Appendix A

Input Received

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 cars)
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 bldgs &
businesses for landscape

work with what we have.
better not bigger is the only way
there is a future for communities

Broadway Boulevard

①

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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 Broadway Blvd project STARTED ON 1987. IT IS EXTREMELY DISAPPOINTING THAT THE TIME TABLE CONTINUES TO BE PUSHED OUT AND THAT THE DESIGN IS UNCLEAR AND UNPREDICTABLE.

Optional:

Name: CHRIS BONEY

Address: WATER WAYS
1501 E BROADWAY TUCSON AZ 85719

E-mail: clb@WATERWAYdph.com

Major cross-streets near your home or business

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

www.tucsonaz.gov/broadway

Broadway Boulevard

②

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

This ROAD IMPROVEMENT project has been ONGOING FOR MANY YEARS. There has been MUCH PROCRASTIONATION. EACH TIME THERE IS INCREASED Publicity AND expectation the Result is "LOSS OF BUSINESS". Customers fear businesses will be forced to close OR MOVE.

Optional:

Name: CHRIS BONEY

Address: WATER WAYS
1501 E Broadway

E-mail: clb@WATERWAYSdph.com

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

(3)

Broadway Boulevard

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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

See attached 4+TC with 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.

Optional:
Name James Angel, 2702 E Manchester St.
Address
E-mail
Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(4)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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

24-hr park-n-ride at Hi Corbett/El Con with hourly service to downtown (Ronstadt)
- we don't all work 9-5 or want to hangout at "Shot in the Dark" until the morning buses !!!

Optional:
Name Camille Kershner
Address
E-mail Camillekershner@hotmail.com
Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

(5)

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

Stay upfront talking

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.

Optional:
Name: Lisa Bowers
Address: 4841 E. Melissa St.
E-mail: lisacbowers@gmail.com
Major cross-streets near your home or business: Broadway / Swan

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www.tucsonaz.gov/broadway

(6)

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

I understand That people have their pet projects. The broad focus is our 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.

Optional:
Some of the buildings lining Broadway do not meet or would pass county codes and are near impossible to upgrade. They should be removed.
The visual quality needs to be improved to attact new business and tourism.

Name
Address
E-mail

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(7)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

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). Pay attention to buffers for bicycle lanes, put ~~the~~ small landscaping between traffic and bicycles.

Optional:

Name: Collin Forbes

Address: 3465 N Richland Dr, Tucson AZ 85719

E-mail: collin.forbes@gmail.com

Major cross-streets near your home or business: Home: Prince / campbell Work - Tucson / Broadway

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www.tucsonaz.gov/broadway

Broadway Boulevard

(8)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

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

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www.tucsonaz.gov/broadway

Broadway Boulevard

(9)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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

Bike lanes inside the landscaped area –

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(10)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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 lost historic buildings + businesses

Optional:

Name Diana Lett

Address 1309 N 1st Ave, Tucson, AZ 85719-4004

E-mail parnni@dakotacom.net.

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(11)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

→ "THE DEATH + LIFE of GREAT AMERICAN CITIES" - HAVEN'T WE LEARNED?

THE COMMUNITY MEMBERS MIGHT NOT, BUT DON'T DESIGN PROFESSIONALS + PLANNERS HAVE A RESPONSIBILITY? WHY NOT SHOW 1 LANE IN EACH DIRECTION + TRANSIT, + PEDESTRIAN, + BIKES?

→ WHY NO DISCUSSION OF SAFETY... THAT MUST BE DRIVING DECISIONS.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(12)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

Concerns I hope the project will address:

1 - environmental impacts - how will it mitigate heat/temp impact of adding pavement, noise + light pollution from added road space + traffic

2 - I am concerned that none of the talking materials are framed in clear terms 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

Name

Address

E-mail

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Over → (13)

for people (16 cont'd.) 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 (among others), hoping that this will force us to think about energy efficiency, fossil fuels, & of course the public transit aspect that will also aid people w/o vehicles to get around efficiently.

3 - Another priority for me is economic vitality 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 business owners or make it easy for the Starbucks, Walmarts etc

4. I agree w/ other tables comments ~~that~~ in plenary that we need more greenery even on existing roads

Monica Mueller
2334 E Parkway Terrace 85719
monicaintegus@yahoo.com
X-streets = Tucson Blvd & Broadway

Broadway Boulevard

(10)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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 lost historic buildings + businesses

Optional:

Name Diana Lett

Address 1309 N 1st Ave, Tucson, AZ 85719-4004

E-mail parmni@dakotacom.net

Major cross-streets near your home or business

Broadway Boulevard

(14)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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 — IT SHOULD BE ESPECIALLY CONCERNED ABOUT THOSE WHO ARE ECONOMICALLY DISADVANTAGED

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(13)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

You're trying to hit too many targets w/ too little ~~[illegible]~~ ammunition. This project is unnecessarily complex. The City of Tucson would be better served by conserving land & resources than by another over-ambitious money pit. Maintenance is one underestimated and underappreciated variable — witness the current state of roads. I see no point in an ambitious, destructive project when we can't keep existing roads paved.

OVER →

Optional:

Name Deb Deden

Address 1327 E. 10TH Tucson 85719

E-mail debdeden@gmail.com

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

over →

(Pg cont)

I worked w/ FAMA 1982-88 w/ Mike Haggerty. 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 - i.e. paint, awnings, glass, doors etc. The ROI for the City of Tucson is in sales tax revenue from more attractive businesses and business space.

Broadway Boulevard

(15)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

Please record my 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

Optional: Signature

Name Margaret Akers Johnson PhD

Address 2626 E. Exeter St

E-mail marjohn@cox.net

Major cross-streets near your home or business Broadway/Tucson Blvd

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www.tucsonaz.gov/broadway

Broadway Boulevard

(16)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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.

Name: CAMILLE KERSHNER

Address

E-mail: camillekershner@hotmail.com

Major cross-streets near your home or business: tanque verde/wentworth - home ina/thornydale - work tanque verde/catalina highway

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www.tucsonaz.gov/broadway

Broadway Boulevard

(17)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

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 businesses & built environment. Let's not throw the baby out with the bathwater!

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(18)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

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

How will the "Link" project affect future traffic on broadway – has this been considered

Optional:

Name: STEPHAN LEIMROTH

Address: 1216 E. MANLOVE

E-mail

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(19)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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 @ Treat + Broadway

(2) Full Traffic light @ Plumer + Broadway

(3) Left Turn arrow @ on Broadway @ Tucson Blvd

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(20)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

You feel that context is important but again you do not explain how this project fits into the street system at the westend. As I understand there is a plan for the road system at the viaduct why not share this with everyone

Optional

Name

Address

Email

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(21)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

We've been here since 1987 + do not think Broadway needs to be widened, just beautified. Add bus pull outs to help flow of traffic & save historic buildings.

Optional:

Name

Address

E-mail Tucson Blvd x E. 4th St.

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

(22)

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

Finally, Tucson is being proactive. We ~~not~~ 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

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www.tucsonaz.gov/broadway

Broadway Boulevard

(23)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

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

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www.tucsonaz.gov/broadway

Broadway Boulevard

(24)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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 races at night is quite substantial I live on Norton between 8th and 9th Sts.

Optional

Name: LOUISE WARRICK

Address: 228 N. Norton

E-mail: LWARRICK52C hotmail.com

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(25)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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 PEDISTRIAN USE.

Optional

Name: LEONARD NICHOLSON

Address: 2509 E. 5th ST

E-mail: llnicholson47@yahoo.com

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(26)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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. aswell - 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.

Optional

Name

Address

Email

Cindy Bruwer 2742 E. Croyden 85716

Major cross-streets near your home or business

Bus pullouts and right hand turn lane always seems to improve traffic flow. w/yield

Over

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www.tucsonaz.gov/broadway

Broadway Boulevard

(27)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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 C. Club to downtown. Going from 6 to 8 lanes down to 2 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.

Optional

Name

Address

Email

Linda Abrams; Broadmoor neighborhood; 520-326-4815

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Over

Road to nowhere
Unnecessary.
Bad Feng Shui
Too congested esp for
Euclid / Bdwy. No
where to go under
snake bridge
Too much money for
nothing.
It's fine the way
it is

(26 Card)

1. Inhabitue
2. Reading

Broadway Boulevard

(28)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

Context sensitive solutions sounds like an exciting, promising approach to what is a complex design process w/ ~~they~~ many embedded trade-offs. Public participation is crutial. Thanks for setting this type of meeting up.

3 Most important performame measures: Sense of place, vehicular access + mobility, transit access + mobility

Comment

Name

Address

Email

Major cross-streets near your home or business

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

www.tucsonaz.gov/broadway

(29)

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

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

Comment

Name

Address

Email

- Walking + Biking benefits - includes health + safety of pedestrians - including those who forego these options out of sense of self preservation

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Over →

29 cont'd.

Definition of functionality" as how this project defines it is tautological.

Broadway Boulevard

30

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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

NO
J James
Stefan

Name

Address

Email

Major cross streets near your place of residence or business

This is a project of the Regional Transportation Authority. For more information, visit www.rtacleveland.com. The Regional Transportation Authority is an independent board with no ... on the project, nor do it manage the project.

www.lakewoodoh.gov/broadway

Broadway Boulevard

(31)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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 travel this area 3-4 times a week) are that majority of heavy traffic starts around the 2500 & up block of East Broadway. Not heavy before that. Would cause inconvenience if church is moved even further away, making it harder to drive further (Disa & Sr Citizen). Please don't!!

Optional:

Name: Raquel De Luna

Address: 5661 So. Cactus Wren Ave., Tucson, AZ 85746

E-mail:

Major cross-streets near your home or business: Drexel / Mission Road.

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www.tucsonaz.gov/broadway

Broadway Boulevard

(32)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

Please consider the importance of the Historical buildings that will be affected. A good example is the first Assembly of God Church that was built more than 65 yrs. ago. This Beautiful building is a great asset to preserving the past and meeting the needs in the community today.

Optional:

Name: Virgil Jones (PASTOR)

Address: 4845 N. Alicia Ave

Tucson AZ 85705

E-mail: Virgil Jones 31 @ yahoo.com

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

(33)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

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, & 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.

Optional

Carol Ann Widman

Name

2501 E. Hedrick Dr Tucson AZ 85716

Address

Sunshinemom600@yahoo.com

E-mail

Fort Lowell / Tucson Blvd

Major cross-streets near your home or business

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

www.tucsonaz.gov/broadway

Broadway Boulevard

(34)

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

I have been driving down Broadway into the downtown section for the past 26 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.

Maria Del Castillo
2510 E. Alta Vista
Tucson Az 85716

Broadway Boulevard

35

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

It is Important to preserve and enhance Bwy 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 "econobox" strip malls & Walgreens!!)

Optional:

Name: R. B. Carey

Address: 2733 E. Arroyo Chico

E-mail: rbcarey@DAKOTACOM.NET

Major cross-streets near your home or business: Tucson Blvd / Arroyo Chico

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

www.tucsonaz.gov/broadway

Appendix B

Event Input Transcribed and Organized

This project is funded by the City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is part of the voter-approved, $2.1 billion RTA plan that will be implemented through 2026. Details about the plan are available at www.RTAmobility.com.

Overall Selections for each table

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

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

Cross Section Alternatives: 0= No 1= Yes

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

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

***Please note Table I created their own perfromance 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 perfromance measure

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

Final Selections

Table	Pedestrian Environment	Bicycling Environment	Traffic Movement	Transit Travel Time	Accommodation of High Capacit	Historic and Significant Buildings	Visual Quality	Health Benefits of Walking and B	Economic Potential	Construction and Acquisition Co	Ability of City to Maintain	TOTAL	SATA 4 lane	4-A	4-B	4+T-A	4+T-B	6A	6B	6+T-A	6+T-B	TOTAL
A	1	0	1	0	0	1	0	0	0	0	1	4	1	1	0	0	0	0	0	1	0	3
B	0	0	0	0	0	1	1	1	1	0	0	4	0	1	1	1	0	0	0	0	0	3
C	1	0	0	0	0	1	1	0	1	0	0	4	1	1	1	0	0	0	0	0	0	3
D	0	1	1	0	0	1	0	1	0	0	0	4	0	0	1	0	1	0	1	0	0	3
E*	0	0	0	0	0	1	1	1	0	0	0	3	1	1	1	0	0	0	0	0	0	3
F	0	0	0	0	1	0	1	1	1	0	0	4	0	0	0	1	1	0	1	0	0	3
G**	1	1	0	0	0	1	0	0	1	0	0	4	0	1	1	0	0	0	0	0	0	2
H	0	0	0	0	1	1	0	1	1	0	0	4	1	0	0	1	1	0	0	0	0	3
I***	1	0	1	0	0	1	0	0	1	0	0	4	0	1	0	0	0	1	0	0	1	3
J****	1	1	0	0	0	1	1	0	0	0	0	4	1	1	1	0	0	0	0	0	0	3
K	0	1	0	0	1	1	0	0	1	0	0	4	1	1	0	1	1	0	0	0	0	4
L	1	0	0	0	0	1	0	0	1	1	0	4	1	1	0	0	0	0	0	0	0	2
M	1	0	1	0	1	1	1	0	0	0	0	5	0	1	1	1	0	0	0	0	0	3
N	0	1	1	0	0	1	1	1	0	0	0	5	0	1	1	0	1	0	0	0	0	3
O	0	1	0	0	0	1	0	0	1	0	1	4	1	1	0	0	0	0	0	0	0	2
P	1	1	0	0	0	0	1	0	1	0	0	4	0	1	1	0	1	0	1	0	0	4
Q	0	1	1	0	0	0	1	0	1	0	0	4	1	0	0	1	0	0	0	0	0	2
R*****	0	0	1	0	1	1	0	1	1	0	0	5	0	1	0	0	1	0	0	0	0	2
S												0										0
T												0										0
Total	8	8	7	0	5	15	9	7	12	1	2		9	14	9	6	7	1	3	1	1	74
Pct of Tot	11%	11%	9%	0%	7%	20%	12%	9%	16%	1%	3%		18%	27%	18%	12%	14%	2%	6%	2%	2%	100% 51
Predicted	12%	12%	2%	2%	8%	23%	10%	12%	27%	15%	16%		8%	10%	11%	12%	9%	12%	10%	4%	5%	
Difference	-1.6%	-1.6%	7.5%	-2.0%	-1.1%	-2.3%	1.7%	-3.0%	-11.2%	-13.7%	-13.0%		9.5%	17.3%	6.8%	-0.4%	4.3%	-10.2%	-4.5%	-2.1%	-3.4%	
	4	4	6	11	8	1	3	6	2	10	9											

Legend

1 Final selection

0 Not selected

Report Out Sheet not Filled Out

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

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

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

**** Conditioned selection of 4+T SATA on ability to improve pedestrian and bicycle environment

***** Conditioned selection of 4+TB to have narrower sidewalks and landscaped area

Progress Report and Community Workshop, September 26, 2013

Broadway Boulevard Euclid to Country Club Project

Recording of Small Group Input

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

Table	Source Document	Introductions	Performance Measure (Exercise 1)	Street Cross Section (Exercise 2)	General Comments	Notes
n/a	Easel Pad 1				1. Leave Broadway alone except for more crosswalks 2. Fix potholes 3. Get trolleys (not rail streetcars) 4. Require helmets and lights for bikes and motorcycles 5. Enforce emission polution laws for all vehicles 6. Enforce speed limits	
n/a	Easel Pad 2				1. Keep the roadway small 2. Don't sacrifice bldgs + businesses for landscape 3. Work with what we have. 4. Better not bigger is the only way there is a future for communities.	
M	Scribe Recording Sheet	**Table Participants Area of Interest** - neighbors - SATA member - commuter (both bike & vehicle) - board member: Historic Preservation Society - interest in design within Tucson	**Pedestrian Environment** -pedestrian traffic should draw people and sustain interest **Bicycling Environment** - commute on bike w/ son in trailer, need to be safer **Potential Historic and Significant Building Impact** -two senior citizen locations need to be carefully considered -sense of place -want a good looking road with character rather than a straight road that would not draw people -Broadway amazing place now, need to utilize empty space to increase potential **Visual Quality** - historic value important (Broadway Village, Bank) **Walking and Biking Health Benefits** - proximity to widened road to house may upset asthma condition **Construction and Acquisition Cost** - citizen disinterested in seeing the project to fruition...past 50 years no improvement proves the need is not there.	**4 + T SATA - 70' ROW** -SATA Representative takes issue with accomodation of High Capacity Transit as 'neutral' -Feels that this evaluation is biased (very public) - mere analysis of SATA option needs more study because the option has other benefits -select as option to move forward based on above comments **4A - 98' ROW** - '+' relatively cheap, protects context, but still improves functionality - '--' does not incorporate transit. pedestrian crossing concern **4B - 114' ROW** - '+' widest landscaping, most appealing for pedestrians. Flexibility for integrating transit in future studies. Cycle track option is favorable. -'--' no room for transit as currently shown **4B - 114' ROW** - investigated w/ transportation map - increased room for pedestrians **4 + TA - 124' ROW** - no sense of place, little context - '+' dedicated transit - '--' destroys the context 'traffic more important than people' **6 + TA - 146' ROW/ 6 + TB - 154' ROW** - table member presented if we should study - no, cost too much - other than high capacity improvement, overall detriment **Team members point:** - ratings are very subjective -difficult to digest complexity of issues in such a short time frame - historical map in the process of changing and could change outcome - SATA options to be analyzed because of 'baseline' effect		
M	Report Out Sheet		**Top 4 Performance Measures** - pedestrian environment - through traffic movement - high capacity transit - historic & significant buildings - visual quality	**Preferred Width/ Section Alternatives** - 4A - 98' ROW - 4B - 114' ROW - 4 + TA - 124' ROW	**Key Points of Discussion or Conflict** - dedicated transit vs. historic preservation ROW -pedestrian amenities = wider buffers with shade - maintaining context - cost & feasibility of different options - discounted 6 + TA & 6 +TB because even if they 'measured' well, they're not what neighboring communities want I object to buses in center lanes - it would involve more people having to cross lanes to get to bus stops. Senior citizens should be able to walk to buses from curb to be safe. Big safety issue exists on Broadway senior housing. More car lanes measn 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. I am concerned that the ratings are subjective and do not reflect our table's opinion. There are many possibilities within any ROW. Wider roads encourage faster traffic that is detrimental to businesses, pedestrians, bikes, sense of place, visual quality, and historic context. The existing ROW or just slightly larger not to exceed 98' ROW is preferred. I am concerned with wider roads having a negative impact on people in all ways. 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.	group selected 5 performance measures
M	Post-it note comment					
M	Post-it note comment					
M	Post-it note comment					
M	Comment Card					
M	Comment Card					

L	Scribe Recording Sheet		**Performance Measures:** there are questions about performance measures. -Stewart: Main concern is project - one of the participants is concerned that *residence* is not part of performance measures -*Water Run-Off* not part of performance measures - **sense of place:** residents. 150 apartments not considered - residents and businesses are most important -**economic potential:** most chosen -Mary: **pedestrian access:** almost impossible to cross on Broadway. -George: **project cost** is more important for him - Paula: bikes: separate bikes from cars for safety. - reduce speed limit to reduce bike lane width. Do not use bikes as excuse to demolish buildings on Broadway. If there are not businesseses, there is not reason to walk or bike on Broadway. - concern about **cost** and unnecessary contruction - Karen: lack of available real estate on Broadway. Willing to take risk (family oriented salon) great investment opportunity for small businesses to buy property. **Economic Vitality:** you can build and make your own. - Stewart: support bikes and businesses - 150 apartments for disabled people, concern for elderly, disabled and low income. Access to transport. - Paula: *water use:* if there is a way to make sidewalks and bike lanes capture rainwater. - *residency* is covered under **economic potential** **-** *residency* shall be a separate performance measure - 3 residential dots were moved to economic potential	**Technical Questions** - why is option **4 + T SATA** rated the worst? -disagree on assigning ---(blank) to this option - Paula: Is there a pedestrian bridge under consideration? - When is the last time that the data was updated? Traffic projects from 3 years ago. Paula: shade is a consideration -existing ROW- why is that preferred - a balance of shade and landscape needed. - they feel that the **existing** ROW is the preferred one - do not go wider - option **4 + TB 152'** option (studied by Paula) **Two Options Agreed by Group:** **1) Existing ROW** **-** concerns about lack of turn lane to access property **2) 4A** - likes trees: can be added to ROW - problem with trees in front of businesses could block signs - concern about visibility of businesses - businesses dont have a lot of options	
L	Report Out Sheet		**Top 4 Performance Measures** -pedestrian environment - potential historic and significant buildings - economic potential - construction and acquisition cost	**Preferred Width/ Section Alternatives** - Option 4 + T (trouble with turn lane) - Option 4A (too wide for some parking)	**Key Points of Discussion or Conflict** - road too wide for businesses - too sunny to walk w/out trees
L	Comment Card				1) What affect will 22nd streed widening and overpass have on moving through traffic? 2) If you build it- they will zone. Lets promote our neighborhoods from drive by or through 3) continuation to the Downtown- it would complement university area (we live at Broadway + Olsen)
K	Scribe Recording Sheet	**Some initial comments** **-** this process is taking too long, detrimental to businesses to keep this project in the news, and never build -if it aint broke, don't fix it! - too many chefs in the kitchen!	**Dot Discussion** - historic buildings got some discussion - other measures will lead to economic development -need to start talking about high capacity transit - bicycle and pedestrian only had one dot. The owner of that dot ask the group why.. - group was not concerned with existing bicycle and pedestrian condition - **bicycle and pedestrian health** was later brought up - one dot for **vehicle and transit time**...that was brought up	**Cross- Section Exercise** - group leans towards top of chart - green, blue, and purple cross sections are preferred **(4 lane w/ transit, existing, 4 lane w/out transit)** - **152'** ROW scared some - offers thought ' we need to make it count' meaning we need to widen the road and get value out of the project -one person asks for the purple **114'** to be max width - one person for creativity with respect to pedestrian alignment and bicycle lane alignment - can grants be givento businesses to 'spruce up' their properties instead of spending money to bulldoze them	
K	Report Out Sheet		**Top 4 Performance Measures** - economic potential (top priority) -potential historic building impact (top priority) - bicycle environment (secondary priority) - accomdation of high capacity transit (second priority)	**Preferred Street Width/ Section Alternatives** - 4 + T SATA - 4A - total of 5 votes/ 1) narrow over wide 2) economy and historic/ over traffic movement and transit time -4 + TA - 4 + TB total of 2 votes - existing conditions- 'if it aint broke don't fix it'	**Key Points of Discussion or Conflict** - all or nothing attitude - bottleneck at downtown diminishes the justification for too much widening. To some degree east of Country Club. - 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- dont fix it. Traffic projections of the past have not panned out. Climate change (rainfall, temperature) is likely to discourage non-vehicular traffic. Growth sustainability is depended on water supply and we are at the end of the CAP straw. You have placed too many variables into the project and eliminating frills will simplify both design and process.
K	Comment Card				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.
P	Scribe Recording Sheet		**-**overlapping of bike environment, walking, and bike health benefits. Importance of walkability and access to both sides of Broadway -**pedestrian environment** increases economic impact and community: 'place to be not go through' -bicycling: number of driveways and conflicts, came close to dying on a bike on Broadway - vehicle speed horrifying in 30 mph zone -minimize taking of property and focus funds on construction -effect of project in preserving 6th street/ does not want broadway to look like Ft. Lowell - mostly against widening -history of buildings and community character - 6th street more bike friendly all the way to Elcon - doesnt want same take as Speedway widening - cars are less important for the city - **pedestrian environment, bicycling environment, visual quality, and economic potential** were all circled on the scribe sheet as performance measures chosen	-sidewalk width and access to transit - cross section does not apply to entire corridor **4B 114' ROW** - too much landscape 16' - why does landscape have to be linear - one lane dedicated transit lanes - urban heat island and increase trees in shade -bicyclist want straight shot - recommendation- new symmetrical ROW on either side -if i want to walk in a pretty area i will go through the neighborhood - **4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW** were all circled on the scribe recording sheet and indicators that those cross sections were selected by group		report out shee was not filled out
P	Report Out Sheet				not filled out

P	Post-it note comment	**Pedestrian Environment** -slow cars - treat needs a hawk - in general, clear zone along broadway is non existent or too narrow			
P	Post-it note comment	**Accomodation of High Capacity Transit** - mass transit viability can be improved by creating 'places' worth being in - not adding more traffic lanes			
P	Post-it note comment	- I'm interested in accomodating high capacity transit because we need to be supporting what ever will reduce the automobile traffic through town and I think reliable rapid transit (buses) will help move people out of their cars			
P	Post-it note comment		-vary median width - smaller bike walk lanes - bus pullouts		
P	Post-it note comment		- opinion- the only reason traffic has decreased is depressed economy. As affluence increases we will have more cars and need 6 lanes. Increase makes Tucson economically viable and not striving to be at the bottom of the economic totom pole. This is a decision for 40 years, not today only.		
P	Post-it note comment		4A + 4B with consideration for the neighborhood context and affect to specific businesses along broadway.		
P	Post-it note comment		- I think all options need to be reconsidered. Do not increase traffic lanes.		
P	Post-it note comment		- 6A: minimize the landscaping and the width of the median		
P	Post-it note comment		-existing or option 4A. Really frustrated by this process. Facilitator wasn't neutral opinion.		
P	Comment Card			$42 M is budgeted for land acquisition or 58% of the project budget, the roadway plan should minimize the taking of property vs. buying as much land as dollars allow; funds should be spent on 'meaningful' concrete and asphalt and not on acquiring private property.	
P	Comment Card			Bus pullouts- besides no bus lane country club to columbus. Narrow median with every other block a left turn like speedway (in places). Use 11' lanes and 35 mph Country Club to Euclid. Emphasize bike use along E. 6th (El Con park & bike to UA) and put in bike lanes there. Broadway traffic shouldn't increase- almost build out to the east.	
P	Comment Card			wide roadways kill pedestrian and bicycle access and isolate the north and south sides of the road. The first widening was the first nail in the coffin of Broadway businesses loss of setbacks and clear zones really altered the pedestrian environment- walkable streets support commerce. Speed with traffic intimidates cyclists and peds. Buildings for peak traffic of short duration at the expense of other modes makes no sense. I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemouth which would visully and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.	
P	Comment Card			Maybe every street in Tucson doesn't (or shouldn't) be designed to provide space for all modes of transit. (Example- 5th/6th through Sam Huges could provide good bike access while Broadway could provide mass transit and pedestrian area (w/ buffer) for the same areas, which would improve safety for all involved. Difficult balance to strike- road width vs. bike/ ped facilities which contribute to overall ROW width. Broadway is already marginalized by the previous widening- loss of setbacks and context for buildings. I would favor other modes over automobiles but overall I'd be willing to trade bike/ped width improvements for not widening traffic lanes- maybe 11 ft. lanes?	Jennifer jim5466@gmail.com
P	Comment Card			Street cross section: Six travel lanes; a mdian of minimum width (5 feet); two dedicated bikes lanes, sidewalks on either side. This is what exists presently on Broadway, east of country club to columbus. This provides for continuity (just for consideration)	Mark Crum mark.crum115@gmail.com
P	Comment Card			Why does landscaping have to be linear, i.e., continuous and on both sides of the street; space it out and consider areas where it can be massed.	
P	Comment Card			It's almost impossible to look at the roadway cross sections and understand them because of the urgonomics of the group tables- orientation of the cross sections and the small cross sections not really making it around the table - really frustrating and kind of useless exercise as done tonight.	
P	Comment Card			Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of nieghbors. New visions: walking, biking, public transportation, and keeping our history.	Patricia Katchur info@yikestoys.com
P	Comment Card			Less road, more bike/walking. Keep historic buildings and neighborhoods. We live in a 'dense' urban area which should not be built on thoroughfares of cars speeding through and cutting up our history and neighborhoods. The younger vision is less cars, less road. Broadway funnels into the downtown so widening i makes no sense as the downtown has smaller roads. The community along Broadway do not want a thoroughfare cutting thru neighborhoods. The option of less traffic lanes, but more alternative means of travel is what is desired but isnt an option with any of these RTA plans.	
P	Comment Card			Ill conceived exercise- roadway cross sections. It's tough to know what to choose because we don't know about the requirements driving the choices we were presented with.	
P	Comment Card			A quality pedestrian experience doesn't necessary require larger sidewalks + buffers on both sides of the street. (3) lanes both directions at 45 mph is not compatable with bike and pedestrian positive experience. Keep roads to (2) traffic lanes each way. Add transit lanes + pedestrian access.	Jennifer jim5466@gmail.com

P	Comment Card				Broadway improvements need to seemlessly merge w/ Broadway/Euclid to Country Club. 12' too wide a pedestrian buffer. (landscape w/owners maybe). Encourage traffic from 6th Ave- this should be a pedestrian area. Encourage traffic by making an attractive road (Not Ft. Lowell) and attractive entry and advertising and parking for business and attractive transit stops. Vegetation middle median and on outside- shade for walkers. Upgrade bike transport lanes. Get rid of old delapidated buildings- old is not always financially valuable historic.	Chris Villela christine@villela.net 1010 E. Broadway Owner
P	Comment Card				We need enough of a buffer to accommodate lots of trees for shading to the urban heat island. We should allow for variation in the path of the roadway…possibly allow for curving.	
J	Scribe Recording Sheet	9 members at table: '- 4 concerned about overall Tucson impact of the project '- 2 live in the neighborhood '- 2 are concerned about pedestrian issues '- 1 is concerned about bike issues '- 1 member also concerned that growth along Broadway will lead to bottleneck downtown & traffic jams along Broadway Linda volunteered to be reporter	*Recorder's note: 27 total dots were given out; only 25 dots on sheet* Bicycling - 5 Visual Quality - 5 Pedestrian - 4 Economic Potential - 4 Potential Historic & Significant Buildings Impact - 4 Walking & Biking Health Benefits - 2 Transit Travel Time - 1 '- concern over destruction of current buildings '- participants confused; the titles in their handouts don't match the locations of the group map Initially = Bicycling Environment and Visual Quality After more conversation, Potential Historic & Pedestrian '- group doesn't like definition attached Economic Potential '- Economic Potential is identified as a "good goal" but not as important as the 4 listed above '- table concerned that "visual quality" refers to only planters and landscape	*Recorder's note: Lost one member before final decision was made.* Selected Street Section Alternatives **- 4+T SATA (80' ROW) - 4A (98' ROW) - 4B (114' ROW)** ** Group selected option 4+T SATA (existing ROW) only if both the pedestrian and bicycling can be improved (it was labeled one of the worst performers based on selected values) - Based on tables values chosen in Step #1: * Option 4B (114' ROW) * Option 4A (98' ROW) - 6 lane (146' & 154' ROW) "too wide" for Broadway - group noticed, higher ROW negatively impacted historical - (see comment card on option 4 + T SATA) - Cut-outs make no reference to pedestrians "crossing the street" - concern about North and South communities being separated - not as concerned with sidewalk widths - Table believes there are viable design decisions that could work with Option 4+T SATA (existing ROW) - Used Toole as an example - Again the concern for a bottleneck downtown comes up - Would like additional studies done on building losses resulting in a selection of Option 4 + TA (124' ROW) Group identified: - crossability of N/S bound - dedicated transit lanes - bicycle buffers as factors for making their final decisions - group will re-evaluate option 4+TA (124' ROW) after looking at impact on historical buildings		
J	Comment Card				Please include physical barriers as a possiblity to protect pedestrians from traffic in order to keep the width narrower. The wide separation between traffic and peds doesn't have to be as extreme with physical buffer.	
J	Comment Card				Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.	Included contact info: Bonnie Dhruv, dhruv@cox.net
J	Handout				Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits	
H	Scribe Recording Sheet	Collin F. - crosses Treat or Broadway on bike often Wayne - General cyclist. Cycles all around town. Mike K. - Downtown Tucson Hardware store (?) Dina - bikes/drives/takes bus Rick Diana - Feldman's neighborhood assoc. Linda S. - Broadway = "Gateway to the World" John - concerned about diesal & truck traffic Kylie - DL citizens advisory committee; rep of Living Streets Alliance	- Concern that choice will lead to an unwanted option that wil be built - Acquisition cost - how will it affect businesses; what is it going to cost, both to the RTA and the individual - Ped Enviroment - Ped use would increase if more comfortable. Particularly around Randolph Way if more "preserved" and "enhanced" - What we as historic is irreplaceable. Enhances character of our city * magnets for tourism * compare with E. portion of Broadway - it has no character - Ped Environment & handicap is friendlier - High Cap. Transit helps to increase efficiency. If you create corridor, everything will come - Tucson lacks facilities for bike community. If we put nice bike route, there are enough businesses to support - Between Alv. & Euclid - nothing is there - Bike communities are being built around 6-lane roads - dangerous - People aren't going to feel safe using bike lanes near wider roads; voting for health benefits - Health benefits covers bicycling environment - broader umbrella - Visual Quality / Potential Historic - can't be split - Transit seems to be a given - seems like it's going to happen * Transit needs to be discussed in more detail	Option 4+T: Transit in mid can improve x-ings - because they have to get to transit stop (acts as ped. Refuge) - improves ped quality - comfort of the above depends on safety of stops & 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 the priorities - stinks for cyclists; no vehicle separation - need veh separation for comfort / safety - Not that bad if a buffer is used (painted or other) - 6' bike lane is comfortable - Not preferable; if streetcar is built in future, we'd have to start over and rebuild - There are cyclists that cycle 1,000s of miles - Painted bike lanes don't bring more cyclists Option 4+TB: Can't do without taking out historic buildings - "swath of destruction" - Don't see efficiencies in any of these designs so far - what do ppl look at when they come to the city - sees ROW narrowing - If we build for cars, that's what we'll get * for bikes, we'll get bikes - LIke the 146' (Option 6+TA) * Like the layout and what it provides but it takes out a # of businesses - big concern - Price is too high in terms of the businesses that would be lost - Would like to see an opt that involves narrowing the roadway - Why would we destroy historic bldgs when there is no benefit of dedicated transit lanes Option 4+T: would be more comfortable cycling if roadway was 3-lane width (2 lane, one turn lane) Option 4+TA - Doesn't take out as many of the businesses, adds transit and bike lane (in favor of moving bike inside landscaping) - median adds to width but didn't contribute to efficiency of road - Would like to consider narrower vehicle travel - 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 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-modal because it will incrase vehicle travel and discourage ped travel - the wider the roads, the faster people will drive, making it less safe for peds		

					- strong concerns about the width of the cross-sections and impacts on buildings/ businesses / historic qualities AND impacts on people, differently abled people, and people who ride bikes - Concerns for the human-scale of all cross-sections including existing conditions - which is why it became very difficult to stomach any wider cross-sections - Where's the ROAD DIET option - let's look at better models for predicting alt modes - We felt it wasn't worth considering wider cross-sections w/o guarantees of mass transit * If we realistically talk about mass transit happening as soon as peopel wat to see it we want staff to explore center vs. side lane boarding - Concerned about the amount of space allotted for bikes/peds vs. single-occupant vehicles In sum: focus on improving existing conditions without knocking down buildings or widening roads. Thank our small group members - really respect all the different views. Thank you to our facilitators!
H	Report Out Sheets		Accomodation of High Capacity Transit Potential Historic & Significant Building Impacts Walking & Bicycling Health Benefits Economic Potential	4+T 4+TA 4+TB	
R	Scribe Recording Sheet		Noticed some overlap in performance measures Pedestrian Environment: * Walk and use of area * Encouraged by ped areas & trees * Driveways cut ped corridor Bicycling Environment: * Not bicycle friendly - use 3rd instead Through Traffic Movement: * Maintain traffic * Frustrated with traffic delay Combine Transit measures (Transit travel time: Accommodation of High Capacity Transit) * Through traffic movement and Accommodation of HCT are similar but there was disagreement of priority of one or the other; through movement may mean transit Potential Hist. & Sign. Buildings Impact: * Sense of neighborhood * Loss of significance Visual Quality: * social & ambience of the area Economic Potential: * Leads to investment * See business grow * Tax base * Driver of other measures	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 6 lane w Dedicated Transit: Had positive but not a desired outcome; too wide Option 4A for more study with some consideration for reduced landscaping, add bus lane? Option 4A * - minus 8' landscape area - decrease sidewalk to 6' - add transit lane Discussion of parking and city codes Loss of landscaping in front of historic buildings * Do not like RTA cross section Adding median adds costs of maintenance for landscaping, etc. Some disagreemetn on historic/arch merit Some other means to ride biekes (3rd or 10th) Dangerous bike lanes - get rid of them	
R	Post it Note				The expression "no diminishmnet of functionality" is used repeatedly. What is meant by the term in question? Is there agreement on a definition?
R	Post it Note				A point not mentioned so far is the difference in elevation between the north and south sides of certain sections
R	Post it Note				Why not bus pullouts with differentiation between express and local buses, thus spreading flow? Please revisit the question.
R	Post it Note				What consideration has been given to roadway changes elsewhere in the vicinity, such as a) the new widening of Kino + overpass at 22nd street, b) the near total blockage for westbound traffic after Broadway underpass?
R	Post it Note				Noise, fumes will impact nearby historic neighborhoods Keep historic buildings I vote for option 4 Climate change may lower traffic
R	Post it Note				More lanes will lead to more cars bogging down & backing up when it hits Euclid and beyond Nowhere to go once it hits downtown More lanes does not lead to faster traffic Many poor disabled wheelchair ridden folks without cars use Broadway - they will never be able to cross if it gets wider
R	Post it Note				2 lanes of travel each way and center lane light rail seems to limit ROW impact and provide long term fit. Does not fix in short term (could this be similar to Central in Phoenix)?
R	Report Out Sheets		Economic Potential Accommodation of Transit Potential Historic & Sign Building Impacts Potential trhough traffic Walking and biking (ped environment)	4+TB - but too big sidewalks & planted curb area 4A	- No median landscaping - smaller landscape buffers * preserve buildings - RTA sections were <u>not</u> favored (6+TA/6+TB) - Concern for parking pts [?] - Transit - Dimensions / width of sidewalks being too large: i.e. removing too much parking - Width of bike lanes too much (possibly remove and use 3rd / 10th) - Economics (limbo of area during decision process: blight)
			"		
N	Scribe Recording Sheet	Joseph - homeowner Kathy - homeowner Ted - homeowner Ana - Barrio San Antonio Gary - homeowner Pat - homeowner Bill - homeowner Nancy - homeowner	"If it's not broken, don't fix it." - more trees - Visual & historic = combo - We are visual beings * ties to the past, present, and future -"Gateway to downtown" - Fill in the gaps on Broadway	- Bikes & through movement * safety * students of UofA * university events - Needs a buffer zone for bikes Choices: visual-historic / bikes / thru traffic - Cycle track very attractive - Bike lane: protection - bollards, planters - Cleaning of bike lanes a concern * street sweeper - Maybe part of it should be stacked or tunneled - Lots of visitors - Shade trees for people * concern with blocking business frontage	
N	Post-it Notes				Traffic already flows through Broadway Blvd. (re: Through Traffic Movement measure)

N	Post-it Notes				Note attached to Option 4A: - Bicycle Environment - Through Traffic Movement - Walking and Bicycling Health - Historic Buildings/Visual Quality	
A	Scribe Recording Sheet	John Burr, Armory Park Tony Hoswell, Sam Hughes Jim Glad Clepcle, Miles Julie John Davis (left the table) Kathryn Hardy Bill Craig, Sam Hughes	Top 3 easily identified: - Historic - Visual Quality (transit) - Most important: Ped Env. * Why? street light, money maintenance, People cannot see pedestrian; City does not do anything when notified @ Treat; brush, no maintenance Very dangerous ped use Visual: Business economy is promoted by visual History building the sense of place, the context of the community. Building now, unique architecture, identity and sense of place Destination Historic design can never be redone Performance measures: (Top 4) Discussion - good or bad? - Dead ends @ Country Club & Downtown (bottlenecks) - Concerns for ripping up the road for light road - Maintenance concerns.	* Potential cross sections: 4T, 4A, 6TA How is 6+TA less to maintain? (landscape removed) ~ explained in Phil's presentation Small on Broadway, the better for businesses North & South Historic properties cannot come back "Sunshine Mile" Huge historic impact (Euclid to C. Club) Smaller foot print the better for the community 3 Stars on street section alternatives (extremes) * Why? 4 performance measures resulted in the extreme cross sections 100' or less to get to preserve historic - Trees add to the cross sections - ROW => in existing wider ROW, place trees and maintain smaller ROW Meander Roadway in ROW Speed limit 30 mph! Narrow travel lane (11' vs 12') No bike and ped access for safety - Balance Why bother expanding if not more than 4 lanes. As existing, waste of time and money. What is the problem? 2006 RTA Bike and pedestrian still impact properties because they do not have drives and parking as it is Widen all or do nothing Why not just the north side? Impacts. 12th/Campbell. Boutique/coffee shop/retail		Request to provide [project] email on all materials
A	Scribe Recording Sheet (continued)			*(continued)* How to achieve? Widening or not widening will not resolve. Incentives needed for retail. Provide other accesses to Downtown or the freeway. Take traffic off of Broadway. 98' with transit Think outside the box. Streetcar discussion to get transit off Broadway. City has no money, for transit/streetcar loop 100' max Widen Campbell to Country Club - more the remainder of the corridor Through traffic is important with arterial to downtown Develop for streetcar without construction Trees, ped important Nothing bigger than E. of Country Club Develop for pedestrian, bike, transit is important Use light rail and minimize travel lanes Keep look and feel of old neighborhood New York - use demo materials for reconstruction. Do that here. More life in the neighborhood Trees, people, etc. Negative cosmetics Make it better, why invest privately if the project is coming Recycle materials from demo, same as other communities Different districts, retain character		
A	Report Out (from Scribe Recording Sheet)			*(continued)* 5 Main Topics: 1) Tear someone down you cannot bring them back. (historic) 2) Less impact on neighborhood. Hold to 100'. (Change their priorities of performance measures based on cross section selection.) 3) Streetcar through traffic, landscape, ped - create the environment. 4) Beautify the community for destination. Widen [on side of] Carl's Jr. and Safeway Utilize the existing properties for community parking Utilize properties for green landscape areas Eye sores; beautify Not up to code structures; cannot be maintained - tear them down Concerns for properties not maintained. *Recorder's Note: Report out was representative of 2 parties dominating the conversation. Not inclusive of 3 additional parties at the table. Specific to the 100' width. Most would like a balance but protection as much as possible. If possible, put landscape on private property.* *Split of table: 1/2 keep narrow; 1/2 beautification with improvements* *Pedestrian - ADA compliance needed, personal mobility. "Scooters" etc.* *Safety of building* *Be broad focused not in blinders for pet projects* *look for elderly improvements and mobility (scooters in bike lanes)*		
A	Map Comments				Use widened/improved intersections and bus pullouts where useful to create better traffic flow on similar width Put plantings where ROW is large, less where narrow, minimize demolitions to a minimum Use communal parking areas to keep visibility of buildings Revitalize old building materials for new construction	
A	Map Comments					
A	Map Comments					
A	36 x 48 Cross Section Sheets				6+TA (146' ROW) = too big	
A	36 x 48 Cross Section Sheets					
A	36 x 48 Performance Measures				Once you have torn down <u>any</u> historic buildings, you can never put it back. The Old Pueblo <u>is</u> its <u>historic history</u>. Without the building, its just Phoenix Jr. Consider wider east quadrant (Campbell to Country Club) and narrower west quadrant - different needs of traffic volumes.	
A	36 x 48 Performance Measures					

A	36 x 48 Performance Measures				Broadway from Campbell to Snake Bridge is begging to be full of boutiques and galleries, in the existing buildings. Widen only at Carls Jr. headed east to allow afternoon traffic to exit. That is where it gets clogged up.
B	Scribe Recording Sheet	- Broadmore neighborhood - Business owner on Broadway - Planning Commissioner - On Grant Rd Task Force - Tucson Historic Preservation Foundation (THPF) - Architect & teacher at UofA - Architect & THPF - Church rep from Broadway (1st Assembly of God) - Rincon Heights	- Concerns at the tool and the performance measures, and feels that some were given more weight than others - Question at the age of the traffic data - Vehicular access => through traffic movement - concerns with traffic through downtown and students drinking downtown - Dot counts as follows: 6 dots = Potential Historic & Significant Buildings Impact 6 dots = Visual Quality 5 dots = Walking and Biking Health Benefits 3 dots = Economic Potential 2 dots = Pedestrian Env., Accommodation of High Capacity Transit 1 dot = Bicycling, Through Traffic Movement, Construction & Acquisition Costs 0 dots = Transit Travel Time, City's Ability to Maintain Improvements That quarter mile is very important for transit and safety for students and local businesses Another person doesn't think it matters Comes down to quality of life for people who live and work along it Do we want to create a sense of place & unique identity or just move cars from the mall to downtown Don't ride bike on Broadway because of traffic on Broadway; feels too dangerous. Expanding the roadway would not allow bicycling but creating a destination would make biking better and more likely Many of the performance measures are linked - bicycling and pedestrian environment = sense of place 8 lanes is overkill for the corridor. Would rather it be 6 lanes	- All options perform well under some criteria and not well under other criteria. How to reach compromise to find something that works well for entire city. - Why do people choose to commute by bike - because they often don't want to be next to a car. * Don't see any reason to have 6 lanes of traffic. Want narrower ROW and use good design to accommodate all needs. - Several members of the group do not feel that there's a good 3rd option. Option 4A (98') and Option 4B (114') - top 2 4+TA vs. 6A - can't decide since don't want these widths. 1 group prefers option 4+TA * Acetate strips included the following marked with a dot: 4A, 4B, 4+TA, and 6A	
B			*(continued)* First Assembly Church there since 1930's - identifies a community, provides services and you can walk to and from the church. Plus a lot of history in the building. Interested in making sure that whatever we put in can accommodate future transit later, if not planned for today. Don't want to have to undo things later.		
B	Post-it notes				There should be some flexibility in the cross sections to accommodate some of the "special" properties. - commuter vs. casual cyclists - bike safety and concern - design speeds - Broadway not straight to provide options
B	Option 4A: 80'				Top 4: - Potential historic and significant building impacts - Visual quality - Walking and biking health benefits - Economic potential
B	Report Out Sheet				Top 3 Street Section Alternatives: - 4A = bike safety; design speeds - 4B - 4+TA - most people don't like the idea of a wider ROW. One person was interested in moving vehicular traffic an that's why this option is here. * Cross section can change at different segments
E	Scribe Recording Sheet	Judy - lives in neighborhood Oscar - lives just north of Broadway Cindy - Broadway Village Rich - Ironhorse Assoc Ann - Broadway Village Barbara - Broadway Village Joy - Broadway & Craycroft Jessica - small bus. On broadway => Kismet CJ - W. Univ. neighborhood Derly (?) - Ironhorse Concerns: ~ not enough measures of services(?) ~ width of sidewalks ~ bus pullouts can save width in the ROW	- (R...) dots => connection between Euclid and downtown Top 3 measures: Historic, Visual Quality, Walking and Biking Health Benefits - Broadway => "Road to Nowhere" => bottleneck - concerns: are conclusions already made? * New measures => the road to nowhere (Broadway w of Euclid) - main concern is for Tucson High students Economic Potential Why pedestrian/bik health over bike env? - the pedestrian/bike health solidifies that there will be bike lanes & sidewalks - More general problem = > specifics will follow Health benefits => ensuring human safety * Big concern of bus pullouts - value to buses Question: How do you deal with bottleneck effect w/ street ROW? * How are the ratings being developed? (+ 0 -) * Option => can we have fewer lanes? - why do we have to sacrifice (???) - why can't we use what we already have? - narrow lanes, keep businesses, with more bikeability examples: Mountain Ave - vehicle lanes were taken away to give bike lanes 4 lanes or less? => what defines functionality functionality: in terms of efficiency => LOS => how long are people waiting in the vehicles when they stop? => so how does this group define functionality? = preservation of businesses	- other option => keep the current building and streets but go to 80' ROW - how can we guarantee measuring this (???) important? - how is keeping the historical buildings the best - buildings attractive? - where are measurements coming from? - 124' may work on east side - doesn't make sense for businesses to loose their parking, because then buildings may go - Parking in front of buildings is required * Keep the 4 lanes with progressive traffic technology More info on 4+T (existing ROW) 4A (89' ROW) 4B (114' ROW) SATA What does ????? 4 lanes can accommodate => shoulder	

E	Report Out Sheet				Top 4 Measures: Potential Historic and Significant Building Impact Visual Quality Walking and Biking Health Benefits Group preferred measure => The "Road to Nowhere" - Broadway from Euclid to Downtown Top 3 Street Section Alternatives: 4+T SATA 4A (98' ROW) 4B (114' ROW)	
E	Comment Card				Walking and biking: insure safety as well as at least minimum width of lanes/sidewalks Bottleneck at underpass: it makes no sense to add lanes when they all funnel into a much smaller set of lanes going beneath the underpass, especially when all of the traffic from Aviation Parkway is also joining the mix. Cross section alternatives do not seem to give an option for sacrificing an automobile lane for an alternative mode of transportation. There is an assumption of keeping the four lanes we now have even if we add enhancements or extra lanes for wide sidewalks, bike lanes, or special rapid transit lanes. What about narrowing auto lanes, if necessary, to accommodate extra width for landscaping, or bike/pedestrian/people-moving transit? What about encouraging smaller vehicles by extra taxes or penalties for larger vehicles with a few passengers? (May not be within the scope of this project) Does visual quality require landscaping? Does it include the ability to see the architecture and mountains beyond?	Ann Pattison 333 S. Eastbourne Ave 85716 msgeo81az@yahoo.com
E	36 x 48 Performance Measures				- New performance measures "Road to Nowhere / bottleneck @ Euclid" (5 dots)	
E	36 x 48 Performance Measures				- Table E was very concerned with the potential or focusing moe traffic from a widened Broadway into the narrow confines of Downtown Tucson. "What happens west of Rattlesnake Bridge? Where will all the cars go?" - Big question: what is the definition of functionality?	
E	36 x 48 Performance Measures					
E	36 x 48 Performance Measures				- If Table E chose historic buildings, visual quality, and health benefits, then doesn't that affect functionality?	
O	Scribe Recording Sheet	Margarita, Anthony, Anita, John, Wynne, Judy, Erica, Gretchen, Joel - Lives South of Broadway in San Antonio Neighborhood Essentially have to cross it to go along Broadway - no way around it - Have been commuting to east side - at Cherry & Broadway - new expansion would turn [the roadway] into my backyard - Connected because of proximity. Avoids Broadway because of traffic. Understands historic value. - Want to keep historic buildings in Tucson. Proximity issue - expansion is too close. - Historic importance - Concerned about loss of historic buildings. Why the emphasis on cars? - Able to walk everywhere. Watched neighborhood crumble from the north. Expansion will introduce blight.	performance measures are said - multiple people agreed. Concerned with the lack of creativity because of the lack of options/cross-sections. *(There was discussion about where people lived during the voting exercise.)* - The more lanes they open, the more traffic that will be attracted. - Why have bikes off the street? *After the voting:* - Some of these buildings are cool looking. - Defines a sense of neighborhood, roots - People who choose to live in this City like historic stuff - Does not want to lose historic buildings - Does not want to lose historic looks - Tie into the economic side, some really good buildings. - Protection of buildings promotes investment - Helps economic vitality - Broadway is really a part of downtown, it is the destination - Area is set apart from Phoenix, because of culture - Dense housing on both sides won't survive an expansion. - Hard to cross the street at Broadway & Campbell - Want it to be walkable and safe - Does not like corporate look. - Should have something more attractive than a QT gas station - Bike fatality was at Broadway & Campbell. No matter what happens, will it help with safety? - Bike boulevard option???	- Concerned about how these + and - came about - Why are there circles on the big number of lanes even though the group was against it. - All bike stuff: only on the street, not dedicated or on parallel streets - For the dedicated bus/rail, how do people go to the stop? - Can businesses support their own landscaping? - Does that imply a singular crossing? - Don't want to see the big lanes. - 8-lane will wipe out everything. - Sidewalks in front of businesses and not by the street - Is it true that narrow travel lanes are safer? - 10ft travel lanes instead of 12'? - City should take property from both north and south sides. - Can a bus trigger lights before and after bus arrive and departs the bus stops? - The study was done about 30 years ago wasn't accurate. Not indicative of what people want today. - Traffic studies have been inaccurate for the past few years. - Improvement projects on both Speedway, Grant, and 22nd will alleviate traffic on Broadway. - Dejection of the notion of no landscaping means visual aesthetics. - Would love public art - Art can be free - When you tear things down to walk to, there is no destination for people to walk to - Seems the sidewalks speech was pulling them into identity/safety - Nominating only 2 and not 3 - Smallest option gives room for art - 2 narrowest are in group agreement - 98' has some issues - concerns of taking some buildings		
O	Scribe Recording Sheet (continued)			*(continued)* '- group only likes the landscaping in the 98' option - City can't afford to maintain the largest options - 98' can have a transit service down the middle and use the same system on the way back. - 98' can have a really nice bike lane instead of landscaping - Group had mixed opinions about the 98' options. - Favoring narrow width, because it would have lesser through traffic and reliance on cars. - Has support for first 2 options - There is landscaping all around because of businesses, even though the diagrams don't show it. - Planning for the future. - Based on a 1982 design. Strong dislike.		
O	Report Out Sheet				Top 4 Measures: - Historic - Economic Potential - Cost to Maintain - Bike Top 3 street width alternatives: - 70' dedicated transit - 80' dedicated transit - 98' Option 4A Key Discussion/Conflict: - Main point of conflict re: 98' width: some wouldn't want more ROW acquired for sidewalk landscaping (about half for /half against) - Very focused on historic preservation - Wanted bike boulevards instead of bike lanes on Broadway (or in addition to)	

O	Comment Card				The performance measures are not appropriate as it assumes certain performance of the street. Cycling should be moved off of Broadway to a side street. Consultant boy talk too much. Look like he's trying to talk people into a choice. Sidewalks only shown next to road, rather than next to building. 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. There is a severe bottleneck where the street curves at Hotel Congress. Traffic stalls here. People can't decide which lanes to choose so they cut each other off. It sounds like rush people west to gather at this bottleneck. Downtown is narrow - 2 lanes. Can downtown absorb and handle this mass migration west? 2nd. I don't see a crowded Broadway outside of morning and evening rush hour times. The street is plenty big right now. I love right off of Broadway/Highland.
O	Comment Card				Only shows bicycling as being on street, not on a bike boulevard (e.g. on 10th Street) Phil Erickson took too much time when speaking which cut down on "our" time to discuss. He also came across on several points (bike lanes or alternatives and Grant Road improvements!) that came across in trying to persuade us which he should not be doing! Thanks for the snacks!
O	Comment Card				We were rushed and more time was spend on "silly things" and not hearing our opinions! Just a formality! - Vehicular Access - Economic Vitality - Certainty - Continuous turn lanes seem to keep turning safer. - 8 ft seems like way too much (arrow pointing to 8' landscape) - We like the landscaping!
O	Comment Card				
O	Comment Card				
O	Comment Card				
O	Comment Card				
O	36x48 Performance Measures Sheet				
O	Option 4A: 98' ROW				
F	Scribe Recording Sheet	- BWS Architects / 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, innovation - Miles Neighborhood - North side business; Broadway corridor into downtown; excited about revitalization - Architect; part owner of 1202 E. Broadway; cost effective money spending; multi-modal transportation - Retired attorney; Sam Hughes neighborhood; community involvement is important	- 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 and bicycling health benefits - if you concentrate energy into one of them / want versatility - Walkability and bikes go hand in hand - If we make walking & biking a priority, we can forget bicycling env. and ped. env. - Do we want them to consider health over functionality => functionality should come first. I picture design people not being health people. - Walking & Bicycling Health Benefits with stipulation that pedestrian and bicycling functionality are included. * Accommodation of High Capacity Transit * Visual Quality * Walking & Biking Health Benefits (while incorporating functionality of pedestrian and bicycling travel) * Economic Potential	- How do people get to the center to take transit? (Kevin S. from CD+A answered - would assume, via crossings and waiting/boarding at stops in the center median) - Are you running local busses? (Kevin S. from CD+A answered - would assume he said yes) - 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 potential. - 4+TA: modest compromise with width & overall potential/opportunity to provide new motivation & impact to business/visual/access - (arrow up) [Increase] development - Hybrid of 4+TA and 4+TB: corridor to downtown / aesthetic important - 4B, 4T+A, 4+TB - concentrate [on these]; find a sweet spot; compromises with economic potential - If you are going to spend money, you need to do something. - 6+TA, 6+TB - Scary; too extreme. I dont' this this belongs in the area. -Very seldom buy a house & say "I wish I had less space". It it's worth doing, it's worth doing right. Tucson has historically not considered growth. -I think 6 lanes is excessive. - If you try & walk Campbell, it is uncomfortable; no buffer. - 6B - like visual; median is safer; think about land maps - 6A - it's not wider but addresses / visual is important; transit can take over one of lanes; what about connecting streets? Small ROW - no area to improve * 4+TA, 4+TB, 6B	
F	Scribe Recording Sheet (continued)			*(continued)* **What is your preference of 3 chosen and why?** 4+TB - redefines pedestrian and bicycle access, makes more attractive to business - Option for 2 full lanes of transit 4+TA - Modest compromise; has all components I'm looking for => less intrusive into properties => more opportunities for economic potential 4+TB - Provides for bus & rail transit / wide enough for more aethetic / additional width allows for changes 4+TB and 6B - Like 152'; allows for public transportation and landscape 4+TA - Narrower; pedestrian => dedicated bus lanes and landscaping - wide landscaping - pedestrian friendly and bike friendly - Not so wide so people can cross the street 4+TB - Better job at allowing for high speed transit; like concentrated in center => safer for high transit 4+TB - Favorite; but would like to see something more compressed - compare to Phoenix 4+TA - Best balance of priorities - Allowed for options in multi-modal measurements - ROW that was balanced	

					Top 4 Performance Measures - Accommodation of High Capacity Transit - Visual Quality - Walking & Biking Health Benefits (including pedestrian and bicycling functionality) - Economic Vitality: change in economic potential Top 3 Street Width Alternatives - 4+TA - 4+TB - 6B
F	Report Out Sheet				Key Discussions/Conflicts: - Performance Measures: We had much discussion on how pedestrian and bicycle access should not be separated. In our frustration with the criteria overlap, we agreed to choose "Walking & Biking Health Benefits" instead of "pedestrian Environment" or "Bicycle Environment". - Street Cross SEctin Alternative: We were concerned of the super wide sections' impact on the businesses/economic impact. Our group was drawn to examples that provide high capacity transit, but with less lanes. Shading, pedestrian and bicycle access were heavily weighed. Picked 6B with concern for it to not compromise property/business. - Balance between small, existing businesses with bigger picture for Tucson as a gate to downtown - Encourage Task Force to seek innovation in engineering
F	36x48 Cross Section Alternatives				On 6B (152' ROW) - Concerned too small of ROW prevents later modification. However, firm believer in doing it right the first time.
F	36x48 Performance Measures Sheet				On Walking & Biking Health Benefits: Functionality of Pedestrian and Bicycling included
F	Public Handout		- Visual Quality - Economic Vitality		
D	Scribe Recording Sheet	- Own 2 buildings on Broadway Corridor - 33 years living in the area - Live in the area since 1950's (Santa Rita) - Live near Broadway/Campbell - Sam Hughes (7 participants at the table)	- ** I care about bus pullouts** but don't care about faster! (movement) - Crossing places - People on bikes (dangerous) - Easy drop off places - Not wanting to drive - About the measures: Why is bicycling separated from bicycling environment? It's confusing. - Pedestrian Environment is #1 - Bicycling Environment: * not a bike rider, but concerned about safety * A way to bike and get to downtown * Bike lanes suddenly end and these are recently done things => too bad * bike lanes have to be <u>useful</u> * Pay attention to utilities => functional - Broadway is not a good place to bike - Amazed by 3rd Street! - Comfort - Through Traffic Movement #2 * Bus pullout for safety! * I drive and expect roads to be functional * Also interested in design	- 4B (purple B) - 4+TB (green B) - 6B (yellow B) **4B (purple B):** - I like it that is 4 lanes + bicycle track (that's the cool thing) - I want the option of no bike lanes because I am worried about safety. It will be very dangerous. If this turns into a faster movement, it's too dangerous. I see that this is going to be like a freeway. We will need more snake bridges and that's no good. - For this one, if they don't put bus pullouts, it's too bad. We like that there's no dedicated line for bus. - Something like on Speedway and Tucson Blvd. - Most of the section I like - Spending money on getting road wider, that's a waste of MONEY! - Trees are more inviting. You can put trees because they are nice (design, changes the perspective) It's not only because of shade. - I hate the noise of busy streets **4+TB (green B):** - The wider sidewalk is ADA? * We want safety for everyone * Two travel lanes for vehicles - The purple one will look better with the light rail vs. this one - But the problem is the bike and light rail are incompatible - We don't have a consistent size along the corridor * How does this cross-section get along with the rest of the corridor? - 2 votes on purple, and 1 more if they fix a left turn! *(continued)*	
D	Scribe Recording Sheet (continued)		*(continued)* - Potential Historic and Significant Buildings Impact #3 * Contributes to sense of place * Unique * Irreplaceable! - Walking and Biking Health Benefits #4 * If you enjoy walking people are going to walk * A place where people feel attracted by the area (landscape) * A little bit confusing: Ped Env/Bicycle Env/Walking & Biking Health Benefits * Bikes are the way to go for the future! - Economic Potential * People are not going to come to a place if there is nothing to go for! * Bring customers easily * - City's Ability to Maintain Improvements * If you are going to create all of this you better maintain that * * Take care of weeds People like that idea and then quit... too bad!	**6B (yellow B):** - If they took Speedway profile that will be a nice treatment for this Blvd., which means: * without the trees... that reduces 34', you get 6 lanes - I don't like the separation of buses on the side. - I hate this: Is 6 lanes and that's no good because they are taking space from business, for trees? Not a good idea. The yellow one (6b) is the most important one for this table - Even the narrower one is going to take a lot of space from parking Properties Concerns: - If the parking is taken, the business is going to die because nobody will go - One of the members on table changed his mind about yellow 6B option because he thinks the space dedicated for landscape is not good. - Someone suggested that about parking, they can put it in the back of the property. The owner said NO! because they don't have access from the back! - Even with the purple 4B, you will destroy something. - Make destinations for pedestrians. * Purple 4B is more sensitive to preserving historic buildings. - 1 person says that it is the time to preserve because we are to regret later. - Be selective when saving some historic buildings.	
D	Scribe Recording Sheet (continued)			(continued) - I like the 4 lanes. Not too wide. Minimum amount of wide! - We like 6B without trees. - People are not walking. It's too hot so it's a waste of space. - On 6th Street there's a lot of people walking because of bus ride - WE WANT BROADWAY TO BE A DESTINATION NOT JUST A CORRIDOR - No increase in width, but add landscape / sidewalks / etc. - Add amenities and improvements with the same width.	Josh, did you scan the back side of last page?

D	Report Out Sheet				Top 4 Measures: - Bicycling Environment - Through Traffic - Preservation Impacts - Walking & Bicycling Top 3 Alternatives: - 4B (114' ROW) - 4+TB (152' ROW) - Option 6B (152' ROW) - without landscape - similar to Speedway, Park to Campbell Cross Section Table favored 115-120' width. 1 person wanted no increase in width. Key Discussions/Conflicts: 1) Safety/utility for bikes 2) Questioned whether pedestrians will use areas if built 3) Mixed on historic - tough choices if roadway width increased 4) How do these cross-sections interface at each end 5) Landscaping for beautification with a minimal impact of space	
D	Public Handout		- Pedestrian Environment - Bicycling Environment - Accommodation of High Capacity Transit - Through Traffic Movement			
D	Comment Card				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				4 lanes only - need bus pullouts and right turn bays. Increase width of bike lanes and sidewalks.	
D	Comment Card				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	Comment Card				When the City takes the house the family is requesting that house be demolished as soon as possible and not left standing sadly vacant. Any rail installed must have bicycle friendly tracks even if the tracks already installed have to be pulled up and redone. We need the option of no bike lane at all and pedestrian overpasses like the snake bridge. What will speed limit be?	Helen Purdy 15 N. Santa Rita Tucosn, AZ 85719 (formerly 28 S. Santa Rita) Daughters: Melody Bastan and Pat Upton
G	Scribe Recording Sheet	Ethan - neutral neighborhood Chris - neighborhood Linda - bicycling interest Susan - Bus Riders Union Sylvia - Neighborhood Maria - Bus Riders Union Willy - owner west of Country Club (north side)	- Bicycling and Pedestrian together. Mixed experience of being on the street and engage the environment. Tie in Walking and Biking Health Benefits. - Through Traffic Movement and Economic Potential tie in with Bicycling Env. And Pedestrian Env.; they will build on each other. - Gives a sense of place when Bicycling Env., Ped. Env., Through Traffic Movement, and Economic Potential work well. We don't want traffic moving FASTER, we want people coming in and engaging in the area. - Concern over houses being torn down. - Willing to go slower, not have massive lanes to have opportunity to see what is there. - Broadway is unique, has community and business. Interest in beautifying. - Concern over rush hour traffic, but other than that, traffic is not a main concern. People can spend the extra time. - Ped. Env. ties in to Economic Potential. Walking traffic offers potential to businesses. Choices: 2 dots - Pedestrian Environment 5 dots - Bicycling Environment 5 dots - Potential Historic and Significant Buildings Impact 3 dots - Economic Potential Linda volunteered to report out. - Uncertainty to invest or not. - Strong consensus on slowing traffic and getting community participation of the area through business, etc.	- 4A: visual quality and historic buildings as far as benefit - likes the cycle track on 4B, shade trees are a benefit - Concern over plants getting in the way of visibility - 4B: viable alternative to become more pedestrian / cycle friendly - Future won't be driving - Less cars, more urban setting, further from the suburbs - 4B: consensus of group, likes as an option - Concern over turning lefts into business - landscape is calming and provides shade for pedestrians. - Bike lane suggestion: Light up or put reflectors on road when bike lane narrows; preferred over the raised cycle track. - 4+TA: barren landscape; doesn't increase ROW which is beneficial - 4A takes least amount of ROW while offering landscape and generous bike lanes - Creating more community = better bike and pedestrian = 4A and 4B - 4B: * Alter 16' landscape to 12' (compromise betw. 16'-8') * Interest in light rail essentially 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)		
G	Public Handout		1) Walking and Biking Health Benefits 2) Visual Quality 3) OTHER: Streetcar & Mobility		Note on front page: * Had to leave Earth, but left decision.	
G	Post-it Note				Do not change anything. We are happy with the way things are. Use the money and fill in thousands of potholes that Tucson has. Thank you.	
G	Comment Card				* Bike lanes: divide from car lanes with raised reflectors => creates barrier cheaply and visibly; uses less space. * Option 4B: reduce landscape area to 12'. Add difference on to median => future light rail corridor possible	Maria Cadaxa 216 N. 1st Ave. Tucson, AZ 85719 mariacadaxa@yahoo.com (Euclid & Broadway)

Q	Scribe Recording Sheet	All individuals at the table either own residential property or comments through the Broadway corridor. No business owners	-There was an emphasis on the overlap with walking and **Bicycling Health Benefits,** and **Bicycling Environment** and **Pedestrian Environment.** **-** some concern is losing buffer between residential homes and Broadway. If the businesses are moved from one side, residences will back Broadway -A few participants commented on wanting to maintain historic buildings for historic feel. -comments 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, bicyclists, and historic aspect -there was concern with the 11 performance measures are 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.	- feeling was the process needs 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 ROW 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, 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 ROW 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. These individuals are not residents of the area and the other 3 individuals believed that this played into the other 2 individuals focus on mobility. - negotiating the table agreed to move forward with the 4 + TA section. -the group could not agree on a third section. - one person in teh group really was opposed to consiering anything wider than the existing ROW. This seemed to be agreed upon by 2 other table participants. -this one person is a bit aggressive and seemed to try to intimidate -only one section was in line 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 ROW with a smaller width. However, the group could not agree on this and the 3rd section was never selected.		
Q	Report Out Sheet		**Top 4 Performance Measures** **-** Bicycling Environment - Traffic Movement - Visual Quality - Economic Potential	**Preferred Street Width/ Section Alternatives** - 4 +T SATA (existing ROW) - 4 + TA (124' ROW)		
Q	Comment Card				- keep width as is - keep business and structure as is - make lanes 11' wide - eliminate the median from the plan - no freeway; slow traffic down	
Q	Comment Card				Exercise #1 splits items that divide interests that should be kept as one. Tucson has been reducing lanes heading toward downtown 6th Ave, Main St., 4th Ave so why now expand and change that theme?	
Q	Comment Card				Sense of Place should have been 1 item, not broken into the 2 separate items. It definitely set a bias vs. that item. NOT HAVING A choice to mark a choice for multiple modals again makes the choice of pedestrian, bicycle diluted. Way too complicated for people to understand - simplify for public input. A consultant who can do this needs to be hired.	Ruth Beeker Speedway/ Country Club
C	Scribe Recording Sheet	**Intro** 1)Pam Samuels - native Tucsonan, passion for		Possible top contenders by highest & lowest rankings - 4A- 98' ROW		
C	Report Out Sheet		**Top 4 Performance Measures** - Sense of Place - Visual Quality - Economic Vitality - Pedestrian Access + Mobility	**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	**Key Points of Discussion or Conflict** - emphasis on aesthetics and 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 maintaining 4 lanes	
C	Post-it note comment		**Accomodation of High Capacity Transit** **-** please design for lightrail/ home owner			
C	Post-it note comment			**Cross Section (4 + T SATA)** - 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		
C	Post-it note comment			**Cross Section (4 + T SATA)** **-** this option could have trees of ROW were purchased without tearing down buildings. Take some empty land w/ front of buildings without tearing down buildings		
C	Post-it note comment			**Cross Section (4 + T SATA)** - to obtain more landscaping in smaller area consider using tree will grates (a public art opportunity)		
C	Post-it note comment			**4A + 4B** **-** if we opt for these consider: 4A west of Campbell, 4B East of Campbell (or variants to preserve historically significant structures)		
C	Post-it note comment			- the 'Pedestrian Environment' criteria omits consideration of pedestrians being able to cross over from south to north and north to south sides of Broadway		
I	Scribe Recording Sheet	**Introductions** **-** Earl: resident on 9th street	-Chris: any road needs to have access. It already moves traffic fine	- Dawn looked at 6A: 'Positive for some, but netural for others.Seems less negative'		
I	Report Out Sheet		**Top 4 Performance Measures** **-** Pedestrian Environment - Through Traffic - Historic Buildings - Economic Potential	**Preferred Street Width/ Section Alternatives** - 4A (with the 10' median in 6A & extra feet in the bike path) - 6A - 6 + TB (without the 26' transit in the middle & with 3 lanes)	**Key Points of Discussion/ Conflict** **-** concern that construction would put people out of business - 8' sidewalks are too wide - 6' bike path min.	Two different handwritings on report out sheet. Under performance measures; 'pedestrian environment' was repsented pedestrian/bike environment.
I	Comment Card				Don't wait for big changes: Now: stop truck and car polution (black smokers) More crosswalks Trolley type buses, not rails - and subsidize them. Enforce helmet & lighting 4 bikes and motorcycles	

I Comment Card

I Comment Card

I own the Broadway Animal Hospital. We have been there since 1935 as a small animal hospital. Robert H. Karcus

Problems!

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

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

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

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

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

Progress Report and Community Workshop, September 26, 2013
Broadway Boulevard Euclid to Country Club Project
Recording of Small Group Input

Table	Source Document	Performance measures/ Cross sections/ Key Discussion Point/ General	Topic/Performance Measure/Cross Section	Comment	Notes
A	36 x 48 Cross Section Sheets	General Comments	6 + TA - 146' ROW	6+TA (146' ROW) = too big	
A	36 x 48 Cross Section Sheets	General Comments	Economic Potential	Broadway from Campbell to Snake Bridge is begging to be full of boutiques and galleries, in the existing buildings. Widen only at Carls Jr. headed east to allow afternoon traffic to exit. That is where it gets clogged up.	
A	36 x 48 Cross Section Sheets	General Comments	General Project	Revitalize old building materials for new construction	
A	36 x 48 Cross Section Sheets	General Comments	Potential Historic And Significant Buildings	Once you have torn down any historic buildings, you can never put it back. The Old Pueblo is its historic history. Without the building, its just Phoenix Jr.	
A	36 x 48 Cross Section Sheets	General Comments	Through Traffic Movement	Consider wider east quadrant (Campbell to Country Club) and narrower west quadrant - different needs of traffic volumes.	
A	36 x 48 Cross Section Sheets	General Comments	Through Traffic Movement	Use widened/improved intersections and bus pullouts where useful to create better traffic flow on similar width	
A	Map Comments	General Comments	Accomodation of High Capacity Transit	Use widened/improved intersections and bus pullouts where useful to create better traffic flow on similar width	
A	Map Comments	General Comments	Through Traffic Movement	Use communal parking areas to keep visibility of buildings	
A	Map Comments	General Comments	Visual Quality	Put plantings where ROW is large, less where narrow, minimize demolitions to a minimum	
A	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	Potential cross sections: 4T, 4A, 6TA	
A	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Potential cross sections: 4T, 4A, 6TA	
A	Scribe Recording Sheet	Cross sections	4A - 98' ROW	98' with transit	
A	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	Potential cross sections: 4T, 4A, 6TA	
A	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	How is 6+TA less to maintain? (landscape removed) ~ explained in Phil's presentation	
A	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	Streetcar discussion to get transit off Broadway.	
A	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	City has no money, for transit/streetcar loop	
A	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	Develop for streetcar without construction	
A	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	Use light rail and minimize travel lanes	
A	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	Develop for pedestrian, bike, transit is important	
A	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	Streetcar through traffic, landscape, ped - create the environment.	
A	Scribe Recording Sheet	Cross sections	Bicycling Environment	No bike and ped access for safety	
A	Scribe Recording Sheet	Cross sections	Bicycling Environment	Bike and pedestrian still impact properties because they do not have drives and parking as it is	
A	Scribe Recording Sheet	Cross sections	Bicycling Environment	Develop for pedestrian, bike, transit is important	
A	Scribe Recording Sheet	Performance measures	City's Ability to Maintain Improvements	street light, money maintenance, People cannot see pedestrian; City does not do anything when notified	
A	Scribe Recording Sheet	Performance measures	City's Ability to Maintain Improvements	Treat; brush, no maintenance	
A	Scribe Recording Sheet	Performance measures	City's Ability to Maintain Improvements	Maintenance concerns.	
A	Scribe Recording Sheet	Cross sections	Economic Potential	Small on Broadway, the better for businesses North & South	
A	Scribe Recording Sheet	Cross sections	Economic Potential	12th/Campbell. Boutique/coffee shop/retail	
A	Scribe Recording Sheet	Cross sections	Economic Potential	How to achieve? Widening or not widening will not resolve. Incentives needed for retail.	
A	Scribe Recording Sheet	Cross sections	Economic Potential	Make it better, why invest privately if the project is coming	
A	Scribe Recording Sheet	Performance measures	Economic Potential	Visual: Business economy is promoted by visual	
A	Scribe Recording Sheet	Cross sections	General Project	Sunshine Mile	
A	Scribe Recording Sheet	Cross sections	General Project	Smaller foot print the better for the community	
A	Scribe Recording Sheet	Cross sections	General Project	3 Stars on street section alternatives (extremes)	
A	Scribe Recording Sheet	Cross sections	General Project	4 performance measures resulted in the extreme cross sections	
A	Scribe Recording Sheet	Cross sections	General Project	Why bother expanding if not more than 4 lanes. As existing, waste of time and money.	
A	Scribe Recording Sheet	Cross sections	General Project	What is the problem? 2006 RTA	
A	Scribe Recording Sheet	Cross sections	General Project	Widen all or do nothing	
A	Scribe Recording Sheet	Cross sections	General Project	Why not just the north side? Impacts.	
A	Scribe Recording Sheet	Cross sections	General Project	Think outside the box.	
A	Scribe Recording Sheet	Cross sections	General Project	Nothing bigger than E. of Country Club	
A	Scribe Recording Sheet	Cross sections	General Project	New York - use demo materials for reconstruction. Do that here.	
A	Scribe Recording Sheet	Cross sections	General Project	Recycle materials from demo, same as other communities	
A	Scribe Recording Sheet	Cross sections	General Project	Less impact on neighborhood. Hold to 100'. (Change their priorities of performance measures based on cross section selection.)	
A	Scribe Recording Sheet	Cross sections	General Project	Specific to the 100' width. Most would like a balance but protection as much as possible.	
A	Scribe Recording Sheet	Cross sections	General Project	Be broad focused not in blinders for pet projects	
A	Scribe Recording Sheet	Performance measures	General Project	Concerns for ripping up the road for light road	
A	Scribe Recording Sheet	Cross sections	Pedestrian Environment	No bike and ped access for safety	
A	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Bike and pedestrian still impact properties because they do not have drives and parking as it is	
A	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Trees, ped important	
A	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Develop for pedestrian, bike, transit is important	
A	Scribe Recording Sheet	Cross sections	Pedestrian Environment	look for elderly improvements and mobility (scooters in bike lanes)	
A	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Pedestrian - ADA compliance needed, personal mobility.	
A	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Top 3 easily identified: Historic - Visual Quality - Most important: Ped Env.	
A	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Very dangerous ped use	
A	Scribe Recording Sheet	Performance measures	Pedestrian Environment	street light, money maintenance, People cannot see pedestrian; City does not do anything when notified	
A	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Historic properties cannot come back	
A	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Huge historic impact (Euclid to C. Club)	
A	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	100' or less to get to preserve historic	
A	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Different districts, retain character	
A	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Tear someone down you cannot bring them back. (historic)	
A	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Not up to code structures; cannot be maintained - tear them down	
A	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Top 3 easily identified: Historic - Visual Quality - Most important: Ped Env.	
A	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	History building the sense of place, the context of the community. Building now, unique architecture, identity and sense of place	
A	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Historic design can never be redone	
A	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Speed limit 30 mph! Narrow travel lane (11' vs 12')	
A	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Provide other accesses to Downtown or the freeway. Take traffic off of Broadway.	
A	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Widen Campbell to Country Club - more the remainder of the corridor	
A	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Through traffic is important with arterial to downtown	
A	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Widen [on side of] Carl's Jr. and Safeway	
A	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Utilize the existing properties for community parking	
A	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Discussion - good or bad? - Dead ends @ Country Club & Downtown (bottlenecks)	
A	Scribe Recording Sheet	Cross sections	Visual Quality	Trees add to the cross sections	
A	Scribe Recording Sheet	Cross sections	Visual Quality	in existing wider ROW, place trees and maintain smaller ROW	
A	Scribe Recording Sheet	Cross sections	Visual Quality	Meander Roadway in ROW	
A	Scribe Recording Sheet	Cross sections	Visual Quality	Keep look and feel of old neighborhood	
A	Scribe Recording Sheet	Cross sections	Visual Quality	More life in the neighborhood	
A	Scribe Recording Sheet	Cross sections	Visual Quality	Trees, people, etc.	
A	Scribe Recording Sheet	Cross sections	Visual Quality	Negative cosmetics	
A	Scribe Recording Sheet	Cross sections	Visual Quality	Trees, ped important	
A	Scribe Recording Sheet	Cross sections	Visual Quality	Beautify the community for destination.	
A	Scribe Recording Sheet	Cross sections	Visual Quality	Utilize properties for green landscape areas	
A	Scribe Recording Sheet	Cross sections	Visual Quality	Eye sores; beautify	
A	Scribe Recording Sheet	Cross sections	Visual Quality	Concerns for properties not maintained.	
A	Scribe Recording Sheet	Cross sections	Visual Quality	If possible, put landscape on private property.	
A	Scribe Recording Sheet	Performance measures	Visual Quality	Top 3 easily identified: Historic - Visual Quality - Most important: Ped Env.	
A	Scribe Recording Sheet	Performance measures	Visual Quality	Visual: Business economy is promoted by visual	
B	Post-it note comment	General Comments	Bicycling Environment	commuter vs. casual cyclists - bike safety and concern	
B	Post-it note comment	General Comments	General Project	There should be some flexibility in the cross sections to accommodate some of the "special" properties.	
B	Post-it note comment	General Comments	General Project	Broadway not straight to provide options	
B	Post-it note comment	General Comments	Through Traffic Movement	design speeds	
B	Report Out Sheet	General Comments	4 + TA - 124' ROW	most people don't like the idea of a wider ROW. One person was interested in moving vehicular traffic an that's why this option is here.	
B	Report Out Sheet	General Comments	4A - 98' ROW	bike safety; design speeds	
B	Report Out Sheet	General Comments	4B - 114' ROW	One of top 3 sections	
B	Report Out Sheet	General Comments	Economic Potential	Top 4: Potential historic and significant building impacts, Economic potential, Visual quality, Walking and biking health benefits	
B	Report Out Sheet	General Comments	General Project	Cross section can change at different segments	
B	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Top 4: Potential historic and significant building impacts, Economic potential, Visual quality, Walking and biking health benefits	
B	Report Out Sheet	General Comments	Visual Quality	Top 4: Potential historic and significant building impacts, Economic potential, Visual quality, Walking and biking health benefits	
B	Report Out Sheet	General Comments	Walking and Biking Health Benefits	Top 4: Potential historic and significant building impacts, Economic potential, Visual quality, Walking and biking health benefits	
B	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	4+TA vs. 6A - can't decide since don't want these widths.	
B	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	1 group prefers option 4+TA	
B	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	Acetate strips included the following marked with a dot: 4A, 4B, 4+TA, and 6A	
B	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	4+TA vs. 6A - can't decide since don't want these widths.	
B	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Option 4A (98') and Option 4B (114') - top 2 - Several members of the group do not feel that there's a good 3rd option.	
B	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Acetate strips included the following marked with a dot: 4A, 4B, 4+TA, and 6A	
B	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Acetate strips included the following marked with a dot: 4A, 4B, 4+TA, and 6A	
B	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Option 4A (98') and Option 4B (114') - top 2 - Several members of the group do not feel that there's a good 3rd option.	
B	Scribe Recording Sheet	Performance measures	6 + TA - 146' ROW	8 lanes is overkill for the corridor. Would rather it be 6 lanes.	
B	Scribe Recording Sheet	Performance measures	6 + TB - 154' ROW	8 lanes is overkill for the corridor. Would rather it be 6 lanes.	
B	Scribe Recording Sheet	Cross sections	6A - 120' ROW	Acetate strips included the following marked with a dot: 4A, 4B, 4+TA, and 6A	
B	Scribe Recording Sheet	Cross sections	6A - 120' ROW	4+TA vs. 6A - can't decide since don't want these widths.	
B	Scribe Recording Sheet	Performance measures	6A - 120' ROW	8 lanes is overkill for the corridor. Would rather it be 6 lanes.	
B	Scribe Recording Sheet	Performance measures	6B - 152' ROW	8 lanes is overkill for the corridor. Would rather it be 6 lanes.	
B	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	2 out of 27 dots Pedestrian Env., Accommodation of High Capacity Transit	
B	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	Interested in making sure that whatever we put in can accommodate future transit later, if not planned for today. Don't want to have to undo things later.	
B	Scribe Recording Sheet	Cross sections	Bicycling Environment	Why do people choose to commute by bike - because they often don't want to be next to a car.	
B	Scribe Recording Sheet	Performance measures	Bicycling Environment	1 out of 27 dots Bicycling, Through Traffic Movement, Construction & Acquisition Costs	
B	Scribe Recording Sheet	Performance measures	Bicycling Environment	Don't ride bike on Broadway because of traffic on Broadway; feels too dangerous.	
B	Scribe Recording Sheet	Performance measures	Bicycling Environment	Expanding the roadway would not allow bicycling but creating a destination would make biking better and more likely	
B	Scribe Recording Sheet	Performance measures	Bicycling Environment	Many of the performance measures are linked - bicycling and pedestrian environment = sense of place	
B	Scribe Recording Sheet	Performance measures	City's Ability to Maintain Improvements	0 out of 23 dots Transit Travel Time, City's Ability to Maintain Improvements	

B	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Concerns at the tool and the performance measures, and feels that some were given more weight than others	
B	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Question at the age of the traffic data	
B	Scribe Recording Sheet	Performance measures	Construction And Acquisition Cost	1 out of 27 dots Bicycling, Through Traffic Movement, Construction & Acquisition Costs	
B	Scribe Recording Sheet	Performance measures	Economic Potential	3 out of 27 dots Economic Potential	
B	Scribe Recording Sheet	Cross sections	General Project	All options perform well under some criteria and not well under other criteria. How to reach compromise to find something that works well for entire city.	
B	Scribe Recording Sheet	Cross sections	General Project	Don't see any reason to have 6 lanes of traffic. Want narrower ROW and use good design to accommodate all needs.	
B	Scribe Recording Sheet	Performance measures	General Project	That quarter mile is very important for transit and safety for students and local businesses. Another person doesn't think it matters	
B	Scribe Recording Sheet	Performance measures	General Project	Comes down to quality of life for people who live and work along it	
B	Scribe Recording Sheet	Performance measures	Pedestrian Environment	2 out of 27 dots Pedestrian Env., Accommodation of High Capacity Transit	
B	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Many of the performance measures are linked - bicycling and pedestrian environment = sense of place	
B	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	6 out of 27 dots Potential Historic & Significant Buildings Impact	
B	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	First Assembly Church there since 1930's - identifies a community, provides services and you can walk to and from the church. Plus a lot of history in the building.	
B	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Vehicular access => through traffic movement - concerns with traffic through downtown and students drinking downtown	
B	Scribe Recording Sheet	Performance measures	Through Traffic Movement	1 out of 27 dots Bicycling, Through Traffic Movement, Construction & Acquisition Costs	
B	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Do we want to create a sense of place & unique identity or just move cars from the mall to downtown	
B	Scribe Recording Sheet	Performance measures	Transit Travel Time	0 out of 23 dots Transit Travel Time, City's Ability to Maintain Improvements	
B	Scribe Recording Sheet	Performance measures	Visual Quality	6 out of 27 dots Visual Quality	
B	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	5 out of 27 dots Walking and Biking Health Benefits	
C	Post-it Note	Cross sections	4 + T SATA - EXISTING ROW	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	
C	Post-it Note	Cross sections	4A- 98' ROW	if we opt for these consider: 4A west of Campbell, 4B East of Campbell (or variants to preserve historically significant structures)	
C	Post-it Note	Cross sections	4B - 114' ROW	if we opt for these consider: 4A west of Campbell, 4B East of Campbell (or variants to preserve historically significant structures)	
C	Post-it Note	Cross sections	5 + T SATA - EXISTING ROW	fghv	
C	Post-it Note	Cross sections	6 + T SATA - EXISTING ROW	to obtain more landscaping in smaller area consider using tree will grates (a public art opportunity)	
C	Post-it Note	Performance Measures	Accomodation of High Capacity Transit	please design for lightrail/ home owner	
C	Post-it Note	Performance Measures	Pedestrian Environment	the 'Pedestrian Environment' criteria omits consideration of pedestrians being able to cross over from south to north and north to south sides of Broadway	
C	Report Out Sheet	Cross sections	4 + T SATA - EXISTING ROW	Preferred Street Width/ Section Alternatives : 1) 4B- east of campbell, looking to hybrid, different sections, different cross sections, preserve possibility of mass transit; 2) 4A- narrow w/ landscape; 3) 4T- widen for landscaping	
C	Report Out Sheet	Cross sections	4A- 98' ROW	Preferred Street Width/ Section Alternatives : 1) 4B- east of campbell, looking to hybrid, different sections, different cross sections, preserve possibility of mass transit; 2) 4A- narrow w/ landscape; 3) 4T- widen for landscaping	
C	Report Out Sheet	Cross sections	4B - 114' ROW	Preferred Street Width/ Section Alternatives : 1) 4B- east of campbell, looking to hybrid, different sections, different cross sections, preserve possibility of mass transit; 2) 4A- narrow w/ landscape; 3) 4T- widen for landscaping	
C	Report Out Sheet	General Comments	Economic Potential	Key Points of Discussion or Conflict: economic change will follow the aesthetics	
C	Report Out Sheet	Performance Measures	Economic Potential	Top 4 Performance Measures: Sense of Place; Visual Quality; Economic Vitality; Pedestrian Access + Mobility	
C	Report Out Sheet	General Comments	General Project	Key Points of Discussion or Conflict: sense of place	
C	Report Out Sheet	General Comments	General Project	Key Points of Discussion or Conflict: capacity/ functionality less important	
C	Report Out Sheet	General Comments	General Project	Key Points of Discussion or Conflict: treat it as a gateway to downtown- extend art & themes	
C	Report Out Sheet	General Comments	General Project	Key Points of Discussion or Conflict: group tried to find compromises on width vs. preservation maintaining 4 lanes	
C	Report Out Sheet	Performance Measures	Pedestrian Environment	Top 4 Performance Measures: Sense of Place; Visual Quality; Economic Vitality; Pedestrian Access + Mobility	
C	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Key Points of Discussion or Conflict: emphasis on aesthetics and preservation/ Visual	
C	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Key Points of Discussion or Conflict: historic preservation	
C	Report Out Sheet	Performance Measures	Potential Historic And Significant Buildings	Top 4 Performance Measures: Sense of Place; Visual Quality; Economic Vitality; Pedestrian Access + Mobility	
C	Report Out Sheet	General Comments	Visual Quality	Key Points of Discussion or Conflict: emphasis on aesthetics and preservation/ Visual	
C	Report Out Sheet	Performance Measures	Visual Quality	Top 4 Performance Measures: Sense of Place; Visual Quality; Economic Vitality; Pedestrian Access + Mobility	
C	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	SATA option- are there really no areas to put trees or landscaping?	
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	Performance Measures	Accomodation of High Capacity Transit	phoenix light rail is fabulous	
C	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	this rankings does not reflect the transitions from North to South, wider options are ranked higher but more road to cross- see post it.	
C	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	some buildings are going to- there has been detailed analysis done, does not want to see nothing done to save all buildings	
D	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 Tucosn, 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.	
D	Report Out Sheet	General Comments	General Project	Key Discussions/Conflicts: 4) How do these cross-sections interface at each end	
D	Report Out Sheet	General Comments	Pedestrian Environment	Key Discussions/Conflicts: 2) Questioned whether pedestrians will use areas if built	
D	Report Out Sheet	Performance Measures	Pedestrian Environment	Top 4 Measures: Bicycling Environment; Through Traffic; preservation Impacts; Walking & Bicycling	
D	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Key Discussions/Conflicts: 3) Mixed on historic - tough choices if roadway width increased	
D	Report Out Sheet	Performance Measures	Potential Historic And Significant Buildings	Top 4 Measures: Bicycling Environment; Through Traffic; preservation Impacts; Walking & Bicycling	
D	Report Out Sheet	Performance Measures	Through Traffic Movement	Top 4 Measures: Bicycling Environment; Through Traffic; preservation Impacts; Walking & Bicycling	
D	Report Out Sheet	General Comments	Visual Quality	Key Discussions/Conflicts: 5) Landscaping for beautification with a minimal impact of space	
D	Scribe Recording Sheet	Cross sections	4 + TA 124' ROW	Best use of existing environment	
D	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	#2: 4+TB (green B)	
D	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	The wider sidewalk is ADA?	
D	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	We want safety for everyone	
D	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Two travel lanes for vehicles	
D	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	The purple one will look better with the light rail vs. this one	
D	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	But the problem is the bike and light rail are incompatible	
D	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	We don't have a consistent size along the corridor	
D	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	How does this cross-section get along with the rest of the corridor?	
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	#1: 4B (purple B)	
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	I like it that is 4 lanes + bicycle track (that's the cool thing)	
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	I want the option of no bike lanes because I am worried about safety. It will be very dangerous. If this turns into a faster movement, it's too dangerous. I see that this is going to be like a freeway. We will need more snake bridges and that's no good.	
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	For this one, if they don't put bus pullouts, it's too bad. We like that there's no dedicated line for bus.	
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Something like on Speedway and Tucson Blvd.	
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Most of the section I like	
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Spending money on getting road wider, that's a waste of MONEY!	
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Even with the purple 4B, you will destroy something.	
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Trees are more inviting. You can put trees because they are nice (design, changes the perspective) It's not only because of shade.	
D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	I hate the noise of busy streets	

D	Scribe Recording Sheet	Cross sections	4B - 114' ROW	2 votes on purple, and 1 more if they fix a left turn!
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	#3: 6B (yellow B)
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	If they took Speedway profile that will be a nice treatment for this Blvd., which means: without the trees... that reduces 34', you get 6 lanes
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	I don't like the separation of buses on the side.
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	I hate this: Is 6 lanes and that's no good because they are taking space from business, for trees? Not a good idea.
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	The yellow one (6b) is the most important one for this table
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	Even the narrower one is going to take a lot of space from parking
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	One of the members on table changed his mind about yellow 6B option because he thinks the space dedicated for landscape is not good.
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	I like the 4 lanes. Not too wide. Minimum amount of wide!
D	Scribe Recording Sheet	Cross sections	6B - 152' ROW	We like 6B without trees.
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	People on bikes (dangerous)
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	not a bike rider, but concerned about safety
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	A way to bike and get to downtown
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Bike lanes suddenly end and these are recently done things => too bad
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	bike lanes have to be useful
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Pay attention to utilities => functional
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Broadway is not a good place to bike
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Amazed by 3rd Street!
D	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Comfort
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 money on getting road wider, 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	Performance Measures	Pedestrian Environment	Crossing places
D	Scribe Recording Sheet	Performance Measures	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	Performance Measures	Potential Historic And Significant Buildings	Potential Historic and Significant Buildings Impact #3
D	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	Contributes to sense of place
D	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	Unique!
D	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	Irreplacable!
D	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	Through Traffic Movement #2
D	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	I drive and expect roads to be functional
D	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	Also interested in design
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 & 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 E 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 "Road to Nowhere / bottleneck @ Euclid" (5 dots)
E	36 x 48 Performance Measures	General Comments	Through Traffic Movement	Table E was very concerned with the potential or focusing moe traffic from a widened Broadway into the narrow confines of Downtown Tucson. "What happens west of Rattlesnake Bridge? Where will all the cars go?"
E	Comment Card	General Comments	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 least 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?
E	Comment Card	General Comments	General Project	What about encouraging smaller vehicles by extra taxes or penalties for larger vehicles with a few passengers? (May not be within the scope of this project)
E	Comment Card	General Comments	Pedestrian Environment	Walking and biking: insure safety as well as at least minimum width of lanes/sidewalks
E	Comment Card	General Comments	Pedestrian Environment	Cross section alternatives do not seem to give an option for sacrificing an automobile lane for an alternative mode of transportation. There is an assumption of keeping the four lanes we now have even if we add enhancements or extra lanes for wide sidewalks, bike lanes, or special rapid transit lanes. What about narrowing auto lanes, if necessary, to accommodate extra width for landscaping, or bike/pedestrian/people-moving transit?
E	Comment Card	General Comments	Through Traffic Movement	Bottleneck at underpass: it makes no sense to add lanes when they all funnel into a much smaller set of lanes going beneath the underpass, especially when all of the traffic from Aviation Parkway is also joining the mix.
E	Comment Card	General Comments	Through Traffic Movement	Cross section alternatives do not seem to give an option for sacrificing an automobile lane for an alternative mode of transportation. There is an assumption of keeping the four lanes we now have even if we add enhancements or extra lanes for wide sidewalks, bike lanes, or special rapid transit lanes. What about narrowing auto lanes, if necessary, to accommodate extra width for landscaping, or bike/pedestrian/people-moving transit?
E	Comment Card	General Comments	Visual Quality	Does visual quality require landscaping? Does it include the ability to see the architecture and mountains beyond?
E	Comment Card	General Comments	Visual Quality	Cross section alternatives do not seem to give an option for sacrificing an automobile lane for an alternative mode of transportation. There is an assumption of keeping the four lanes we now have even if we add enhancements or extra lanes for wide sidewalks, bike lanes, or special rapid transit lanes. What about narrowing auto lanes, if necessary, to accommodate extra width for landscaping, or bike/pedestrian/people-moving transit?
E	Report Out Sheet	General Comments	4 + T SATA - EXISTING ROW	Top 3 Street Section Alternatives: 4+T SATA, 4A (98' ROW), 4B (114' ROW)
E	Report Out Sheet	General Comments	4A - 98' ROW	Top 3 Street Section Alternatives: 4+T SATA, 4A (98' ROW), 4B (114' ROW)
E	Report Out Sheet	General Comments	4B - 114' ROW	Top 3 Street Section Alternatives: 4+T SATA, 4A (98' ROW), 4B (114' ROW)
E	Report Out Sheet	General Comments	General Project	Group preferred measure => The "Road to Nowhere" - Broadway from Euclid to Downtown
E	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Top 3 Measures: Potential Historic and Significant Building Impact, Visual Quality, Walking and Biking Health Benefits
E	Report Out Sheet	General Comments	Visual Quality	Top 3 Measures: Potential Historic and Significant Building Impact, Visual Quality, Walking and Biking Health Benefits
E	Report Out Sheet	General Comments	Walking and Biking Health Benefits	Top 3 Measures: Potential Historic and Significant Building Impact, Visual Quality, Walking and Biking Health Benefits
E	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	More info on 4+T (existing ROW)
E	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	What does ????? 4 lanes can accommodate => shoulder
E	Scribe Recording Sheet	Cross sections	4A - 98' ROW	More info on 4A (89' ROW)
E	Scribe Recording Sheet	Cross sections	4B - 114' ROW	More info on 4B (114' ROW)
E	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	Big concern of bus pullouts - value to buses
E	Scribe Recording Sheet	Performance measures	Bicycling Environment	Why pedestrian/bik health over bike env?
E	Scribe Recording Sheet	Performance measures	Bicycling Environment	the pedestrian/bike health solidifies that there will be bike lanes & sidewalks
E	Scribe Recording Sheet	Performance measures	Bicycling Environment	examples: Mountain Ave - vehicle lanes were taken away to give bike lanes
E	Scribe Recording Sheet	Performance measures	Bicycling Environment	main concern is for Tucson High students
E	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	how can we guarantee measuring this (???) important?
E	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	where are measurements coming from?
E	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	concerns: are conclusions already made?
E	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	How are the ratings being developed?
E	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	4 lanes or less? => what defines functionality
E	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	functionality: in terms of efficiency => LOS
E	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	so how does this group define functionality?
E	Scribe Recording Sheet	Performance measures	Economic Potential	Economic Potential
E	Scribe Recording Sheet	Performance measures	Economic Potential	narrow lanes, keep businesses, with more bikeability
E	Scribe Recording Sheet	Performance measures	Economic Potential	preservation of businesses
E	Scribe Recording Sheet	Cross sections	General Project	other option => keep the current building and streets but go to 80' ROW
E	Scribe Recording Sheet	Performance measures	General Project	connection between Euclid and downtown
E	Scribe Recording Sheet	Performance measures	General Project	Option => can we have fewer lanes?
E	Scribe Recording Sheet	Performance measures	General Project	why do we have to sacrifice (???)
E	Scribe Recording Sheet	Performance measures	General Project	why can't we use what we already have?
E	Scribe Recording Sheet	Performance measures	Pedestrian Environment	main concern is for Tucson High students
E	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	how is keeping the historical buildings the best
E	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Top 3 measures: Historic, Visual Quality, Walking and Biking Health Benefits
E	Scribe Recording Sheet	Cross sections	Through Traffic Movement	124' may work on east side
E	Scribe Recording Sheet	Cross sections	Through Traffic Movement	doesn't make sense for businesses to loose their parking, because then buildings may go
E	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Parking in front of buildings is required
E	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Keep the 4 lanes with progressive traffic technology
E	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Broadway => "Road to Nowhere" => bottleneck
E	Scribe Recording Sheet	Performance measures	Through Traffic Movement	New measures => the road to nowhere (Broadway w of Euclid)
E	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Question: How do you deal with bottleneck effect w/ street ROW?
E	Scribe Recording Sheet	Performance measures	Through Traffic Movement	how long are people waiting in the vehicles when they stop?
E	Scribe Recording Sheet	Cross sections	Visual Quality	buildings attractive?
E	Scribe Recording Sheet	Performance measures	Visual Quality	Top 3 measures: Historic, Visual Quality, Walking and Biking Health Benefits
E	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	Top 3 measures: Historic, Visual Quality, Walking and Biking Health Benefits
E	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	Health benefits => ensuring human safety
F	36x48 Cross Section Alternatives	General Comments	6B - 152' ROW	On 6B (152' ROW) - Concerned too small of ROW prevents later modification. However, firm believer in doing it right the first time.
F	36x48 Performance Measures Sheet	General Comments	Walking and Biking Health Benefits	On Walking & Biking Health Benefits: Functionality of Pedestrian and Bicycling included
F	Public Handout	Performance Measures	Economic Potential	Economic Vitality
F	Public Handout	Performance Measures	Visual Quality	Visual Quality

F	Report Out Sheet	Cross sections	4 + TA 124' ROW	Top 3 Street Width Alternatives: 4+TA; 4+TB; 6B	
F	Report Out Sheet	Cross sections	4 + TB - 152' ROW	Top 3 Street Width Alternatives: 4+TA; 4+TB; 6B	
F	Report Out Sheet	Cross sections	6B - 152' ROW	Top 3 Street Width Alternatives: 4+TA; 4+TB; 6B	
F	Report Out Sheet	General Comments	Accomodation of High Capacity Transit	We were concerned of the super wide sections' impact on the businesses/economic impact. Our group was drawn to examples that provide high capacity transit, but with less lanes. Shading, pedestrian and bicycle access were heavily weighed. Picked 6B with concern for it to not compromise property/business.	
F	Report Out Sheet	Performance Measures	Accomodation of High Capacity Transit	Top 4 Performance Measures: Accommodation of High Capacity Transit; Visual Quality; Walking & Biking Health Benefits (including Pedestrian and Bicycling functionality); Economic Vitality: change in Economic Potential	
F	Report Out Sheet	General Comments	Bicycling Environment	We were concerned of the super wide sections' impact on the businesses/economic impact. Our group was drawn to examples that provide high capacity transit, but with less lanes. Shading, pedestrian and bicycle access were heavily weighed. Picked 6B with concern for it to not compromise property/business.	
F	Report Out Sheet	Performance Measures	Bicycling Environment	Key Discussions/Conflicts: Performance Measures: We had much discussion on how pedestrian and bicycle access should not be separated. In our frustration with the criteria overlap, we agreed to choose "Walking & Biking Health Benefits" instead of "pedestrian Environment" or "Bicycle Environment".	
F	Report Out Sheet	Performance Measures	Economic Potential	Top 4 Performance Measures: Accommodation of High Capacity Transit; Visual Quality; Walking & Biking Health Benefits (including Pedestrian and Bicycling functionality); Economic Vitality: change in Economic Potential	
F	Report Out Sheet	General Comments	General Project	Balance between small, existing businesses with bigger picture for Tucson as a gate to downtown	
F	Report Out Sheet	General Comments	General Project	Encourage Task Force to seek innovation in engineering	
F	Report Out Sheet	General Comments	Pedestrian Environment	We were concerned of the super wide sections' impact on the businesses/economic impact. Our group was drawn to examples that provide high capacity transit, but with less lanes. Shading, pedestrian and bicycle access were heavily weighed. Picked 6B with concern for it to not compromise property/business.	
F	Report Out Sheet	Performance Measures	Pedestrian Environment	Key Discussions/Conflicts: Performance Measures: We had much discussion on how pedestrian and bicycle access should not be separated. In our frustration with the criteria overlap, we agreed to choose "Walking & Biking Health Benefits" instead of "pedestrian Environment" or "Bicycle Environment".	
F	Report Out Sheet	General Comments	Visual Quality	We were concerned of the super wide sections' impact on the businesses/economic impact. Our group was drawn to examples that provide high capacity transit, but with less lanes. Shading, pedestrian and bicycle access were heavily weighed. Picked 6B with concern for it to not compromise property/business.	
F	Report Out Sheet	Performance Measures	Visual Quality	Top 4 Performance Measures: Accommodation of High Capacity Transit; Visual Quality; Walking & Biking Health Benefits (including Pedestrian and Bicycling functionality); Economic Vitality: change in Economic Potential	
F	Report Out Sheet	Performance Measures	Walking and Biking Health Benefits	Top 4 Performance Measures: Accommodation of High Capacity Transit; Visual Quality; Walking & Biking Health Benefits (including Pedestrian and Bicycling functionality); Economic Vitality: change in Economic Potential	
F	Report Out Sheet	Performance Measures	Walking and Biking Health Benefits	Key Discussions/Conflicts: Performance Measures: We had much discussion on how pedestrian and bicycle access should not be separated. In our frustration with the criteria overlap, we agreed to choose "Walking & Biking Health Benefits" instead of "pedestrian Environment" or "Bicycle Environment".	
F	Scribe Recording Sheet	Cross sections	4 + TA 124' ROW	Modest compromise; has all components I'm looking for => less intrusive into properties => more opportunities for economic potential	
F	Scribe Recording Sheet	Cross sections	4 + TA 124' ROW	modest compromise with width & overall potential/opportunity to provide new motivation & impact to business/visual/access	
F	Scribe Recording Sheet	Cross sections	4 + TA 124' ROW	(arrow up) [Increase] development	
F	Scribe Recording Sheet	Cross sections	4 + TA 124' ROW	Narrower; pedestrian => dedicated bus lanes and landscaping	
F	Scribe Recording Sheet	Cross sections	4 + TA 124' ROW	wide landscaping	
F	Scribe Recording Sheet	Cross sections	4 + TA 124' ROW	pedestrian friendly and bike friendly	
F	Scribe Recording Sheet	Cross sections	4 + TA 124' ROW	Not so wide so people can cross the street	
F	Scribe Recording Sheet	Cross sections	4 + TA 124' ROW	Best balance of priorities	
F	Scribe Recording Sheet	Cross sections	4 + TA 124' ROW	Allowed for options in multi-modal measurements	
F	Scribe Recording Sheet	Cross sections	4 + TA 124' ROW	ROW that was balanced	
F	Scribe Recording Sheet	Cross sections	4 + TA 124' ROW	Hybrid of 4+TA and 4+TB: corridor to downtown / aesthetic important	
F	Scribe Recording Sheet	Cross sections	4 + TA 124' ROW	4B, 4T+A, 4+TB - concentrate [on these]; find a sweet spot; compromises with economic potential	
F	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	redefines pedestrian and bicycle access, makes more attractive to business	
F	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Option for 2 full lanes of transit	
F	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Provides for bus & rail transit / wide enough for more aethetic / additional width allows for changes	
F	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Like 152'; allows for public transportation and landscape	
F	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Better job at allowing for high speed transit; like concentrated in center => safer for high transit	
F	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Favorite; but would like to see something more compressed	
F	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	compare to Phoenix	
F	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Hybrid of 4+TA and 4+TB: corridor to downtown / aesthetic important	
F	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	4B, 4T+A, 4+TB - concentrate [on these]; find a sweet spot; compromises with economic potential	
F	Scribe Recording Sheet	Cross sections	4B - 114' ROW	4B, 4T+A, 4+TB - concentrate [on these]; find a sweet spot; compromises with economic potential	
F	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	6+TA, 6+TB - Scary; too extreme. I dont' this this belongs in the area.	
F	Scribe Recording Sheet	Cross sections	6 + TB - 154' ROW	6+TA, 6+TB - Scary; too extreme. I dont' this this belongs in the area.	
F	Scribe Recording Sheet	Cross sections	6A- 120'+ROW	it's not wider but addresses / visual is important; transit can take over one of lanes; what about connecting streets? Small ROW - no area to improve	
F	Scribe Recording Sheet	Cross sections	6B - 152' ROW	Like 152'; allows for public transportation and landscape	
F	Scribe Recording Sheet	Cross sections	6B - 152' ROW	like visual; median is safer; think about land maps	
F	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	How do people get to the center to take transit? (Kevin S. from CD+A answered - would assume, via crossings and waiting/boarding at stops in the center median)	
F	Scribe Recording Sheet	Performance Measures	Accomodation of High Capacity Transit	Top 4 Measures: Accomodation of High Capacity Transit; Visual Quality; Walking and Biking Health Benefits (while incorporating functionality of pedestrian and bicycling travel); Economic Potential	
F	Scribe Recording Sheet	Performance Measures	Bicycling Environment	combine pedestrian & walking & biking	
F	Scribe Recording Sheet	Performance Measures	Bicycling Environment	moved bicycling to walking and bicycling health benefits	
F	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Walkability and bikes go hand in hand	
F	Scribe Recording Sheet	Cross sections	Economic Potential	Economic potential: looks like there is a relationship between width	
F	Scribe Recording Sheet	Cross sections	Economic Potential	Why are we only looking at short term in economic potential?	
F	Scribe Recording Sheet	Cross sections	Economic Potential	I'm looking at what has happened downtown. It would probably happen on Broadway.	
F	Scribe Recording Sheet	Cross sections	Economic Potential	People are anticipating poor economic potential.	
F	Scribe Recording Sheet	Performance Measures	Economic Potential	economic potential is tied to how people want to show	
F	Scribe Recording Sheet	Performance Measures	Economic Potential	economic potential is tied to the amount of the parcel that's left	
F	Scribe Recording Sheet	Performance Measures	Economic Potential	if you concentrate energy into one of them / want versatility	
F	Scribe Recording Sheet	Performance Measures	Economic Potential	Top 4 Measures: Accomodation of High Capacity Transit; Visual Quality; Walking and Biking Health Benefits (while incorporating functionality of pedestrian and bicycling travel); Economic Potential	
F	Scribe Recording Sheet	Cross sections	General Project	Very seldom buy a house & say "I wish I had less space". It it's worth doing, it's worth doing right. Tucson has historically not considered growth.	
F	Scribe Recording Sheet	Cross sections	General Project	If you try & walk Campbell, it is uncomfortable; no buffer.	
F	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	combine pedestrian & walking & biking	
F	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	Walkability and bikes go hand in hand	
F	Scribe Recording Sheet	Cross sections	Through Traffic Movement	I think 6 lanes is excessive.	
F	Scribe Recording Sheet	Cross sections	Transit Travel Time	Are you running local busses? (Kevin S. from CD+A answered - would assume he said yes)	
F	Scribe Recording Sheet	Performance Measures	Visual Quality	Top 4 Measures: Accomodation of High Capacity Transit; Visual Quality; Walking and Biking Health Benefits (while incorporating functionality of pedestrian and bicycling travel); Economic Potential	
F	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	moved bicycling to walking and bicycling health benefits	
F	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	If we make walking & biking a priority, we can forget bicycling env. and ped. env.	
F	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	Do we want them to consider health over functionality => functionality should come first. I picture design people not being health people.	
F	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	Walking & Bicycling Health Benefits with stipulation that pedestrian and bicycling functionality are included.	
F	Scribe Recording Sheet	Performance Measures	Walking and Biking Health Benefits	Top 4 Measures: Accomodation of High Capacity Transit; Visual Quality; Walking and Biking Health Benefits (while incorporating functionality of pedestrian and bicycling travel); Economic Potential	
G	Comment Card	General Comments	4B - 114' ROW	reduce landscape area to 12'. Add difference on to median => future light rail corridor possible	Maria Cadaxa; 216 N. 1st Ave., Tucson, AZ 85
G	Comment Card	General Comments	Bicycling Environment	Bike lanes: divide from car lanes with raised reflectors => creates barrier cheaply and visibly; uses less space.	
G	Post-it Note	General Comments		Do not change anything. We are happy with the way things are. Use the money and fill in thousands of potholes that Tucson has. Thank you.	
G	Public Handout	Performance Measures	Other: Streetcar & Mobility		
G	Public Handout	Performance Measures	Visual Quality		
G	Public Handout	Performance Measures	Walking and Biking Health Benefits		
G	Public Handout	General Comments		Note on front page: * Had to leave Earth, but left decision.	
G	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	barren landscape; doesn't increase ROW which is beneficial	
G	Scribe Recording Sheet	Cross sections	4A - 98' ROW	visual quality and historic buildings as far as benefit	
G	Scribe Recording Sheet	Cross sections	4A - 98' ROW	takes least amount of ROW while offering landscape and generous bike lanes	
G	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Creating more community = better bike and pedestrian = 4A and 4B	
G	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Consensus on 4A and 4B; 4 out of 7 showed strong interest in keeping lanes at current size and capacity; First Assembly of God church, interest and Concern for building; Looking for parking in back of building rather than in front if it were moved; parking in back is a challenge, could ruin the business; Strong interest in preserving existing businesses; - 1 person doesn't live there, but doesn't care to widen the road due to excess vehicles increasing; has concern over Miles School on south and red brick church (First Assembly of God)	
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	4B is consensus of group, likes as an option	
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	likes the cycle track on 4B, shade trees are a benefit	
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Concern over plants getting in the way of visibility	
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	viable alternative to become more pedestrian / cycle friendly	
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Future won't be driving; Less cars, more urban setting, further from the suburbs	
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Less cars, more urban setting, further from the suburbs	
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Concern over turning lefts into business	
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	landscape is calming and provides shade for pedestrians.	
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Bike lane suggestion: Light up or put reflectors on road when bike lane narrows; preferred over the raised cycle track.	
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Alter 16' landscape to 12' (compromise betw. 16'-8')	
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Interest in light rail essentially	
G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Creating more community = better bike and pedestrian = 4A and 4B	

G	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Consensus on 4A and 4B; 4 out of 7 showed strong interest in keeping lanes at current size and capacity; First Assembly of God church, interest and Concern for building; Looking for parking in back of building rather than in front if it were moved; parking in back is a challenge, could ruin the business; Strong interest in preserving existing businesses; - 1 person doesn't live there, but doesn't care to widen the road due to excess vehicles increasing; has concern over Miles School on south and red brick church (First Assembly of God)	
G	Scribe Recording Sheet	Performance Measures	Bicycling Environment	6 dots for this performance measure	
G	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Mixed experience of being on the street and engage the environment. Tie in Walking and Biking Health Benefits.	Group considered Pedestrian and Bicycle Envi
G	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Through Traffic Movement and Economic Potential tie in with Bicycling Env. And Pedestrian Env.; they will build on each other. Gives a sense of place when Bicycling Env., Ped. Env., Through Traffic Movement, and Economic Potential work well. We don't want traffic moving FASTER, we want people coming in and engaging in the area.	
G	Scribe Recording Sheet	Performance Measures	Construction and Acquisition Cost	Uncertainty to invest or not.	
G	Scribe Recording Sheet	Performance Measures	Economic Potential	3 dots for this performance measure	
G	Scribe Recording Sheet	Performance Measures	Economic Potential	Ped. Env. ties in to Economic Potential. Walking traffic offers potential to businesses.	
G	Scribe Recording Sheet	Performance Measures	Economic Potential	Strong consensus on slowing traffic and getting community participation of the area through business, etc.	
G	Scribe Recording Sheet	Performance Measures	Economic Potential	Through Traffic Movement and Economic Potential tie in with Bicycling Env. And Pedestrian Env.; they will build on each other. Gives a sense of place when Bicycling Env., Ped. Env., Through Traffic Movement, and Economic Potential work well. We don't want traffic moving FASTER, we want people coming in and engaging in the area.	
G	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	2 dots for this performance measure	
G	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	Mixed experience of being on the street and engage the environment. Tie in Walking and Biking Health Benefits.	
G	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	Ped. Env. ties in to Economic Potential. Walking traffic offers potential to businesses.	
G	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	Through Traffic Movement and Economic Potential tie in with Bicycling Env. And Pedestrian Env.; they will build on each other. Gives a sense of place when Bicycling Env., Ped. Env., Through Traffic Movement, and Economic Potential work well. We don't want traffic moving FASTER, we want people coming in and engaging in the area.	
G	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	Concern over houses being torn down.	
G	Scribe Recording Sheet	Performance Measures	Potential Historic and Significant Buildings Impact	5 dots for this performance measure	Group considered Pedestrian and Bicycle Envi
G	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	Strong consensus on slowing traffic and getting community participation of the area through business, etc.	
G	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	Through Traffic Movement and Economic Potential tie in with Bicycling Env. And Pedestrian Env.; they will build on each other. Gives a sense of place when Bicycling Env., Ped. Env., Through Traffic Movement, and Economic Potential work well. We don't want traffic moving FASTER, we want people coming in and engaging in the area.	
G	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	Willing to go slower, not have massive lanes to have opportunity to see what is there. Concern over rush hour traffic, but other than that, traffic is not a main concern. People can spend the extra time.	
G	Scribe Recording Sheet	Performance Measures	Visual Quality	Broadway is unique, has community and business. Interest in beautifying.	
H	Report Out Sheet	General Comments	Accomodation of High Capacity Transit	We felt it wasn't worth considering wider cross-sections w/o guarantees of mass transit	
H	Report Out Sheet	General Comments	Accomodation of High Capacity Transit	If we realistically talk about mass transit happening as soon as peopel wat to see it we want staff to explore center vs. side lane boarding	
H	Report Out Sheet	General Comments	Bicycling Environment	Concerned about the amount of space allotted for bikes/peds vs. single-occupant vehicles	
H	Report Out Sheet	General Comments	Bicycling Environment	strong concerns about the width of the cross-sections and impacts on buildings/ businesses / historic qualities AND impacts on people, differently abled people, and people who ride bikes	
H	Report Out Sheet	General Comments	Comments Related to the Exercise	Where's the ROAD DIET option - let's look at better models for predicting alt modes	
H	Report Out Sheet	General Comments	Economic Potential	strong concerns about the width of the cross-sections and impacts on buildings/ businesses / historic qualities AND impacts on people, differently abled people, and people who ride bikes	
H	Report Out Sheet	General Comments	General Project	focus on improving existing conditions without knocking down buildings or widening roads.	
H	Report Out Sheet	General Comments	Pedestrian Environment	Concerns for the human-scale of all cross-sections including existing conditions - which is why it became very difficult to stomach any wider cross-sections	
H	Report Out Sheet	General Comments	Pedestrian Environment	strong concerns about the width of the cross-sections and impacts on buildings/ businesses / historic qualities AND impacts on people, differently abled people, and people who ride bikes	
H	Report Out Sheet	General Comments	Pedestrian Environment	Concerned about the amount of space allotted for bikes/peds vs. single-occupant vehicles	
H	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	strong concerns about the width of the cross-sections and impacts on buildings/ businesses / historic qualities AND impacts on people, differently abled people, and people who ride bikes	
H	Scribe Recording Sheet	Performance measures		Health benefits covers bicycling environment - broader umbrella	
H	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	Transit in mid can improve x-ings - because they have to get to transit stop (acts as ped. Refuge)	
H	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	improves ped quality	
H	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	comfort of the above depends on safety of stops & speed of transit	
H	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	Is this cost effective since waiting area serves both directions	
H	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	Seen ped fatalities in unsignalized x-ings	
H	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	would be more comfortable cycling if roadway was 3-lane width (2 lane, one turn lane)	
H	Scribe Recording Sheet	Cross sections	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)	
H	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	median adds to width but didn't contribute to efficiency of road	
H	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	Would like to consider narrower vehicle travel	
H	Scribe Recording Sheet	Cross sections	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 improvement	
H	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	some like 152', others say 4+TA is better since transit is off to the side	
H	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	3 travel lanes each way is not multi-modal because it will incrase vehicle travel and discourage ped travel	
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Can't do without taking out historic buildings	
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	swath of destruction	
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Don't see efficiencies in any of these designs so far	
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	what do ppl look at when they come to the city	
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	sees ROW narrowing	
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	If we build for cars, that's what we'll get	
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	If we build for bikes, we'll get bikes	
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Like the layout and what it provides but it takes out a # of businesses - big concern	
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Price is too high in terms of the businesses that would be lost	
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Would like to see an opt that involves narrowing the roadway	
H	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	Why would we destroy historic bldgs when there is no benefit of dedicated transit lanes	
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Why would we look at this if transit is one of the priorities	
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	stinks for cyclists; no vehicle separation	
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	need veh separation for comfort / safety	
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Not that bad if a buffer is used (painted or other)	
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	6' bike lane is comfortable	
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Not preferable; if streetcar is built in future, we'd have to start over and rebuild	
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	There are cyclists that cycle 1,000s of miles	
H	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Painted bike lanes don't bring more cyclists	
H	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	LIke the 146' (Option 6+TA)	
H	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	High Cap. Transit helps to increase efficiency. If you create corridor, everything will come	
H	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	Transit seems to be a given - seems like it's going to happen	
H	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	Transit needs to be discussed in more detail	
H	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	High Cap. Transit helps to increase efficiency. If you create corridor, everything will come	
H	Scribe Recording Sheet	Performance measures	Bicycling Environment	Tucson lacks facilities for bike community. If we put nice bike route, there are enough businesses to support	
H	Scribe Recording Sheet	Performance measures	Bicycling Environment	Bike communities are being built around 6-lane roads - dangerous	
H	Scribe Recording Sheet	Performance measures	Bicycling Environment	People aren't going to feel safe using bike lanes near wider roads; voting for health benefits	
H	Scribe Recording Sheet	Performance measures	Bicycling Environment	Health benefits covers bicycling environment - broader umbrella	
H	Scribe Recording Sheet	Performance measures	Bicycling Environment	Tucson lacks facilities for bike community. If we put nice bike route, there are enough businesses to support	
H	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Concern that choice will lead to an unwanted option that wil be built	
H	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Concern that choice will lead to an unwanted option that wil be built	
H	Scribe Recording Sheet	Performance measures	Construction And Acquisition Cost	Acquisition cost - how will it affect businesses; what is it going to cost, both to the RTA and the individual	
H	Scribe Recording Sheet	Performance measures	Construction And Acquisition Cost	Acquisition cost - how will it affect businesses; what is it going to cost, both to the RTA and the individual	
H	Scribe Recording Sheet	Performance measures	General Project	Between Alv. & Euclid - nothing is there	
H	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Ped Enviroment - Ped use would increase if more comfortable. Particularly around Randolph Way if more "preserved" and "enhanced"	
H	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Ped Environment & handicap is friendlier	
H	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Ped Enviroment - Ped use would increase if more comfortable. Particularly around Randolph Way if more "preserved" and "enhanced"	
H	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Ped Environment & handicap is friendlier	
H	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	What we as historic is irreplaceable. Enhances character of our city magnets for tourism - compare with E. portion of Broadway - it has no character	
H	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Visual Quality / Potential Historic - can't be split	
H	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	What we as historic is irreplaceable. Enhances character of our city magnets for tourism - compare with E. portion of Broadway - it has no character	
H	Scribe Recording Sheet	Performance measures	Visual Quality	Visual Quality / Potential Historic - can't be split	
H	Scribe Recording Sheet	Performance measures		Between Alv. & Euclid - nothing is there	
H	Scribe Recording Sheet	Performance measures		Bike communities are being built around 6-lane roads - dangerous	
H	Scribe Recording Sheet	Performance measures		People aren't going to feel safe using bike lanes near wider roads; voting for health benefits	
H	Scribe Recording Sheet	Performance measures		Visual Quality / Potential Historic - can't be split	
H	Scribe Recording Sheet	Performance measures		Transit seems to be a given - seems like it's going to happen	
H	Scribe Recording Sheet	Performance measures		Transit needs to be discussed in more detail	
I	Comment Card	General Comments	Accomodation of High Capacity Transit	Trolley type buses, not rails - and subsidize them.	
I	Comment Card	General Comments	Bicycling Environment	Enforce helmet & lighting 4 bikes and motorcycles	
I	Comment Card	General Comments	General Project	Don’t wait for big changes:	
I	Comment Card	General Comments	General Project	Now: stop truck and car polution (black smokers)	
I	Comment Card	General Comments	General Project	I own the Broadway Animal Hospital. We have been there since 1935 as a small animal hospital.Problems! 1) Ive been here in Tucson since WW1 and gone through 4 of these things. None were completed on time. Downtown wasn’t completed on time and most businesses were broke. 2) I have no faith in the city council doing anything right where small business is concerned. 3) We dont have the money and it will only increase my property taxes. 4) Look at all the boarded up buildings there will be many more!!!	
I	Comment Card	General Comments	Pedestrian Environment	More crosswalks	
I	Report Out Sheet	Cross sections	4A - 98' ROW	Preferred Street Width/ Section Alternatives: 4A (with the 10' median in 6A & extra feet in the bike path); 6A; 6 + TB (without the 26' transit in the middle & with 3 lanes)	

I	Report Out Sheet	Cross sections	6 + TB - 154' ROW	Preferred Street Width/ Section Alternatives: 4A (with the 10' median in 6A & extra feet in the bike path); 6A; 6 + TB (without the 26' transit in the middle & with 3 lanes)	
I	Report Out Sheet	Cross sections	6A- 120'+ROW	Preferred Street Width/ Section Alternatives: 4A (with the 10' median in 6A & extra feet in the bike path); 6A; 6 + TB (without the 26' transit in the middle & with 3 lanes)	
I	Report Out Sheet	General Comments	Bicycling Environment	Key Points of Discussion/ Conflict: 6' bike path min.	
I	Report Out Sheet	General Comments	Economic Potential	Key Points of Discussion/ Conflict: Concern that construction would put people out of business	Two different handwritings on report out sheet. Under performance measures;
I	Report Out Sheet	Performance Measures	Economic Potential	Top 4 Performance Measures: Pedestrian Environment; Through Traffic; Historic Buildings; Economic Potential	
I	Report Out Sheet	General Comments	Pedestrian Environment	Key Points of Discussion/ Conflict: 8' sidewalks are too wide	
I	Report Out Sheet	Performance Measures	Pedestrian Environment	Top 4 Performance Measures: Pedestrian Environment; Through Traffic; Historic Buildings; Economic Potential	
I	Report Out Sheet	Performance Measures	Potential Historic And Significant Buildings	Top 4 Performance Measures: Pedestrian Environment; Through Traffic; Historic Buildings; Economic Potential	
I	Report Out Sheet	Performance Measures	Through Traffic Movement	Top 4 Performance Measures: Pedestrian Environment; Through Traffic; Historic Buildings; Economic Potential	
I	Scribe Recording Sheet	Cross sections	4A - 98' ROW	likes the option for (2) lanes and wide lanes for trees and bikes	
I	Scribe Recording Sheet	Cross sections	4A - 98' ROW	likes 4A but w/ a median in the middle	
I	Scribe Recording Sheet	Cross sections	4B - 114' ROW	prefers (2) lanes on each side and median with trees in the middle	
I	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	likes option 6 + TA	
I	Scribe Recording Sheet	Cross sections	6 + TB - 154' ROW	would like the widen 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	
I	Scribe Recording Sheet	Cross sections	6A- 120'+ROW	Positive for some, but netural for others.Seems less negative	
I	Scribe Recording Sheet	Cross sections	6A- 120'+ROW	6A has potential trees in the middle.	
I	Scribe Recording Sheet	Cross sections	6A- 120'+ROW	doesnt like continuous lane in middle in 4A; doesnt want (3) lanes necessarily	
I	Scribe Recording Sheet	Cross sections	6A- 120'+ROW	likes 6A - additional money adding lanes to (6) but also adds trees	
I	Scribe Recording Sheet	Cross sections	6A- 120'+ROW	challenges 8 ft. sidewalk, too much concrete because hot. Feels green trees add much more than adding shade structure. A smaller sidewalk and larger bike lane would be better. Like 6A but with (2) lanes either side, smaller sidewalks and larger bike lanes.	
I	Scribe Recording Sheet	Cross sections	6A- 120'+ROW	'6A seems like you can take it all the way down without impacting buildings'	
I	Scribe Recording Sheet	Cross sections	Bicycling Environment	need to give Bob access biking construction and get rid of blight.'	
I	Scribe Recording Sheet	Performance Measures	Bicycling Environment	Broadway dangerous for bicycling.	
I	Scribe Recording Sheet	Performance Measures	Construction and Acquisition Cost	concerned about the cost of construction. Dont have, live in the past, don't have to abide by something decided previously?	
I	Scribe Recording Sheet	Performance Measures	Economic Potential	Thinks the Economic Potential is untapped right now. business and are leaving because of street widening. Businesses feel its a done deal so already leaving.	
I	Scribe Recording Sheet	Cross sections	General Project	'No one rides bus now.'	
I	Scribe Recording Sheet	Cross sections	General Project	feels transit in city is 'unconnected' (disconnected) transition. Broadway will not help fix entire transit system.	
I	Scribe Recording Sheet	Cross sections	General Project	concerned with how the Assembly Church is affected by widening.	
I	Scribe Recording Sheet	Cross sections	General Project	concerned w/ how the construction will impact his buildings, not concerned about expansion taking away some of his land.	
I	Scribe Recording Sheet	Cross sections	General Project	'When you tear this up, how many more businesses will leave?'	
I	Scribe Recording Sheet	Cross sections	General Project	Chris feels there is a lot to debate about what the RTA study found.	
I	Scribe Recording Sheet	Cross sections	General Project	there is not a wide street downtown for a wide street on Broadway to connect to. So need to widen Broadway to 6 lanes & transit lanes.	
I	Scribe Recording Sheet	Performance Measures	General Project	{2 people} want the road to be left as is because they are concerned how the construction will impact businesses during construction	
I	Scribe Recording Sheet	Cross sections	Pedestrian Environment	does not like 8 ft. sidewalk	
I	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Cant walk next each other on 6 ft.	
I	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	pedestrian and walks a lot. Wants to avoid pedestrin accidents, wants traffic to move better. Buses in larger city move buses very well. Wants to improve.	
I	Scribe Recording Sheet	Performance Measures	Pedestrian Environment	picked pedestrian environment. Needs a green space.	
I	Scribe Recording Sheet	Performance Measures	Potential Historic And Significant Buildings	dont think every building needs to be kept. Thinks the historic value should be kept.	
I	Scribe Recording Sheet	Performance Measures	Through Traffic Movement	any road needs to have access. It already moves traffic fine	
I	Scribe Recording Sheet	Cross sections	Visual Quality	wants planters that accomodate trees so they grow	
I	Scribe Recording Sheet	Cross sections	Visual Quality	the street is ugly...is blight because businesses have left.;	
I	Scribe Recording Sheet	Performance Measures	Visual Quality	wants grreen space, not on one side, needs green space.	
J	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.	
J	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.	
J	Comment Card	General Comments	General Project	Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.	
J	Comment Card	General Comments	General Project	Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.	
J	Comment Card	General Comments	Pedestrian Environment	Please include physical barriers as a possiblity to protect pedestrians from traffic in order to keep the width narrower. The wide separation between traffic and peds doesn't have to be as extreme with physical buffer.	
J	Comment Card	General Comments	Pedestrian Environment	Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.	
J	Comment Card	General Comments	Pedestrian Environment	Please include physical barriers as a possiblity to protect pedestrians from traffic in order to keep the width narrower. The wide separation between traffic and peds doesn't have to be as extreme with physical buffer.	
J	Comment Card	General Comments	Pedestrian Environment	Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.	
J	Comment Card	General Comments	Potential Historic And Significant Buildings	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits	
J	Comment Card	General Comments	Potential Historic And Significant Buildings	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits	
J	Comment Card	General Comments	Visual Quality	Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.	
J	Comment Card	General Comments	Visual Quality	Would prefer not widening from existing width but add lighting, better traffic controls, and better pedestrian crossings.	
J	Handout	General Comments	Potential Historic And Significant Buildings	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits	
J	Handout	General Comments	Potential Historic And Significant Buildings	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits	
J	Handout	General Comments	Visual Quality	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits	
J	Handout	General Comments	Visual Quality	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits	
J	Handout	General Comments	Walking and Biking Health Benefits	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits	
J	Handout	General Comments	Walking and Biking Health Benefits	Marked: - Potential Historic and Significant Buildings Impacts; - Visual Quality; - Walking and Biking Health Benefits	
J	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)	
J	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	Selected Street Section Alternatives, 4+T SATA (80' ROW)- 4A (98' ROW)- 4B (114' ROW)	
J	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)	
J	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)	
J	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	Selected Street Section Alternatives, 4+T SATA (80' ROW)- 4A (98' ROW)- 4B (114' ROW)	
J	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)	
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	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	6 + TA - 146' ROW	6 lane (146' & 154' ROW) "too wide" for Broadway	
J	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	6 lane (146' & 154' ROW) "too wide" for Broadway	
J	Scribe Recording Sheet	Cross sections	6 + TB - 154' ROW	6 lane (146' & 154' ROW) "too wide" for Broadway	
J	Scribe Recording Sheet	Cross sections	6 + TB - 154' ROW	6 lane (146' & 154' ROW) "too wide" for Broadway	
J	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	dedicated transit lanes	
J	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	dedicated transit lanes	
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	
J	Scribe Recording Sheet	Performance measures	Bicycling Environment	Initially = Bicycling Environment and Visual Quality. After more conversation, Potential Historic & Pedestrian	
J	Scribe Recording Sheet	Performance measures	Bicycling Environment	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian	
J	Scribe Recording Sheet	Performance measures	Bicycling Environment	Bicycling - 5 dots out of 25	
J	Scribe Recording Sheet	Performance measures	Bicycling Environment	Initially = Bicycling Environment and Visual Quality. After more conversation, Potential Historic & Pedestrian	
J	Scribe Recording Sheet	Performance measures	Bicycling Environment	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian	
J	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	participants confused; the titles in their handouts don't match the locations of the group map	
J	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	participants confused; the titles in their handouts don't match the locations of the group map	
J	Scribe Recording Sheet	Performance measures	Economic Potential	Economic Potential - 4 dots out of 25	
J	Scribe Recording Sheet	Performance measures	Economic Potential	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian	
J	Scribe Recording Sheet	Performance measures	Economic Potential	Economic Potential - 4 dots out of 25	
J	Scribe Recording Sheet	Performance measures	Economic Potential	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian	
J	Scribe Recording Sheet	Cross sections	General Project	concern about North and South communities being separated	
J	Scribe Recording Sheet	Cross sections	General Project	Used Toole as an example	
J	Scribe Recording Sheet	Cross sections	General Project	concern about North and South communities being separated	
J	Scribe Recording Sheet	Cross sections	General Project	Used Toole as an example	
J	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Cut-outs make no reference to pedestrians "crossing the street"	
J	Scribe Recording Sheet	Cross sections	Pedestrian Environment	not as concerned with sidewalk widths	
J	Scribe Recording Sheet	Cross sections	Pedestrian Environment	crossability of N/S bound	
J	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Cut-outs make no reference to pedestrians "crossing the street"	

J	Scribe Recording Sheet	Cross sections	Pedestrian Environment	not as concerned with sidewalk widths
J	Scribe Recording Sheet	Cross sections	Pedestrian Environment	crossability of N/S bound
J	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Pedestrian - 4 dots out of 25
J	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Initially = Bicycling Environment and Visual Quality. After more conversation, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Pedestrian - 4 dots out of 25
J	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Initially = Bicycling Environment and Visual Quality. After more conversation, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	group noticed, higher ROW negatively impacted historical
J	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	group will re-evaluate option 4+TA (124' ROW) after looking at impact on historical buildings
J	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	group noticed, higher ROW negatively impacted historical
J	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	group will re-evaluate option 4+TA (124' ROW) after looking at impact on historical buildings
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Potential Historic & Significant Buildings Impact - 4 dots out of 25
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	concern over destruction of current buildings
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	group doesn't like definition attached Economic Potential
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Potential Historic & Significant Buildings Impact - 4 dots out of 25
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	concern over destruction of current buildings
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	group doesn't like definition attached Economic Potential
J	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Again the concern for a bottleneck downtown comes up
J	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Again the concern for a bottleneck downtown comes up
J	Scribe Recording Sheet	Cross sections	Transit Travel Time	dedicated transit lanes
J	Scribe Recording Sheet	Cross sections	Transit Travel Time	dedicated transit lanes
J	Scribe Recording Sheet	Performance measures	Transit Travel Time	Transit Travel Time - 1 dots out of 25
J	Scribe Recording Sheet	Performance measures	Transit Travel Time	Transit Travel Time - 1 dots out of 25
J	Scribe Recording Sheet	Performance measures	Visual Quality	Visual Quality - 5 dots out of 25
J	Scribe Recording Sheet	Performance measures	Visual Quality	Initially = Bicycling Environment and Visual Quality. After more conversation, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Visual Quality	table concerned that "visual quality" refers to only planters and landscape
J	Scribe Recording Sheet	Performance measures	Visual Quality	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Visual Quality	Visual Quality - 5 dots out of 25
J	Scribe Recording Sheet	Performance measures	Visual Quality	Initially = Bicycling Environment and Visual Quality. After more conversation, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Visual Quality	table concerned that "visual quality" refers to only planters and landscape
J	Scribe Recording Sheet	Performance measures	Visual Quality	Economic Potential is identified as a "good goal" but not as important as the Bicycling Environment and Visual Quality, Potential Historic & Pedestrian
J	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	Walking & Biking Health Benefits - 2 dots out of 25
J	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	Walking & Biking Health Benefits - 2 dots out of 25
K	Comment Card	General Comments	General Project	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.
K	Comment Card	General Comments	General Project	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.
K	Report Out Sheet	Cross sections	4 + T SATA - EXISTING ROW	Preferred Street Width/ Section Alternatives 4 + T SATA
K	Report Out Sheet	Cross sections	4 + T SATA - EXISTING ROW	Preferred Street Width/ Section Alternatives 4 + T SATA
K	Report Out Sheet	Cross sections	4 + TA - 124' ROW	Preferred Street Width/ Section Alternatives 4 + TA
K	Report Out Sheet	Cross sections	4 + TA - 124' ROW	Preferred Street Width/ Section Alternatives 4 + TA
K	Report Out Sheet	Cross sections	4 + TB - 152' ROW	Preferred Street Width/ Section Alternatives 4 + TB total of 2 votes
K	Report Out Sheet	Cross sections	4 + TB - 152' ROW	Preferred Street Width/ Section Alternatives 4 + TB total of 2 votes
K	Report Out Sheet	Cross sections	4A - 98' ROW	Preferred Street Width/ Section Alternatives 4A
K	Report Out Sheet	Cross sections	4A - 98' ROW	Preferred Street Width/ Section Alternatives 4A
K	Report Out Sheet	Key Points of Discussion or Conflic	Bicycling Environment	cycling- transit- history- economy
K	Report Out Sheet	Key Points of Discussion or Conflic	Bicycling Environment	cycling- transit- history- economy
K	Report Out Sheet	Performance measures	Bicycling Environment	bicycle environment (secondary priority)
K	Report Out Sheet	Performance measures	Bicycling Environment	bicycle environment (secondary priority)
K	Report Out Sheet	Key Points of Discussion or Conflic	Economic Potential	some businesses have already lost due to past widenings
K	Report Out Sheet	Key Points of Discussion or Conflic	Economic Potential	cycling- transit- history- economy
K	Report Out Sheet	Key Points of Discussion or Conflic	Economic Potential	some businesses have already lost due to past widenings
K	Report Out Sheet	Key Points of Discussion or Conflic	Economic Potential	cycling- transit- history- economy
K	Report Out Sheet	Performance measures	Economic Potential	economic potential (top priority)
K	Report Out Sheet	Performance measures	Economic Potential	economic potential (top priority)
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	different ideas about who/ what the need is for
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	all or nothing attitude
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	frustration w/ many years of talk, no action
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	Broadway isn't broken- dont fix it. Traffic projections of the past have not panned out. Climate change (rainfall, temperature) is likely to discourage non-vehicular traffic. Growth sustainability is depended on water supply and we are at the end of the CAP straw. You have placed too many variables into the project and eliminating frills will simplify both design and process.
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	different ideas about who/ what the need is for
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	all or nothing attitude
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	frustration w/ many years of talk, no action
K	Report Out Sheet	Key Points of Discussion or Conflic	General Project	Broadway isn't broken- dont fix it. Traffic projections of the past have not panned out. Climate change (rainfall, temperature) is likely to discourage non-vehicular traffic. Growth sustainability is depended on water supply and we are at the end of the CAP straw. You have placed too many variables into the project and eliminating frills will simplify both design and process.
K	Report Out Sheet	Cross sections	Potential Historic And Significant Buildings	Preferred Street Width/ Section Alternatives total of 5 votes/ 1) narrow over wide 2) economy and historic/ over traffic movement and transit time
K	Report Out Sheet	Cross sections	Potential Historic And Significant Buildings	Preferred Street Width/ Section Alternatives total of 5 votes/ 1) narrow over wide 2) economy and historic/ over traffic movement and transit time
K	Report Out Sheet	Key Points of Discussion or Conflic	Potential Historic And Significant Buildings	cycling- transit- history- economy
K	Report Out Sheet	Key Points of Discussion or Conflic	Potential Historic And Significant Buildings	cycling- transit- history- economy
K	Report Out Sheet	Performance measures	Potential Historic And Significant Buildings	potential historic building impact (top priority)
K	Report Out Sheet	Performance measures	Potential Historic And Significant Buildings	potential historic building impact (top priority)
K	Report Out Sheet	Key Points of Discussion or Conflic	Through Traffic Movement	bottleneck at downtown diminishes the justification for too much widening. To some degree east of Country Club.
K	Report Out Sheet	Key Points of Discussion or Conflic	Through Traffic Movement	bottleneck at downtown diminishes the justification for too much widening. To some degree east of Country Club.
K	Report Out Sheet	Key Points of Discussion or Conflic	Transit Travel Time	cycling- transit- history- economy
K	Report Out Sheet	Key Points of Discussion or Conflic	Transit Travel Time	cycling- transit- history- economy
K	Report Out Sheet	Performance measures	Transit Travel Time	accomdation of high capacity transit (second priority)
K	Report Out Sheet	Performance measures	Transit Travel Time	accomdation of high capacity transit (second priority)
K	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	group leans towards top of chart
K	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
K	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	group leans towards top of chart
K	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
K	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
K	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
K	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
K	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
K	Scribe Recording Sheet	Cross sections	4A - 98' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
K	Scribe Recording Sheet	Cross sections	4A - 98' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
K	Scribe Recording Sheet	Cross sections	4B - 114' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
K	Scribe Recording Sheet	Cross sections	4B - 114' ROW	green, blue, and purple cross sections are preferred (4 lane w/ transit, existing, 4 lane w/out transit)
K	Scribe Recording Sheet	Cross sections	Bicycling Environment	one person for creativity with respect to pedestrian alignment and bicycle lane alignment
K	Scribe Recording Sheet	Cross sections	Bicycling Environment	one person for creativity with respect to pedestrian alignment and bicycle lane alignment
K	Scribe Recording Sheet	Performance measures	Bicycling Environment	bicycle and pedestrian only had one dot. The owner of that dot ask the group why..
K	Scribe Recording Sheet	Performance measures	Bicycling Environment	group was not concerned with existing bicycle and pedestrian condition
K	Scribe Recording Sheet	Performance measures	Bicycling Environment	bicycle and pedestrian only had one dot. The owner of that dot ask the group why..
K	Scribe Recording Sheet	Performance measures	Bicycling Environment	group was not concerned with existing bicycle and pedestrian condition
K	Scribe Recording Sheet	Cross sections	Economic Potential	can grants be givento businesses to 'spruce up' their properties instead of spending money to bulldoze them
K	Scribe Recording Sheet	Cross sections	Economic Potential	can grants be givento businesses to 'spruce up' their properties instead of spending money to bulldoze them
K	Scribe Recording Sheet	Performance measures	Economic Potential	other measures will lead to economic development
K	Scribe Recording Sheet	Performance measures	Economic Potential	other measures will lead to economic development
K	Scribe Recording Sheet	Cross sections	General Project	152' ROW scared some
K	Scribe Recording Sheet	Cross sections	General Project	152' ROW scared some
K	Scribe Recording Sheet	Initial Comments	General Project	this process is taking too long, detrimental to businesses to keep this project in the news, and never build
K	Scribe Recording Sheet	Initial Comments	General Project	if it aint broke, don’t fix it!
K	Scribe Recording Sheet	Initial Comments	General Project	too many chefs in the kitchen!
K	Scribe Recording Sheet	Initial Comments	General Project	this process is taking too long, detrimental to businesses to keep this project in the news, and never build
K	Scribe Recording Sheet	Initial Comments	General Project	if it aint broke, don’t fix it!
K	Scribe Recording Sheet	Initial Comments	General Project	too many chefs in the kitchen!
K	Scribe Recording Sheet	Cross sections	Pedestrian Environment	one person for creativity with respect to pedestrian alignment and bicycle lane alignment
K	Scribe Recording Sheet	Cross sections	Pedestrian Environment	one person for creativity with respect to pedestrian alignment and bicycle lane alignment
K	Scribe Recording Sheet	Performance measures	Pedestrian Environment	group was not concerned with existing bicycle and pedestrian condition
K	Scribe Recording Sheet	Performance measures	Pedestrian Environment	group was not concerned with existing bicycle and pedestrian condition
K	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	historic buildings got some discussion
K	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	historic buildings got some discussion

K	Scribe Recording Sheet	Cross sections	Through Traffic Movement	offers thought ' we need to make it count' meaning we need to widen the road and get value out of the project
K	Scribe Recording Sheet	Cross sections	Through Traffic Movement	one person asks for the purple 114' to be max width
K	Scribe Recording Sheet	Cross sections	Through Traffic Movement	offers thought ' we need to make it count' meaning we need to widen the road and get value out of the project
K	Scribe Recording Sheet	Cross sections	Through Traffic Movement	one person asks for the purple 114' to be max width
K	Scribe Recording Sheet	Performance measures	Transit Travel Time	need to start talking about high capacity transit
K	Scribe Recording Sheet	Performance measures	Transit Travel Time	one dot for vehicle and transit time...that was brought up
K	Scribe Recording Sheet	Performance measures	Transit Travel Time	need to start talking about high capacity transit
K	Scribe Recording Sheet	Performance measures	Transit Travel Time	one dot for vehicle and transit time...that was brought up
K	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	bicycle and pedestrian health was later brought up
K	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	bicycle and pedestrian health was later brought up
L	Comment Card	Key Points of Discussion or Conflic	Economic Potential	road too wide for businesses
L	Comment Card	Key Points of Discussion or Conflic	Economic Potential	continuation to the Downtown- it would complement university area
L	Comment Card	Key Points of Discussion or Conflic	Economic Potential	road too wide for businesses
L	Comment Card	Key Points of Discussion or Conflic	Economic Potential	continuation to the Downtown- it would complement university area
L	Comment Card	Key Points of Discussion or Conflic	Pedestrian Environment	too sunny to walk w/out trees
L	Comment Card	Key Points of Discussion or Conflic	Pedestrian Environment	too sunny to walk w/out trees
L	Comment Card	Key Points of Discussion or Conflic	Through Traffic Movement	What affect will 22nd streed widening and overpass have on moving through traffic?
L	Comment Card	Key Points of Discussion or Conflic	Through Traffic Movement	If you build it- they will zone. Lets promote our neighborhoods from drive by or through
L	Comment Card	Key Points of Discussion or Conflic	Through Traffic Movement	What affect will 22nd streed widening and overpass have on moving through traffic?
L	Comment Card	Key Points of Discussion or Conflic	Through Traffic Movement	If you build it- they will zone. Lets promote our neighborhoods from drive by or through
L	Report Out Sheet	Cross sections	4 + T SATA - EXISTING ROW	Option 4 + T (trouble with turn lane)
L	Report Out Sheet	Cross sections	4 + T SATA - EXISTING ROW	Option 4 + T (trouble with turn lane)
L	Report Out Sheet	Cross sections	4A - 98' ROW	Option 4A (too wide for some parking)
L	Report Out Sheet	Cross sections	4A - 98' ROW	Option 4A (too wide for some parking)
L	Report Out Sheet	Performance measures	Construction And Acquisition Cost	construction and acquisition cost
L	Report Out Sheet	Performance measures	Construction And Acquisition Cost	construction and acquisition cost
L	Report Out Sheet	Performance measures	Economic Potential	economic potential
L	Report Out Sheet	Performance measures	Economic Potential	economic potential
L	Report Out Sheet	Performance measures	Pedestrian Environment	pedestrian environment
L	Report Out Sheet	Performance measures	Pedestrian Environment	pedestrian environment
L	Report Out Sheet	Performance measures	Potential Historic And Significant Buildings	potential historic and significant buildings
L	Report Out Sheet	Performance measures	Potential Historic And Significant Buildings	potential historic and significant buildings
L	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	why is option 4 + T SATA rated the worst?
L	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	existing ROW- why is that preferred
L	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	they feel that the existing ROW is the preferred one
L	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	concerns about lack of turn lane to access property
L	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	why is option 4 + T SATA rated the worst?
L	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	existing ROW- why is that preferred
L	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	they feel that the existing ROW is the preferred one
L	Scribe Recording Sheet	Cross sections	4 + T SATA - EXISTING ROW	concerns about lack of turn lane to access property
L	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	option 4 + TB 152' option (studied by Paula)
L	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	option 4 + TB 152' option (studied by Paula)
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	likes trees: can be added to ROW
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	problem with trees in front of businesses could block signs
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	concern about visibility of businesses
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	businesses dont have a lot of options
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	likes trees: can be added to ROW
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	problem with trees in front of businesses could block signs
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	concern about visibility of businesses
L	Scribe Recording Sheet	Cross sections	4A - 98' ROW	businesses dont have a lot of options
L	Scribe Recording Sheet	Performance measures	Bicycling Environment	Paula: bikes: separate bikes from cars for safety.
L	Scribe Recording Sheet	Performance measures	Bicycling Environment	reduce speed limit to reduce bike lane width. Do not use bikes as excuse to demolish buildings on Broadway. If there are not businesseses, there is not reason to walk or bike on Broadway.
L	Scribe Recording Sheet	Performance measures	Bicycling Environment	Paula: bikes: separate bikes from cars for safety.
L	Scribe Recording Sheet	Performance measures	Bicycling Environment	reduce speed limit to reduce bike lane width. Do not use bikes as excuse to demolish buildings on Broadway. If there are not businesseses, there is not reason to walk or bike on Broadway.
L	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	disagree on assigning ---(blank) to this option
L	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	disagree on assigning ---(blank) to this option
L	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	one of the participants is concerned that residence is not part of performance measures
L	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Water Run-Off not part of performance measures
L	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	residency shall be a separate performance measure
L	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	one of the participants is concerned that residence is not part of performance measures
L	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Water Run-Off not part of performance measures
L	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	residency shall be a separate performance measure
L	Scribe Recording Sheet	Performance measures	Construction and Acquisition Cost	George: project cost is more important for him
L	Scribe Recording Sheet	Performance measures	Construction and Acquisition Cost	concern about cost and unnecessary construction
L	Scribe Recording Sheet	Performance measures	Construction and Acquisition Cost	George: project cost is more important for him
L	Scribe Recording Sheet	Performance measures	Construction and Acquisition Cost	concern about cost and unnecessary construction
L	Scribe Recording Sheet	Performance measures	Economic Potential	residents and businesses are most important
L	Scribe Recording Sheet	Performance measures	Economic Potential	economic potential: most chosen
L	Scribe Recording Sheet	Performance measures	Economic Potential	Karen: lack of available real estate on Broadway. Willing to take risk (family oriented salon) great investment opportunity for small businesses to buy property. Economic Vitality: you can build and make your own.
L	Scribe Recording Sheet	Performance measures	Economic Potential	Stewart: support bikes and businesses - 150 apartments for disabled people, concern for elderly, disabled and low income. Access to transport.
L	Scribe Recording Sheet	Performance measures	Economic Potential	residency is covered under economic potential
L	Scribe Recording Sheet	Performance measures	Economic Potential	3 residential dots were moved to economic potential
L	Scribe Recording Sheet	Performance measures	Economic Potential	residents and businesses are most important
L	Scribe Recording Sheet	Performance measures	Economic Potential	economic potential: most chosen
L	Scribe Recording Sheet	Performance measures	Economic Potential	Karen: lack of available real estate on Broadway. Willing to take risk (family oriented salon) great investment opportunity for small businesses to buy property. Economic Vitality: you can build and make your own.
L	Scribe Recording Sheet	Performance measures	Economic Potential	Stewart: support bikes and businesses - 150 apartments for disabled people, concern for elderly, disabled and low income. Access to transport.
L	Scribe Recording Sheet	Performance measures	Economic Potential	residency is covered under economic potential
L	Scribe Recording Sheet	Performance measures	Economic Potential	3 residential dots were moved to economic potential
L	Scribe Recording Sheet	Cross sections	General Project	Paula: Is there a pedestrian bridge under consideration?
L	Scribe Recording Sheet	Cross sections	General Project	Paula: shade is a consideration
L	Scribe Recording Sheet	Cross sections	General Project	a balance of shade and landscape needed.
L	Scribe Recording Sheet	Cross sections	General Project	do not go wider
L	Scribe Recording Sheet	Cross sections	General Project	Paula: Is there a pedestrian bridge under consideration?
L	Scribe Recording Sheet	Cross sections	General Project	Paula: shade is a consideration
L	Scribe Recording Sheet	Cross sections	General Project	a balance of shade and landscape needed.
L	Scribe Recording Sheet	Cross sections	General Project	do not go wider
L	Scribe Recording Sheet	Performance measures	General Project	Stewart: Main concern is project
L	Scribe Recording Sheet	Performance measures	General Project	sense of place: residents. 150 apartments not considered
L	Scribe Recording Sheet	Performance measures	General Project	Paula: water use: if there is a way to make sidewalks and bike lanes capture rainwater.
L	Scribe Recording Sheet	Performance measures	General Project	Stewart: Main concern is project
L	Scribe Recording Sheet	Performance measures	General Project	sense of place: residents. 150 apartments not considered
L	Scribe Recording Sheet	Performance measures	General Project	Paula: water use: if there is a way to make sidewalks and bike lanes capture rainwater.
L	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Mary: pedestrian access: almost impossible to cross on Broadway.
L	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Mary: pedestrian access: almost impossible to cross on Broadway.
L	Scribe Recording Sheet	Cross sections	Technical Questions	When is the last time that the data was updated? Traffic projects from 3 years ago.
L	Scribe Recording Sheet	Cross sections	Technical Questions	When is the last time that the data was updated? Traffic projects from 3 years ago.
M	Comment Card	Comment Card	Economic Potential	Wider roads encourage faster traffic that is detrimental to businesses, pedestrians, bikes, sense of place, visual quality, and historic context. The existing ROW or just slightly larger not to exceed 98' ROW is preferred. I am concerned with wider roads having a negative impact on people in all ways.
M	Comment Card	Comment Card	Economic Potential	Wider roads encourage faster traffic that is detrimental to businesses, pedestrians, bikes, sense of place, visual quality, and historic context. The existing ROW or just slightly larger not to exceed 98' ROW is preferred. I am concerned with wider roads having a negative impact on people in all ways.
M	Comment Card	Comment Card	Potential Historic and Significant Building Impact	Do not destroy our history for an inner city highway. Cars can move slower to create an environment that is more positive for people and businesses.
M	Comment Card	Comment Card	Potential Historic and Significant Building Impact	Do not destroy our history for an inner city highway. Cars can move slower to create an environment that is more positive for people and businesses.
M	Post-it note comment	Post-it note comment	Accomodation of High Capacity Transit	I object to buses in center lanes - it would involve more people having to cross lanes to get to bus stops. Senior citizens should be able to walk to buses from curb to be safe. Big safety issue exists on Broadway senior housing.
M	Post-it note comment	Post-it note comment	Accomodation of High Capacity Transit	I object to buses in center lanes - it would involve more people having to cross lanes to get to bus stops. Senior citizens should be able to walk to buses from curb to be safe. Big safety issue exists on Broadway senior housing.
M	Post-it note comment	Post-it note comment	Bicycling Environment	More car lanes measn more car exhaust. There are existing bike lanes from Euclid to Plumer on 9th Street, and then it jogs over to 8th Street. The street is marked as such, but I don’t see bike riders using 9th Street, granted it is not a through route.
M	Post-it note comment	Post-it note comment	Bicycling Environment	More car lanes measn more car exhaust. There are existing bike lanes from Euclid to Plumer on 9th Street, and then it jogs over to 8th Street. The street is marked as such, but I don’t see bike riders using 9th Street, granted it is not a through route.
M	Post-it note comment	Post-it note comment	Comments Related to the Exercise	I am concerned that the ratings are subjective and do not reflect our table's opinion. There are many possibilities within any ROW.
M	Post-it note comment	Post-it note comment	Comments Related to the Exercise	I am concerned that the ratings are subjective and do not reflect our table's opinion. There are many possibilities within any ROW.
M	Report Out Sheet	Key Points of Discussion or Conflic	6 + TA - 146' ROW/ 6 + TB - 154' ROW	discounted 6 + TA & 6 +TB because even if they 'measured' well, they're not what neighboring communities want
M	Report Out Sheet	Key Points of Discussion or Conflic	6 + TA - 146' ROW/ 6 + TB - 154' ROW	discounted 6 + TA & 6 +TB because even if they 'measured' well, they're not what neighboring communities want
M	Report Out Sheet	Key Points of Discussion or Conflic	Construction and Acquisition Cost	cost & feasibility of different options
M	Report Out Sheet	Key Points of Discussion or Conflic	Construction and Acquisition Cost	cost & feasibility of different options
M	Report Out Sheet	Key Points of Discussion or Conflic	Pedestrian Environment	pedestrian amenities = wider buffers with shade
M	Report Out Sheet	Key Points of Discussion or Conflic	Pedestrian Environment	pedestrian amenities = wider buffers with shade
M	Report Out Sheet	Key Points of Discussion or Conflic	Potential Historic and Significant Building Impact	dedicated transit vs. historic preservation ROW
M	Report Out Sheet	Key Points of Discussion or Conflic	Potential Historic and Significant Building Impact	maintaining context
M	Report Out Sheet	Key Points of Discussion or Conflic	Potential Historic and Significant Building Impact	dedicated transit vs. historic preservation ROW
M	Report Out Sheet	Key Points of Discussion or Conflic	Potential Historic and Significant Building Impact	maintaining context
M	Report Out Sheet	Cross sections	Preferred Width/ Section Alternatives	4A - 98' ROW
M	Report Out Sheet	Cross sections	Preferred Width/ Section Alternatives	4B - 114' ROW
M	Report Out Sheet	Cross sections	Preferred Width/ Section Alternatives	4 + TA - 12 4' RO W
M	Report Out Sheet	Cross sections	Preferred Width/ Section Alternatives	4A - 98' ROW
M	Report Out Sheet	Cross sections	Preferred Width/ Section Alternatives	4B - 114' ROW
M	Report Out Sheet	Cross sections	Preferred Width/ Section Alternatives	4 + TA - 12 4' RO W

M	Report Out Sheet	Performance measures	Top 4 Performance Measures	pedestrian environment	
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	through traffic movement	
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	high capacity transit	
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	historic & significant buildings	
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	visual quality	
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	pedestrian environment	
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	through traffic movement	
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	high capacity transit	
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	historic & significant buildings	
M	Report Out Sheet	Performance measures	Top 4 Performance Measures	visual quality	
M	Scribe Recording Sheet	Cross sections	4 + T SATA - 70' ROW	SATA Representative takes issue with accomodation of High Capacity Transit as 'neutral'	
M	Scribe Recording Sheet	Cross sections	4 + T SATA - 70' ROW	Feels that this evaluation is biased (very public)	
M	Scribe Recording Sheet	Cross sections	4 + T SATA - 70' ROW	Mere analysis of SATA option needs more study because the option has other benefits	
M	Scribe Recording Sheet	Cross sections	4 + T SATA - 70' ROW	select as option to move forward based on above comments	
M	Scribe Recording Sheet	Cross sections	4 + T SATA - 70' ROW	SATA Representative takes issue with accomodation of High Capacity Transit as 'neutral'	
M	Scribe Recording Sheet	Cross sections	4 + T SATA - 70' ROW	Feels that this evaluation is biased (very public)	
M	Scribe Recording Sheet	Cross sections	4 + T SATA - 70' ROW	Mere analysis of SATA option needs more study because the option has other benefits	
M	Scribe Recording Sheet	Cross sections	4 + T SATA - 70' ROW	select as option to move forward based on above comments	
M	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	no sense of place, little context	
M	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	'+' dedicated transit	
M	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	'--' destroys the context 'traffic more important than people'	group selected 5 performance measures
M	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	no sense of place, little context	
M	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	'+' dedicated transit	
M	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	'--' destroys the context 'traffic more important than people'	group selected 5 performance measures
M	Scribe Recording Sheet	Cross sections	4A - 98' ROW	+' relatively cheap, protects context, but still improves functionality	
M	Scribe Recording Sheet	Cross sections	4A - 98' ROW	'--' does not incorporate transit. pedestrian crossing concern	
M	Scribe Recording Sheet	Cross sections	4A - 98' ROW	+' relatively cheap, protects context, but still improves functionality	
M	Scribe Recording Sheet	Cross sections	4A - 98' ROW	'--' does not incorporate transit. pedestrian crossing concern	
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	'--' no room for transit as currently shown	
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	investigated w/ transportation map	
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	increased room for pedestrians	
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	'--' no room for transit as currently shown	
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	investigated w/ transportation map	
M	Scribe Recording Sheet	Cross sections	4B - 114' ROW	increased room for pedestrians	
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	group selected 5 performance measures
M	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW/ 6 + TB - 154' ROW	no, cost too much	group selected 5 performance measures
M	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW/ 6 + TB - 154' ROW	other than high capacity improvement, overall detriment	group selected 5 performance measures
M	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW/ 6 + TB - 154' ROW	table member presented if we should study	group selected 5 performance measures
M	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW/ 6 + TB - 154' ROW	no, cost too much	group selected 5 performance measures
M	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW/ 6 + TB - 154' ROW	other than high capacity improvement, overall detriment	group selected 5 performance measures
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	
M	Scribe Recording Sheet	Performance measures	Pedestrian Environment	pedestrian traffic should draw people and sustain interest	
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	two senior citizen locations need to be carefully considered	
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	sense of place	
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	want a good looking road with character rather than a straight road that would not draw people	
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	Broadway amazing place now, need to utilize empty space to increase potential	
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	two senior citizen locations need to be carefully considered	
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	sense of place	
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	want a good looking road with character rather than a straight road that would not draw people	
M	Scribe Recording Sheet	Performance measures	Potential Historic and Significant Building Impact	Broadway amazing place now, need to utilize empty space to increase potential	
M	Scribe Recording Sheet	Cross sections	Team members point	ratings are very subjective	
M	Scribe Recording Sheet	Cross sections	Team members point	difficult to digest complexity of issues in such a short time frame	
M	Scribe Recording Sheet	Cross sections	Team members point	historical map in the process of changing and could change outcome	
M	Scribe Recording Sheet	Cross sections	Team members point	SATA options to be analyzed because of 'baseline' effect	
M	Scribe Recording Sheet	Cross sections	Team members point	ratings are very subjective	
M	Scribe Recording Sheet	Cross sections	Team members point	difficult to digest complexity of issues in such a short time frame	
M	Scribe Recording Sheet	Cross sections	Team members point	historical map in the process of changing and could change outcome	
M	Scribe Recording Sheet	Cross sections	Team members point	SATA options to be analyzed because of 'baseline' effect	
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 widened road to house may upset asthma condition	
M	Scribe Recording Sheet	Performance measures	Walking and Biking Health Benefits	proximity to widened road to house may upset asthma condition	
N	Post-it note comment	General Comments	4A - 98' ROW	Bicycle Environment	
N	Post-it note comment	General Comments	4A - 98' ROW	Through Traffic Movement	
N	Post-it note comment	General Comments	4A - 98' ROW	Walking and Bicycling Health	
N	Post-it note comment	General Comments	4A - 98' ROW	Historic Buildings/Visual Quality	
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 UofA	
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Bikes & through movement - university events	
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Needs a buffer zone for bikes	
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Choises: visual-historic / bikes / thru traffic	
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Cycle track very attractive	
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Bicycle protection - bollards, planters	
N	Scribe Recording Sheet	Cross sections	Bicycling Environment	Cleaning of bike lanes a concern - street sweeper	
N	Scribe Recording Sheet	Cross sections	Economic Potential	concern with blocking business frontage	
N	Scribe Recording Sheet	Cross sections	General Project	Maybe part of it should be stacked or tunneled	
N	Scribe Recording Sheet	Cross sections	General Project	Lots of visitors	
N	Scribe Recording Sheet	Performance measures	General Project	If it's not broken, don't fix it.	
N	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Choises: visual-historic / bikes / thru traffic	
N	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Visual & historic = combo	
N	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	ties to the past, present, and future	
N	Scribe Recording Sheet	Cross sections	Visual Quality	Shade trees for people	
N	Scribe Recording Sheet	Cross sections	Visual Quality	Choises: visual-historic / bikes / thru traffic	
N	Scribe Recording Sheet	Cross sections	Visual Quality	Bicycle protection - bollards, planters	
N	Scribe Recording Sheet	Performance measures	Visual Quality	more trees	
N	Scribe Recording Sheet	Performance measures	Visual Quality	Visual & historic = combo	
N	Scribe Recording Sheet	Performance measures	Visual Quality	We are visual beings	
N	Scribe Recording Sheet	Performance measures	Visual Quality	Gateway to downtown	
N	Scribe Recording Sheet	Performance measures	Visual Quality	Fill in the gaps on Broadway	
O	36 x 48 Performance Measures	General Comments	Economic Potential	Economic Vitality	
O	36 x 48 Performance Measures	General Comments	General Project	Certainty	
O	36 x 48 Performance Measures	General Comments	Through Traffic Movement	Vehicular Access	
O	Comment Card	General Comments	4A - 98' ROW	The projection for future increases on traffic seems very uncertain and exaggerated. With Better sense of neighborhood and local businesses, some traffic would not be needed. Keep to only 4 lanes! We don't need to take down historic buildings.	
O	Comment Card	General Comments	4A - 98' ROW	Continuous turn lanes seem to keep turning safer.	
O	Comment Card	General Comments	4A - 98' ROW	8 ft seems like way too much (arrow pointing to 8' landscape)	
O	Comment Card	General Comments	4A - 98' ROW	We like the landscaping!	
O	Comment Card	General Comments	4B - 114' ROW	The projection for future increases on traffic seems very uncertain and exaggerated. With Better sense of neighborhood and local businesses, some traffic would not be needed. Keep to only 4 lanes! We don't need to take down historic buildings.	
O	Comment Card	General Comments	Bicycling Environment	The performance measures are not appropriate as it assumes certain performance of the street. Cycling should be moved off of Broadway to a side street.	
O	Comment Card	General Comments	Bicycling Environment	Only shows bicycling as being on street, not on a bike boulevard (e.g. on 10th Street)	
O	Comment Card	General Comments	Comments Related to the Exercise	The performance measures are not appropriate as it assumes certain performance of the street. Cycling should be moved off of Broadway to a side street.	
O	Comment Card	General Comments	Comments Related to the Exercise	Consultant boy talk too much. Look like he's trying to talk people into a choice.	
O	Comment Card	General Comments	Comments Related to the Exercise	Sidewalks only shown next to road, rather than next to building.	
O	Comment Card	General Comments	Comments Related to the Exercise	The projection for future increases on traffic seems very uncertain and exaggerated. With Better sense of neighborhood and local businesses, some traffic would not be needed. Keep to only 4 lanes! We don't need to take down historic buildings.	
O	Comment Card	General Comments	Comments Related to the Exercise	Phil Erickson took too much time when speaking which cut down on "our" time to discuss. He also came across on several points (bike lanes or alternatives and Grant Road improvements!) that came across in trying to persuade us which he should not be doing! Thanks for the snacks!	
O	Comment Card	General Comments	Comments Related to the Exercise	We were rushed and more time was spend on "silly things" and not hearing our opinions! Just a formality!	
O	Comment Card	General Comments	Potential Historic And Significant Buildings	The projection for future increases on traffic seems very uncertain and exaggerated. With Better sense of neighborhood and local businesses, some traffic would not be needed. Keep to only 4 lanes! We don't need to take down historic buildings.	
O	Comment Card	General Comments	Through Traffic Movement	There is a severe bottleneck where the street curves at Hotel Congress. Traffic stalls here. People can't decide which lanes to choose so they cut each other off. It sounds like rush people west to gather at this bottleneck. Downtown is narrow - 2 lanes. Can downtown absorb and handle this mass migration west? 2nd. I don't see a crowded Broadway outside of morning and evening rush hour times. The street is plenty big right now. I love right off of Broadway/Highland.	
O	Report Out Sheet	General Comments	4A - 98' ROW	Top 3 street width alternatives: 70' dedicated transit, 80' dedicated transit, 98' Option 4A	
O	Report Out Sheet	General Comments	4A - 98' ROW	Main point of conflict re: 98' width: some wouldn't want more ROW acquired for sidewalk landscaping (about half for /half against)	
O	Report Out Sheet	General Comments	Bicycling Environment	Top 4 Measures: Historic, Economic Potential, Cost to Maintain, Bike	
O	Report Out Sheet	General Comments	Bicycling Environment	Wanted bike boulevards instead of bike lanes on Broadway (or in addition to)	
O	Report Out Sheet	General Comments	City's Ability to Maintain Improvements	Top 4 Measures: Historic, Economic Potential, Cost to Maintain, Bike	
O	Report Out Sheet	General Comments	Economic Potential	Top 4 Measures: Historic, Economic Potential, Cost to Maintain, Bike	
O	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Top 4 Measures: Historic, Economic Potential, Cost to Maintain, Bike	
O	Report Out Sheet	General Comments	Potential Historic And Significant Buildings	Very focused on historic preservation	
O	Report Out Sheet	General Comments	Through Traffic Movement	Top 3 street width alternatives: 70' dedicated transit, 80' dedicated transit, 98' Option 4A	
O	Report Out Sheet	General Comments	Visual Quality	Main point of conflict re: 98' width: some wouldn't want more ROW acquired for sidewalk landscaping (about half for /half against)	
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Smallest option gives room for art	
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	2 narrowest are in group agreement	
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	98' has some issues - concerns of taking some buildings	

O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	group only likes the landscaping in the 98' option
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	98' can have a transit service down the middle and use the same system on the way back.
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	98' can have a really nice bike lane instead of landscaping
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Group had mixed opinions about the 98' options.
O	Scribe Recording Sheet	Cross sections	4A - 98' ROW	Has support for first 2 options
O	Scribe Recording Sheet	Cross sections	4B - 114' ROW	2 narrowest are in group agreement
O	Scribe Recording Sheet	Cross sections	4B - 114' ROW	Has support for first 2 options
O	Scribe Recording Sheet	Cross sections	6 + TA - 146' ROW	City can't afford to maintain the largest options
O	Scribe Recording Sheet	Cross sections	6 + TB - 154' ROW	City can't afford to maintain the largest options
O	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	For the dedicated bus/rail, how do people go to the stop?
O	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	Can a bus trigger lights before and after bus arrive and departs the bus stops?
O	Scribe Recording Sheet	Cross sections	Bicycling Environment	All bike stuff: only on the street, not dedicated or on parallel streets
O	Scribe Recording Sheet	Performance measures	Bicycling Environment	Why have bikes off the street?
O	Scribe Recording Sheet	Performance measures	Bicycling Environment	Bike fatality was at Broadway & Campbell. No matter what happens, will it help with safety?
O	Scribe Recording Sheet	Performance measures	Bicycling Environment	Bike boulevard option???
O	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	Concerned about how these + and - came about
O	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	Why are there circles on the big number of lanes even though the group was against it.
O	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	The study was done about 30 years ago wasn't accurate. Not indicative of what people want today.
O	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	Traffic studies have been inaccurate for the past few years.
O	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Mark opposes this exercise. Concerned with what will be said after performance measures are said - multiple people agreed.
O	Scribe Recording Sheet	Performance measures	Comments Related to the Exercise	Concerned with the lack of creativity because of the lack of options/cross-sections.
O	Scribe Recording Sheet	Cross sections	Economic Potential	Sidewalks in front of businesses and not by the street
O	Scribe Recording Sheet	Performance measures	Economic Potential	Tie into the economic side, some really good buildings.
O	Scribe Recording Sheet	Performance measures	Economic Potential	Helps economic vitality
O	Scribe Recording Sheet	Cross sections	General Project	8-lane will wipe out everything.
O	Scribe Recording Sheet	Cross sections	General Project	Is it true that narrow travel lanes are safer?
O	Scribe Recording Sheet	Cross sections	General Project	10ft travel lanes instead of 12'?
O	Scribe Recording Sheet	Cross sections	General Project	City should take property from both north and south sides.
O	Scribe Recording Sheet	Cross sections	General Project	Improvement projects on both Speedway, Grant, and 22nd will alleviate traffic on Broadway.
O	Scribe Recording Sheet	Cross sections	General Project	Would love public art
O	Scribe Recording Sheet	Cross sections	General Project	Art can be free
O	Scribe Recording Sheet	Cross sections	General Project	Planning for the future.
O	Scribe Recording Sheet	Cross sections	General Project	Based on a 1982 design. Strong dislike.
O	Scribe Recording Sheet	Performance measures	General Project	Broadway is really a part of downtown, it is the destination
O	Scribe Recording Sheet	Performance measures	General Project	Area is set apart from Phoenix, because of culture
O	Scribe Recording Sheet	Performance measures	General Project	Dense housing on both sides won't survive an expansion.
O	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Does that imply a singular crossing?
O	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Seems the sidewalks speech was pulling them into identity/safety
O	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Hard to cross the street at Broadway & Campbell
O	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Want it to be walkable and safe
O	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	When you tear things down to walk to, there is no destination for people to walk to
O	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Defines a sense of neighborhood, roots
O	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	People who choose to live in this City like historic stuff
O	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Does not want to lose historic buildings
O	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Does not want to lose historic looks
O	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Protection of buildings promotes investment
O	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Don't want to see the big lanes.
O	Scribe Recording Sheet	Cross sections	Through Traffic Movement	Favoring narrow width, because it would have lesser through traffic and reliance on cars.
O	Scribe Recording Sheet	Performance measures	Through Traffic Movement	The more lanes they open, the more traffic that will be attracted.
O	Scribe Recording Sheet	Cross sections	Visual Quality	Can businesses support their own landscaping?
O	Scribe Recording Sheet	Cross sections	Visual Quality	Dejection of the notion of no landscaping means visual aesthetics.
O	Scribe Recording Sheet	Cross sections	Visual Quality	There is landscaping all around because of businesses, even though the diagrams don't show it.
O	Scribe Recording Sheet	Performance measures	Visual Quality	Some of these buildings are cool looking.
O	Scribe Recording Sheet	Performance measures	Visual Quality	Does not like corporate look.
O	Scribe Recording Sheet	Performance measures	Visual Quality	Should have something more attractive than a QT gas station
P	Comment Card	General Comments	Accomodation of High Capacity Transit	Bus pullouts- besides no bus lane country club to columbus. Narrow median with every other block a left turn like speedway (in places). Use 11' lanes and 35 mph Country Club to Euclid. Emphasize bike use along E. 6th (El Con park & bike to UA) and put in bike lanes there. Broadway traffic shouldn't increase- almost build out to the east.
P	Comment Card	General Comments	Accomodation of High Capacity Transit	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemouth which would visully and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.
P	Comment Card	General Comments	Accomodation of High Capacity Transit	Maybe every street in Tucson doesn't (or shouldn't) be designed to provide space for all modes of transit. (Example- 5th/6th through Sam Huges could provide good bike access while Broadway could provide mass transit and pedestrian area (w/ buffer) for the same areas, which would improve safety for all involved.
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P	Comment Card	General Comments	Bicycling Environment	wide roadways kill pedestrian and bicycle access and isolate the north and south sides of the road. The first widening was the first nail in the coffin of Broadway businesses loss of setbacks and clear zones really altered the pedestrian environment- walkable streeets support commerce. Speed with traffic intimidates cyclits and peds. Buildings for peak traffic of short duration at the expense of other modes makes no sense.
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P	Comment Card	General Comments	Bicycling Environment	Street cross section: Six travel lanes; a mdian of minimum width (5 feet); two dedicated bikes lanes, sidewalks on either side. This is what exists presently on Broadway, east of country club to columbus. This provides for continuity (just for consideration)
P	Comment Card	General Comments	Bicycling Environment	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of nieghbors. New visions: walking, biking, public transportation, and keeping our history.
P	Comment Card	General Comments	Bicycling Environment	Less road, more bike/walking. Keep historic buildings and neighborhoods. We live in a 'dense' urban area which should not be built on thoroughfares of cars speeding through and cutting up our history and neighborhoods. The younger vision is less cars, less road. Broadway funnels into the downtown so widening i makes no sense as the downtown has smaller roads. The community along Broadway do not want a thoroughfare cutting thru neighborhoods. The option of less traffic lanes, but more alternative means of travel is what is desired but isnt an option with any of these RTA plans.
P	Comment Card	General Comments	Bicycling Environment	A quality pedestrian experience doesn't necessary require larger sidewalks + buffers on both sides of the street. (3) lanes both directions at 45 mph is not compatable with bike and pedestrian positive experience. Keep roads to (2) traffic lanes each way. Add transit lanes + pedestrian access.
P	Comment Card	General Comments	Bicycling Environment	Broadway improvements need to seemlessly merge w/ Broadway/Euclid to Country Club. 12' too wide a pedestrian buffer. (landscape w/owners maybe). Encourage traffic from 6th Ave- this should be a pedestrian area. Encourage traffic by making an attractive road (Not Ft. Lowell) and attractive entry and advertising and parking for business and attractive transit stops. Vegetation middle median and on outside- shade for walkers. Upgrade bike transport lanes. Get rid of old delapidated buildings- old is not always financially valuable historic.
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P	Comment Card	General Comments	Comments Related to the Exercise	It's almost impossible to look at the roadway cross sections and understand them because of the urgonomics of the group tables- orientation of the cross sections and the small cross sections not really making it around the table - really frustrating and kind of useless exercise as done tonight.
P	Comment Card	General Comments	Comments Related to the Exercise	Ill conceived exercise- roadway cross sections. It's tough to know what to choose because we don’t know about the requirements driving the choices we were presented with.
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P	Comment Card	General Comments	Construction And Acquisition Cost	$42 M is budgeted for land acquisition or 58% of the project budget, the roadway plan should minimize the taking of property vs. buying as much land as dollars allow; funds should be spent on 'meaningful' concrete and asphalt and not on acquiring private property.
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P	Comment Card	General Comments	Economic Potential	wide roadways kill pedestrian and bicycle access and isolate the north and south sides of the road. The first widening was the first nail in the coffin of Broadway businesses loss of setbacks and clear zones really altered the pedestrian environment- walkable streeets support commerce. Speed with traffic intimidates cyclits and peds. Buildings for peak traffic of short duration at the expense of other modes makes no sense.
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P	Comment Card	General Comments	Pedestrian Environment	Difficult balance to strike- road width vs. bike/ ped facilities which contribute to overall ROW width. Broadway is already marginalized by the previous widening- loss of setbacks and context for buildings. I would favor other modes over automobiles but overall I'd be willing to trade bike/ped width improvements for not widening traffic lanes- maybe 11 ft. lanes?
P	Comment Card	General Comments	Pedestrian Environment	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of nieghbors. New visions: walking, biking, public transportation, and keeping our history.
P	Comment Card	General Comments	Pedestrian Environment	Less road, more bike/walking. Keep historic buildings and neighborhoods. We live in a 'dense' urban area which should not be built on thoroughfares of cars speeding through and cutting up our history and neighborhoods. The younger vision is less cars, less road. Broadway funnels into the downtown so widening i makes no sense as the downtown has smaller roads. The community along Broadway do not want a thoroughfare cutting thru neighborhoods. The option of less traffic lanes, but more alternative means of travel is what is desired but isnt an option with any of these RTA plans.
P	Comment Card	General Comments	Pedestrian Environment	A quality pedestrian experience doesn't necessary require larger sidewalks + buffers on both sides of the street. (3) lanes both directions at 45 mph is not compatable with bike and pedestrian positive experience. Keep roads to (2) traffic lanes each way. Add transit lanes + pedestrian access.

P	Comment Card	General Comments	Pedestrian Environment	Broadway improvements need to seemlessly merge w/ Broadway/Euclid to Country Club. 12' too wide a pedestrian buffer. (landscape w/owners maybe). Encourage traffic from 6th Ave- this should be a pedestrian area. Encourage traffic by making an attractive road (Not Ft. Lowell) and attractive entry and advertising and parking for business and attractive transit stops. Vegetation middle median and on outside- shade for walkers. Upgrade bike transport lanes. Get rid of old delapidated buildings- old is not always financially valuable historic.
P	Comment Card	General Comments	Potential Historic And Significant Buildings	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemouth which would visully and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.
P	Comment Card	General Comments	Potential Historic And Significant Buildings	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of nieghbors. New visions: walking, biking, public transportation, and keeping our history.
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P	Comment Card	General Comments	Through Traffic Movement	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemouth which would visully and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.
P	Comment Card	General Comments	Through Traffic Movement	Maybe every street in Tucson doesn't (or shouldn't) be designed to provide space for all modes of transit. (Example- 5th/6th through Sam Huges could provide good bike access while Broadway could provide mass transit and pedestrian area (w/ buffer) for the same areas, which would improve safety for all involved.
P	Comment Card	General Comments	Through Traffic Movement	Street cross section: Six travel lanes; a mdian of minimum width (5 feet); two dedicated bikes lanes, sidewalks on either side. This is what exists presently on Broadway, east of country club to columbus. This provides for continuity (just for consideration)
P	Comment Card	General Comments	Through Traffic Movement	Roadways should not take over our lives. Neighborhoods, walking and bicycling accessibility among historic buildings is key. Thoroughfare zipping through neighborhoods break up the urban feel- but we live in an urban area for the feel of nieghbors. New visions: walking, biking, public transportation, and keeping our history.
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P	Comment Card	General Comments	Through Traffic Movement	A quality pedestrian experience doesn't necessary require larger sidewalks + buffers on both sides of the street. (3) lanes both directions at 45 mph is not compatable with bike and pedestrian positive experience. Keep roads to (2) traffic lanes each way. Add transit lanes + pedestrian access.
P	Comment Card	General Comments	Through Traffic Movement	I would give priority to walkability, ease of crossing, bicycling, mass transit, preserving businesses, & historic properties. I would nto like to see a huge 8-lane behemouth which would visully and psychologically bisect the two areas- north of Broadway and south of Broadway. We need to build for a future with fewer automobiles.
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P	Comment Card	General Comments	Visual Quality	Why does landscaping have to be linear, i.e., continuous and on both sides of the street; space it out and consider areas where it can be massed.
P	Comment Card	General Comments	Visual Quality	Broadway improvements need to seemlessly merge w/ Broadway/Euclid to Country Club. 12' too wide a pedestrian buffer. (landscape w/owners maybe). Encourage traffic from 6th Ave- this should be a pedestrian area. Encourage traffic by making an attractive road (Not Ft. Lowell) and attractive entry and advertising and parking for business and attractive transit stops. Vegetation middle median and on outside- shade for walkers. Upgrade bike transport lanes. Get rid of old delapidated buildings- old is not always financially valuable historic.
P	Comment Card	General Comments	Visual Quality	We need enough of a buffer to accommodate lots of trees for shading to the urban heat island. We should allow for variation in the path of the roadway…possibly allow for curving.
P	Comment Card	General Comments	Visual Quality	Why does landscaping have to be linear, i.e., continuous and on both sides of the street; space it out and consider areas where it can be massed.
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P	Comment Card	General Comments	Visual Quality	We need enough of a buffer to accommodate lots of trees for shading to the urban heat island. We should allow for variation in the path of the roadway…possibly allow for curving.
P	Post-it note comment	Cross sections	4 + T SATA - EXISTING ROW	existing or option 4A. Really frustrated by this process. Facilitator wasn't neutral opinion.
P	Post-it note comment	Cross sections	4 + T SATA - EXISTING ROW	existing or option 4A. Really frustrated by this process. Facilitator wasn't neutral opinion.
P	Post-it note comment	Cross sections	4A - 98' ROW	4A + 4B with consideration for the neighborhood context and affect to specific businesses along broadway
P	Post-it note comment	Cross sections	4A - 98' ROW	existing or option 4A. Really frustrated by this process. Facilitator wasn't neutral opinion.
P	Post-it note comment	Cross sections	4A - 98' ROW	4A + 4B with consideration for the neighborhood context and affect to specific businesses along broadway
P	Post-it note comment	Cross sections	4A - 98' ROW	existing or option 4A. Really frustrated by this process. Facilitator wasn't neutral opinion.
P	Post-it note comment	Cross sections	4B - 114' ROW	4A + 4B with consideration for the neighborhood context and affect to specific businesses along broadway
P	Post-it note comment	Cross sections	4B - 114' ROW	4A + 4B with consideration for the neighborhood context and affect to specific businesses along broadway
P	Post-it note comment	Cross sections	6A - 120' ROW	6A: minimize the landscaping and the width of the median
P	Post-it note comment	Cross sections	6A - 120' ROW	6A: minimize the landscaping and the width of the median
P	Post-it note comment	Cross sections	Accomodation of High Capacity Transit	bus pullouts
P	Post-it note comment	Cross sections	Accomodation of High Capacity Transit	bus pullouts
P	Post-it note comment	Performance measures	Accomodation of High Capacity Transit	mass transit viability can be improved by creating 'places' worth being in
P	Post-it note comment	Performance measures	Accomodation of High Capacity Transit	not adding more traffic lanes
P	Post-it note comment	Performance measures	Accomodation of High Capacity Transit	I'm interested in accomodating high capacity transit because we need to be supporting what ever will reduce the automobile traffic through town and I think reliable rapid transit (buses) will help move people out of their cars
P	Post-it note comment	Performance measures	Accomodation of High Capacity Transit	mass transit viability can be improved by creating 'places' worth being in
P	Post-it note comment	Performance measures	Accomodation of High Capacity Transit	not adding more traffic lanes
P	Post-it note comment	Performance measures	Accomodation of High Capacity Transit	I'm interested in accomodating high capacity transit because we need to be supporting what ever will reduce the automobile traffic through town and I think reliable rapid transit (buses) will help move people out of their cars
P	Post-it note comment	Cross sections	Bicycling Environment	smaller bike walk lanes

P	Post-it note comment	Cross sections	Bicycling Environment	smaller bike walk lanes
P	Post-it note comment	Cross sections	Comments Related to the Exercise	existing or option 4A. Really frustrated by this process. Facilitator wasn't neutral opinion.
P	Post-it note comment	Cross sections	Comments Related to the Exercise	existing or option 4A. Really frustrated by this process. Facilitator wasn't neutral opinion.
P	Post-it note comment	Cross sections	Economic Potential	opinion- the only reason traffic has decreased is depressed economy. As affluence increases we will have more cars and need 6 lanes. Increase makes Tucson economically viable and not striving to be at the bottom of the economic totom pole. This is a decision for 40 years, not today only.
P	Post-it note comment	Cross sections	Economic Potential	opinion- the only reason traffic has decreased is depressed economy. As affluence increases we will have more cars and need 6 lanes. Increase makes Tucson economically viable and not striving to be at the bottom of the economic totom pole. This is a decision for 40 years, not today only.
P	Post-it note comment	Cross sections	General Project	I think all options need to be reconsidered. Do not increase traffic lanes.
P	Post-it note comment	Cross sections	General Project	I think all options need to be reconsidered. Do not increase traffic lanes.
P	Post-it note comment	Cross sections	Pedestrian Environment	smaller bike walk lanes
P	Post-it note comment	Cross sections	Pedestrian Environment	smaller bike walk lanes
P	Post-it note comment	Performance measures	Pedestrian Environment	slow cars
P	Post-it note comment	Performance measures	Pedestrian Environment	treat needs a hawk
P	Post-it note comment	Performance measures	Pedestrian Environment	in general, clear zone along broadway is non existent or too narrow
P	Post-it note comment	Performance measures	Pedestrian Environment	slow cars
P	Post-it note comment	Performance measures	Pedestrian Environment	treat needs a hawk
P	Post-it note comment	Performance measures	Pedestrian Environment	in general, clear zone along broadway is non existent or too narrow
P	Post-it note comment	Cross sections	Through Traffic Movement	opinion- the only reason traffic has decreased is depressed economy. As affluence increases we will have more cars and need 6 lanes. Increase makes Tucson economically viable and not striving to be at the bottom of the economic totom pole. This is a decision for 40 years, not today only.
P	Post-it note comment	Cross sections	Through Traffic Movement	I think all options need to be reconsidered. Do not increase traffic lanes.
P	Post-it note comment	Cross sections	Through Traffic Movement	opinion- the only reason traffic has decreased is depressed economy. As affluence increases we will have more cars and need 6 lanes. Increase makes Tucson economically viable and not striving to be at the bottom of the economic totom pole. This is a decision for 40 years, not today only.
P	Post-it note comment	Cross sections	Through Traffic Movement	I think all options need to be reconsidered. Do not increase traffic lanes.
P	Post-it note comment	Cross sections	Visual Quality	vary median width
P	Post-it note comment	Cross sections	Visual Quality	vary median width
P	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
P	Scribe Recording Sheet	Cross sections	4 + TB - 152' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
P	Scribe Recording Sheet	Cross sections	4A - 98' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
P	Scribe Recording Sheet	Cross sections	4A - 98' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	too much landscape 16'
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	why does landscape have to be linear
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	one lane dedicated transit lanes
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	urban heat island and increase trees in shade
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	bicyclist want straight shot
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	recommendation- new symmetrical ROW on either side
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	if i want to walk in a pretty area i will go through the neighborhood
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	too much landscape 16'
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P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	if i want to walk in a pretty area i will go through the neighborhood
P	Scribe Recording Sheet	Cross sections	4B - 114' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
P	Scribe Recording Sheet	Cross sections	6B - 152' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
P	Scribe Recording Sheet	Cross sections	6B - 152' ROW	4A 98' ROW, 4B 114' ROW, 4 + TB 152' ROW, 6B 152' ROW were all circled on the scribe recording sheet and indicators that those cross sections were selected by group
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	overlapping of bike environment, walking, and bike health benefits. Importance of walkability and access to both sides of Broadway
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	bicycling: number of driveways and conflicts, came close to dying on a bike on Broadway
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	6th street more bike friendly all the way to Elcon
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	overlapping of bike environment, walking, and bike health benefits. Importance of walkability and access to both sides of Broadway
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	bicycling: number of driveways and conflicts, came close to dying on a bike on Broadway
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	6th street more bike friendly all the way to Elcon
P	Scribe Recording Sheet	Performance measures	Bicycling Environment	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
P	Scribe Recording Sheet	Performance measures	Construction And Acquisition Cost	minimize taking of property and focus funds on construction
P	Scribe Recording Sheet	Performance measures	Construction And Acquisition Cost	minimize taking of property and focus funds on construction
P	Scribe Recording Sheet	Performance measures	Economic Potential	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
P	Scribe Recording Sheet	Performance measures	Economic Potential	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
P	Scribe Recording Sheet	Cross sections	General Project	sidewalk width and access to transit
P	Scribe Recording Sheet	Cross sections	General Project	cross section does not apply to entire corridor
P	Scribe Recording Sheet	Cross sections	General Project	sidewalk width and access to transit
P	Scribe Recording Sheet	Cross sections	General Project	cross section does not apply to entire corridor
P	Scribe Recording Sheet	Performance measures	General Project	mostly against widening
P	Scribe Recording Sheet	Performance measures	General Project	doesnt want same take as Speedway widening
P	Scribe Recording Sheet	Performance measures	General Project	mostly against widening
P	Scribe Recording Sheet	Performance measures	General Project	doesnt want same take as Speedway widening
P	Scribe Recording Sheet	Performance measures	Pedestrian Environment	pedestrian environment increases economic impact and community: 'place to be not go through'
P	Scribe Recording Sheet	Performance measures	Pedestrian Environment	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
P	Scribe Recording Sheet	Performance measures	Pedestrian Environment	pedestrian environment increases economic impact and community: 'place to be not go through'
P	Scribe Recording Sheet	Performance measures	Pedestrian Environment	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
P	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	effect of project in preserving 6th street/ does not want broadway to look like Ft. Lowell
P	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	history of buildings and community character
P	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	effect of project in preserving 6th street/ does not want broadway to look like Ft. Lowell
P	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	history of buildings and community character
P	Scribe Recording Sheet	Performance measures	Through Traffic Movement	vehicle speed horrifying in 30 mph zone
P	Scribe Recording Sheet	Performance measures	Through Traffic Movement	cars are less important for the city
P	Scribe Recording Sheet	Performance measures	Through Traffic Movement	vehicle speed horrifying in 30 mph zone
P	Scribe Recording Sheet	Performance measures	Through Traffic Movement	cars are less important for the city
P	Scribe Recording Sheet	Performance measures	Visual Quality	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
P	Scribe Recording Sheet	Performance measures	Visual Quality	pedestrian environment, bicycling environment, visual quality, and economic potential were all circled on the scribe sheet as performance measures chosen
Q	Comment Card	General Comments	General Project	keep width as is
Q	Comment Card	General Comments	General Project	keep business and structure as is
Q	Comment Card	General Comments	General Project	make lanes 11' wide
Q	Comment Card	General Comments	General Project	eliminate the median from the plan
Q	Comment Card	General Comments	General Project	no freeway; slow traffic down
Q	Comment Card	General Comments	General Project	Exercise #1 splits items that divide interests that should be kept as one. Tucson has been reducing lanes heading toward downtown 6th Ave, Main St., 4th Ave so why now expand and change that theme?
Q	Comment Card	General Comments	General Project	Sense of Place should have been 1 item, not broken into the 2 separate items. It definitely set a bias vs. that item. NOT HAVING A choice to mark a choice for multiple modals again makes the choice of pedestrian, bicycle diluted. Way too complicated for people to understand - simplify for public input. A consultant who can do this needs to be hired. Ruth Beeker, Speedway/ Country Club
Q	Report Out Sheet	Cross sections	4 + T SATA - EXISTING ROW	Preferred Street Width/ Section Alternatives : 4 +T SATA (existing ROW); 4 + TA (124' ROW)
Q	Report Out Sheet	Cross sections	4 + TA - 124' ROW	Preferred Street Width/ Section Alternatives : 4 +T SATA (existing ROW); 4 + TA (124' ROW)
Q	Report Out Sheet	Performance Measures	Bicycling Environment	Top 4 Performance Measures: Bicycling Environment; Traffic Movement; Visual Quality; Economic Potential
Q	Report Out Sheet	Performance Measures	Economic Potential	Top 4 Performance Measures: Bicycling Environment; Traffic Movement; Visual Quality; Economic Potential
Q	Report Out Sheet	Performance Measures	Through Traffic Movement	Top 4 Performance Measures: Bicycling Environment; Traffic Movement; Visual Quality; Economic Potential
Q	Report Out Sheet	Performance Measures	Visual Quality	Top 4 Performance Measures: Bicycling Environment; Traffic Movement; Visual Quality; Economic Potential
Q	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	only one section was in line with the performance measures
Q	Scribe Recording Sheet	Cross sections	4 + TA - 124' ROW	negotiating the table agreed to move forward with the 4 + TA section.
Q	Scribe Recording Sheet	Performance Measures	Accomodation of High Capacity Transit	high capacity transit and historic buildings also had 2 votes, but after negotiation amongst the group, it was decided that these would not be used moving forward
Q	Scribe Recording Sheet	Performance Measures	Accomodation of High Capacity Transit	comments were made for importance of transit.
Q	Scribe Recording Sheet	Performance Measures	Bicycling Environment	bicycling environment, visual quality, and economic potential all had 2 votes and were the other 3 negotiated performance measures
Q	Scribe Recording Sheet	Performance Measures	Bicycling Environment	There was an emphasis on the overlap with walking and Bicycling Health Benefits, and Bicycling Environment and Pedestrian Environment.
Q	Scribe Recording Sheet	Performance Measures	Bicycling Environment	concern that widening Broadway for vehicular traffic will create a high speed roadway. The belief is this will hurt economic potential, pedestrians, bicyclists, and historic aspect
Q	Scribe Recording Sheet	Performance Measures	Economic Potential	bicycling environment, visual quality, and economic potential all had 2 votes and were the other 3 negotiated performance measures
Q	Scribe Recording Sheet	Performance Measures	Economic Potential	concern that widening Broadway for vehicular traffic will create a high speed roadway. The belief is this will hurt economic potential, pedestrians, bicyclists, and historic aspect
Q	Scribe Recording Sheet	Cross sections	General Project	feeling was the process needs to be simplified. 'The process is not fair.'
Q	Scribe Recording Sheet	Cross sections	General Project	multi-modal was a point of emphasis at the table
Q	Scribe Recording Sheet	Cross sections	General Project	one person commented that 'sure, it would be nice to have right turn lanes at campbell and broadway, but having maintaining the existing business is more important.'
Q	Scribe Recording Sheet	Cross sections	General Project	3 individuals at the table felt that sense of place was quite important. Mobility took a back seat to maintaining a sense of place
Q	Scribe Recording Sheet	Cross sections	General Project	one individual kept going back to keeping the ROW width and playing with lane and buffer widths to achieve the balance of mobility and pedestrian/visual aesthetics

Q	Scribe Recording Sheet	Cross sections	General Project	two individuals agreed that mobility was high importance. These individuals are not residents of the area and the other 3 individuals believed that this played into the other 2 individuals focus on mobility.
Q	Scribe Recording Sheet	Cross sections	General Project	the performance measures don't accurately reflect what people wanted to have happen (in terms of a section). This seemed to be a common feeling amongst the group.
Q	Scribe Recording Sheet	Cross sections	General Project	the group could not agree on a third section.
Q	Scribe Recording Sheet	Cross sections	General Project	one person in teh group really was opposed to consiering anything wider than the existing ROW. This seemed to be agreed upon by 2 other table participants; this one person is a bit aggressive and seemed to try to intimidate
Q	Scribe Recording Sheet	Cross sections	General Project	one person thought that the third section should be a section with a large ROW with a smaller width. However, the group could not agree on this and the 3rd section was never selected.
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 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	I vote for option 4
R	Post-it note comment	General Comments	4 + TA - 124' ROW	I 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	I vote for option 4
R	Post-it note comment	General Comments	4A - 98' ROW	I vote for option 4
R	Post-it note comment	General Comments	4B - 114' ROW	I 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	Accomodation 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 diminishmnet 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 if it 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
R	Post-it note comment	General Comments	Through Traffic Movement	More lanes will lead to more cars bogging down & backing up when it hits Euclid and beyond Nowhere to go once it hits downtown
R	Post-it note comment	General Comments	Through Traffic Movement	More lanes does not lead to faster traffic
R	Post-it note comment	General Comments	Through Traffic Movement	2 lanes of travel each way and center lane light rail seems to limit ROW impact and provide long term fit. Does not fix in short term (could this be similar to Central in Phoenix)?
R	Post-it note comment	General Comments	Visual Quality	No median landscaping
R	Post-it note comment	General Comments	Visual Quality	smaller landscape buffers
R	Scribe Recording Sheet	Cross sections	4A - 98' ROW	more study with some consideration for reduced landscaping, add bus lane?
R	Scribe Recording Sheet	Cross sections	4A - 98' ROW	minus 8' landscape area
R	Scribe Recording Sheet	Cross sections	4A - 98' ROW	decrease sidewalk to 6'
R	Scribe Recording Sheet	Cross sections	4A - 98' ROW	add transit lane
R	Scribe Recording Sheet	Cross sections	Accomodation of High Capacity Transit	6 lane w Dedicated Transit: Had positive but not a desired outcome; too wide
R	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	Through traffic movement and Accommodation of HCT are similar but there was disagreement of priority of one or the other; through movement may mean transit
R	Scribe Recording Sheet	Performance measures	Accomodation of High Capacity Transit	How wide is the street? wipe out parking…
R	Scribe Recording Sheet	Cross sections	Bicycling Environment	Some other means to ride biekes (3rd or 10th)
R	Scribe Recording Sheet	Cross sections	Bicycling Environment	Dangerous bike lanes - get rid of them
R	Scribe Recording Sheet	Performance measures	Bicycling Environment	Not bicycle friendly - use 3rd instead
R	Scribe Recording Sheet	Cross sections	City's Ability to Maintain Improvements	Adding median adds costs of maintenance for landscaping, etc.
R	Scribe Recording Sheet	Cross sections	Comments Related to the Exercise	Grant Road is bad example, wide ROW
R	Scribe Recording Sheet	Performance measures	Economic Potential	Leads to investment
R	Scribe Recording Sheet	Performance measures	Economic Potential	See business grow
R	Scribe Recording Sheet	Performance measures	Economic Potential	Tax base
R	Scribe Recording Sheet	Performance measures	Economic Potential	Driver of other measures
R	Scribe Recording Sheet	Cross sections	General Project	Question on original section how wide?
R	Scribe Recording Sheet	Cross sections	General Project	Discussion of parking and city codes
R	Scribe Recording Sheet	Cross sections	General Project	Do not like RTA cross section
R	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Sidewalks, yes
R	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Big wide ped areas, no
R	Scribe Recording Sheet	Cross sections	Pedestrian Environment	Wide ped area good, yes, but would wipe out business
R	Scribe Recording Sheet	Cross sections	Pedestrian Environment	speed of traffic a concern; pedestrians crossing road a hazard
R	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Walk and use of area
R	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Encouraged by ped areas & trees
R	Scribe Recording Sheet	Performance measures	Pedestrian Environment	Driveways cut ped corridor
R	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Some disagreemetn on historic/arch merit
R	Scribe Recording Sheet	Cross sections	Potential Historic And Significant Buildings	Loss of landscaping in front of historic buildings
R	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Sense of neighborhood
R	Scribe Recording Sheet	Performance measures	Potential Historic And Significant Buildings	Loss of significance
R	Scribe Recording Sheet	Cross sections	Through Traffic Movement	speed of traffic a concern; pedestrians crossing road a hazard
R	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Maintain traffic
R	Scribe Recording Sheet	Performance measures	Through Traffic Movement	Frustrated with traffic delay
R	Scribe Recording Sheet	Cross sections	Visual Quality	No trees in middle of road
R	Scribe Recording Sheet	Cross sections	Visual Quality	Loss of landscaping in front of historic buildings
R	Scribe Recording Sheet	Performance measures	Visual Quality	social & ambience of the area

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.

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.

BROADWAY BOULEVARD
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RTA
Regional Transportation Authority

Facilitator Handbook

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

6:05 pm	5 mins	**Brief Project Update**
6:10 pm	10 mins	**Citizens Task Force Introductions**
6:20 pm	20 mins	**Brief Presentation #1 by Project Staff**
6:40 pm	60 mins	**Small Group Exercise**
	5 mins.	*Group Introductions*
	15 mins.	*Exercise #1*
	5 mins.	*Brief presentation #2 by project staff*
	20 mins.	*Exercise #2*
	35 mins.	*Exercise #3*
	5 mins.	*Prepare for Report Outs*
7:40 pm	30 mins.	**Small Group Report Outs**
8:10 pm	20 mins.	**Citizens Task Force "TakeAways"**
8:30 pm		Adjourn

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.

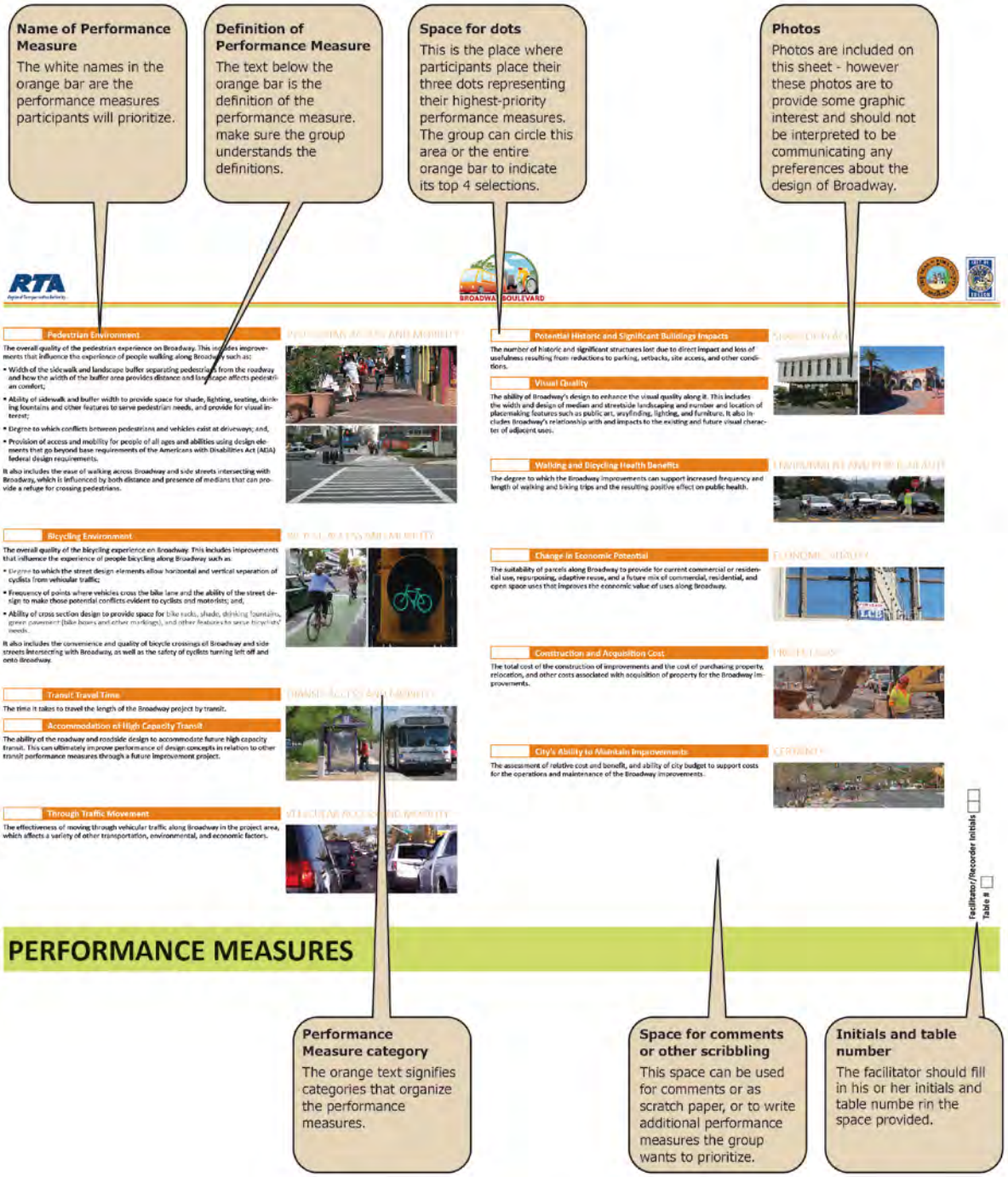
Discussion tips and troubleshooting

- **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.

- 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.

1 min. 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.

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BROADWAY BOULEVARD

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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,
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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

BICYCLE ACCESS AND MOBILITY

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

VEHICULAR 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.

Broadway from Campbell to Snake bridge is begging to be full of Boutiques and Galleries in the existing buildings.
widen only at Cole's to head east to allow afternoon traffic to exit. That is where it clogs up. Ladd Papke

Transit Travel Time

TRANSIT 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.

Potential Historic and Significant Buildings Impacts

SENSE OF PLACE

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.

Walking and Bicycling Health Benefits

ENVIRONMENT AND PUBLIC HEALTH

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

ECONOMIC VITALITY

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.

Construction and Acquisition Cost

PROJECT 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

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.

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES

Once you have
torn down any Historic Building
you can NEVER put it back.
The OLD PUEBLO is its Historic
History. Without the buildings
it is just Phoenix Junior.

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.

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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 Papke

Consider wider East Quadrant (Campbell to C.C) narrower West Quadrant - different needs & traffic volumes

VEHICULAR ACCESS

Transit Travel Time

TRANSIT ACCESS AN

RTA broadwaytucsonas.gov

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES											
	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
EXISTING CONDITIONS	---- to -	-- to O	---- ---- Future (100% PAG)	---- ---- Future (70% PAG)	---- ---- Future (100% PAG)	---- ---- Future (70% PAG)	-	++++	---- to O	-- to -	- -	N/A	O to ++++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING												
Option 4+1 TWB (Widening of 4 LANE)	----	- to O	---- ---- Future (100% PAG)	---- ---- Future (70% PAG)	---- ---- Future (100% PAG)	---- ---- Future (70% PAG)	O	++++	---- to O	-	O to ++ Short term	O to +++ Long term	$$	O to ++++
4 LANE WITH LANDSCAPING (120' - 128' R.O.W.)												
Option 4A (128' R.O.W.)	O	O	---- Future (100% PAG)	---- Future (70% PAG)	---- Future (100% PAG)	---- Future (70% PAG)	-	++	++	+	O to +++ Short term	+ to +++ Long term	$$	O to ++++
Option 4B (152' R.O.W.)	++++	++	---- Future (100% PAG)	---- Future (70% PAG)	---- Future (100% PAG)	---- Future (70% PAG)	-	+	++++	++	- to ++ Short term	O to +++ Long term	$$$	- to O
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (120' - 152' R.O.W.)												
Option 4+1 A (120' R.O.W.)	+	+	- - to - Future (100% PAG)	- to O Future (70% PAG)	- - - to - Future (100% PAG)	- - to O Future (70% PAG)	++	O	+++	+	- - to + Short term	- to +++ Long term	$$$	- to O
Option 4+1 B (152' R.O.W.)	++	+++	- - to - Future (100% PAG)	- to O Future (70% PAG)	- - to + Future (100% PAG)	- to ++ Future (70% PAG)	+++	- -	+	++	- - - to O Short term	- - to ++ Long term	$$$$	- - to O
5 LANE + DEDICATED TRANSIT WITH LANDSCAPING (120' - 180' R.O.W.)												
Option 5+1 A (140' R.O.W.)	- -	O	+ Future (100% PAG)	++ Future (70% PAG)	+ Future (100% PAG)	++ Future (70% PAG)	++	- -	-	O	- - - to O Short term	- - to +++ Long term	$$$$	O to +
Too Big! Option 5+1 B (164' R.O.W.)	+	+	+ Future (100% PAG)	+++ Future (70% PAG)	++ Future (100% PAG)	+++ Future (70% PAG)	+++	- -	+	+	- - - to O Short term	- - to ++ Long term	$$$$	- - to O

LEGEND: Best Performance ++++ Neutral 0 Worst Performance - - - - Highest Cost $$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

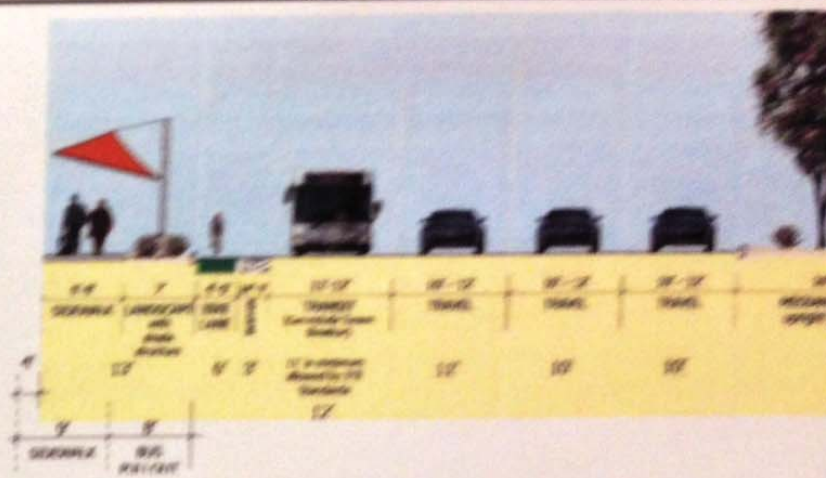
STREET CROSS SECTION ALTERNATIVES

reutilize old building materials for new construction

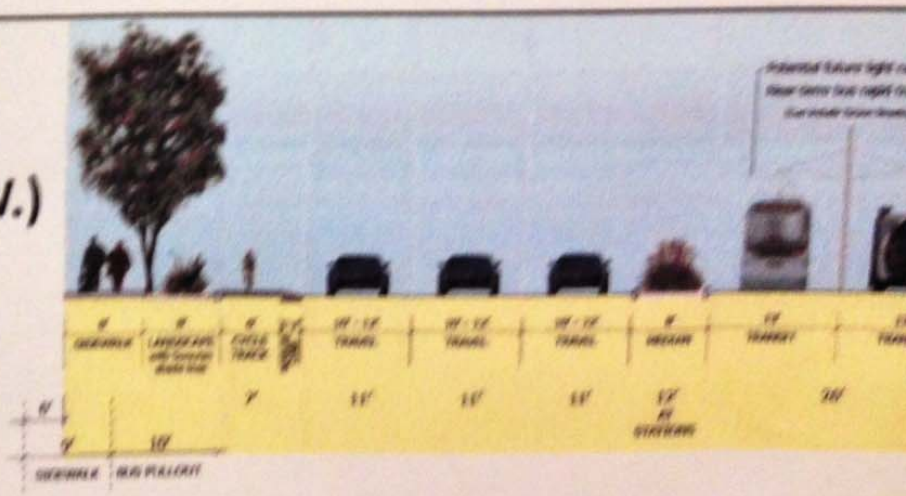
6 LANE + DEDICATED TRANSIT WITH LAND

Too big!

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 where useful to create better traffic flow on similar width.

Put plantings where R/W large - less where narrow minimize demolitions to a minimum

Myrlene Francis
Maria

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: mg

Table #: A

Why ⇒

John Bulk, Aumor Park
Tony Hoswell, S
Sam Hughes
Jim
Glad Clepscle, Miles
Julie,
John Davis (left the Table).
Kathryn Hardy,
Bill Craig, Sam Hughes

Provide Email on ~~All~~ all Materials requested.

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

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: MB

Table #: A

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 Top — Top 3 easily..
- Historic. *
- Visual Quality (Transit)

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

@ Trees; Brush, no maintenance.
Very dangerous Ped use.

Visual; Business economy is promoted by Visual

History Building, The Sense of Place, the context of the Community. Building now, unique architexture, identity & Sense of place.
Destination.
Historic Design can never be redone.

Top 4.

- Performance Measures; Top 4-
  - Good or Bad

=Discussion:

⇒ Dead ends @ Country Club & Downtown.
- Bottlenecks

- Concerns for ripping up the Road for light Road
- Maintenance Concerns.

3. Potential Cross-Sections;
   4T
   4A
   6TA

In the City of Tucson, Pima County and the Regional Transportation Authority (RTA), and the Tucson RTA plan that will be implemented through 2026, details about the plan are available at www.RTAmobility.com

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: JMG 9/30

Table #: A

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)

How is LPTA less 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 (extremes).
-Why; 4 performance measures resulted in the extreme cross-sections.

100' or less to get to preserve historic
-Trees add to the cross-sections.
• RW ⇒ existing wider RW place trees & maintain ~~the~~ smaller RW.

meander Roadway in RW.

Speed Limit 30 mph? Narrower travel lane. 11' vs 12'

No bike & Ped access, for safety.

• Balance.

Why bother expanding if not more than 4 lanes. As existing. Waste of Time &

City of Tucson, Pima County and the Regional Transportation Authority (RTA) and the RTA Plan that will be implemented through 2026. Details about the plan are available at www.tucsonmobility.com.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: JMG

Table #: A

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Potential Historic and Significant Buildings Impact
(Sense of Place)

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(Sense of Place)

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City's Ability to Maintain Improvements
(Certainty)

money.

what is the Problem?
2006 RTA.

Bike & Ped still impact properties because they do not have drives & parking as it is.

Widen all or do nothing.

Why not just the north side? impacts.

~~to~~ 12th/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 Broadway.
98' w/transit.

Think outside the Box.

Streetcar discussion to get transit off Broadway.

[illegible] Tucson Area County and the Regional Transportation Authority (RTA), and is [illegible] million RTA 2006 plan will be implemented through 2026. Details about the plan are [illegible] at www.RTAMobility.com.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: [illegible]

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PERFORMANCE MEASURES

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(Vehicular Access and Mobility)

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(Project Cost)

City's Ability to Maintain Improvements
(Certainty)

City has no money for transit / Street Car loop.

100' max.

Widen Campbell to Country Club more the remainder of the corridor.

Through traffic is important w/ arterial to downtown.

Develop for Streetcar without reconstruction.

Trees, Ped important.

Nothing bigger than E of Country Club.

Develop for ped, bike, transit is important.

Use light Rail & minimize travel lanes.

Keep look & feel of old neighborhood.

New York, use demo materials for reconstruction. Do that here.

[illegible] Pima County and the Regional Transportation Authority (RTA), and is [illegible] RTA. [illegible] implemented through 2026. Details about the plan are [illegible]

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Initials: [illegible]

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(Project Cost)

City's Ability to Maintain Improvements
(Certainty)

More life in the neighborhood.

Trees, people, etc.

Negative Cosmetics.

Make it better, why invest privately if the Project is coming.

Recycle materials from Demo, same as other communities

Different ~~B~~ Districts, retain ~~Charac~~ 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 Beautify the community for destination.

[illegible] the City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is [illegible] RTA plan but will be implemented through 2026. Details about the plan are [illegible] broadwayblvd.com

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: [illegible]

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(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)

Widen curbs for ↔ Safeway.

Utilize the existing properties for community parking.

Utilize properties for green landscape areas.

Eye sores; Beautify.

Not up to code structures; cannot be maintained. Tear them down.

Concerns for properties not maintained.

Recorder Note:
Report Out was representative of two parties dominating the conversation. Not inclusive of three (3) additional parties at the Table. Specific to the 100' Width. Most would like a Balance but Protection as much as possible.

City of Tucson [illegible] Regional Transportation Authority [illegible] plan that will be implemented through 2026. Details about the plan are available [illegible]

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

Intials: JMB

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Table #: A

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

possible landscape on private property.

Split of table -
1/2 keep narrow
1/2 Beautification w/ improvements

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

Safety of Building.

Be broad focused not in blinders for set projects.

look for elderly improvements & mobility. (Scooters in bike lanes)

[illegible] City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is [illegible] RTA plan that will be implemented through 2026. Details about the plan are [illegible]

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

B

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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TRANSIT ACCESS AND MOBILITY

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PERFORMANCE MEASURES

RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES										
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Acquisition Cost	CMAQ Ability to Mitigate Improvements
EXISTING CONDITIONS	– – – to –	– – to O	– Now – – – – Future (100% PAG)	– – – Future (70% PAG)	– – Now – – – – Future (100% PAG)	– – – Future (70% PAG)	–	+++	– – – to O	– – to –	– Now		NA	O to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING														
Option 4+T SATA (Existing R.O.W.)	– – –	– to O	– – – – Future (100% PAG)	– – – Future (70% PAG)	– – – Future (100% PAG)	– – Future (70% PAG)	O	+++	– – to O	–	O to + Short term	O to ++ Long term	$$	O to ++
4 LANE WITH LANDSCAPING (84'-114' R.O.W.)														
Option 4A (98' R.O.W.)	O	O	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	++	++	+	O to ++ Short term	+ to ++ Long term	$$	O to +
Option 4B (114' R.O.W.)	+++	++	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	+	++++	++	– to ++ Short term	O to +++ Long term	$$$	– to O
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)														
Option 4+T A (124' R.O.W.)	+	+	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – – to – Future (100% PAG)	– – to O Future (70% PAG)	++	O	+++	+	– – to + Short term	– to +++ Long term	$$$	– to O
Option 4+T B (152' R.O.W.)	++	+++	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – to + Future (100% PAG)	– to ++ Future (70% PAG)	+++	– –	+	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)														
Option 6A (120' R.O.W.)	+	+	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	O	+++	+	– to ++ Short term	O to +++ Long term	$$$	– to O
Option 6B (152' R.O.W.)	++	++	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	– –	++	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (120'-186' R.O.W.)														
Option 6+T A (146' R.O.W.)	– –	O	+ Future (100% PAG)	++ Future (70% PAG)	+ Future (100% PAG)	++ Future (70% PAG)	++	– –	–	O	– – – to O Short term	– – to +++ Long term	$$$$	O to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG)	+++ Future (70% PAG)	++ Future (100% PAG)	+++ Future (70% PAG)	+++	– –	+	+	– – – to O Short term	– – to ++ Long term	$$$$	– – to O

LEGEND: Best Performance ++++ Neutral O Worst Performance – – – – Highest Cost $$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials

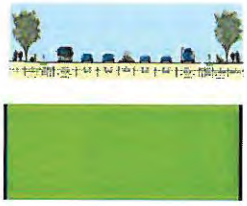
Table #

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

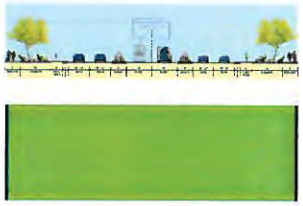
Option 4A: 98′ Right-of-Way

Option 4B: 114′ Right-of-Way

Option 4+T A: 124′ Right-of-Way



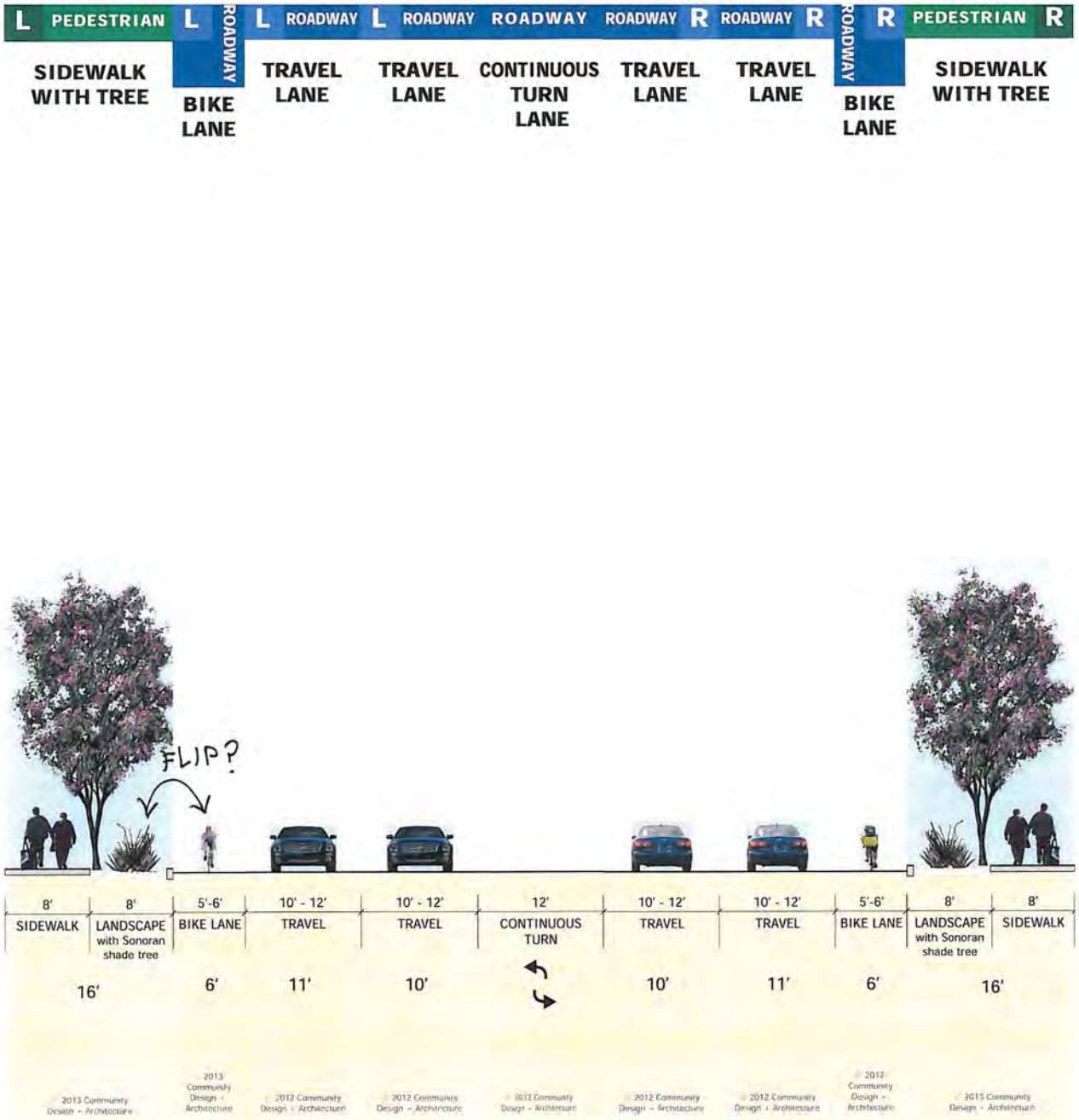
Option 4+T B: 152′ Right-of-Way



Option 6A: 120′ Right-of-Way

Option 6B: 152′ Right-of-Way

Option 4A: 98' Right-of-Way



COMMUTER VS CASUAL CYCLISTS

BIKE SAFETY A CONCERN

DESIGN SPEEDS

BROADWAY NOT STRAIGHT TO PROVIDE OPTIONS

Facilitator/Recorder Initials

Table Number

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: bc

Table #: B

Broadmore Neighborhood
Bus. owner on Broadway
Planning Comm.
on Grant Rd Task Force
THPC (Tuc. Hist. Preserv. Found)
Architect & teach at U of A.
Architect & THPC
Church rep - from Broadway (First Assembly of God)
Rincon Heights

concerns @ the tool & the performance measurements
& feels that some were given more weight
~~[illegible]~~ than others.
Question @ the age of the traffic data.

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

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

Intials: BC

September 26, 2013
Sabbar Shriners Hall

Table #: B

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)*

Vehicular access → Through traffic movement. - Concerns of traffic through downtown & students drinking downtown.

6 dots = #6
6 dots = ~~#~~ #7
5 dots = #8
3 dots = #9
2 dots = #1 & #5
1 dot = #2, #3, #10
0 dots = #4, #11

That 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 b/c of traffic on Broadway. It feels too dangerous. Expanding the roadway would not allow bicycling but creating destinations would make Biking better & more likely.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

Intials: BC

September 26, 2013
Sabbar Shriners Hall

Table #: B

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)*

Many of the performance measures are lacking - bicycling + pedestrian environment - sense of place.

8 lanes in overkill for the corridor. would rather it be 6 lanes.

First Assembly church there since 1931s - identifies a community, ~~Creates~~ provides services & you can reach to & from the church. Plus a lot of history in the building

Interested in making sure that whatever we put in can accommodate future transit later, if not planned for today. Don't want to have to undo things later.

BROADWAY BOULEVARD

HELLO JENN!

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: DC

Table #: B

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

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 a car.

*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 (98') & 4B (114' R-W) (top 2)

4+TA vs. 6A – Can't decide since don't want these widths.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: gc

Table #: B

1 group member prefers option 4+TA.

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

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page 1 of 3

Initials: KB/GC

Table #: B

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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 – Bike safety
design speeds

2. 4B

cross-section can change at different segments

3. 4+TA – most people don't like the idea of a wider R-O-W.
One person was interested in moving vehicle traffic and that's why this option is here.

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

Table B - general comment

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

C

RTA
Regional Transportation Authority

BROADWAY BOULEVARD

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

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

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.

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

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.

SENSE 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

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

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES

RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES											
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Aquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	– – – to –	– – to O	– Now – – – – Future (100% PAG)	– – – Future (70% PAG)	– – Now – – – – Future (100% PAG)	– – – Future (70% PAG)	–	+++	– – – to O	– – to –	– Now		NA	O to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING														
Option 4+T SATA (Existing R.O.W.)	– – –	– to O	– – – – Future (100% PAG)	– – – Future (70% PAG)	– – – Future (100% PAG)	– – Future (70% PAG)	O	+++	– – to O	–	O to + Short term	O to ++ Long term	$$	O to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)														
Option 4A (98' R.O.W.)	O	O	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	++	++	+	O to ++ Short term	+ to ++ Long term	$$	O to +
Option 4B (114' R.O.W.)	+++	++	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	+	++++	++	– to ++ Short term	O to +++ Long term	$$$	– to O
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)														
Option 4+T A (124' R.O.W.)	+	+	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – – to – Future (100% PAG)	– – to O Future (70% PAG)	++	O	+++	+	– – to + Short term	– to +++ Long term	$$$	– to O
Option 4+T B (152' R.O.W.)	++	+++	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – to + Future (100% PAG)	– to ++ Future (70% PAG)	+++	– –	+	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)														
Option 6A (120' R.O.W.)	+	+	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	O	+++	+	– to ++ Short term	O to +++ Long term	$$$	– to O
Option 6B (152' R.O.W.)	++	++	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	– –	++	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)														
Option 6+T A (146' R.O.W.)	– –	O	+ Future (100% PAG)	++ Future (70% PAG)	+ Future (100% PAG)	++ Future (70% PAG)	++	– –	–	O	– – – to O Short term	– – to +++ Long term	$$$$	O to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG)	+++ Future (70% PAG)	++ Future (100% PAG)	+++ Future (70% PAG)	+++	– –	+	+	– – – to O Short term	– – to ++ Long term	$$$$	– – to O

LEGEND Best Performance ++++ Neutral O Worst Performance – – – – Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

Option 4+T SATA:
70′ Right-of-Way
(West of Campbell)

Option 4+T SATA:
80′ Right-of-Way
(East of Campbell)

Option 4B: 114′
Right-of-Way

Option 4A: 98′
Right-of-Way

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: LV

Table #: C

Intro

1. Pam Samuels - native Tucsonan, passion for City - mother depicted in Windows of t
visual/art
2. Heli Lanz - just moved couple yrs ago from CA - influence future - Broadway Commun
3. Sandi Lanz - native Tucsonan, lived near Bdwy all life, work downtown
4. Dale Prescott - 35 yr, building/business on Bdwy, process depressing values/blight
5. Madelyn Cook - lived adjacent to Bdwy for 30 years, lives in Sam Hughes.
6. Marty McCune - former Historic Commissi office, significant history of Bdwy.
7. Melody Peters - lives in Rincon Heights for 20 years, concerned about visual quality & historic pres.
8. Jay Vosk - Rincon Heights, lives in historic house

This project is funded by the City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is part of the RTA's 20-year, $2.1 billion RTA plan that will be implemented through 2026. Details about the plan are

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: LV

Table #: C

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)*

Pam Samuels - Visual Quality - Windows t
Past/Gateway theme carried through
corridor

Heli 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 t
- ride to work but won't
- hates bulldozing hist. bldgs

Dale - agrees w/ selection, once bldg
are gone can't get them back,
has seen buildings razed for nothi
chance to do it right.

Madelyn Cook - Economic Vitality &
City's Ability to maintain, also
visual quality

Marty McClure - Pedestrian
- Find uses for historic buildings to
keep them viable. V.Q. Historic
pres.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: LV

Table #: C

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)

Melody Peters - What does Boulevard mean? Does Bdwy 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.

[illegible] of Tucson, [illegible] and the National Trust for Historic Preservation (NTHP), [illegible] BRT plan that will complement [illegible] about the [illegible] of Broadway.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: LV

Table #: C

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

Possible top contenders by highest & 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)? OK SATA + trees.

Phoenix light rail is fabulous.

Marty McClune - some buildings are going to - there has been detailed analysis done - does not want to see nothing done to save all bldg.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: LV

Table #: C

Cross Section Design Alternatives

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

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

4A & 4B - Will it work w/ mass transit? Mike - 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.

4B - # on Historic but ++++ on V.Q.

What can be done in SATA to increas 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 bldgs come out - don't alw. have to park in front of bldg.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: LV

Table #: C

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4 Lane + Dedicated Transit W/O Landscaping
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4A - 98' ROW
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4 Lane + Dedicated Transit W/ Landscaping
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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

Dale - 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 Bdwy SATA + trees.

- On narrow areas - cut down landscaping to make road fit.

- Can look @ impacts across from Rincon Heights for width of street.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: LV

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4 Lane + Dedicated Transit W/O Landscaping
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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

- 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.

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page____ of ____

Intials: HV

Table #: C

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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

3 1. 4T - wider for landscaping

2 2. 4A - narrow to min w/ landscape

① 3. 4B* EAST OF CAMPBELL

LOOKING TO HYBRID - DIFF SECTIONS, DIFF CROSS SECTIONS

PRESERVE FLEXIBILITY FOR MASS TRANSIT

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page____ of ____

Intials:

Table #:

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

What were the key points of discussion or conflict at your table?

EMPHASIS ON AESTHETICS + PRESERATION
- 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 PRESERATION
MAINTAINE 4 lanes

Table C - Accommodation of High Capacity Transit
Performance Measure

please
design
for
light rail
- homeowner

Table C
Cross Sections (4+T SATA)

Table C
(4+T SATA)

Rincon Heights just recently was granted historic status. Only 4+T SATA will preserve the historically significant + qualifying structure. Taking those out will jeopardize our status

Table C
Option 4+T SATA

This option could have trees if ROW were purchased without tearing down buildings (take some empty land in front of buildings without tearing down buildings

Table C 4+T SATA

To obtain more landscaping in smaller area consider using tree well grates (a public ~~tree~~ art opportunity)

Table C - Cross Sections

Table C

4A + 4B

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

Please note: Table C Option 6A

The "Pedestrian Environment" criteria omits consideration of pedestrians being able to cross over from South to North and north to South sides of Bdl

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

D

RTA

BROADWAY BOULEVARD

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

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

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.

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

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.

SENSE 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

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

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES

RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES										
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement	Transit Travel Time	Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Aquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	– – – to –	– – to ○	– Now – – – – Future (100% PAG) – – – Future (70% PAG)	– – Now – – – – Future (100% PAG) – – – Future (70% PAG)	–	+++	– – – to ○	– – to –	– Now		NA	○ to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING												
Option 4+T SATA (Existing R.O.W.)	– – –	– to ○	– – – – Future (100% PAG) – – – Future (70% PAG)	– – – Future (100% PAG) – – Future (70% PAG)	○	+++	– – to ○	–	○ to + Short term	○ to ++ Long term	$$	○ to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)												
Option 4A (98' R.O.W.)	○	○	– – – Future (100% PAG) – – Future (70% PAG)	– – – – Future (100% PAG) – – – Future (70% PAG)	–	++	++	+	○ to ++ Short term	+ to ++ Long term	$$	○ to +
Option 4B (114' R.O.W.)	+++	++	– – – Future (100% PAG) – – Future (70% PAG)	– – – – Future (100% PAG) – – – Future (70% PAG)	–	+	++++	++	– to ++ Short term	○ to +++ Long term	$$$	– to ○
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)												
Option 4+T A (124' R.O.W.)	+	+	– – to – Future (100% PAG) – to ○ Future (70% PAG)	– – – to – Future (100% PAG) – – to ○ Future (70% PAG)	++	○	+++	+	– – to + Short term	– to +++ Long term	$$$	– to ○
Option 4+T B (152' R.O.W.)	++	+++	– – to – Future (100% PAG) – to ○ Future (70% PAG)	– – to + Future (100% PAG) – to ++ Future (70% PAG)	+++	– –	+	++	– – – to ○ Short term	– – to ++ Long term	$$$$	– – to ○
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)												
Option 6A (120' R.O.W.)	+	+	○ Future (100% PAG) + Future (70% PAG)	– Future (100% PAG) ○ Future (70% PAG)	○	○	+++	+	– to ++ Short term	○ to +++ Long term	$$$	– to ○
Option 6B (152' R.O.W.)	++	++	○ Future (100% PAG) + Future (70% PAG)	– Future (100% PAG) ○ Future (70% PAG)	○	– –	++	++	– – – to ○ Short term	– – to ++ Long term	$$$$	– – to ○
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)												
Option 6+T A (146' R.O.W.)	– –	○	+ Future (100% PAG) ++ Future (70% PAG)	+ Future (100% PAG) ++ Future (70% PAG)	++	– –	–	○	– – – to ○ Short term	– – to +++ Long term	$$$$	○ to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG) +++ Future (70% PAG)	++ Future (100% PAG) +++ Future (70% PAG)	+++	– –	+	+	– – – to ○ Short term	– – to ++ Long term	$$$$	– – to ○

LEGEND Best Performance ++++ Neutral ○ Worst Performance – – – – Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials

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

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:

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Transit Travel Time

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

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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.

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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.

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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

1 of 11 JTB

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: EH

Table #: D

INTRODUCTIONS

- own 2 bldgs. on Broadway Corridor
- 33 years living in the area
- Live in the area since 1950's (Santa Rita)
- Live near Broadway and Campbell
- Sam Hughes

→ 7 participants at table

BROADWAY BOULEVARD

2 11 JTB

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials:

Table #: D

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)*

I care about Bus pull-outs * BUT Don't care about faster! (movement)

→ Crossing places

People on bikes (dangerous)

Easy drop off places

Not wanting to drive

(ABOUT PERFORMANCE MEASURES: WHY BICYCLING SEPARATED FROM BICYCLING ENV? IT'S CONFUSING)

(A)

- #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!

- COMFORT

BROADWAY BOULEVARD

3 11 JTB

Broadway Boulevard, Euclid to Country Club

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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
- Irreplaceable!

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:

/Bicycling Env/ Walking and Bicycling Health Benefits
Pedestrian Env

Bikes are the way to go for the future!

BROADWAY BOULEVARD

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Broadway Boulevard, Euclid to Country Club

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SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

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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)*

(I) People are not going to come
- to a place if there's nothing to go for!

- Bring costumers easily ★

(K) 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!

BROADWAY BOULEVARD

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Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials:

Table #: D

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
A 4+TA - 124' ROW
(B) 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

- PURPLE B
- GREEN B
- YELLOW B

Purple (B)

- I like it that is 4 lanes + bicycle track (That's the cool thing)

- I want the option of no bike lanes because im worried about safety. It will be very dangerous. If this turns into a faster movement it's too dangerous. I see that this is going to be like a freeway. We will need more snake bridges and that's no good.

- For this one if they don't put bus pullouts its too bad. We like...

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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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

that there's no dedicated line for bus

- Something like and 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

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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6+TA - 146' ROW
6+TB - 154' ROW

GREEN B

THE WIDER SIDEWALK IS ADA? IT

- we want safety for everyone
- two travelings for vehicles ✓

THE PURPLE ONE
WILL LOOK BETTER WITH THE LIGHT RAIL VS. ↕

- But the problem is the Bike lanes and ~~[illegible]~~ Light rail are incompatible

WE DONT 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!

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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YELLOW 6B

- If they took speedway profile that will be a nice treatment for this Blvd. wich means: ~~(e) They should~~ without the trees ... that reduces 34 ft, you get 6 lanes.

- I dont 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.

BROADWAY BOULEVARD

~~9~~ 11 JTB

Broadway Boulevard, Euclid to Country Club

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6+TA - 146' ROW
6+TB - 154' ROW

THE YELLOW ONE IS THE MOST IMPORTANT
6B

FOR THE MAJORITY ON THIS TABLE

more comments:

even with the narrowly one is going to take a lot of space from parking

PROPERTIES CONCERNS

- If the parking is taken, the business is going to die 'cause nobody will go
- One of the members on table changed his mind about yellow 6B option because he thinks the space dedicated for landscape is no good

BROADWAY BOULEVARD

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Broadway Boulevard, Euclid to Country Club

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6+TA - 146' ROW
6+TB - 154' ROW

Someone suggested that about parkings 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 4B, you will destroy something.

- Make destinations for pedestrians

PURPLE 4B is more sensitive to preserve historic buildings.

- 1 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 AMMOUNT 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 beside

-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.

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page____ of ____

Intials:

Table #: D

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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 CAMDSCAPE (SIMILAR TO SPRINGWAY PARK TO CAMPBELL CROSS SECTION)
TABLE FAVORITE
115/120 FEET WIDTH
ONE PERSON WANTED NO INCREASE IN WIDTH

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page____ of ____

Intials:

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BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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 - TOUCH CHOICES IF ROADWAY ~~IMPACT~~ WIDTH INCREASING

4) HOW DO THESE CROSS SECTIONS INTERFACE AT EACH END

5) LANDSCAPING FOR BEUTIFICATION WITH MINIMAL IMPACT OF SPACE

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

4 Lanes Only - Need bus pullouts + RIGHT TURN BAYS

INCREASE WIDTH of bike LANES - + sidewalks

Comment

Name

Address

E-mail

Which best describes you? (Check all that apply)

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

www.tucsonaz.gov/broadway

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

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.

Comment

Name POLICE + FIRE DEPARTMENT HATE THEM

Address They will cause many accidents - Who ever thought of that (I wonder) - PAT UPTON - HELEN PURDY

E-mail

Which best describes you? (Check all that apply)

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Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

CITY OF TUCSON

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 w/seeing them at night or safety issues. In fact, the one by my house prevented

Comment

Name

Address

Email

Do you cross streets near your home or business

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www.tucsonaz.gov/broadway →

2 possibly more serious accidents.

<u>Plus</u> - great wildlife habitat for birds, bees, butterflies...

Susan Granger

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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 SNAKE BRIDGE. WHAT WILL SPEED LIMIT BE?

HELEN PURDY (DAUGHTERS: MELODY BASTIN & PAT UPTON)
15 N. SANTA RITA TUCSON, AZ 85719 (FORMERLY 28 S. SANTA RITA)
BROADWAY & SANTA RITA

Major cross streets or landmarks near your home or business

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

www.tucsonaz.gov/broadway

E

RTA

BROADWAY BOULEVARD

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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

BICYCLE ACCESS AND MOBILITY

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,
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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

VEHICULAR 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.

Transit Travel Time

TRANSIT 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.

Potential Historic and Significant Buildings Impacts

SENSE OF PLACE

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.

Walking and Bicycling Health Benefits

ENVIRONMENT AND PUBLIC HEALTH

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

ECONOMIC VITALITY

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.

Construction and Acquisition Cost

PROJECT 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

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.

Road to Nowhere / Bottleneck @ Euclid

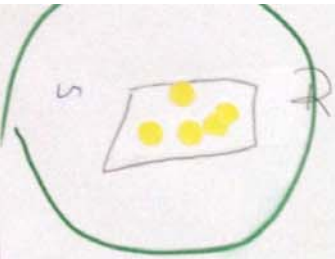
Table E was very concerned with the potential of funneling more traffic from a widened Broadway into the narrow confines of Downtown Tucson.
"What happens West of the Rattlesnake Bridge?" "Where will all those cars go?"

* 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?

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES



Road to Nowhere / Bottleneck @ Euclid

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RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES											
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Aquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	− − − to −	− − to ○	− Now; − − − − Future (100% PAG); − − − Future (70% PAG)		− − Now; − − − − Future (100% PAG); − − − Future (70% PAG)		−	+++	− − − to ○	− − to −	− Now		NA	○ to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING														
Option 4+T SATA (Existing R.O.W.)	− − −	− to ○	− − − − Future (100% PAG)	− − − Future (70% PAG)	− − − Future (100% PAG)	− − Future (70% PAG)	○	+++	− − to ○	−	○ to + Short term	○ to ++ Long term	$$	○ to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)														
Option 4A (98' R.O.W.)	○	○	− − − Future (100% PAG)	− − Future (70% PAG)	− − − − Future (100% PAG)	− − − Future (70% PAG)	−	++	++	+	○ to ++ Short term	+ to ++ Long term	$$	○ to +
Option 4B (114' R.O.W.)	+++	++	− − − Future (100% PAG)	− − Future (70% PAG)	− − − − Future (100% PAG)	− − − Future (70% PAG)	−	+	++++	++	− to ++ Short term	○ to +++ Long term	$$$	− to ○
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)														
Option 4+T A (124' R.O.W.)	+	+	− − to − Future (100% PAG)	− to ○ Future (70% PAG)	− − − to − Future (100% PAG)	− − to ○ Future (70% PAG)	++	○	+++	+	− − to + Short term	− to +++ Long term	$$$	− to ○
Option 4+T B (152' R.O.W.)	++	+++	− − to − Future (100% PAG)	− to ○ Future (70% PAG)	− − to + Future (100% PAG)	− to ++ Future (70% PAG)	+++	− −	+	++	− − − to ○ Short term	− − to ++ Long term	$$$$	− − to ○
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)														
Option 6A (120' R.O.W.)	+	+	○ Future (100% PAG)	+ Future (70% PAG)	− Future (100% PAG)	○ Future (70% PAG)	○	○	+++	+	− to ++ Short term	○ to +++ Long term	$$$	− to ○
Option 6B (152' R.O.W.)	++	++	○ Future (100% PAG)	+ Future (70% PAG)	− Future (100% PAG)	○ Future (70% PAG)	○	− −	++	++	− − − to ○ Short term	− − to ++ Long term	$$$$	− − to ○
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)														
Option 6+T A (146' R.O.W.)	− −	○	+ Future (100% PAG)	++ Future (70% PAG)	+ Future (100% PAG)	++ Future (70% PAG)	++	− −	−	○	− − − to ○ Short term	− − to +++ Long term	$$$$	○ to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG)	+++ Future (70% PAG)	++ Future (100% PAG)	+++ Future (70% PAG)	+++	− −	+	+	− − − to ○ Short term	− − to ++ Long term	$$$$	− − to ○

LEGEND Best Performance ++++ Neutral 0 Worst Performance − − − − Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials [illegible]

Table # E

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page 1 of 1

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: CJA / MH

Table #: E

Judy: living in rightsto bowes
Oscar: living Jst N. of Broad

Cindy: Barlow Village
wering: about congestion on Euclid → throughway

Rich: Intersect Assoc

ANN: Barlow Village

Barbara " " "

Jay: Barlow a cyclist

Jessica: sm. business on Broadway → Kidy Net

CJ Jay: W. Univ. Neighborhood

Derek: Intersect

Concerns: not enough means of passing
- width of sidewalks?
- Bus pullouts can use width in the right way

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

Broadway Boulevard, Euclid to Country Club

Page 1 of 1

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: CJA/MH

Table #: E

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)

Revised data → connection between Euclid & downtown

Broadway → "Road to nowhere" → bottleneck

Concerns: are conclusions already made?

* No merger → the road to nowhere (Broadway v. of Euclid)
- main concern is for Tucson High students

Economic potential → Jessica →

why "pedestrian/bike health" over "bike env."?
- the pedestrian/bike health solidifies that there will be bike lanes & sidewalks
- more general problem → specific will follow

health benefits → ensuring human safety

* Big concern of bus pullouts - value to buses

Broadway Boulevard is a joint project of the City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is part of a $2.1 billion RTA Plan that will be implemented through 2026. Details about the plan are available at www.RTAmobility.com.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page 1 of 3

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: CJA / MH

Table #: E

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

Question: How do you deal w/ bottle neck effect w/ street right way?

- How are the setbacks being developed? (+ or -)
- option → can we have further lanes?
  - why do we have to sacrifice ~~option~~ expansion?
    - ↳ why can't we use what we already have?
      - ↳ by narrowing lanes, or keeping buffers w/ more bike lanes.

example: Mountain Ave. – vehicle lanes were taken away to give bike lane

4 lanes or less?
↳ what defines functionality

functionality → in terms of traditional agency → LOS
- how long are people waiting in the vehicle when they stop?
↳ so how does this group define functionality

* preservation of buffers

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: CJA/MH

Table #: E

Cross Section Design Alternatives

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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

other option → keep the curb building & stoops but go to 80' ROW

how can we guarantee means that they found important?
- how is keeping the historical buildings the best visually attractive?
- where are megaments coming from

124' - many work on East side
- don't make force for business to base their parking, because then buildings may go
- Parking infront of buildings is required

* Keep the 4 lanes w/ progressive traffic features

Move into on 4+T (existing ROW)
4A (89 ROW)
4B (114 ROW)

SATA

what does action take off?
4 lanes can accomodate → Shoulder

City of Kansas City, Jackson County and the Regional Transportation Council (RTC) and the Kansas City Area RTA plan that will be implemented through 2020. Details could change prior to implementation of the plan.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: CJA

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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

Party lots are a debatable allocation of space

* sacrifice trees → why do they = visual quality

why not minimize sidewalk width to accomodate more cars
Don't sacrifice sidewalks for building & parking

what does functionality mean to pkng/ustg?

- what's the actual growth of traffic projections?
- why can't narrower streets be a good thing?
  ↳ more cars + better economic benefits

- If anything take out auto lanes
- but keep the ROW w/ little increase
- willing to sacrifice sidewalks as well

[illegible] Pima County and the Regional Transportation Authority (RTA) [illegible] RTA plan that will be implemented through 2026. Details about the RTA plan [illegible]

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page____ of ____

Intials: CJA /MH

Table #: G

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

What was your Table's Top 4 Performance Measures

1. Potential Historic & Significant Building Impact

2. Visual Quality → more information - how is it defined → buildings, trees, etc

3. Walking & Biking Health benefits

* 4. Group decided massive → 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 (98' ~~89~~' ROW.)

3. Option 4B (114' ROW.)

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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

Walking & Bicycling: insure safety as well as at least 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 Aviation Parkway is also joining the mix.

Name
Address: Ann Pattison 333 S Eastbourne Ave 85716
Email: msgeo81az@yahoo.com

- over -

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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 keeping the four lanes we now have even if we add enhancements ~~for~~ or extra lanes for wide-sidewalks, bike lanes or special rapid transit lanes. What about narrowing auto lanes, if necessary, to accomodate extra width for landscaping, or bike/pedestrian/~~rapi~~ people-moving transit?

What about encouraging smaller vehicles by extra taxes or penalities 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?

F

RTA

BROADWAY BOULEVARD

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Construction and Acquisition Cost

PROJECT COST

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City's Ability to Maintain 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.

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES

RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES											
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Aquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	– – – to –	– – to O	– Now – – – – Future (100% PAG) – – – Future (70% PAG)		– – Now – – – – Future (100% PAG) – – – Future (70% PAG)		–	+ + +	– – – to O	– – to –	– Now		NA	O to + +
3 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING														
Option 4+T 50/A (Existing R.O.W.)	– – –	– to O	– – – – Future (100% PAG)	– – – Future (70% PAG)	– – – Future (100% PAG)	– – Future (70% PAG)	O	+ + +	– – to O	–	O to + Short term	O to + + Long term	$$	O to + +
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)														
Option 4A (98' R.O.W.)	O	O	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	+ +	+ +	+	O to + + Short term	+ to + + Long term	$$	O to +
Option 4B (116' R.O.W.)	+ + +	+ +	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	+	+ + + +	+ +	– to + + Short term	O to + + + Long term	$$$	– to O
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)														
Option 4+T A (126' R.O.W.)	+	+	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – – to – Future (100% PAG)	– – to O Future (70% PAG)	+ +	O	+ + +	+	– – to + Short term	– to + + + Long term	$$$	– to O
Option 4+T B (152' R.O.W.)	+ +	+ + +	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – to + Future (100% PAG)	– to + + Future (70% PAG)	+ + +	– –	+	+ +	– – – to O Short term	– – to + + Long term	$$$$	– – to O
6 LANE WITH LANDSCAPING (104'-152' R.O.W.)														
Option 6A (120' R.O.W.)	+	+	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	O	+ + +	+	– to + + Short term	O to + + + Long term	$$$	– to O
Option 6B (152' R.O.W.)	+ +	+ +	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	– –	+ +	+ +	– – – to O Short term	– – to + + Long term	$$$$	– – to O
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)														
Option 6+T A (146' R.O.W.)	– –	O	+ Future (100% PAG)	+ + Future (70% PAG)	+ Future (100% PAG)	+ + Future (70% PAG)	+ +	– –	–	O	– – – to O Short term	– – to + + + Long term	$$$$	O to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG)	+ + + Future (70% PAG)	+ + Future (100% PAG)	+ + + Future (70% PAG)	+ + +	– –	+	+	– – – to O Short term	– – to + + Long term	$$$$	– – to O

LEGEND Best Performance + + + + Neutral O Worst Performance – – – – Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials

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

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- 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.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: GD

Table #: F

BWS Architects / 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, innovation
Miles neighborhood
North Side Businesses / broadway corridor into downtown / excited about revitilization
Architect / part owner of 1202 E. Broadway / cost effective money spending multi-modal transportation

~~A~~ Retired Attorney / Sam Hughes Neighborhood / Community involvement is important

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

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

Intials:

September 26, 2013
Sabbar Shriners Hall

Table #:

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)

- Combine pedestrian & walking & biking
- economic potential is tied to how people want to show
- economic potential is tied to the amount of the parcel thats left
- moved bicycling to walking & bicycling health benefits
- if you concentrate energy into one of them/ want versitility
- walkability & bikes go hand in hand
- if we make walking & bicycling a priority we cant forget bicycling environment & pedestrian environment
- do we want them to consider health ~~&~~ over functionality → functionality should come first. I picture design people not being health people
- Walking & Bicycling Health Benefits w/ stipulation that pedestrian & bicycling functionality are included

[illegible] the City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is [illegible] billion RTA plan that will be implemented through 2026. Details about the plan are available at www.RTAmobility.com.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Initials:

Table #:

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) Accomodation of High Capacity Transit
2) Visual quality
3) Walking & Bicycling Health Benefits
   - while incorporating functionality of pedestrian & bicycling travel
4) economic potential

[illegible] City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is [illegible] billion RTA plan that will be implemented through 2026. Details about the plan are [illegible] at www.RTAmobility.com.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page 1 of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: GD

Table #: F

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

How do people get to the center to take transit?

Are you running local busses?

Kevin Answered these questions

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 potential

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

hybrid

4+TA:

4+TB: corridor to downtown / aesthetic is important

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Initials:

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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

4B
4+TA
4+TB
Concentrate / sweet spot
Compromises w/ economic potential

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

6TA
6TB
Scary / too extreme
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 & walk Campbell it uncomfortable no buffer

[illegible] City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is [illegible] million RTA plan that will be implemented through 2026. Details about the plan are [illegible]

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
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6 Lane with Dedicating Transit W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

6B · like visual
· median is safety
· think about land maps
·

6A · its not wide but addresses / visual is important
transit can take over one of lane
what about connecting streets?
small right of away no area to improve

4T A

4T B

6 A B

[illegible] Jackson County and the Regional Transportation Authority (RTA) are [illegible] million RTA plan that will be implemented through 2026. Details about the plan are [illegible]

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

Intials:

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Sabbar Shriners Hall

Table #:

What is your preference of 3 chosen + why?

Cross Section Design Alternatives

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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

4 + TB
- redifines pedestrian + bicycle access makes more attractive to business
- option for two full lanes of transit

4ATA
- modest compromise, has all components I'm looking for → less intrusive into 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

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials:

Table #:

Cross Section Design Alternatives

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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

4TA
- narrower / pedestrian → dedicated bus lanes & landscaping
- wide landscaping
- pedestrian friendly & bike friendly
- not so wide so people can cross the street

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

4TB
- favorite / but would like to see something more compressed
- Compare to phoenix

[illegible] of Tucson, Pima County and the Regional Transportation Authority (RTA) and is [illegible] RTA plan that will be implemented through 2026. Bonds about one half of [illegible]

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

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4 Lane + Dedicated Transit W/ Landscaping
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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

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

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page 1 of 2

Intials: DKP

Table #: F

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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 Potentrel

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

1. 4 + IA

2. 4 + IB

3. 6AB 1

REPORT OUT SHEET FOR PUBLIC MEETING #3

Intials: DKP

Table #: F

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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."

STREET CROSS 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 6B with concern for it to not compromise property / business.

~~From our business owners w/ history~~

- balance b/w small, existing ~~build~~ businesses with bigger picture for Tucson as a gate to downtown
- encourage task force to seek innovation in engineering

Table f
Placed on Cross Section option 6B (152' ROW)

Concerned too small of ROW prevents later modification. However, firm believer in doing it right the first time.

Table f: Placed on Walking and bicycle health benefits

Performance Measure

Functionality of Pedestrian & Bicycling included

G

RTA

BROADWAY BOULEVARD

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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

BICYCLE ACCESS AND MOBILITY

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

VEHICULAR 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.

Transit Travel Time

TRANSIT 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.

Potential Historic and Significant Buildings Impacts

SENSE OF PLACE

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.

Walking and Bicycling Health Benefits

ENVIRONMENT AND PUBLIC HEALTH

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

ECONOMIC VITALITY

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.

Construction and Acquisition Cost

PROJECT 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

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.

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES

RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES											
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Aquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	−−− to −	−− to O	− Now −−−− Future (100% PAG)	−−− Future (70% PAG)	−− Now −−−− Future (100% PAG)	−−− Future (70% PAG)	−	+++	−−− to O	−− to −	− Now		NA	O to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING														
Option 4+1 SAFA (Existing R.O.W.)	−−−	− to O	−−−− Future (100% PAG)	−−− Future (70% PAG)	−−− Future (100% PAG)	−− Future (70% PAG)	O	+++	−− to O	−	O to + Short term	O to ++ Long term	$$	O to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)														
Option 4A (98' R.O.W.)	O	O	−−− Future (100% PAG)	−− Future (70% PAG)	−−−− Future (100% PAG)	−−− Future (70% PAG)	−	++	++	+	O to ++ Short term	+ to ++ Long term	$$	O to +
Option 4B (118' R.O.W.)	+++	++	−−− Future (100% PAG)	−− Future (70% PAG)	−−−− Future (100% PAG)	−−− Future (70% PAG)	−	+	++++	++	− to ++ Short term	O to +++ Long term	$$$	− to O
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)														
Option 4+1 A (124' R.O.W.)	+	+	−− to − Future (100% PAG)	− to O Future (70% PAG)	−−− to − Future (100% PAG)	−− to O Future (70% PAG)	++	O	+++	+	−− to + Short term	− to +++ Long term	$$$	− to O
Option 4+1 B (152' R.O.W.)	++	+++	−− to − Future (100% PAG)	− to O Future (70% PAG)	−− to + Future (100% PAG)	− to ++ Future (70% PAG)	+++	−−	+	++	−−− to O Short term	−− to ++ Long term	$$$$	−− to O
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)														
Option 6A (120' R.O.W.)	+	+	O Future (100% PAG)	+ Future (70% PAG)	− Future (100% PAG)	O Future (70% PAG)	O	O	+++	+	− to ++ Short term	O to +++ Long term	$$$	− to O
Option 6B (152' R.O.W.)	++	++	O Future (100% PAG)	+ Future (70% PAG)	− Future (100% PAG)	O Future (70% PAG)	O	−−	++	++	−−− to O Short term	−− to ++ Long term	$$$$	−− to O
8 LANE + DEDICATED TRANSIT WITH LANDSCAPING (128'-186' R.O.W.)														
Option 6+1 A (146' R.O.W.)	−−	O	+ Future (100% PAG)	++ Future (70% PAG)	+ Future (100% PAG)	++ Future (70% PAG)	++	−−	−	O	−−− to O Short term	−− to +++ Long term	$$$$	O to +
Option 6+1 B (154' R.O.W.)	+	+	+ Future (100% PAG)	+++ Future (70% PAG)	++ Future (100% PAG)	+++ Future (70% PAG)	+++	−−	+	+	−−− to O Short term	−− to ++ Long term	$$$$	−− to O

LEGEND Best Performance ++++ Neutral O Worst Performance −−−− Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials

Table #

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,
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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.

[2] 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.

[3] OTHER
Streetcar & mobility

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: AMP

Table #: G

Ethan - Neutral Neighborhood
Chris - Neighborhood
Linda - Bicycling interest
Susan - Bus ~~interest~~ Riders Union
Sylvia - Neighborhood
Maria - Bus Riders Union
Willy - Owner west of Country club (Northside)

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: AP

Table #: 6

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 2 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

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: aw

Table #: 6

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)*

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

2 dots 8 dots 5 dots 3 dots

1, 2, 6, 9 chosen to proceed.

Linda volunteered to report out.

Uncertainty to invest or not.

Strong concensus on slowing traffic + getting community participation of the area through business, etc.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Initials: aP

Table #: G

Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
4+T SATA - 70' ROW
1 – 4+T SATA - 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 Dedicating Transit W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

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

Linda,
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 ~~overall~~ driving

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

2x - Like as option (concensus)
- Concern over turning lefts into business.
- Landscape is calming + provides shade for pedestrians.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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September 26, 2013
Sabbar Shriners Hall

Intials: aP

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

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

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

1 – Barren landscape,
Doesn't increase R.O.W. which is beneficial

1x – takes least amt. of R.O.W
while offering landscape + generous bike lane

Creating more community = better bike/pedestrian
1x/2x

2x – Alter 16' landscape to 12' (compromise btw. 16'-8')
- Interest in light-rail eventually.

Consensus on 1x + 2x

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: ap

Table #: G

Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
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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

4/7
Showed strong interest in keeping lanes at current size and capacity

Sylvia, First Assembly Church, interest - concern of building

- Looking at parking in back of building rather than the front if it were moved.
- Parking in back is a challenge, 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)

Table N - General Comment

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.

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

* BIKE LANES: DIVIDE FROM CAR LANES WITH RAISED REFLECTORS → CREATES BARRIER CHEAPLY & VISIBLY, USES LESS SPACE.
* OPTION 4B: 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: mariacadaxa@yahoo.com

Major cross-streets near your home or business: EUCLID & BDWY

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

www.tucsonaz.gov/broadway

H

RTA

BROADWAY BOULEVARD

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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

BICYCLE ACCESS AND MOBILITY

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

VEHICULAR 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.

Transit Travel Time

TRANSIT 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.

Potential Historic and Significant Buildings Impacts

SENSE OF PLACE

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.

Walking and Bicycling Health Benefits

ENVIRONMENT AND PUBLIC HEALTH

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

ECONOMIC VITALITY

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.

Construction and Acquisition Cost

PROJECT 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

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.

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES

RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES												
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Acquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	– – – to –	– – to O	– Now – – – – Future (100% PAG)	– – – Future (70% PAG)	– – Now – – – – Future (100% PAG)	– – – Future (70% PAG)	–	+++	– – – to O	– – to –	– Now		NA	O to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING														
Option 4+T 90A (Existing R.O.W.)	– – –	– to O	– – – – Future (100% PAG)	– – – Future (70% PAG)	– – – Future (100% PAG)	– – Future (70% PAG)	O	+++	– – to O	–	O to + Short term	O to ++ Long term	$$	O to ++
6 LANE WITH LANDSCAPING (84'-138' R.O.W.)														
Option 6A (98' R.O.W.)	O	O	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	++	++	+	O to ++ Short term	+ to ++ Long term	$$	O to +
Option 4B (114' R.O.W.)	+++	++	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	+	++++	++	– to ++ Short term	O to +++ Long term	$$$	– to O
8 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)														
Option 6+T A (124' R.O.W.)	+	+	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – – to – Future (100% PAG)	– – to O Future (70% PAG)	++	O	+++	+	– – to + Short term	– to +++ Long term	$$$	– to O
Option 6+T B (152' R.O.W.)	++	+++	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – to + Future (100% PAG)	– to ++ Future (70% PAG)	+++	– –	+	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)														
Option 6A (120' R.O.W.)	+	+	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	O	+++	+	– to ++ Short term	O to +++ Long term	$$$	– to O
Option 6B (152' R.O.W.)	++	++	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	– –	++	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
8 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)														
Option 6+T A (146' R.O.W.)	– –	O	+ Future (100% PAG)	++ Future (70% PAG)	+ Future (100% PAG)	++ Future (70% PAG)	++	– –	–	O	– – – to O Short term	– – to +++ Long term	$$$$	O to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG)	+++ Future (70% PAG)	++ Future (100% PAG)	+++ Future (70% PAG)	+++	– –	+	+	– – – to O Short term	– – to ++ Long term	$$$$	– – to O

LEGEND Best Performance ++++ Neutral O Worst Performance – – – – Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

Option 4A: 98'
Right-of-Way

Option 4B: 114'
Right-of-Way

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

Option 4+T SATA:
70' Right-of-Way
(West of Campbell)

Option 4+T A: 124'
Right-of-Way

Option 4+T B: 152'
Right-of-Way

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: JB, JMF

Table #: H

Intro:

Collin F. crosses Treat or Broadway on bike often
Wayne - general cyclist. Cycles all around town
Mike K. - Downtown Tucson Hardware store?
Bina - bikes/drives/takes bus
Rick
Diana - Feldman's neighborhood assoc.
Linda S - Broadway = "Gateway to the world"
John - concerned about diesal & 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. Enhances character of our city
  - magnets for tourism
  - compare with E. portion of Broadway has no character
- Ped. environ. 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 Alvernon & 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 health benefits
- Health benefits covers bicycling environ → broader umbrella

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page 2 of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials:

Table #:

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 qual / 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

Ex. #2

Opt. 4+T → transit in mid can improve x-ings → because they have to get to transit stop → acts as ped. refuge
- improves ped. quality
- comfort of the above depends on safety of stops & 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)
- 6' 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 of miles.
- ~~Some say~~ painted bike lanes don't bring more cyclists

[illegible] City of Tucson, Pima County, and the Regional Transportation Authority (RTA), and is [illegible] $1.5 billion RTA plan that will be implemented through 2026. Details about the plan are available at www.RTAmobility.com.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials:

Table #:

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. bldgs

"swath of distruction"

- 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 bikes → we'll get bikes
- Like the 146' (optionle+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 rdwy.
- Why would we destroy hist. bldgs when there is no benefit of dedicated transit lanes.

opt. 4+T →

would be more comfortable cycling if rdwy was 3-lane width (2 lane, one turn lane)

[illegible] of Tucson, Pima County and the Regional Transportation Authority (RTA), and is [illegible] RTA plan that will be implemented through [illegible]. Details about the plan are available at www.[illegible]mobility.com.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

Intials:

September 26, 2013
Sabbar Shriners Hall

Table #:

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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(Transit Access & Mobility)

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(Sense of Place)

Visual Quality
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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 → 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 contributed 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 ~~are~~ 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.

[illegible] of Tucson, Pima County and the Regional Transportation Authority (RTA), are [illegible] through RTA plan that will be implemented through [illegible]. Details about the plan are available at www.iamobility.com.

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page 1 of 3

Intials: JB
JMF

Table #: H

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

What was your Table's Top 4 Performance Measures

1. Accommodation of Hi-Capacity Transit

2. Potential Historic & significant bldg impacts

3. Walking & Bicycling 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

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page 2 of 3

Intials: JMF

Table #: H

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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 – lets look at better models for predicting ALT MODES
- We felt it wasn't worth considering wider cross-sections w/o guarantees of mass transit
  - If we can realistically talk about mass-transit happening as soon as people want to see it we want staff to explore center vs. side lane boarding
- Concerned about the amount of space allotted for bikes/peds vs. single-occupant vehicles.

- In SUM: focus on improving existing conditions w/o knocking down buildings or widening roads

Thank our small group members – really respect all the different views.

THANK YOU TO OUR FACILITATORS!

BROADWAY BOULEVARD

EUCLID to COUNTRY CLUB

RTA

Regional Transportation Authority

CITY OF TUCSON

THE SEAL OF PIMA COUNTY ARIZONA

RTA

BROADWAY BOULEVARD

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 effects 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 street trees;
- 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

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:

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- 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 design to provide space for bike racks, shade, drinking fountains, green pavement (bike lanes, and other markings), and other features to serve bicycling 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 LANES AND MOBILITY

Through Traffic Movement

The effectiveness of moving through vehicular traffic along Broadway in the project area, considering 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.

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

Potential Historic and Significant Buildings Impacts

The number of historic and significant structures lost due to direct impact and loss of [illegible] resulting from reductions to parking, setbacks, site access, and other considerations.

NONE [illegible]

Visual Quality

The ability of Broadway's design to enhance the visual quality along it. This includes the width and design of median and roadside 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.

PEDESTRIAN AND BICYCLE [illegible]

Economic Potential

The suitability of parcels along Broadway to provide for current commercial or residential use, redeveloping, attracting new, and a future mix of commercial, residential, and open space uses that improve the economic value of uses along Broadway.

[illegible]

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 operation and maintenance of the Broadway improvements.

[illegible]

PERFORMANCE MEASURES

LEAVE EVERYTHING AS IS!!! I DONT WANT TO GO BROKE Broadway Animal Stage !!! FORWARD 1935

Robert H Ringling

Year! Paul Arp

RTA

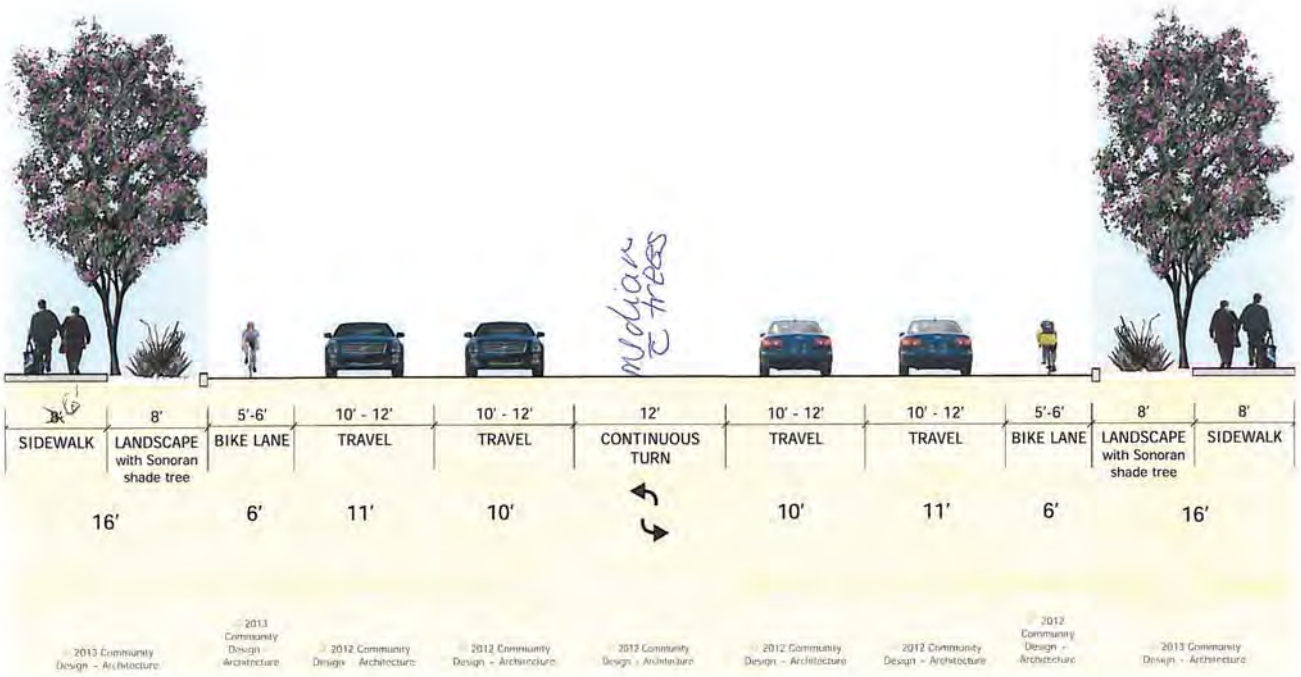
STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES											
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement	Transit Travel Time	Accommodation of High Capacity Transit	Property Impacts and Significant Buildings Impacts	Transit Equity	Walking and Bicycling Health Benefits	Economic Activities		Implementation and Operations Cost	City's Ability to Maintain Implementation
EXISTING CONDITIONS	– – –

First Assembly of God
1749 E.
Campbell
Avenue
Warren Ave
Martin Ave
Campbell Ave
64'
75'
103.5'

bell to Country Club

Option 4A: 98' Right-of-Way

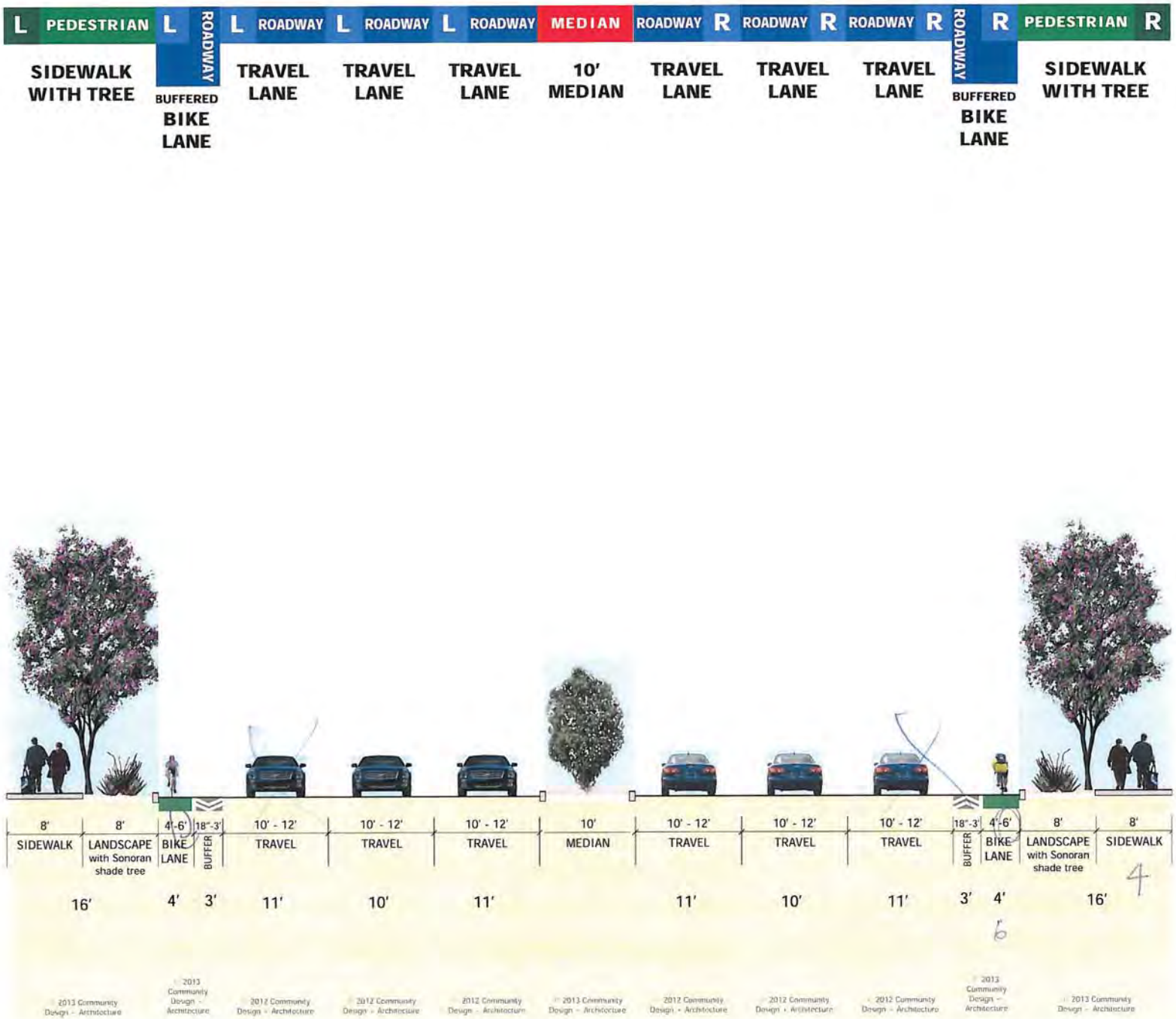
L	PEDESTRIAN	L	ROADWAY	L	ROADWAY	L	ROADWAY	ROADWAY	ROADWAY	R	ROADWAY	R	ROADWAY	R	PEDESTRIAN	R
	SIDEWALK WITH TREE		BIKE LANE		TRAVEL LANE		TRAVEL LANE	CONTINUOUS TURN LANE	TRAVEL LANE		TRAVEL LANE		BIKE LANE		SIDEWALK WITH TREE	



Facilitator/Recorder Initials

Table Number

Option 6A: 120' Right-of-Way



Facilitator/Recorder Initials

Table Number

BROADWAY BOULEVARD

GD

1 of 9

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials:

Table #: 1

INTRODUCTIONS

NEED TO FIND HANDOUT

- EARL - RESIDENCE ON NINTH ST
- SARA - EARL'S WIFE.
- CHRIS - LIVES IN RINCON HEIGHTS (RECORDER)
- BARBARA - LIVES IN RINCON HEIGHTS.
- JULIANNE - WANTS 1ST ASSEMBLY CHURCH TO BE IS MAINTAINED
- DAWN - LIVES IN SAM HUGHES
- BOB - OWNS BUSINESS, 12 EMPLOYEES, VETINARY., SINCE 1955. CONCERNED ABOUT HOW IT WILL IMPACT HIS BUSINESS DURING CONSTRUCTION
- DAVID - LIVES ON 10TH STREET. UPSET ABOUT WIDENING 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.
"JUST

BARBARA - NORTH & SOUTH SIDES OF STREET DON'T RELATE TO EACH OTHER. FEELS WIDENING WILL CREATE FURTHER SEPARATION. FEELS THAT TRAFFIC ALREADY MOVES THROUGH BROADWAY FINES.

BROADWAY BOULEVARD

2 of 9 GD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: AS

Table #: 1

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 ITI ALREADY MOVES TRAFFIC FINES
- EARL - PEDESTRIAN ENVIRONMENT GREEN - PEDESTRIAN & WALKS A LOT. WANTS TO AVOID PEDESTRIAN ACCIDENTS. WANTS ~~TO~~ TRAFFIC TO MOVE BETTER. ~~WANTS BETTER~~ BUSES IN LARGER CITY MOVE BUSES VERY WELL. WANTS TO IMPROVE ~~BARBA~~ TRANSIT IN TUCSON
- SARA - PICKED PEDESTRIAN, THROUGH TRAFFIC & TRANSIT, EXPENSIVE
- CHRIS - VISUAL QUALITY. THINKS ANY STREET WANTS GREEN SPACE. HOT ON ONE SIDE NEEDS GREEN SPACE. BROADWAY DANGEROUS FOR BICYCLES.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

3 8 9 GD

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: AS

Table #: 1

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. BUSINESS ARE LEAVING BECAUSE OF ST. WIDENING. BUSINESSES FEEL IT'S A DONE DEAL SO ALREADY LEAVING
- BOB & DAVID WANT THE ROAD TO BE ~~LEFT DURING~~ 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

Broadway Boulevard, Euclid to Country Club

4 of 9 GD

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: AS

Table #: 1

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

PAUL LOOKED @
LOA - "POSITIVE FOR SOME, BUT NUETRAL," FOR OTHER.
SEEMS LESS NEGATIVE

~~BOB~~
"CHRIS" - LOA HAS POTENTIAL TREES IN MIDDLE

- CHRIS -
LIKES THE OPTION FOR (2) LANES & WIDE LANES & FOR TREES. & BIKES.

- PREFERS (2) LANES ON EACH SIDE & MEDIAN W/ TREE IN MIDDLE.

- CHRIS DOESNT WANT ~~A~~ (3) LANES NECESSARILY.

- CHRIS DOESNT LIKE CONTINOUS LANE IN MIDDLE IN LA.

BROADWAY BOULEVARD

5 of 9 GD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Initials: AS

Table #: 1

Cross Section Design Alternatives

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

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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 DOESNT WANT TO WIDEN TO (4) LANES
- LIKES 6A. ADDS ADDITIONAL LANES TO (6) BUT ALSO ADDS TREES.
- CHRIS CHALLELLES EIT SIDEWALK TOO MUCH CONCRETE, BECOMES HOT. FEELS GREEN TREES ADD MUCH MORE THAN ADDING SHADE STRUCTURE A SMALLER SIDEWALK &
- LARGER BIKE LANE WOULD BE BETTER.

LIKE 6A - BUT W/ (2) LANES EITHER SIDE, SMALLER SIDE WALKS & A LARGER BIKE LANE.

BROADWAY BOULEVARD

6 8 9 GVS

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

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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

- BARBARA LIKES 4A BUT W/ A TURN IN THE MIDDLE.
- BOB - NO ONE RIDES BUS NOW.
- CHRIS FEELS TRANSIT IN CITY IS UNCONNECTED TRANSIT ON BROADWAY WILL NOT ~~BE~~ HELP FIX ENTIRE TRANSIT SYSTEM
- JUANNE IS CONCERNED WITH HOW THE ASSEMBLY CHURCH IS AFFECTED BY WIDENING
- EARL LIKE OPTION 6TA.
- BOB IS CONCERNED W/ HOW THE ~~BUSINESS~~ CONSTRUCTION WILL IMPACT HIS BUSINESS, NOT CONCERNED ABOUT EXPANSION TAKING AWAY SOME OF HIS LAND.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

1 of 9 GD

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Initials: AS

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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

- DAWN - "6A - SEATS LIKE YOU CAN TAKE IT ALL THE WAY DOWN W/O IMPACTING BUILDINGS.
- ~~LOOS~~ CHRIS - DONT 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 BLIGHT" BECAUSE BUSINESS HAVE LEFT.
- CHRIS "NEED TO GIVE BEB ACCESS ~~TO~~ DURING CONSTRUCTION" & GET RID OF BLIGHT.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

889 GD

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: AS

Table #: 1

Cross Section Design Alternatives

4 Lane + Dedicated Transit W/O Landscaping
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6 Lane W/Landscaping
6A - 120' ROW
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6 Lane with Dedicating Transit W/ Landscaping
6+TA - 146' ROW
6+TB - 154' ROW

- HB & CA
- CHRIS DOES NOT LIKE 8FT SIDEWALK.
- CAN'T WALK NEXT EACH OTHER ON 6FT - DAWN.
- WANTS PLANTERS THAT ACCOMMODATE TREES SO THEY GROW IN

- EARL WOULD LIKE THE WIDE WILLEN STREET TO MATCH STREET EAST OF COUNTRY CLUB TO IMPROVE TRAFFIC FLOW.
- WANTS THE MIDDLE TO HAVE BIKE LANE, TRANSIT LANE LIKED BOTH OPTION
- ~~FEELS STUPID~~ !!!

BROADWAY BOULEVARD

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Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: AS

Table #: 1

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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

- CHRIS FEELS THERE IS A LOT TO DEBATE ABOUT WHAT THE RTA STUDY FOUND.
- CHRIS - ~~A~~ THERE IS ~~A~~ NOT A WIDE STREET DOWNTOWN FOR A WIDE STREET ON BROADWAY TO CONNECT TO. SO NEED TO ~~CONNECT~~ WIDEN BROADWAY TO 6 LANES & TRANSIT LANES.

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page 1 of 3

Initials:

Table #: 1

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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+B. – without the 26' transit in the middle & w/ 3 lanes)

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page 2 of 3

Intials:

Table #: 1

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

What were the key points of discussion or conflict at your table?

- CONCERN THAT CONSTRUCTION WOULD PUT PEOPLE OUT OF BUSINESS
- 8' SIDEWALKS ARE TOO WIDE
- 6' BIKE PATH MIN.

TABLE 1

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

I am the Broadway Animal Hosp.
We have been there since 1935 as a small animal Hosp.
Problems!
1. Are been here in Tucson since V.N and gone thru 4 of these things; None were completed on time. Downtown wasn't completed on time and most BUSINESS went broke
2. I have no faith in the city council doing anything right where small business is concerned.
3. We don't have the money and it will only increase my property taxes.
4. Look at all the branded up Oldsmobs there will be many more!!

Name: Robert H Korns

www.tucsonaz.gov/broadway

TABLE 1

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

Don't wait 4 big changes!

NOW!
Stop truck + car pollution (black smokers)

More Crosswalks!

Optional

Name: Trolley Type Buses, not rails - + Subsidize them

Address:

Email: Enforce Helmet + Lighting 4 Bikes + Motorcycles

Major cross streets near your home or business:

This project is a Regional Transportation Authority Project approved, and funded on RTA plan, will be implemented through 2026. Details on the full plan are available at www.RTAmobility.com.
The Regional Transportation Authority is a joint effort with representatives from Pima County, tribal governments, Transit agencies, the cities of Tucson and Oro Valley.

www.tucsonaz.gov/broadway

TABLE 1

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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

Street

Name

Address

Email

Major cross streets near your home or business

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

www.tucsonaz.gov/broadway

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!

David Ray

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J

RTA

BROADWAY BOULEVARD

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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

BICYCLE ACCESS AND MOBILITY

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

VEHICULAR 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.

Transit Travel Time

TRANSIT 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.

Potential Historic and Significant Buildings Impacts

SENSE OF PLACE

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.

Walking and Bicycling Health Benefits

ENVIRONMENT AND PUBLIC HEALTH

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

ECONOMIC VITALITY

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.

Construction and Acquisition Cost

PROJECT 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

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.

Facilitator/Recorder Initials

Slide #

PERFORMANCE MEASURES

RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES											
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement	Transit Travel Time	Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Aquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	– – – to –	– – to ○	– Now; – – – – Future (100% PAG); – – – Future (70% PAG)	– – Now; – – – – Future (100% PAG); – – – Future (70% PAG)	–	+++	– – – to ○	– – to –	– Now		NA	○ to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING												
Option 4+T SATA (Existing R.O.W.)	– – –	– to ○	– – – – Future (100% PAG); – – – Future (70% PAG)	– – – Future (100% PAG); – – Future (70% PAG)	○	+++	– – to ○	–	○ to + Short term	○ to ++ Long term	$$	○ to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)												
Option 4A (98' R.O.W.)	○	○	– – – Future (100% PAG); – – Future (70% PAG)	– – – – Future (100% PAG); – – – Future (70% PAG)	–	++	++	+	○ to ++ Short term	+ to ++ Long term	$$	○ to +
Option 4B (114' R.O.W.)	+++	++	– – – Future (100% PAG); – – Future (70% PAG)	– – – – Future (100% PAG); – – – Future (70% PAG)	–	+	++++	++	– to ++ Short term	○ to +++ Long term	$$$	– to ○
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (100'-147' R.O.W.)												
Option 6+T A (120' R.O.W.)	+	+	– – to – Future (100% PAG); – – to ○ Future (70% PAG)	– – – to – Future (100% PAG); – – to ○ Future (70% PAG)	++	○	++++	+	– – to + Short term	– to +++ Long term	$$$	– to ○
Option 6+T B (120' R.O.W.)	++	+++	– – to – Future (100% PAG); – to ○ Future (70% PAG)	– – to + Future (100% PAG); – to ++ Future (70% PAG)	+++	– –	+	++	– – – to ○ Short term	– – to ++ Long term	$$$$	– – to ○
6 LANE WITH LANDSCAPING (108'-147' R.O.W.)												
Option 6A (108' R.O.W.)	+	+	○ Future (100% PAG); + Future (70% PAG)	– Future (100% PAG); ○ Future (70% PAG)	○	○	+++	+	– to ++ Short term	○ to +++ Long term	$$$	– to ○
Option 6B (147' R.O.W.)	++	++	○ Future (100% PAG); + Future (70% PAG)	– Future (100% PAG); ○ Future (70% PAG)	○	– –	++	++	– – – to ○ Short term	– – to ++ Long term	$$$$	– – to ○
8 LANE + DEDICATED TRANSIT WITH LANDSCAPING (130'-147' R.O.W.)												
Option 8+T A (140' R.O.W.)	– –	○	+ Future (100% PAG); ++ Future (70% PAG)	+ Future (100% PAG); ++ Future (70% PAG)	++	– –	–	○	– – – to ○ Short term	– – to +++ Long term	$$$$	○ to +
Option 8+T B (150' R.O.W.)	+	+	+ Future (100% PAG); +++ Future (70% PAG)	++ Future (100% PAG); +++ Future (70% PAG)	+++	– –	+	+	– – – to ○ Short term	– – to ++ Long term	$$$$	– – to ○

(LEGEND) Best Performance ++++ Neutral 0 Worst Performance – – – – Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials

Table #

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 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.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall
(introductions)

Intials: A.S.

Table #: J

9 members @ table

IIII concerned about overall Tucson impact of the project

II live in the neighborhood

II pedestrian concerned

I bike concerns

Linda volunteered to be reporter

- one member concerned that growth along Broadway will lead to bottle neck downtown & traffic jams along Broadway

[illegible] City of Tucson, Pima County and the Regional Transportation Authority (RTA) and is [illegible] projects will be implemented through 2026. Details are [illegible] www.RTAmobility.com.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page 1 of 1

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

Intials: AS.

September 26, 2013
Sabbar Shriners Hall

Table #: J

(27 total dots) ~ (only 25 dots used?)

- concern over destruction of current buildings
- participants confused the titles in their handouts 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

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

PERFORMANCE MEASURES

Pedestrian Environment (4)
(Pedestrian Access & Mobility)

Bicycling Environment (5)
(Bicycle Access and Mobility)

Through Traffic Movement (0)
(Vehicular Access and Mobility)

Transit Travel Time (1)
(Transit Access & Mobility)

Accommodation of High Capacity Transit (0)
(Transit Access & Mobility)

Potential Historic and Significant Buildings Impact (4)
(Sense of Place)

Visual Quality (5)
(Sense of Place)

Walking and Biking Health Benefits (2)
(Environment and Public Health)

Economic Potential (4)
(Economic Vitality)

Construction and Acquisition Cost (0)
(Project Cost)

City's Ability to Maintain Improvements (0)
(Certainty)

[illegible] Jackson Metro Area Metropolitan Planning Organization (MPO) and the Regional Transportation Authority (RTA), and is [illegible] RTA plan that will be implemented through 2026. Details about the plan are available at www.RTAcommunity.com

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page 1 of 1

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: AS

Table #: J

(lost one member before final decision was made)

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

- 6 lane (146' - 154' ROW) "to 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 seperated
- 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)
- used Toole as an example
- Again the concern for a bottleneck downtown comes up
- would like additional studies done on building losses resulting in a selection of Option 4+TA (124' ROW)

* group 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
- bicycle buffers as factors for making their final decisions
- group will re-evaluate option 4+TA (124' ROW) after looking at impact on historical buildings

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

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 w/ physical buffer.

Optional

Name

Address

E-mail

Major cross-streets near your home or business

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

www.tucsonaz.gov/broadway

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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.

Optional

Name: Bonnie Dhruv

Address: dhruv@cox.net

E-mail

Major cross-streets near your home or business

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

www.tucsonaz.gov/broadway

K

RTA

BROADWAY BOULEVARD

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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

BICYCLE ACCESS AND MOBILITY

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

VEHICULAR 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.

Transit Travel Time

TRANSIT 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.

Potential Historic and Significant Buildings Impacts

SENSE OF PLACE

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.

Walking and Bicycling Health Benefits

ENVIRONMENT AND PUBLIC HEALTH

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

ECONOMIC VITALITY

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.

Construction and Acquisition Cost

PROJECT 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

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.

Facilitator/Recorder Initials: ____

Table #: ____

PERFORMANCE MEASURES

RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES											
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Aquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	– – – to –	– – to ○	– Now; – – – – Future (100% PAG)	– – – Future (70% PAG)	– – Now; – – – – Future (100% PAG)	– – – Future (70% PAG)	–	+++	– – – to ○	– – to –	– Now		NA	○ to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING														
Option 4+T SATA (Existing R.O.W.)	– – –	– to ○	– – – – Future (100% PAG)	– – – Future (70% PAG)	– – – Future (100% PAG)	– – Future (70% PAG)	○	+++	– – to ○	–	○ to + Short term	○ to ++ Long term	$$	○ to ++
6 LANE WITH LANDSCAPING (84'-138' R.O.W.)														
Option 4A (98' R.O.W.)	○	○	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	++	++	+	○ to ++ Short term	+ to ++ Long term	$$	○ to +
Option 4B (114' R.O.W.)	+++	++	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	+	++++	++	– to ++ Short term	○ to +++ Long term	$$$	– to ○
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)														
Option 4+T A (124' R.O.W.)	+	+	– – to – Future (100% PAG)	– to ○ Future (70% PAG)	– – – to – Future (100% PAG)	– – to ○ Future (70% PAG)	++	○	+++	+	– – to + Short term	– to +++ Long term	$$$	– to ○
Option 4+T B (152' R.O.W.)	++	+++	– – to – Future (100% PAG)	– to ○ Future (70% PAG)	– – to + Future (100% PAG)	– to ++ Future (70% PAG)	+++	– –	+	++	– – – to ○ Short term	– – to ++ Long term	$$$$	– – to ○
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)														
Option 6A (120' R.O.W.)	+	+	○ Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	○ Future (70% PAG)	○	○	+++	+	– to ++ Short term	○ to +++ Long term	$$$	– to ○
Option 6B (152' R.O.W.)	++	++	○ Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	○ Future (70% PAG)	○	– –	++	++	– – – to ○ Short term	– – to ++ Long term	$$$$	– – to ○
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)														
Option 6+T A (148' R.O.W.)	– –	○	+ Future (100% PAG)	++ Future (70% PAG)	+ Future (100% PAG)	++ Future (70% PAG)	++	– –	–	○	– – – to ○ Short term	– – to +++ Long term	$$$$	○ to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG)	+++ Future (70% PAG)	++ Future (100% PAG)	+++ Future (70% PAG)	+++	– –	+	+	– – – to ○ Short term	– – to ++ Long term	$$$$	– – to ○

LEGEND Best Performance ++++ Neutral 0 Worst Performance – – – – Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

Table K

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

noise
heat
light

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

focus

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

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: JB/ET

Table #: K

Introductions

- Some initial comments
  - This process is taking too long, detrimental to business to 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

- Historic buildings got ~~substantial~~ Some discussion
- Other measures will lead to economic development
- Need to start thinking about high capacity transit
- Bicycle & pedestrian only had one dot → the owner of that dot asked the group why...

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: JB/ET

Table #: 1C

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 w/ 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 leans towards top of chart
- Green, blue, and purple cross sections are preferred.
- 152' foot right-of-way scared some
- others thought "we need to make it count", meaning we need to widen the road to get value out of the project.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: JB/ET

Table #: K

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 max width
- One person for creativity with respect to pedestrian alignment & bicycle lane alignment
- Can grants be given to businesses to "spruce up" their properties instead of spending money to bulldoze them.

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page 1 of 3

Intials: JB, ET

Table #: K

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

What was your Table's Top 4 Performance Measures

1. ★ Economic Potential
2. Potential Historic Building Impact.

} TOP PRIORITY

3. Bicycle Environment
4. Accomodation of High Capacity Transit.

} secondary Priority

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

(1) NARROW over WIDE,
(2) ECONOMY + HISTORY over TRAFFIC MOVEMENT + TRANSIT TIME

1. Blue - option 4
2. option 4A

} 5 VOTES (PREFERRED)

3. option 4 + TA
4. option 4 + TB

} 2 VOTES

5. # Existing Conditions — if it ain't broke don't fix it.

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page 2 of 3

Intials: JB, ET

Table #: K

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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 E OF C.C.

CYCLING - TRANST - HISTORY - ECONOMY

Different ideas about who/what the road 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. 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 & process.

Broadway Boulevard

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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

TABLE K

98' OR LESS W/ TRANSITION PLAN FOR SENSITIVE ACQUISITION AND ENHANCEMENT.

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.

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www.tucsonaz.gov/broadway

L

RTA

BROADWAY BOULEVARD

Pedestrian Environment

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PEDESTRIAN ACCESS AND MOBILITY

Bicycling Environment

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BICYCLE ACCESS AND MOBILITY

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VEHICULAR ACCESS AND MOBILITY

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TRANSIT ACCESS AND MOBILITY

Potential Historic and Significant Buildings Impacts

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Visual Quality

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SENSE 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

Economic Potential

The suitability of parcels along Broadway to provide for current commercial or residential, 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

- Water/Run-Off
Residences

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES

RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES											
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Aquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	– – – to –	– – to O	– Now – – – – Future (100% PAG) – – – Future (70% PAG)		– – Now – – – – Future (100% PAG) – – – Future (70% PAG)		–	+++	– – – to O	– – to –	– Now		NA	O to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING														
Option 4+T SATA (Existing R.O.W.)	– – –	– to O	– – – – Future (100% PAG)	– – – Future (70% PAG)	– – – Future (100% PAG)	– – Future (70% PAG)	O	+++	– – to O	–	O to + Short term	O to ++ Long term	$$	O to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)														
Option 4A (98' R.O.W.)	O	O	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	++	++	+	O to ++ Short term	+ to ++ Long term	$$	O to +
Option 4B (114' R.O.W.)	+++	++	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	+	++++	++	– to ++ Short term	O to +++ Long term	$$$	– to O
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)														
Option 4+T A (124' R.O.W.)	+	+	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – – to – Future (100% PAG)	– – to O Future (70% PAG)	++	O	+++	+	– – to + Short term	– to +++ Long term	$$$	– to O
Option 4+T B (152' R.O.W.)	++	+++	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – to + Future (100% PAG)	– to ++ Future (70% PAG)	+++	– –	+	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)														
Option 6A (120' R.O.W.)	+	+	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	O	+++	+	– to ++ Short term	O to +++ Long term	$$$	– to O
Option 6B (152' R.O.W.)	++	++	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	– –	++	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)														
Option 6+T A (146' R.O.W.)	– –	O	+ Future (100% PAG)	++ Future (70% PAG)	+ Future (100% PAG)	++ Future (70% PAG)	++	– –	–	O	– – – to O Short term	– – to +++ Long term	$$$$	O to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG)	+++ Future (70% PAG)	++ Future (100% PAG)	+++ Future (70% PAG)	+++	– –	+	+	– – – to O Short term	– – to ++ Long term	$$$$	– – to O

LEGEND Best Performance ++++ Neutral O Worst Performance – – – – Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials

Table #

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 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.

Option 4A: 98' Right-of-Way

Option 4B: 114' Right-of-Way

Option 4+T SATA: 70' Right-of-Way (West of Campbell)

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

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page 1 of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: ET

Table #: "L"

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. 150 apartments not considered
- Residents and bussiness 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: ~~Ped~~ Bikes: separate bikes from cars for safety.

: Reduce speed limit to ~~[illegible]~~ reduce bike lane with. Do not use bikes as excuse to demo bldgs. @ b.w. If there are not bussiness there are not reason to walk or bike on b.w.

BW = Broadway

The [illegible] City of [illegible] and the Regional Transportation Authority (RTA), and is [illegible] plan that will be implemented through [illegible] projects and programs [illegible] RTA capital [illegible].

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: ET

Table #: "L"

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)

concern about cost and innecessary construction.

Karen: Lack of available real state on B.W. willing to take the risk (family oriented salon) great investment oportunity for small ~~bu~~ bussiness to buy property
Economic viability: you can build and make your own.

Stewart: support bikes and bussiness
150 apartments for dissabled people.
concern for elderly, dissable and low income. Access to transport.

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 a separated performance measure.

Three residential dots were moved to economic potential

City Staff of Tucson, Pima County and the Regional Transportation Authority (RTA), and the voters of Pima County approved RTA plan will be implemented through 2026. Details about the plan are available at www.RTAmobility.com.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: ET

Table #: "L"

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)

Second excercise:
Technical questions:
Why option option 4+T SATA ~~[illegible]~~ has ---?
Technical question. why is rated the worst? (this)

~~There is not~~
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 prefered.
A balance of shade and landscape needed

[illegible] of Tucson, Pima County and the Regional Transportation Authority (RTA) [illegible] RTA plan that will be implemented through 2026. Details about the plan are available at www.rtamobility.com.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: ET

Table #: "L"

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)

- they feel that the existing r.o.w. is the prefered one.
- Do not go wider.
- Option 4+TB 152' option it is been studied by Paula

The two options agreed by group:

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 bussines could block signs.

Concern about vis. of bussiness

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: ET

Table #: "L"

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)

TREES!

Bussiness dont have a lot of options

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page 1 of 3

Intials: LH / ET

Table #: L

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

What was your Table's Top 4 Performance Measures

1. Pedestrian Enviro
2. Potential Historic + Signif. Bldgs
3. Economics Potential
4. Construction + Acq. $

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

1. Option 4 + T (trouble w/ turn lane.)
2. Option 4A (too wide for some parking.)
3.

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page 2 of 3

Intials: LH / ET

Table #: L

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

What were the key points of discussion or conflict at your table?

- Road too wide for businesses
- Too sunny to walk w/out TREES.

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

Please record my 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's promote our neighborhoods from drive by or through

(3) Continuation to the Downtown – it would complement the area

(We live at Broadway + Olsen)

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

www.tucsonaz.gov/broadway

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

M

RTA

BROADWAY BOULEVARD

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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

BICYCLE ACCESS AND MOBILITY

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

VEHICULAR 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.

Transit Travel Time

TRANSIT 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.

Potential Historic and Significant Buildings Impacts

SENSE OF PLACE

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.

Walking and Bicycling Health Benefits

ENVIRONMENT AND PUBLIC HEALTH

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

ECONOMIC VITALITY

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.

Construction and Acquisition Cost

PROJECT 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

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.

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES

RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	Pedestrian Environment	Bicycling Environment	Through Traffic Movement	Transit Travel Time	Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits				
	PERFORMANCE MEASURES											
EXISTING CONDITIONS	– – – to –	– – to ○	– Now; – – – – Future (100% PAG); – – – Future (70% PAG)	– – Now; – – – – – Future (100% PAG); – – – Future (70% PAG)	–	+++	– – – to ○	– – to –				
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING												
Option 4+T SATA (Existing R.O.W.)	– – –	– to ○	– – – – Future (100% PAG); – – – Future (70% PAG)	– – – Future (100% PAG); – – Future (70% PAG)	○	+++	– – to ○	–	○ to + Short term			
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)												
Option 4A (98' R.O.W.)	○	○	– – – Future (100% PAG); – – Future (70% PAG)	– – – – – Future (100% PAG); – – – Future (70% PAG)	–	++	++	+	○ to ++ Short term		$	○
Option 4B (114' R.O.W.)	+++	++	– – – Future (100% PAG); – – Future (70% PAG)	– – – – Future (100% PAG); – – – Future (70% PAG)	–	+	++++	++	– to ++ Short term		$$	
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)												
Option 4+T A (124' R.O.W.)	+	+	– – to – Future (100% PAG); – to ○ Future (70% PAG)	– – – to – Future (100% PAG); – – to ○ Future (70% PAG)	++	○	+++	+	– – to + Short term	– to + Long term		– to ○
Option 4+T B (152' R.O.W.)	++	+++	– – to – Future (100% PAG); – to ○ Future (70% PAG)	– – to + Future (100% PAG); – to ++ Future (70% PAG)	+++	– –	+	++	– – – to ○ Short term	– – to Long term		– – to ○
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)												
Option 6A (120' R.O.W.)	+	+	○ Future (100% PAG); + Future (70% PAG)	– Future (100% PAG); ○ Future (70% PAG)	○	○	+++	+	– to ++ Short term	○ to +++ Long term	$$$	– to ○
Option 6B (152' R.O.W.)	++	++	○ Future (100% PAG); + Future (70% PAG)	– Future (100% PAG); ○ Future (70% PAG)	○	– –	++	++	– – – to ○ Short term	– – to ++ Long term	$$$$	– – to ○
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)												
Option 6+T A (140' R.O.W.)	– –	○	+ Future (100% PAG); ++ Future (70% PAG)	+ Future (100% PAG); ++ Future (70% PAG)	++	– –	–	○	– – – to ○ Short term	– – to +++ Long term	$$$$	○ to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG); +++ Future (70% PAG)	++ Future (100% PAG); +++ Future (70% PAG)	+++	– –	+	+	– – – to ○ Short term	– – to ++ Long term	$$$$	– – to ○

Legend: Best Performance ++++ Neutral ○ Worst Performance – – – – Highest Cost $$$$$ Lowest Cost $ September 26, 2011

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

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 destroy our history for an inner city highway.
Cars can move slower to create an environment that is more positive for people + businesses.

Optional:
Name:
Address:
E-mail:

www.tucsonrta.com/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.

Wider roads encourage faster traffic that is detrimental to businesses, pedestrians, bikes, sense of place, visual quality, + historic context. The existing ROW or just slightly larger not to exceed 70' ROW ~~[illegible]~~ is preferred.
I am concerned with wider roads having a negative impact on people in all ways.

Optional:
Name:
Address:
E-mail:

www.tucsonrta.com/broadway

ES	Visual Quality	Walking and Bicycling Health Benefits				Ability intain ements
	− − − to ○	− − to −				
	− − to ○	−	○ to − Short ter			
	++	+	○ to ++ Short term		$$	○
	++++	++	− to ++ Short term		$$	
	+++	+	− − to + Short term	− to + Long te		− to ○
	+	++	− − − to ○ Short term	− − to Long te		− − to ○

Option 4+TB
Subject to ~~[illegible]~~ in center lanes — it would involve more people having to cross lanes to get to bus stops. Senior citizens should be able to walk from buses or cars + enter buses from curb to bus stops. By safety issue — Center on Broadway St. Hazard

Note:
Move bus lane ~~[illegible]~~ means more car exhaust in ~~[illegible]~~ are sharing bike lanes from Euclid to planned 6th St. + then it goes over to 8th St. The street is marked as such, but I don't see bike riders using 8th St. Granted, it is not a through route.

Note:
I am concerned that the ratings are subjective + do not reflect our table's opinion.
There are many possibilities within any R.O.W.

RTA Regional Transportation Authority

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES												
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Aquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	---- to -	-- to O	- Now ---- Future (100% PAG)	---- Future (70% PAG)	-- Now ---- Future (100% PAG)	--- Future (70% PAG)	-	+++	--- to O	-- to -	- Now		NA	O to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING														
Option 4+T SATA (Existing R.O.W.)	---	- to O	---- Future (100% PAG)	--- Future (70% PAG)	--- Future (100% PAG)	-- Future (70% PAG)	O	+++	-- to O	-	O to + Short term	O to ++ Long term	$$	O to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)														
Option 4A (98' R.O.W.)	O	O	--- Future (100% PAG)	-- Future (70% PAG)	---- Future (100% PAG)	--- Future (70% PAG)	-	++	++	+	O to ++ Short term	+ to ++ Long term	$$	O to +
Option 4B (114' R.O.W.)	+++	++	--- Future (100% PAG)	-- Future (70% PAG)	---- Future (100% PAG)	--- Future (70% PAG)	-	+	++++	++	- to ++ Short term	O to +++ Long term	$$$	- to O
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)														
Option 4+T A (124' R.O.W.)	+	+	-- to - Future (100% PAG)	- to O Future (70% PAG)	--- to - Future (100% PAG)	-- to O Future (70% PAG)	++	O	+++	+	-- to + Short term	- to +++ Long term	$$$	- to O
Option 4+T B (152' R.O.W.)	++	+++	-- to - Future (100% PAG)	- to O Future (70% PAG)	-- to + Future (100% PAG)	- to ++ Future (70% PAG)	+++	--	+	++	--- to O Short term	-- to ++ Long term	$$$$	-- to O
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)														
Option 6A (120' R.O.W.)	+	+	O Future (100% PAG)	+ Future (70% PAG)	- Future (100% PAG)	O Future (70% PAG)	O	O	+++	+	- to ++ Short term	O to +++ Long term	$$$	- to O
Option 6B (152' R.O.W.)	++	++	O Future (100% PAG)	+ Future (70% PAG)	- Future (100% PAG)	O Future (70% PAG)	O	--	++	++	--- to O Short term	-- to ++ Long term	$$$$	-- to O
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)														
Option 6+T A (146' R.O.W.)	--	O	+ Future (100% PAG)	++ Future (70% PAG)	+ Future (100% PAG)	++ Future (70% PAG)	++	--	-	O	--- to O Short term	-- to +++ Long term	$$$$	O to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG)	+++ Future (70% PAG)	++ Future (100% PAG)	+++ Future (70% PAG)	+++	--	+	+	--- to O Short term	-- to ++ Long term	$$$$	-- to O

LEGEND Best Performance ++++ Neutral O Worst Performance ---- Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials ☐☐

Table # ☐

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: PH

Table #: M

B INTRODUCTIONS:

TABLE PARTICIPANTS AREA OF INTEREST.

- Neighbors
- SATA Member
- COMMUTER (BOTH BIKE & VEHICLE)
- Board Member Historic Preservation Society
- Interest IN Design with TUCSON.

B/Q TABLE MEMBERS

[illegible] City of Tucson, Pima County and the Regional Transportation Authority (RTA) and is [illegible] and be implemented through 2026. Details and [illegible] are [illegible] www.RTAmobility.com.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page 1 of 1

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: PH

Table #: M

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 on 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 AMAZING Place now, need to utize Empty Space to increase potential

HISTORIC VALUE IMPORTANT
- Broadway Village
- Bank

Proximity to widened Road to house MAY upset ASMA Cond.

Citizen dis-interested in Seeing the project to fruition... PAST 50 years no improvement proves the need is not there.

~~CERTAIN~~

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: PH

Table #: M

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

☐ Team members point:
- Ratings are very subjective
- Difficult to digest complexity of issues in such short time frame.
- Historical map in the process of changing and could change outcome.

☐ SATA options to be analyzed because of "Base line" effect

→ options without Transit, looked upon as unfavorable.

"+" - Relatively cheap
- Protects context, but still improves functionality improvements

"–" - Does not incorporate Transit.
- Pedestrian crossing concern

"+" - widest landscaping most appealing for peds.
- Flexibility for integrating transit ... in future stories.
- Cycle track option ... favorable.

"–" - No room for transit as currently shown

"+" Dedicated Transit

"–" Destroys the context "Traffic more important than people"

Funding for this study of Euclid to Pima Corridor was provided by the Regional Transportation Commission (RTA), and is included in the RTA plan that will carry us through 2026. Results and views do not reflect those of the RTA.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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Sabbar Shriners Hall

Initials: PH

Table #: M

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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

~~Above~~

SATA Representative take issue with accommodation of High Capacity TRANSIT as "Neutral."

↳ ~~Fact~~ Feels that this evaluation is Biased. (very public).

↳ More Analysis of SATA option needed more study because the option has other benifits.

↳ SATA Rep trying to point out All benfits of option.

No sense of place, little context.

Selected As option to move forward. Based 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

Table M MB

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page____ of ____

Intials:

Table #:

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

What was your Table's Top 4 Performance Measures

1. Pedestrian Enviro

2. Through Traffic Mvmt

3. High Cap Transit

4. Historic & Significant Bldgs : 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

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page____ of ____

Intials:

Table #:

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

What were the key points of discussion or conflict at your table?

- Dedicated Transit vs. Historic Preservation re: ROW
- Pedestrian Amenities = wider buffers w/ Shade
- Maintaining Context
- Cost & Feasibility of diff options
- Discounted 6+TA & 6+TB b/c even if they "measured" well, they're not what the neighboring communities want.

Broadway Boulevard

Table M

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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, + 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

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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

www.tucsonaz.gov/broadway

Broadway Boulevard

Table M

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

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

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

This is a project of the Regional Transportation Authority. The voter-approved, $2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com.
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www.tucsonaz.gov/broadway

Table M

Option 4 + TB

I object to ~~lanes~~ buses in center lanes — it would involve more people having to cross lanes to get to bus stops. Senior citizens should be able to wait for buses at curb + enter buses from curb to be safe. Big safety issue — Cesitas on Broadway St. Houston

Table M

More car lanes ~~&~~ means more car exhaust —

There are existing bike lanes from Euclid to plumer on 4th St. + then it jogs over to 8th St. The street is marked as such, but I don't see bike riders using 4th St. Granted, it is not a through Route.

Table M

I am concerned that the ratings are subjective + do not reflect our table's opinion.

There are many possibilities within any R.O.W.

N

RTA

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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 effects pedestrian comfort;
- Ability of sidewalk and buffer width to provide space for shade, lighting, seating, streetscaping, 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 Building Impacts

The number of historic and significant structures not due to direct impact and risk of adverse resulting from relocation 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.

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

BICYCLE ACCESS AND MOBILITY

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.

Economic Potential

ECONOMIC VITALITY

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

VEHICULAR 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.

Construction and Acquisition Cost

PROJECT 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

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.

Transit Travel Time

TRANSIT 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.

Facilitator/Recorder Initials _____

Table # _____

PERFORMANCE MEASURES

RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES										
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement	Transit Travel Time	Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Acquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	– – – to –	– – to O	– Now; – – – – Future (100% PAG); – – – Future (70% PAG)	– – Now; – – – – Future (100% PAG); – – – Future (70% PAG)	–	+++	– – – to O	– – to –	– Now		NA	O to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING												
Option 4+1 SATA (Existing R.O.W.)	– – –	– to O	– – – – Future (100% PAG)	– – – Future (70% PAG); – – – Future (100% PAG); – – Future (70% PAG)	O	+++	– – to O	–	O to + Short term	O to ++ Long term	$$	O to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)												
Option 4A (98' R.O.W.)	O	O	– – – Future (100% PAG)	– – Future (70% PAG); – – – – Future (100% PAG); – – – Future (70% PAG)	–	++	++	+	O to ++ Short term	+ to ++ Long term	$$	O to +
Option 4B (114' R.O.W.)	+++	++	– – – Future (100% PAG)	– – Future (70% PAG); – – – – Future (100% PAG); – – – Future (70% PAG)	–	+	++++	++	– to ++ Short term	O to +++ Long term	$$$	– to O
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-142' R.O.W.)												
Option 4+1 A (124' R.O.W.)	+	+	– – to – Future (100% PAG); – to O Future (70% PAG)	– – – to – Future (100% PAG); – – to O Future (70% PAG)	++	O	+++	+	– – to + Short term	– to +++ Long term	$$$	– to O
Option 4+1 B (137' R.O.W.)	++	+++	– – to – Future (100% PAG); – to O Future (70% PAG)	– – to + Future (100% PAG); – to ++ Future (70% PAG)	+++	– –	+	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE WITH LANDSCAPING (124'-163' R.O.W.)												
Option 6A (120' R.O.W.)	+	+	O Future (100% PAG); + Future (70% PAG)	– Future (100% PAG); O Future (70% PAG)	O	O	+++	+	– to ++ Short term	O to +++ Long term	$$$	– to O
Option 6B (152' R.O.W.)	++	++	O Future (100% PAG); + Future (70% PAG)	– Future (100% PAG); O Future (70% PAG)	O	– –	++	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (136'-168' R.O.W.)												
Option 6+1 A (148' R.O.W.)	– –	O	+ Future (100% PAG)	++ Future (70% PAG); + Future (100% PAG); ++ Future (70% PAG)	++	– –	–	O	– – – to O Short term	– – to +++ Long term	$$$$	O to +
Option 6+1 B (154' R.O.W.)	+	+	+ Future (100% PAG)	+++ Future (70% PAG); ++ Future (100% PAG); +++ Future (70% PAG)	+++	– –	+	+	– – – to O Short term	– – to ++ Long term	$$$$	– – to O

LEGEND: Best Performance ++++ Neutral O Worst Performance – – – – Highest Cost $$$$ Lowest Cost $ September 20, 2012

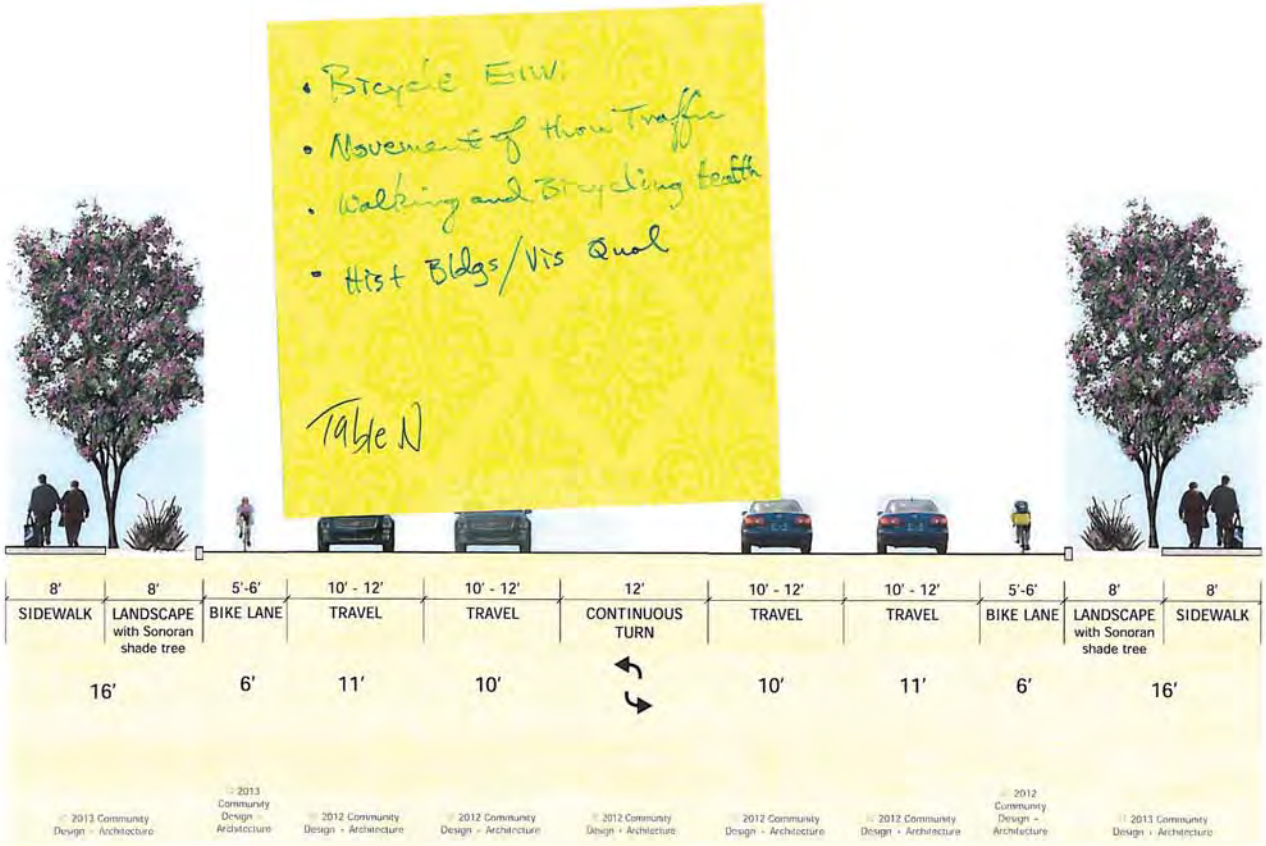
Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

Option 4A: 98' Right-of-Way

L PEDESTRIAN	L ROADWAY	L ROADWAY	L ROADWAY	ROADWAY	ROADWAY R	ROADWAY R	R ROADWAY	R PEDESTRIAN R
SIDEWALK WITH TREE	BIKE LANE	TRAVEL LANE	TRAVEL LANE	CONTINUOUS TURN LANE	TRAVEL LANE	TRAVEL LANE	BIKE LANE	SIDEWALK WITH TREE



Facilitator/Recorder Initials

Table Number

Blue - tech
Green - nontech

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: TWP

Table #: N

Joseph home owner
Kathy "
Ted - home owner
Ann - grand San Antonio
Gary home owner
Pat "
Bill "
Nancy "

[illegible] City of Tucson, Pima County, and the Regional Transportation Authority (RTA), and is [illegible] of the Implemented Program 2006. For [illegible] www.BroadwayBlvd.com.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: SWP

Table #: N

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 & historical - combo

we are visual beings
ties to the past, present & future
" Gate way to down town"

fill in the gaps on Broadway

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: JWP

Table #: N

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(Economic Vitality)

Construction and Acquisition Cost
(Project Cost)

City's Ability to Maintain Improvements
(Certainty)

bikes + thru movement
- safety
- students of U of A
- Univers events

needs a buffer zone for bikes

visual / bikes / thru traffic
historic

purple 98' & 114'
green · 124'

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: JWP

Table #: N

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

* cycle track very attractive

bike lane
protection
bollards
planters

- cleaning of bike lanes a concern
  - street sweeper

maybe part of it should be stacked or tunneled

lots of visitors

shade trees for people
- concern with blocking business frontage

Traffic already flows through Broadway Blvd.

Table N - through traffic Performance Measure

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

0

RTA

BROADWAY BOULEVARD

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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;
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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.

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BICYCLE ACCESS AND MOBILITY

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VEHICULAR ACCESS AND MOBILITY

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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

Potential Historic and Significant Buildings Impacts

SENSE OF PLACE

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.

Walking and Bicycling Health Benefits

ENVIRONMENT AND PUBLIC HEALTH

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

ECONOMIC VITALITY

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.

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PROJECT 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

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.

Vandalism
Graffiti
Cleaning

Facilitator/Recorder Initials

Table #

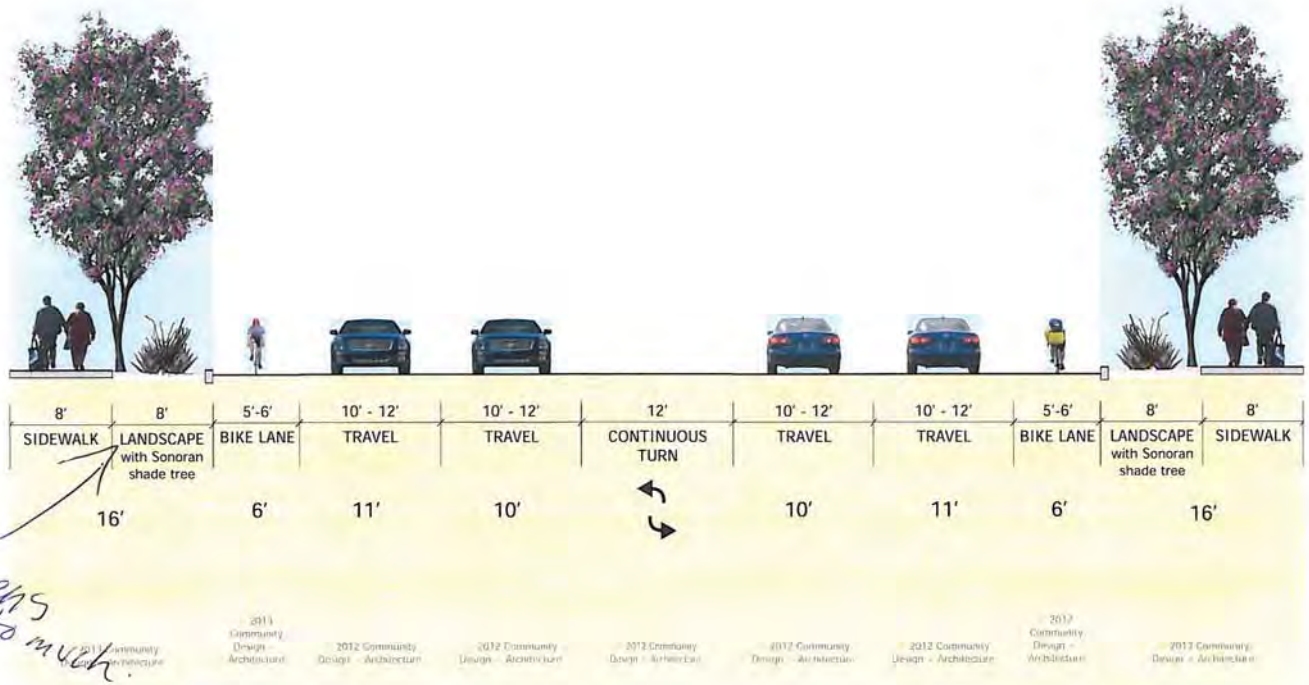
PERFORMANCE MEASURES

Vehicular Access

Ec. V.t.

Certainty

Option 4A: 98' Right-of-Way



Continuous turn lanes seem to keep turning safer.

8ft seems like way to much.

We like the landscaping!

Table O

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: SG PH

Table #: O

Margarita
Anthony
Anita
John
Wynne
Judy
Erica
~~[illegible]~~
Gretchen
Joel

Introductions

South of Broadway (lives) San Antonio N.

Essentially have to cross & go along Broadway
No way around it

Have been commuting to East Side

Cherry & Broadway, new expansion would turn into backyard.

Connected because of proximity. Avoids Broadway because of traffic. Understands historic value.

Want to keep historic buildings in Tucson
Proximity issue. Expansion is too close

Historic importance.
Judy - concerned about losing historic buildings
Why the emphasis on cars?

- Joel, able to walk everywhere.

Watched neighborhood crumble from the north.

Expansion will introduce blight &

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials:

Table #:

PERFORMANCE MEASURES

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(Pedestrian Access & Mobility)

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Potential Historic and Significant Buildings Impact
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Visual Quality
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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)

Mark opposes this exercise.
Concerned with what will be said after performance measures are said
- multiple people agree.
Concerned w/ the lack of creativity because of the lack of options/crosssections

---

Chatter about where people live during voting exercise.

The more lanes they open, the more traffic that will be attracted.

Why not have bikes off the street?

~~After~~ After voting

- 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

Broadway Boulevard, Euclid to Country Club

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Construction and Acquisition Cost
(Project Cost)

City's Ability to Maintain Improvements
(Certainty)

- does not ~~want~~ want to ~~lost~~ lose historic buildings.
- does not want to lose historic look.
- ties into the economic side, some really good buildings.
- protection of buildings promotes ~~investment~~ 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 an expansion.

- hard to cross the street at Broadway & campbell.
- want it to be walkable, safe
- does not like corporate look
- should have something more attractive than a QT gas station
- Bike fatality was at Broadway & Campbell, no matter what happens, will it help w/ safety

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SMALL GROUP EXERCISE #1

September 26, 2013
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(Project Cost)

City's Ability to Maintain Improvements
(Certainty)

- bike blvd. option??
-

+ ● - exercise

- concerned about how these +'s + -'s come about
- Why are there circles on the big number of lanes even though the group was against it.
- all bike stuff is only on the street not dedicated or on parallel streets
- for the dedicated bus/rail, how do people go to the stop
- can businesses support their own landscaping
- Does that imply a signalized crossing?

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials:

Table #:

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 infront of businesses & not by the street
- Is it true that narrow travel lanes are safer?
- 10ft travel lanes instead of 12ft?
- City should take property from both north & south sides
- Can a bus ~~trigger~~ trigger lights before & after a bus arrives & departs of the bus stops?
- the study was done about 30 years ago wasn't accurate. Not indicative of what people want today.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

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Construction and Acquisition Cost
(Project Cost)

City's Ability to Maintain Improvements
(Certainty)

- traffic Study have been inaccurate for the past few years.
- improvement projects on ~~Bette~~ both Speedway, grant, + 22nd will alleviate traffic on broadway
- dejection 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 to.
- Seems the sidewalks speech was ~~[illegible]~~ pulling them into identity/safety
- Nominating only 2 + not 3rd
- smallest opt. gives room for art

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials:

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(Pedestrian Access & Mobility)

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(Bicycle Access and Mobility)

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(Transit Access & Mobility)

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(Transit Access & Mobility)

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(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~~ 2 narrowest are in group agreement.
- 98ft has some issues. concerns of taking ~~off~~ some buildings.
- group only likes the landscaping in the 98ft option.
- city can't afford to maintain the largest options.
- 98ft can have a transit service down the middle the use the same system on the way back.
- 98ft can have a really nice bike lane ~~the~~ instead of landscaping.
- group had mixed opinions on the 98ft option.
- ~~favoring~~ favoring narrow width, because it would lessen through traffic & reliance on cars.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

Intials:

September 26, 2013
Sabbar Shriners Hall

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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

- has support for first two choices
- theres landscaping all around because of businesses even though diagrams don't show it.
- planning for the future.
- based on a 1982 ~~existing~~ design. Strong dislike

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page____ of ____

Intials: PH/SG

Table #: O

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

What was your Table's Top 4 Performance Measures

1. Historic

2. Economy

3. Cost to Maintain

4. Bike

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

1. 70' - dedicated transit

2. 80' - dedicated transit

3. 98'

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page____ of ____

Initials:

Table #:

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

What were the key points of discussion or conflict at your table?

Very focused on ~~ceco~~ Historic Preservation
Wanted Bike Buds - insted of bike lanes
on Broadway (or in addition to)

Main point of conflict re: 98' width -
Some wouldn't ~~sacrifice~~ want more ROW aquired for sidewalk
Landscaping — about half-and-half

Table 0

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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 Broadway to a side street.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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

www.tucsonaz.gov/broadway

Table 0

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

CONSULTANT GUY 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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Table O

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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

SIDEWALKS ONLY SHOWN NEXT TO ROAD, RATHER THAN NEXT TO BUILDING.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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

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.

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

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 bottle neck. 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 live right off Broadway / Highland

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

ONLY SHOWS BICYCLING AS BEING ON STREET, NOT ON A BIKE BOULEVARD E.G. ON 10TH STREET

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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0

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

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Table 0

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

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

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www.tucsonaz.gov/broadway

Table O: Placed on Performance Measures 36 x 48 Sheet

Vehicular Access

Ec. Vit.

Certainty

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

P

RTA

BROADWAY BOULEVARD

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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 [illegible] at driveways; and,
- Provision of access and mobility for people of all ag[illegible] 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

BICYCLE ACCESS AND MOBILITY

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.

Though Traffic Movement

VEHICULAR 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.

Transit Travel Time

TRANSIT 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.

Potential Historic and Significant Building Impacts

SENSE OF PLACE

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 roadway 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

ENVIRONMENT AND PUBLIC HEALTH

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

ECONOMIC VITALITY

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.

Construction and Acquisition Cost

PROJECT 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

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.

Facilitator/Recorder Initials ☐☐

Table # ☐

PERFORMANCE MEASURES

RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES													
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Aquisition Cost	City's Ability to Maintain Improvements
			Now		Now									
	Future (100% PAG)	Future (70% PAG)	Future (100% PAG)	Future (70% PAG)	Future (100% PAG)	Future (70% PAG)					Short term	Long term		
EXISTING CONDITIONS	– – – to –	– – to O	– – – –	– – –	– – – –	– – –	–	+++	– – – to O	– – to –	– Now		NA	O to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING														
Option 4+T SATA (Existing R.O.W.)	– – –	– to O	– – – –	– – –	– – –	– –	O	+++	– – to O	–	O to +	O to ++	$$	O to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)														
Option 4A (98' R.O.W.)	O	O	– – –	– –	– – – –	– – –	–	++	++	+	O to ++	+ to ++	$$	O to +
Option 4B (114' R.O.W.)	+++	++	– – –	– –	– – – –	– – –	–	+	++++	++	– to ++	O to +++	$$$	– to O
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)														
Option 4+T A (124' R.O.W.)	+	+	– – to –	– to O	– – – to –	– – to O	++	O	+++	+	– – to +	– to +++	$$$	– to O
Option 4+T B (152' R.O.W.)	++	+++	– – to –	– to O	– – to +	– to ++	+++	– –	+	++	– – – to O	– – to ++	$$$$	– – to O
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)														
Option 6A (120' R.O.W.)	+	+	O	+	–	O	O	O	+++	+	– to ++	O to +++	$$$	– to O
Option 6B (152' R.O.W.)	++	++	O	+	–	O	O	– –	++	++	– – – to O	– – to ++	$$$$	– – to O
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)														
Option 6+T A (146' R.O.W.)	– –	O	+	++	+	++	++	– –	–	O	– – – to O	– – to +++	$$$$	O to +
Option 6+T B (154' R.O.W.)	+	+	+	+++	++	+++	+++	– –	+	+	– – – to O	– – to ++	$$$$	– – to O

LEGEND Best Performance ++++ Neutral O Worst Performance – – – – Highest Cost $$$$$ Lowest Cost $ September 26, 2013

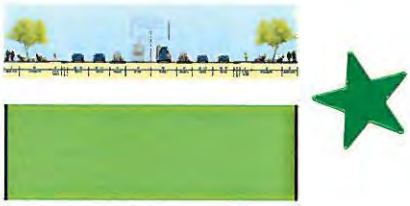
Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

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

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: AC

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- Overlapping of Bike Environ + Walking & Bike Health Benefits
  importance of walkability + access to both sides of Broadway
- Ped Environ increases Economic impact + Community
  "Place to be, not go through"
- High Capacity transit - Bus Rapid transit makes transit faster
  + lower need of cars
- Bicycling - # of driveways + conflicts, came close to dying on a bike on Broadway
  - Vehicles speed horribly for 30mph zone
- Minize taking of property and focus funds on construction
- Effect of Project in 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 Eldon
- Doesn't want same fate as Speedway widening
- Cars are less important for city

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: AC

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PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)

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(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)

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

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SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Initials: AC

Table #: P

Cross Section Design Alternatives

Existing

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

4 Lane W/ Landscaping
111 4A - 98' ROW
4B - 114' ROW

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

6 Lane W/Landscaping
11 6A - 120' ROW w/ cond
0 6B - 152' ROW

6 Lane with Dedicating 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 does Landscape have to be linear?

One lane dedicated transit lanes

Urban Heat island + increase trees in shade
No one would walk there if their is 8 lanes and no Shops

Cyclists want straight shot

Recomendation - New symmetrical ROW's on ~~both~~ either side

If I want to walk in a pretty area I will go through the Neighborhood.

Broadway Boulevard

Table P

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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 ~~plan~~ 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

Name

Address

Phone

E-mail

(Optional: Please print your name in addition)

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www.tucsonaz.gov/broadway

Broadway Boulevard

Table P

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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

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) + put in bike lanes there

Broadway traffic shouldn't increase - almost built out to the East.

Name

Address

Phone

E-mail

(Optional: Please print your name in addition)

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www.tucsonaz.gov/broadway

Broadway Boulevard

Table P

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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 BDwy businesses loss of setbacks & clear zones reall altered the pedestrian environment — walkable streets support commerce — Speed of traffic intimidates cyclists & peds Building for peak traffic of short duration at the expense of other modes makes no sense

www.tucsonaz.gov/broadway

Broadway Boulevard

Table P

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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

I would give priority to walkability, ease of crossing, ~~pe~~ bicycling, mass transit, preserving businesses, & historic properties. I would not like to see a huge 8-lane behemoth ~~with~~ 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.

Optional:

Name

Address

Email

Main cross streets near your home or business

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Broadway Boulevard

Table P

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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 HUGES COULD PROVIDE GOOD BIKE ACCESS WHILE BROADWAY COULD PROVIDE MASS TRANSIT AND PEDESTRIAN AREA (W/ BUFFER) FOR THE SAME AREAS. WHICH WOULD IMPROVE SAFETY FOR ALL INVOLVED.

Optional
Name

Address

Email
JENNIFER jim5466@GMAIL.com

Major cross-streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

Table P

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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 ROW width Broadway is already marginalized by the previous widening - Loss of setbacks & context for Bldgs - I would favor other modes over automobiles but overall I'd be willing to trade bike ped width improvements for not widening traffic lanes - maybe 11 ft LANES?

Optional
Name

Address

Email

Major cross-streets near your home or business

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Broadway Boulevard

Table P

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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.CRUM115@GMAIL.COM

Major cross-streets near your home or business

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Broadway Boulevard

Table P

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EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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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Broadway Boulevard

Table P

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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 crossections & understand them because of the ergonomics of the group tables - orientation of the cross sections & the smaller crossections not really making it around the table — really frustrating & kind of a useless exercise as done tonight

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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Broadway Boulevard

Table P

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

Roadways should not take over our lives. Neighborhoods, walking + bicycle accessibility among historic buildings is key. Thoroughfares zipping thru neighborhoods break up the urban feel - ~~but~~ but we ~~it only we~~ live in an urban area for the feel of neighboors. New Visions! walking, biking, public transportation and keep our history.

Optional:

Name

Address

E-mail Patrizia Katchur info@YikesToys.com

Major cross-streets near your home or business

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Broadway Boulevard

Table P

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

Less Road, More bike/walking. Keep historic buildings + neighborhoods. We live in a 'dense' urban area which should not be built on thoroughfares of cars speeding thru + cutting up our history + neighborhoods. The younger vision is less cars, less Road. Broadway funels into the downtown, so widening it makes no sense as the Downtown has smaller Roads. The communities along Broadway Do not want a thoroughfare cutting threw their neighborhoods.

Optional

Name

Address

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 plans.

E-mail

Major cross-streets near your home or business

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Broadway Boulevard

Table P

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

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

Optional:

Name

Address

E-mail

Major cross-streets near your home or business

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Broadway Boulevard

Table P

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

~~PEDESTRIAN~~ A QUALITY PEDESTRAIN EXPERIANCE DOESN'T NECESSARY REQUIRE LARGER SIDEWALKS + BOFFERS ON BOTH SIDES OF THE STREET. (3) LANES BOTH DIRECTIONS @ 45 MPH IS NOT COMPATABLE W/ BIKE AND PEDESTRIAN POSITIVE EXPERIENCE.

Optional:

Name

* KEEP ROADS TO (2) TRAFFIC LANES EACH WAY

Address

* ADD TRANSIT LANES + PEDESTIAN ACCESS

E-mail

JENNIFER JIMS466@GMAIL.COM

Major cross-streets near your home or business

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Broadway Boulevard

Table P

favorite - 6A 6 lanes w/ less landscape

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

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

- Broadway improvements need to seamlessly merge w/ Bway/Euclid to Bway/CClub.
- 12' too wide a pedistrian buffer. (landscape w/ owners maybe)
- Encourage traffic from 6th Ave - this should be a preservation area.
- Encourage traffic by making an attractive road (NOT Ft Lowell) & attractive entry & advertizing & parking for businesses. & attractive transit stops
- Vegitation middle median. & on outside - Shade for walkers.
- Upgrade Bike transport lanes.
- Get rid of old - delapidated Bldgs - old is not always financially or valuable historic.

Optional:

Name

Address

E-mail

Chris Villeda christine@villeda.net 1010 E Broadway owner.

Major cross-streets near your home or business

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Broadway Boulevard

Table P

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

CITY OF TUCSON

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

We need enough of a buffer to accomodate 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 near your home or business

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www.tucsonaz.gov/broadway

Table P - Pedestrian environment

SLOW CARS

TREAT NEEDS

A HAWK

IN General

Clear Zone

Alng Bdwy

is non existent

or too narrow

Table P - accomodation of High Capacity Transit

MASS TRANSIT

VIABILITY CAN BE

IMPROVED BY

CREATING 'PLACES'

WORTH BEING IN.

- NOT ADDING

MORE TRAFFIC CALMS

travel the length of the broadway p

Placed ON performance measures

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 P - Accomodation of High Capacity Transit

Table P

- Vary median width
- Smaller bike walk lanes
- Bus pullouts

Table P

Opinion -
the only reason traffic has decreased is depressed economy. as affluence ↑ we will have more cars & need 6 lanes.
- Increase with makes Tucson economically viable & not striving to be at the bottom of the economic totem pole.
This is a decision for 40 yrs not today only.

Placed ON Cross Section Materials

Table P

4A + 4B WITH CONSIDERATION FOR THE NEIGHBORHOOD CONTEXT AND AFFECT TO SPECIFIC BUSINESSES ALONG BROADWAY.

Table P

I think all options need to be reconsidered.

~~Less~~ Do not increase car traffic lanes.

6A Table P

MINIMIZE THE LANDSCAPING AND THE WIDTH OF THE MEDIAN

Table P

Existing or option ~~that~~ 4A really frustrated by this process facilitator or wasn't neutral option

DEDICAT

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

Q

RTA
Regional Transportation Authority

BROADWAY BOULEVARD

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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

BICYCLE ACCESS AND MOBILITY

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

VEHICULAR 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.

Transit Travel Time

TRANSIT 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.

Potential Historic and Significant Buildings Impacts

SENSE OF PLACE

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.

Walking and Bicycling Health Benefits

ENVIRONMENT AND PUBLIC HEALTH

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

ECONOMIC VITALITY

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.

Construction and Acquisition Cost

PROJECT 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

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.

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES

RTA

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES										
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement	Transit Travel Time	Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential	Construction and Aquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	– – – to –	– – to O	– Now; – – – – Future (100% PAG); – – – Future (70% PAG)	– – Now; – – – – Future (100% PAG); – – – Future (70% PAG)	–	+++	– – – to O	– – to –	– Now	NA	O to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING											
Option 4+T SATA (Existing R.O.W.)	– – –	– to O	– – – – Future (100% PAG); – – – Future (70% PAG)	– – – Future (100% PAG); – – Future (70% PAG)	O	+++	– – to O	–	O to + Short term	O to ++ Long term	$$	O to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)											
Option 4A (98' R.O.W.)	O	O	– – – Future (100% PAG); – – Future (70% PAG)	– – – – Future (100% PAG); – – – Future (70% PAG)	–	++	++	+	O to ++ Short term	+ to ++ Long term	$$	O to +
Option 4B (114' R.O.W.)	+++	++	– – – Future (100% PAG); – – Future (70% PAG)	– – – – Future (100% PAG); – – – Future (70% PAG)	–	+	++++	++	– to ++ Short term	O to +++ Long term	$$$	– to O
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)											
Option 4+T A (124' R.O.W.)	+	+	– – to – Future (100% PAG); – to O Future (70% PAG)	– – – to – Future (100% PAG); – – to O Future (70% PAG)	++	O	+++	+	– – to + Short term	– to +++ Long term	$$$	– to O
Option 4+T B (152' R.O.W.)	++	+++	– – to – Future (100% PAG); – to O Future (70% PAG)	– – to + Future (100% PAG); – to ++ Future (70% PAG)	+++	– –	+	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
5 LANE WITH LANDSCAPING (104'-162' R.O.W.)											
Option 5A (120' R.O.W.)	+	+	O Future (100% PAG); + Future (70% PAG)	– Future (100% PAG); O Future (70% PAG)	O	O	+++	+	– to ++ Short term	O to +++ Long term	$$$	– to O
Option 5B (152' R.O.W.)	++	++	O Future (100% PAG); + Future (70% PAG)	– Future (100% PAG); O Future (70% PAG)	O	– –	++	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)											
Option 6+T A (146' R.O.W.)	– –	O	+ Future (100% PAG); ++ Future (70% PAG)	+ Future (100% PAG); ++ Future (70% PAG)	++	– –	–	O	– – – to O Short term	– – to +++ Long term	$$$$	O to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG); +++ Future (70% PAG)	++ Future (100% PAG); +++ Future (70% PAG)	+++	– –	+	+	– – – to O Short term	– – to ++ Long term	$$$$	– – to O

LEGEND Best Performance ++++ Neutral O Worst Performance – – – – Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3

September 26, 2013
Sabbar Shriners Hall

Intials: AL

Table #: Q

All individuals at the table either own residential property or commute through the Broadway corridor. No business owners

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: AL

Table #: 9

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 Bicycling 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 ~~to~~ for vehicular traffic will create a high speed roadway. The belief is this will hurt economic potential, pedestrians, ~~and~~ bicyclists, and historic aspect
-

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: Ar

Table #: Q

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 concern with the 11 performance measures ~~that were~~ are 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.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

Initials: AL

September 26, 2013
Sabbar Shriners Hall

Table #: 2

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

- Feeling was the process needs 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. These individuals are not residents of the area and the other 3 individuals believed that this played into the other 2 individuals focus on mobility.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

Page____ of ____

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: AL

Table #: Q

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

- Negotiating the table agreed to move forward with the 4+T SATA section and the 4+T A 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 2 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 2 sections were r/w with a smaller width. However, the group could not agree on this and the 3rd section was never selected.

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page____ of ____

Intials:

Table #: Q

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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.

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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

Exercise #1 splits items that divide interests that should be kept as one.
Tucson has been reducing lanes heading toward downtown 6TH Ave, Main St., 4TH Ave so why now expand and change that theme.

Name

Address

Email

Major cross streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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

1) Keep width as is
2) Keep lanes & structure as is
3) Make lanes 11' wide
4) Eliminate the ~~lane~~ median from the plan
5) No freeway; slow traffic down

Name

Address

Email

Major cross streets near your home or business

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www.tucsonaz.gov/broadway

Broadway Boulevard

Euclid Avenue to Country Club Road

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

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 the 2 separate items. It definitely set a basis vs. that item.

NOT HAVING A Choice to mark a choice for multiple modals again makes the choice of pedestrian, bicycle diluted.

Name: RUTH BEEKER

Address:

Email:

Speedway / Country Club

Nearest intersection or business:

Way too Complicated for people to understand - simplify for public input - A consultant who can do this needs to be hired.

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

www.tucsonaz.gov/broadway

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

R

RTA

BROADWAY BOULEVARD

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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

BICYCLE ACCESS AND MOBILITY

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

VEHICULAR 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.

Transit Travel Time

TRANSIT 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.

Potential Historic and Significant Buildings Impacts

SENSE OF PLACE

The number of historic and significant structures lost due to direct impact and loss of continuity 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

ENVIRONMENT AND PUBLIC HEALTH

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

ECONOMIC VITALITY

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.

Construction and Acquisition Cost

PROJECT 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

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.

Facilitator/Recorder Initials

Table #

PERFORMANCE MEASURES

RTA Regional Transportation Authority

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES											
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Aquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS	– – – to –	– – to O	– Now; – – – – Future (100% PAG)	– – – Future (70% PAG)	– – Now; – – – – Future (100% PAG)	– – – Future (70% PAG)	–	+++	– – – to O	– – to –	– Now		NA	O to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING														
Option 4+T SATA (Existing R.O.W.)	– – –	– to O	– – – – Future (100% PAG)	– – – Future (70% PAG)	– – – Future (100% PAG)	– – Future (70% PAG)	O	+++	– – to O	–	O to + Short term	O to ++ Long term	$$	O to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)														
Option 4A (98' R.O.W.)	O	O	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	++	++	+	O to ++ Short term	+ to ++ Long term	$$	O to +
Option 4B (114' R.O.W.)	+++	++	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	+	++++	++	– to ++ Short term	O to +++ Long term	$$$	– to O
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)														
Option 4+T A (124' R.O.W.)	+	+	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – – to – Future (100% PAG)	– – to O Future (70% PAG)	++	O	+++	+	– – to + Short term	– to +++ Long term	$$$	– to O
Option 4+T B (152' R.O.W.)	++	+++	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – to + Future (100% PAG)	– to ++ Future (70% PAG)	+++	– –	+	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)														
Option 6A (120' R.O.W.)	+	+	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	O	+++	+	– to ++ Short term	O to +++ Long term	$$$	– to O
Option 6B (152' R.O.W.)	++	++	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	– –	++	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)														
Option 6+T A (146' R.O.W.)	– –	O	+ Future (100% PAG)	++ Future (70% PAG)	+ Future (100% PAG)	++ Future (70% PAG)	++	– –	–	O	– – – to O Short term	– – to +++ Long term	$$$$	O to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG)	+++ Future (70% PAG)	++ Future (100% PAG)	+++ Future (70% PAG)	+++	– –	+	+	– – – to O Short term	– – to ++ Long term	$$$$	– – to O

LEGEND Best Performance ++++ Neutral O Worst Performance – – – – Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials

Table # K

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

BROADWAY BOULEVARD

10 JW

Broadway Boulevard, Euclid to Country Club

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Intials: ZAE

Table #: R

NOTICED
SOME OVERLAP IN PERFORMANCE MEASURES

BROADWAY BOULEVARD

1 10 SW

Broadway Boulevard, Euclid to Country Club

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SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: HAE

Table #: R

PERFORMANCE MEASURES

Pedestrian Environment
(Pedestrian Access & Mobility)
→ WALK AND USE OF AREA ENCOURAGED BY PEDS AREAS + TREES. DRIVEWAYS CUT PED COORIDOOR.

Bicycling Environment
(Bicycle Access and Mobility)
→ NOT BICYCLE FRIENDY USE 3RD INSTEAD.

Through Traffic Movement
(Vehicular Access and Mobility)
→ MAINTAIN TRAFFIC FRUSTRATED WITH TRAFFIC DELAY

Transit Travel Time
(Transit Access & Mobility)

Accommodation of High Capacity Transit
(Transit Access & Mobility)

COMBINE

Potential Historic and Significant Buildings Impact
(Sense of Place)
→ SENSE OF NEIGHBORHOOD. LOSS OF SIGNIFICANCE.

Visual Quality
(Sense of Place)
→ SOCIAL & AMBIANCE OF AREA

Walking and Biking Health Benefits
(Environment and Public Health)

Economic Potential
(Economic Vitality)
→ LEADS TO INVESTMENT SEE BUSINESS GROW, TAX BASE DRIVER OF OTHER MEASURES

Construction and Acquisition Cost
(Project Cost)

City's Ability to Maintain Improvements
(Certainty)
→

* HOW WIDE IS THE STREET? WIPE OUT PARKING

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

3 10 Jun

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SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: HAE

Table #: R

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)

SIMILAR BUT DISAGREEMENT OF PRIORITY OF ONE OR ~~THE~~ OTHER. THROUGH MOVEMENT MAY MEAN TRANSIT.

The expression "no diminishment of functionality" is used repeatedly. What is meant by the term in question? Is there agreement on a definition?

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

4 of 10 SW

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013

Initials: HAE

Table #: R

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 + south sides in certain sections

Why not bus pullouts?, with differentiation between express and local buses, thus speeding flow? Please revisit the question.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #1

September 26, 2013
Sabbar Shriners Hall

Intials: HAE

Table #: R

PERFORMANCE MEASURES

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(Pedestrian Access & Mobility)

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(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)

What consideration has been given to roadway changes elsewhere in the vicinity, such as ⓐ the new widening of Kimo + overpass at 22nd Street, ⓑ the near total blockage for west-bound traffic after Bdwy underpass?

[illegible] Regional Transportation Authority (RTA), and [illegible] RTA plan that will be implemented through 2026. Details about the plan are available at www.RTAmobility.com.

BROADWAY BOULEVARD

6 10 JW

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: HAE

Table #: R

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 HAZZARD.

QUESTION ON ORIGINAL SECTION HOW WIDE?

NO TREES IN MIDDLE OF ROAD.

HAD POSITIVE BUT NOT A DESIRED OUTCOME TOO WIDE.

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: HAE

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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

[illegible] City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is [illegible] $31 million RTA plan that will be implemented through 2026. Details about the plan are [illegible]

BROADWAY BOULEVARD

Broadway Boulevard, Euclid to Country Club

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

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Table #: R

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

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

Broadway Boulevard, Euclid to Country Club

10 JW

SCRIBE RECORDING SHEET FOR PUBLIC MEETING #3
SMALL GROUP EXERCISE #2

September 26, 2013
Sabbar Shriners Hall

Intials: HAE

Table #: R

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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

SOME DISAGREEMENT ON HISTORIC / ARCH 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

Broadway Boulevard, Euclid to Country Club

Intials: AE

Table #: R

MORE LANES WILL LEAD TO MORE CARS BOGGING 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 / WHEEL CHAIR RIDDEN, FOLKS WITHOUT CARS USE BROADWAY - THEY WILL NEVER BE ABLE TO CROSS IF IT GETS WIDER

Cross Section Design Alternatives

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

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

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

2 LANES OF TRAVEL EACH WAY + CENTER LANE LIGHT RAIL SEEMS TO LIMIT R.O.W. IMPACT AND PROVIDE LONG TERM FIX. DOES NOT FIX IN SHORT TERM.

(COULD THIS BE SIMILAR TO CENTRAL IN PHOENIX?)

[illegible] City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is [illegible] $1.1 billion RTA plan that will be implemented through 2026. Details about the plan are [illegible]

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page____ of ____

Intials: AHC ; DEH.

Table #: R

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

What was your Table's Top 4 Performance Measures

1. ECON POTENTIAL

2. ACCOMODATION OF TRANSIT

3. POTENT HISTORIC / POTENTIAL THROUGH TRAFFIC

4. Walking + Biking (Ped. Environment)

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

BUT to Big sidewalks & PLANTED CURB AREA.

1.

2.

Option 4+T A: 124' Right-of-Way

Option 4+T B: 152' Right-of-Way

3.

Option 4A: 98' Right-of-Way

Option 4B: 114' Right-of-Way

REPORT OUT SHEET FOR PUBLIC MEETING #3

Page____ of ____

Intials: [illegible]

Table #: R

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

What were the key points of discussion or conflict at your table?

- No Median Landscaping.
- Smaller Landscape buffers

} Preserve Buildings.

- RTA SECTIONS WERE NOT FAVORED (6+TA/6+TB)
- CONCERN FOR Parking Pts ✓
- TRANSIT ✓
- Dimensions / WIDTH of SIDEWALKS Being TO LARGE: i.e. removing too much Parking. ✓

  WIDTH. of Bike lanes too much
  X (POSSIBLY REMOVE AND USE 3RD / 10TH)
- ECONOMICS (LIMBO OF AREA DURING DECISION PROCESS) BLIGHT.
- E

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

Final Table Selections

Report out - Table Final decisions
· Top Performance Measures Selected
· Final ~~[illegible]~~ Choices

RTA

BROADWAY BOULEVARD

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Economic Potential

ECONOMIC VITALITY

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Construction and Acquisition Cost

PROJECT COST

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City's Ability to Maintain 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.

Facilitator/Recorder Initials

Table #

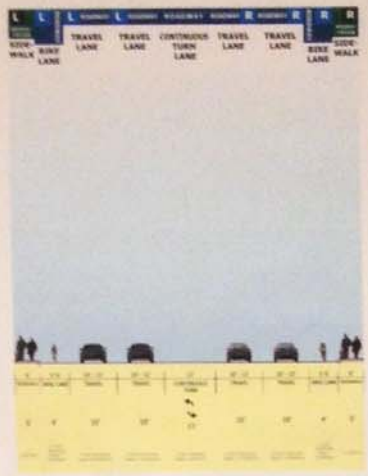
PERFORMANCE MEASURES

Report out - Final Selections

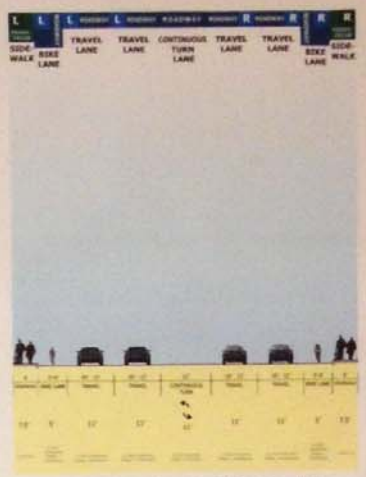
RTA

BROADWAY BOULEVARD

EXISTING CONDITIONS 70'-80' R.O.W

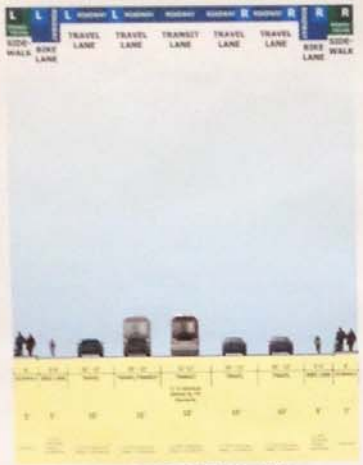


Typical Existing Condition West of Campbell
70' Right-of-Way

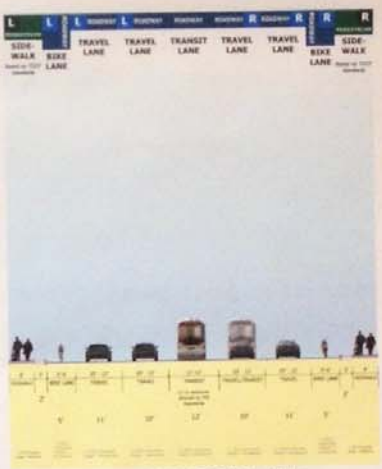


Typical Existing Condition East of Campbell
80' Right-of-Way

4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING 70'-80' R.O.W



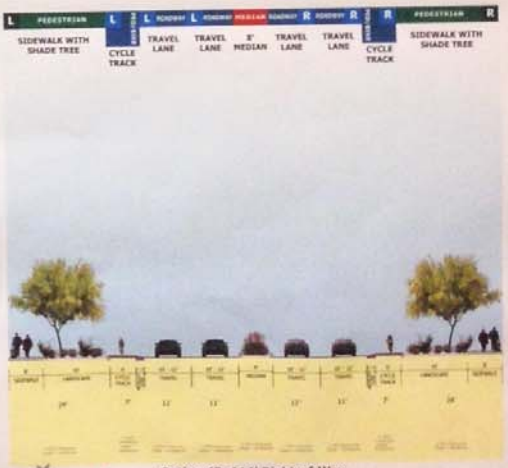
Option 4+T SATA: 70' Right-of-Way
(West of Campbell)



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

4 LANE WITH LANDSCAPING 84'-138' R.O.W

Option 4A: 98' Right-of-Way



Option 4B: 114' Right-of-Way

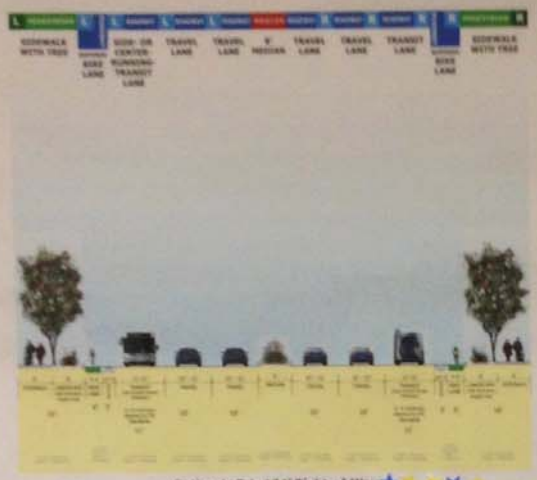
STREET CROSS SECTION ALTERNATIVES

Report Out - Final Decisions

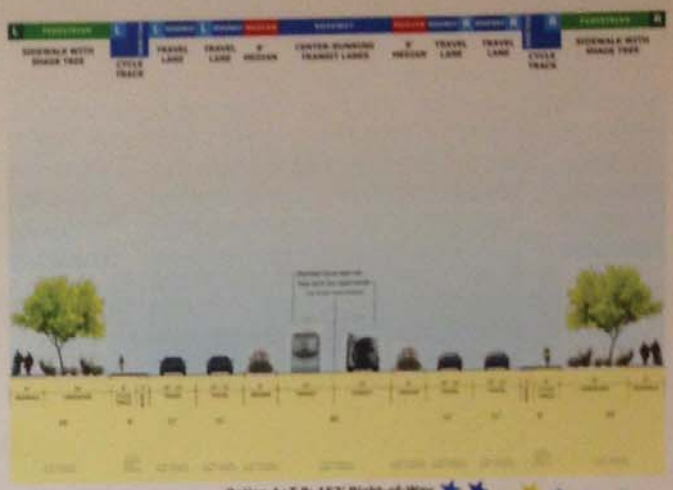
RTA

BROADWAY BOULEVARD

4 LANE + DEDICATED TRANSIT WITH LANDSCAPING 106'-162' R.O.W

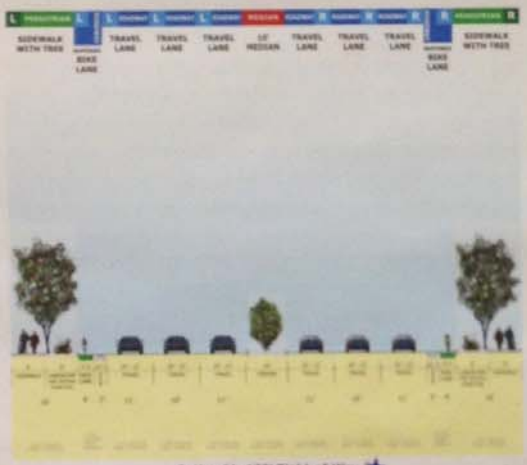


Option 4+T A: 124' Right-of-Way ★★★★★

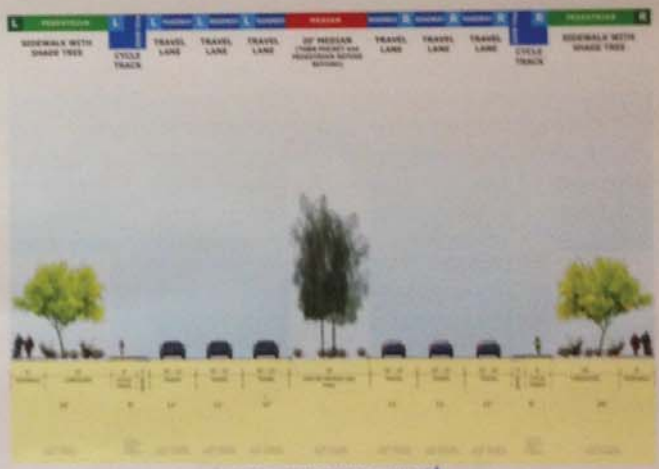


Option 4+T B: 152' Right-of-Way ★★★★

6 LANE WITH LANDSCAPING 104'-162' R.O.W

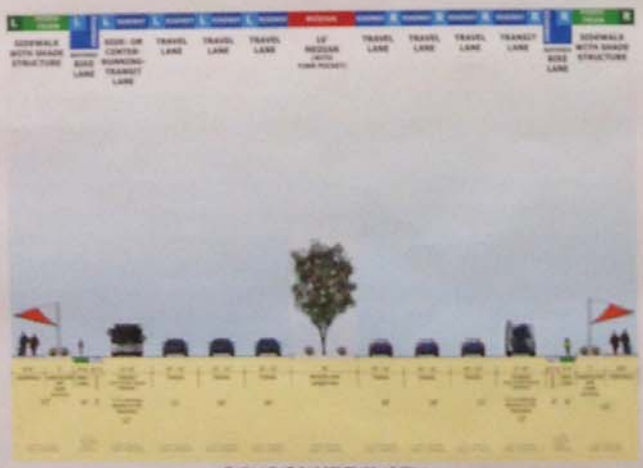


Option 6A: 120' Right-of-Way ★

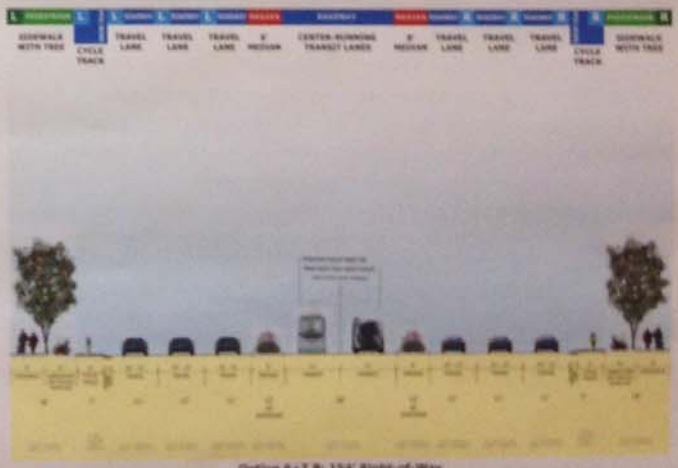


Option 6B: 152' Right-of-Way ★

6 LANE + DEDICATED TRANSIT WITH LANDSCAPING 126'-186' R.O.W



Option 6+T A: 146' Right-of-Way



Option 6+T B: 154' Right-of-Way ★

STREET CROSS SECTION ALTERNATIVES

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

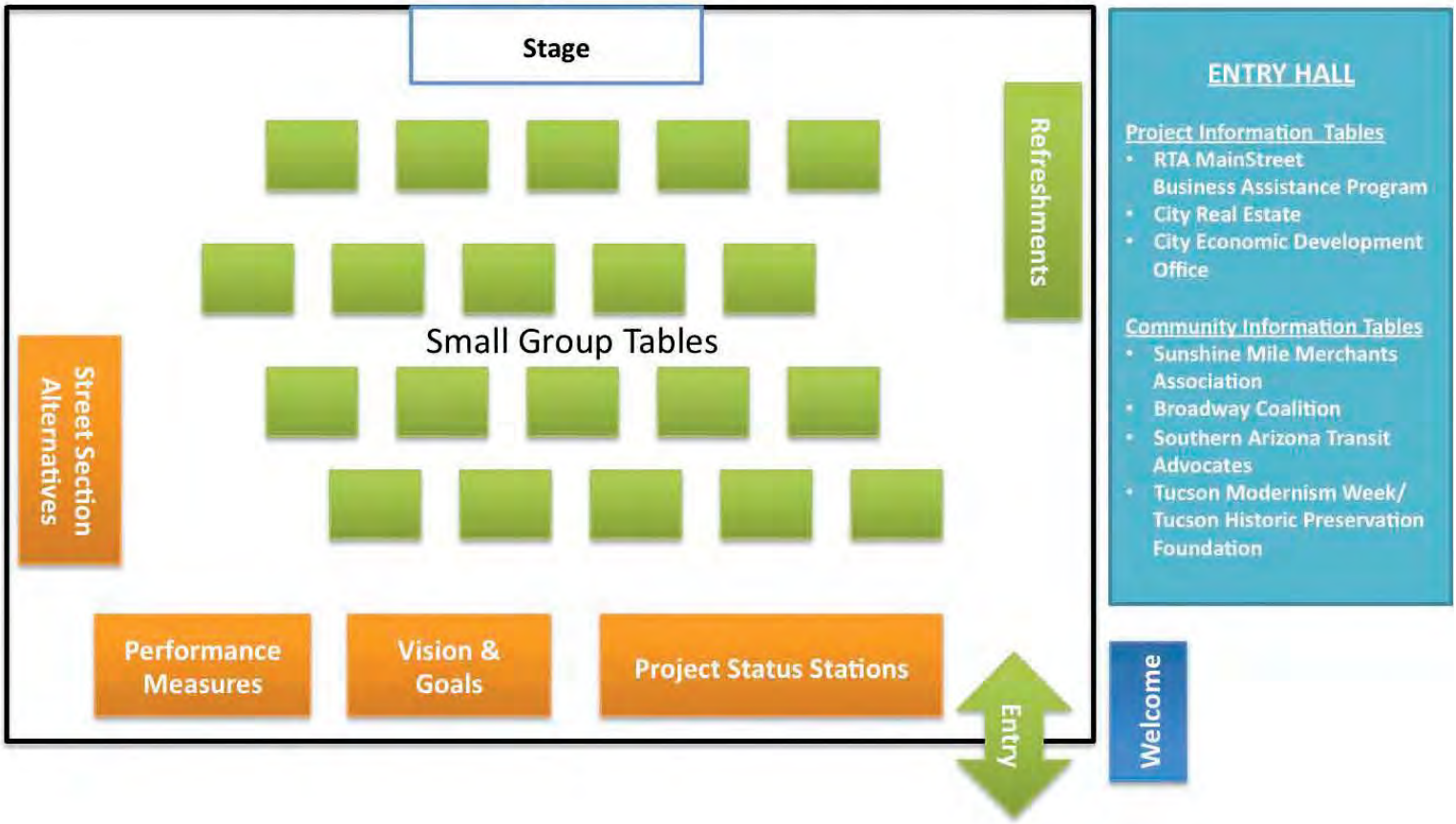
This project is funded by the City of Tucson, Pima County and the Regional Transportation Authority (RTA), and is part of the voter-approved, $2.1 billion RTA plan that will be implemented through 2026. Details about the plan are available at www.RTAmobility.com.

Planning Update & Community Workshop
Event Agenda and Room Layout

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

September 26, 2013		
6:05	Welcome / Brief Project Overview	10 min
6:15	CTF Introductions	10 min
6:25	Project Update Presentation & Small Group Activities Overview	20 min
6:45	Small Group Activities	60 min
7:45	Small Group Report Out	30 min
8:15	CTF Take Away Summary	15 min
8:30	Next Steps / Adjourn	5 min

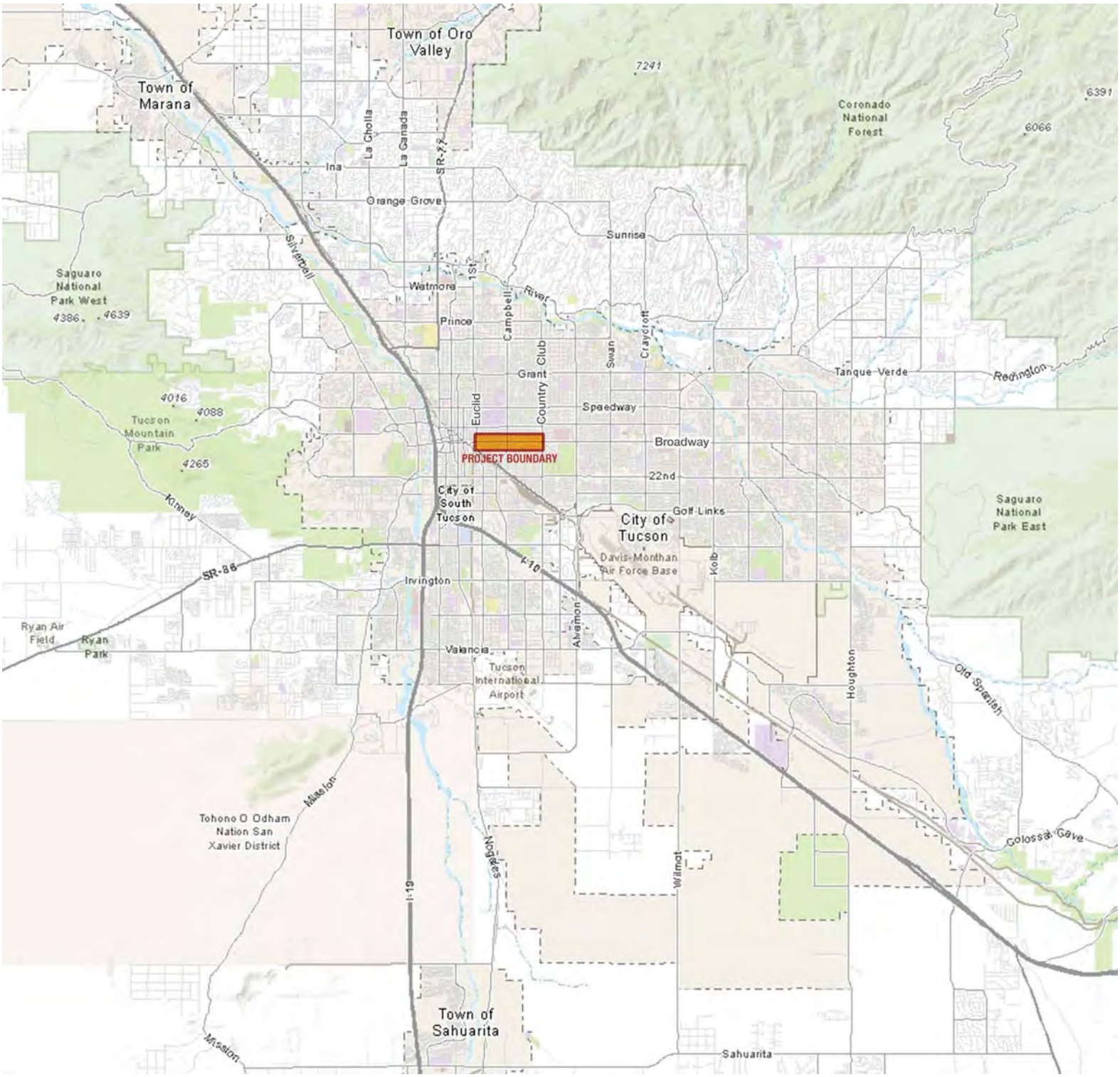
Community Meeting Room Layout



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.

Where Do You Live / Work?

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

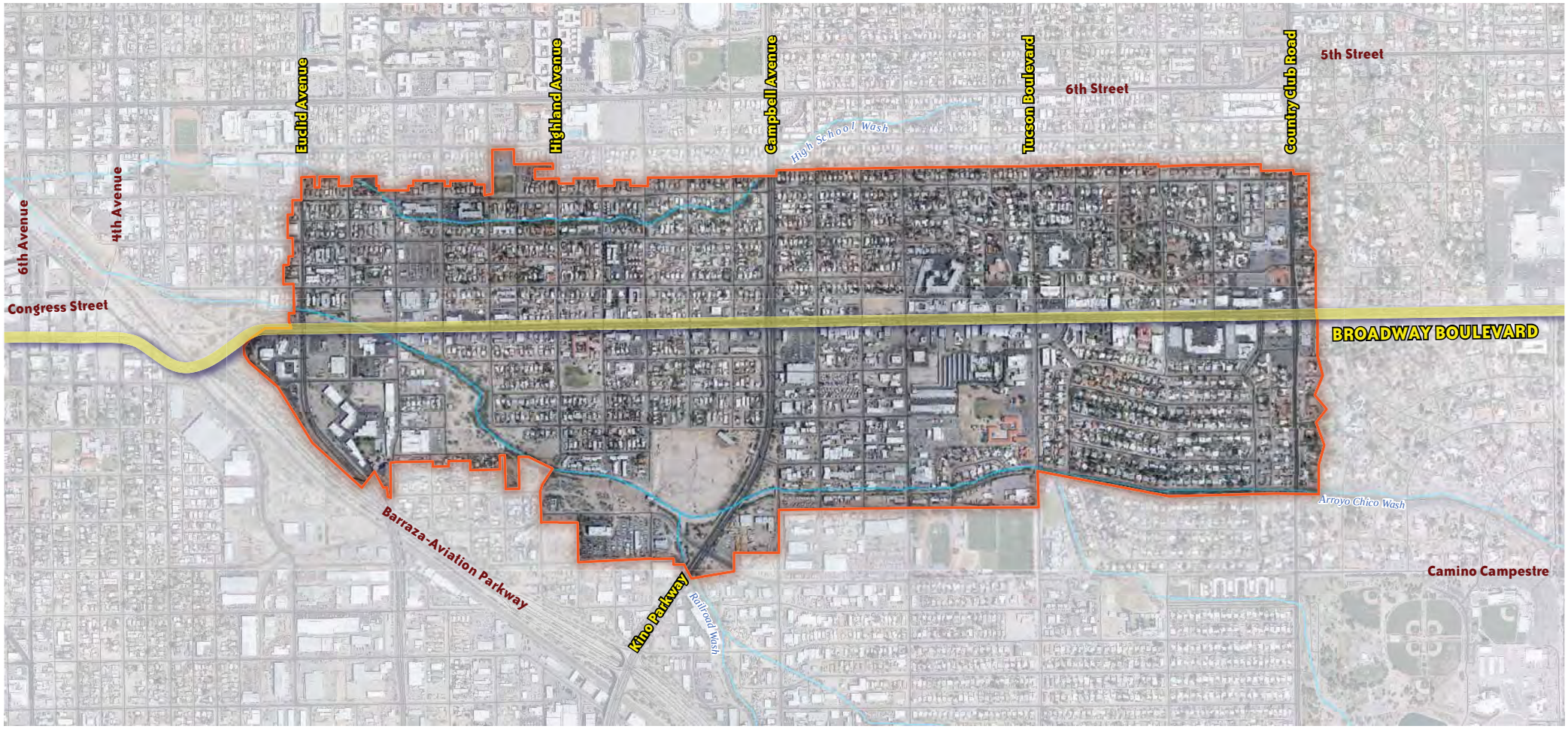


= Live

= Work

Broadway Project Study Area

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB



Legend

- planning area boundary
- washes
- streets

N

0 0.25 0.5 miles

The Citizens Task Force (CTF)

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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

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

Project Team

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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

ROLE / DISCIPLINE	MEMBER
Lead Agency/ Project Manager	**City of Tucson** Jennifer Toothaker Burdick, City of Tucson Department of Transportation
Prime Consultant/ Project Manager	**HDR Engineering** Michael T. Johnson, PE, RLS
Context Sensitive Boulevard Design	**Community Design + Architecture** Phil Erickson, AIA, Architect, President Tim Sullivan, AICP, Associate Kevin Saavedra, Planner
Public Involvement	**Kaneen Advertising & Public Relations, Inc.** Joan Beckim, IAP2 certified Joshua Weaver Genna Dreier
Task Force Facilitator	Nanci Beizer, President, MetaWest Training & Consulting
Traffic Engineering	**Kittelson & Associates, Inc.** Jim Schoen, PE, PTOE, Senior Principal Engineer
Architecture, Historic Assessment	**Swaim Associates, LTD** Phil Swaim, AIA, Principal Laura Vertes, AIA, LEED AP
Right-of-Way Cost Estimating	**Tierra Right of Way Services, Ltd.** Mack Dickerson, SR/WA, RW/RAC Myrlene Francis, SR/WA
Cooperating Agency	**Pima County** Rick Ellis, PE, Engineering Division Manager, Pima County Department of Transportation
Cooperating Agency	**Regional Transportation Authority (RTA)** James R. DeGrood, PE, Director of Transportation Services
Business Assistance	**MainStreet Program** Britton Dornquast, Program Manager Jan Aalberts-Waukon

Broadway Boulevard

Euclid Avenue to Country Club Road

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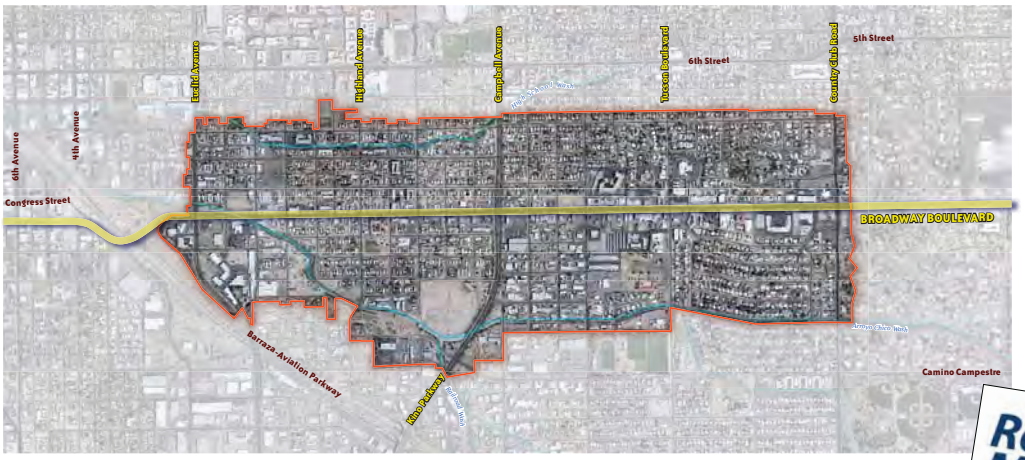
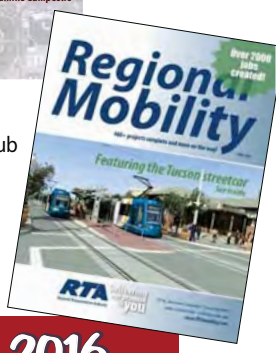
What is the Broadway Boulevard, Euclid to Country Club, Improvement Project?

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB





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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.

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Project Budget

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RTA Regional Transportation Authority

Project History and Background

For decades, Broadway Boulevard has served as an important regional thoroughfare.

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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.

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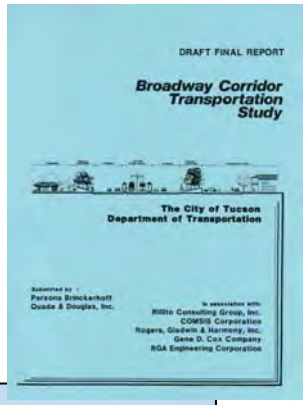

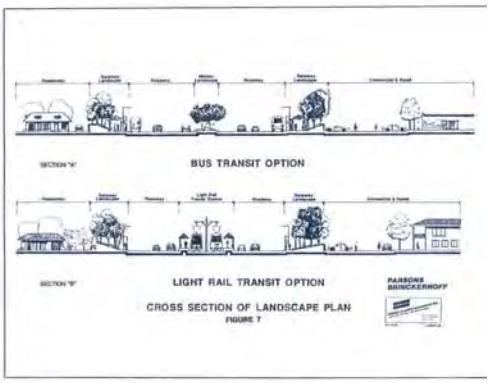

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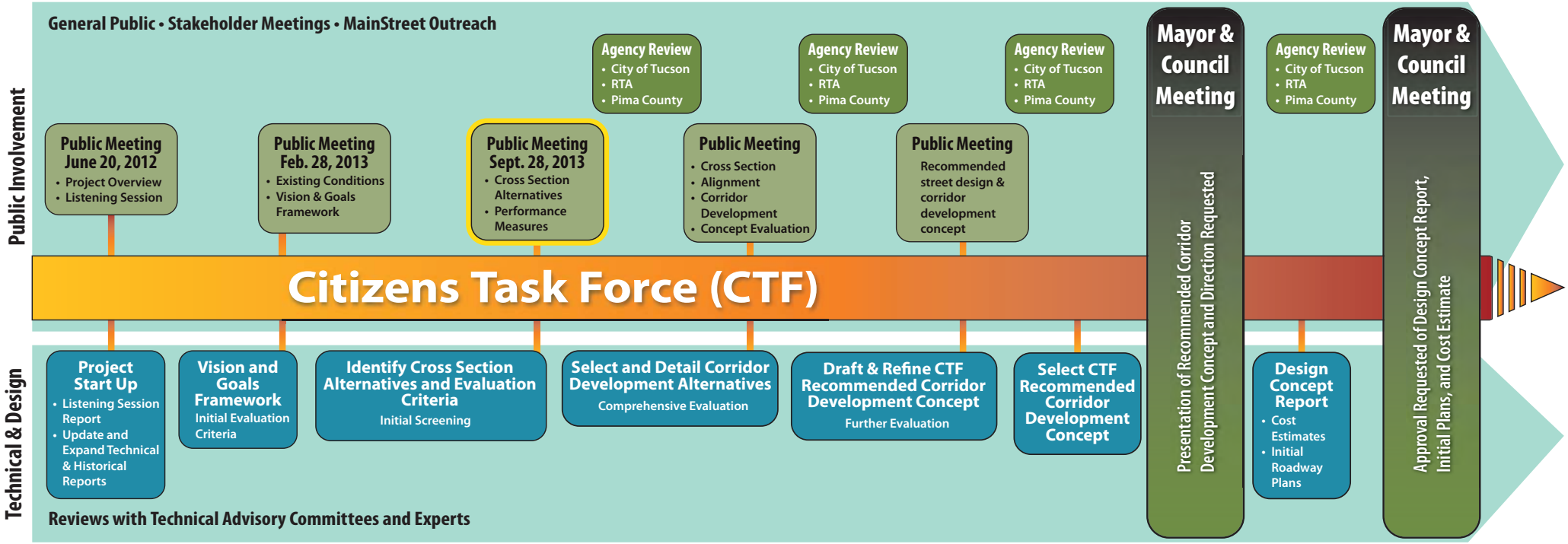
Planning & Design Phase: Key Input & Decision Points in the Public Participation Process

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

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.



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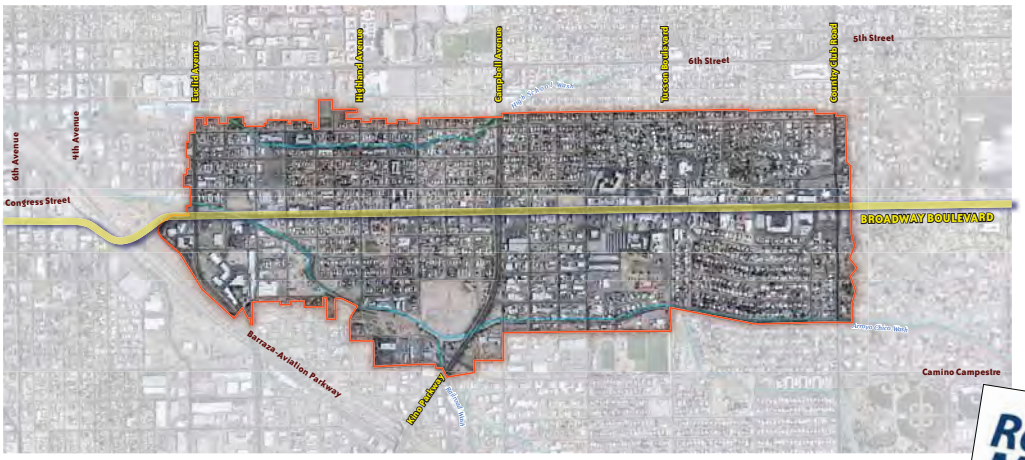

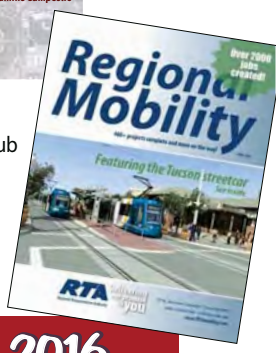

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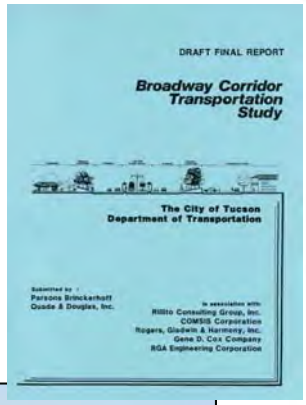

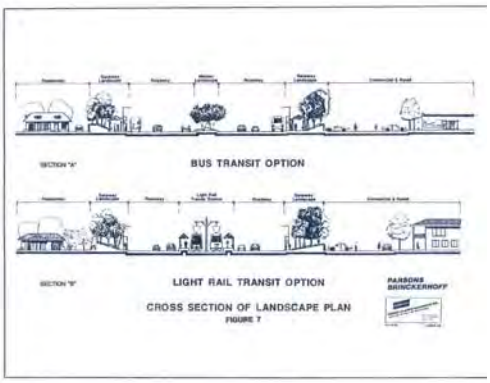

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The Broadway project is now in the Planning and Design Phase, offering the public the greatest opportunity to shape future improvements.

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

Public Participation during Planning & Design

Attend a Citizens Task Force (CTF) meeting: The 13-member CTF is the primary vehicle for Broadway's public participation process and represents different stakeholder interests in the project area. Monthly meetings are public and offer at at least one call to the audience.

Go to Community-wide Public Meetings: There are four key decision points in the design process, and community-wide public meetings are planned at each one. The meeting format will vary depending on the input needed.

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

SCAN	VISIT	CALL	EMAIL
	www.TucsonAZ.gov/Broadway	(520) 622-0815	broadway@tucsonaz.gov

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.

International Association for Public Participation

IAP2 Spectrum of Public Participation

Increasing Level of Public Impact

Public participation goal	Inform	Consult	Involve	Collaborate	Empower
	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	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 (TPCBAC)

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)

We want to expand the Stakeholder List. Who needs to know about this project? Who should be invited to be involved?

Sign Up Here!

Other Populations / Related Organizations

Downtown

Downtown Tucson Partnership

Downtown Neighborhoods & Residents Council

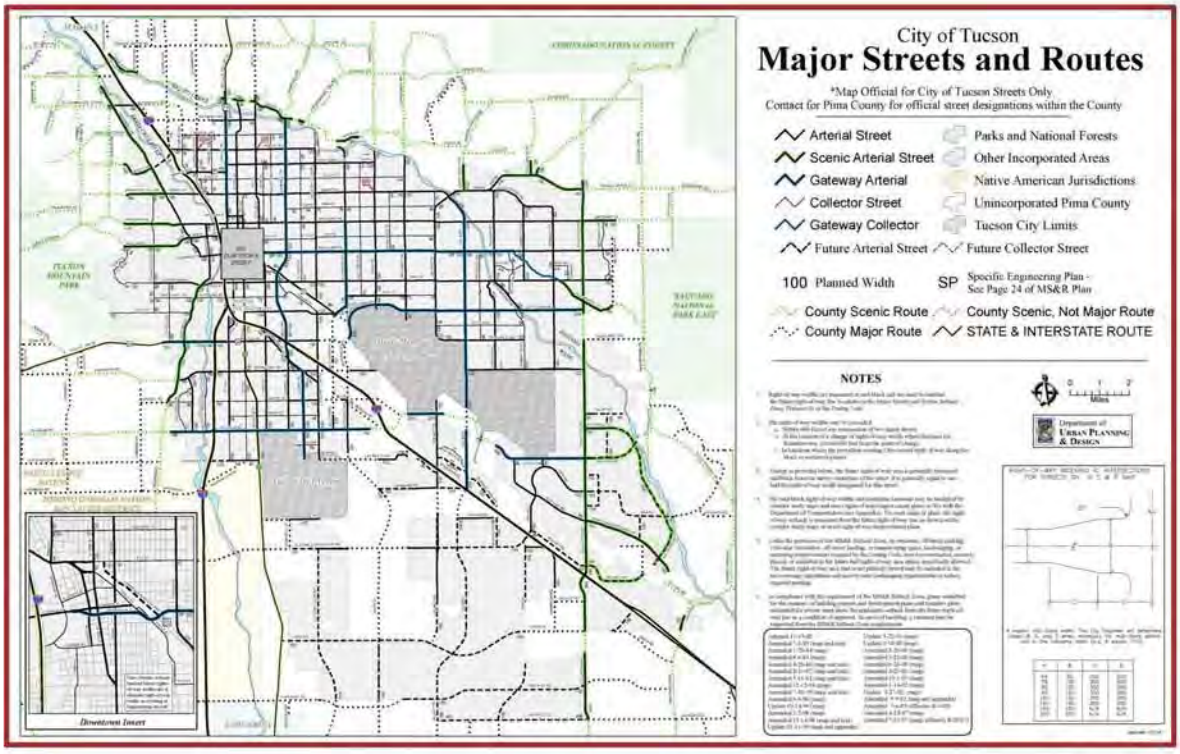
Business

- 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

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.

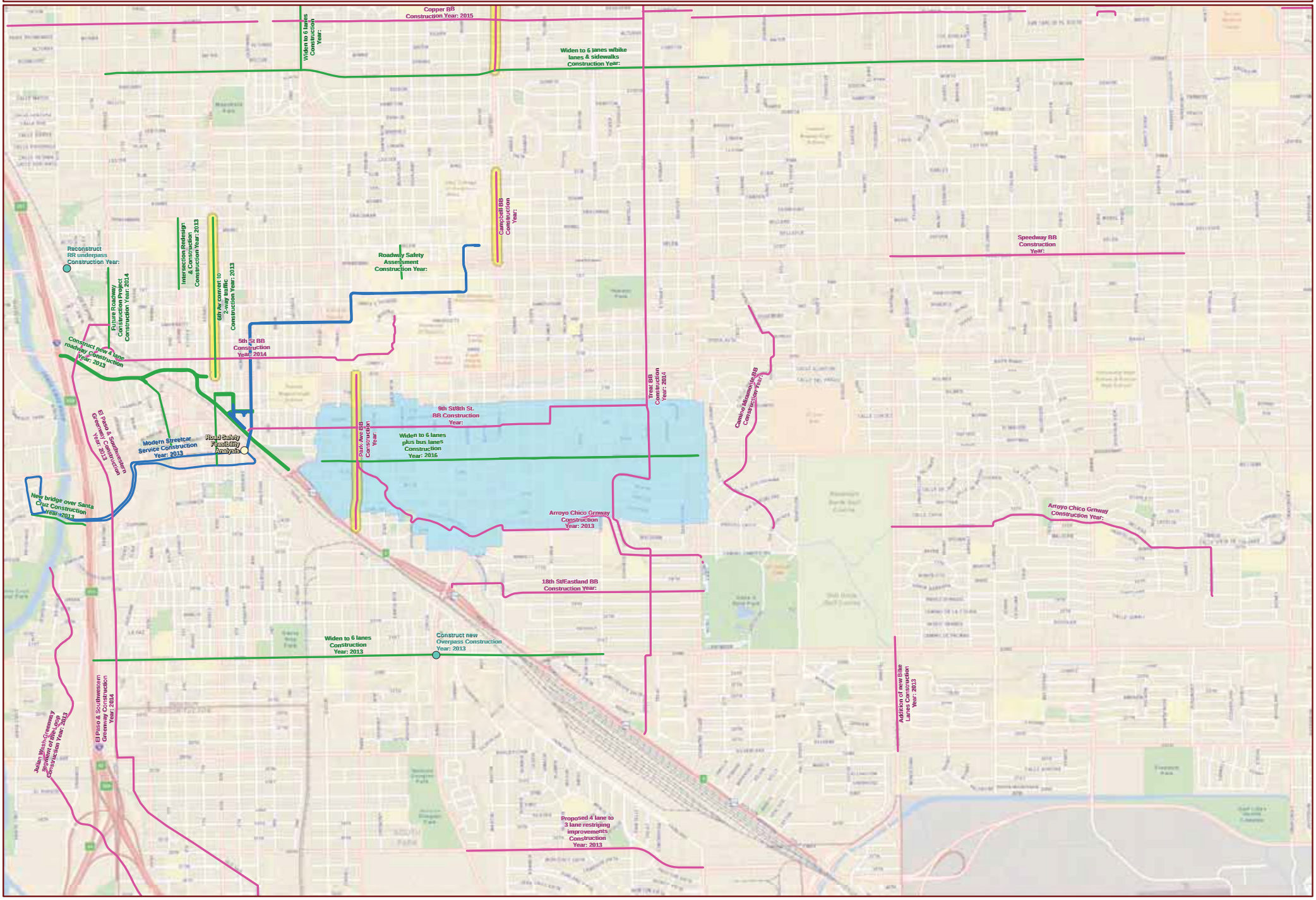


DRAFT

Roadway Improvements - I-10 to Swan Road

DRAFT

Planned / Programmed Improvement Projects



PAG/RTA Intersection - Over/Underpass Improvement Projects

- Overpass / Underpass Construction & Improvements
- Road Safety Feasibility Analysis

PAG/RTA Transportation Improvement Projects

- Bike/PED Construction & Improvement Projects
- PAG/RTA Transportation Improvement Projects
- Modern Streetcar & Maintenance Facility; Modern Streetcar Service

- Project Funding Secured
- Broadway Project Study Area

0 0.25 0.5 1 1.5 2 Miles

Date: 2/26/2013

Document Path: H:\Jim\Projects\JenBurdick\BroadwayOtherConstruction\RoadwayImprovements.mxd

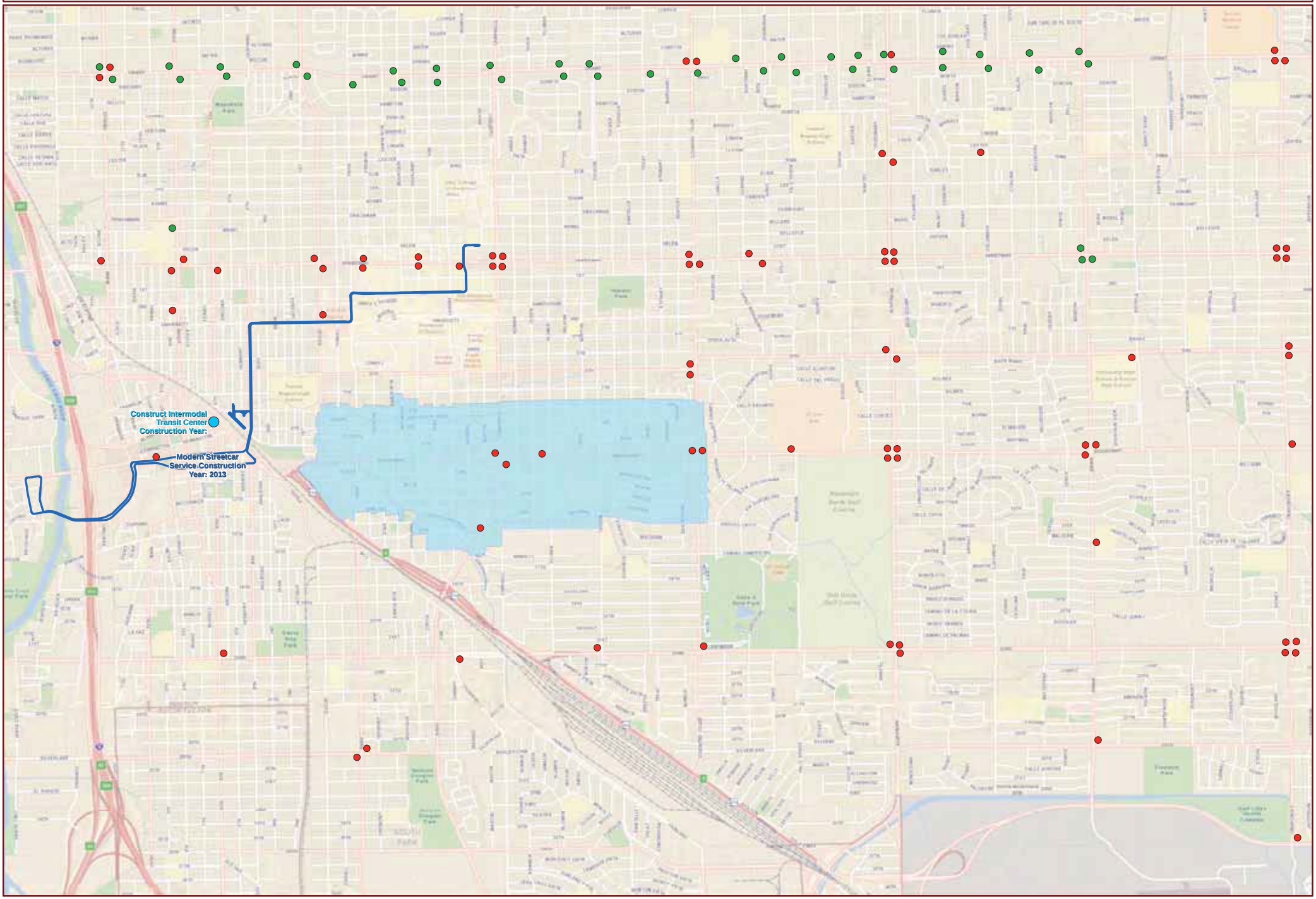
CITY OF TUCSON

DRAFT

Transit Improvements - I-10 to Swan Road

Planned / Programmed Improvement Projects

DRAFT



PAG/RTA Transportation Improvement Projects

Modern Streetcar & Maintenance Facility

PAG/RTA Intersection - Over/Underpass Improvement Projects

Construct Intermodal Transit Center

Bus Pullout / Pulloffs

Status

Planned

Constructed

Broadway Project Study Area

Miles

0 0.25 0.5 1 1.5 2

Date: 2/26/2013

Document Path: H:\Jim\Projects\JenBurdick\BroadwayOtherConstruction\Transit.mxd

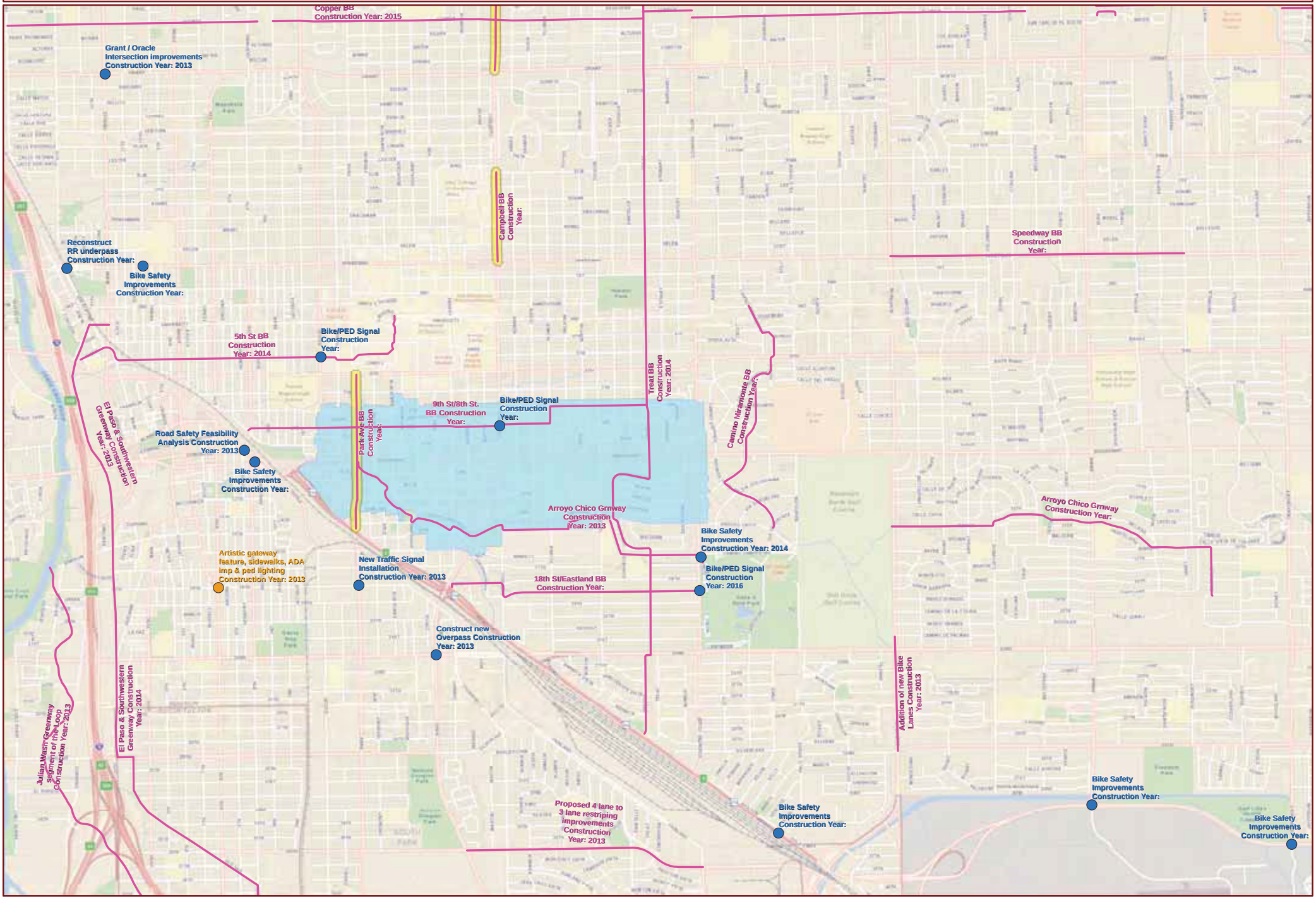
CITY OF TUCSON

DRAFT

Bike & Pedestrian Improvements - I-10 to Swan Road

DRAFT

Planned / Programmed Improvement Projects



PAG/RTA Intersection - Over/Underpass Improvement Projects

- Artistic gateway feature, Sidewalks, ADA improvements & Lighting
- Bike Safety / Intersection Improvements

PAG/RTA Transportation Improvement Projects

- Bike/PED Construction & Improvement Projects

- Funding Secured - Construction within 5 years
- Broadway Project Study Area

0 0.25 0.5 1 1.5 2 Miles

Date: 2/26/2013

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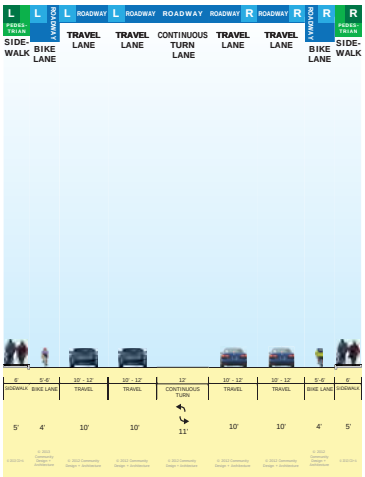
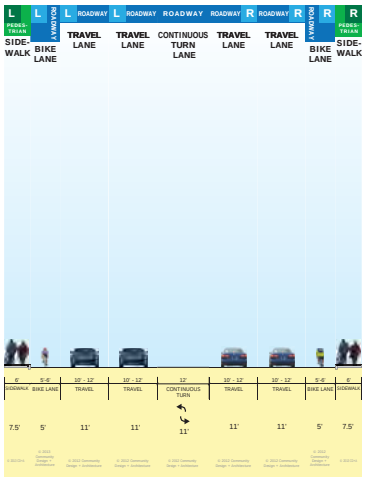
EXISTING CONDITIONS 70'-80' R.O.W

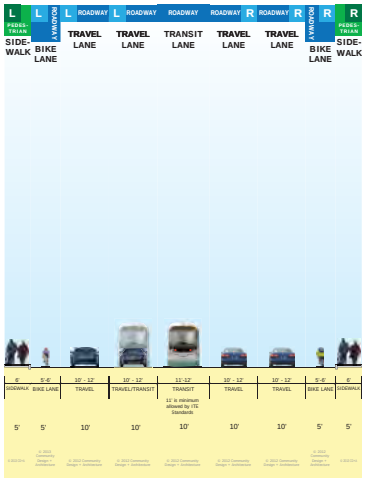


Typical Existing Condition West of Campbell
70' Right-of-Way

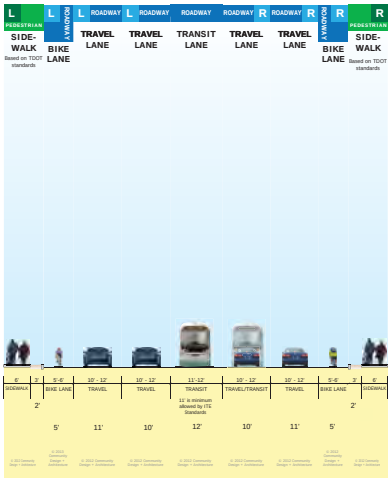


Typical Existing Condition East of Campbell
80' Right-of-Way

4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING 70'-80' R.O.W

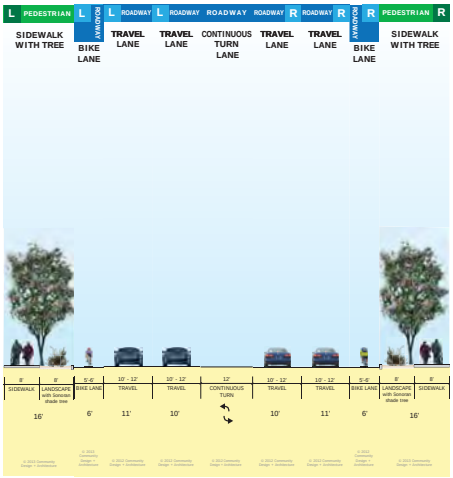


Option 4+T SATA: 70' Right-of-Way
(West of Campbell)

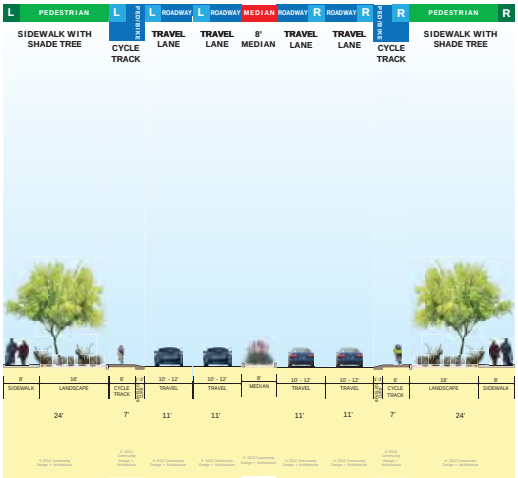


Option 4+T SATA: 80' Right-of-Way
(East of Campbell)

4 LANE WITH LANDSCAPING 84'-138' R.O.W



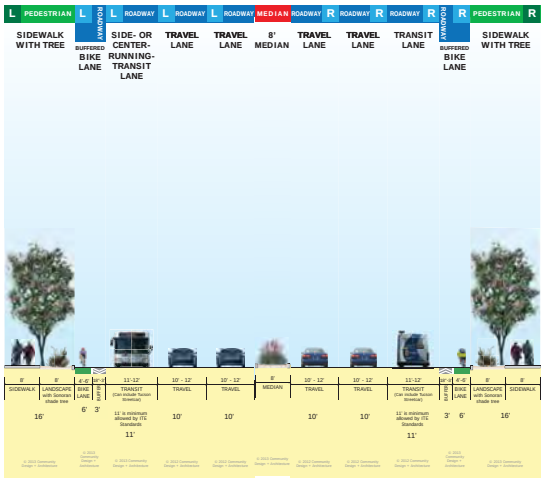
Option 4A: 98' Right-of-Way



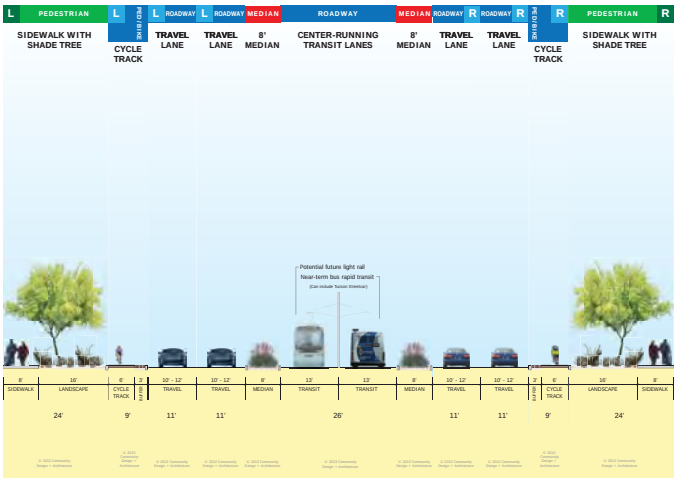
Option 4B: 114' Right-of-Way

STREET CROSS SECTION ALTERNATIVES

4 LANE + DEDICATED TRANSIT WITH LANDSCAPING 106'-162' R.O.W

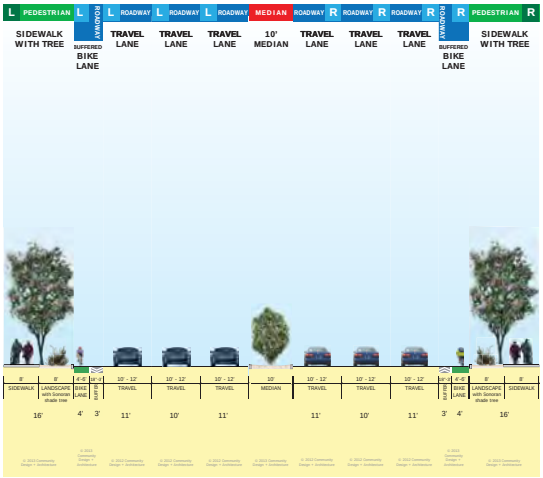


Option 4+T A: 124' Right-of-Way

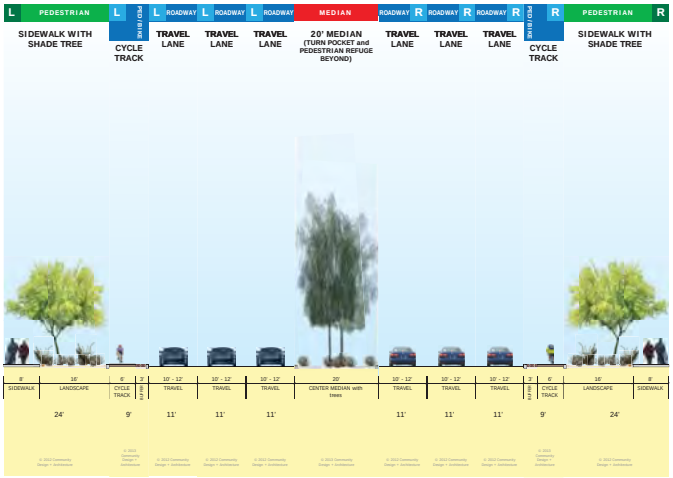


Option 4+T B: 152' Right-of-Way

6 LANE WITH LANDSCAPING 104'-162' R.O.W

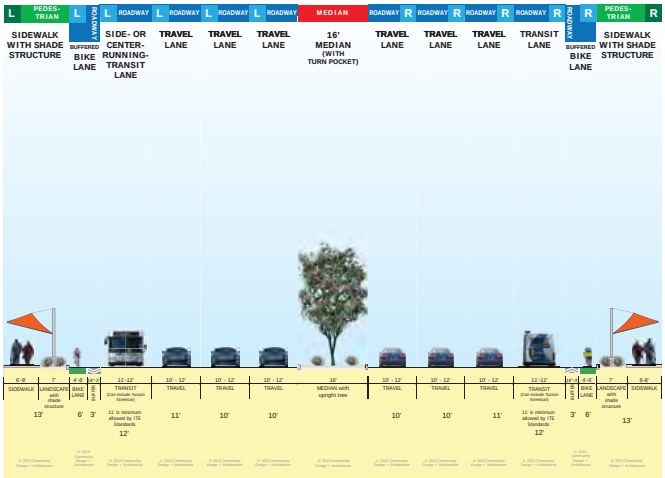


Option 6A: 120' Right-of-Way

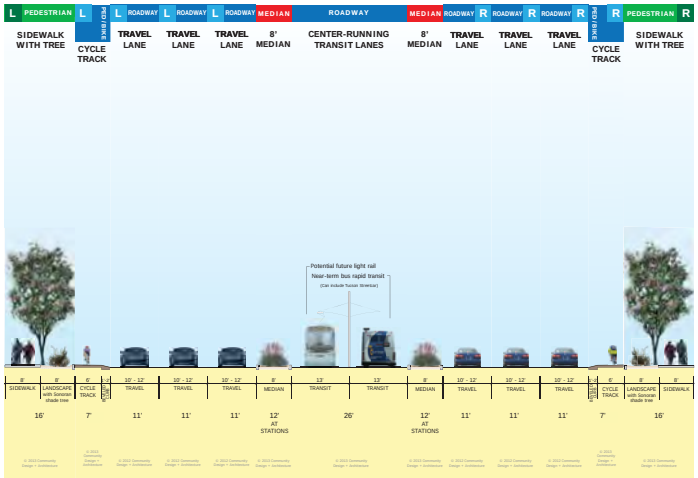


Option 6B: 152' Right-of-Way

6 LANE + DEDICATED TRANSIT WITH LANDSCAPING 126'-186' R.O.W



Option 6+T A: 146' Right-of-Way

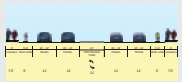
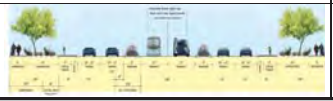


Option 6+T B: 154' Right-of-Way

STREET CROSS SECTION ALTERNATIVES

RTA Regional Transportation Authority

BROADWAY BOULEVARD

STREET CROSS SECTION ALTERNATIVES	PERFORMANCE MEASURES										
	Pedestrian Environment	Bicycling Environment	Through Traffic Movement		Transit Travel Time		Accommodation of High Capacity Transit	Potential Historic and Significant Buildings Impacts	Visual Quality	Walking and Bicycling Health Benefits	Economic Potential		Construction and Aquisition Cost	City's Ability to Maintain Improvements
EXISTING CONDITIONS 	– – – to –	– – to O	– Now – – – – Future (100% PAG)	– – – Future (70% PAG)	– – Now – – – – Future (100% PAG)	– – – Future (70% PAG)	–	+++	– – – to O	– – to –	– Now		NA	O to ++
4 LANE + DEDICATED TRANSIT WITHOUT LANDSCAPING														
Option 4+T SATA (Existing R.O.W.)	– – –	– to O	– – – – Future (100% PAG)	– – – Future (70% PAG)	– – – Future (100% PAG)	– – Future (70% PAG)	O	+++	– – to O	–	O to + Short term	O to ++ Long term	$$	O to ++
4 LANE WITH LANDSCAPING (84'-138' R.O.W.)														
Option 4A (98' R.O.W.)	O	O	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	++	++	+	O to ++ Short term	+ to ++ Long term	$$	O to +
Option 4B (114' R.O.W.)	+++	++	– – – Future (100% PAG)	– – Future (70% PAG)	– – – – Future (100% PAG)	– – – Future (70% PAG)	–	+	++++	++	– to ++ Short term	O to +++ Long term	$$$	– to O
4 LANE + DEDICATED TRANSIT WITH LANDSCAPING (106'-162' R.O.W.)														
Option 4+T A (124' R.O.W.)	+	+	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – – to – Future (100% PAG)	– – to O Future (70% PAG)	++	O	+++	+	– – to + Short term	– to +++ Long term	$$$	– to O
Option 4+T B (152' R.O.W.) 	++	+++	– – to – Future (100% PAG)	– to O Future (70% PAG)	– – to + Future (100% PAG)	– to ++ Future (70% PAG)	+++	– –	+	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE WITH LANDSCAPING (104'-162' R.O.W.)														
Option 6A (120' R.O.W.)	+	+	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	O	+++	+	– to ++ Short term	O to +++ Long term	$$$	– to O
Option 6B (152' R.O.W.)	++	++	O Future (100% PAG)	+ Future (70% PAG)	– Future (100% PAG)	O Future (70% PAG)	O	– –	++	++	– – – to O Short term	– – to ++ Long term	$$$$	– – to O
6 LANE + DEDICATED TRANSIT WITH LANDSCAPING (126'-186' R.O.W.)														
Option 6+T A (146' R.O.W.)	– –	O	+ Future (100% PAG)	++ Future (70% PAG)	+ Future (100% PAG)	++ Future (70% PAG)	++	– –	–	O	– – – to O Short term	– – to +++ Long term	$$$$	O to +
Option 6+T B (154' R.O.W.)	+	+	+ Future (100% PAG)	+++ Future (70% PAG)	++ Future (100% PAG)	+++ Future (70% PAG)	+++	– –	+	+	– – – to O Short term	– – to ++ Long term	$$$$	– – to O

LEGEND Best Performance ++++ Neutral O Worst Performance – – – – Highest Cost $$$$$ Lowest Cost $ September 26, 2013

Facilitator/Recorder Initials ☐☐

Table # ☐

PERFORMANCE MEASURES ASSESSMENT OF STREET CROSS SECTION ALTERNATIVES

RTA Regional Transportation Authority

BROADWAY BOULEVARD

Pedestrian Environment

PEDESTRIAN ACCESS AND MOBILITY

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

BICYCLE ACCESS AND MOBILITY

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

VEHICULAR 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.

Transit Travel Time

TRANSIT 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.

Potential Historic and Significant Buildings Impacts

SENSE OF PLACE

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.

Walking and Bicycling Health Benefits

ENVIRONMENT AND PUBLIC HEALTH

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

ECONOMIC VITALITY

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.

Construction and Acquisition Cost

PROJECT 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

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.

Facilitator/Recorder Initials ☐☐

Table # ☐

PERFORMANCE 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.

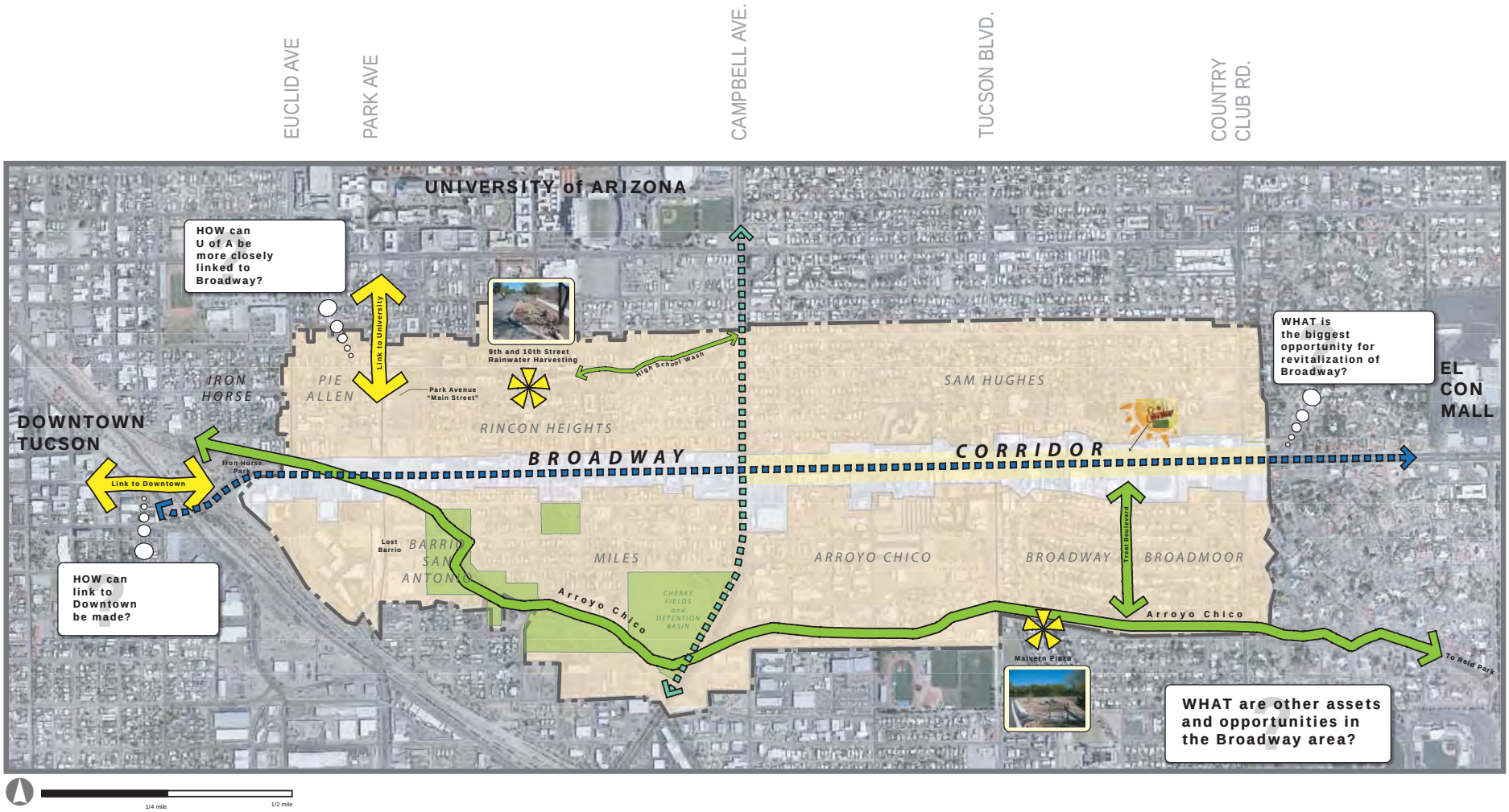
The Broadway Boulevard planning and design work will all be guided by a public participation process that actively seeks out and engages the full diversity of stakeholders in a substantive dialogue, and utilize a design process that aims for the change resulting from the transportation improvements to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

CITIZENS TASK FORCE POTENTIAL GOAL STATEMENTS

Goal Topics		Potential Goal Statements	Related Performance Measures
Planning and Design Process			
Learn from best example practices (in Tucson and other places)		▪ Learn from exemplary multimodal and context sensitive transportation projects in Tucson and elsewhere in the planning and implementation of the Broadway Boulevard process.	*This and the following are planning and design process goals that do not vary based on the street design concepts.*
Public input	– Take process to stakeholders and report back to CTF	▪ 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.	
	– Planning, Design, Construction, and Post Construction phases	▪ Continue the public process into the construction and post-construction phases of the project.	
Agency and organization coordination		▪ Coordinate with other agencies and organizations that are project stakeholders so they can understand the on-going efforts and goals for the future of Broadway Boulevard.	
More than transportation performance metrics		▪ Utilize more than just transportation performance measures in the decision-making process for the design and implementation.	
Be effective		▪ Design and build Broadway as a long-term, quality improvement that will last and be effectively maintained for decades into the future; and create certainty for existing businesses and property owners and support investment.	
Be efficient		▪ Be as efficient in terms of time and budget as possible in the planning, design, and construction process.	
Multimodal Street Design			
Balancing modes to create a 'Complete Street'		▪ Optimize the use of the right-of-way to improve mobility and safety for all modes of travel along and across Broadway.	▪ Pedestrian Environment ▪ Bicycling 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
Broadway's role in the transportation network			*See specific goals*
Vehicular traffic	– Through mobility	▪ Improve vehicular mobility along Broadway through any means other than widening the roadway ▪ Improve vehicular mobility along Broadway while minimizing widening of the roadway and otherwise minimizing impacts to adjacent property to the extent feasible ▪ Increase capacity of Broadway to accommodate future growth in through and commute traffic	▪ Pedestrian Environment ▪ Bicycling Environment ▪ Through Traffic Movement ▪ Accommodation of High Capacity Transit ▪ Construction and Acquisition Cost ▪ City's Ability to Maintain Improvements
	– Corridor/neighborhood access	▪ Provide high-quality access for vehicles to adjacent development and neighborhoods.	▪ Pedestrian Environment ▪ Bicycling Environment
Transit	– Through mobility	▪ Provide effective east-west high capacity transit through the Broadway study area on Broadway Boulevard and/or parallel routes. ▪ Provide effective east-west high capacity transit on Broadway Boulevard.	▪ Through Traffic Movement ▪ Transit Travel Time ▪ Accommodation of High Capacity Transit
	– Corridor/neighborhood access	▪ Improve the quality, comfort, and convenience of transit access for the Broadway study area, including improved safety at transit stops.	▪ Pedestrian Environment ▪ Bicycling Environment ▪ Construction and Acquisition Cost ▪ City's Ability to Maintain Improvements
	– Improve transit stops		
Bicycling	– Provide east-west mobility for bicyclists of various skill levels	▪ Provide east-west mobility for bicyclists of various skill levels on Broadway Boulevard and parallel streets	▪ Bicycling Environment ▪ Walking and Bicycling Health Benefits
	– Broadway crossings / Bicycle network connections	▪ Improve crossings for bicyclists, including those that connect with bicycle network	▪ Bicycling Environment ▪ Walking and Bicycling Health Benefits

Goal Topics		Potential Goal Statements	Related Performance Measures
Multimodal Street Design - continued			
Pedestrian	– Provide for movement along and across Broadway, include buffering pedestrians from the roadway	▪ Create an inviting pedestrian environment that encourages walking along Broadway and for crossing the Boulevard. ▪ Provide a buffer between pedestrians and traffic on Broadway that is effective given the speed and amount of vehicular traffic.	▪ Pedestrian Environment ▪ Walking and Bicycling Health Benefits ▪ Construction and Acquisition Cost ▪ City's Ability to Maintain Improvements
	– Provide connections between districts and neighborhoods	▪ Enable and provide quality connections between districts and neighborhoods	▪ Pedestrian Environment ▪ Walking and Bicycling Health Benefits
Universal design (ADA access)		▪ Exceed ADA minimum requirements where ever feasible to maximize the level of universal design, including enhanced wayfinding techniques.	▪ Pedestrian Environment
Speed Management / Traffic Calming		▪ Design improvements to Broadway to encourage traffic to travel no faster than the speed limit	*This is more related to design criteria and the detailed design of any of the street cross 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 minimize negative property impacts will not be known until the later stage of the project when alignments are designed. Still "Accommodation of Speed Management" could be made a new Vehicular Access and Mobility performance measure*
Landscape / Streetscape Design	– Improve the environment along Broadway	▪ Increase the amount and quality of landscaping and lighting along Broadway through an approach that is efficient in terms of capital and maintenance costs.	▪ Pedestrian Environment ▪ Construction and Acquisition Cost ▪ City's Ability to Maintain Improvements
	– Select context appropriate plants and other design elements	▪ 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.	*This is more related to design criteria and the detailed design of any of the street cross section concepts and is open to qualitative interpretation. Does not seem appropriate to have a performance measure for this goal, but could try to develop one.*
Public Art		▪ Provide opportunities for public art that complement the aesthetic and placemaking goals for Broadway	*This is a design detail that any design concept should be able to satisfy.*
Right-of-way Impacts			
Minimize physical impacts		▪ Avoid physical impacts to all existing property and businesses along Broadway Boulevard. ▪ To the extent feasible, minimize physical impacts to existing property and businesses along Broadway Boulevard while achieving the transportation and other goals for improvement to the Boulevard.	▪ Economic Potential ▪ Construction and Acquisition Cost
Width of Broadway Boulevard		▪ Do not widen Broadway Boulevard. ▪ Minimize widening of Broadway Boulevard. ▪ Widen Broadway Boulevard to the extent needed to achieve other goals.	▪ Construction and Acquisition Cost
Sustainability			
Environmental	– General environmental impact	▪ Utilize materials and design techniques in the improvements to Broadway that minimize environmental impacts, including energy efficient lighting and other means.	*There is much that can be achieved through design details, materials specifications, definition of construction technique, and other details as the project moves forward towards construction.*
Environmental - continued	– Water use and stormwater management	▪ Emphasize use of water harvesting and storm water management techniques in landscaped areas and the use of permeable surfaces and paving to extent feasible	▪ City's Ability to Maintain Improvements
	– Air quality	▪ Design the improvements to Broadway to help reduce air quality impacts from green house gases, particulates, and other emissions.	
	– Shade	▪ Reduce heat island effect through various design measures, such as shading and high albedo pavement, while also providing shade for pedestrian comfort.	▪ Pedestrian Environment ▪ Construction and Acquisition Cost ▪ City's Ability to Maintain Improvements
Economic	– -budget and cost of operations and maintenance	▪ 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.	▪ Construction and Acquisition Cost ▪ City's Ability to Maintain Improvements
Neighborhoods and Districts			
Recognize & support the distinct character of Broadway and its context of Neighborhoods and Districts	– Broadway Boulevard is a series of places along a corridor	▪ Recognize and support distinct character of Broadway as a series of places, defined by their historic and significant structures, signage, landscape, and uses. ▪ Recognize and reinforce existing areas with distinct character and support the creation of distinct new places so that Broadway is a linked series of places, defined by their historic and significant structures, signage, landscape, and uses.	▪ Potential Historic and Significant Buildings Impacts ▪ Visual Quality ▪ Change in Economic Potential ▪ Pedestrian Environment ▪ City's Ability to Maintain Improvements
	– Visually enhance district identities	▪ Develop identities for segments and centers of activity along Broadway. ▪ Design the roadway, its streetscape, wayfinding signage, and the uses along it to give identity to the 'gateways' along Broadway - to neighborhoods, to Downtown, and to the University, and others.	▪ Pedestrian Environment ▪ Bicycling Environment ▪ Historic and Significant Buildings Impacts ▪ Visual Quality ▪ Economic Potential ▪ Construction and Acquisition Cost ▪ City's Ability to Maintain Improvements
	– Encourage an appropriate mix of uses to support distinct districts		▪ Pedestrian Environment ▪ Bicycling Environment ▪ Transit Travel Time ▪ Accommodation of High Capacity Transit ▪ Visual Quality ▪ Economic Potential
	– Consider existing special features *("Sacred Places")*	▪ Preserve and protect the existing special features and places along Broadway ▪ Preserve and enhance key features of this segment of Broadway	▪ Historic and Significant Buildings Impacts ▪ Visual Quality ▪ Economic Potential
Link neighborhoods to district uses		▪ Provide better integration of neighborhoods to districts on Broadway with a walkable circulation network and by encouraging policies for neighborhood-supporting uses	▪ Pedestrian Environment ▪ Bicycling Environment
Improve quality of Broadway and its context	– Encourage improvements to existing development	Respect the aesthetic character of Broadway and the destinations along it while encouraging maintenance and reinvestment to improve aesthetic appearance of existing development. Also, encourage new development that complements today's aesthetic character.	▪ Pedestrian Environment ▪ Bicycling Environment ▪ Historic and Significant Buildings Impacts ▪ Visual Quality ▪ Economic Potential
	– Encourage high quality new development		▪ Pedestrian Environment ▪ Bicycling Environment ▪ Visual Quality ▪ Economic Potential
	– Provide and encourage public gathering places	▪ Encourage the creation of public gathering places and provide for public places as feasible through design of the boulevard.	▪ Pedestrian Environment ▪ Bicycling Environment ▪ Visual Quality ▪ Economic Potential ▪ City's Ability to Maintain Improvements

Goal Topics		Potential Goal Statements	Related Performance Measures
Neighborhoods and Districts - continued			
Protect Adjacent Neighborhoods	– From noise, light, and air quality impacts	▪ Minimize noise, light, and air quality impacts from traffic on Broadway Boulevard	▪ Pedestrian Environment ▪ Bicycling Environment ▪ Through Traffic Movement ▪ Transit Travel Time ▪ Accommodation of High Capacity Transit
	– From cut through traffic and overflow parking	▪ Minimize overflow parking, cut through traffic, noise, light, and other impacts from development along Broadway into adjacent neighborhoods	▪ Through Traffic Movement
	– Privacy from adjacent district development	▪ Maintain and improve privacy between neighborhoods and development along Broadway	*This is a land use policy issue that is outside the scope of the project.*
	– By transitioning intensity from corridor towards neighborhoods	▪ Do not allow new intensity along Broadway ▪ Design any new development along Broadway to transition to a lower intensity where it is adjacent to neighborhoods	*This is a land use policy issue that is outside the scope of the project.*
	– Particularly existing and potential National Register of Historic Places (NRHP) Historic District designations	▪ Protect all contributing structures for existing and potential NRHP Historic District designations ▪ Protect best examples of contributing structures to existing and potential NRHP Historic District designations ▪ To extent feasible given needed transportation and other improvements along Broadway, protect the best examples of contributing structures to existing and potential NRHP Historic District designations while maintaining the viability of Historic Districts	▪ Potential Historic and Significant Buildings Impacts
Protect existing businesses and enhance the business environment	– Small and local businesses	▪ 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.	▪ Pedestrian Environment ▪ Bicycling Environment ▪ Through Traffic Movement ▪ Visual Quality ▪ Economic Potential
	– Affordable rents / potential for business to own property		
Protect residences and enhance the environment for residences	– Neighborhood-serving uses	▪ Encourage a mix of neighborhood and regional serving businesses to support vibrant mixed use districts along Broadway.	▪ Pedestrian Environment ▪ Bicycling Environment ▪ Through Traffic Movement ▪ Visual Quality ▪ Economic Potential
	– Viability of businesses before and after construction	▪ Avoid impacts to the viability of existing businesses and property along Broadway to the extent feasible, and otherwise maximize the viability of property and business before, during and after construction.	▪ Pedestrian Environment ▪ Through Traffic Movement ▪ Economic Potential ▪ Construction and Acquisition Cost
	– Economic connections	▪ Improve the cultural, economic, and transportation linkages of Broadway and the uses along it with Downtown and the University of Arizona.	▪ Pedestrian Environment ▪ Bicycling Environment ▪ Accommodation of High Capacity Transit ▪ Economic Potential
	– Choice of housing types	▪ 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.	▪ Walking and Bicycling Health Benefits ▪ Economic Potential
	– Affordable rents and ownership		▪ Pedestrian Environment ▪ Bicycling Environment ▪ Through Traffic Movement ▪ Transit Travel Time ▪ Walking and Bicycling Health Benefits ▪ Economic Potential
Buildings and Site Development			
Recognize value of historic buildings and sites		▪ Protect all individually historic and contributing buildings, signage, and sites. ▪ Protect best examples of individually historic and contributing buildings, signage, and sites. ▪ To extent feasible given needed transportation and other improvements along Broadway, protect the best examples of individually historic and contributing buildings, signage, and sites.	▪ Potential Historic and Significant Buildings Impacts
Recognize value of significant buildings and sites		▪ Protect all significant buildings and sites. ▪ Protect best examples of significant buildings and sites. ▪ To extent feasible given needed transportation and other improvements along Broadway, protect the best examples of significant buildings and sites.	▪ Potential Historic and Significant Buildings Impacts
Support development scale and mix of use appropriate to context	– Appropriate to existing context (heights, setbacks, etc.)	▪ Encourage preservation, remodeling, and new development that is scaled to existing context while allowing for a mix and intensity of use to support walking, bicycling, and transit use. ▪ Encourage new development at a scale that is more intense than what exists today if it transitions at its edges to the scale of existing context, and if it supports the multi-modal, economic development, and affordability goals for Broadway.	▪ Potential Historic and Significant Buildings Impacts
	– To support multimodal investment (mix uses, pedestrian-oriented, intensity, etc.)		▪ Pedestrian Environment ▪ Bicycling Environment ▪ Through Traffic Movement ▪ Economic Potential
Consider importance of parking supply and demand		▪ Encourage efficient manage corridor's parking demand and supply to provide enough, but not too much parking.	▪ Pedestrian Environment
		▪ Encourage development of district parking lots and other methods to help maintain viability of existing businesses and properties and too help manage parking supply.	▪ Pedestrian Environment



Broadway Study Area

Broadway Corridor

Opportunity to improve connection

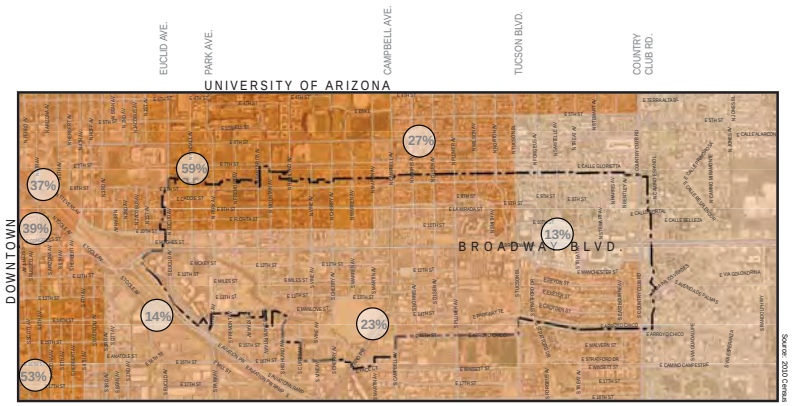
Key open space corridor opportunity

Recent community improvement

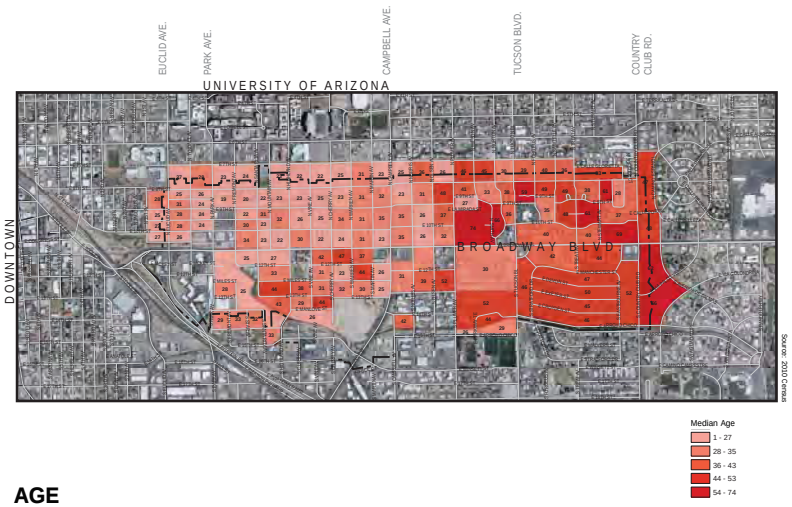
Planned future bus rapid transit

Planned future express bus (potential bus rapid transit)

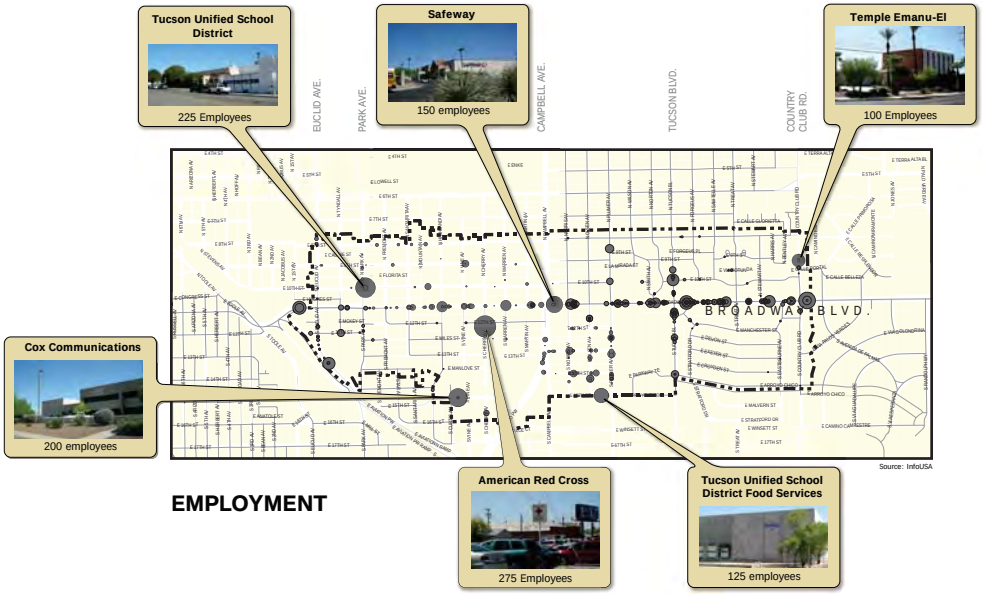
ASSETS AND OPPORTUNITIES



PERCENT OF COMMUTERS TAKING ALTERNATE MODES



AGE



EMPLOYMENT

STUDY AREA CHARACTERISTICS

BROADWAY BOULEVARD

Feet
0 250 500 1,000 1,500 2,000

Study Area Boundary

LEGEND

- ACCOMODATION
- ARTS ORGANIZATIONS
- MULTIFAMILY
- DUPLEX
- EDUCATION
- OFFICE
- COMMERCIAL
- SINGLE FAMILY
- GOVERNMENT
- GROUP HOMES
- INDUSTRIAL
- MEDICAL OFFICE
- MIXED USE
- MOBILE HOME
- MOTOR VEHICLE SALES
- NEIGHBORHOOD SERVICES
- OPEN SPACE
- PARKING
- RELIGIOUS
- RESTAURANT BAR
- SERVICE STATIONS
- SERVICES
- SHOPPING CENTER
- SOCIAL CLUBS AND ORGANIZATIONS
- SOCIAL SERVICES
- STORAGE
- UNCATEGORIZABLE
- UTILITIES
- VACANT

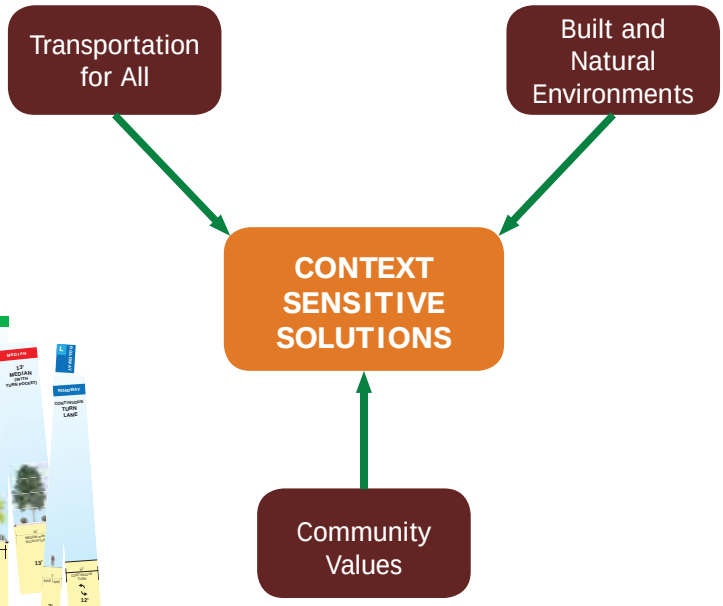
EXISTING LAND USE

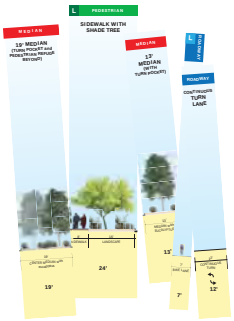
CONTEXT SENSITIVE SOLUTIONS is a collaborative, interdisciplinary, holistic approach to the development of transportation projects that involves both the process and end result. The Broadway Boulevard project is using a CSS approach and the project's team includes members who are experienced in applying 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:





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

CONTEXT SENSITIVE SOLUTIONS 101

BROADWAY BOULEVARD

Design Quality Ranking Legend

National Register of Historic Places Listed or Eligible Buildings*	National Register of Historic Places Ineligible Buildings
Ranked 5	Ranked 5
Ranked 4	Ranked 4
Ranked 3	Ranked 3
Ranked 1-2	

Design Quality Ranking

* ***The listed or eligible buildings are shown in a separate color in order to reference their status or eligibility only, as determined by the Historic Buildings Inventory, according to the National Register of Historic Places guidelines. This ranking has no relation to, or impact on, the historic designation for a property.***

Ranking Categories Explored

Design Quality:
This category assessed the architectural significance, character-defining features, and design integrity of each building. ***This rank is reflected on the maps in the Existing Conditions report and on this board. This ranking has no relation to, or impact on, the historic designation for a property.***

Condition:
This category assessed the level of disrepair from a visual inspection of each building.

Contribution to Streetscape:
This category assessed the landscaping quality, shielding of parking, shade elements at sidewalks, and interest of building design from the street for each building.

Site Functionality:
This category assessed both current function of the site and future site function, if partial acquisition is required, for each building.

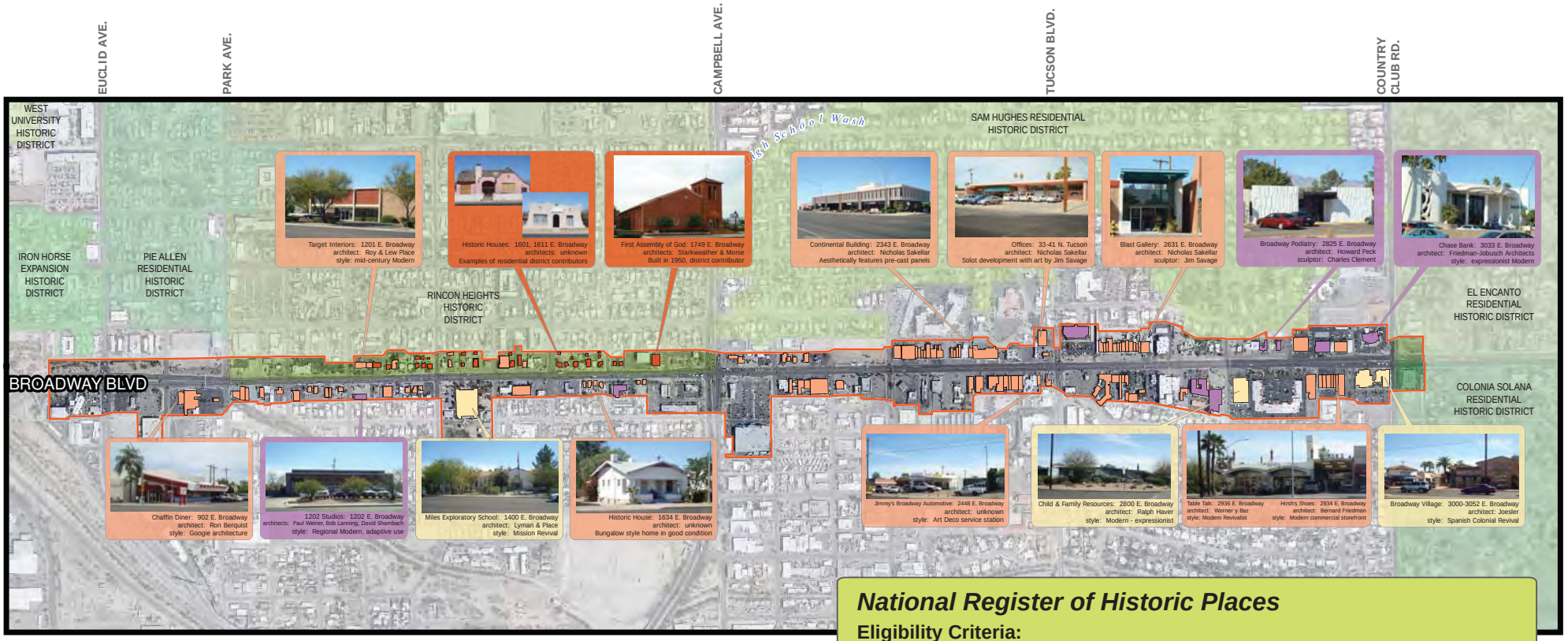
Economic Value:
This category assessed previous investments made into a property, including successful renovations, construction, landscaping, and building improvements for each building. It did not look at revenue generated by the business.

Community Function:
Based on the use at the time of evaluation, this category attempts to assess the importance of each building to the surrounding communities, as well as the difficulty of relocation of the use.

ARCHITECTURALLY SIGNIFICANT BUILDINGS

Historic Buildings Inventory

BROADWAY BOULEVARD



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.

Broadway Boulevard: Euclid to Country Club

Historical Development Timeline

1880-1920

Period of rapid growth and expansion after arrival of Southern Pacific Railroad.

1881: Rincon Heights (Buell's Addition) platted by attorney James Buell

1885: University of Arizona is established.

1891: University becomes magnet for growth, spurring residential development

1920: Miles neighborhood platted by real estate developer Walter Murphey
Miles School designed in Mission Revival style by Lyman and Place

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.

1925: Randolph Park (named for Southern Pacific Railroad executive Epes Randolph) is deeded to City of Tucson.

1928: 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, which pulls development eastward. This rapid growth continued until the beginning of the Great Depression.*

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.

1930: 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.

1939: John Murphey contracts architect Josias Joesler 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.

1944: 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.

1953: East Broadway Boulevard acquires new moniker, The Sunshine Mile. 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: City annexes an additional 60 square miles to accommodate the growing population.

Residents began moving to suburbs and business followed. New subdivisions emerged along edges of older neighborhoods or filled in vacant land along arterials, including Broadway Boulevard.

1960-1970

Period defined by suburbanization of Tucson, shifting commercial development away from downtown .

1960: 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.

1970: Tucson is a thoroughly modern American city and local architectural styles change to reinforce this new image and appearance.

Historic Aerial Photographs

El Conquistador Hotel, 1928

University Heights Addition Advertisement, 1930

Aerial Photograph ca.1950 showing East Broadway Boulevard, view west to downtown

Re-launch of Sunshine Mile, 2013

Notable Architects & Architecture

Many of the buildings located along East Broadway Boulevard were designed by locally or nationally reknowned 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 Joesler
Hirsh's Shoes (1954): Bernard Friedman
Child & Family Resources (1957): Ralph Haver
33-41 N Tucson Blvd (1957): Nicholas Sakellar, sculpture by Jim Savage
Blast Gallery (1958): Nicholas Sakellar, sculpture by Jim Savage
Table Talk (1961): Juan Wørner y Baz
Target Interiors (1963): Roy & Lew Place
Continental Building (1965): Nicholas Sakellar
Chase Bank (1971): Bernard Friedman & Fred Jobusch, sculpture by Phillips Sanderson