
<td>Business Interests - North</td>
<td>Anthony R. DiGrazia, <em>Rocco’s Little Chicago</em></td>
</tr>
<tr>
<td>Business Interests - North</td>
<td>Bruce Fairchild, <em>Bruce’s Lock Shop</em>, CTF Vice Chairperson</td>
</tr>
<tr>
<td>Business Interests - South</td>
<td>Bob Belman, <em>Arizona Auto Refrigeration</em></td>
</tr>
<tr>
<td>Citizens Transportation Advisory Committee (CTAC)</td>
<td>Dale Calvert</td>
</tr>
<tr>
<td>Tucson Pima County Bicycle Advisory Committee</td>
<td>Naomi McIsaac</td>
</tr>
<tr>
<td>Tucson Planning Commission</td>
<td>Joseph Maher, Jr., AIA</td>
</tr>
<tr>
<td>Special Needs</td>
<td>Jon Howe, Sam Hughes NA</td>
</tr>
<tr>
<td>Regional Interests (RTA appointment)</td>
<td>Michael Butterbrodt, <em>Inglis Florists</em></td>
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</tbody>
</table>

### SEATS

<table>
<thead>
<tr>
<th>SEATS</th>
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<tr>
<td>4</td>
<td>Neighbor interests along the project Corridor, TDOT Director, with input from Wards 5 &amp; 6</td>
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<tr>
<td>4</td>
<td>Business interests along the project Corridor, TDOT Director, with input from Wards 5 &amp; 6</td>
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<td>1</td>
<td>Regional interests, Regional Transportation Authority (RTA)</td>
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<tr>
<td>1</td>
<td>Special needs and interests, TDOT Director, with input from Commission on Disability Issues (CODI)</td>
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<tr>
<td>1</td>
<td>Citizens Transportation Advisory Committee (CTAC) representative</td>
</tr>
<tr>
<td>1</td>
<td>Alternative modes of transportation representative, Tucson Pima Bicycle Advisory Committee</td>
</tr>
<tr>
<td>1</td>
<td>Tucson Planning Commission representative, TDOT Director</td>
</tr>
</tbody>
</table>
The project team mission is to develop a Design Concept Report based on feedback and direction from the Citizens Task Force and the public.

Project prime and other experts selected through a competitive procurement process.

<table>
<thead>
<tr>
<th>ROLE / DISCIPLINE</th>
<th>MEMBER</th>
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</thead>
<tbody>
<tr>
<td>Lead Agency/ Project Manager</td>
<td>City of Tucson</td>
</tr>
<tr>
<td></td>
<td>Jennifer Toothaker Burdick, City of Tucson Department of Transportation</td>
</tr>
<tr>
<td>Prime Consultant/ Project Manager</td>
<td>HDR Engineering</td>
</tr>
<tr>
<td></td>
<td>Michael T. Johnson, PE, RLS</td>
</tr>
<tr>
<td>Context Sensitive Boulevard Design</td>
<td>Community Design + Architecture</td>
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<tr>
<td></td>
<td>Phil Erickson, AIA, Architect, President</td>
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<tr>
<td></td>
<td>Tim Sullivan, AICP, Associate</td>
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<tr>
<td></td>
<td>Kevin Saavedra, Planner</td>
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<tr>
<td>Public Involvement</td>
<td>Kaneen Advertising &amp; Public Relations, Inc.</td>
</tr>
<tr>
<td></td>
<td>Joan Beckim, IAP2 certified</td>
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<td></td>
<td>Joshua Weaver</td>
</tr>
<tr>
<td></td>
<td>Genna Dreier</td>
</tr>
<tr>
<td>Task Force Facilitator</td>
<td>Nanci Beizer, President, MetaWest Training &amp; Consulting</td>
</tr>
<tr>
<td></td>
<td>Jim Schoen, PE, PTOE, Senior Principal Engineer</td>
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<tr>
<td>Architecture, Historic Assessment</td>
<td>Swaim Associates, LTD</td>
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<tr>
<td></td>
<td>Phil Swaim, AIA, Principal</td>
</tr>
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<td></td>
<td>Laura Vertes, AIA, LEED AP</td>
</tr>
<tr>
<td>Right-of-Way Cost Estimating</td>
<td>Tierra Right of Way Services, Ltd.</td>
</tr>
<tr>
<td></td>
<td>Mack Dickerson, SR/WA, RW/RAC</td>
</tr>
<tr>
<td></td>
<td>Myrlene Francis, SR/WA</td>
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<tr>
<td>Cooperating Agency</td>
<td>Pima County</td>
</tr>
<tr>
<td></td>
<td>Rick Ellis, PE, Engineering Division Manager, Pima County Department of Transportation</td>
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<tr>
<td>Cooperating Agency</td>
<td>Regional Transportation Authority (RTA)</td>
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<td></td>
<td>James R. DeGrood, PE, Director of Transportation Services</td>
</tr>
<tr>
<td>Business Assistance</td>
<td>MainStreet Program</td>
</tr>
<tr>
<td></td>
<td>Britton Dornquast, Program Manager</td>
</tr>
<tr>
<td></td>
<td>Jan Aalberts-Waukon</td>
</tr>
</tbody>
</table>
Transit

The 2009 High Capacity Transit Study — Broadway is the number one route in the region’s transit system by ridership. Some facts about Broadway’s transit usage:

- Route 8 runs from La Paloma Transit Center near Irvington/8th Ave on the west, along 8th Ave to Broadway, then along Broadway to Harrison on the east, up to its eastside terminus at a Park & Ride at Speedway/Harrison.
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Public Involvement and Input — The CTF will meet regularly to help develop a design concept for the Broadway project corridor. At important intervals in the design development, input from the community will be invited through publicly noticed meetings. Throughout the project, general project information, announcements, and public meeting dates and times will be posted online at www.tucsonaz.gov/broadway. An info line is available for project information. Interested individuals may sign-up for email updates by emailing broadway@tucsonaz.gov. Comments for consideration by project staff and the Task Force can be submitted at any time, either by using a comment card or by emailing comments to broadway@tucsonaz.gov.

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MainStreet is a regional small business assistance program focused on minimizing the construction impact on businesses located along Regional Transportation Authority (RTA) roadway projects, such as Broadway Boulevard. All businesses located within a quarter mile of RTA-funded transportation projects are eligible for FREE services. MainStreet’s mission is to help businesses struggle less and prosper more during transportation construction projects by providing information, facilitating communication (ombudsman services) and offering individual and group business consulting services. For additional information, including a list of MainStreet’s Frequently Asked Questions (FAQs), please visit the MainStreet Web site at www.mainstreetinfo.org or call its small business hotline at (520) 838-4352.

MainStreet is a program of the Regional Transportation Authority managed by Pima Association of Governments.
What is the Broadway Boulevard, Euclid to Country Club, Improvement Project?

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

The project scope is listed as: widen to 6 travel lanes plus 2 dedicated bus lanes, bike lanes, and sidewalks.

The project is broken out into three phases: Planning and Design, Final Design, and Construction.

Currently the project is in the planning and design phase. This planning and design process will utilize a Context Sensitive Solutions planning approach to ensure a roadway planning and design process that is transparent, involves the public early and often, and takes into account the entire design and mobility context for the area, not just the roadway itself. The planning approach will integrate roadway design with alternate mode use, and will evaluate economic development strategies and enhance community character through land use planning and urban design concepts.

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|-----------------|--------|--------|
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**FUNDING**

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

For decades, Broadway Boulevard has served as an important regional thoroughfare. In 1951, it was identified as a regional east-west arterial in the Regional Transportation Plan, slated to be improved to a 6-lane roadway (identified by the green lines). Because of its important east-west connection, it was designated an official Gateway Route by the City of Tucson in its Major Streets and Routes Plan and Land Use Code. And, Broadway has been a highly-used transit corridor for our region for decades.

The Broadway Corridor Transportation Study was completed in 1987 and included an extensive public outreach process that spanned several years. The Broadway Corridor Plan was adopted by Mayor and Council in 1989 and was one of the RTA projects approved by voters in May 2006. Over the past 20 years, significant public investment along the north side of Broadway has been made in anticipation of future improvements to the Broadway Corridor.

The 1987 Broadway Corridor Transportation Study

In the late 1980s, the Broadway Corridor Transportation Study was conducted with funding from the City of Tucson and the Federal Mass Transportation Administration. The study area focused on Broadway Boulevard from I-10 on the west to Houghton Road on the east. Traffic and transit usage, and the roadway’s projected capacity needs, were analyzed and the resulting recommendations for future improvements to Broadway were to widen Broadway from Euclid to Camino Seco to 150’ wide, which could accommodate a 6-travel lane and 2 Diamond lanes (bus and bike lane). This same configuration can be experienced today traveling east along Broadway from Columbus.

The Broadway Corridor Transportation Study recommendations, and the “Action Plan” for implementing the Study’s recommendations, the Broadway Corridor Concept Plan, were both adopted by Mayor and Council in 1987. In 1991, a Phase II Study was done to assess whether light rail would be warranted. Per federal standards and cost-effectiveness measures used at the time, it was determined that it would not be economically feasible to implement it then. Instead, investment in the City’s existing bus transit system was recommended.

As part of the current planning and design process, the 1987 Study recommendations as well as other alternatives for the roadway are being considered.

The Broadway Corridor studies are all currently available on the project web site www.tucsonaz.gov/broadway

For more information about the project history and background

SCAN
VISIT
CALL
EMAIL

www.TucsonAZ.gov/Broadway
(520) 622-0815
broadway@tucsonaz.gov
The Broadway Project’s Planning and Design Phase provides the most opportunity for the public to inform and shape the resulting improvements. The project technical team has developed a process for the project that will be guided by Context Sensitive Solutions approach and the International Association of Public Participation (IAP2) ‘collaborate’ level of public participation, and will incorporate applicable recommendations from the U.S. Environmental Protection Agency’s Guide to Sustainable Transportation Performance Measures.

The diagram below represents the technical tasks that must be accomplished to develop the Design Concept Report and Initial Plans. The Citizens Task Force meetings and the Public Meetings will allow presentation of technical information and the gathering of public input, which can then be utilized in the design process. The Agency Reviews will keep the sponsoring agencies involved in the development of the design, and ensure that the project is "on the right track." The Mayor and Council meetings will provide action and direction on the resulting Design Concept Report.
Broadway Boulevard
Euclid Avenue to Country Club Road

PUBLIC PARTICIPATION
Citizens Task Force — The Planning and Public Participation Phase of the project started in early 2012, with the formation of the Broadway Boulevard Citizens Task Force. The Citizens Task Force (CTF) is a 13-member committee representing neighbors, business interests, special needs groups, alternate mode users, regional users, the Tucson Planning Commission, and the Citizen Transportation Advisory Committee. The CTF will work with the project team to evaluate the appropriate alignment and cross section widths for the roadway and provide input, review and approval of land use and urban design concepts for Broadway Boulevard. Businesses, neighborhoods and other interested stakeholders will have a number of opportunities and a variety of methods to provide input and review and comment on design materials.

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$73,347,000

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

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For more information about the project history and background

SCAN  VISIT  CALL  EMAIL
www.tucsonaz.gov/ Broadway  (520) 622-0815  broadway@tucsonaz.gov
Outreach and Support from the MainStreet Business Assistance Program:
This program provides support to businesses located on Broadway and within a quarter mile of the project area. MainStreet representatives provide information, facilitate communication and offer individual and group business consulting services free of charge to qualifying businesses. The project team, in conjunction with MainStreet Business Assistance Program, will also be holding open houses periodically to update business and property owners of project progress and highlight key information regarding the potential acquisition process.

Reviews by Agency Decision-makers: The sponsoring agencies for the project – the City of Tucson, the Regional Transportation Authority (RTA) and Pima County – all have a role in approving the outcomes of this process. Regular updates will be provided to keep agencies informed about public participation, recommendations to date, and issues to be addressed.

The RTA’s Citizens Accountable for Regional Transportation (CART) Committee is a key partner in this process. The CART tracks the implementation of the RTA Plan and makes recommendations to the RTA Board. A CART member serves as a liaison to/ex-officio member of the Broadway CTF, and provides regular updates to the CART Committee.

For more information plus Task Force meeting materials and reports

<table>
<thead>
<tr>
<th>SCAN</th>
<th>VISIT</th>
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<tr>
<td><img src="qr_code.png" alt="QR Code" /></td>
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<td><a href="mailto:broadway@tucsonaz.gov">broadway@tucsonaz.gov</a></td>
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</table>
Public Participation Guided by 2 Philosophies

1) **Context Sensitive Solutions (CSS):** CSS is a collaborative, interdisciplinary process that involves stakeholders to plan and design a roadway that fits its applicable setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. The CSS process is defined by these guiding principles.

- Strive towards a shared stakeholder vision to provide a basis for decisions.
- Demonstrate a comprehensive understanding of contexts.
- Foster continuing communication and collaboration among and within groups to achieve consensus.
- Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments.

2) **International Association of Public Participation (IAP2):** IAP2 has the primary mission of advancing public participation by providing tools, information, and educational resources to help facilitate and conduct high quality public involvement and participation programs. The Collaborate level of IAP2 participation is sought for the Broadway Project’s Planning and Design Phase.
IAP2 Spectrum of Public Participation

Inform: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult: To obtain public feedback on analysis, alternatives and/or decisions.

Involve: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Collaborate: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Empower: To place final decision-making in the hands of the public.
Tapping into Community Stakeholders: A variety of stakeholders has been identified initially and include these broad categories:

- CTF applicants
- project area property owners, business owners, residents, neighborhood associations, and grassroots advocacy groups
- elected officials and agency public committee members
- community interest organizations and professional groups.

It is expected that this stakeholder list will grow as the project continues.

**Project Area**
- Residents (including Wards 5 & 6; County Sup Districts 2 & 5)
- Neighborhood Associations and Historic Districts
  - Rincon Heights Historic District
  - Sam Hughes Historic District
  - Broadmoor-Broadway Village Neighborhood Association
  - Miles Neighborhood Association
  - Arroyo Chico Neighborhood Association
- Broadway Coalition
- Businesses (All on north side & south side; within ¼ mile of Broadway project area)
- Property Owners (Residential & commercial)
- Specific Properties/Populations
- Citizens Task Force Applicants
- Broadway Project email listserv
- First Assembly of God Church
- Miles Elementary School
- Council house
- Casitas on Broadway
- Special Populations: Differently-abled, young children, families, senior citizens, elderly
- Multi-modal transportation users:
  - Auto Commuters – Area and non-area residents
  - Cyclists
  - Walkers
  - Runners
  - Bus Riders
  - Differently-abled populations
  - Customers visiting businesses

**Outside/Near Project Area**
- Neighborhoods along Broadway
- Businesses along Broadway

**Public Agencies**
- City of Tucson (Mayor and Council, staff)
- City of Tucson Boards, Committees, Commissions
- Bicycle Advisory Committee, Tucson-Pima County (TPCAB)
- Commission on Disability Issues (CODI)
- Planning Commission (PC)
- Transportation Advisory Committee, Citizen (CTAC)
- Historical Commission, Tucson-Pima County (TPCHC)
- RTA (CART, Technical/Management Committee, Board, staff)
- Pima Association of Governments (Working groups and committees, staff)
- Pima County (Board of Supervisors, Bond Oversight Committee, BCCs, staff)
- Tucson Unified School District (Board, staff)
- University of Arizona (President, CAPLA, Transportation Planning, Eller College)

**Other Populations / Related Organizations**
- Downtown
- Downtown Tucson Partnership
- Downtown Neighborhoods & Residents Council
- Business
  - Black Chamber of Commerce
  - Green Chamber of Commerce
  - Hispanic Chamber of Commerce
  - Local First Arizona
  - Metro. Tucson Chamber of Commerce
  - NAWBO (Women's Business)
  - Tucson Originals
- Planning, Development, Land Use, Engineering, Real Estate
- Arizona Planning Association
- American Institute of Architects (AIA)
- Imagine Greater Tucson
- Living Streets Alliance
- Metropolitan Pima Alliance
- Southern Arizona Home Builders Association (SAHBA)
- Southern Arizona Transit Advocates
- Tucson Association of Realtors
- Women in Transportation Seminars
- UA CAPLA & Drachman Institute
- Urban Land Institute
- Climate & Sustainability
- Sustainable Tucson

We want to expand the Stakeholder List. Who needs to know about this project? Who should be invited to be involved?

Sign Up Here!
Various transportation improvement plans and studies exist for the region. The maps above depict different planned improvement projects and studies for the transportation network for the City of Tucson, Pima Association of Governments, and the Regional Transportation Authority that relate to or are near the Broadway project area.
EXISTING CONDITIONS
70'-80' R.O.W

Typical Existing Condition West of Campbell
70' Right-of-Way

Typical Existing Condition East of Campbell
80' Right-of-Way

4 LANE WITH LANDSCAPING
84'-138' R.O.W

Option 4A: 98' Right-of-Way

Option 4B: 114' Right-of-Way

STREET CROSS SECTION ALTERNATIVES
**STREET CROSS SECTION ALTERNATIVES**

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**4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING**

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<thead>
<tr>
<th>Option 4-T SATX (Existing 80' R.O.W.)</th>
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<tr>
<td>Option 4-A (30' R.O.W.)</td>
<td>0</td>
<td>0</td>
<td>Future (100% PAG)</td>
<td>Future (70% PAG)</td>
<td>0</td>
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<tr>
<td>Option 4-B (114' R.O.W.)</td>
<td>++</td>
<td>++</td>
<td>Future (100% PAG)</td>
<td>Future (70% PAG)</td>
<td>++</td>
<td>++</td>
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**4 LANE WITH LANDSCAPING (98'-138' R.O.W.)**

| Option 4-T A (124' R.O.W.)             | ++                     | +                     | Future (100% PAG)        | Future (70% PAG)    | ++                                     |                                      | O            |                                      |                  |                                   | O to ++                              |
| Option 4-T B (138' R.O.W.)             | ++                     | +++                   | Future (100% PAG)        | Future (70% PAG)    | O                                      |                                      | O            |                                      |                  |                                   | O to ++                              |

**5 LANE WITH LANDSCAPING (104'-162' R.O.W.)**

| Option 5-A (120' R.O.W.)               | +                      | +                     | Future (100% PAG)        | Future (70% PAG)    | +                                      |                                      | O            |                                      |                  |                                   | O to ++                              |
| Option 5-B (151' R.O.W.)               | ++                     | ++                    | Future (100% PAG)        | Future (70% PAG)    | O                                      |                                      | O            |                                      |                  |                                   | O to ++                              |

**6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)**

| Option 6-T A (146' R.O.W.)             | --                     | 0                     | Future (100% PAG)        | Future (70% PAG)    | --                                     |                                      | O            |                                      |                  |                                   | O to ++                              |
| Option 6-T B (154' R.O.W.)             | --                     | +                     | Future (100% PAG)        | Future (70% PAG)    | ++                                     |                                      | +            |                                      |                  |                                   | O to ++                              |

**LEGEND**

- **Best Performance: ++++**
- **Neutral O**
- **Worst Performance: --**
- **Highest Cost: $5,555,555**
- **Lowest Cost:**
- **September 26, 2013**

**PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES**

Facilitator/Recorder Initials: [ ]

Table #: [ ]
**Pedestrian Environment**
The overall quality of the pedestrian experience on Broadway. This includes improvements that influence the experience of people walking along Broadway such as:
- Width of the sidewalk and landscape buffer separating pedestrians from the roadway and how the width of the buffer area provides distance and landscape affects pedestrian comfort;
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, drinking fountains and other features to serve pedestrian needs, and provide for visual interest;
- Degree to which conflicts between pedestrians and vehicles exist at driveways; and,
- Provision of access and mobility for people of all ages and abilities using design elements that go beyond base requirements of the Americans with Disabilities Act (ADA) federal design requirements.

It also includes the ease of walking across Broadway and side streets intersecting with Broadway, which is influenced by both distance and presence of medians that can provide a refuge for crossing pedestrians.

**Bicycling Environment**
The overall quality of the bicycling experience on Broadway. This includes improvements that influence the experience of people bicycling along Broadway such as:
- Degree to which the street design elements allow horizontal and vertical separation of cyclists from vehicular traffic;
- Frequency of points where vehicles cross the bike lane and the ability of the street design to make those potential conflicts evident to cyclists and motorists; and,
- Ability of cross section design to provide space for bike racks, shade, drinking fountains, green pavement (bike boxes and other markings), and other features to serve bicyclists’ needs.

It also includes the convenience and quality of bicycle crossings of Broadway and side streets intersecting with Broadway, as well as the safety of cyclists turning left off and onto Broadway.

**Through Traffic Movement**
The effectiveness of moving through vehicular traffic along Broadway in the project area, which affects a variety of other transportation, environmental, and economic factors.

**Transit Travel Time**
The time it takes to travel the length of the Broadway project by transit.

**Accommodation of High Capacity Transit**
The ability of the roadway and roadside design to accommodate future high capacity transit. This can ultimately improve performance of design concepts in relation to other transit performance measures through a future improvement project.

**Perlormance Measures**
CITIZENS TASK FORCE DRAFT VISION

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

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

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

CITIZENS TASK FORCE POTENTIAL GOAL STATEMENTS

<table>
<thead>
<tr>
<th>Goal Topics</th>
<th>Potential Goal Statements</th>
<th>Related Performance Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning and Design Process</td>
<td>Learn from exemplary multimodal and context sensitive transportation projects in Tucson and elsewhere in the planning and implementation of the Broadway Boulevard process.</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
</tr>
<tr>
<td>Public input</td>
<td>Efficiently and effectively seek out public input to draw from stakeholders in the study area and throughout the city and region to provide input for the on-going Citizens Task Force process.</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
</tr>
<tr>
<td>Agency and organization coordination</td>
<td>Coordinate with other agencies and organizations that are project stakeholders so they can understand the on-going efforts and goals for the future of Broadway Boulevard.</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
</tr>
<tr>
<td>More than transportation performance metrics</td>
<td>Utilize more than just transportation performance measures in the decision-making process for the design and implementation.</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
</tr>
<tr>
<td>Be effective</td>
<td>Design and build Broadway as a long-term, quality improvement that will last and be effectively maintained for decades into the future; and create certainty for existing businesses and property owners and support going efforts and goals for the future of Broadway Boulevard.</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
</tr>
<tr>
<td>Be efficient</td>
<td>Be as efficient in terms of time and budget as possible in the planning, design, and construction-process.</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
</tr>
<tr>
<td>Multimodal Street Design</td>
<td>Optimize the use of the right-of-way to improve mobility and safety for all modes of travel along and across Broadway.</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
</tr>
<tr>
<td>Balancing modes to create a ‘Complete Street’</td>
<td>Through mobility</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
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<tr>
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<td>Corridor/neighborhood access</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
</tr>
<tr>
<td>Vehicular traffic</td>
<td>Improve vehicular mobility along Broadway to accommodate future growth in through traffic.</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
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<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
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<tr>
<td>Transit</td>
<td>Provide effective east-west high capacity transit through the Broadway study area on Broadway Boulevard and/or parallel routes.</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
</tr>
<tr>
<td>Bicycling</td>
<td>Provide east-west mobility for bicyclists of various skill levels.</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
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<tr>
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<td>Provide crossings for bicyclists, including those that connect with bicycle network.</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
</tr>
<tr>
<td>Broadway’s role in the transportation network</td>
<td>See specific goals</td>
<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
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<td>Pedestrian Environment, Bicycle Environment, Through Traffic Movement, Transit Travel Time, Accommodation of High Capacity Transit, Walking and Bicycling Health Benefits, Construction and Acquisition Cost, City’s Ability to Maintain Improvements.</td>
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<td>Goal Topics</td>
<td>Potential Goal Statements</td>
<td>Related Performance Measures</td>
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<tr>
<td><strong>Multimodal Street Design - continued</strong></td>
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<tr>
<td>Pedestrian</td>
<td>- Provide for movement along and across Broadway, including protection for pedestrians from the roadway</td>
<td>- Pedestrian Environment</td>
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<td>- Provide connections between districts and neighborhoods</td>
<td>- Walking and Bicycling Health Benefits</td>
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<td>- ENSURE: and provide quality connections between districts and neighborhoods</td>
<td>- Construction and Acquisition Cost</td>
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<td>- Provide for pedestrian access to Broadway via linkages to existing transportation systems</td>
<td>- City's Ability to Maintain Improvements</td>
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<td><strong>Universal design (ADA access)</strong></td>
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<td>- Exceed ADA minimum requirements where ever feasible to maximize the level of universal design, including enhanced wayfinding techniques</td>
<td>- Pedestrian Environment</td>
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<td><strong>Speed Management / Traffic Calming</strong></td>
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<td>- Design improvements to Broadway to encourage traffic to travel no faster than the speed limit</td>
<td>This is more related to design criteria and the detailed design of any of the street section concepts for speed management. Factors such as number of lanes and presence of landscaping do vary with the cross sections, but lateral shifting of lanes at intersections and to mitigate negative property impacts will not be known until the later stage of the project where alignments are designed. Soft Accommodation of Speed Management could be made a new Vehicular Access and Mobility performance measure</td>
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<td><strong>Landscape / Streetscape Design</strong></td>
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<td>- Improve the environment along Broadway</td>
<td>- Pedestrian Environment</td>
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<td></td>
<td>- Improve the environment along Broadway</td>
<td>- Construction and Acquisition Cost</td>
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<td>- Increase the amount and quality of landscaping and lighting along Broadway through an approach that is efficient in terms of capital and maintenance costs.</td>
<td>- City's Ability to Maintain Improvements</td>
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<td>- Use plants that are native to the Sonoran Desert or plants that are adaptive to the Tucson environment, and that along with other streetscape elements help to create the desired character for the districts along Broadway.</td>
<td>- Construction and Acquisition Cost</td>
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<td>- Select context appropriate plants and other design elements</td>
<td>- Pedestrian Environment</td>
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<tr>
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<td>- Use plants that are native to the Sonoran Desert or plants that are adaptive to the Tucson environment, and other emissions.</td>
<td>- Construction and Acquisition Cost</td>
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<td><strong>Public Art</strong></td>
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<td>- Provide opportunities for public art that complement the aesthetic and placemaking goals for Broadway</td>
<td>- Economic Potential</td>
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<td>- Design improvements to deliver them within available budget, and to allow the roadway, its landscape, transit improvements, and other elements to fit the budget constraints for operations and maintenance.</td>
<td>- City's Ability to Maintain Improvements</td>
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<td><strong>Right-of-Way Impacts</strong></td>
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<td>- Avoid physical impacts to all existing property and businesses along Broadway Boulevard.</td>
<td>- Economic Potential</td>
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<td>- To the extent feasible, minimize physical impacts to existing property and businesses along Broadway Boulevard while achieving the transportation and other goals for improvement to the Boulevard.</td>
<td>- Construction and Acquisition Cost</td>
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<td><strong>Width of Broadway Boulevard</strong></td>
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<td>- Do not widen Broadway Boulevard.</td>
<td>- Pedestrian Environment</td>
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<td>- Minimize widening of Broadway Boulevard.</td>
<td>- Construction and Acquisition Cost</td>
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<td>- Widen Broadway Boulevard to the extent needed to achieve other goals.</td>
<td>- City's Ability to Maintain Improvements</td>
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<td><strong>Pedestrian Environment</strong></td>
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<td>- Protect property and businesses along Broadway.</td>
<td>- Pedestrian Environment</td>
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<td>- Provide for pedestrian access to Broadway via linkages to existing transportation systems.</td>
<td>- Construction and Acquisition Cost</td>
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<td>- Provide connections between districts and neighborhoods</td>
<td>- City's Ability to Maintain Improvements</td>
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<tr>
<td><strong>Historic and Significant Buildings Impacts</strong></td>
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<td>- Recognize and support distinct character of Broadway as a series of places, defined by their historic and significant structures, signage, landscape, and uses.</td>
<td>- Pedestrian Environment</td>
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<tr>
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<td>- Recognize and reinforce existing areas with distinct character and support the creation of distinct new places to help develop new places and significant structures, signage, landscape, and uses.</td>
<td>- Economic Potential</td>
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<td>- Pedestrian Environment</td>
<td>- Construction and Acquisition Cost</td>
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<td>- Preserve the historic and significant buildings impacts</td>
<td>- City's Ability to Maintain Improvements</td>
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<td><strong>Economic Potential</strong></td>
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<td></td>
<td>- Visual Quality</td>
<td>- Construction and Acquisition Cost</td>
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<td></td>
<td>- Economic Potential</td>
<td>- City's Ability to Maintain Improvements</td>
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<tr>
<td><strong>Bicycling Environment</strong></td>
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<td>- Provide better integration of neighborhoods to districts on Broadway with a walkable circulation network and by encouraging policies for neighborhood-supporting uses.</td>
<td>- Pedestrian Environment</td>
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<td>- Provide high quality new development</td>
<td>- Construction and Acquisition Cost</td>
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<td>- Consider existing special features (Sacred Places)</td>
<td>- City's Ability to Maintain Improvements</td>
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<td><strong>Pedestrian Environment</strong></td>
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<td>- Protect property and businesses along Broadway.</td>
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<td>- Provide for pedestrian access to Broadway via linkages to existing transportation systems.</td>
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<td><strong>Economic Potential</strong></td>
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<td>- Economic Potential</td>
<td>- City's Ability to Maintain Improvements</td>
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**VISION, GOALS & PERFORMANCE MEASURES**
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<th>Goal Topics</th>
<th>Potential Goal Statements</th>
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<tr>
<td><strong>Neighborhoods and Districts - continued</strong></td>
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<tr>
<td>Protect Adjacent Neighborhoods</td>
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<td>– From noise, light, and air quality impacts</td>
<td>• Minimize noise, light, and air quality impacts from traffic on Broadway Boulevard</td>
<td>• Pedestrian Environment</td>
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<tr>
<td></td>
<td>• Minimize overflow parking, cut through traffic, noise, light, and other impacts from development along Broadway into adjacent neighborhoods</td>
<td>• Through Traffic Movement</td>
</tr>
<tr>
<td></td>
<td>– Privacy from adjacent district development</td>
<td>• Maintain and improve privacy between neighborhoods and development along Broadway</td>
</tr>
<tr>
<td></td>
<td>– By transitioning intensity from corridor towards neighborhoods</td>
<td>• Do not allow new intensity along Broadway</td>
</tr>
<tr>
<td></td>
<td>– Particularly existing and potential National Register of Historic Places (NRHP) Historic District designations</td>
<td>• Protect all contributing structures for existing and potential NRHP Historic District designations</td>
</tr>
<tr>
<td>Protect existing businesses and enhance the business environment</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– Small and local businesses</td>
<td>• Nurture Broadway’s role as a place for new and existing small, local and incubator businesses through preserving existing development and its lower rents and by encouraging new policies to require new development to help create commercial space for small, local businesses.</td>
<td>• Pedestrian Environment</td>
</tr>
<tr>
<td></td>
<td>– Affordable rents / potential for business to own property</td>
<td>• Encourage new development at a scale that is more intense than what exists today if it transitions as it edges to the scale of existing context, and if it supports the multi-modal, economic development, and affordability goals for Broadway</td>
</tr>
<tr>
<td></td>
<td>– Neighborhood-serving uses</td>
<td>• Encourage a mix of neighborhood and regional serving businesses to support vibrant mixed use districts along Broadway.</td>
</tr>
<tr>
<td></td>
<td>– Viability of businesses before and after construction</td>
<td>• Avoid impacts to the viability of existing businesses and property along Broadway to the extent feasible, and otherwise maintain the viability of property and business before, during and after construction.</td>
</tr>
<tr>
<td></td>
<td>– Economic connections</td>
<td>• Improve the cultural, economic, and transportation linkages of Broadway and the uses along it with Downtown and the University of Arizona.</td>
</tr>
<tr>
<td>Protect residences and enhance the environment for residences</td>
<td></td>
<td></td>
</tr>
<tr>
<td>– Choice of housing types</td>
<td>• Encourage protection of existing and creation of new housing to maintain diversity of housing types and rental and ownership choices that are affordable to a range of households.</td>
<td>• Pedestrian Environment</td>
</tr>
<tr>
<td>– Affordable rents and ownership</td>
<td>• Protect all individually historic and contributing buildings, signage, and sites.</td>
<td>• Protect best examples of individually historic and contributing buildings, signage, and sites.</td>
</tr>
<tr>
<td><strong>Buildings and Site Development</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recognize value of historic buildings and sites</td>
<td>• Protect all individually historic and contributing buildings, signage, and sites.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Protect best examples of individually historic and contributing buildings, signage, and sites.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• To extent feasible given needed transportation and other improvements along Broadway, protect the best examples of individually historic and contributing buildings, signage, and sites.</td>
<td></td>
</tr>
<tr>
<td>Recognize value of significant buildings and sites</td>
<td>• Protect all significant buildings and sites.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Protect best examples of significant buildings and sites.</td>
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</tr>
<tr>
<td></td>
<td>• To extent feasible given needed transportation and other improvements along Broadway, protect the best examples of significant buildings and sites.</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Support development scale and mix of use appropriate to context</strong></td>
<td>• Encourage preservation, remodeling, and new developments that is scaled to existing context while allowing for a mix and intensity of use to support walking, bicycling, and transit use.</td>
</tr>
<tr>
<td></td>
<td>– Appropriate to existing context (heights, setbacks, etc.)</td>
<td></td>
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<tr>
<td></td>
<td>– To support multimodal investment (mix uses, pedestrian-oriented, intensity, etc.)</td>
<td>• Encourage new development at a scale that is more intense than what exists today if it transitions as it edges to the scale of existing context, and if it supports the multi-modal, economic development, and affordability goals for Broadway</td>
</tr>
<tr>
<td>Consider importance of parking supply and demand</td>
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<tr>
<td></td>
<td>• Encourage efficient manage corridor’s parking demand and supply to provide enough, but not too much parking.</td>
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<tr>
<td></td>
<td>• Encourage development of district parking lots and other methods to help maintain viability of existing businesses and properties and too help manage parking supply.</td>
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</tr>
</tbody>
</table>
ASSETS AND OPPORTUNITIES

HOW can U of A be more closely linked to Broadway?

WHAT is the biggest opportunity for revitalization of Broadway?

WHAT are other assets and opportunities in the Broadway area?

HOW can link to Downtown be made?

Opportunity to improve connection

Key open space corridor opportunity

Recent community improvement

Planned future express bus (potential bus rapid transit)

Broadway Study Area

Broadway Corridor

El Con Mall

University of Arizona

Downtown Tucson

Link to University

Link to Downtown

Park Avenue

“Main Street”

Lost Barrio

1/4 mile

1/2 mile

High School

Washington

Malvern Plaza

Treat Boulevard

SAM HUGHES

Iron Horse Park

To Reid Park

Link to Downtown

Arroyo Chico

9th and 10th Street

Rainwater Harvesting

The Broadway Study Area

Planned future bus rapid transit

Recent community improvement

Key open space corridor opportunity

Opportunity to improve connection

Downtown Tucson

University of Arizona

Planned future express bus (potential bus rapid transit)
85% of residences in the study area are single family houses.

EXISTING LAND USE
CONTEXT SENSITIVE SOLUTIONS is a collaborative, interdisciplinary, holistic approach to the development of transportation projects that involves both the process and end result. The Broadway Boulevard project is using a CSS approach and the project's team includes members who are experienced in applying CSS principles in transportation projects.

What CSS is:

- SHARING DECISION MAKING
- BALANCING TRAVEL AND OTHER NEEDS
- EMBRACING COMMUNITY VALUES
- MULTIMODAL, BENEFITING ALL USERS
- SUSTAINED, ITERATIVE, AND PARTICIPATORY
- PLACEMAKING—BRINGING TOGETHER COMMUNITY DESIGN AND STREET DESIGN

An Integration of:

- Transportation for All
- Built and Natural Environments
- Community Values

What CSS is NOT?

- DESIGNER/ENGINEER KNOWING BEST
- IMPROVING TRAVEL PERFORMANCE ONLY
- SACRIFICING SAFETY OR GOOD DESIGN
- JUST AESTHETICS
- PUTTING NEEDS OF A SINGLE MODE FIRST
- ADD-ON TO CONVENTIONAL APPROACH
- “US AGAINST THEM”

CSS Decision Making

- SOLVE MULTI-DIMENSIONAL PROBLEMS
- FRAME CHALLENGES/TENSIONS EARLY
- CONFRONT TRADE-OFFS AND SUPPORT A COMMON OUTCOME
- IDENTIFY EVALUATION CRITERIA BASED ON GOALS
- OPEN, HONEST, AND RESPECTFUL
Historic Buildings Inventory

National Register of Historic Places Status
- Listed as District Contributor
- Eligible as District Contributor
- Individually Eligible
- Architecturally Significant (Future Eligible)

National Register of Historic Places
Eligibility Criteria:
1. Must be 50 years old at time of project start (built prior to 1965 for this project)
2. Must convey significance related to one of the following: American history, architecture, archaeology, engineering, culture
3. Must possess integrity of location, design, setting, materials, workmanship, feeling, and association

Methodology:
This roadway improvements project is voluntarily complying with federal regulations regarding historic properties. State of Arizona Historic Property Inventory Forms were completed for all properties on both sides of Broadway within the project area. Evaluations of eligibility for historic designation—either individually, or as contributing to pending or potential historic districts—were based on the National Register of Historic Places criteria for age, significance, and integrity. Properties currently too young for National Register listing, but otherwise eligible, were categorized as Architecturally Significant. The Historic Buildings Inventory and its National Register eligibility evaluations were reviewed and approved by the State Historic Preservation Office as meeting the standards for compliance with federal regulations.
Historical Development Timeline

**1880-1920**
- Period of rapid growth and expansion after arrival of Southern Pacific Railroad.
- Rincon Heights (Buell’s Addition) platted by attorney James Buell.
- University of Arizona is established.
- University becomes magnet for growth, spurring residential development.
- Miles neighborhood platted by real estate developer Walter Murphy.

**1920-1930**
- Period defined by changing demographics, from seasonal and invalid to constant and healthy residents.
- Chamber of Commerce works to attract affluent visitors and residents with upscale marketing and development.
- Randolph Park (named for Southern Pacific Railroad executive Epes Randolph) is deeded to City of Tucson.
- El Conquistador Resort Hotel opens, designed by architect Annie Rockfellow.
- Fashionable neighborhoods spring up around the park and resort including El Encanto Estates and Colonia Solana.
- Miles School designed in Mission Revival style by Lyman and Place.

**1930-1940**
- Period defined by limited commercial and residential development. Broadway still unpaved, but was one of few oiled streets extending east to Alvernon Way.
- The most significant infrastructure improvement along Broadway, an underpass below the Southern Pacific Railroad main line near Broadway and Park is constructed, linking the downtown central business district to the eastern developments.
- John Murphy contracts architect Josias Joester to design the Broadway Village Shopping Center at the southwest corner of Broadway Boulevard and Country Club Road.
- This is considered the first shopping center in Tucson and helped create a commercial appearance for Broadway.

**1940-1950**
- Period defined by a population boom, aided by the invention of air conditioning and the establishment of military aviation facilities, including Davis-Monthan Airfield.
- Serviceman’s Readjustment Act (GI Bill) encouraged a jump in attendance at the University of Arizona and demanded new housing to accommodate returning veterans.
- Tucson grew from a “small town” to a “bustling metropolis” over the decade.

**1950-1960**
- Period further defined by the population boom. Tucson’s population grew from 45,454 to 212,892 over the decade. In the 1950s the City expanded to 9.6 square miles.
- The Sunshine Mile stretched from Euclid to Country Club and featured a hodge-podge of commercial architecture, from converted pre-war residential buildings to new, single-story commercial blocks.
- The Sunshine Mile included clothing stores, furniture stores, gift shops, pharmacies, offices, auto body shops, and grocery stores.
- Many of the businesses listed their addresses as “located on the Sunshine Mile”.

**1960-1970**
- Period defined by suburbanization of Tucson, shifting commercial development away from downtown.
- El Conquistador Hotel is demolished to make way for El Con Mall. By the middle of the decade, 38 national and local shops were established at El Con Mall, including JC Penny, Levy’s, and Steinfelds from previous downtown locations.
- Tucson is a thoroughly modern American city and local architectural styles change to reinforce this new image and appearance.

Notable Architects & Architecture

Many of the buildings located along East Broadway Boulevard were designed by locally or nationally renowned architects. The popularity of modernist architecture of the mid-to-late 20th century is readily visible between Campbell Avenue and Country Club Road. During the 1950s, the frontage along this portion of the road was built out with modernist commercial buildings featuring the latest building technologies, cantilevered overhangs, large expanses of glass, and integral sculptural features. Within the project corridor, East Broadway Boulevard displays a spectrum of historic and contemporary building types and styles. In effect, it provides an architectural representation of the story of Tucson’s urban development. Listed below are several of the most significant structures and the architects that designed them.

- Miles Exploratory School (1920): Roy Place & John Lyman
- Broadway Village (1939): Josias Joester
- Haver’s Show (1934): Bernard Friedman
- Child & Family Resources (1937): Ralph Hauser
- 33-41 N Tucson Blvd (1937): Nicholas Sakellar, sculpture by Jim Savage
- Blast Gallery (1938): Nicholas Sakellar, sculpture by Jim Savage
- Table Talk (1939): Juan Vermeyen Baz
- Target Interiors (1933): Roy & Lew Place
- Continental Building (1945): Nicholas Sakellar
- Chase Bank (1977): Bernard Friedman & Fred Jobusch, sculpture by Phillips Sanderson