Josh Weaver

1

From: Andrea Matheson <mathesonlawfirm@gmail.com>
Sent: Friday, February 20, 2015 9:32 PM
To: broadway@tucsonaz.gov
Subject: New lanes in Broadway Expansion Project

IF this new lane plan is adopted, ALL parking in front of my building will be gone, and I have no separate property in the back which can be dedicated to parking. What does that mean for my business at 2553 E. Broadway Blvd.? The 100' set back is north of my building. What is that 100' set back supposed to be? Empty lot?

--
Andrea Lynn Matheson
Defending with a Higher Purpose
2553 E. Broadway Blvd.
Tucson, AZ 85716
Tel. (520) 870-6400
Fax: (520) 624-7423

Josh Weaver

2

From: Jose Garcia <jose2005garcia@gmail.com>
Sent: Saturday, February 21, 2015 8:42 AM
To: broadway@tucsonaz.gov
Subject: Broadway widening; please include light-rail or street-car

I support the Broadway widening although I think it's useless if it doesn't include an extension for the street car or light rail. Maybe the road could be a four lane divided roadway with light-rail in the middle. The one thing I fully support about the project are dual left-turn lanes and right turn lanes at most intersections. This road can be considered as a destination route rather than a through route. We could encourage all of the through traffic to use the AZ-210 as an alternate route and maybe get with the state to make the east end improvements happen sooner rather than later to take some of the pressure off of Broadway. The traffic may decrease on Broadway when the east and west ends of the AZ-210 route are completed. So why not use this to make the street-car or light-rail route?

Josh Weaver

3

From: Henry Schneiker <HSchneiker@HdsSystems.com>
Sent: Saturday, February 21, 2015 11:08 AM
To: broadway@tucsonaz.gov
Subject: Comments on Map Alignment

There should be NO in-lane bus stops. All bus stops should have pull-outs so the bus is NOT stopping in the lane of traffic. There should also be no dedicated transit (bus) lane. I realize the current proposal is targeting a dedicated bus lane. However, the traffic studies shown at the public presentations showed that there was very little - if any - net benefit to having a dedicated bus lane. As I remember, the optimum travel times were achieved with 3 traffic lanes - with the bus using the right traffic lane and using a bus pull-out at the stops. This is the way the speedway improvement was designed and it works quite well.

Sincerely,

Henry Schneiker
Building owner

Josh Weaver (4)

From: Jessica Welton <jessicawelton@gmail.com>
Sent: Saturday, February 21, 2015 3:38 PM
To: broadway@tucsonaz.gov
Subject: Broadway

How about, before we widen Broadway and "improve" Broadway, we repair Broadway? The road has completely failed both east and west of Houghton Road. The city really needs to repair the roads it has, before it starts building new ones or widening existing ones.

Sent from my iPhone

Josh Weaver

5

From: Logan Wolf <loganwolf@gmail.com>
Sent: Saturday, February 21, 2015 3:51 PM
To: broadway@tucsonaz.gov
Subject: Drainage and landscape

Please consider the importance of proper drainage for the broadway project. The houghton project is already falling apart because of poor drainage and standing water.

Landscaping for this project should consist of large trees down the middle of the road to provide shade and to keep the heat off of the road so we can enjoy quality roads for years to come.

Thank you,

Logan Wolf
Loganwolf@gmail.com

--
"Once you say you're going to settle for second, that's what happens to you in life."
-John F. Kennedy

Josh Weaver (6)

From: Margot W Garcia <mgarcia@vcu.edu>
Sent: Saturday, February 21, 2015 6:26 PM
To: broadway@tucsonaz.gov
Subject: Fwd: Undelivered Mail Returned to Sender

---------- Forwarded message ----------
From: **Mail Delivery System** <Mailer-Daemon@mail.tucsonaz.gov>
Date: Sat, Feb 21, 2015 at 6:23 PM
Subject: Undelivered Mail Returned to Sender
To: mgarcia@vcu.edu

I'm sorry to have to inform you that your message could not
be delivered to one or more recipients. It's attached below.

For further assistance, please send mail to <postmaster>

If you do so, please include this problem report. You can
delete your own text from the attached returned message.

<+broadway@tucsonaz.gov>: 550 No such recipient

Final-Recipient: rfc822; +broadway@tucsonaz.gov
Status: 5.0.0
Action: failed
Last-Attempt-Date: Sat, 21 Feb 2015 18:23:39 -0700
Diagnostic-Code: smtp; 550 No such recipient

---------- Forwarded message ----------
From: Margot W Garcia <mgarcia@vcu.edu>
To: +broadway@tucsonaz.gov
Cc:
Date: Sat, 21 Feb 2015 18:23:38 -0700
Subject: "Report"
How can we make credible comments on the report without the Technical Advisory Committee analysis and nothing about the cost of this alignment. Pull the report and reissue when it is complete. It is not helpful to get this piecemeal. What's the hurry?
Margot Garcia

Josh Weaver (7)

From: Diana <dianamadaras@comcast.net>
Sent: Sunday, February 22, 2015 7:14 AM
To: broadway@tucsonaz.gov
Subject: from Madaras Gallery

Congratulations on a good plan! This cannot happen fast enough now that the plan is set, as all the delays have resulted in a terrible hardship on the businesses along the Broadway corridor. The uncertainty has led to deterioration of the area and, the various condemnations along the route have exacerbated the problem. Or business has suffered greatly and we look forward to resolution so we can plan for the future.
Thanks, Diana Madaras

Diana Madaras
Madaras Gallery
www.madaras.com
520-623-4000
520-623-9102 fax
madaras gallery inc.

Josh Weaver

8

From: Leighton Rockafellow <leighton@rockafellowlaw.com>
Sent: Monday, February 23, 2015 9:05 AM
To: broadway@tucsonaz.gov
Subject: Comments on Map Alignment

Gentlemen
I am a stakeholder. See the below address. The new alignment map eliminates customer parking for my building and puts the edge of the sidewalk right on Broadway Blvd. This will make it impossible for me to work out of this current location. All of the rear parking is used for employees. There will be no way for customers to access my building.
Is there a plan to provide for a public parking space nearby to serve those of us in this strip? Without a plan for a public parking spot that customers can easily walk to all of us in this strip will effectively be put out of business.
I continue to believe that there is no need for this lane expansion. Providing three lanes into the downtown bottleneck after the underpass is ridiculous. The bottleneck can't even serve the existing 2 lanes. The funds allocated for this project can be better used somewhere else.
Sincerely,

Leighton H Rockafellow Sr Esq
2438 E Broadway Blvd
Tucson, Az 85719
520-750-1800
Fax: 520-750-1676
email: Leighton@rockafellowlaw.com
www.Rockafellowlaw.com

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I got your message this morning. I was running around a bit on constituent business and couldn't get back to you.

You referred to the draft alignment being posted at the city website. Is this the document you were referring to in the call:

http://www.tucsonaz.gov/files/projects/2014_09-24_BwayCTFMajMinRept-FINAL.pdf

I just want to make sure before I proceed.

Ted Prezelski, Council Aide
Council Member Paul Cunningham
City of Tucson Ward 2
(520) 791-4687
(520) 791-5380 (f)
Ted.Prezelski@tucsonaz.gov

>>> MARK S HOMAN <mbhoman@msn.com> 2/23/2015 12:27 PM >>>
Paul, I left a message with Ted this morning asking that you contact Martha Durkin and Jonathan requesting that the draft alignment be taken down until there is something to present that is in keeping with what Citizen's Task Force and, based on those recommendations, what Mayor and Council has directed staff to do - which is also in accordance with the guidelines that Albert Elias told Mayor and Council would direct the project. Ted, sorry if my message was a bit garbled; I tried to get in too much information in a short message.

As you demonstrated in our last conversation you have a very strong grasp of the matter and know what can and should happen - again in accordance with CTF an M&C expressed wishes.

Not only is the draft devastating and clearly not following directions, but there is no price tag, making an insufficient basis for any public comment (as well as your considerations). The public comment period is so short that groups like the Small, Minority, and Women-Owned Business Commission, The Bicycle Advisory Committee, Transit Task Force, Rincon Heights will not be able to comment because they don't meet during the window.

Paul, it is important to act quickly. Once this horse gets too far out of the barn the confusion and consternation will mount. If we wait until coming before the Mayor and Council in April or May when you most certainly will have to ask them to go back to the drawing board, things will get delayed further, which will frustrate a lot of folks who are looking for a decision.

We are holding off any other action until we hear from you and the other Council Members with whom we've met and whom we are contacting.

Thanks for listening, Paul. Let's get a new draft out soon that follows directions and meets standards that have been established - as well as your own understanding of what we should be doing for Tucson's future.

With appreciation,
Mark
404-0001

Josh Weaver 10

From: David Nasser <dave.nasser@yahoo.com>
Sent: Monday, February 23, 2015 4:59 PM
To: broadway@tucsonaz.gov
Subject: Comments from owner 2831 E. Broadway

To whom it may concern:

My name is Dave Nasser, I own the building located at 2831 E. Broadway. I am sending you an email to let you know that I am in favor of the roadway alignment released February 20th 2015. From my perspective, I think you have done a good job preserving as many businesses as you could under the difficult circumstances.

The sooner you finalize the alignment and design the better, as many property owners and businesses have put their lives on hold waiting for a decision. Everyone deserves closure from this process which has taken so long.

Thank you, Dave Nasser

Dave Nasser
P.O. Box 30011
Tucson, AZ 85751

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Josh Weaver

From: Doug and Ana <dsampotter@msn.com>
Sent: Tuesday, February 24, 2015 8:03 AM
To: broadway@tucsonaz.gov
Subject: DUI

Drafting Under the Influence. If someone weaved up Broadway in the way engineers drafted this revamp, a cop would stop them and get out the Breathalyzer.

Doug Potter
http://writinginstereo.podbean.com
@writinginstereo
@dspov

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Josh Weaver

From: Anthony Mastrangelo <anthony.mastrangelo@gmail.com>
Sent: Tuesday, February 24, 2015 9:22 AM
To: broadway@tucsonaz.gov
Subject: Congrats - Broadway Expansion

Hi-

I just finished reviewing the re-alignment plan for the expansion of Broadway. You all have done a phenomenal job of balancing the core issues to make this work. I applaud everyone involved that took the time and effort to make this "right."

Of course not everyone will like it at first, but after it's finished, and they drive or bike through that area on the way to enjoying a day downtown, they will quickly think otherwise!

This should alleviate much of the "street jockeying" motorists take through pedestrian-intense areas around the UofA in an effort to get in/out of downtown. Cyclists will finally have a much safer passage through that area as well.

You not only have my tax dollars, but my support too! Let's move forward!

Make it a GREAT day,

Anthony Mastrangelo

(Typos courtesy of my iPhone)

Josh Weaver

(19)

From: Beth Nakhai <bethlee7551@gmail.com>
Sent: Wednesday, February 25, 2015 9:00 AM
To: broadway@tucsonaz.gov
Subject: widening of Broadway

To Whom This Concerns,
The endless street widening, which solves no problems, is a disaster. To what goal will the lovely old Broadway be destroyed? To what advantage will Tucson lose Lerua's and other old stalwart businesses? Downtown Tucson has been so misaligned with its new roads that driving from Broadway into downtown is a nightmare - and more than one accident waiting to happen. Will plunging extra lanes of traffic into that hideous overly-curved, ill-signed mess of roads running from Euclid to Stone help anyone? Will zooming people out of downtown to the east fix anyone's problems? The answer is, absolutely not.
Please end this bizarre, expensive, dangerous, and terribly sad solution to a non-problem by not widening Broadway at all. Put the bond money into public transportation, into bikeways, into pedestrian walkways, into parks, into things green visually and green environmentally.
Sincerely,
Beth Alpert Nakhai, Ph.D.
905 N. Tenth Ave.
Tucson, AZ 85805

Josh Weaver 20

From: Mike <mctucson@comcast.net>
Sent: Wednesday, February 25, 2015 10:43 AM
To: broadway@tucsonaz.gov
Subject: Fwd: Undelivered Mail Returned to Sender

Resend

I don't understand destroying several longstanding Tucson businesses to create another traffic nightmare.
Spending huge sums of money to create the same access nightmare that exists with all of Tucson roads that are riddled with stoplights.
Spend money on limited access roadways that move large amounts of traffic . Create a east/west parkway with very limited access, not block after block stop light intersections with more lanes. It won't help. Look at Oracle.

A concerned resident

Sent from my iPad mike=

21

Josh Weaver

From: Zimmerman, Gretchen <glzimmerman@pima.edu>
Sent: Wednesday, February 25, 2015 11:20 AM
To: broadway@tucsonaz.gov
Subject: Please don't

I love driving on Broadway. It has an aura that would certainly be destroyed by the widening of Broadway. Many small businesses that make Broadway so wonderful would be lost.

In the name of progress the intersections of Wilmot & Broadway and Kolb & Golf Links are now eyesores. Go look at them. They used to have some charm.

Please, please don't make us look like some ubiquitous city that could be anywhere, full of chain stores and restaurants. I have already lived in Phoenix which is one of the reasons I value Tucson so much.

Gretchen L. Zimmerman, Psy.D.
Counselor / Educational Support Faculty
Pima Community College East Campus
8181 E. Irvington Rd
Tucson, AZ 85709-4000
520-206-7676

Josh Weaver 22

From: Steve Horn <azsnakeman@icloud.com>
Sent: Wednesday, February 25, 2015 2:11 PM
To: broadway@tucsonaz.gov
Subject: Widening of Broadway

I'd like to express my opposition to any widening projects for East Braodway.
For the following reason:
It seems that the major building in Tucson is happening to the North and West of the city.
Because of the limited freeway system ALL cities street have conjestion during the morning and afternoon rush hours.
The businesses along Broadway have been in limbo long enough.
There are TOO many great building and businesses that would be lost..

Focus somewhere else...
Thanks

Steve Horn
5183 E Woodspring Dr
Tucson,Az
248-644-4491

Josh Weaver

23

From: Tabili, Laura - (tabili) <tabili@email.arizona.edu>
Sent: Thursday, February 26, 2015 9:01 AM
To: broadway@tucsonaz.gov
Cc: rebecca.ruopp@tucsonaz.gov; Nicole.Ewing-Gavin@tucsonaz.gov
Subject: FW: Why 12 foot lane widths are a disaster

>
>From Jeff Speck:
>
>"...the single best thing we can do for the health, wealth, and integrity of this great nation is to forbid the construction, ever again, of any traffic lane wider than 10 feet."
>
>Why 12-Foot Traffic Lanes Are Disastrous for Safety and Must Be Replaced Now
>
>Let's make "10 not 12!" a new mantra for saving our cities and towns.
>
>http://www.citylab.com/design/2014/10/why-12-foot-traffic-lanes-are-disastrous-for-safety-and-must-be-replaced-now/381117/
>

>

Josh Weaver 24

From: Tana McKasson <tmckasson@invmgmt.com>
Sent: Thursday, February 26, 2015 10:24 AM
To: broadway@tucsonaz.gov
Subject: Broadway widening
Attachments: Broadway.pdf

On this plan, our building (2343 E. Broadway Blvd., page 7 attached) is marked in yellow as "Eligible Individual". What does this mean?

Thanks,

Tana K. McKasson
Sonora Investment Management
Director of Trading and Operations
520-624-4554 phone
520-624-1401 fax
tmckasson@invmgmt.com

25

Josh Weaver

From:	Alexandra Hines <Alexandra.Hines@tucsonaz.gov>
Sent:	Thursday, February 26, 2015 4:43 PM
To:	Jennifer Levstik; Jonathan Mabry; Jennifer Burdick
Subject:	Fwd: TPCHC Transportation Subcommittee Report for TPCHC Plans Review Subcommittee
Attachments:	TPCHC TransportationSucommittee Broadway recommendation.pdf

For you information, this email with the attached *TPCHC Transportation Subcommittee Broadway recommendation* was sent to the T-PCHC PRS members.

Alexandra Hines

Planner

Planning & Development Services
City of Tucson
(520) 837-6975

>>> Ana Juarez 02/25/2015 4:35 PM >>>
Please see attached Transportation Subcommittee Report.

If you have any questions please let me know. Thank you.

Note: To ensure compliance with the Open Meeting Law, recipients of this message should not forward it to other members of the public body. Members of the public body may reply to this message, but they should not send a copy of the reply to other members.

Ana Juarez

City Clerk's Office

520-791-4213

Ana.Juarez@tucsonaz.gov

Historical Commission

TUCSON-PIMA COUNTY HISTORICAL COMMISSION
TRANSPORTATION SUBCOMMITTEE

On February 24, 2015, the Transportation Subcommittee of the Tucson-Pima County Historical Commission (T-PCHC) voted unanimously to approve the following recommendations to the T-PCHC Plans Review Subcommittee regarding the RTA Broadway Project, Euclid to Country Club, based on the alignment released for public comment on February 20, 2015.

It is the goal of the T-PCHC Transportation Subcommittee to provide recommendations to create an exemplary urban corridor that Tucsonans can be proud of, and other communities can emulate as a transportation success story.

To provide realistic recommendations for Broadway Project, the T-PCHC Transportation Subcommittee studied other contemporary road widening projects with similar goals and challenges. We found several creative, innovative, mitigative measures successfully implemented by other progressive communities to reduce or eliminate demolition of historic buildings. As is common, we found that the historic preservation measures were also greener, more sustainable, more livable, more sensitive to the adjacent neighborhoods, pro-business, and far less expensive than the proposed multiple demolitions of conventional corridor designs.

As of February 20, 2015, the total number of historic buildings slated for demolition stands at 24. 13 additional buildings are non-contributing, but maintain the rhythm of the streetscape. Please note that this is more demolitions than any single project since the wholesale destruction of Tucson's urban renewal of the 1960's and 70's.

The following recommendations, in no particular order, are fully consistent with other urban Tucson roadways:

1. Eliminate the median, where needed, especially in Historic Districts, in accordance with City of Tucson Major Streets and Routes Plan.

2. Shift the alignment north or south, where needed, to avoid historic buildings.

3. Narrow the width of certain landscaped sections, where needed.

4. Narrow the width of certain sidewalks, where needed, to ADA minimums.

5. Narrow the lane width, where needed.

6. Develop a zoning overlay to legally allow and encourage a variety of creative solutions to parking problems created by road widening, including, where applicable: shared / cooperative parking, shared access to parking, adapting parking to side or rear, accessing parking from side streets or alleys, etc., sensitive to the concerns of the adjacent neighborhoods.

Flexible and creative implementation of all six recommendations will reduce the total number of demolitions from 24 to 2. The remaining two properties (1730 and 1736 E. Broadway) are historic residences on deep lots. In this case, instead of changing the alignment, it may be more feasible to move the homes back on their lots.

Years from today, future generations will be glad that in 2015 we implemented creative, flexible, innovative solutions to preserve Broadway's unique Mid-Century Modern heritage.

Josh Weaver (26)

From: Sky Jacobs <skyjacobs@gmail.com>
Sent: Friday, February 27, 2015 11:04 AM
To: broadway@tucsonaz.gov
Subject: Broadway Blvd plans

Cc: Jonathan.Rothschild@tucsonaz.gov, mayor1@tucsonaz.gov, Regina Romero <ward1@tucsonaz.gov>, ward2@tucsonaz.gov, Ward3@tucsonaz.gov, ward4@tucsonaz.gov, ward5@tucsonaz.gov, Regina.Romero@tucsonaz.gov, Karin.Uhlich@tucsonaz.gov, Paul.Cunningham@tucsonaz.gov, Shirley.Scott@tucsonaz.gov, Richard.Fimbres@tucsonaz.gov, Steve.Kozachik@tucsonaz.gov

Project Director and Citizens Task Force:

Moving forward with the proposed plans on Broadway is against all common sense and reason. Few people or businesses support the plan, it is completely un-necessary by any standards or data analysis, and will take Tucson as a city backwards and away from much of the progress made in recent years, esp. in the downtown area.

This City moves forward as it moves away from large, car-centric streets like are in the current plan, esp. in the city core. As seen in suburbs and sprawl around the country, this type of construction creates barriers to human use of the city and solid economic progress of small business, like has and is being made downtown.

Please redraw plans in a way that preserves small business along the corridor and improves usability for real people. *There is no mandate.* There is no logic to removing buildings and increasing barriers and asphalt when even traffic counts don't support the plan.

Let's work on logical, positive efforts and not attempt to shove some dusty project from a wholly different era down people's unwilling throats.

Thank you.

Sky Jacobs
Downtown resident for 23 years

==========

skyjacobs@gmail.com 520-322-0285

skyjacobs.com wildsonora.com FaceBook Twitter

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Josh Weaver

From: mickey wilder <mbenter@theriver.com>
Sent: Friday, February 27, 2015 11:36 AM
To: broadway@tucsonaz.gov
Subject: Broadway realighment

For the last 40 + years I have driven the Broadway corridor on a daily basis. As I see it, the main problem with traffic flow is due to the stopping of busses on Broadway. Were it not for that, the traffic flows quite well since there is a turn lane in the center of the roadway. Instead of condemning a multitude of properties and putting a lot of people out of business, it would make more sense to just add bus turn in/turn out's. That would alleviate the backup on the roadway, save a ton of money, which the City is short on, and keep traffic flowing smoothly. The costs involved with a major revamp are excessive. The City would do better spending what money they have on roadway repairs, resurfacing and filling pot holes, than widening Broadway to 6 lanes and just installing bus pull outs.

Michelle Wilder-Storts
3228 E. 5th Street
Tucson, AZ 85716
520-326-9158

(25)

Josh Weaver

From: Ken Silverman <ksilverman@theinsurancehousetucson.com>
Sent: Friday, February 27, 2015 1:56 PM
To: broadway@tucsonaz.gov
Cc: Milt Silverman; miltoni@q.com
Subject: broadway widening

Dear Jenn, this follows our conversation regarding the potential acquisition of our properties on Broadway. We own 2525, 2719, 2725 and 2801. We do understand that no one likes change. Particularly those changes that could affect our business's on the corridor. However, I truly believe that the changes that are being proposed by your task force will be positive for Tucson and the Sunshine Mile. To that end, I am throwing you my support for the greater good. From what I could gather, you anticipate that around 40 frontage feet will be taken from 2525 and that both 2719 and 2725 will be taken. At least you are leaving me 2801 . I will be at the meeting on Monday and I will be happy to give you my support there if needed. sincerely, Ken silverman

Josh Weaver

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From:	beekerr2@netzero.net
Sent:	Friday, February 27, 2015 7:11 PM
To:	broadway@tucsonaz.gov
Cc:	poulosbt@email.arizona.edu; jdgarcia@email.arizona.edu; bhlehmannaz@cs.com; wlfa@earthlink.net; Jljonesk@aol.com
Subject:	TRRG response to Broadway Project latest process
Attachments:	Broadway Corridor Feb. 27, 2015 letter.docx

The Board of Directors of Tucson Residents for Responsive Government (TRRG) has been following the Broadway Project even before TRRG existed. We continue to be disappointed that constructive public input has been a struggle. Please find attached a letter which the Board has directed me to send to staff and the Citizens Task Force expressing our concerns. Please pass it on to the relevant parties.

Thank you,
Ruth Beeker, Chair,
Tucson Residents for Responsive Government

February 27, 2015

To Whom It May Concern:

Tucson Residents for Responsive Government (TRRG) formed last May to promote positive change in City of Tucson government. We identified five essentials of good government process: integrity, transparency, accountability, collaboration, and sensitivity to quality of life. All are needed to promote trust in the City processes.

Unfortunately, residents most impacted by the Broadway Project have found reason to question the effectiveness of its public process from the start. When the Broadway Project staff released a document Feb. 20, 2015 entitled "Work in Progress," the reaction was correctly negative, particularly since that document lacked substantial details and offered no explanations as to what necessitated design elements that went contrary to the Citizen Task Force recommendations. It was stated that this is a "work in progress", with an inflexible final date for comments from citizens, for whom the road improvements are presumably intended, but a flexible date to reveal key elements of the plan.

There is an old adage: there are two stages to the public policy process: too early to tell, and too late to do anything about it. When presented a plan of action which will have an enormous impact on two miles of Broadway Blvd, one which jeopardizes features which will never be able to be recreated, which carries a potential price tag which the City cannot afford, which is based on decades-old traffic projections, the public can only wonder which of the two stages we are now in.

Who is ultimately accountable for making the final decisions? Voters elect Mayor and Council to do that, but previous Study Sessions have resulted in fuzzy staff interpretations of what that policy actually was. The Citizens Task Force, which worked for nearly 3 years, produced a document, "CTF Recommendations for Refinements to 6 Lane Including Transit Alignment Design" as of December 4, 2014. Have City staff and consultants been told that is it their responsibility for the design to be based on those ideas? How do we value these citizens' input, an input that was mandated by the City? What has happened to the input from the numerous Public Meetings?

The TRRG Board of Directors asks that the staff and consultants be directed to provide our citizens a proper analysis of the design plan which adheres as closely as possible to the CTF recommendations, one which can be understood by the public and form a basis for our comments. For this to be feasible, it is also necessary to extend the time period for that comment following the production of that analysis. Only by doing so will the City begin to rebuild its trust with the public.

Sincerely,
Ruth Beeker, Chair of the Board of Directors
Tucson Residents for Responsive Government

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Josh Weaver

From: Kent Heller <happydazenow@gmail.com>
Sent: Friday, February 27, 2015 11:46 PM
To: broadway@tucsonaz.gov
Subject: Broadway Widening Project

I am strongly against the proposed plan that is unnecessary and wasteful. Kent Heller

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Josh Weaver

From: Deb Dedon <debdedon@gmail.com>
Sent: Saturday, February 28, 2015 11:26 AM
To: broadway@tucsonaz.gov
Subject: Broadway Widening

Most simply put, DON'T! This is a totally unnecessary glamor project that does nothing for Tucson and will cause a great deal of harm. The anger it is generating will reverberate for decades to come. Rincon Heights neighborhood and historic structures along the alignment are architectural and historic treasures that cannot be replaced. My tax dollars would be better used by merely repaving existing crumbling, potholed surface streets.

As envisioned, this project is so tricked out it will be a disaster if ever begun.

Deb Dedon

Josh Weaver (32)

From: Barbara Bennett <bmontman5@gmail.com>
Sent: Saturday, February 28, 2015 1:22 PM
To: broadway@tucsonaz.gov
Subject: Broadway Boulevard Project

To Whom it May Concern,

The Broadway Boulevard Project appears to have no basis other than a study which was conducted years ago and hasn't proven to be correct. It is deplorable that so many buildings will be demolished for this project which is not necessary. Moving forward with this project proves that Tucson is not a friendly place for small or medium sized businesses.

Please consider placing the funds towards fixing the drainage problems in our town and the horrible pot holes which are a major safety concern. If the funds cannot be used for anything other than this project, then please make the courageous decision to forego the project and lose the funds. It would be better to lose the funds than to waste millions of dollars on a project that only closes local businesses and doesn't provide the city with any real value.

Thank you,
Barbara Bennett

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Josh Weaver

From: Regens, Nancy L - (nregens) <nregens@email.arizona.edu>
Sent: Saturday, February 28, 2015 2:00 PM
To: broadway@tucsonaz.gov; Jonathan.Rothschild@tucsonaz.gov; mayor1@tucsonaz.gov; ward1@tucsonaz.gov; ward2@tucsonaz.gov; Ward3@tucsonaz.gov; ward4 @tucsonaz.gov; ward5@tucsonaz.gov; Regina.Romero@tucsonaz.gov; Karin.Uhlich@tucsonaz.gov; Paul.Cunningham@tucsonaz.gov; Shirley.Scott@tucsonaz.gov; Steve.Kozachik@tucsonaz.gov; Richard.Fimbres@tucsonaz.gov
Subject: The Broadway Alignment is destructive to Tucson's future

Dear Citizen Task Force Members, Mayor of the City of Tucson, and City Council Members,

Subject: Broadway Alignment

Yes, there have been four public meetings. All of them were dominated by comments NOT in favor of widening Broadway and by our concerns with the destruction of adjacent neighborhoods and their historic status. Citizens have pleaded with the board members to consider life style issues and the history represented in the Sunshine Mile. Business owners have lived in limbo with the project.

An important concern is that the current traffic numbers do not live up to the projected numbers that were used to justify widening Broadway.

I feel the meetings were a total waste of time!! Our concerns were ignored! I feel the board did not listen! Comments from participants in the public meetings are not represented in the latest Broadway Alignment Plan. The latest plan seriously threatens the stability and the future of our neighborhoods and their historical status. Here's why:

People young and "young at heart" want to live in a neighborhood where they can walk and/or ride bikes to places they need/want to go. Look at the property values that are rising in downtown Tucson – a +20% change according to the Pima County Assessor's Office. They are looking for an option where they can live, work, shop, and play in an area that does not require a car. Plus, walkability is better for our environment.

There are plans for a tower project on the corner of Speedway and Campbell. Its major draw is location – walking distance to everything: medical facilities, arts, education, sports, restaurants, etc. This is the wave of the future– not wide, ugly, soulless thoroughfares for people to drive through. That was the past!!!

I'm encouraging you to save the future and the history of our city before it is destroyed. As I said in the city council meeting addressing this issue:

"You will be judged not by what you create, but what you do not destroy!"

Sincerely,

Nancy L. Regens

(34)

Josh Weaver

From: Patricia Knower <limelyter@gmail.com>
Sent: Sunday, March 01, 2015 9:49 PM
To: broadway@tucsonaz.gov
Subject: Road expansion

My husband and I are home owners and taxpayers in Tucson. We bought our condo because of the great location near Reid Park and The Sunshine Mile. We look forward to The Natural Grocers opening on Broadway and Country Club as proposed. It would be a disaster if the established businesses on Broadway were destroyed for more auto lanes. We bicycle, walk and ride the bus far more than we drive as it is more sustainable for the city and the planet. Encouraging more auto traffic is not the way to go.

Thank you for accepting comments about this issue. We will wait to hear from you on further developments.

Patti & Charlie Knower
2035 E 17th St.
Tucson, AZ
limelyter@gmail.com and charlie.knower@gmail.com

PS: Broadway Village great historic appeal:
https://news.azpm.org/p/news-spots/2015/1/22/54917-broadway-village-turns-76-continues-to-evolve/

Josh Weaver

35

From: Mike <mike@tridentcommercial.net>
Sent: Monday, March 02, 2015 2:20 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening

As with any street widening it is not just the right of way props that are purchased by the city that cause an impact. The character of the street changes, many folks are not compensated enough to start their business anew and those other neighboring business who were not purchase by the city are impacted by limited parking and access. City loses property tax, incomes and the street loses character.
I doubt we shall see the results of what the Aviation Corridor is supposed to accomplish in this next 20 years and the city wants to do this to Broadway? I do question the wisdom of this choice.

Michael Ebert, Broker
TRIDENT COMMERCIAL
520-320-9311
2730 E Broadway Blvd Suite 135
Tucson, AZ 85716

This email has been checked for viruses by Avast antivirus software.
www.avast.com

Josh Weaver

36

From: dbear <bear6@verizon.net>
Sent: Monday, March 02, 2015 6:20 PM
To: broadway@tucsonaz.gov; Ward6
Subject: request for extension of comment period

I live near Broadway and am requesting an extension of the comment period the proposed alignment, which is currently March 11th. I understand that a new proposed alignment will be released on March 5th.
Please give the public at least 30 days from the day on which the new alignment is released in which to comment.

Thank you for your consideration.

Dinah Bear
300 N. Indian House Road
Tucson, Arizona 85711

37

Josh Weaver

From: Jim Colville <jim@ColvilleAndAssociates.com>
Sent: Tuesday, March 03, 2015 4:16 PM
To: broadway@tucsonaz.gov
Subject: Broadway wiidening Project

I am a business owner and have been located at 1309 E. Broadway since 1984. We operate a court reporting business at this location. Clients come to our office and conduct depositions, videotaped depositions and video-teleconferencing for depositions and court presentation. We are concerned that the proximity of our building to the widened Broadway and the resultant noise will have a negative impact on our business. The proposed reduction in the size of the sidewalk and landscape area in front of 1309 and 1315 will do nothing to alleviate the problem. While we have enjoyed a very successful tenure at this location, I think our interests would be better served by the relocation of our business rather than having to deal with the noise issue. The nature of our business is such that we must maintain the decorum of a courtroom, and constant traffic noise would be an unacceptable distraction. I think it will be easier for us to relocate than to attempt to deal with the issues created by the proximity to the travel lanes of Broadway.

That being said, we feel that the most important aspect of this project is the potential for the improvement of Tucson's image to the public both from an aesthetic and traffic-flow standpoint. The revitalization of downtown Tucson seems to finally be taking off and I think this will be a vital part of this exciting part of Tucson's development.

Tucson has a history of taking a minimalist approach to projects and then living to regret it. This is an opportunity to do it right the first time. We should make this project a showcase of what Tucson can do.

It has been my experience that most of the residents on Broadway, whether business or private, support this project and simply want to know what is going to happen so they can prepare accordingly. Most of the resistance is from groups that will experience much less of an impact, but are simply against change (progress). We need to stand up to this no-growth philosophy and help move Tucson forward to become the great city that it has the potential to become.

I would urge that this project go forward on the grandest scale possible and create something that will make us all proud.

Thank you for this opportunity to express my concerns.

Jim Colville

[illegible]

38

Josh Weaver

From: Jim Colville <jim@ColvilleAndAssociates.com>
Sent: Tuesday, March 03, 2015 6:32 PM
To: broadway@tucsonaz.gov
Subject: Broadway Widening

The most recent map shows a break in the curb between 1315 and 1327 Eads Broadway. This, in my opinion, presents unnecessary hazards to pedestrians and bicyclists. These properties never use Broadway as an ingress and egress point. They always use the alley in the back for access. This break in the curb is unnecessary and dangerous. Please consider eliminating this feature.

Jim Colville

Jim Colville
1305 E. Broadway
Tucson, AZ 85719-3824
(520) 884-3041
Fax (520) 623-1681

Josh Weaver

(39)

From: Katrina Ziegweid <kziegweid@yahoo.com>
Sent: Wednesday, March 04, 2015 10:07 AM
To: broadway@tucsonaz.gov
Subject: comments AGAINST widening Bway to 8 lanes

Hello
I would just like to state that I am opposed to the 8-lane widening project on Broadway as I do not feel 8 lanes are necessary, nor safe for the community. I also do not think the city/county should be focusing on new roads right now when there are so many unsafe existing roads with potholes. It is only a matter of time before someone in a car, on a bike or walking is badly injured from a pothole and the city/county will be sued for not maintaining roads to proper code and safety standards.

In my own neighborhood of Blenman Elm, and as a cyclist, driver and county tax-payer I am outraged by the LARGE and numerous potholes on the streets. It really makes the city look bad,

thank you,
Katrina Ziegweid

Josh Weaver (40)

From: Paul Bryant Fisher <paulbfisher@gmail.com>
Sent: Wednesday, March 04, 2015 10:56 AM
To: broadway@tucsonaz.gov
Subject: Broadway widening

Hi

I am opposed to the widening. I live just South of Broadway on 17th St. and feel that more mass transit and bike lanes are needed more than a widening of the street. The widening would lessen the charm of Tucson I feel. Please consider all other possible solutions that would not widen the street.

Thanks,

Paul Bryant Fisher
Architect
608 632 1911

Josh Weaver

(41)

From: maria cadaxa <mariacadaxa@yahoo.com>
Sent: Wednesday, March 04, 2015 11:26 AM
To: broadway@tucsonaz.gov
Subject: Broadway Project

The RTA seems to be willfully deaf and blind (no disrespect to those legitimately so) when it comes to respecting/taking into account public input. The RTA is also stubbornly adhering to vastly outdated studies, running in contravention to present-day trends and realities.

When the RTA plan was approved by the voters way back when, there was no breakdown for projects, just a blanket yes/no. Since then , businesses and the public have loudly and repeatedly stated what is in the interests of the majority:

* WALKABLE NEIGHBORHOODS
* PLEASANT HISTORIC BUSINESS DISTRICT
* LESS TRAFFIC, MORE TRANSIT, BIKES, PEDESTRIANS

This begs the question: WHO BENEFITS? WHO ARE THESE SO-CALLED PUBLIC SERVANTS? WHO IS PAYING THEM?

Wake up, RTA! You are living in the past millenium, the coffee is burnt, and Alice has left Wonderland. Only you remain.

Maria Cadaxa
retired
216 N.1st Ave.
Tucson AZ 85719
520-331-7497

Josh Weaver 42

From: Stephanie May-Garcia <sgarciaaz@cox.net>
Sent: Wednesday, March 04, 2015 8:38 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening

Briefly, please rethink this widening Broadway. There are SO many better ways to spend transportation monies.

Stephanie May-Garcia
Milagro Cohousing
Tucson

43

Josh Weaver

From: Stephen Pompea <smptucson@gmail.com>
Sent: Wednesday, March 04, 2015 9:13 PM
To: broadway@tucsonaz.gov; Jonathan.Rothschild@tucsonaz.gov; mayor1@tucsonaz.gov; ward1@tucsonaz.gov; ward2@tucsonaz.gov; Ward3@tucsonaz.gov; ward4 @tucsonaz.gov; ward5@tucsonaz.gov; Regina.Romero@tucsonaz.gov; Karin.Uhlich@tucsonaz.gov; Paul.Cunningham@tucsonaz.gov; Shirley.Scott@tucsonaz.gov; Steve.Kozachik@tucsonaz.gov; Richard.Fimbres@tucsonaz.gov
Subject: Broadway widening project--we are in opposition to the current plan
Attachments: RHNA Positon on Broadway Widening.pdf

Dear Mayor and City Council,

I have attended half of the public meetings on the Broadway widening project and a city council meeting on this topic. I am concerned that the message presented by the community has not been heard.
We are overwhelmingly against an aggressive widening approach and the design that has been presented.

We are against a large widening of Broadway that will result in the destruction of historic homes, that will weaken our historic neighborhood status in Rincon Heights, and that threatens the many businesses along Broadway.

Tonight the Rincon Heights Neighborhood Association reaffirmed its position against the current plan by unanimous vote. We are against a large widening of Broadway. We can improve Broadway and preserve its character by creating the narrowest street possible with some new improvements.

Attached is our previous resolution from the Rincon Heights Neighborhood Association.

Best regards for a project that really improves Broadway, and Tucson.

(Dr.) Stephen M. Pompea
1321 E 10th St
Tucson, Arizona 85719

Rincon Heights Neighborhood Position
For Citizens Task Force on Broadway Project

passed unanimously in RHNA meeting 16 September 2014

This resolution seeks to reaffirm our resolution of September 21, 2010. It is intended to give support and guidance to our Rincon Heights Neighborhood Association President, who is a member of the Citizens Task Force that is examining and weighing in to the Mayor and City Council on plans for Broadway widening.

This resolution affirms the 2010 Rincon Heights Neighborhood Association position that the Broadway street improvement project should be completed within the current street width, with some small exceptions at intersections or for strategic bus pullouts. We oppose widening Broadway to 3 lanes in each direction.

This resolution affirms that we, The Rincon Heights Neighborhood Association, do not want and do not support the current plan. As stewards of our neighborhood, central Tucson, and of the larger Tucson metropolitan area, we believe that the proposed design is not congruent with our vision of the future for Tucson and is indeed counterproductive to the vitality of central Tucson and its businesses.

We urge the Mayor and City Council to reject the current design that would destroy large numbers of current businesses.

Input Has Been Requested

The Citizen Task Force process began in June 2012 to gather input from stakeholders. The stakeholders have expressed themselves in four stakeholder meetings attended by hundreds of people from within and outside the study area. The consensus of these citizens is that any design improvements must fit inside the current street width and must preserve the existing historic and architecturally significant structures along Broadway.

RHNA's position is consistent with extensive public comments on the project at meetings designed for public input. Opposition to the widening plan is also the position of the Sam Hughes Neighborhood Association. The city of Tucson has asked for our input on the current plan that specifies significant widening and destruction of properties on both sides of Broadway from Country Club to Euclid.

This resolution affirms that we do not want and do not support the current plan.

Reason for This Position

Here is why the current plan for widening Broadway to 3 lanes in each direction should be opposed:

1. Evidence is Lacking for the Need to Widen Broadway
Current growth projections indicate that past traffic estimates were overstated. Data the Citizens Task Force has received indicates that traffic counts inside the project area have decreased by over 15% since 2010. Our youngest generations are driving even less. The significantly increased traffic on Broadway projected for 2040 (the justification for the project) must now be viewed skeptically. If the serious traffic problem meant to be solved by this widening does not exist, then why do it? We need evidence-based decision making.

2. Traffic Flow Can be Significantly Improved Within the Current Broadway Street Footprint
This can be done by improvements at intersections, traffic signal synchronization, and improved sidewalks. Minimal widening at intersections or for strategically placed bus pullouts may be useful and is worth considering, as long as most of the current footprint is preserved.

2. Public Input is Not Reflected in the Current Design Options
Well-attended public meetings have consistently reflected the desire of stakeholders for improvements in the narrowest footprint possible, preserving historic buildings and current locally owned businesses. This input has been ignored in the current design plans.

3. The Project Does Not Enjoy Wide Support and There Was No Voter "Mandate"
The Broadway project (project #17) was not the only item on the 2006 ballot measure. Although the measure passed, not every voter wanted every project, nor was there an opportunity to prioritize projects. It was all or nothing. The public meetings indicate that there is little support for a wider Broadway today. There is also little evidence of support in 2005 when the project was placed on the RTA ballot and indeed there was significant opposition to this particular project at that time.

4. There is a Significant Risk to Historic Buildings
Historic buildings represent the unique history and character of our neighborhood and region and should be preserved. Even if the Citizens Task Force recommends a future city policy to require preservation of facades of historic buildings that would be acquired and resold, we have little confidence, based on past practice, that the City of Tucson and RTA will follow through if such a policy would make property harder to sell or result in lower selling prices. Insensitive projects in West University Neighborhood have raised concerns that development incompatible with neighborhood stability and owner-occupancy would be permitted on Broadway if historic buildings are lost.

There is also the real possibility of the loss of historic designation for surrounding neighborhoods if sufficient numbers of contributing or contributing-eligible historic buildings are lost.

5. The Sense of Place of Broadway as a Destination is at Risk
Stakeholders and the Citizens Task Force have received no assurances and no concrete plans have been presented to retain or increase the type of small locally owned businesses that exist currently. These businesses provide human scale services, entertainment, and dining. Zoning has already been granted to allow Brake Masters to replace residences with a large new shop on

the northeast corner of Broadway and Campbell. More disturbing is the nature of the new developments on the south side of Broadway with new chain stores such as Sonic, Family Dollar, and Office Max. These are not the type of businesses that attract cyclists, pedestrians, or transit riders to the area, nor do they it enrich neighborhoods. The unique nature of the Broadway corridor is at risk.

Without a sense of place, there will be no pedestrians, and cyclists or transit riders will merely "pass through". At best, Broadway could become a throughway with beautiful bike facilities and sidewalks that no one uses.

6. The Area's Economic Vitality is at Risk

We fear losing many of the small, locally owned businesses that currently thrive in this area. These businesses will do even better when uncertainty about the Broadway Project is alleviated and vacant buildings are sold and restored.

No good examples have been provided to stakeholders of the kinds of development that could occur in shallow remnant lots that would result from the current design options. Speedway has been suggested as an example of how a wider Broadway could look! However, very few pedestrians and cyclists use Speedway; it lacks the vibrancy and unique character of the "Sunshine Mile." Overwhelming evidence suggests that widening roads is counterproductive to economic growth and neighborhood development, in the short-term, and in the long-term.

7. Transit

While we would welcome transit improvements, they must not damage the historic built environment or existing businesses, which support transit viability.

8. Other Issues

There are many other issues that are not adequately considered in the current design plan. These include the effects on walkability, mass transit usage, pedestrian safety, and the effect on two large senior citizen communities within the project area, to name a few.

44

Josh Weaver

From: jay vosk <jvosk@cox.net>
Sent: Thursday, March 05, 2015 9:43 AM
To: broadway@tucsonaz.gov
Subject: Broadway Widening

Dear Task Force and Design Team:

I urge you to reject the current Broadway Alignment design. It does not reflect the overall conscientious of opinions which overwhelmingly support keeping the width at 96 feet. The current alignment destroys several contributing historic properties. In so doing, this will greatly impact the historic designation and threaten the very existence of our neighborhood of Rincon Heights. The cost of acquiring properties and the unnecessary widening can be put to better use by filling potholes and resurfacing exiting roads. Save our homes! Save Tucson taxpayer dollars!

45

Josh Weaver

From: David Lawrence <davidlawrence1750@gmail.com>
Sent: Thursday, March 05, 2015 9:50 AM
To: broadway@tucsonaz.gov
Subject: broadway widening proposal

To the Citizen's Task Force and the Project Team

I live at 1330 E 14th St on the corner of Highland and 14th St. For years I have travelled the route from my house to the El Con Mall via Broadway. I do this nearly every day, often two or three times per day and at various hours of the day, including at rush hour.
I have rarely encountered any delay, major or minor, other than the normal stopping for traffic lights. I cannot recall a time when the traffic light at Kino and Broadway went through more than one cycle while I waited. The same applies to the route from Kino to Country Club. Bus turnouts would be very helpful for traffic in the right lane.

When compared to traffic on Campbell, especially the intersection at Grant, Broadway is a breeze.

I am opposed to the current plan to widen Broadway. It is not that I am against change of any sort but this seems to me completely wrong headed and a waste of tax dollars and resources. I would rather see a more modest improvement to this section of roadway that would not include the destruction of properties on the north side of Broadway.

Why must we proceed with a very old plan that comes from a different era of the city and a very different time? Please reconsider this proposal.

Sincerely,

David Lawrence
1330 E 14th St
Tucson, AZ 85719

520 647 9519

46

Josh Weaver

From: Jean M Davies <jeanmdavies@cox.net>
Sent: Thursday, March 05, 2015 10:07 AM
To: broadway@tucsonaz.gov
Subject: Objection to project

I feel strongly that you should extend deadlines for comments now that you have revised the plans.
I completely object to the widening of Broadway that you are proposing. The projections have not come to fruition and the traffic does not warrant the expenditures of money that you are proposing. Whether you have the money or not, you are wasting it. Businesses that have been in existance for decades are being destroyed and there are other streets and sidewalks that badly need attention.
Please reconsider this project or at least put it off until a time when you are in fact in need of this widening. Planning for the future is great, but the future you are planning for is decades away if it ever comes.
Sincerely,
Jean Davies
110 Calle Resplandor
Tucson

47

Josh Weaver

From:	William Zaffer <sunsetlife43@gmail.com>
Sent:	Thursday, March 05, 2015 11:58 AM
To:	broadway@tucsonaz.gov
Subject:	Broadway improvement
Attachments:	Captain Porter talk 1.doc; conservation tips-jc revised.doc; Tucson jobs.rtf; A frame for living green.jpg

Hello:

I was sent an email to give input on Broadway.

I would hope we think of the future of light rail infrastructure along Broadway for years to come connecting to the light rail we already have which is improving our downtown. I vision a day when a light rail head all the way down to Wilmot south to Grant or Speedway to Stone and head back downtown. The reason being is we are going to add another 79 million to our country and we cannot think in the same terms of sprawl and more roads. It just is not sustainable and cities will just become further like LA which is insane. We have to Re-Imagine new concepts with many young people graduating from Sustainability Schools now. We must green our cities and Tucson could be a mecca for such ideas.

I hope you read what Captain Porter said at Arizona State's Sustainability School and the conservation tips attached. I also included a letter I sent on creating jobs for Tucson.

Live healthier and green,

--

Supporting Sustainable Lifestyle & Housing

Reduce, Recycle, Reuse, Re-Imagine

CAPTAIN WAYNE PORTER WITH DEPARTMENT OF DEFENSE

Our nation is really at an inflection point in history, right now. We're facing an increasingly uncertain and complex strategic environment that is characterized increasingly by the interdependence of markets, people, cultures, and ideologies, but also by the increasing global competition for finite resources, chief among them being food and developable soil to sustain the growth of the food, water, and sources of energy.

With 9 billion people and carrying capacity that is threatened, we must focus on Hope Opportunity, and Prosperity with a new model based on sustainability and empower young people

William Zaffer
7428 E. Calle Convidado
Tucson, Arizona 85715
520-307-6560

1/14/2015

I attended the bond meeting January 9th and heard some very important information, including the need for creating more jobs in Tucson.

I had an opportunity to present an idea, but found that one minute was not enough time, so I decided to communicate green economic ideas in writing. Living in Scottsdale allowed me to hear many speakers at Arizona State's Sustainability School which President Crow started in 2005 with the help from the Wrigley Family Trust. Thomas Friedman made a profound statement on the Charlie Rose show (PBS), his comment was "Green is no longer a 'fad' but a way to grow, build, design, manufacture, work and live … the smartest, most efficient, lowest cost way – when all the true costs are included – to do things – the defining measure of a country's economic standing – the currency of power."

We have an asset that is located in the heart of the downtown revitalization area namely, the Santa Cruz River. Our community could create a smaller version of San Antonio's River Walk or Austin's downtown recreational and commercial river improvements. Here are my suggestions on increasing our tax base and creating jobs, which are two statements I heard repeated many times during the bond meeting.

1. We create a corridor between Speedway and 22nd Street along the Santa Cruz Riverbed. Use with appropriate permits reclaimed water using state of the art low cost purification systems re-directed into the Santa Cruz Riverbed with a recycling system flowing back into the wash.
2. Re-plant Cottonwood trees along the corridor.
3. Require green architectural design, solar and other applications such as co-generation for energy.
4. Start organic farms for raising food in designated areas or on roof tops.
5. Create additional city parks and require new development to design harmony between the built environment and the natural environment.
6. Provide incentives to attract businesses and residential developments along the corridor. Make the corridor a place where people can work, recreate, walk, ride bicycles, and use the light rail.
7. Tucson could start a new sustainable zoning.
8. Encourage businesses to develop new innovative sustainable parks.
9. Support local businesses since money spent locally increases the tax base by 55%.
10. Entice a community bank or local credit union to provide small business loans. Encourage hiring local residents.
11. We could even attempt to have the first of its kind: an Environmental or Sustainability Museum.

Tucson could become and promote itself as a Green City and be part of the new green economic paradigm shift.

Hopefully, some of these ideas will help build a better tomorrow for Tucson. Should you wish to discuss any of these ideas, please contact me.

Respectfully,

William Zaffer

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Become a Good Steward of your Body, Mind, Spirit, and Planet?

Satellite data proves humans are effecting natural cycles due to population and pollution. We can be part of a graceful transition or a disaster recovery.' Let's have real discussions about population growth, pollution, sprawl, acidic air and oceans, and loss of nature. Ecologically minded steps WILL make the world a better place to live. The goods and services that nature provides form the foundation of all economic and human well-being. Young adults: Discover the healing power and knowledge of nature's cathedral. Think *Smarter* and *Shift* your behavior for an exciting transformation. We can collectively change the world and save $$$. Question our cultural, religious, and economic system which is dysfunctional indulgence.

Join us, be part of ushering in an Earth Friendly economy and cultural transformation. It starts not by faith or good luck, but by thoughtful actions. Be part of this enlightened convergence to a new Nature Capitalism narrative community model. We have to ask the right questions for change, and not just continue with the same beliefs and ideologies. Food for thought: Reduce, Recycle, Reuse, and Re-Imagine

1. **Start an organic garden in your backyard or any area or water harvest from the roof. Start an urban farm. Compost and abolish using fertilizers or pesticides that pollute our waterways causing cancer, fish diseases, and dead zones in our oceans. The basis of good health is to eat chemical free organic non GMO or locally grown foods more often. Eliminate eating fast food, which is the root causes for obesity, diabetes, heart problems, and increased health care costs. Also, research shows drinking two cans of sugary sodas a week can increase pancreatic cancer by 80%. Influence school administers to stop serving junk food, teach nutrition, and implement daily exercise classes. Teachers: lead the effort for a Green School Initiative. Don't be influenced by advertisements to eat junk food, even if the ads feature athletes or TV personalities. Read:** "Nature's Trust" by Mary Christina Wood, or DVD "Food Inc."
2. **A resilient future means better planning eliminating subsides for reckless sprawl and encouraging infill (renovate a home in town). Otherwise, major cities will use the area of 2 Texas's within thirty years if overpopulation and sprawl are not reversed. The outcome will be more valuable lost habitats for plants, wildlife, farms, wetlands, forests (that absorb harmful carbon), lost contact with the symphony of nature, loss of the night sky, creation of heat island effects, and more taxes for maintaining congested roads. We must integrate in cities healthy design policies and Green cluster zones. Live closer in town and utilize public transport such as buses, street cars, light rail or bike & walk and socialize. Renovate a home.**
3. **Help reverse POLLUTION. A carbon tax on fossil fuels, similar to British Columbia, could help lower taxes for individuals and corporations. Pension Funds and colleges: Disinvest in fossil fuels. Say no to Tar Sands. Someday buy an electric car that uses home or charge stations. Learn about hydrogen fuel cells, wave energy, bio-mass materials, nano fuel cells, ultra-lightweight super capacitors, geothermal, solar, fusion, and wind. Don't listen to nay sayers or politicians bought off by $$.** Read "Ecology Commerce"
4. **By incorporating bio-nature mimicry - we can create new products and zero waste or pollution. Use a clothes line instead of a dryer whenever possible. Use cloth rags vs. paper towels. Buy post-consumer or other green paper supplies. Avoid drive thru's that pollute our air while waiting for orders. Use LED lights that use 85% less electricity plus last for 20 years. Shut off lights when not in use.** Constantly improve
5. **World population increases by 1 million every four days or 90 million a year. Overpopulation causes more poverty, crime, social costs, injustice, or wars over depleted resources. Globalization and innovations in technology are permanently eliminating jobs and the ability to support a large family. (0, 1, or 2)**
7. **Try eating Vegan a few days a week to help cleanse your body. Avoid palm oil and too much meat is proven to aid in colon cancer, obesity. Both cause the destruction rainforests for more cattle ranches and farms for palm trees which influence climate change, flooding, and loss of huge habitats and species.**
8. **Use non-toxic cleaning products, aromatherapy cosmetics, and hygiene products that can help decrease cancer, asthma, and early puberty that is occurring with young girls. Buy more items in glass vs plastics.**
9. **Shop with local companies which circulates 55% of dollars spent back into our local economies, compared to 15% with national companies such as Walmart's paying low wages and supporting slave labor abroad. We need Community Banks. When given a choice, support our economy by buying American made products. Just a 1% increase in buying US made products will create 200,000 new jobs. Demand to overrule Citizen's United and have elections with no negative or radio ads, public financing of elections with vouchers or other ideas. Norway has such a system and 85% vote. Consider** Green **Party**
10. **Reduce consumption of non-biodegradable products. Reuse products made from post- consumer or hemp materials. Use string or cloth bags when shopping versus oil made plastic bags or water bottles that litter our oceans and effecting our brain and immune systems. Use refillable stainless steel water bottles, reusable coffee or smoothie mugs. Don't use chop sticks. Pick up 2-3 recyclables a day.**

Make ten copies and give to friends **Printed on 100% post-consumer paper**

IT'S TIME
FOR NEW
BEGINNINGS
START LIVING
ENVIRONMENTALLY

Josh Weaver (48)

From: Richard Jones <joneslaw@cox.net>
Sent: Thursday, March 05, 2015 2:12 PM
Subject: Broadway widening - an idea whose time has passed.

Perhaps, years ago, it made some sense to expand Broadway in the manner now proposed by RTA. Whether or not that public need ever really existed, there is no doubt it does not exist now. And any remnants of that need is dwarfed by the harm that will be caused by this unnecessary road widening. The RTA proposal will make Rincon Heights a much less desirable neighborhood, will ruin the architectural coherency of the Broadway corridor, and will kill off many very desirable locally owned
businesses. In exchange, we will have an airport runway size open
wound funneling even more traffic into the bottleneck at the west end of Broadway. Aside from the harm to the neighborhood and businesses, these superwide roads encourage more traffic, and as such, eventually defeat their own goal of improving traffic efficiency. And as city traffic reports show, the superwide intersections are ground zero for red light
violations and traffic accidents. We should avoid all these negatives
and simply repair and beautify the corridor as it now exists. Rick Jones.

Josh Weaver (49)

From: Diana Rhoades <dianar@strategies360.com>
Sent: Thursday, March 05, 2015 3:01 PM
To: broadway@tucsonaz.gov
Subject: Broadway: Born Modern!

Thank you for the opportunity to comment. I heard there was another alignment that was narrower. I would love to see that alignment, too. I remain supportive of a much more narrow roadway. I'm glad it went from 8 lanes to six. But six is still too many. Even though some people want it to be a cross town freeway, it's not. It's a business district.

I understand the alignment needs to be wider in order to qualify for RTA and County funds. But it can't look like it does from Country Club to the east. It's not the same. This is an urban corridor, with ever-more expansion of biking and walking to and from the U of A. Those connections need to remain strong.

Marketing and branding this corridor as the Sunshine Mile and Broadway: Born Modern! Is brilliant. Keep that as the theme as you move forward to make decisions that help keep traffic flowing, but allow for businesses to thrive and pedestrians and bicyclists and transit users to be able to enjoy walking and biking and sitting outside at restaurants.

Tucson Modernism Week has been a great event to help understand what this corridor COULD offer to Tucson. Once you see the images of the before and after on the buildings, you understand what they once were, and what they could be. It could be magnificent.

I have driven on this road at different times of day, and the only time it is ever backed up is during the 5 p.m. rush hour. I think that could be improved not by increasing the speed limit but by working on the synchronization of lights. The speed limit needs to be the same, but synchronized, through the business district. A 30 mph speed limit starting at Country Club and extending all the way West to Euclid, where it drops to 25, makes sense. It would help businesses at Country Club and Broadway, because it's nearly impossible to sit outside at those restaurants due to the sound of the speeding traffic. So loud.

Is this area included in the City's economic incentives package? Could there be a way to legally expand the Rio Nuevo TIF district to capitalize on some funds for businesses? It doesn't make sense to tear down businesses that contribute to the TIF district. Let's give them incentives to invest – both from the City and Rio Nuevo.

A critical piece to this corridor is what happens at Euclid and Broadway. That area was built in a different time, when there was going to be a freeway extension. But doing the same thing to Broadway now that we know there is no freeway doesn't make sense. Two wrongs don't make a right.

Diana Rhoades
1011 S 4th Avenue
Tucson, AZ 85701

Josh Weaver (50)

From: Madeleine deBlois <madeleine.deblois@gmail.com>
Sent: Thursday, March 05, 2015 4:01 PM
To: broadway@tucsonaz.gov; Mayor1@tucson.gov
Subject: Broadway comment

Dear Mayor Rothschild and the Citizens Task Force,

Having just reviewed the proposed alignment for Broadway, I have several comments to make. Dividing medians suggest that Broadway is not a neighborhood road, but a highway. I believe that is precisely the wrong message to be sending about this area. Tucson needs to double down on it's commitment to a vital urban core – and while I applaud the consideration for sidewalks and bike lanes on Broadway, this is not achieved by making it harder to cross local streets and detouring people on foot, people on bicycles, and people in cars further out of their way in order to arrive at their residence or other destination. Let's find different ways to make the road safer.

Road diets (http://www.citylab.com/design/2014/09/so-what-exactly-is-a-road-diet/379975/) are widely considered one of the wisest approaches to street design in a modern era – I am confident that your proposed alignment – a road binge as opposed to a road diet -- will make this historic, vital Tucson corridor LESS hospitable to vulnerable road users and will destroy any remaining sense of a vibrant commercial district that is readily accessible. Broadway currently boasts some of Tucson's most charming shops and restaurants, and is a critical corridor connecting eastern parts of the city to the increasingly popular downtown hub. We ought to strive to build a vibrant commercial district, that encourages peoples to stop by a shop on a whim because they were driving by, not build a highway that is designed to just shuttle them through the corridor, too many lanes away to see the shops or be able to make a turn. Smaller roads build community and invite all modes of transportation. Let's build this community, not destroy it.

Thank you,

Madeleine deBlois

51

Josh Weaver

From: MARK S HOMAN <mbhoman@msn.com>
Sent: Thursday, March 05, 2015 5:33 PM
To: broadway@tucsonaz.gov
Subject: Alignment is Destructive

Thank you for inviting comment on the latest alignment draft. I strongly object to the design for many reasons. Among them are:

- the alignment turns a deaf ear to consistent citizen input at 4 public hearings and elsewhere that expressed a strong emphasis on keeping the roadway as narrow as possible; preserving all historic and historically contributing properties; strengthening the area as a destination/promoting a sense of place; protecting current local businesses and enhancing the business environment, and it did not adhere to Citizen Task Force recommendations approved by Mayor and Council;
- the alignment unnecessarily threatens the Rincon Heights Historic District and destabilizes the neighborhood (project manager knows well that you just cannot redraw district boundary lines);
- no creative attention to matters of parking and access;
- medians that threaten historic districts run counter to City policy, they are unnecessary, and they close off entry to Broadway heading east out of the neighborhood;
- wide lanes increase speed and careless driving, thereby reducing safety - the designers seem not to know of current research showing that more narrow lanes are much safer;
- since 1998 steadily declining traffic numbers on Broadway (and Speedway, and 6th and 22nd) mirror what is happening nationally, with numbers having peaked in 2004, making a wide road unnecessary;
- there is no price tag on the alignment, and given earlier estimates there is no way that the City can afford to do this design - remaining money from RTA and County is way below what this would cost;
- we should be spending our money on fixing our shabby streets and filling potholes, not wasting it destroying an area;
- many businesses are harmed or eliminated altogether, and what happens to businesses on the north side of the road has a profound impact on businesses on the south side of the road as well;
- the economic asset of "uniqueness" is ignored and mid modern and other unique elements are irreparably harmed (See Visit Tucson market analysis regarding what brings dollars to Tucson);
- a design like this would brand Tucson a town with mediocre talent, mired in outmoded thinking, leaving us way behind other cities who are able to use exciting, creative approaches to transportation and place making, showing young professionals and cutting edge companies that Tucson is not where you want to be; and
- the alignment is far, far removed from principles of context sensitive planning - it is a cookie cutter approach to a challenging issues, with almost no custom treatment, which address different conditions (read: contexts) along the route.

There are more problems with the design, but I think you get the point.

On the other hand we DO have a remarkable opportunity to do this right - confirming our sense of place; enhancing a vibrant, local business economy; promoting our uniqueness; respecting our history; vitalizing our

neighborhoods; using context sensitive design, and branding Tucson as a progressive, creative place where people have a high quality of life.

What we do here will last for generations. You will be leaving a legacy. What will that legacy be? We can do it well. Please do.

Thank you for your hard work.

Mark S. Homan

S2

Josh Weaver

From: Richard Roati <rjroati@hotmail.com>
Sent: Friday, March 06, 2015 7:36 AM
To: broadway@tucsonaz.gov; cityclerk@tucsonaz.gov; mayor1@tucsonaz.gov
Subject: Please Stop The Rush to Judgment on Broadway

Dear Broadway Citizens Task Force, the Tucson City Council, and the Tucson City Mayor,
On Friday, February 20 at 4:47 PM, the City of Tucson released a staff-recommended 6-Lane Broadway Alignment map. Despite more than two years of meetings and several public hearings, during which Tucson citizens requested the development of a Broadway map that met the needs of the city, I find it incredible that the short amount of time given for public comment on this important map does not include a public hearing. It has been stated that public comment will not be accepted after March 11, more than one week before the next scheduled meeting of the Citizens Task Force on March 19.

Indeed, at meeting after meeting during the past two years, the citizens of Tucson have stated that they would like Broadway to be made as narrow as possible in a design that will meet the real traffic counts of the street going forward, preserving as much of the many important businesses, historic buildings, and sense of place that Broadway provides. Despite this, the February 20 map depicts a roadway that is 125 or more feet in width, and which destroys more than 37 historic buildings, and many viable businesses. This extreme width is unnecessary and destructive to the people who live and work on Broadway, and it adds unnecessary costs of purchasing buildings and demolishing them to the project. In these days of tight budgets, we cannot afford to see the City of Tucson waste millions of taxpayer dollars on a design that is destructive to our City, when better alternatives are available.

We understand that the city has designed an alternative map called the Narrow Option. We call on the city to release a fully formed map showing the Narrow Option so that citizens can see the difference for themselves between the two designs.

Moreover, it is difficult to understand fully all the implications of a roadway map on a small screen. We call on the city to provide detailed maps, showing both the wide and the narrow option, in a public hearing, as has been done in the past, where the public can see the details of each option, while asking questions of their city employees. If the narrow option map is fully formed by the CTF meeting on March 19, then this public hearing could be held then.
We call on the city to extend the period of public comment to two weeks after this public meeting is held.

In summary, the current "Wide Option" map is unnecessarily expensive, destructive, and unhelpful to bringing about the Broadway that the City of Tucson needs for the 21st century. Please provide the Narrow Option map that the public has been asking for since the process started. Please allow both maps to be viewed in a public hearing, and extend the public comment period two weeks past this meeting. The current plan is a rush to judgment for a destructive design. The citizens of Tucson deserve better. Thank you for helping to create a Broadway that is safe, historic, thriving, and beautiful, and which reflects the needs of the people of Tucson.

Sincerely,
Richard Roati
2833 East Arroyo Chico
RJRoati@hotmail.com

53

Josh Weaver

From: Steve Franks <bahamasfranks@gmail.com>
Sent: Friday, March 06, 2015 10:20 AM
To: broadway@tucsonaz.gov
Subject: 125' crosswidth unacceptable

To whom it may concern,

As a ward2 resident who frequently accesses downtown via Broadway, I see no point in the needless demolition of any structures along this historic stretch, nor for an enlargement of the roadway from it's present state. While I frequently travel by bike and would like to see improved bike lanes, what we really need are potholes filled, not a giant new make-work project to eat up our taxes and reduce the number of local businesses in the area. Can you not see that the revitalization of downtown came with the streetcar & biking and walking infrastructure, not more car or "car/transit" lanes!

This is making a mess and a waste of money that will not improve the tax base of buisnesses or the overall happiness of the citizens in this area. I highly recommend considering a crosswidth identical to the current one; if you *can't acess the funding* at the current width, then THIS IS NOT SOMETHING TUCSON NEEDS. PLEASE SPEND MY MONEY SOMEWHERE MORE PRODUCTIVE. WE ARE NOT L.A.

Regards,
Steve

Steve Franks, EE
General Manager,
LaPalma Devices, LLC
500 N. Bahamas Dr.
Tucson, AZ 85710

54

Josh Weaver

From: Gary Patch <standuptall@gmail.com>
Sent: Friday, March 06, 2015 1:46 PM
To: broadway@tucsonaz.gov; cityclerk@tucsonaz.gov; Mayor1@tucson.gov
Cc: mgarcia@vcu.edu
Subject: Broadway Corridor

To Mayor Jonathan Rothschild, Tucson City Clerk, Broadway Citizens Taskforce,

As a longtime resident [30 years] and designer working in Tucson, I must oppose and object to the current plans for the Broadway Corridor.

This could easily be designed with people, pedestrians, bikes and mass transit in mind.

Why must the City of Tucson keep kowtowing to the car?
Why does the City of Tucson insist on destroying its old, historic neighborhoods and buildings?
Why does the City of Tucson oppose character and quality in the face of rampant growth?
Why does the City of Tucson think this wider, uglier, car centric Broadway will enhance our quality of life?

This is antiquated and stale thinking.

Please build us a city that is vital, that puts people above the automobile, creates walkable, livable zones and communities.
I drive Broadway everyday and I NEVER have to wait but a few minutes at any intersection.
Leave it alone or improve it with more bike lanes, better sidewalks and respect for the past.

DO NOT WIDEN THE BROADWAY CORRIDOR.

Thank You,

Gary Patch

Josh Weaver

55

From: Naja McKenzie <najamck@gmail.com>
Sent: Friday, March 06, 2015 2:55 PM
To: broadway@tucsonaz.gov
Subject: Against this thing, and not because of NIMBY

For the past year or so, I have been driving a lot in the city and I have paid with my car suspension.
There is so much that needs to be fixed in the way of potholes in existing streets, that taking on this expensive and unnecessary project makes zero sense.
I am sure it would be lovely and I like the bike lane idea, but please! fix our streets instead!!

Naja McKenzie
2917 E Manchester St
85716

PS Please, tell Major that I am the woman who signed his nominating petition in my PJs.

56

Josh Weaver

From: pwalters7391@cox.net
Sent: Friday, March 06, 2015 9:07 PM
To: broadway@tucsonaz.gov
Subject: Broadway Corridor Plan

To Whom It May Concern:

As a concerned resident of Tucson, I urge you to consider the following in planning the changes to Broadway Blvd..

- Create a narrow alignment such that neighborhoods are protected.
- Rather than tearing down buildings to, unnecessarily, add a lane (and wasting taxpayers' money), eliminate potholes instead. Vehicle repair necessitated by contact with the potholes can be very expensive.

- Please don't waste taxpayers' money destroying neighborhoods in carrying out this project.

Widening Broadway will not improve it. The results will be quite the opposite in terms of destroying neighborhoods, eliminating businesses, etc..

Your consideration of the above concerns in planning this project will be greatly appreciated.

Sincerely,

Patti Walters
Tucson

We need Broadway as a thriving destination.
Give us a narrow alignment that protects our neighborhoods instead of destroying them.
Give us a smart, vibrant Broadway, not a dead zone.
Eliminate potholes not businesses.
Make Broadway better NOT just wider.
Don't waste my tax dollars destroying neighborhoods.
This wide road is more dangerous and ruins Broadway. You can do better.
We can make Broadway better, more vibrant if we are smart. No wide road.

Josh Weaver (57)

From: Marilyn Russell <mrussell@dakotacom.net>
Sent: Saturday, March 07, 2015 10:41 AM
To: broadway@tucsonaz.gov
Subject: Broadway Blvd. DOES NOT NEED TO BE WIDENED!!!

Saturday March 7, 2015

To: Broadway Citizens Task Force;

Broadway Blvd. DOES NOT NEED TO BE WIDENED!?!?! When Tucson citizens voted to widen it several years ago they did NOT HAVE A CRYSTAL BALL!! They were GUESSING traffic would warrant widening! But traffic studies today show this did NOT COME TRUE!!!

I drive Broadway Blvd. from Country Club Road to Tucson Blvd. during rush hour FIVE MORNINGS PER WEEK!!! If I do have to wait at a traffic signal it is for only ONE...rarely do I have to wait for a second signal!!! The low traffic volume does not justify disrupting established businesses! That money is badly needed to repair our existing and deteriorating roads!!

I agree with Councilman Kozachik. Listen to his advise!!

Come on! Do a Reality Check!!

Marilyn Russell
Miramonte Neighborhood

58

Josh Weaver

From: karen greene <kgreene5050@yahoo.com>
Sent: Saturday, March 07, 2015 3:45 PM
To: broadway@tucsonaz.gov; cityclerk@tucsonaz.gov
Subject: Mayor and Council - Broadway alignment

Dear Mayor, Council Members and Broadway Citizens Task Force,

I am deeply concerned about the alignment that has been presented for the Broadway road project. As someone who has been involved in the Downtown Links project for many year, I know that there are creative solutions that can be found. We were once told it would not be possible to save both the Steinfeld and Citizen's Warehouses. With some creativity, city staff were able to "thread the needle" and save both buildings while putting the roadway in a better location. I strongly believe the same could be done on Broadway. I want Tucson to be a leader in terms of creating a transportation system that is bike, pedestrian and neighborhood friendly. The alignment as presented is none of these, plus doesn't take into account many of the comments and suggestions made by the people who live and use these streets the most. I know that there are creative solutions to be found that are better than the alignment presented. Please let Tucson be a forward, not backward looking city and work on a better Broadway.

Karen Greene
Dunbar Spring Neighborhood Resident
kgreene5050@yahoo.com

59

Josh Weaver

From: Mr Fletcher Strickler <fstrickler@comcast.net>
Sent: Sunday, March 08, 2015 9:19 AM
To: broadway@tucsonaz.gov
Subject: Broadway remediation

The proposed behemoh widening of Broadway is ridiculous.

There is another proposal that is more modest. It needs further airing and discussion.

Fletcher Strickler
fstrickler@comcast.nry

60

Josh Weaver

From: Michelle Livingston <michelleleelivingston5@gmail.com>
Sent: Sunday, March 08, 2015 10:56 AM
To: broadway@tucsonaz.gov
Subject: No destructive widening of Broadway!

Dear Citizens Task Force and the Project Team:

RE: Broadway Project.

This project affects all of us in our community and sets the direction for transportation decisions for years to come. The proposed alignment would wipe out at least 37 businesses and homes, including most of the structures on the north side of Broadway between Campbell and Park! This threatens the Rincon Heights Historic District. We can significantly and creatively improve Broadway without this kind of destructive widening, wasting tens of millions of dollars, decreasing support for transit and other forms of travel. An entire small business sector will be affected. Why we don't want to destructively widen Broadway:

- We need Broadway as a thriving destination.
- Give us a narrow alignment that protects our neighborhoods instead of destroying them.
- Give us a smart, vibrant Broadway, not a dead zone.
- Eliminate potholes not businesses.
- Make Broadway better NOT just wider.
- Don't waste my tax dollars destroying neighborhoods.
- This wide road is more dangerous and ruins Broadway. You can do better.
- We can make Broadway better, more vibrant if we are smart. No wide road.

Thank you for supporting projects that HELP local business and don't waste taxpayer dollars on destructive 'improvements."

Best,
Michelle Livingston, MBA

61

Josh Weaver

From: trudymills@cox.net
Sent: Sunday, March 08, 2015 11:59 AM
To: broadway@tucsonaz.gov
Subject: widening

Dear Task Force members,
I hope you will work to keep Broadway as narrow as possible. I know some folks think they have scored a victory by limiting Broadway to 6 lanes...but if the road becomes really wide, it is not a true victory. There are so many reasons to keep Broadway narrow: saving money on asphalt, saving the planet from too much asphalt, saving local businesses, demonstrating that Tucson is indeed a progressive city with its eye on the future. I am not sure why the desire to widen the road and destroy local businesses even exists. Who benefits from that other than road construction companies and those property owners (possibly into flipping property) who want the City of Tucson to waste money to buy them out?
Thank you,
Trudy Mills

62

Josh Weaver

From: Bob Jacobson <bluefire@well.com>
Sent: Sunday, March 08, 2015 12:13 PM
To: Jonathan.Rothschild; ward1@tucsonaz.gov; ward2@tucsonaz.gov; Ward3 @tucsonaz.gov; ward4@tucsonaz.gov; ward5@tucsonaz.gov; Regina.Romero@tucsonaz.gov; Karin.Uhlich@tucsonaz.gov; Paul.Cunningham@tucsonaz.gov; Shirley.Scott@tucsonaz.gov; Richard.Fimbres@tucsonaz.gov; Steve.Kozachik@tucsonaz.gov
Cc: broadway@tucsonaz.gov
Subject: OPPOSE Reckless Alteration of Broadway

Dear Mayor Rothschild and Council Members,

I'm writing to request, when the vote goes down March 11, that you OPPOSE recklessly altering Broadway for no good reason.

The City Staff recommendation is incredibly one-dimensional, a flaw well called out in the persuasive critique offered by the Broadway Coalition. By reducing every QOL parameter to an externality, City Staff basically turn Tucson from a habitat where people live and work to a place where cars drive…period.

If this alteration were to take place, combined with all the other brutalities that Tucson's urban environment has suffered at the hands of "experts," it would signal the end of Tucson as a community and its future status as a latticework of asphalt connections between one parking place and another. You should prevent this kludge.

I have an inkling that the planners who have proposed the alteration are basically traffic engineers. It's well-known among planners that when traffic engineers are in charge, you can kiss beneficial city planning goodbye. My PhD, btw, is in urban planning from UCLA. My inkling is well-informed. Please don't let it become reality.

Respectfully,

Bob Jacobson

Robert Jacobson, Ph.D.
Bluefire Consulting
Urban & Regional Innovation Platforms
Tucson, Arizona & The World

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Mobile: +1 520-370-1259
Sverige: 040 692 84 84 (fri till USA)

Skype: bob.jacobson (with a dot)
Twitter: @Robert_Jacobson
Email: bluefire@well.com

63

Josh Weaver

From: Anne Coburn <anne.coburn@heitzmangroup.com>
Sent: Sunday, March 08, 2015 1:20 PM
To: broadway@tucsonaz.gov
Subject: Broadway

Greetings,

I am very concerned about the proposed widening of Broadway that will destroy neighborhoods and wipe out businesses. How does that make ANY sense? Please consider a narrow alignment that protects neighborhoods instead of destroying them. We need to make Broadway better – not just wider! Where will all of the businesses you want to destroy relocate? I don't want my tax $$ spent on such destruction. I have no doubt that you can find ways to make Broadway better without actually going through with this ridiculous plan. Please reconsider – I know you can do better.

Thank you,

Anne Coburn
412 S. Country Club Rd.
Tucson, AZ 85716

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Josh Weaver

From: Steve Romaniello <sromaniello@stephenromaniello.com>
Sent: Sunday, March 08, 2015 1:26 PM
To: broadway@tucsonaz.gov
Subject: Broadway

Dear TDT
Your current proposed plan for Broadway is an economic and aesthetic disaster. Please think outside the box for a change and revise your plan and above all stop ignoring public input.
Sincerely
Steve Romaniello

65

Josh Weaver

From:	Tabili, Laura - (tabili) <tabili@email.arizona.edu>
Sent:	Sunday, March 08, 2015 2:19 PM
To:	broadway@tucsonaz.gov
Cc:	Jonathan.Rothschild@tucsonaz.gov; mayor1@tucsonaz.gov; ward1@tucsonaz.gov; ward2@tucsonaz.gov; Ward3@tucsonaz.gov; ward4@tucsonaz.gov; ward5 @tucsonaz.gov; Regina.Romero@tucsonaz.gov; Karin.Uhlich@tucsonaz.gov; Paul.Cunningham@tucsonaz.gov; Shirley.Scott@tucsonaz.gov; Richard.Fimbres@tucsonaz.gov; Steve.Kozachik@tucsonaz.gov
Subject:	REJECT THE BROADWAY ALIGNMENT!
Attachments:	Acquisition Costs 2014.pdf; TrafficCountsGraphs.jpeg

REJECT THE BROADWAY ALIGNMENT!

The Broadway Citizens Task Force and Tucson's Mayor & Council must reject the excessively wide and destructive staff-generated Broadway Alignment posted on February 20, 2015.

This alignment is an insult to the Citizens Task Force, who put in many grueling hours in good faith, and consistently directed the Design Team to:

--narrow the roadway to minimize impacts to the historic streetscape, parking and neighborhoods; --preserve the Sunshine Mile's sense of place; --ensure safety for all transportation modes; --encourage business; and --use innovative design.

This alignment defies direction from the Mayor & Council to minimize the right-of-way, keeping it under 96 feet, and to flex and narrow it where necessary to preserve the historic built environment and the Sunshine Mile Business District.

This alignment disregards and disrespects the hundreds of stakeholders who attended the four public meetings, and overwhelmingly ranked Historic Preservation above all other roadway elements.

A COSTLY BOONDOGGLE

While the accompanying "report" lacks any budget, this alignment is sure to go tens of millions of dollars over budget, as analyzed in the Design Team's own Acquisition Costs document of September 2014. (attached) Cost overruns will be borne by City of Tucson taxpayers, to the detriment of other community priorities, such fixing potholes on existing streets.(see Acquisition Costs document attached)

BIKE & PEDESTRIAN HOSTILE

This alignment will worsen the pedestrian and bicycle environment, which is already extremely poor, by creating needlessly wide lanes down which motorists will speed, while removing homes and businesses from the edges. See http://www.citylab.com/design/2014/10/why-12-foot-traffic-lanes-are-disastrous-for-safety-and-must-be-replaced-now/381117/

UNNECESSARY

Adding lanes to Broadway is unnecessary, as traffic projected in 1987 has never materialized, and the latest figures show it has been falling for at least 10 years, consistent with national trends. (see Traffic Counts attached)

NO MEDIANS

This alignment breaches Tucson's Major Streets & Routes Plan, which states, (p.20): "Landscaped medians shall be provided on routes of more than four through lanes, EXCEPT WHERE THE ROUTE PASSES TRHOUGH OR ADJACENT TO A HISTORIC AREA AND THE WIDTH OF THE ROADWAY WOULD INTRUDE ON THE CHARACTER OF HISTORIC STRUCTURES." Medians will worsen congestion by forcing motorists to double back, and they induce rear-end collisions because queued cars tail back into travel lanes.

BAD FOR CENTRAL TUCSON

Stripping the commercial buffer from the arterial, this alignment will undermine owner-occupancy, destabilizing adjacent historic neighborhoods. Destroying four continuous blocks of Contributing Properties, this alignment will severely damage Rincon Heights Historic District.

RISKS TRANSIT FUNDING

Demolishing National Register and Register-eligible properties can jeopardize Federal matching funds for improved transit, the ostensible "reason" for widening the street. See section 110k of the National Historic Preservation Act, reproduced below.

The Design Team needs to be sent back to the drawing board–or, preferably, replaced by a more competent team–to produce an alignment that will be a genuine improvement for our City. Broadway Coalition has produced an alternative alignment with an 86' footprint that would be a place to start.

As a community, we must decide whether to continue with a 20th-century development model that has brought our planet to the brink of destruction, or to become part of the solution. An up-to-date approach to Broadway would fit into the latter.

With all due respect,

Laura Tabili
116 N. Mountain Avenue
Tucson

Section 110 (k) National Historic Preservation Act

[16 U.S.C. 470h-2(k) — Anticipatory demolition]

(k) Each Federal agency shall ensure that the agency will not grant a loan, loan guarantee, permit, license, or other assistance to an applicant who, with intent to avoid the requirements of section 106 of this Act, has intentionally significantly adversely affected a historic property to which the grant would relate, or having legal power to prevent it, allowed such significant adverse effect to occur, unless the agency, after consultation with the Council, determines that circumstances justify granting such assistance despite the adverse effect created or permitted by the applicant.

Potential Acquisition Costs

Values shown are in millions

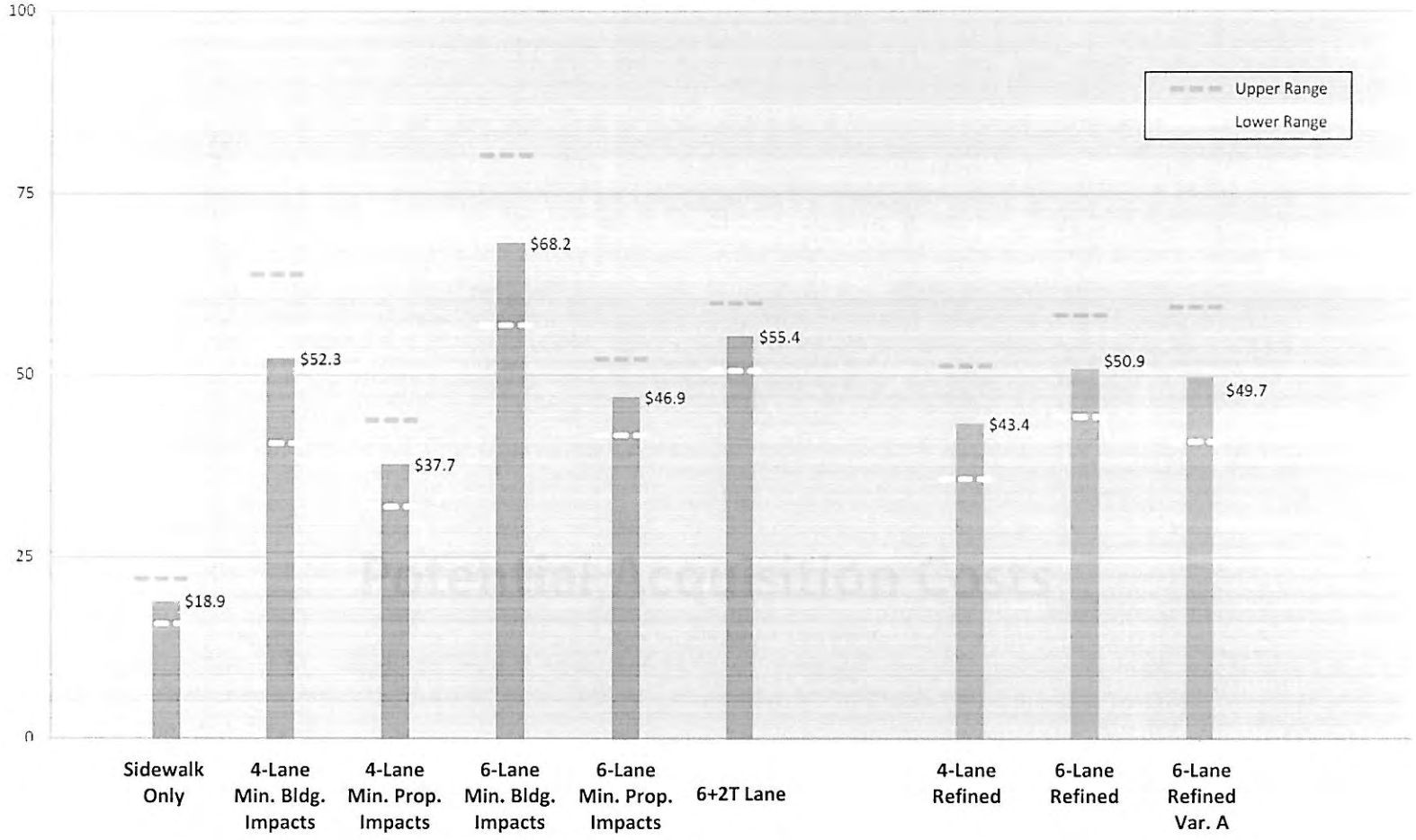
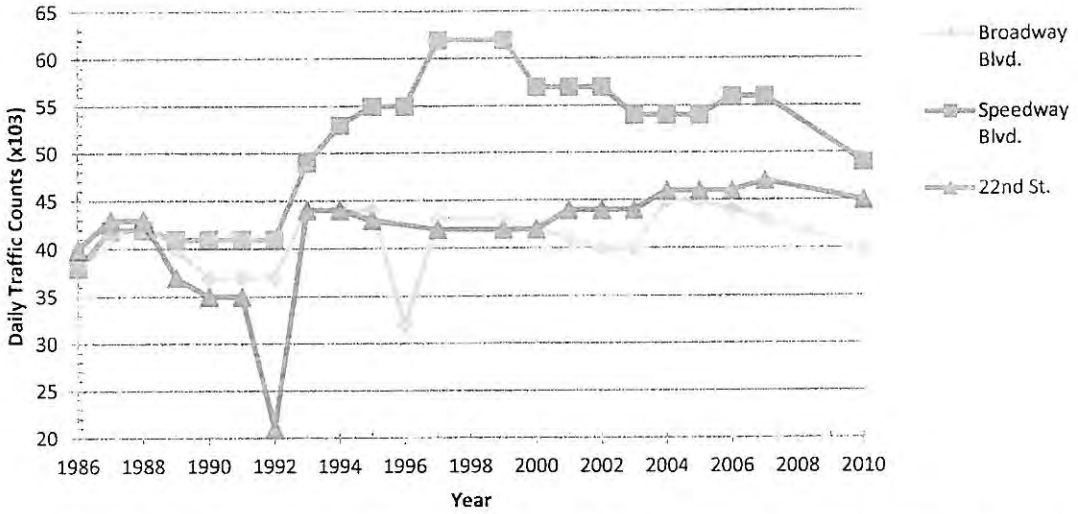


Figure 2 – Historic Volumes on East-West Arterials



Summary of Traffic Analysis - Broadway Corridor, Euclid Ave to Country Club Road. Aug. 30, 2012 p 3

PAG

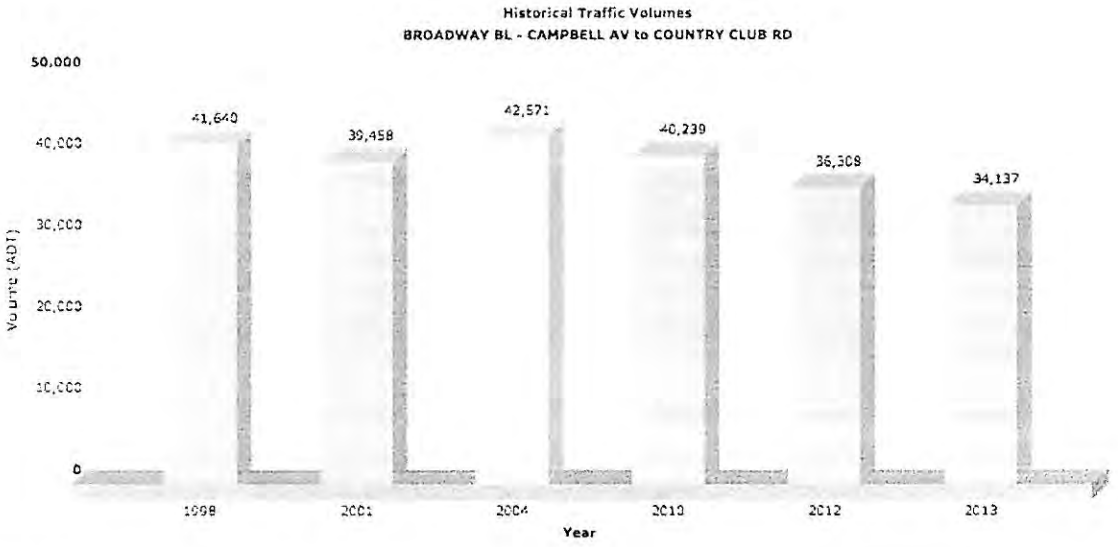
PAG Traffic Counts

Street BROADWAY BL

Location CAMPBELL AV to COUNTRY CLUB RD

Year 2013

Day 1 | Day 2 | 2 Day Average | Totals | Graph | Trend



Segment Counts | Intersection Counts | Turn Counts | Map

Contact Us

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Josh Weaver

From: mcgrubin@aol.com
Sent: Sunday, March 08, 2015 4:08 PM
To: broadway@tucsonaz.gov; Jonathan.Rothschild@tucsonaz.gov; mayor1@tucsonaz.gov; ward1@tucsonaz.gov; ward2@tucsonaz.gov; Ward3@tucsonaz.gov; ward4 @tucsonaz.gov; ward5@tucsonaz.gov; Regina.Romero@tucsonaz.gov; Karin.Uhlich@tucsonaz.gov; Paul.Cunningham@tucsonaz.gov; Shirley.Scott@tucsonaz.gov; Richard.Fimbres@tucsonaz.gov; Steve.Kozachik@tucsonaz.gov
Subject: Broadway

however no extra time was given for comments. Please write Mayor and Council and ask that more time be given to study this important possibility. Broadway needs fixing but we have waited almost 30 years, why should we make foolish mistakes. Why should we spend money we don't have and tear down historic buildings and businesses when another way is possible?

Email: broadway@tucsonaz.gov and the Mayor and Council (see addresses below)

Mail (must be postmarked by March 9, 2015):
Tucson Department of Transportation
201 N. Stone Ave, 6th Floor
Tucson, AZ 85701

I urge you to send comments to the Project Director and Citizens Task Force at: broadway@tucsonaz.com and/or to the Mayor & Council, since they will make the final decision:

Jonathan.Rothschild@tucsonaz.gov; mayor1@tucsonaz.gov; ward1@tucsonaz.gov; ward2@tucsonaz.gov; Ward3@tucsonaz.gov; ward4@tucsonaz.gov; ward5@tucsonaz.gov; Regina.Romero@tucsonaz.gov; Karin.Uhlich@tucsonaz.gov; Paul.Cunningham@tucsonaz.gov; Shirley.Scott@tucsonaz.gov; Richard.Fimbres@tucsonaz.gov; Steve.Kozachik@tucsonaz.gov

67

Josh Weaver

From: Sylvia Flores <sylvia_flores_legal@yahoo.com>
Sent: Sunday, March 08, 2015 4:34 PM
To: broadway@tucsonaz.gov
Cc: "city clerk"@tucsonaz.gov
Subject: Fw: Re: Broadway Coalition: CALL TO ACTION

--- On Thu, 3/5/15, Margot W Garcia <mgarcia@vcu.edu> wrote:

> From: Margot W Garcia <mgarcia@vcu.edu>
> Subject: Re: Broadway Coalition: CALL TO ACTION
> To: "Sylvia Flores" <sylvia_flores_legal@yahoo.com>
> Date: Thursday, March 5, 2015, 8:59 PM Sylvia,Thanks for the message.
> Can you also send it to broadway@tucsonaz.gov?
> so it will be registered with the Task Force? and/or send it to the
> city clerk city clerk@tucsonaz.gov and they will distribute it to all
> the council members.Margot Garcia On Thu, Mar 5, 2015 at 7:53 PM,
> Sylvia Flores <sylvia_flores_legal@yahoo.com>
> wrote:
> I vote
> that we keep it like it is and like you say, fix the potholes instead
> and save all those homes and businesses and church that have been
> there for years. Sylvia Flores
>
> ---
>
> On Wed, 3/4/15, Margot W Garcia <mgarcia@vcu.edu>
> wrote:
>
>
>
> Subject: Broadway Coalition: CALL TO ACTION
>
> To: azibby@msn.com,
> bonboutique@gmail.com,
> "chelsea Lucas" <Chelsea@sessionyoga.com>, clarence540@aol.com,
> Clb@waterwaysdph.com, croteau1@email.arizona.edu, "Danny Vinik"
> <danny@brink.com>, dobkindpm@yahoo.com, evonphotography@msn.com,
> "Frank and Ginny Soltys" <fsoltys@cox.net>, grangerambersol@yahoo.com,
> gretchenannjane@yahoo.com, josh@albertsautocare.com,
> kentstools@aol.com, Kgreene5050@yahoo.com, kristin@sessionyoga.com,
> lroberts@arroyoengineering.com, manamsiki@yahoo.com, mdburges@aol.com,
> mlk@msn.com, "Mona Deane" <Mona.Deane@cbre.com>, msgeo81az@yahoo.com,
> Patrick.f.morgan@jpmchase.com, permchoice_pnetz@yahoo.com,
> print1008@theupsstore.com, rgilacosta@farmersagent.com,
> robert.zocalo@gmail.com, "Russell Shumate" <RussellsRetro@gmail.com>,
> slimerote@yahoo.com, spanishcrs@aol.com, starrskates@gmail.com,

68

Josh Weaver

From: Clay Morgan <morganic@email.arizona.edu>
Sent: Sunday, March 08, 2015 7:05 PM
To: broadway@tucsonaz.gov
Subject: Opposed...

I'm writing to voice my opinion against the Broadway broadening. If the street is to be widened why not include the streetcar? This is a waste of money on a project based on projections for city growth that have not occurred. Traffic on Broadway between Euclid and Alvernon is no more horrendous than any other major street in Tucson at the wrong time of the day. Ultimately traffic will bottleneck going into downtown and cause problems anyway. Lets be wise with our transit money, it is crucial infrastructure, and this project just isn't called for.

Josh Weaver

(69)

From: John Snavely <clarihoo@yahoo.com>
Sent: Sunday, March 08, 2015 7:26 PM
To: broadway@tucsonaz.gov
Subject: Widening of Broadway

Dear Mayor and Council of Tucson,

I am a long time native of Tucson. In making your plans for widening Broadway, please consider the following:

In the 1950's and 1960's I recall many makeovers of Speedway Blvd. 1st, the street was widened and medians were put in with landscaping and palm trees. Then the medians were taken out. Then they were put back in again, to be taken out and put back in once more. Even with all of these shenanigans, Businesses remained and were not torn down. If it is possible to somehow make this Broadway widening happen without tearing down businesses I strongly urge that option.

Sincerely,

John Snavely, Doctor Of Musical Arts, member of the Tucson Symphony, Opening Minds Through The Arts founder and teacher in TUSD, musical director of Sonora Winds and Green Valley Concert Band

70

Josh Weaver

From: Linda Ray <lindaray64@gmail.com>
Sent: Sunday, March 08, 2015 8:13 PM
To: broadway@tucsonaz.gov
Subject: Please delay the Broadway expansion project

The March 11 date is just not realistic to allow voters to understand the ramifications of the proposed plan. In the wake of decades of discussion, I think we are all confused about what is and is not required, why it is required and what all is included in the plan expected to be approved on Wednesday.

Six lanes is better than 8, yes, but that's an over-simplification. I am among many who would like to understand why variances to the median, sidewal and greenspace requirements wouldn't be a better idea than demolishing mid-century structures. Remember all the history and marketable charm that was lost with all the "old fashioned" and fixer-upper buildings downtown came down in the seventies. These are the precious historic buildings of the 2030s.

Let's please slow down this process. Right now I don't know anyone who understands what's in, what's out and why. Meanwhile, I'm told, and it makes sense, that all our bicyclists, and especially young people are using more transportation alternatives, and that traffic in fact has been declining on Broadway, anyway.

Thanks for considering this,

Linda Ray
Ward 6 and Ward 1

71

Josh Weaver

From: Cynthia Rinehart <clrmusicat@cox.net>
Sent: Sunday, March 08, 2015 8:31 PM
To: broadway@tucsonaz.gov
Subject: Concerns

I am very concerned about the overly wide proposal for the Broadway corridor improvements. I feel it is important to widen the road, but not necessarily to have extra space for landscaping and wide lanes that will mean the destruction of historic buildings. It is my understanding that there is an alternate plan that would still widen the road adequately without destroying the historic buildings. Please allow the city and those making the decision to spend more time looking at this other alternative and postpone the decision until all options have been adequately evaluated.
Thank you,

Cynthia L. Rinehart
3015 W. Royal Copeland Dr.
Tucson, AZ 85745

Josh Weaver

72

From: Cindy Bruwer <minimumdose@q.com>
Sent: Sunday, March 08, 2015 10:49 PM
To: broadway@tucsonaz.gov
Subject: Broadway Coalition unnecessary and wasteful.

Dear fellow Tucsonans,

My views and feelings are in alignment with those expressed here at Sustainable Tucson.

This project to widen Broadway at the Sunshine Mile is wasteful and unnecessary.

It flows into a downtown bottleneck as well. There is no where to go.

It wastes taxpayer dollars when we have so many other priorities; like potholes and education.

Please don't "fix" what isn't broken.

Sincerely, Cindy Bruwer

----- Forwarded Message -----
From: Sustainable Tucson News <news@sustainabletucson.org>
To: Sustainable Tucson News <news@sustainabletucson.org>
Sent: Mon, 09 Mar 2015 01:21:36 -0400 (EDT)
Subject: Tonight's ST March Mtg- Broadway Coalition

Tonight! Broadway Coalition Vision: Let's Make the Broadway Project Sustainable Now! Monday, March 9, 2015, 6:00 - 8:00 pm

Joel D. Valdez Main Library, Lower Level Meeting Room,
101 N. Stone, (free lower level parking off Alameda St.)

Please ACT NOW! Broadway Coalition Vision: Let's Make the Broadway Project Sustainable Now!

Please ACT NOW! If you can't come to tonight's meeting, please send Tucson Mayor and Council the message that we don't want to destroy buildings and businesses to excessively widen Historic Broadway. City staff and consultants DID NOT LISTEN to the community's overwhelming opposition to unnecessary road widening. Call City Clerk's Office: 791-4213. Email the City manager: citymanager@tucsonaz.gov. But DO SEND YOUR EMAIL COMMENTS about this BAD PLAN to: broadway@tucsonaz.gov by MIDNIGHT MARCH 11.

"Broadway Corridor Plan Aims to Demolish 37 Tucson Buildings" reads the Arizona Daily Star lead headline from Feb.24th. City of Tucson staff and consultants are proposing an alignment of the 2-mile project that contains unjustified widths and unnecessarily destroys historic buildings and businesses. Also

73

Josh Weaver

From: s.o. foster <susanofoster@yahoo.com>
Sent: Sunday, March 08, 2015 11:06 PM
To: broadway@tucsonaz.gov
Subject: Broadway Plan

Please ditch the Broadway Corridor plan. The people do not want it. Everyday we read about the financial problems of the city. Ditch this plan or table it until there is more money to do it. We resent the loss of citizen services from the city, while this unnecessary expansion goes ahead.
Susan Foster
Tucson

(74)

Josh Weaver

From: Lee Stanfield <simplee@cox.net>
Sent: Sunday, March 08, 2015 11:23 PM
To: broadway@tucsonaz.gov
Subject: Broadway Corridor Plan

This plan is 180 degrees off! We need to invest all that money into making our public transit system really effective in order to generate ridership by the majority instead of the few. Widening Broadway to 8 lanes is insane! It is the opposite of what is needed for a sustainable city. Broadway doesn't need any widening. What we need is for that money to be invested into the future Tucson needs.... excellence in our mass transit buses.... instead of dumping it into another fossil fuel icon..... an 8-lane roadway!

In addition, how can we afford to widen roads, when we can't even keep the potholes filled on those and many other roads?

Lee Stanfield
62231 E. 15th St.
Tucson, 85711

75

Josh Weaver

From: pstirling@gmail.com on behalf of Patrick Stirling <pms@psconsult.com>
Sent: Monday, March 09, 2015 6:44 AM
To: broadway@tucsonaz.gov
Subject: Broadway Corridor Plan

As a Tucson resident, I would like to register my opposition to to plan to widen Broadway and demolish many historic buildings.

We should not be spending money on unnecessary expansion when our infrastructure is badly in need of maintenance.

We should not be encouraging more private traffic on city streets. Instead we should be planning for more public transport, bicycles and pedestrian areas.

Patrick Stirling
85713

76

Josh Weaver

From: RICHARD CHAGNON <r_chagnon@msn.com>
Sent: Monday, March 09, 2015 9:09 AM
To: broadway@tucsonaz.gov

Please approve the Broadway corridor plan. We need it now after 25 year delay. It good plan that minimize the damage to the neighborhood and give new value and beauty to Broadway

Rick Chagnon
2825 E. Malvern St.

318 1153

Sent from Windows Mail

77

Josh Weaver

From: Jean-Paul Bierny <jpbierny@yahoo.com>
Sent: Monday, March 09, 2015 9:27 AM
To: broadway@tucsonaz.gov; Jonathan Rothschild
Cc: Pierre and Katya Landau; JD Garcia; Chris Tanz
Subject: Broadway widening

To Mayor Rothschild and to whom it may concern,

The present plan for widening of Broadway does not reflect the fact that there has not been a significant increase in traffic for 20 years. It is unnecessarily wide (125 ft. or more). It features 6 exceeding wide lanes (11 feet), and a huge, almost continuous median. It would destroy 37 buildings. It disregards explicit instructions by the MCC and Citizens' Task Force. It is a destructive waste! And it is unfriendly to the neighborhoods-the PEOPLE!

Another existing plan exists, narrower and with a different alignment, saving most of the historical buildings on the North side of Broadway. It will be released on March 5th, but without any extra time for public review and comments!!! This is not acceptable.
I wish to recommend that additional time should be given for public review and comments on the very important subject.

Jean-Paul Bierny, MD

78

Josh Weaver

From: Bob Lanning <bob@lanningarchitecture.com>
Sent: Monday, March 09, 2015 10:57 AM
To: broadway@tucsonaz.gov
Subject: Broadway widening project comment period

To whom it may concern:

I sent this email below to mayor and council, and now realize that I needed to send it here too. Thanks!

Bob Lanning
Lanning Architecture
1202 E. Broadway Blvd. Suite 104
Tucson, AZ 85719
520.792.0265 (p)
bob@lanningarchitecture.com
www.lanningarchitecture.com

From: Bob Lanning [mailto:bob@lanningarchitecture.com]
Sent: Monday, March 09, 2015 9:22 AM
To: 'ward1@tucsonaz.gov'; 'ward2@tucsonaz.gov'; 'ward3@tucsonaz.gov'; 'ward4@tucsonaz.gov'; 'ward5@tucsonaz.gov'; 'ward6@tucsonaz.gov'; 'mayor1@tucsonaz.gov'
Subject: Broadway widening project comment period

Hi Mayor and Council,

I just received a hysterical, practically breathless email from the "Broadway Coalition". They are at it again, urging everyone that they know to write to you to protest the Broadway Widening project, noting that the comment period ends this Wednesday, March 11th. So you will be getting a lot of protest comments these next 3 days. Many of the comments will contain exaggerations, I'm sure. The protest email that is being circulated contains untruths and outright lies. If you are not sure of the intentions of the Broadway Coalition, take a look at their website! They are trying to make a point, but because of their stretching of the truth on numerous items, they have ruined their case in my mind.

I want you to know that I support the project as it is being presented. The Broadway Task Force has been working on this for 2 years, and it is a good design, and thoughtfully executed. The six lanes is a reasonable compromise. The demolition is fairly minimal for a project of this nature. The urban fabric of this stretch of Broadway will not be destroyed. I own an office building on this stretch of Broadway (1202 E. Broadway), and work in the building every day, and drive this stretch of Broadway almost every day, and am in favor of moving forward with the project..

Please don't cave in to the "Broadway Coalition", and backpedal on this project. It seems to me that Tucson often gets held hostage by small groups of strident "citizens" with loud voices. Progress then becomes difficult if not impossible.

Thank you for your consideration.

Sincerely,

Bob Lanning

79

Josh Weaver

From: barbara rose <brosearth@gmail.com>
Sent: Monday, March 09, 2015 12:00 PM
To: Jonathan.Rothschild@tucsonaz.gov; mayor1@tucsonaz.gov; ward1@tucsonaz.gov; ward2@tucsonaz.gov; Ward3@tucsonaz.gov; ward4@tucsonaz.gov; ward5 @tucsonaz.gov; Regina.Romero@tucsonaz.gov; Karin.Uhlich@tucsonaz.gov; Paul.Cunningham@tucsonaz.gov; Shirley.Scott@tucsonaz.gov; Richard.Fimbres@tucsonaz.gov; Steve.Kozachik@tucsonaz.gov; broadway@tucsonaz.gov
Cc: Katya Peterson; barbara rose
Subject: Broadway Boulevard Plans comment

Dear City of Tucson Mayor and Council,

I'm writing to express my support for a more thoughtful upgrade of Broadway Boulevard, in keeping with explicit instructions by the Mayor & Council and the Citizens' Task Force, who have been working diligently for the last two and a half years.

During the four public meetings held throughout this time, the overwhelming majority of stakeholders prioritized historic streetscape preservation above all else. These groups also valued preservation of local businesses, walkability and bikeability. Instead, these have been sacrificed to excessively wide lanes and huge center medians, more than doubling the width of the current 5-lane street.

I understand another alignment plan exists, that is narrower and that would save most of the historic buildings on the north side of Broadway. This plan was to be released on March 5th, with time for comments. I agree with city residents that sufficient time should be given to consider the benefits of this alternative plan.

Although I don't reside in Tucson, I come to town to visit friends and run errands about once per week. I so much prefer doing my business in Tucson because of it's deep culture and history, and wonderful local businesses. I don't think it's a good idea to make Tucson look more like Marana (the town nearest to my rural, historic neighborhood). Bigger roads always means more traffic, more cars, more noise and more pollution.

Thank you for your consideration!

Sincerely,

Barbara Rose
Bean Tree Farm
Pima County, Arizona
www.beantreefarm.com

Bean Tree Farm supplies local desert foods and education to the community.

80

Josh Weaver

From: hazel le noix <lizardsw@gmail.com>
Sent: Monday, March 09, 2015 12:14 PM
To: broadway@tucsonaz.gov
Subject: Historic Broadway Destruction Project

This project is destruction without reason. It is excessive, not wanted, not needed and counterproductive to Tucson. Listen to community response and do not proceed. Keep Tucson sustainable and conscious of its historic heritage. Too many similar projects 'for progress' end up to become regrettable irreparable mistakes. Don't be part of this.
E. Brizard
Tucson resident

81

Josh Weaver

From: Marin Sardy <marin.sardy@gmail.com>
Sent: Monday, March 09, 2015 1:46 PM
To: broadway@tucsonaz.gov
Subject: Comment on Broadway Alignment Plan

Dear members of the Citizens Task Force and Broadway Project Team,

As a Tucson resident, I'm writing to express my strong belief that the City of Tucson's current "Staff Recommended" Broadway Alignment Plan is nowhere near what it needs to be to ensure a vibrant and healthy Broadway Boulevard business corridor. The Staff Recommended Plan calls for the leveling of 37 buildings that currently house small businesses, local businesses, and destinations within easy walking and cycling distance of adjacent neighborhoods. Not only will the plan forcibly remove the cornerstones of a once-thriving business district, it will replace them with a 16-foot-wide strip of landscaping that will render the streetscape a dead zone, preventing future small and local businesses from existing on portions of Broadway ever again.

The Citizens Task Force's accommodations to walkers and cyclists—wide sidewalks and reasonable bike lanes—utterly fail to provide non-vehicle travelers with destinations along the street. That is, reasons to be walking or cycling there at all. Under this plan, Broadway will not be a place anyone travels TO, only a place they will travel THROUGH. As such, the money spent on expansive sidewalks will largely be wasted space and the boulevard's historical, cultural, and economic value to the core of the city will be entirely lost.

It is possible to make Broadway Boulevard a more efficient transport corridor without sacrificing the life of the neighborhoods it serves, without wasting money destroying historic buildings, without building sidewalks to nowhere, and without reducing the heart of the city to a transit zone. Broadway Boulevard already has that rare quality that makes cities attractive to visitors and residents—a sense of place, a feeling that when you are there, you are somewhere. Somewhere interesting, somewhere special. The Staff Recommended Plan takes that away from not only residents of adjacent neighborhoods, but from all Tucsonans and all visitors to Tucson who come looking for a piece of regional distinction and history.

In terms of both tourism and attracting young workers in an increasingly information-based economy, Tucson's Staff Recommended Plan kills the goose that laid the golden egg. Give us a Broadway that promotes connectivity between the street and the businesses that front it. Give us a Broadway that enables cars, walkers, and cyclists to coexist. Give us a Broadway that won't become the same kind of dead zone that portions of Campbell Avenue have become—which forces students and workers to travel much farther north from the university to find places to eat, work, drink, and buy necessities, creating a mile-long gap that disrupts the flow of activity and makes walking between the university and Campbell businesses all but impossible. Don't repeat past mistakes. Make Broadway better, not worse.

Best,

Marin Sardy
Menlo Park

82

Josh Weaver

From: Don Coleman <doncoleman44@yahoo.com>
Sent: Monday, March 09, 2015 2:57 PM
To: broadway@tucsonaz.gov
Subject: What a joke

This is nothing but a city boondogle. We have streets that are almost impassable and you want to waste our $ on this unneeded project.

Come on folks, get your heads out of your butts and do something we really need. Paul Coleman

83

Josh Weaver

From: Patricia Frederick <acuvet43@gmail.com>
Sent: Monday, March 09, 2015 3:27 PM
To: broadway@tucsonaz.gov
Subject: the Broadway Plan

Dear Tucson,
Please reconsider this plan, thought of 30 years ago, and now implemented without considering the "other" plan which saves more history of the area!

We do not want double the width for cars.....we want walkability, bikeablility and history.
We should be hoping for transit improvement which eliminates cars....not making it a desert priority!

Please listen to the people intimately involved.

Pat Frederick
6202 W Ina
Tucson since 1952

(84)

Josh Weaver

From: Jaimie Leopold <jleopoldconsulting@msn.com>
Sent: Monday, March 09, 2015 3:50 PM
To: broadway@tucsonaz.gov
Subject: Please reconsider the Broadway Plan

To all our elected and civic leaders in Pima County. Our economic health is at risk as we watch our residents and visitors veer across Broadway in attempts to avoid potholes.

We need flexible leadership that can pause, reconsider, and reprioritize the best use of our fiscal resources dedicated to roadways.

The heartbeat of our city is our local merchant. These small businesses already operate on slim margins need no further obstacles to their business. Road construction at this time will place undo burdens while not facilitating ease on negotiating our roads

Please redesign the Broadway plan.

Sincerely,
Jaimie Leopold

Sent from my iPhone

85

Josh Weaver

From: MARK S HOMAN <mbhoman@msn.com>
Sent: Monday, March 09, 2015 3:50 PM
To: broadway@tucsonaz.gov
Subject: Narrowed zone big improvement

While it is hard to tell from the maps on the site the full impact of the narrowing option, it appears from the text that there is indeed some improvement. This is headed in the right direction, not quite there yet, however. Yes, an improvement, but it still does not make sufficient change in the area west of Campbell, for example. Reducing landscaping from 8 feet to 4 is better, but whoever is deciding that landscaping of that sort is needed and its benefit far outweighs the destruction that could still occur doesn't seem to have a good handle on the context of the area.

Do recognize that very thoughtful, creative, custom design can have a profound positive effect. The lack of thoughtful, creative, custom design will, of course, produce irreparable harm.

Keep working.

Thanks,
Mark S. Homan

86

Josh Weaver

From: Howard M Frederick <howardf41@gmail.com>
Sent: Monday, March 09, 2015 4:06 PM
To: broadway@tucsonaz.gov; Jonathan.Rothschild@tucsonaz.gov; mayor1@tucsonaz.gov; ward1@tucsonaz.gov; ward2@tucsonaz.gov; Ward3@tucsonaz.gov; ward4 @tucsonaz.gov; ward5@tucsonaz.gov; Regina.Romero@tucsonaz.gov; Karin.Uhlich@tucsonaz.gov; Paul.Cunningham@tucsonaz.gov; Shirley.Scott@tucsonaz.gov; Richard.Fimbres@tucsonaz.gov; Steve.Kozachik@tucsonaz.gov
Subject: widening project on Broadway

Dear Mayor and Council,

As a long-time (68 year) resident of Tucson and a frequent traveler on Broadway in the proposed 'improvement' area, I feel impelled to make some comments:

> Widening Broadway in the manner suggested makes less sense than our 'non-mass transit' trolley system. Neither of these satisfies the overall goal of improving transportation accessibility for the community at large.
>
> Tucson's streets in general, whether in built up urban or outlying areas, are in dangerous lack of repair (I doubt this comes as a surprise to you.) I suggest we maintain and improve the existing infrastructure before starting on this ill-advised venture.

Transportation availability, be it mass transit or usable roadways, has to be the cornerstone of any considerations to keep Tucson as a desirable place to live. Widening Broadway hardly satisfies the concept.

I urge the Mayor and Council to put this project on hold until a broader transportation overview can be developed.

Respectfully,

Howard M. Frederick

87

Josh Weaver

From: Jeremy Vetter <jv80517@yahoo.com>
Sent: Monday, March 09, 2015 4:23 PM
To: broadway@tucsonaz.gov
Subject: oppose widening of Broadway Blvd

Dear Citizens Task Force,

As a citizen of Tucson, I am appalled at the plan to waste money widening Broadway Blvd when there are so many other much more urgent needs in this city. Even if some of the money is coming from other than local sources, it is indefensible to spend one cent on this project. I am outraged that our scarce tax money is being wasted on unnecessary projects that will destroy neighborhoods. Also, it bears pointing out that money coming from elsewhere may also be coming out of scarce tax revenues, such as at the state level, where brutal and painful cuts are currently being debated, such as to K-12 education, universities, and health care, or even from the federal level, with its own savage cuts in recent years. I realize that the task force is trying to make the best plan possible under challenging circumstances, but I don't think any attempt to widen Broadway can be made to serve neighborhood functionality.

Other cities and towns around the world are realizing that liveable, walkable neighborhoods are created by slowing down and narrowing roadways, not by widening them. Tucson, or at least certain of its administrative leadership, is living in a time warp, apparently. Broadway Blvd should be improved within its current footprint, yet without sacrificing any historic buildings. In fact, even the widening itself--without any consideration of the buildings destroyed--is a net negative, not a positive, because it creates a streetscape for cars rather than a streetscape for human beings. This is not the Tucson I want to live in, and I am disappointed that the majority of this task force could support such a plan.

Some of us did not live in Tucson when I'm told this authorization was initially passed. We should not be bound forever by the poor decision making of the past, and certainly not when the traffic projections have proven to be so inaccurate. Even at the time, my understanding is that this Broadway widening project was not voted upon separately as a line item. There is simply not warrant for assuming that there is some sort of voter mandate. I would have voted against anything that includes this, and I intend to vote against any city council member, mayor, or anyone else who votes to move it forward. The public outcry I have heard has been uniformly against widening Broadway, and I have yet to hear from anyone in my everyday life who supports it.

One more thing is the serious erosion of public trust in the road designers and transport experts of the City of Tucson, as well as of public funding more generally. I abstained on a vote a few years ago regarding fixing roads, even though I was fairly certain it had nothing to do with this Broadway project, and that ballot measure barely passed, by just a few votes. Imagine if just a few more people had felt the way I did and withheld their support. I would normally be a reliable favorable vote for important public spending projects that help the future of the City, but my trust is so destroyed over this ridiculous boondoggle of a project that I no longer automatically trust what I hear from officials of this city, and especially not from its road design and traffic experts. We have so many other things to accomplish together as a city that we cannot afford to squander public trust over such an indefensible and wasteful--as well as destructive--project.

The only reports I found that made sense were the dissenting minority reports from the neighborhood representatives. I found myself in full agreement that any future plan should restrict itself to the current footprint of Broadway Blvd, with only minor adjustments, and that transit lanes should be prioritized over car travel lanes. Please save what is left of our city!

Jeremy Vetter
Tucson, AZ

88

Josh Weaver

From: Annie Kipnis <annabellekentucky@yahoo.com>
Sent: Monday, March 09, 2015 4:46 PM
To: broadway@tucsonaz.gov
Subject: Widening of Broadway

I have traveled Broadway every day for 13 years and have not ever felt that traffic was an issue or that bus stops were a problem for traffic flow. I am against the widening of Broadway for two reasons:
1) It will negatively impact businesses
2) Directing more traffic to Broadway will make the disaster area after we enter downtown past the underpass even worse. The bottleneck there is an embarrassment to City Planning as an industry. Fix that issue first and let businesses keep supporting families while we wait.

Annie Kipnis
2817 E. Manchester St.
Tucson, AZ 85716

87

Josh Weaver

From: Tres English <tres1@mindspring.com>
Sent: Monday, March 09, 2015 7:22 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening

I am listening to the Broadway Coaltion presentation on Broadway widening.

It is clear that the current RTA proposal is not what we need for Tucson.

Please rejct the Staff proposal to widen Broadway to 6 lanes. This will not serve the needs of Tucsaon and will force us to raise taxes by 10s of millions that we don't have and shouldn't spend on this.

Tres English
129 S. Irving Ave, Tucson AZ 85711
(520)795-3413 • tres1@mindspring.com

90

Josh Weaver

From: Wes Oswald <doobiedoowah@yahoo.com>
Sent: Monday, March 09, 2015 7:48 PM
To: mayor1@tucsonaz.gov; cityclerk@tucsonaz.gov; broadway@tucsonaz.gov
Subject: Make Broadway better, not wider

Dear City Leaders

I am concerned about the Broadway Boulevard Project. It seems frivolously wide, and will destroy historic homes and unique businesses. I am tired of the old way of "developing" that builds cities for cars rather than humans and cyclists. As an avid bicycle rider myself, I am fearful riding my bike down wide streets where drivers seem to feel they can drive as fast as they please. I want Tucson to be developed more densely, not in a sprawling manner like so many suburban southwest arras. I'm sick of sprawling, vacuous parking lots lining our streets that radiate heat and make our streetscape ugly. I want beautiful, compact, streets that are safe for all modes of transportation--not just cars. Let's move Tucson toward a dynamic future, rather than just acquiescing to the status quo. Please make Broadway better, not just wider.

Wes Oswald
Third Grade Teacher, Manzo Elementary School

Sent from my criPad

Josh Weaver

91

From: Ray Clamons <rayclamons@gmail.com>
Sent: Tuesday, March 10, 2015 12:00 AM
To: broadway@tucsonaz.gov
Subject: Give us our Broadway

Please build Broadway into a vibrant community place for the people and not a thoroughfare for tires, oil and car companies.

Josh Weaver 92

From: Susan Willis <skmcwillis@gmail.com>
Sent: Tuesday, March 10, 2015 12:00 AM
To: broadway@tucsonaz.gov
Subject: Comments on Broadway Widening Project

Dear Staff,

Here are my comments...

1) I find the proposed plan to be unacceptable...It grossly & wastefully exceeds what is needed.

2) The traffic lanes should be 10' wide with curb lane 11' wide; bike lane 6' wide; landscaping strip optional, or no more than 3'; sidewalk 5' or 6'. Reduced traffic lane widths reduce the amount of land needed for right-of-way, saving money and potentially saving many of the small businesses targeted for destruction (which also preserves important tax revenue.)

3) The curb lane should be dedicated to mass transit, with no need for bus pull-outs. Our transportation focus going forward needs to shift away from car-centric to mass-transit-centric.

4) The speed limits should be set at 30 mph.

5) With current and anticipated cost over-runs, this project will exceed the available funding by tens of millions, with the bill being sent to the taxpayer. Factoring in lost revenue from demolished tax-paying businesses, the costs far exceed the value. We can't afford this project in its present form.

6) The planning for this project seems to me very myopic and outdated...We can learn a lot from what other cities have done and from some of the ideas of our own Tucson residents. This plan is not the best that can be done.

I urge a critical re-thinking of this project before vast sums of money are wasted and public trust and good will are destroyed.

Thank you.

Susan Willis
3275 E. Pima St. #2
Tucson, AZ 85716
skmcwillis@gmail.com
(520) 981-3205

*Here are just two internet references on lane widths:

Relationshipof Lane Width to Safety for Urban and Suburban Arterials By Ingrid B. Potts, Douglas W. Harwood, and Karen R. Richard (TRB 2007 Annual Meeting CD-ROM)

RelationshipBetween Lane Width and Speed: Review of Relevant Literature - Prepared for the Columbia Pike Street Space Planning Task Force by the Parsons Transportation Group - September 2003

Josh Weaver

93

From: Andy Simpson <opa.simpson@gmail.com>
Sent: Tuesday, March 10, 2015 2:29 AM
To: broadway@tucsonaz.gov

"Why is the City promoting a wide, car-oriented design when future trends indicate accommodation to more "people and place"centered mobility and low carbon living?"
We need to build a "climate-friendly" transportation system. Please adopt the narrowest width alignment for the Broadway Redesign Project, saving businesses and buildings.
Sincerely,
Andrew J. Simpson
4102 E Camino de la Colina
Tucson, 85711
--

"There is nothing which can better deserve our patronage than the promotion of science and literature. Knowledge is in every country the surest basis of public happiness."

- George Washington, address to Congress (1790)

"To argue with a man who has renounced the use of reason is like administering medicine to the dead."

- Thomas Paine, *The American Crisis No. V* (1776)

94

Josh Weaver

From: Lawrence, Anne <lawrence@holualoa.com>
Sent: Tuesday, March 10, 2015 9:48 AM
To: broadway@tucsonaz.gov
Subject: Boadway

Seems like a lot of ROW , can we put a street car extension to park mall? It would reduce the need for six lanes or at least provide a better alternative than the multiple bus lines. This could open up a possibility of a bus transfer station on the east side which seems to be needed. Street car would encourage a more pedestrian style businesses that the neighborhoods surrounding Broadway could take advantage without driving.

Anne Lawrence

95

Josh Weaver

From: Nancy Eldredge <nmeldredge@gmail.com>
Sent: Tuesday, March 10, 2015 11:53 AM
To: Jonathan.Rothschild@tucsonaz.gov; mayor1@tucsonaz.gov; ward1@tucsonaz.gov; ward2@tucsonaz.gov; Ward3@tucsonaz.gov; ward4@tucsonaz.gov; ward5 @tucsonaz.gov; Regina.Romero@tucsonaz.gov; Karin.Uhlich@tucsonaz.gov; Paul.Cunningham@tucsonaz.gov; Shirley.Scott@tucsonaz.gov; Richard.Fimbres@tucsonaz.gov; Steve.Kozachik@tucsonaz.gov; broadway@tucsonaz.gov
Subject: Broadway expansion

I am writing to express my concerns about the widening project for Broadway which I believe is unnecessary (traffic is less than when originally planned) and will cause a disruption of important businesses in Tucson, will increase the heat from all of the pavement, will result in the destruction of 37 buildings--many of which have historical significance, does not provide important walkability for pedestrians to get to businesses on both sides of the street, and provides bike lanes but with wide lanes of car traffic that increases speed, and danger for cyclists. Please exercise wisdom in considering the many needs for Tucson, and so not approve the irresponsible plan that is currently underway. Thank you.

Respectfully,

--
Nancy
Eldredge, Ph.D.
Psychologist

96

Josh Weaver

From: Ann D Pattison <pattison.ad@gmail.com>
Sent: Tuesday, March 10, 2015 12:29 PM
To: broadway@tucsonaz.gov
Subject: Broadway Plan
Attachments: CTF letter.docx

To the Project Director and Citizen's Task Force:

I am concerned about the plans to widen Broadway. They go too far. While I understand the need to update the current traffic configuration, I do not believe we need so many extra bells and whistles. The current preferred plan appears to be an attempt to encourage an increase in the number of cars using Broadway, while speeding up traffic using the Sunshine Mile (which discourages business and neighborhood traffic), just to get all those cars to a bottleneck at the underpass a little faster. That is not good planning. Furthermore, the plan seems to have picked an overly wide configuration for car lanes, bicycle lanes, pedestrian walkways, and even vegetation.

If six lanes are a must, I hope that one lane in each direction is dedicated exclusively to alternative modes of transportation. Traffic studies show Broadway traffic has not increased as predicted. Extra automobile lanes are not needed.

Narrower lanes would be better. Cars, particularly hybrid and electric cars are getting smaller and smaller. Narrow lanes would encourage safer travel speeds along this relatively short stretch of Broadway. I live near Country Club, and I rarely plan more than 15 minutes to get to any venue downtown, unless parking is likely to be a major problem. Wider, faster lanes are counter-productive to encouraging alternative modes of transport because the faster moving cars are a danger to the bicyclists and pedestrians.

Narrower bike lanes are feasible. Many years ago, I commuted entirely by bike throughout the city of Tucson and would like to renew my old bicycling habit. Many of my destinations are compatible with bicycle transport. If a third lane is dedicated to alternative modes of traffic, an extra bike lane is actually unnecessary. The shared bus and bike lane along east Broadway is fantastic for bicyclists. But faster traffic on Broadway would be a deterrent.

There are not enough pedestrians using Broadway to justify the extra wide sidewalks. While I agree that we need to make the sidewalks wide enough to create safe passage for wheelchairs and people with walkers, joggers and nimble pedestrians will be able to do with much less space. (Joggers probably prefer the dirt to shin splint-inducing concrete anyhow.) Nor do we need to destroy buildings to create such wide corridors exclusively for vegetation. As a matter of fact, sparse vegetation would be preferable so as to preserve the view of all of those historic buildings that should be restored rather than destroyed.

I have heard of, but have not been able to find, a narrow option. I strongly urge those involved in this process to choose the narrowest option available. I live near Country Club and Broadway and can't see any reason to speed up traffic between Country Club and Euclid. Fifteen minutes is fast enough to get to any destination downtown. And with the newly created and increasing hang ups in traffic from west of Euclid on into downtown, bicycling may become the best way to get there. If only the automobile traffic could be slowed to safer speeds.....

Sincerely,

Ann D. Pattison

333 S. Eastbourne Ave.

Tucson, AZ 85716

97

Josh Weaver

From: Monica <monica@decoarttucson.com>
Sent: Tuesday, March 10, 2015 1:03 PM
To: broadway@tucsonaz.gov
Subject: Comments on Sunshine Mile Map
Attachments: THE SUNSHINE MILE MAPS.doc

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deco
An Illuminating Experience
Monica Hay-Cook Marlies Hay-William
2612 E. Broadway, 85716
520-319-0888
sales@decoarttucson.com
decoarttucson.com
On The Sunshine Mile

THE SUNSHINE MILE MAPS

I don't think this map of the Sunshine Mile is ready to go forward to Tucson Mayor and Council. They approved moving to the next step specifying a narrow alignment, and this map is not narrow. It is an 8 lane disguised as a 6 lane version.

I think it was wrong in the first place to put out a map for comment that did not have widths on it.

This version continues to threaten the historic nature of the Sunshine Mile. It will no longer be considered historic if much of it is torn down and we would lose forever (for future generations) the Mid Century architecture of the buildings currently in the area. We don't want a redevelopment that is as ugly as Phoenix.

The map shows no access for several commercial areas.

Many of the ideas discussed over the last 2 ½ years seem to no longer be options. For example,. the plaza where my store is (Deco) is losing 5 parking spaces. It shows on the map that Manchester could be a one way in and we could gain parking on each side of the street.. Real estate representatives at the recent business meeting said they wouldn't buy a little land to make this happen. Is the map a lie? Were we lied to all these years? It seems like a narrower version could save buildings and the money could be put toward some parking to keep businesses in the area.

Sidewalks could be narrower than 8'. Don't need two sidewalks on each side of the area where Solot Plaza is.

There should not be landscaping and wide medians in areas that buildings are threatened. There will be other areas that the landscape can be accommodated.

The unreleased narrow option could save 4 buildings that's 10% savings.

In discussion of an enhanced 4 lane, bus pullouts were not an option. Now the 6 lane road has Bus pullouts.

Make the bus pullout at Celtic Corner an in-line and save 2 buildings / businesses, or look at how to narrow the road in this area.

At Solot Plaza move sidewalks away from street and use only sidewalks in front of the stores. . Reduce the median. This reduces width of road and gives Solot more room with goal of getting at least diagonal parking and a centered access lane. This could minimize the number of property's that would need to be taken. This would bring pedestrian traffic closer to the businesses entry's. This is line with the original nature of this Mid Century area. It was to walk and look in store windows. This same train of thought could help at Inglis Plaza and the Plaza west of The Centennial Building.

It seems the City of Tucson could do a narrower version and save some money buying buildings and use the money to help businesses stay and provide *PARKING* instead.

The Sunshine Mile deserves a sensitive treatment, not a tear everything down treatment. More creative solutions could enhance the area save money, buildings, and businesses. I'm really disappointed in that the community does not seem to have been heard and that the City of Tucson once again does not appear to be business friendly. This area could be a model for the rest of the nation, but alas, doesn't appear to be the case.

Monica Hay Cook, Deco, 2612 E. Broadway

98

Josh Weaver

From: EVJerry Asher <evjerry@gmail.com>
Sent: Tuesday, March 10, 2015 1:44 PM
To: broadway@tucsonAz.gov
Subject: Broadway Project

Who are the "winners" of this project...and who are the "losers"???

99

Josh Weaver

From: Shipherd Reed <shipherd@gmail.com>
Sent: Tuesday, March 10, 2015 1:50 PM
To: broadway@tucsonaz.gov
Subject: A plea for community consideration

Dear City of Tucson Staff and Consultants,

Why widen Broadway? For the traffic problem that does not exist there? For the projected volume of cars that has not materialized?

We have a chance to move beyond a cars-only view of city planning, and build towards a multi-modal friendly Tucson! I'm not anti-car, I drive on Broadway all the time. It is already big, and wide, and easily accommodates all the cars that travel it.

Let's create a Broadway that is people friendly, business friendly, neighborhood friendly, pedstrian friendly, bike friendly, COMMUNITY friendly instead of another highway-street that cuts off neighborhoods and people from each other and ignores all other modes of transportation. And a multi-modal approach is also the road to economic development along the Broadway corridor. Build for the next generation, not the one that is vanishing.

Who feels passionately about widening Broadway into a highway? My guess is nobody. So why is it still being considered? Because that is what the traffic projection models say we have to do? Those models don't seem to be holding up. Because that is what the money is for? That would be money spent on a project is clearly outdated and will not benefit the neighboring communities or the city as a whole. A project like that is wasteful, and harms the adjacent communities at the same time.

Speaking for myself and everyone I have talked to about this issue, please make the right decisions.

Sincerely,
Shipherd Reed
428 E. 19th Street
Tucson, AZ 85701

Josh Weaver

100

From: Karyn Zoldan <karynzoldan@gmail.com>
Sent: Tuesday, March 10, 2015 2:49 PM
To: broadway@tucsonaz.gov
Subject: Make Broadway better not wider

I have lived north of Broadway/Columbus for 14 years and in that time have not noticed more traffic. Of course, there will be more traffic in the season from Nov-Apr and around Gem Show but having moved here from L.A., Tucson does not have any kind of traffic problem.

Let's not dumb down Broadway and take away its small business charm especially the Sunshine Mile which has worked so hard to become what it is.

I patronize many of those small businesses and restaurants in the effected areas and would hate to see them go bankrupt or be forced to go elsewhere.

Keep Broadway alive and vibrant and not some non-approachable sterile thoroughfare like I see all over Phoenix.

Fix the damn pot holes. Make Broadway better not wider.

Regards

--
Karyn Zoldan

...dances with verbs...

Josh Weaver

101

From: zampijanet@gmail.com on behalf of Janet Zampieri <jlz@psconsult.com>
Sent: Tuesday, March 10, 2015 2:54 PM
To: broadway@tucsonaz.gov
Subject: Don't Widen Broadway Blvd!

Please don't widen Broadway to accommodate more cars. We need a community and pedestrian friendly area. Don't tear down historic buildings!
Sincerely
Janet Zampieri
3125 W Mockingbird Ln
Tucson Az 85713

102

Josh Weaver

From: frijoles1234 <frijoles1234@gmail.com>
Sent: Tuesday, March 10, 2015 3:42 PM
To: broadway@tucsonaz.gov
Subject: Concerns

Please reconsider this widening proposal. More mass transit the length of Broadway would do much more in the long run .local gas tax increase to fund and subsidize this will also benifit
The health of tucson.
Tthanks you,
D. Walker

Josh Weaver 103

From: Margot W Garcia <mgarcia@vcu.edu>
Sent: Tuesday, March 10, 2015 3:43 PM
To: broadway@tucsonaz.gov
Subject: comment

Comments on Part I draft report on Broadway Project and map released on February 20, 2019

While I am pleased to see that the design team has taken some of the public comments into their deliberations, for instance noting on the map a line 100 feet back from the back of the sidewalk in order to indicate the size of the remnant parcels, I do not support most of the other alignment design decisions.

I support the in-lane bus stops as a way to keep the road narrow and I support routing the bicycle lane to the right of the bus stop as a safety measure for the cyclist. However, it adds to the possible cyclist-pedestrian collisions where the two cross. I am glad to see some preference given to transit as the bus pullouts slow down the buses.

I do not support the destruction of a minimum of 37 buildings in order to provide 16 feet of sidewalk and landscaping on both sides of the roadway. A five-foot sidewalk and 3 feet of utility space with bushes is adequate. Shade structures could be placed in this narrower width. Where there are nodes of "extra" space, say in front of Safeway, a nice landscaped area would work.

I do not support a median down the entire length of the road. Such a median increases the width of the road leading to a taking of more land. While it has been proposed as a safety measure, some studies have shown it does not decrease accidents. Tucson's Major Streets and Roads Plan states as policy that where they would threaten historic districts medians on major arterials medians may be omitted. Over the years I have observed the medians on Broadway, east of Country Club and seen them be grass, palm trees, then desert landscaping with trees, and now cutting down the trees as they grow too tall. This is an additional maintenance cost and we would like to see that money put into better maintenance of the streets so there are no potholes.

I think the lane widths should be 10 feet, not 11. See Citylab article by Jeff Speck titled "Why 12-Foot Traffic Lanes are Disastrous for Safety and Must Be Replaced Now. Let's make "10 not 12!" a new mantra for saving our cities and towns."

We need Broadway to be a thriving business destination, not a transportation sewer that speeds cars from Tucson's east side into the downtown traffic jam, the city's worst intersection designed by TDOT engineers.

With declining traffic counts, the roadway is not really needed. What is needed are sidewalks the entire length of this two miles and letting the property owners along the roadway get out from under the cloud of possible acquisition so they can invest in their historic buildings.

Destroying small, local businesses, the engine of our economic development makes no sense for a community trying to diversify and enhance their economy. The lack of access to the businesses will cause problems as the small business owner will have to figure out how to navigate city regulations and legal issues in establishing legal access to their property and adequate parking - all caused by City action.

I think this report is very incomplete with no estimate of cost. I recognize that such an estimate is difficult because the design team can't know for sure which properties will choose to sell out completely, and which will only sell to the city the property it needs for the roadway. However, intelligent citizen input (and council member input) is impossible without knowing how much this project is going to cost. This is especially critical because RTA has announced that any cost over runs will be borne by the City. It is when costs become available that one can begin to make tradeoffs and choices. I might like to buy an alpha romeo car, but when I see the price, I will choose another vehicle.

I would also like to comment on the inadequacy of the Part I report. It seems to be notes from the design team rather than any kind of complete report that the public and CTF can understand. I have discussed the report with a variety of people and none of them could make any sense of it. I trust this is not a deliberate effort to obfuscate, but rather the result of lack of time. That is a poor excuse for a group that has spent millions of dollars on this process. What is the hurry? A couple of months won't make any difference in a project that has been in the works since 1987! Or start counting more recently, 2012.

I hope to see Part II of the report, and however many more parts are anticipated, since we have not even been given that information, before there is the anticipated public hearing and Mayor and Council meeting.

Sincerely,

Margot W. Garcia, PhD, AICP

(104)

Josh Weaver

From: Phil Kindler <gallery@its-a-blast-glass.com>
Sent: Tuesday, March 10, 2015 3:53 PM
To: broadway@tucsonaz.gov
Subject: Comments on Map Alignment

I have many concerns regarding the widening project along Broadway Blvd.

Reallocation of property to the south side of the street, pushing everything north taking out established, taxpaying businesses, homes and places of worship.
The inability to make left hand turns to access businesses along Broadway.
In the current plan, the busses will stop in the flow of traffic with the idea that traffic can easily flow around them. It seems like an accident waiting to happen ... it defeats the purpose of increasing traffic flow.
We apparently don't really need the additional lanes ... plus where are all these 6 lanes going ... to a two lane road through the Down Town ...??? It makes no sense.
Did anyone actually ask bicyclists about the "ride around the backside of the bus stop" ... again ... another accident waiting to happen.

WHY DID MY BUILDINGS **HISTORIC STATUS** GET DEMOTED FROM "ARCHITECTURALLY SIGNIFICANT" TO "ELIGIBLE AS CONTRIBUTOR" [NOT THAT IT SEEMS TO REALLY MATTER]

PLEASE GIVE US A NARROWER ALIGNMENT THE PROTECTS OUR NEIGHBORHOODS INSTEAD OF DESTROYING THEM.

PHIL KINDLER

IT'S A BLAST STUDIO & GALLERY

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HOURS:
Tues / Fri
10am – 5pm
Other times by appointment.

105

Josh Weaver

From: CLB <clb@waterwaysdph.com>
Sent: Tuesday, March 10, 2015 4:26 PM
To: broadway@tucsonaz.gov
Subject: Comments on Map Alignment

Attn: Broadway Project Team,

I am a Property Owner + Business Owner stakeholder in the effected area between between Euclid and Campbell.

I would like to encourage the Project Team to **move ahead** with this ROAD WIDENING PROJECT.

I purchased my building in 1997 and always knew that sooner or later a road widening project would occur. I did not expect to take it almost 20 years.

Instead of this area "prospering" the **business climate of the Broadway corridor has greatly deteriorated** with so many empty buildings in this zone. It seems a high number are owned by the city. From the many meetings I that have gone to it is also clear that the high amount of publicity of the RTA and Citizens Task Force meetings has negative affects for many property owners in that they are are **unable to Lease or Sell their property**. This is easily seen by the large number of Real Estate with For Sale Or For Lease Signs and results in the **many EMPTY properties** from Euclid to Country Club.

Our customers always comment that they have concerns about doing business with us and they worry we may soon have to close or relocate and this will affect their after-market service needs for products purchased from our business. These concerns have greatly escalated in the last few years in direct correlation with the increased publicity and uncertainty of the widening project and **has negatively affected our sales and business**.

We have also had to contend with constant Graffiti and Vandalism and this has gotten worse. Conditions are not safer. Just look at the Drive By shooting involving Tucson Police being fired on this past week end at Broadway and Euclid. My business has had windows shot out. Even one time this occurred one hour before a **Saturday afternoon** U of A football game.

I have listened in the Citizens Task Force meetings to other business owner's complaints of homeless and vagrants and so just bad mannered or urgently distressed pedestrians relieving themselves on the business and behind the business. I also note this seems worse near the bus stops. Why is it that governments is the USA can give billions of $ of aid all over world but has so few accessible public facilities ?

Respectfully submitted,
Christopher Boney

--

WaterWays
decorative plumbing & hardware

1501 E. Broadway Blvd.
Tucson, AZ 85719

Phone: (520) 770-9978
Fax: (520) 770-9964

Christopher Boney
clb@waterwaysdph.com

106

Josh Weaver

From: MM Brubaker <brubakermm9@gmail.com>
Sent: Tuesday, March 10, 2015 4:41 PM
To: broadway@tucsonaz.gov
Subject: Stop Unnecessary Road builds/widenings!

If we are bicycle friendly and eco-friendly, why are we making more room for cars? Broadway is a prime example of waste and bowing down to gas guzzling cars. Let's instead make it an example of safety, eco-transit, quiet Tucson. How about thinking out of the box?

Maria Michele Brubaker
Ward III and Ward VI

107

Josh Weaver

From: Jennifer Burdick <Jennifer.Burdick@tucsonaz.gov>
Sent: Tuesday, March 10, 2015 5:05 PM
To: maiai@email.arizona.edu; Broadway.PWPO1.PWDOM2@tucsonaz.gov
Cc: Ann Chanecka; Beth Abramovitz; John Anderson
Subject: Re: Broadway Corridor Citizen's Task Force
Attachments: PAC letter 02 -Broadway Boulevard Citizens Task Force.pdf

Oops, I'll try that again.

Also, I have added Beth Abramovitz to the email, an engineer with TDOT that will be co-managing with me.

~Jenn

>>> On 3/10/2015 at 5:01 PM, wrote:
Maia,
Thank you for emailing, and I am officially submitting it by copying our broadway@tucsonaz.gov email.

There is no other official entity to notify. Of input that has come in, some groups and individuals are including the Mayor and Council and even the RTA Board on their submittals. I leave that choice to your discretion.

~Jenn

>>> On 3/10/2015 at 2:27 PM, <maiai@email.arizona.edu> wrote:
Jenn, please find attached the letter of recommendation from the PAC regarding alignment for the proposed Broadway Corridor. Will you be able to make sure it gets into the hands of the task force? Would you recommend that we forward it to anyone else?

Regards
Maia

Pedestrian Advisory Committee

March 10, 2015

Dear Citizen's Task Force: Broadway Boulevard, Euclid to Country Club,

On behalf of the City of Tucson Pedestrian Advisory Committee, we offer the following comments in regard to proposed improvements to Broadway Boulevard as described in "Staff-Recommended Six-Lane Including Transit Refined Alignment," dated February 20, 2015:

In general, the greater the number of pedestrians present within an area, the more likely they are to be seen and recognized as a presence within the right of way by passing motorists and the less likely the chances of dangerous pedestrian-vehicular conflicts. For this reason, we encourage roadway design that promotes pedestrian use. Because it appears that the project is located within the Rio Nuevo development zone, we support the design of new commercial buildings consistent with Rio Nuevo's architectural guidelines that encourage pedestrian access directly from the street. In order for commercial development of this type to succeed, it is critical to create an environment that maximizes opportunities for pedestrian enjoyment.

Generous roadway widths are typically antithetical to pedestrian safety. Therefore, wherever possible, we support the reduction of roadway width to a minimum. For this reason, we support restricting the use of bus pullouts, because doing so reduces the overall width of the roadway at those locations. Furthermore, we support the inclusion of constructed elements that reduce the motorist's perception of the roadway width such as the use of a curvilinear alignment using minimal radii, the incorporation of minimal lane widths and the employment of zero set-back distances for new and existing vertical construction.

We strongly recommend the incorporation of a 30-mile-per-hour posted speed limit and a maximum design speed of 35 miles per hour for the entire alignment for the following reasons:

- There is a direct correlation between vehicular speed and the severity of pedestrian injuries when struck by moving vehicles.
- A lower speed limit reduces roadway noise generated by passing vehicles, thereby increasing opportunities for pedestrian enjoyment.
- By encouraging pedestrian use, a lower speed limit can benefit private businesses that attract pedestrians. The greater the number of such businesses, the greater the number of pedestrians who are encouraged to enjoy those businesses and, because they are a more visible presence, the greater the personal safety of those pedestrians.
- A lower speed limit reduces clear zone requirements, thereby increasing the area safely available to pedestrians. A minimal clear zone also creates more opportunities for public art and landscape elements, thereby "softening" the roadway as perceived by the motorist and thereby encouraging slower travel.

We support the use of a raised median throughout the project. Restricting left-hand turn opportunities improves the safety of pedestrians by reducing the number of potential conflicts between vehicles and pedestrians.

Pedestrian Advisory Committee

We support restricting the number of driveway entries to properties adjoining the right of way. Although this will reduce opportunities for vehicular access to these properties and may slightly diminish the commercial viability of the associated businesses, it also will reduce the number of potential conflicts between vehicles and pedestrians, thereby increasing pedestrian safety.

Because public transit encourages pedestrian use, we support your goal to improve transit function. To that end, we also encourage the design of a roadway that can best integrate a light rail system if and when that opportunity arises.

Because vehicular traffic will migrate into adjoining neighborhoods during construction, we recommend that the task force study these neighborhoods for pedestrian safety and that sidewalks be constructed where lacking. We also recommend where necessary that new sidewalks be incorporated into the design in order to provide safe pedestrian access from these neighborhoods to Broadway commercial businesses.

We support the inclusion of the proposed HAWK crossings. At appropriate distances from each HAWK, we recommend the use of textured pavement to alert drivers to the upcoming crosswalk. Textured pavement will also help to reduce driving speeds.

We support the use of raised pedestrian crosswalks at large intersections.

Because these have been shown to reduce driving speeds, we support the incorporation of landscape elements in the design.

To reduce visual congestion, make pedestrians more visible to motorists and improve the pedestrian experience, we recommend that utilities be buried.

Thank you for the opportunity to comment on the proposed design. We look forward to further developments in your project and to sharing our thoughts.

Sincerely,

Maia Ingram
Pedestrian Advisory Committee Chair

John Anderson
Ward 3 Representative

(108)

Josh Weaver

From: Friederike Almstedt <riketucson@me.com>
Sent: Tuesday, March 10, 2015 5:11 PM
To: broadway@tucsonaz.gov
Subject: Comment on Preferred Alignment for Broadway corridor

Tucson has a choice:

We can follow the old paradigm of car-centered development, with generous lipstick applied for pedestrians and bicyclists, or help this section of Broadway become the Sunshine Mile destination for tourists and locals that is befitting this historic business district just east of downtown.

The "Preferred Alignment" put before you by staff would move cars through, past, and away from this section of Broadway, giving cars a generous 12 feet per lane and the temptation of speed, combined with the illusion of having the unquestionable right of way. Bicycles and pedestrians too would be given maximum width, with a generous landscape buffer and medians provided to create the illusion of safety.

So what's not to like? Isn't a solution where we all get the maximum space to feel safe just what we want? Well no, not necessarily. Safety is not in the width of a car lane, a bicycle lane, a sidewalk, or a landscape buffer, but in the speed with which we travel. Safety is not in segregation, but in an integrated urban design that promotes moving through, moving into, and being in the urban space.

Before we spend a lot of money aquiring businesses we intend to destroy so that we can get through this part of town with the least amount of attention, we should ponder the fact that communities around the globe are spending a lot of money on narrowing streets and making them "complicated" to reduce speeds and revive local businesses.

Those of us who are interested in a vibrant business district with shops and offices supported by local and non-local customers are often accused of being NIMBYs who want to maintain Tucson as a rundown backwater. Nothing could be further from the truth. Promoting multi-modal urban development and vibrant local businesses is as cutting edge as it comes. Ignoring current research in urban design and insisting on a car-centered environment is as backward as it is short-sighted.

This section of Broadway has lived under the threat of widening for a long time and is only a shadow of its former self. Give it a chance to evolve into a vibrant version of itself, a destination where people will want to spend money, where there is interest in the form of shops, storefronts, offices, and restaurants, where Tucson can show off its mid-century modern heritage, attracting tourists and locals alike. This will not happen if we destroy the historic buildings and replace them with an-anywhere-in-the-US-mall look or worse.

Friederike Almstedt – Technical Writer. Born a pedestrian, a bicyclist since age 5, independent user of public transportation since around age 10, a driver since age 26 on paper and since 47 in reality. Still true to all modes.

(109)

Josh Weaver

From: Anne Helwig <tucsonjam@hotmail.com>
Sent: Tuesday, March 10, 2015 6:52 PM
To: citymanager@tucsonaz.gov; broadway@tucsonaz.gov
Subject: Broadway Road Widening

I recently learned about the plans to widen Broadway between Country Club and Euclid Ave. As a downtown resident since 1985, I strongly oppose this plan. Although traffic on Broadway is bad, especially at rush hour, I don't believe this plan will alleviate this problem. It will only create a greater bottleneck going into downtown as more people will be encouraged travel along Broadway. I am also concerned about the impact on Broadway businesses and the need to demolish historic buildings to make way for the wider roads.

Tucson and Pima County need to invest in longer range, more sustainable solutions to Tucson's traffic problems. I and many people I know favor a light rail system complimented by bus connections. In the short term, this would no doubt be more expensive. But the long term benefits to the air quality and ambience of the City would be worth the investment.

Please don't let Tucson turn into Phoenix, with 8 lane road systems eviscerating the heart of our city. Thank you for considering my views.

Sincerely,

Anne Helwig

Josh Weaver

(10)

From: Matt Mugmon <mattmugmon@gmail.com>
Sent: Tuesday, March 10, 2015 9:41 PM
To: broadway@tucsonaz.gov; Mayor1@tucsonaz.gov
Subject: Broadway Plans -- Comment

Dear Mayor Rothschild and the Citizens Task Force,

I reviewed the realignment plans for Broadway and have several concerns. Dividing medians suggest that Broadway is not a neighborhood road, but a highway. I believe that is precisely the wrong message to be sending about this area. Tucson needs to commit to a vital urban core – and while I applaud the consideration for sidewalks and bike lanes on Broadway, this is not achieved by making it harder to cross local streets and detouring people on foot, people on bicycles, and people in cars further out of their way in order to arrive at their residence or other destination. Let's find different ways to make the road safer.

Evidence shows that road diets (http://www.citylab.com/design/2014/09/so-what-exactly-is-a-road-diet/379975/) are one of the wisest approaches to street design in a modern era. I am confident that your proposed alignment – a road binge as opposed to a road diet -- will make this historic, vital Tucson corridor LESS hospitable to vulnerable road users and will destroy any remaining sense of a vibrant commercial district that is readily accessible. Broadway currently boasts some of Tucson's most charming shops and restaurants, and is a critical corridor connecting eastern parts of the city to the increasingly popular downtown hub. We ought to strive to build a vibrant commercial district, that encourages peoples to stop by a shop on a whim because they were driving by, not build a highway that is designed to just shuttle them through the corridor, too many lanes away to see the shops or be able to make a turn. Smaller roads build community and invite all modes of transportation. Let's build this community, not destroy it.

Thank you,

Matthew Mugmon

Poet's Corner

Josh Weaver

From: mspark@cox.net
Sent: Tuesday, March 10, 2015 10:34 PM
To: citymanager@tucsonaz.gov; citycerk@tucsonaz.gov
Cc: broadway@tucsonaz.gov
Subject: OPPOSE THE UNNECESSARY BROADWAY WIDENING

ELIMINATE POT HOLES NOT SMALL BUSINESSES OR HISTORIC BUILDINGS CHOOSE THE MOST NARROW SOLUTION OF WIDENING BROADWAY TO 6 LANES AS NECESSARY TO MAINTAIN SAFETY FOR ALL MODES OF MOBILITY HEED THE ADVICE OF THE BROADWAY COALITION AND PRESERVE COMMUNITY

Josh Weaver (112)

From: Robert M. Kaye <r_m_kaye@hotmail.com>
Sent: Tuesday, March 10, 2015 10:48 PM
To: broadway@tucsonaz.gov
Subject: Broadway Corridor: Staff-Recommended 6-Lane Including Transit Refined Alignment Map and Report

To the Broadway Boulevard Project Team:

I have reviewed the Broadway corridor plans and report (February 20, 2015). Again, the work that the team has produced is outstanding. It is technically sound, forward-thinking, responsive to business and community concerns, protective of historic resources, and sensitive to environmental values. The plans show a Broadway corridor that will enhance safety and the quality of the experience of being there for all Broadway users -- drivers, bus riders, bicyclists, and pedestrians. Access to transit, businesses, and important community facilities and services will be improved. The visual quality of the corridor will be transformed. Most important, the design accomplishes the crucial first step in the process of introducing high-capacity, high-speed transit service to the corridor. At this stage, it is impossible to conclusively determine whether that service will be bus rapid transit, streetcar, or light rail. But none of those services could be created in the Broadway corridor without the work that the Project Team, the Community Task Force, local businesspeople, and residents have done to widen the existing roadway to three lanes in each direction. Generations of future Tucsonans will be significantly benefited by this work.

Here are my specific comments on the plans and report:

1. Sheets 6 and 7. There appears to be a drafting error in the layout of the eastbound roadway. In the section between Plumer Ave. and Tucson Blvd., there are only two eastbound lanes.
2. Report Comment #20. New signalized intersections such as the one proposed at the corner of Plumer Ave. and Broadway Blvd. should be vehicle-, bicycle-, and pedestrian-activated. Otherwise, there should be a free E-W flow of traffic on Broadway. Likewise, improvements to existing, signalized intersections with a relatively low flow of cross traffic should be user-activated. This will improve traffic flow on Broadway for vehicles, and it will improve safety for pedestrians and bicyclists on Broadway and on cross streets.
3. Report Comment #23. For greater clarity, consider identifying/highlighting existing bus stops on cross streets in the plans.
4. Bus Pull-Outs. User signage at bus pull-outs -- on the pavement and on posts -- will be needed to maintain safe conditions for boarding and disembarking bus passengers and for bicyclists. If the Team has not already done so, please consider monitoring conditions at stops along the Modern Streetcar to evaluate and possibly improve upon solutions to possible bike-pedestrian conflicts.
5. Report (General). In several places in the report, refinements to the alignment, turning radii, lane dimensions, driveways, etc. are described for the benefits they will have in improving access or reducing impacts to adjoining properties. It is worth pointing out that many of those refinements also will have a traffic calming benefit, reducing speeds and improving safety.

Thank you very much for the opportunity to comment on the plans and report. I feel very fortunate to have the opportunity to participate in this important project.

Please contact me if you have questions or if you need further information.

Regards,
Bob Kaye

Robert M. Kaye
330 E. Hillcrest Place
Tucson, AZ 85704
617-990-6050 (cell)
r_m_kaye@hotmail.com

113

Josh Weaver

From: Sage Goodwin <sagewan@aol.com>
Sent: Tuesday, March 10, 2015 10:53 PM
To: broadway@tucsonaz.gov
Subject: Comment on Broadway widening

To whom it concerns and those who are charged to be concerned:

People are attracted to belonging, and a built environment can facilitate and satisfy, through its organization and it's form, the hunger that people have to live in a good place.

One place within a good place is the place near one's home whereby you can leave your car behind and join humanity on foot, or in convivial communal transport, and have the space and facilities to appreciate life and community. Scale is a very important feature to attend to, otherwise alienating uninhabited environments are created.

There are people all over the world who have the good fortune to have a good quality of life so underpinned by environments that invite life. Their treasured streets and squares and destinations are an asset of their city or town. The people of the neighborhood north and south of Broadway near downtown to near the U of A, they too would really appreciate an urban environment that through its well thought through form dignifies, encourages, and invites people to build community as they experience their community.

Without the context where through people mingle, observe, and experience eachother, the city fails to provide a necessary human need, and loses the opportunity to create a vibrant habitat that people will flock to.

Please think on and hear the visions of all concerning improvements to this corridor. Create a design that that strengthens our community's connection to life.

I understand there are different solutions being advocated. We should not squander the opportunity to create as much value for the city as we can with any changes made to Broadway between Euclid and Country Club.

Thank you,

Sage Goodwin
Menlo Park/A Mountain

Josh Weaver 114

From: MICHAEL BRUWER <mjb1844@gmail.com>
Sent: Wednesday, March 11, 2015 5:12 AM
To: broadway@tucsonaz.gov
Subject: Broadway widening

Please give us more time to respond to the alternate plan for widening Broadway.

Thank you,

Michael Bruwer
2009 E Hawthorne
85719

Sent from my iPhone

Josh Weaver 115

From: Alvaro Amaya <Alvaro.Amaya@asdb.az.gov>
Sent: Wednesday, March 11, 2015 7:46 AM
To: 'broadway@tucsonaz.gov'
Subject: Broadway isn't very broad.

Widen it! The city needs as much East-West work as possible.

Alvaro Amaya
IT Network Systems Specialist
Information Technology
Arizona State Schools for the Deaf and the Blind
Alvaro.Amaya@asdb.az.gov
Office: 520.770.3843
Fax: 520.70.3489

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116

Josh Weaver

From:	Evren Sonmez <evren.sonmez@gmail.com>
Sent:	Wednesday, March 11, 2015 8:15 AM
To:	broadway@tucsonaz.gov
Cc:	mayor1@tucsonaz.gov; ward1@tucsonaz.gov; ward2@tucsonaz.gov; Ward3 @tucsonaz.gov; ward4@tucsonaz.gov; ward5@tucsonaz.gov; Regina.Romero@tucsonaz.gov; Karin.Uhlich@tucsonaz.gov; Jonathan.Rothschild@tucsonaz.gov; Paul.Cunningham@tucsonaz.gov; Shirley.Scott@tucsonaz.gov; Richard.Fimbres@tucsonaz.gov; Steve Kozachik
Subject:	Rincon Heights Neighborhood Association - Broadway Position Statement
Attachments:	RHNA March 2015 Positon on Broadway Widening.pdf

Greetings:

Please find attached the position statement we adopted at our quarterly neighborhood association meeting on March 3, 2015.

Sincerely,
Evren Sonmez
RHNA President

Rincon Heights Neighborhood Position
For Citizens Task Force on Broadway Project
Passed unanimously in RHNA meeting 3 March 2015
This resolution seeks to reaffirm our resolutions of September 16, 2014 and September 21, 2010.

4. *There is a Significant Threat to the Rincon Heights Historic District, Destabilizes the Neighborhood, and Places at Risk Historic Buildings in the affected area.*
The proposed alignment threatens the Rincon Heights historic district by eliminating a significant number of contributing and potentially contributing properties. Further, by increasing the exposure of homes on 10th Street to an altered urban traffic corridor, the alignment puts owner occupancy at risk, destabilizing the neighborhood and making more contributing historic properties vulnerable to alteration or demolition.

Historic buildings represent the unique history and character of our neighborhood and region and should be preserved. Even if the Citizens Task Force recommends a future city policy to require preservation of facades of historic buildings that would be acquired and resold, we have little confidence, based on past practice, that the City of Tucson and RTA will follow through if such a policy would make property harder to sell or result in lower selling prices. Insensitive projects in West University Neighborhood have raised concerns that development incompatible with neighborhood stability and owner-occupancy would be permitted on Broadway if historic buildings are lost.
There is also the real possibility of the loss of historic designation for surrounding neighborhoods if sufficient numbers of contributing or contributing-eligible historic buildings are lost.

Rincon Heights Neighborhood Position
For Citizens Task Force on Broadway Project

passed unanimously in RHNA meeting 16 September 2014

This resolution seeks to reaffirm our resolution of September 21, 2010. It is intended to give support and guidance to our Rincon Heights Neighborhood Association President, who is a member of the Citizens Task Force that is examining and weighing in to the Mayor and City Council on plans for Broadway widening.

This resolution affirms the 2010 Rincon Heights Neighborhood Association position that the Broadway street improvement project should be completed within the current street width, with some small exceptions at intersections or for strategic bus pullouts. We oppose widening Broadway to 3 lanes in each direction.

This resolution affirms that we, The Rincon Heights Neighborhood Association, do not want and do not support the current plan. As stewards of our neighborhood, central Tucson, and of the larger Tucson metropolitan area, we believe that the proposed design is

not congruent with our vision of the future for Tucson and is indeed counterproductive to the vitality of central Tucson and its businesses.

We urge the Mayor and City Council to reject the current design that would destroy large numbers of current businesses.

Input Has Been Requested
The Citizen Task Force process began in June 2012 to gather input from stakeholders. The stakeholders have expressed themselves in four stakeholder meetings attended by hundreds of people from within and outside the study area. The consensus of these citizens is that any design improvements must fit inside the current street width and must preserve the existing historic and architecturally significant structures along Broadway.

RHNA's position is consistent with extensive public comments on the project at meetings designed for public input. Opposition to the widening plan is also the position of the Sam Hughes Neighborhood Association. The city of Tucson has asked for our input on the current plan that specifies significant widening and destruction of properties on both sides of Broadway from Country Club to Euclid.

This resolution affirms that we do not want and do not support the current plan.

Reason for This Position
Here is why the current plan for widening Broadway to 3 lanes in each direction should be opposed:

1. Evidence is Lacking for the Need to Widen Broadway
Current growth projections indicate that past traffic estimates were overstated. Data the Citizens Task Force has received indicates that traffic counts inside the project area have decreased by over 15% since 2010. Our youngest generations are driving even less. The significantly increased traffic on Broadway projected for 2040 (the justification for the project) must now be viewed skeptically. If the serious traffic problem meant to be solved by this widening does not exist, then why do it? We need evidence-based decision making.

2. Traffic Flow Can be Significantly Improved Within the Current Broadway Street Footprint
This can be done by improvements at intersections, traffic signal synchronization, and improved sidewalks. Minimal widening at intersections or for strategically placed bus pullouts may be useful and is worth considering, as long as most of the current footprint is preserved.

2. Public Input is <u>Not</u> Reflected in the Current Design Options
Well-attended public meetings have consistently reflected the desire of stakeholders for improvements in the narrowest footprint possible, preserving historic buildings and current locally owned businesses. This input has been ignored in the current design plans.

3. The Project Does Not Enjoy Wide Support and There Was No Voter "Mandate"

The Broadway project (project #17) was not the only item on the 2006 ballot measure. Although the measure passed, not every voter wanted every project, nor was there an opportunity to prioritize projects. It was all or nothing. The public meetings indicate that there is little support for a wider Broadway today. There is also little evidence of support in 2005 when the project was placed on the RTA ballot and indeed there was significant opposition to this particular project at that time.

4. There is a Significant Risk to Historic Buildings

Historic buildings represent the unique history and character of our neighborhood and region and should be preserved. Even if the Citizens Task Force recommends a future city policy to require preservation of facades of historic buildings that would be acquired and resold, we have little confidence, based on past practice, that the City of Tucson and RTA will follow through if such a policy would make property harder to sell or result in lower selling prices. Insensitive projects in West University Neighborhood have raised concerns that development incompatible with neighborhood stability and owner-occupancy would be permitted on Broadway if historic buildings are lost.

There is also the real possibility of the loss of historic designation for surrounding neighborhoods if sufficient numbers of contributing or contributing-eligible historic buildings are lost.

5. The Sense of Place of Broadway as a Destination is at Risk

Stakeholders and the Citizens Task Force have received no assurances and no concrete plans have been presented to retain or increase the type of small locally owned businesses that exist currently. These businesses provide human scale services, entertainment, and dining. Zoning has already been granted to allow Brake Masters to replace residences with a large new shop on the northeast corner of Broadway and Campbell. More disturbing is the nature of the new developments on the south side of Broadway with new chain stores such as Sonic, Family Dollar, and Office Max. These are not the type of businesses that attract cyclists, pedestrians, or transit riders to the area, nor do they it enrich neighborhoods. The unique nature of the Broadway corridor is at risk.

Without a sense of place, there will be no pedestrians, and cyclists or transit riders will merely "pass through". At best, Broadway could become a throughway with beautiful bike facilities and sidewalks that no one uses.

6. The Area's Economic Vitality is at Risk

We fear losing many of the small, locally owned businesses that currently thrive in this area. These businesses will do even better when uncertainty about the Broadway Project is alleviated and vacant buildings are sold and restored.

No good examples have been provided to stakeholders of the kinds of development that could occur in shallow remnant lots that would result from the current design options. Speedway has been suggested as an example of how a wider Broadway could look! However, very few pedestrians and cyclists use Speedway; it lacks the vibrancy and unique character of the

"Sunshine Mile." Overwhelming evidence suggests that widening roads is counterproductive to economic growth and neighborhood development, in the short-term, and in the long-term.

7. Transit

While we would welcome transit improvements, they must not damage the historic built environment or existing businesses, which support transit viability.

8. Other Issues

There are many other issues that are not adequately considered in the current design plan. These include the effects on walkability, mass transit usage, pedestrian safety, and the effect on two large senior citizen communities within the project area, to name a few.

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Josh Weaver

From: Marge Pellegrino <margepell@comcast.net>
Sent: Wednesday, March 11, 2015 8:51 AM
To: broadway@tucsonaz.gov
Cc: ward1@tucsonaz.gov; ward2@tucsonaz.gov; Ward 3; ward4@tucsonaz.gov; ward5 @tucsonaz.gov; mayor1@tucsonaz.gov
Subject: Alternative alignment plan?

I hope the mayor and council will give the public time to review the narrower alignment that will save historic buildings and provide a more progress, possibly safer approach.

Let's not rush into something that we'll live to regret.

Sincerely,
Marge and Steve Pellegrino
341 E. Yvon Drive,
Tucson, 85704-5229

118

Josh Weaver

From: Barbara Falk <babbf@cox.net>
Sent: Wednesday, March 11, 2015 9:25 AM
To: broadway@tucsonaz.gov
Subject: Broadway

SAVE TUCSON BUSINESSES AND HISTORY FROM DESTRUCTION BY SUPPORTING THE BROADWAY COALITION!

Barbara Falk

119

Josh Weaver

From: Sharon Francis <sharon.francis@lafrontera.org>
Sent: Wednesday, March 11, 2015 10:41 AM
To: broadway@tucsonaz.gov
Subject: Broadway Widening Project

Having driven to and from work for the past 3 years on Broadway Blvd. I have to say that I do not understand the logic in widening this small stretch of Broadway. The traffic seems less congested than other parts of town, especially roads like Speedway and Grant Road. In my opinion these monies could be better spent-it would probably cost the same amount to fill in all the potholes all over town. Please do not tear down historic houses, businesses, and spend outrageous amounts of money on this "not needed" project. Sharon Francis

120

Josh Weaver

From: . <davgooden@aol.com>
Sent: Wednesday, March 11, 2015 10:44 AM
To: broadway@tucsonaz.gov
Subject: widening Broadway

I am strongly opposed to the plan to widen Broadway and to destroy the many wonderful businesses on this street. Some, like Lerua's, have been there for so long they (and their tamales) are just a part of living in Tucson. I understand that the businesses can, in theory, move, but many will not survive.

The pull-over lane for buses on Broadway and Alvernon has worked wonders with traffic on this busy corner (close to my home). I wonder if this would help with the section of Broadway in question. It would cost less and do less damage.

Sincerely,
Anne Gooden
230 S. El Volador
Tucson, AZ., 85711

121

Josh Weaver

From: Ronald Stoll <reslandaz@gmail.com>
Sent: Wednesday, March 11, 2015 11:31 AM
To: broadway@tucsonaz.gov
Subject: Comments on the new Alignment

As he owner of 2307 and 2309 E Broadway, I would like to comment. If your plan is trying to save my buildings and have them be economically viable, that plan is a pipe dream. This plan leaves no parking. You need to purchase the entire parcel.

These strip buildings along this section of Broadway are not downtown with parking garages. You have 35 mph or more, moving traffic, not the 10 mph down town traffic with stop lights every few hundred feet.

Going into construction without any planned parking sites constructed, how do you expect any of these strip buildings to survive! The option of "getting with your neighbors to buy property and then paying for it to be developed" is absurd.

When I first purchased 2309 at the end of 2004, it was the only parcel for sale and all the properties were occupied. Now between the economic melt down and your three-year process of placating the neighborhood residents (non-owners of property on Broadway) there are at least 16 vacant properties in the section between 2201 and 2311. You did send us a formal letter telling us you were going to be purchasing our buildings (this was just before you decided to go back to the current review process) at which time we had made plans and relocated our business.

I've been trying to rent or sell these properties for the last three years with no luck. Some owners have had renters, but they didn't last. This area is now known as the Broadway Dead Zone and with the new no parking alignment plan, it's not going to help revive it.

How about the negative economic impact that you have had on so many business and property over the last three years, how are we to be compensated?

Not to mention the nearly two million dollars spent to come up with a " six lane" plan. That's right it was a six lane plan originally.

Time to move forward, purchase these strip stores and get this project off the ground.

Ron

--

Ronald E. Stoll, LS
AZ, NM, CA, ID, OR, CFedS

RES Land Surveys, Inc.
1910 E 14th Street
Tucson, AZ. 85719

520-624-1142 Office 520-490-6500 Cell

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Ronald E. Stoll, LS
AZ, NM, CA, ID, OR, CFedS

RES Land Surveys, Inc.
1910 E 14th Street
Tucson, AZ. 85719
520-624-1142 Office 520-490-6500 Cell

122

Josh Weaver

From: JOHN TERRY <deacjbt@msn.com>
Sent: Wednesday, March 11, 2015 12:21 PM
To: broadway@tucsonaz.gov
Subject: Widen Broadway?

Why widen this street and take out businesses and homes? The city can't take care of the streets they have now. Fix these before giving away millions for another project.

Regards

123

Josh Weaver

From: Gene Einfrank <gene.einfrank@gmail.com>
Sent: Wednesday, March 11, 2015 12:27 PM
To: broadway@tucsonaz.gov; Jonathan Rothschild; Karin Uhlich; Paul Cunningham; Regina Romero; Richard Fimbres; Shirley Scott; Steve Kozachik
Subject: DNaRC Broadway corridor statement
Attachments: DNaRC Broadway corridor statement 031115.pdf; Acquisition Costs 2014.pdf

Dear Honorable Members of Mayor and Council and Citizens Task Force,

Please see the attached statement by the Downtown Neighborhoods and Residents Council (DNaRC) regarding the February 20th proposed alignment to widen Broadway.

Respectfully,

Gene Einfrank
DNaRC co-chair

To: Honorable Members of the Mayor and Council and the Citizens Task Force

Downtown Neighborhoods & Residents Council (DNaRC) of the Downtown Tucson Partnership oppose the Broadway Alignment posted on February 20, and urge the Citizens Task Force (CTF) and Tucson's Mayor & Council to reject it.

The proposed alignment is bad policy for five key reasons:

1. **It does not preserve the historic built environment and existing local businesses.**
   Broadway Blvd. from Euclid to Country Club currently boasts more than 100 historic and architecturally significant buildings, including the largest concentration of Midcentury Modernist buildings in the City.

   The overwhelming sentiment in four public meetings attended by hundreds of stakeholders from across the City, the recommendations of the CTF, and **the mandate of the Mayor & Council were to preserve the historic built environment and existing local businesses by threading the roadway between the buildings, flexing and narrowing where necessary.**

   The alignment released February 20, like all of those before it, fails to meet this criterion, removing vast swaths of the built environment, including at least 37 buildings, among them four solid blocks of Rincon Heights National Register Historic District.

2. **It will diminish walkability and bikeability, which are already poor in the Study Area.**
   The public and the CTF also rated walkability and bikeability as essential criteria for an improved roadway. The proposed alignment fails to meet these criteria; rather it offers an excessive width, padded out with unnecessary medians and planting strips.

   In fact, it fails to meet the context-sensitive solutions principles that are referred to on the project website.

3. **It will undermine the viability of the Sunshine Mile business district.**
   Broadway Blvd. from Euclid to Country Club contains the vibrant and growing Sunshine Mile Business District, which is both a neighborhood business district and a fitting gateway to Downtown Tucson. A 2011 study found 229 active businesses between Euclid and Country Club.

   Many of these businesses will be displaced, including a number of retail businesses.

   This, in turn, would diminish the Rio Nuevo TIF funding, as they would likely move out of the TIF area, and along with them go their sales tax revenues.

   At a time when we are trying to grow businesses in Tucson, it makes better sense to support these small businesses, not destroy them.

4. **It will destabilize adjacent historic central Tucson neighborhoods.**

5. **It is based on traffic projections that have never materialized.**
   Traffic counts have actually fallen since 2005. Therefore, the proposed alignment is a solution without a problem.

These five reasons indicate the proposed alignment would be an irresponsible expenditure of taxpayer dollars to build excess road capacity to an outdated suburban model.

While the budget for the project is $74 million, the acquisition and construction costs (see attached) would likely run substantially over budget. Cost overruns will encumber the COT General Fund, using scarce tax dollars that could be used for other more deserving projects—parks, swimming pools, transit, neighborhood needs, and even filling potholes.

Thirteen downtown and central Tucson neighborhood associations are on record opposing excessive Broadway widening: West University, Armory Park, Feldmans, Dunbar Spring, Santa Rita Park, Sam Hughes, Rincon Heights, Broadmoor Broadway Village, Arroyo Chico, El Encanto, Iron Horse, Pie Allen, and Menlo Park.

As the city moves toward a more integrated planning approach, it makes little sense to complete projects that arguably solve one problem but precipitate others. Rather, it would be better to consider ALL of the impacts of the proposed alignment, not just the car-related ones.

It is clear that from the beginning of the process, city staff and consultants have ignored (at best) or subverted (at worst) the will of the council, the requests of the CTF, and the input from the public.

There are a number of questions for which DNaRC would like answers before any decisions about the project are made:

- What is the anticipated budget?
- What percentage of the budget is federal dollars (that are being passed through the RTA)?
- What percentage is COT funds?
- What percentage of the properties does the city already own?
- What is the language of the original RTA scope for this project? Does it require this lane width to receive the RTA funds?

Respectfully submitted,

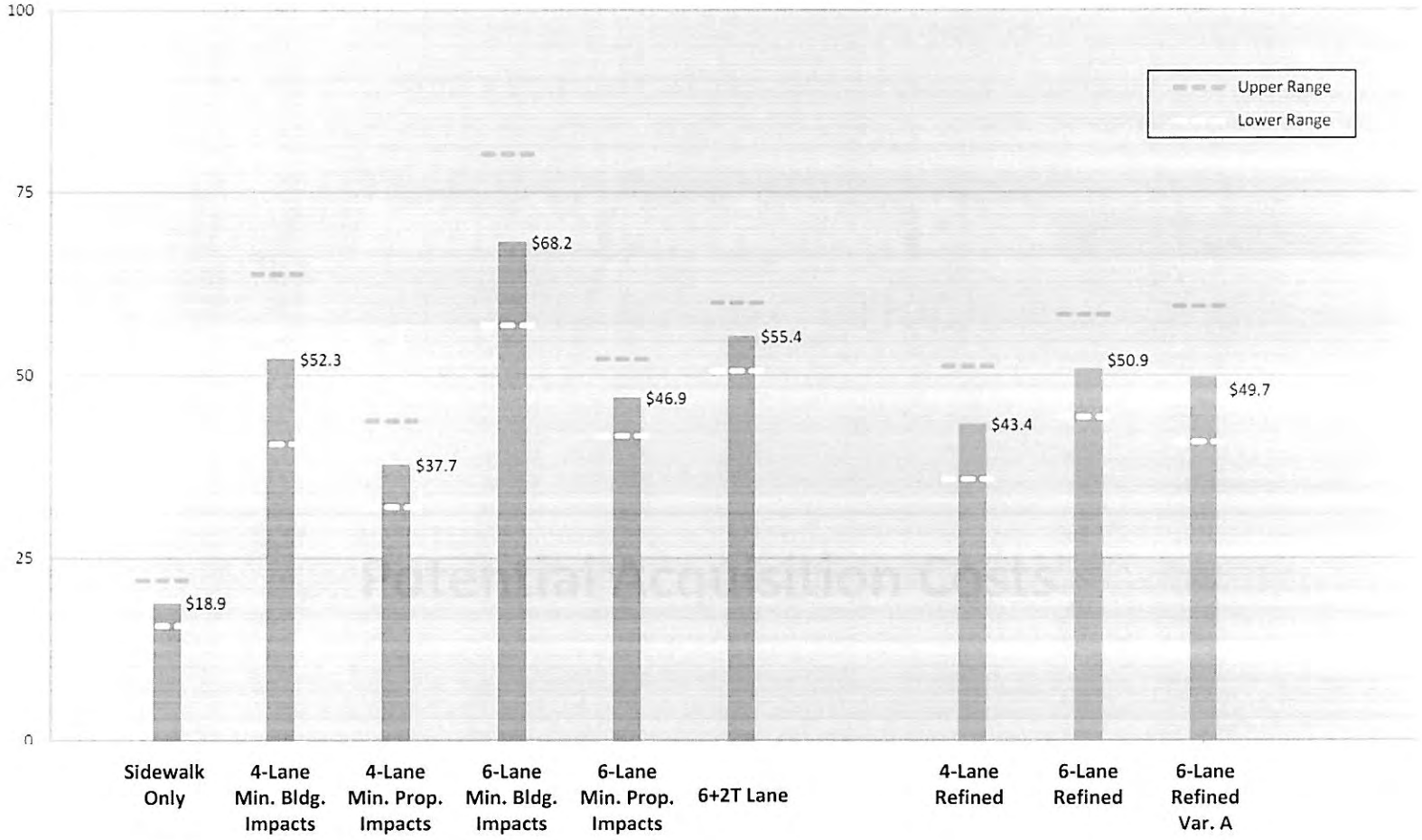
Gene Einfrank
DNaRC co-chair

About DNaRC

A standing committee of the Downtown Tucson Partnership, the Downtown Neighborhoods and Residents Council (DNaRC) is comprised of the leadership of ten mixed-income neighborhoods, representing nearly 10,000 households. By living in and near downtown, these renters, homeowners, and property owners have made an investment in the social, civic, and economic well-being of downtown Tucson. DNaRC is committed to the ongoing prosperity of downtown and surrounding neighborhoods and serves as a conduit for downtown area residents to stay informed about current and future plans for downtown. The council also provides a forum to ensure that neighborhoods are heard regarding the issues that accompany downtown development.

Potential Acquisition Costs

Values shown are in millions



Josh Weaver

124

From: Scott Brill <scott.brill@smbnet.us>
Sent: Wednesday, March 11, 2015 1:00 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening

The widening of Broadway from Euclid to Country Club should be scrapped indefinitely and the money used instead to repair our existing roadways which have become shamefully deteriorated and dangerous for motorists and bicyclists. The terrible conditions of our existing roads have also become an impediment to attracting businesses and tourists to Tucson, although the car repair shops and dealers are profiting.

Scott Brill
Tucson resident since 1985

Josh Weaver

125

From: Alice Pine <apine@uicalumni.org>
Sent: Wednesday, March 11, 2015 1:04 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening

Dept. of Transportation:

I've lived in a neighborhood near Broadway and Alvernon for the past ten years and frequently drive in the area of the proposed widening project. I think the city needs to seriously reevaluate the need for such a drastic expansion of Broadway. Even during times of heavy traffic volume, bus pullouts are the only thing really needed to minimize congestion. Adding more traffic lanes would only encourage speeding, discourage pedestrian activity, and destroy historic buildings. It would also eliminate many small businesses and the city taxes they provide. It is hard to believe that in weighing all the costs of this project, Tucson will gain any real financial benefit.

I am completely opposed to making it easier and faster for cars to speed across town, but I would support spending tax money to provide bus pullouts with seating and shade structures as well as the addition of native landscaping, bike lanes, and safe pedestrian crossing signals. These are things that encourage and enrich urban life and provide a sense of community.

Also consider: In a city where there are insufficient funds to patch potholes and maintain existing streets and infrastructure, isn't it ridiculous to contemplate such a massive, expensive, and unnecessary project?

Alice Pine

Sent from my iPad

126

Josh Weaver

From: Lisa Scoblink <Lisa.Scoblink@Hilton.com>
Sent: Wednesday, March 11, 2015 1:07 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening

To Whom it may concern,

I travel Broadway 5-6 days a week, from Euclid to Kolb. I find it a pleasant, smooth ride, except for the occasional pothole, and would be against the widening of such road!
Bus pull-outs may be needed in a few spots.
The most congestion I find is close to Park Place Mall during the holiday season.

Thank you,
Cyrile E. Scoblink ~ 520-721-5644
Social Sales Manager ~ Hilton Tucson East

Josh Weaver (127)

From: Barbara Kelly <bgkelly@earthlink.net>
Sent: Wednesday, March 11, 2015 2:14 PM
To: Broadway@tucsonaz.gov
Subject: Broadway Widening

To Whom It May Concern:

I frequently drive on Broadway between downtown and Wilmot and patronize quite a few businesses in the area you plan to widen. At no time of day or evening have I seen evidence of a need to add lanes and tear down buildings. I understand that more traffic was projected when this expansion was approved, but it makes no sense at all now. Whatever money has been spent on planning may be wasted, but there seems no rational reason to spend a penny more on a project that will also harm the area's tax base and provide so little benefit to Tucsonans.

I believe you could greatly alleviate any congestion on Broadway by adding more bus pullouts with some nice shelters. That would also encourage more people to use the buses and perhaps reduce the city's subsidy.

Having just taken visitors around the city and out to the airport, I am all too conscious of the need for road repair here. I know it's hard to rescind a plan that has been in the works for so long. But there seems to be little reason -- or constituency -- for adding lanes to Broadway and great reason to use any available funds for urgently-needed road repair.

Thank you for your consideration.

Barbara Kelly

Josh Weaver

(128)

From: James Hannley <jhannley2@msn.com>
Sent: Wednesday, March 11, 2015 2:23 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening

I am opposed the the widening of Broadway to 4 lanes for these reasons. Since this was proposed, studies show that the City's population growth is on the northside; not the eastside. This mitigates the need for more capacity. Also, with the Aviation Parkway and the Downtown links; the widening of 22nd St. and Grant Rd., we have plenty of east-west traffic capacity. The cost of City acquisition for the properties on the north side of Broadway will be $40M; prohibitively expensive. Finally, there are some unique structures, such as the Chase Bank that would be demolished; an aesthetic loss for the City.

Sent from Windows Mail

129

Josh Weaver

From: Ann D Pattison <pattison.ad@gmail.com>
Sent: Wednesday, March 11, 2015 2:27 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening/comment period

I have checked the website to find information on the narrow option. The new data is sparse and difficult to compare to the recommended option on a small computer. There is also not enough time to discuss this information with interested parties and neighbors. The comment period should be extended so that everyone has sufficient time to review all options.
Ann Pattison

Josh Weaver

131

From: Pamela Powers Hannley <pjp333@gmail.com>
Sent: Wednesday, March 11, 2015 2:40 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening comment

To whom it may concern,

I am a midtown resident of Tucson, and I am *against* demolition of historic architecture on Broadway Blvd and *against* widening this road beyond what is necessary.

I stand with the Broadway Coalition in calling for the most narrow solution for six lanes which meets the safety concerns for all modes of transportation-- not just cars. It has been reported that the Mayor and Council also have this opinion. Therefore, I don't understand why the staff is proposing a wider road and the purchase and destruction of 37 buildings.

Grant Road is slated for expansion. We don't need another massive road widening project on Broadway also. Tearing down businesses and forcing them to re-locate or re-build or close their doors is bad for business. I see no point in continuing this behavior.

There are many unique and historic buildings in this stretch of Broadway. We shouldn't destroy our history in exchange for generic strip malls and chain stores.

The old traffic and growth projections for the east side should be discarded because they are out of date. We need sustainable improvement on Broadway which fixes the non-ADA compliant sidewalks and improves bicycle and mass transit (including potential expansion of the modern streetcar) on Broadway.

With this decision, we have the chance to both honor our history and choose sustainable growth. Please do the right thing.

Sincerely,

pam

Pamela Powers Hannley, MPH
Co-Chair: Arizona Democratic Progressive Caucus
Blog: http://tucson-progressive.com/
Facebook: https://www.facebook.com/TucsonProgressive

Co-Director: Arizonans for a New Economy
Website: http://ArizonaPublicBanking.org
Facebook: https://www.facebook.com/ArizonaPublicBanking
Twitter: @p2hannley @AZProgressives @AZPublicBank

132

Josh Weaver

From: Erik Truelove <eriktruelove@gmail.com>
Sent: Wednesday, March 11, 2015 3:07 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening.

I am against this project as too many business will be ilk affected. There are parts of tucson that shouldn't be changed that dramatically and this is one of them. There are several other options for improvement that I feel would be less disruptive but help traffic flow. Select bus turnout lanes would be one suggestion. Rather than widening the whole stretch, just find a few spots where the busses can pull off as to not impede the rest of the flow of traffic.
I own a business just a few blocks south of Broadway on Plumer and I am very concerned at how this will disrupt my business.
Thank you
Erik Truelove
Drum & Drummer School of Percussion

Josh Weaver 133

From:	les_p_hackenslash@yahoo.com
Sent:	Wednesday, March 11, 2015 3:20 PM
To:	mayor1@tucsonaz.gov; ward1@tucsonaz.gov; ward2@tucsonaz.gov; ward3 @tucsonaz.gov; ward4@tucsonaz.gov; ward5@tucsonaz.gov; ward6@tucsonaz.gov; cityclerk@tucsonaz.gov
Cc:	broadway@tucsonaz.gov
Subject:	ACNA comments on Broadway
Attachments:	acna_lttr_to_mc_20150311.sla.pdf; acna_lttr_to_mc_20141008.pdf

Good afternoon:

Below is the text of a letter from Arroyo Chico Neighborhood Association to Mayor, Council, and the Broadway project team. Attached is a prettified version in PDF format, and also the referenced letter submitted in October.

We sincerely hope that if we can not solve the problems in the process that has created the Broadway situation, we can learn from them so we will not be repeating the same mistakes next time.

Thank you for your time and kind attention.

Cheers,
Les
Prez, ACNA

enc: acna_lttr_to_mc_20150311.sla.pdf (~244KB, two pages, PDF format) and acna_lttr_to_mc_20141008.pdf (~393KB, four pages, PDF format)

__BEGIN__

11-MAR-2015

TO: Mayor Jonathan Rothschild and Councillors Regina Romero, Paul Cunningham, Karin Uhlich, Shirley Scott, Richard Fimbres, and Steve Kozachik c/o City Hall, 255 West Alameda Street, Tucson, AZ 85701

CC: Boadway Project Team
c/o Tucson Department of Transportation, 201 North Stone Ave, 6th Floor, Tucson, AZ 85701

FR: Arroyo Chico Neighborhood Association c/o Les Pierce, President
2727 East Beverly Drive, Tucson, AZ 85716-5730 les_p_hackenslash@yahoo.com

RE: Broadway Boulevard improvement project

Esteemed Mayor and Council, dear Project Team:

Once again I write on behalf of the Arroyo Chico Neighborhood Association to express our extreme disappointment in what has been proposed for Broadway. Attached plz find our communication of 08-OCT-2014 expressing various concerns that we incorporate by reference and restate herein.

We also echo the many specific problems with the proposed alignment that have been articulated by others, but our concern is chiefly with the process which has created such a disastrous result:

(A) There was no vision or plan for Broadway. Traffic studies had been done, projections made, and solutions offered to hypothetical problems, but these are not visions or plans. Without such a "backdrop" against which proposals can be measured -- what do we want Broadway to look like in 25 years, and does this project help get us there? -- the BCTF was encouraged by M&C to create one from scratch.

(B) When a vision was created, it was ignored. Over four project open houses, the public has loudly and repeatedly given direction on what Broadway should look like now and can be in the future; the BCTF then incorporated this input into its recommendations. However, the project team has only presented wide medianized roadway designs that, as we have seen elsewhere in Tucson where other such designs were inflicted, are inimical to the public's clearly articulated goals. As a State Representative chastised during this year's budget debate, "We don't put our infrastructure before our children" -- infrastructure should serve residents, families, and neighborhoods, not steal from them.

(C) Those charged with protecting and supporting Tucson residents are ... where? It is not the Regional Transportation Authority (RTA)'s job to care about Tucson neighborhoods and residents, that falls to City leadership. Yet despite a proposed roadway design that is demonstrably bad for neighborhoods, of negligible benefit overall, and contrary to public demand, our electeds and appointeds have been eerily silent. Mind, this is not just a Ward 6 issue -- making a great city by supporting and enhancing great neighborhoods and communities instead of paving them over applies citywide. We have heard on past occasions much justified anger about the State meddling with the City's business, yet inexplicably that "don't tread on me" spirit has not manifested here.

What should one make of this?

If the intent was to have a legitimate design process wherein public input (both the at-large attendance at public events and through BCTF representation) and considered BCTF discussions would direct the final proposal, the City has failed. The vision articulated and demanded by the public (at open houses, during BCTF meetings, and through other feedback) is not represented in the proposed alignment, which, tragically, will make this public vision much more difficult to achieve if not impossible.

If, on the other hand, "the fix is in", why have two years of staff time, two years of unpaid volunteer time, hundreds of thousands (if not millions) of tax dollars in consultants' fees, and an immeasurable amount of citizen goodwill been wasted on a potemkin process? This represents the worst of both worlds -- not only are neighborhood concerns disregarded, citizens ignored, and opportunity squandered, precious time and resources that could have been spent elsewhere are now irretrievably gone. Had the BCTF come up with the proposed option after a comprehensive, fair, transparent, and honest process free from outside RTA meddling and with the full unfettered support of City leadership, residents might not like the result but could at least respect it. Currently, we do not even have that and whatever trust remains between citizens and City leadership has been further eroded.

Where do we go from here?

We fervently hope that it is not too late to salvage the Broadway situation -- sending the project team back to the drawing board to design a roadway that hews to public demand and BCTF direction, and telling the RTA that "but we promised" does not justify decimating vital commercial areas that will be of far greater long-term benefit to the City and region than more asphalt could ever be would be first steps to slowing and reversing a flawed (or worse) process and restoring some goodwill between City residents and leadership.

Thank you for your time and consideration of our comments.

/s/
Les Pierce

President, Arroyo Chico Neighborhood Association

enc: acna_lttr_to_mc_20141008.pdf (~393KB, four pages, PDF format)

__END__
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ARROYO CHICO NEIGHBORHOOD ASSOCIATION

11-MAR-2015

TO: **Mayor Jonathan Rothschild**
Councillors Regina Romero, Paul Cunningham, Karin Uhlich, Shirley Scott, Richard Fimbres, and Steve Kozachik
c/o City Hall, 255 West Alameda Street, Tucson, AZ 85701

CC: **Broadway Project Team**
c/o Tucson Department of Transportation, 201 North Stone Ave, 6th Floor, Tucson, AZ 85701

FR: **Arroyo Chico Neighborhood Association**
Les Pierce, President
2727 East Beverly Drive, Tucson, AZ 85716-5730
les_p_hackenslash@yahoo.com

RE: **Broadway Boulevard improvement project**

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(*continues ...*)

What should one make of this?

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Thank you for your time and consideration of our comments.

Les Pierce

Les Pierce
President, Arroyo Chico Neighborhood Association

enc: acna_lttr_to_mc_20141008.pdf (~393KB, four pages, PDF format)

ARROYO CHICO NEIGHBORHOOD ASSOCIATION

08-OCT-2014

To: **Mayor Jonathan Rothschild**
Councillors Regina Romero, Paul Cunningham, Karin Uhlich, Shirley Scott, Richard Fimbres, and Steve Kozachik
c/o City Hall, 255 West Alameda Street, Tucson, AZ 85701

From: **Arroyo Chico Neighborhood Association**
Les Pierce, President
2727 East Beverly Drive, Tucson, AZ 85716-5730

Re: **Broadway Boulevard improvement project**

Esteemed Mayor and Council:

I am writing on behalf of the Arroyo Chico Neighborhood Association to address the Broadway Boulevard improvement project currently being designed by the Citizens Task Force (CTF) appointed for this purpose. Our concerns are many, but we will try to be brief. Links to articles supporting our comments are below.

- When 74% of voters stay home from an election, there is no "mandate".
The Regional Transportation Authority (RTA) ballot measure passed in 2006 with 60% of the votes, meaning only one in six (60% of 26% is ~16%) eligibile voters approved it. This would not appear to be overwhelming enough demand to justify spending $74 million on a destructive and unnecessary project.

- "But we promised" is not always a good reason to follow through.
RTA lawyer Thomas Benavidez has stated that the "[RTA] Board [may] react, efficiently, to changing circumstances ...". Circumstances have changed since 2006; it is time for an efficient reaction, not dogmatic insistence on keeping ill-made promises.

- RTA's extortionate stance ("do what we say or else") defies reason.
The Broadway project area lies entirely within Tucson city limits, used mostly by City residents. The City, therefore, is uniquely qualified to determine what form Broadway should take in order to better serve the needs of those who use, live near, and do business on it. If the City can do this with a less expensive and less damaging design than what the RTA has proposed, the City's design, however small in scope, should be implemented.

- What are we really getting? Negligible commute time savings.
The 150-foot eight-lane plan purported to shave 80 seconds off the average vehicle travel time from Euclid Ave to Country Club Road. With an estimated project cost of $74 million, that's almost one million dollars for every second that may or may not be saved when the final design is implemented.

- What do the impacted neighbors get? In a word, nothing.
The time savings above will benefit those driving THROUGH the area, not those who are IN the area. Adjacent neighorhoods will lose connection with each other, traffic noise and other impacts will increase, and one of Tucson's last unique walkable human-scale commercial areas will be diminished.

- The public has spoken out on this issue. Loudly and repeatedly.
At all four (4) project open houses, public sentiment has overwhelmingly supported historic

(*continues ...*)

preservation, sense of place, pedestrian friendliness, and maintaining the current roadbed footprint (or as close to it as possible).

- Divide and conquer, part 1: "either/or" instead of "both/and".
The roadway design options so far presented generally depict a zero-sum game, e.g., superior pedestrian amenities OR preserving buildings. We have seen creative reconciliation of historic preservation, business, pedestrian, bicyclist, and transit interests in projects elsewhere, why not here?

- Divide and conquer, part 2: isolation breeds distrust.
Overzealous interpretation of open meeting laws has the unfortunate effect of isolating CTF members when they should be spending more time learning each others' interests and constituents' needs so that the design that finally eventuates will better serve the entire community.

- "If you find yourself in a hole, stop digging", part 1: less expensive options exist.
If the object of the Broadway improvement game is to increase safety and decrease throughput time, this can be achieved by speed limit reductions (to promote slow and steady flow), signal synchronization, and modest widenings for turn lanes and bus pullouts at certain intersections.

- "If you find yourself in a hole, stop digging", part 2: more useful expenditures exist.
Past traffic projections have not come to fruition and vehicle usage trends indicate that future roadway needs will continue to be modest. Why are resources being squandered on a project vastly greater than can be justified instead of being redirected to other projects that are truly useful?

- Historic neighborhoods at risk.
National Register Historic District status depends on how many of a district's buildings meet NHRD criteria. The proposed alignment would require that almost every single building on the north side of Broadway between Warren and Mountain Avenues, many of them historic or contributing, be demolished. This could impact Rincon Heights' NRHD status.

- Disproportionate burden, disparate impact, dislocated benefits.
The convenience of commuters is being prioritized over the quality of life for adjacent neighborhoods and the residents who live, work, play, pay taxes, and spend money on Broadway. Yet these neighborhoods and residents alone will bear the impacts.

- When an experiment inflicts harm on its test subjects, it must be halted.
The past sixty or so years have seen the rise and now the fall of the putting- cars- first experiment. Automobiles have brought many benefits, but they have also brought many irreparable harms and do not warrant being the sun around which all other transportation considerations revolve.

- How many times must we be taught the same lesson before we learn it?
Tucson's past is riddled with destruction of historic structures and other resources in pursuit of the latest new shiny thing to bring promises of prosperity (for some). Too often those promises have proven to be unworthy of the sacrifice.

In sum, we have before us the opportunity to grow an existing community asset into a gleaming gem to which we can all point with pride. Prudent investment of resources into enhancing what already works -- historic character, walkability, human scale -- instead of inflicting off-the-shelf quick fixes to non-existent problems will require creativity and conviction. We trust that our representatives can meet the challenge.

Thank you for your time and consideration of our comments.

Les Pierce

Les Pierce
President
Arroyo Chico Neighborhood Association
520-319-0892

For further reading:

**** Historic Properties considerations:**

(A) COT ***Major Streets and Roads Plan***, 11-MAY-1992, page 11 (17th page of document):
"B. General Design and Development Guidelines
The following provisions apply to the overall design and development of major streets identified in the Plan.
[...]
9. Effects on neighborhoods and historic districts shall be considered in determining the impacts of street widenings, new transportation routes, and reclassification of streets. SUCH PROJECTS SHALL BE SENSITIVE TO AND COMPATIBLE WITH THE SPECIFIC NEIGHBORHOODS AND HISTORIC DISTRICTS THEY PASS THROUGH AND SERVE (GP, Section 3, Policy 4.B. and Section 10, Policy 1, N)." [emphasis added] Both Rincon Heights and Sam Hughes Neighborhoods on the north edge of Broadway are National Register Historic Districts.

(B) COT ***Major Streets and Roads Plan***, 11-MAY-1992, page 20 (26th page of document):
"POLICY 5
Further the goals for scenic and gateway routes through public actions and monitoring of development regulations.
IMPLEMENTATION
A. Development Guidelines for Public Improvements of Gateway Routes
All improvements within the public right-of-way should comply with the following guidelines:
1. Landscaping of gateway routes should be required using the following guidelines:
a. Landscaped medians SHALL BE PROVIDED ON ROUTES OF MORE THAN FOUR THROUGH LANES, EXCEPT WHERE THE ROUTE PASSES THROUGH OR ADJACENT TO A HISTORIC AREA AND THE WIDTH OF THE ROADWAY WOULD INTRUDE ON THE CHARACTER OF HISTORIC STRUCTURES, or at bridges, grade separations, or other structures where a landscaped median is not feasible." [emphasis added]
Both Rincon Heights and Sam Hughes Neighborhoods on the north edge of Broadway are National Register Historic Districts. Plans presented by staff to date would require demolition of historic and eligible/ contributing structures, which constitutes an intrusion on their character.

**** Roadway performance:**

(A) Walk San Diego and the California Chapter of the American Planning Association in San Diego, ***From Policy to Pavement: Implementing Complete Streets in the San Diego Region***, 21-JUN-2012, page 18 (24th of document) -- *http://www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/APA_Report_Final.pdf* -- (~1.64MB, 86 pages, PDF format) contains an overview of the converstion of a section of La Jolla Boulevard in San Diego from a ho-hum drive-through road to a wildly successful drive-to destination. Note that vehicle throughput time did not notably diminish despite (or perhaps because of) the many bicycle, pedestrian, and other safety features installed.

(B) Lisa Gray's "Gray: The road diet", ***Houston Chronicle***, 01-MAR-2012 -- *http://www.chron.com/life/gray/article/Gray-The-road-diet-3374851.php* -- includes photos (in the slideshow widget) of La Jolla Boulevard in the Bird Rock neighborhood of San Diego before and after an intensive road diet (photo 5 is before, photos 6, 9, and 10 are after). The caption under photo 9 states that traffic throughput speed may generally not have been impeded despite the road diet's substantial traffic calming, pedestrian, and bicycle facilities.

(C) Michael Lindenberger, "State set to eliminate Dead Man's Corner, but S.M. Wright project prompts question: What are highways for?", ***Dallas Morning News***, 08-AUG-2012 -- *http://transportationblog.dallasnews.com/2012/08/state-set-to-eliminate-dead-mans-corner-as-questions-over-s-m-wright-parkway-linger.html* -- reports that transportation planners in historically car-centric Dallas, TX, are questioning the function of roadways:
<<
"If the object is just related to traffic then six [lanes] makes sense," [south Dallas, TX, neighborhood resident Hank] Lawson said in an interview last night. "But if it is about rebuilding the neighborhood, then I think we need to talk about what connects the neighborhood, what gives us more vitality. Obviously four lanes is all about that. If you talk about environmental justice and look what happened to our neighborhood when they put all those improvements in years ago, and how it became a haven

for crime and deterioration largely because of the configuration of the highway ... then you talk about taking the freeway down and putting in six lanes to move traffic, that doesn't say anything about connecting and revitalizing the neighborhood."
<<
and
<<
[I]ncreasingly, six-lane roads in Dallas are being reduced to four lanes. "It's actually turned out to be good that they were built that way," [Dallas transportation planner Keith Manoy] said, "because that has given us the space to plan bike lanes."
<<

Dallas Morning News's map of the South Dallas project area -- *http://transportationblog.dallasnews.com/files/2012/08/sm-wright-project-area.jpg* -- (~482KB, 699 x 939 PX, JPEG format) shows that US-175, if rebuilt as six lanes, would isolate a triangular corner of the neighborhood also bound by I-45 and the new US-175/I-45 connector. Similarly, the Miles and Barrio San Antonio neighborhoods are currently cut off on the east by Kino Parkway and the south by Aviation Parkway; widening Broadway to six lanes would effectively isolate them from the rest of midtown.

(D) Florida Department of Transportation, ***Community Impact Assessment Handbook***, 22-NOV-2000 -- *http://ntl.bts.gov/lib/26000/26500/26541* -- for table of contents (all chapters in PDF format, largest is less than 300KB). Chapater 5, "Social Impacts", opens thusly:
<<
Social impacts of a transportation project are impacts that disrupt the normal daily functions of a community or neighborhood. Typically, it is the broader region or jurisdiction that enjoys the social benefits of a transportation project while the social impacts are borne by the local community -- particularly the neighborhoods immediately adjacent to the transportation project. Therefore, social impact assessment is often conducted at the neighborhood level.
<<

**** RTA, Pima County, other jurisdictional:**

(A) Andrea Kelly, "Road Issues Going to Voters Tuesday", ***Arizona Daily Star***, 15-MAY-2006 -- *http://www.eller.arizona.edu/docs/press/2006/05/ArizonaDailyStar_Road_issues_going_to_voters_Tuesday_May14_2006.pdf* -- (~109KB , seven pages, PDF format) lists the projects on the ballot, and the cost for each.

(B) Patrick McNamara, "Kozachik sees flaws in RTA's Broadway widening, wants chance to amend plan", ***Inside Tucson Business***, 23-MAR-2012 --
-- *http://www.insidetucsonbusiness.com/news/kozachik-sees-flaws-in-rta-s-broadway-widening-wants-chance/article_4853046c-7447-11e1-afd8-0019bb2963f4.html?mode=print* -- discusses flaws in justifications given for widening Broadway.

(C) Tim Vanderpool, "More Roadway Wordplay", ***Tucson Weekly***, 08-AUG-2013 -- *http://www.tucsonweekly.com/tucson/more-roadway-wordplay/Content?oid=3851851&mode=print* -- RTA lawyer Thomas Benavidez states "[RTA] Board [may] react, efficiently, to changing circumstances ...".

134

Josh Weaver

From: Bill Estes <bestes3@estesco.net>
Sent: Wednesday, March 11, 2015 3:29 PM
To: broadway@tucsonaz.gov

Please move the project forward. Councilman K is just trying to delay the project. He does not have the best interest of the majority of Tucson residents and is jus pandering to neighborhood groups that want to undo what the majority passed when the RTA was voted on. As the gateway to downtown this project is long overdue.
The compromise that the citizens committee came to is good for the people who drive thru the area and the business owners who want something done so they can plan their futures.
William Estes III

Josh Weaver

135

From: German Quiroga <tortugawerx@yahoo.com>
Sent: Wednesday, March 11, 2015 3:39 PM
To: broadway@tucsonaz.gov
Subject: Broadway Boulevard Project

Keep it Narrow. Allow for bike and pedestrian traffic. Thank you!

German Quiroga
1808 South Winmor
Tucson AZ 85713

136

Josh Weaver

From: Dobbyn, Linda S - (ldobbyn) <ldobbyn@email.arizona.edu>
Sent: Wednesday, March 11, 2015 3:51 PM
To: broadway@tucsonaz.gov
Subject: Proposed Broadway alignment is too wide

Dear Citizens Task Force members,
I believe Tucson deserves much better than this proposed alignment. As designed, it is a suburban corridor slashing through an urban historic district. It can be so much more and needs to be. We need a vibrant and hip urban neighborhood to attract young college-educated professionals. Downtown is doing this, but is dominated by the student population. The Sunshine Mile could be a neighborhood more defined by working professionals. Young people, and our own children, are looking for this perfect mix, the kind the Sunshine Mile could become - smaller historic businesses, rich with character, along with walkable restaurants, entertainment and transit, and perfectly placed between downtown and the UofA campus. It could become a prime area for new mixed-use residential development where vacant land exists now.

In addition to that, widening a street has proved a fool's errand. As soon as road capacity is increased, driving will increase. We should be placing emphasis on encouraging transit and alternatives - not promoting sprawl and increasing green house gases and pollution.

And finally, why spend money to buy and demolish businesses that are there now, and do not deserve to be uprooted. Especially when traffic counts and projections do not justify the road widening in any way. And even more because the money could be better spent on other transportation and city projects.

I know you have all spent enormous amounts of time and energy on this project. But that's more the reason to do it right.

I very much appreciate the time you've put into this, but I hope you will continue to work to make the Sunshine Mile a showcase for Tucson and not a regret.

Sincerely,
Linda Dobbyn

137

Josh Weaver

From: Dave Bilgray <dbilgray@well.com>
Sent: Wednesday, March 11, 2015 4:18 PM
To: broadway@tucsonaz.gov
Subject: please vote no on Broadway widening

Folks,

Please vote against widening Broadway.

This makes no sense.

How can we buy local, if the local stores are destroyed?
How can we extend downtown redevelopment, if Broadway is merely a wide expressway to the east side?

Spend the money on potholes.
Spend the money on roads where the traffic volume justifies it.

Please vote no.

Dave Bilgray
731 N. Crest Dr.
Tucson

138

Josh Weaver

From: Lee Oler <cloler@cox.net>
Sent: Wednesday, March 11, 2015 4:24 PM
To: broadway@tucsonaz.gov
Subject: Broadway expansion

Mayor and Council,
Please listen to the people of Tucson and follow their recommendation
re: the widening of Broadway. More asphalt encourages more 4 wheeled vehicles. We have too many alreadyVote no to the expansion.

Lee Oler
520 791 9246

Josh Weaver

139

From: Judy Gandy <jgndy@yahoo.com>
Sent: Wednesday, March 11, 2015 4:31 PM
To: broadway@tucsonaz.gov
Subject: Broadway realignment

Please follow the recommendations of our local community for this process:

Use the narrowest solution for six lanes, which meets the safety concerns for all modes of mobility. The Citizens Task Force put in many hours in good faith and consistently directed the Design Team to:
** narrow the roadway to minimize impacts to the historic streetscape, parking, and neighborhoods
** preserve the Sunshine Mile's sense of place
** ensure safety for all transportation modes
** encourage business
** use innovative design

Using unjustified widths and unnecessarily destroying historic buildings and businesses should NOT be done. Thank you.

~~~
Judith B. Gandy
~~~

140

Josh Weaver

From: lynda gordon <golynda@gmail.com>
Sent: Wednesday, March 11, 2015 4:32 PM
To: broadway@tucsonaz.gov
Subject: alignment of Broadway

Don't destroy buildings and businesses to excessively widen Historic Broadway. Eliminate potholes instead of small businesses. The city staff's alignment of Broadway plan is a bad idea.

Lynda Gordon

141

Josh Weaver

From: Marc Fink <maf123@cox.net>
Sent: Wednesday, March 11, 2015 4:38 PM
To: broadway@tucsonaz.gov
Subject: Comment letter

Dear Task Force:

This letter is to express my opposition to the staff alternative for the alignment of Broadway between Country Club and Euclid. The proposed alignment will do tremendous harm to the existing merchants and residents along the corridor, to the surrounding neighborhoods, and to our community as a whole. Instead, six lanes can be accommodated within a right-of-way as narrow as 86 feet (where necessary), which would help maintain and enhance the existing character of Broadway and increase its economic and social viability. And, this is the overwhelming opinion of the public input received throughout this process.

1) The traffic numbers do not support widening. Existing counts along this stretch of Broadway are at 1985 levels; thereby putting the lie to the existing projections. People, especially seniors and millennials are just not driving as much as they used to. This is also supported by the fact that traffic counts have also declined on Speedway and 22nd (thereby refuting the staff contention that the decline on Broadway was due to streetcar construction and the traffic was diverted to these other streets). Money spent on over-widening Broadway can be put to better use.

2) The staff alternative will needlessly destroy businesses and residences. The staff states that 37 buildings will be taken, a travesty in and of itself. However, because the alignment will take the parking lots of many more businesses, rendering them economically unviable, many more buildings will have to be acquired (at tremendous costs). And, according to the Tucson Department of Transportation Director, these buildings will most likely also be demolished. This will turn Broadway into a wasteland, especially as the destruction of the north side of the road will have negative impacts on the viability of many of the businesses on the south side.

3) Because the remnant parcels will be too small for meaningful economic development, especially for local businesses, it is unlikely that there will be much redevelopment. Any redevelopment will require wide and shallow lots, which will 1) reduce the number of potential businesses significantly; and 2) promote development by chains because of the added costs.

4) Many of the buildings to be demolished are either on the historic register, are eligible for listing, or are architecturally significant. Not only will this destroy the character of the corridor, but will also 1) have negative economic impacts due to loss of tourism and loss of value; and 2) will have serious negative impacts on the viability of the Rincon Heights Historic Neighborhood, making that neighborhood's historic designation at risk. The contention by the project manager that all that needs to be done is to redraw the boundaries of the current historic district is a slap in the face to Rincon Heights residents and is clearly a bizarre approach to "historic preservation."

5) Destruction of Broadway's character – reducing its ability to be a destination and place – will also have a negative impact on the ability to provide some type of rapid transit whether BRT or light rail. Without destinations, there is little reason for people to take transit. The idea that Downtown will provide sufficient attraction for transit is illusory. Downtown does not provide all of the services that people need; it is an entertainment district by night (and

one progressively being geared to students) and an employment district by day. And, the growth potential for Downtown as a workplace destination is limited, as is its potential for residential development. Without sufficient destinations, there will not be the demand for transit, especially if Broadway is widened to such an extent that it will attract even more automobile traffic (as Wulf Grote, head of the Valley Light Rail system in Phoenix stated, you can either plan for cars or for transit, but you can't do both). This counters the staff contention that we need to have lots of land for transit. Mr. Grote also stated that the worst mistake they made in Phoenix was widening Camelback Road, which merely reduced that corridor's economic vitality without increasing transit use.

In addition, there are lots of examples of rapid transit being done on narrow roads (in addition to much of the Phoenix system). SATA and Gene Caywood provided an example of one where the right-of-way along Broadway would remain the same. Richmond's BRT system combines dedicated lanes in the more suburban areas of the city with shared lanes in the historic and downtown areas. And other cities (e.g. Mesa) are actually putting their roads on a road diet to add transit.

6) It is clear that the proposed project will go over-budget. Too many properties will be acquired and too few of them will be able to be resold (much less at a decent price) to think otherwise. And this does not even take into account the reduced property and sales tax revenues that will be paid (as well as diminished values for the neighborhoods adversely affected). RTA has already made it clear that any overages will be paid for by the City – which means the taxpayers. But the City is not rolling in the dough; resources devoted for cost overruns are resources that could better be used somewhere else, be it potholes, parks or needed services.

7) The proposed plan is essentially the same old same old. PlanTucson and Imagine Greater Tucson before it (and which PlanTucson is based on) both emphasized placemaking in order to create a city that not only we want to live in, but also our kids and grandkids want to as well. The proposed plan recreates the worst of suburbia; this is not what people, especially seniors and millennials want. The reason that millennials are moving to cities such as Portland and Los Angeles, usually without jobs waiting for them, is because they are much more exciting and vibrant places. Why would someone want to move or stay here if all we can offer them is wide roads and boring business areas.

Tucson can and must do better. This proposal embraces mediocrity as its goal. Let's build a city we can all be proud of.

Sincerely,

Marc Fink

14

Josh Weaver

From:	John Burr <jodabu@hotmail.com>
Sent:	Wednesday, March 11, 2015 4:39 PM
To:	broadway@tucsonaz.gov
Cc:	david bachman-williams; grant wille; John Burr
Subject:	APNA letter to BTF re 2-20-15 Proposed Alignment
Attachments:	APNA 3_10_15Letter to BTF.1.jpeg; APNA 3_10_15Letter to BTF.2.jpeg

To whom it may concern, please see both page one and two of the signed letter from the Armory Park Neighborhood Association for your consideration.

The actual signed letter was also presented to TDOT today at 3pm in your office.

I believe we made your deadline for comments.

Sincerely,

John Burr
APNA

Armory Park Neighborhood
Association

PO Box 2132, Tucson, AZ 85702
(520) 955-9424
armoryparktucson.org

March 10, 2015

Broadway Citizens Task Force = broadway@tucsonaz.gov
c/o Tucson Department of Transportation
201 N. Stone Ave. 6th floor
Tucson AZ 85701

Dear Task Force Members:

RE: Staff Proposed 6-lane plus transit Recommended Alignment for Broadway

On behalf of the Armory Park Neighborhood Association, we are writing to ask that you reject the latest (February 20, 2015) staff-recommended alignment. APNA joined the Broadway Coalition in July 2012 because it agreed with many of the tenets of that organization's position on; historic preservation, multi modal connectivity, minimized impacts to businesses and neighborhoods and the need for a financially feasible improvement project that was appropriately scaled for actual use.

Although the present project is significantly smaller than the original 8-lane, 150' wide proposal, it is still dramatically over-scaled to the point of demolishing 37 contributing historic structures and expanding the width to a primarily car friendly corridor to the detriment of pedestrians, bicyclists, transit, and the community at large. While there is, perhaps,a stronger need for a larger corridor from Campbell to Country Club because of its connectivity to existing corridors, the need is much different for the western mile to Euclid. They should have been considered as separate projects with differing needs from the start.

As downtown residents, we well know the traffic concerns at the western edge of your project. Although the new Downtown Links corridor (proposed to be completed by 2020) may provide some release of traffic volumes the new roadway will bring, it will only compound the congestion and difficulties already experienced on Congress and Broadway in the downtown core. Downtown has increasingly become a primarily pedestrian, bicycle, and transit oriented area, and doesn't really want or need more cars directed at it. Please consider this in your deliberations.

In fact, this proposed alignment doesn't even appear to follow your own recommendation of 4+2 transit lanes and instead follows the RTA recommendation of 6 traffic lanes, with pull outs, and no dedicated transit lanes. We encourage you to further refine your own vision of the project; perhaps with smaller or no medians, appropriately scaled landscape buffers and sidewalks, narrower lane widths, and significantly fewer mandatory demolitions, especially on the western half of your project. Too many historically significant buildings would need to be demolished by adopting this proposal.

Please note that the posted speeds of all major routes converging on downtown within a mile are 30mph, not 35 or 40. Eleven foot widths on travel lanes are more than adequate for that speed, as was found to be the case even on the Downtown Links corridor. Eight to 10 foot sidewalks are more likely to encourage higher car speeds than promote a pedestrian friendly environment. And bus pull-outs have been proven to slow transit efficiency dramatically while promoting increased car speeds. Broadway is already a major transit route.

We also realize that the large scale condemnation and demolitions outlined by this latest plan essentially will use most of the budget for the project, leaving little for amenities. It could even make the project go well over the budget, forcing the city to cover additional costs. When so many other needed projects remain unfunded, it seems the unnecessary acquisitions are unwarranted.

Again, please reject this latest alignment so you have the opportunity to continue to scale back the project. We join with all the other neighborhoods impacted by this project in again asking you to do so.

This letter was approved by a unanimous vote of the Board of Directors of the Armory Park Neighborhood Association at its March 10, 2014 General Meeting. It is reflected in the official minutes of that meeting. The signatories listed below represent the full intent of the APNA board.

Thank you, in advance for your consideration.

Sincerely,

David Bachman- Williams, Vice President, APNA

John D. Burr, Development Chair, ex officio, APNA

Cc: APNA, BC, Ward VI

Armory Park Neighborhood
Association

PO Box 2132, Tucson, AZ 85702
(520) 955-9424
armoryparktucson.org

March 10, 2015

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RECEIVED
MAR 11 2015

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Thank you, in advance for your consideration.

Sincerely,

David Bachman- Williams, Vice President, APNA

John D. Burr, Development Chair, ex officio, APNA

Cc: APNA, BC, Ward VI

MAR 11 2015

142

Josh Weaver

From: bhallmar <bhallmar@gmail.com>
Sent: Wednesday, March 11, 2015 4:39 PM
To: broadway@tucsonaz.gov
Subject: Opposition to the City Staff alignment of Broadway

To All,

As the owner occupants of 135 N Tyndall Ave, we OPPOSE the current plan to widen the Broadway corridor to 6 lanes and destroy significant historic property in the process.

We are only a block and a half from Broadway, and regularly drive and walk in the area. We do NOT feel that this plan either reflects the wishes of the majority of Tucson citizens (especially those in the areas affected) or will result in worthwhile improvements. Instead, the demolition process will destroy historic property, and construction will significant disrupt the area for months or years. We do not believe there is a want or need for the massive makeover presented in the Majority Report.

What do we support? We agree with Minority Report Dissenting View #1.

We specifically feel that:
1. Properly timed traffic lights, and ideally adaptive networked traffic lights, can greatly reduce the traffic burden at peak congestion hours and pedestrian crossings should be programmed so that they can't turn red right after other nearby traffic lights have turned green at peak hours.
2. Bus pullouts are sufficient
3. 6-lanes makes the area LESS pedestrian friendly, LESS safe, and a BIGGER burden to cross for both pedestrians and vehicles (who must wait longer at crosswalks).

Please focus everyone's time, energy and tax dollars on our horrid existing infrastructure before wasting millions of dollars on unnecessary "improvements". There are so many potholes in our neighborhood that driving, jogging and biking are ALL difficult. Fix the basics first.

Sincerely,

Brian Hallmark and Kimberly Franklin
135 N Tyndall Ave

Josh Weaver

143

From: Teresa Hahn <teahahnn@gmail.com>
Sent: Wednesday, March 11, 2015 4:42 PM
To: broadway@tucsonaz.gov
Subject: Bad Plan!

Attention City of Tucson Staff and Consultants;

I grew near the corner of Country Club and Broadway. I spend about 8 months out of the year caring for my father in Tucson. I have been appalled at the plans put forth to widen Broadway, and at how the citizens have been broadsided by development plans that they do not support.

Reconsider the present plan. Include public input. Engage in the dialogue that you have been appointed to promote in your positions.

Sincerely,

Teresa Hahn

Josh Weaver 144

From: Cameron Jones <cameronj520@gmail.com>
Sent: Wednesday, March 11, 2015 4:48 PM
To: broadway@tucsonaz.gov
Subject: Please don't turn Broadway into a freeway

To Whom it May Concern,

I am writing to voice my opposition to the proposed widening of Broadway on the Sunshine Mile. As a resident of mid-town, near Broadway and Alvernon on Timrod Street, I commute down that stretch of Tucson every day to go to work downtown. I ride my bike and take the bus frequently. It alarms me that rather than implement transit improvements to encourage public transportation and bicycling and discourage single car use into the downtown center, the City of Tucson staff are doing the opposite and encouraging more car-commuting by widening Broadway. Not only that, but many historic buildings and diverse businesses will be demolished in the process. Talk about a lose-lose proposition.

I hope that we as a community, led by the leadership of the Citizens' Task Force and the City Council, can reverse course on this bad plan. Let's use all the money it would cost to do this unnecessary expansion and instead fix pot-holes on existing roads, add more bike lanes, invest more in public transit, and preserve historic buildings for use as businesses and storefronts. That is the kind of city I want to live in, and hope you all can join me in that vision before it's too late and the damage is done, because widening Broadway will suck the life out of it, increase car travel, disincentivize alternative transit decisions, and we will surely regret it in the years to come.

Cameron Jones
(520) 440-6149

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.

will there be ~~better~~ more stop Lights? Will Sidewalks be accesible during construction? How long will entire process take? (I was not at meeting to obtain this info)

Optional:
Erma "Jeema" Williams
Name

2121 E. Broadway Blvd Unit 6101
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

E. Williams
2121 E. Bway Blvd
Tuscon, Az. 85719

PHOENIX
AZ 852
20 FEB '15
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UNITED STATES

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BUSINESS REPLY MAIL

FIRST-CLASS MAIL PERMIT NO. 498 TUCSON, AZ

POSTAGE WILL BE PAID BY ADDRESSEE

BROADWAY PROJECT
C/O CITY OF TUCSON
DEPARTMENT OF TRANSPORTATION
PO BOX 27210
TUCSON AZ 85775-2602

Broadway Boulevard

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.

The public process occurred over 2 – ½ years in a manner that did not use the task effect community design input. What was done could have occurred in less than half the time. The purpose appeared to be the creation of a 6 lane carte blanche decision for a design phase exclusive of public interaction. Business owners could have benefited from a combination of micro design and regulatory relief with an acquisition and lease back program with deferred full build out, years ago. I still recommend this with inclusion of community in a micro design phase, carefully tailoring a solution for each business owner. If they choose to not lease after acquisition, said property is leased in the open market. I recommend that full build-out 'conditional' to county funding be studied as a wait and see strategy with funding reserved for future said full build out. This would allow continued "existing" use at each acquisition site, deferring demolition and doing a partial or minimal build out with new surfacing on the mile or two of Broadway. The balance of funds is then invested into an income producing security for future full build out. That would be a fully functional transit inclusive right of way. It is likely that if the kind of transit that community envisions is realized, then one of the vehicular lanes may drop away. Besides, we already have a permanent bottleneck at the entry to downtown, so full widening is not a big benefit to the community.

Optiona

Name

Address

E-mail

Major ci

Bill Ford, 1227 N. 3rd Ave., Tucson, Az., 85705, (520) 623-0364 wlfa@earthlink.net

This is a proj
Th

broadway

WILLIAM FORD ARCHITECT
1227 NORTH THIRD AVENUE
TUCSON, ARIZONA 85705

PHOENIX
AZ 852
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FIRST-CLASS MAIL PERMIT NO. 498 TUCSON, AZ

POSTAGE WILL BE PAID BY ADDRESSEE

BROADWAY PROJECT
C/O CITY OF TUCSON
DEPARTMENT OF TRANSPORTATION
PO BOX 27210
TUCSON AZ 85775-2602

147

SHARON E. CHADWICK

832 East Seventh Street Tucson, Arizona 85719 (520) 622 - 8594

Broadway Corridor Comments

I do not condone the wholesale destruction of our historic buildings, especially when it is obviously unnecessary.

1) Narrowing of lanes, sidewalks, and medians are called for in the major street & route plans in historic areas.

2) ADA minimums can be used in historic areas. Disabled people need help historic buildings too.

3) Historic neighborhoods need the protection of buildings between neighborhoods & streets.

4) Travelers on Broadway need buildings, not stretches of walls &meager shrubbery. Tucson has already lost too much. We don't need to lose anymore.

Sharon E Chadwick,
Native Tucsonan,
Pie Allen Resident

Sharon E Chadwick

148

MAR. 10, 2015

JENNIFER TOOTHAKER-BURDICK
CITY OF TUCSON PLANNING DEPT.
6TH FLOOR
201 N. STONE AVE
TUCSON, AZ. 85726

RE: BROAWAY BLVD WIDENING

DEAR JENN, PROJECT MANAGER

MAR. 3, 2015 I ATTENDED A 8:00-9:30 AM MEETING REGARDING THE BROADWAY WIDENING PROJECT. EVEN THOUGH IT SEEMS THAT OUR PROPERTY IS NOT NEEDED BY THE CITY FOR THE PROJECT ITSELF, OUR PROPERTY WILL BE NEGATIVELY EFFECTED BY HOW THE CITY CHOOSES TO HANDLE THE 4 LOTS ADJACENT TO AND NORTH OF BROADWAY AND ADJACENT TO AND SOUTH OF OUR LOT. I HAVE ENCLOSED FIGS. #1-4 WHICH SHOW OUR LOT-

#1 - PIMA CO. ASSESSORS BLK. MAP WITH OUR LOT HIGHLIGHTED IN BLUE.

#2 - PROJECT AERIAL WITH OUR LOT HIGHLIGHTED IN BLUE.

#3 - EXISTING CONDITIONS TRAFFIC NOISE DIAGRAM WITH OUR LOT HIGHLIGHTED IN BLUE.

#4 - PROPOSED CONDITIONS TRAFFIC NOISE DIAGRAM WITH OUR LOT HIGHLIGHTED IN BLUE.

CURRENTLY, THE HOUSES/BUILDINGS ON THE LOTS ADJACENT TO BROADWAY BLOCK MOST OF THE BROADWAY TRAFFIC NOISE. ALL OF THOSE BUILDINGS WERE EXISTING WHEN WE PURCHASED OUR LOT IN 1975.

AS I UNDERSTAND IT THE CITY PLANS TO INCREASE THE TRAFFIC NOISE ON BROADWAY AND ALSO PLANS TO REMOVE THE HOUSES/BUILDINGS WHICH CURRENTLY BLOCK THE TRAFFIC NOISE. THIS WILL HAVE A SIGNIFICANT DETRIMENTAL EFFECT ON OUR LOT.

WE FEEL SOME ADDITIONAL DESIGN ALTERNATIVES SHOULD BE CONSIDERED FOR THIS LOCATION. ALL WE ARE SEEING IN THE CURRENT PLAN IS NEGATIVES.

SO, TO SUM THINGS UP THE CITY PLAN IS TO INCREASE THE TRAFFIC NOISE ON BROADWAY, MOVE THE TRAFFIC NOISE NORTH AND CLOSER TO OUR PROPERTY, TEAR DOWN THE EXISTING HOUSES/BUILDINGS (SOUND BUFFERS) AND NOT REMEDIATE THE NEGATIVE EFFECTS OF THE CITY PLAN ON OUR PROPERTY. PLEASE TAKE SOME TIME TO REVIEW THE THE NEGATIVE EFFECTS AND SEE IF BETTER SOLUTIONS CAN BE FOUND.

I'M SURE THE DESIGN TEAM CAN COME UP WITH SOME POSITIVE CONCEPTS TO IMPROVE THIS SMALL PORTION OF THE PROJECT. WE ARE LOOKING FORWARD TO HEARING FROM YOU REGARDING THIS MATTER.

PLEASE NOTE, WE ARE NOT ADVERSE TO DISCUSSIONS REGARDING ALTERNATIVES FOR EXTENDING THE DEAD END ALLEY THRU FROM MOUNTAIN AVE TO HIGHLAND AVE IF AN AGREEMENT COULD BE REACHED.

SINCERELY,

Wayne Thureson & Kathylee Thureson

WAYNE THURESON & KATHYLEE THURESON
5610 W EL CAMINO DEL CERRO
TUCSON, ARIZONA 85745
520-743-9971
FAX-743-1710
AGAD@DAKOTACOM.NET

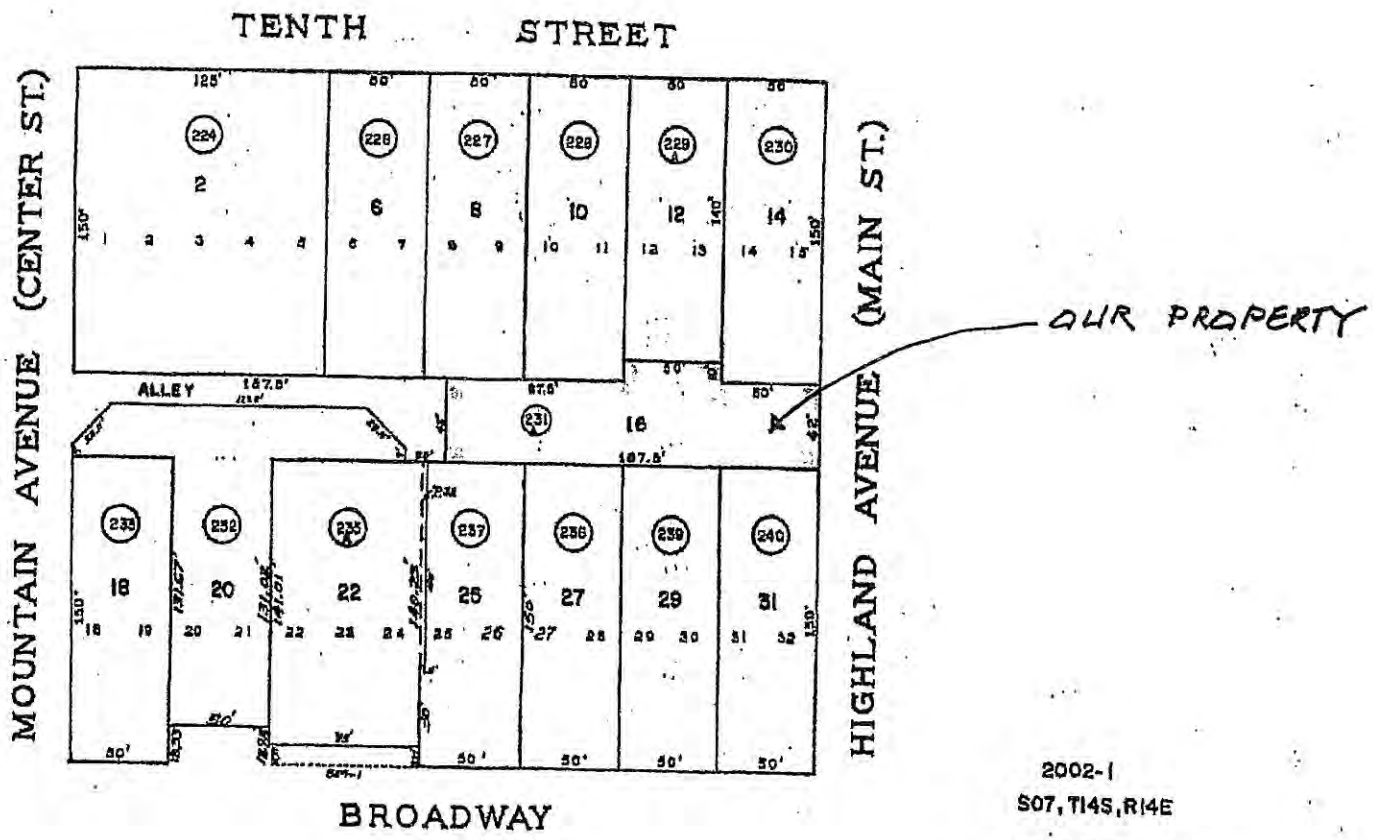
ATTACHMENTS

ASSESSOR'S RECORD MAP

124-08
17/18

BLOCK 27, DRAKE'S ADDITION

90



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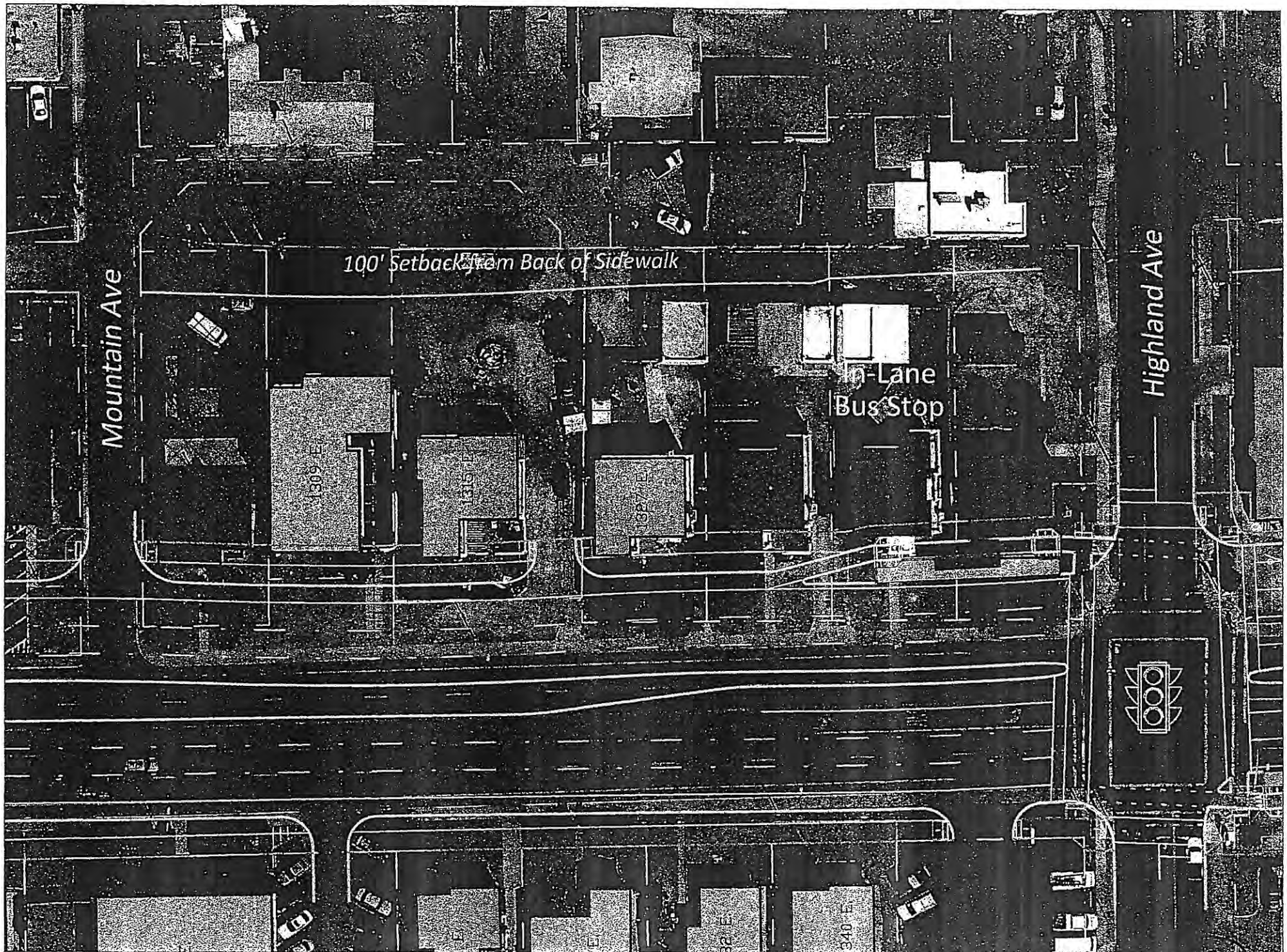
SCALE ~ 1" = 50'

SEE BOOK 3, PAGE 40, M.& R

SCANNED

1


100' Setback from Back of Sidewalk
Mountain Ave
Highland Ave
In-Lane
Bus Stop
1309 E
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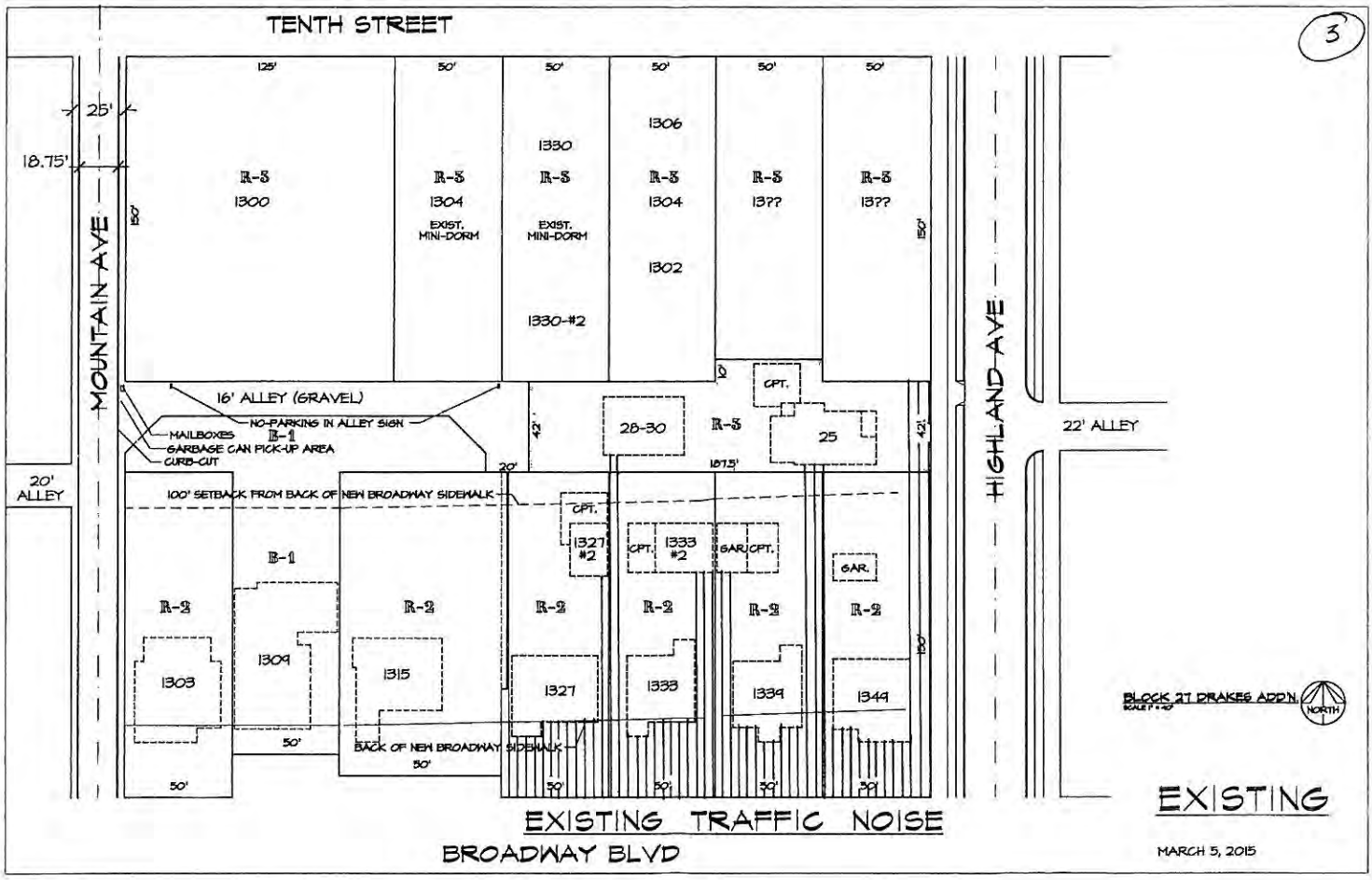
340 E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R-3
1377
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150'
MOUNTAIN AVE
16' ALLEY (GRAVEL)
NO-PARKING IN ALLEY SIGN
E-1
MAILBOXES
GARBAGE CAN PICK-UP AREA
CURB-CUT
42'
28-30
R-3
CPT.
25
42'
HIGHLAND AVE
22' ALLEY
20' ALLEY
20'
187.5'
100' SETBACK FROM BACK OF NEW BROADWAY SIDEWALK
CPT.
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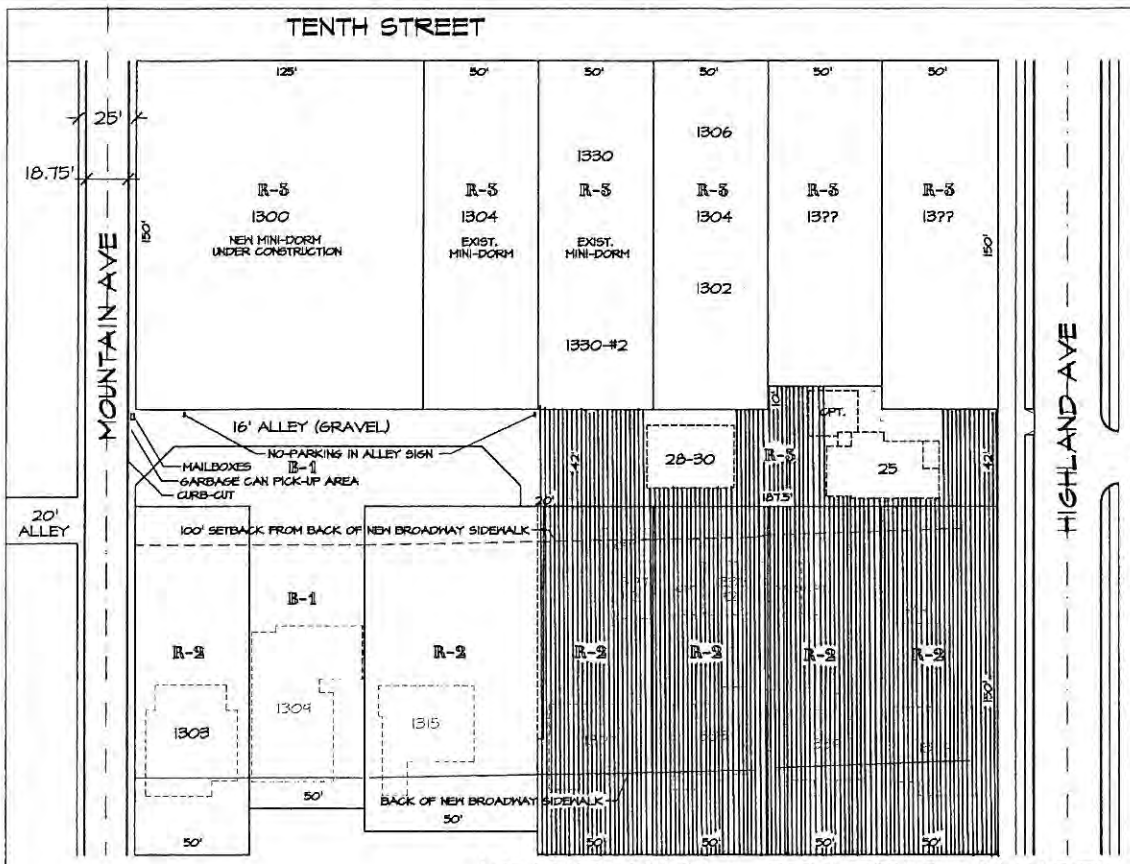
BLOCK 27 DRAKES ADD'N.
NORTH
EXISTING
EXISTING TRAFFIC NOISE
BROADWAY BLVD
MARCH 5, 2015



CITY PLAN

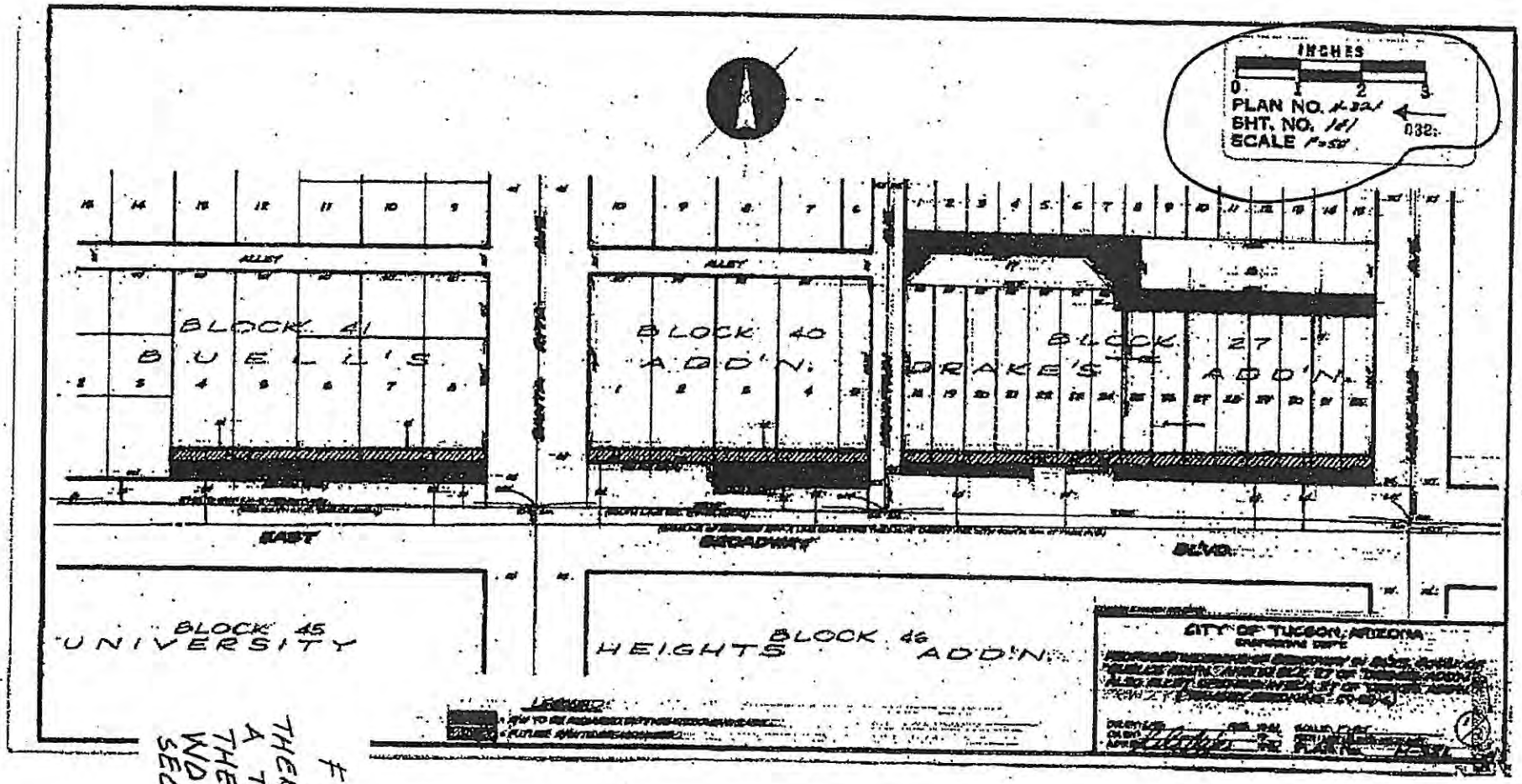
1. CITY PURCHASES ALL PROPERTIES NORTH OF & ADJACENT TO BROADWAY.
2. CITY TEARS DOWN ALL BLDGS. ON THOSE LOTS, THEREBY EXPOSING ALL THE RESIDENTIAL PROPERTIES NORTH OF THE THOSE LOTS DIRECTLY TO THE BROADWAY TRAFFIC NOISE. THESE PROPERTIES HAVE BEEN PROTECTED IN THE PAST FROM THE TRAFFIC NOISE BY THE BLDGS. TO BE TORN DOWN. AT THEIR MAR. 3, 2015 PUBLIC MEETING THEY INDICATED THEY HAD NO PLANS FOR REMEDIATION OF THE NEW BROADWAY TRAFFIC NOISE THOSE RESIDENTIAL WILL RECEIVE.
3. IT SEEMED THE ONLY PLAN THEY HAVE IS TO PURCHASE THE LOTS CURRENTLY ZONED RESIDENTIAL THEN CONVERT THEM TO BUSINESS ZONING AND THEN SELL THEM TO BUSINESSES. THEY SEEM TO HAVE NO INTEREST IN SOLVING ANY OF THE TRAFFIC NOISE PROBLEMS THEY ARE CREATING FOR THE ABOVE MENTIONED RESIDENTIAL AREAS.
4. THE CITY PROJECT MANAGER INDICATED THE ADDITIOAL TRAFFIC NOISE WAS NOT SIGNIFICANT & DID NOT WARRANT ANY EFFORTS TO REDUCE IT.

ADDITIONAL TRAFFIC NOISE

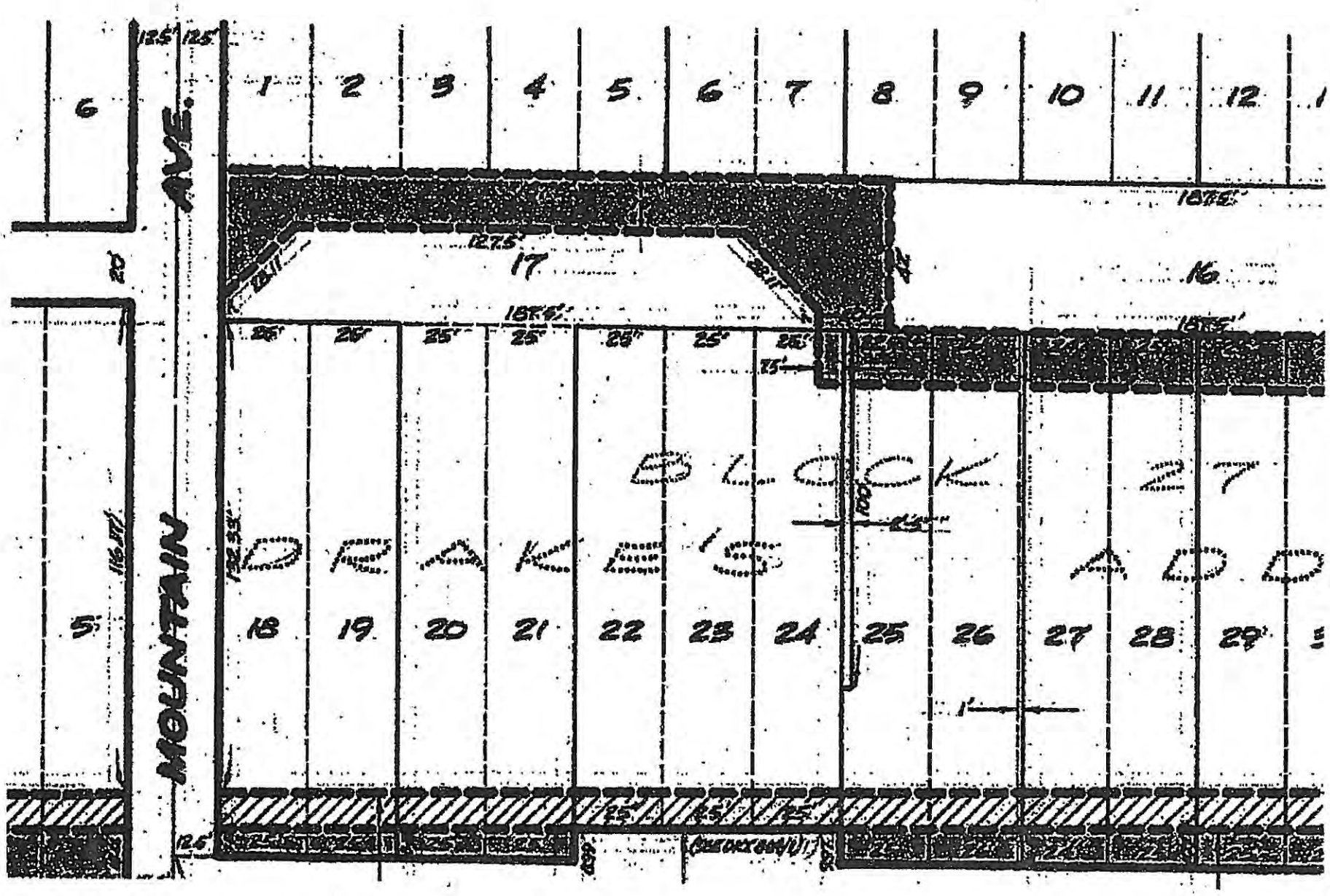
BROADWAY BLVD

CLEAR ALL BUILDINGS

MARCH 5, 2015



FYI
THERE WAS
A TIME WHEN
THE CITY WAS
WORKING TO
SECURE AN ALLEY


MOUNTAIN AVE.
BLOCK 27
DRAKE'S ADD
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29
5
6
12.5'
187.5'
127.5'
25'
75'
100'
1'

Josh Weaver 149

From: Mycenay <mycenay@globalchange.media>
Sent: Wednesday, March 11, 2015 5:05 PM
To: broadway@tucsonaz.gov
Subject: Please Don't Destroy Buildings to Widen Broadway

To whom it may concern:
I am writing to ask that you please not destroy some of Tucson's historic, beautiful buildings to excessively widen Broadway. One of the things i hear people say about what they love about Tucson all the time is that it is a pretty big city, but has a home town feel with a sense of community.
sincerely,

--
Mycenay Plyler
Booking Agent
GLOBAL CHANGE MEDIA
Office: 520.398.2542
Cell: 520.307.5192
Fax: 520.398.2570
skype: mycenay.plyler
http://globalchange.media
Tucson, AZ

Josh Weaver 150

From: Mary Day <mvd66@hotmail.com>
Sent: Wednesday, March 11, 2015 5:10 PM
To: broadway@tucsonaz.gov
Subject: Against proposed widening of Broadway

Hello - My name is Mary Day. I live and work very close to the area that is proposed for widening on Broadway but I'm not upset about the changes just because they will take place in my backyard. There are many reasons I am opposed to the changes as proposed. Ultimately we will lose too much as a community for very little gain in terms of managing traffic flow. In fact, it seems to me that although it will speed traffic through that particular area, the traffic will ultimately get jammed up at the downtown underpass. We will lose landmark buildings - that for now may be a little shabby, but with some attention could be made into a focal point just like the downtown area and fourth avenue have become. If we have learned anything over the past forty years as a community when Tucson saw so much growth and even sprawl - we must protect the things that make Tucson special. Thank you for your attention to my opinion.

Mary Day

Josh Weaver

151

From: Kelly Mott Lacroix <kmottlacroix@yahoo.com>
Sent: Wednesday, March 11, 2015 5:14 PM
To: broadway@tucsonaz.gov; citymanager@tucsonaz.gov
Subject: Please Do Not Widen Broadway Rd.

Good Evening

I am writing this note to respectfully request you to reconsider your recommendation for the widening of Broadway Road. As a long-time resident of Tucson I take pride in Tucson's reputation as a green city and a great place to live. Let's show that we are leaders once again and not widen Broadway and instead stick with the recommendations of the Citizen's Task Force and use a more innovative design that narrows the roadway, preserves the sense of place and keeps/makes a place for transportation modes beyond cars. I would also ask you to consider that not heeding the recommendations of the task force have repercussions beyond this decision. It is challenging as it is to have citizen's engage in the public process, if their hard work is dismissed we may loose our opportunity to what little engagement there is now.

Thank you,
Kelly Mott Lacroix

When you are dying of
thirst it's too late to think about
digging a well.
-Japanese Proverb

Josh Weaver 152

From: Michael Marum <mjm.tucson@gmail.com>
Sent: Wednesday, March 11, 2015 5:21 PM
To: broadway@tucsonaz.gov
Subject: Broadway comments- add full bus turnouts, 12' traffic lanes & future street car in 4th lane

Provide turnouts for buses at EVERY stop. No bus stop in any traffic lane.

12' lanes. No 11' lanes.

Future street car must not block ANY of 3 thru-lanes.

Vibrant corridor always follows improvement. Do it right.

-mike marum

Josh Weaver

153

From: Bridget Stoll <bridget173@hotmail.com>
Sent: Wednesday, March 11, 2015 5:24 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening

To whom it may concern.

It's a terrible idea to widen Broadway for many reasons. First of all, this street doesn't need it. Demolishing local business just to widen the road is not good for our economy as well. It seems to me the money would be far better spent on repairing other roads which are in terrible shape. You need to do what's good for Tucson, not just prop up some corporations bottom line.

sincerely, Bridget Stoll

Josh Weaver 154

From: Alberto 140 <alberto1402005@yahoo.com>
Sent: Wednesday, March 11, 2015 5:44 PM
To: broadway@tucsonaz.gov
Subject: I Oppose the Widening of Broadway to Eight Lanes

Dear City Officials,

I have lived in Tucson for 15 years, and one of its main attractions has been its small town feeling, particularly in the Downtown Area. Your plan of widening Broadway to 8 lanes does the opposite of that, particularly because we DO NOT need it. Rather than widening Broadway Boulevard we should be fixing all the current streets and keep on encouraging people to live closer to the Downtown Area by building up.

There are sound, reasonable and sustainable alternatives that various groups in Tucson have proposed. Please use one of those plans instead.

Thank you for considering my urgent request. Respectfully, Alberto Arenas

Alberto Arenas
630 S. 4th Avenue
Tucson, AZ 85701

Josh Weaver 155

From: Paul Gordon <paulblairgordon@gmail.com>
Sent: Wednesday, March 11, 2015 5:53 PM
To: broadway@tucsonaz.gov
Subject: City Staff alignment of Broadway

Hello Tucson Mayor and Council,

I am writing to you because I am concerned that the Broadway Corridor plan as it stands does not address many of the concerns that I and other citizens have voiced about it. Below are some of the things that I do not believe the plan adequately addresses or respects. Until the plan does so, I ask that meaningful reconsideration take place.

Narrow the roadway to minimize impacts to the historic streetscape, parking and neighborhoods;

Preserve the Sunshine Mile's sense of place;

Ensure safety for all transportation modes;

Encourage business; and

Use innovative design.

Thank you,
Paul Gordon, Tucson resident

Josh Weaver (156)

From: Lee Rayburn <lee.rayburn@gmail.com>
Sent: Wednesday, March 11, 2015 5:56 PM
To: broadway@tucsonaz.gov; broadwaycoalition@gmail.com; Lee Rayburn
Subject: Opposition to the planned broadening of Broadway

To the Mayor and City Council:

I am writing to express my personal and professional dismay at the approved plan for widening Broadway from Euclid east. I urge the City Council to delay final approval of this plan, in order to consider the many salient points of disagreement that have been, and are continuing, to be expressed about this ill conceived and dangerous plan.

I came to Tucson some 15 years ago to take part in the development of the Civano project on Tucson's east side. When I first came to Tucson, it was almost inconceivable to imagine the downtown vitality and growth that has happened in the past 5 years. Those of us, both in the private sector and in the public, who have been working on ways to help Tucson move into the future, know that the activity of the past 5 years rests on the shoulders of years and years of efforts, imagining, and hard work by many city agencies and policies. Those efforts are beginning to pay off. Hardly a day goes by when I don't hear someone express their excitement about what is happening in the CBD. More importantly, I am hearing more and more young couples in their 30's stating their desire to stay in Tucson, and build on that emerging vitality.

I am an architect/developer by training and have been involved in a number of urban revitalization efforts in various parts of the country. I belong to the Congress of New Urbanism, a professional group that is devoted, among many things, to understanding how to modulate how we deal with cars to create more vital communities. I can tell you from both my personal professional experience, and from what I have learned from other professionals in the CNU that the current widening plan poses the greatest possible threat to the emerging CBD vitality that this city has worked so hard to achieve. It is just that blunt and predictable. To be specific:

1. Creating a massive, wide road systems- like the approved version- whose primary purpose is to ensure that a vast river of cars can move at high speed through an urban area is a social, urban planning, and economic disaster waiting to manifest itself. This is a lesson that has been learned over and over again since the late 80's. The old rational of needing "more lanes to handle the burden of traffic" has been shown to be hollow. All adding more lanes does is increase the very traffic you are trying to control. Congestion becomes worse, not better. Where alternative approaches have been tried, they almost always work and provide many collateral benefits. Fewer, more narrow-but well designed and maintained-lanes can just as effectively handle the flow of traffic; WHILE offering lanes dedicated to bikes and public transportation. The money not spend on yet more lanes and creating this river of cars can be used to add amenities to the sides of the improved roadway. Planting, transportation stops and shelters, dedicated walking and bike paths can all come together to encourage people to use means other than the car to get downtown, actually decreasing CBD congestion.

Well designed and experience-rich road-side sidewalks and bike paths can also be a powerful economic stimulus for adjacent businesses. Let's be honest: right now the stretch of Broadway proposed to be widened is not the most economically vital part of the city; far from it. BUT, with some imagination and attention paid to creating a rich pedestrian experience, that can change. Broadway could become a wonderful multi-modal entry avenue/boulevard into the thriving CBD. As now designed it will be an ever more crowded onslaught of cars that will smash onto the entry into the CBD at the juncture of Broadway and Toole. If you think that juncture is congested now, just wait.

I must tell you that, from the perspective of over 30 years of urban development and design, I am baffled by how such a backward thinking widening plan has gotten as far as it has. As a development professional who understands the complexities of funding; I have come to the conclusion that what seems a rush to implement this deeply flawed plan is being driven by the fear of loosing funding: specifically the $25 million to be contributed by the County. This may or may not be the case, but it is one of the few things that I can think of that somehow makes some kind of sense of this process. The availability of funding and the urge to use it is a dynamic force in both the public and private sector: I know this. However, I would ask the City Council, the City Manager, and the Mayor to consider how much time, effort, and money has been poured into creating the new vitality of the CBD? Its value far, far exceeds $25 million. This widening plan will endanger that much larger investment.

I know people of good intent have created and are promoting this current plan. I respectfully say that they have been trapped by the past, have not looked at what others are doing in cities of similar size and characteristics as Tucson, and have opted for the "wisdom of the past" rather than the possibilities of the future. This current plan will not help the CBD, or the image of Tucson. It will have the opposite effect. With a pause, some more thoughtful and inclusive planning, a treatment for Broadway can emerge that will be meeting the REAL and CURRENT traffic requirements, and recognize the emerging realities of the future. Just as the Light Rail has knitted the University, the CBD and adjacent neighborhoods together; so to could a more thoughtful and modulated widening plan for Broadway. I urge the City Council to take more time to look at alternatives and understand how alternative solutions to the same problems the current plan is supposed to be addressing are being actually and successfully being met in less destructive, and more innovative ways.

Respectfully submitted,

Lee Rayburn

10597 East John McNair Place
Tucson, AZ 85747
520-977-0151

157

Josh Weaver

From: Jerry and Carol Rucks <gcrux@aol.com>
Sent: Wednesday, March 11, 2015 6:25 PM
To: broadway@tucsonaz.gov
Subject: for Citizens Task Force and Project Team Broadway Project

March 11, 2015
Re: Broadway Coalition and the Proposed Widening of Broadway

It appears that the Widening of Broadway Proposal has not taken seriously into account the information and work done by and submitted by the "Broadway Coalition" group.
We, as residents of the area, are dismayed to see the destruction of so many buildings and loss of historic areas in the current proposal.
We have traveled this street for over 20 years and have not seen traffic that would require such a major widening of this area of Broadway.
We would prefer a less aggressive approach and smaller, more realistic, changes to Broadway. This could allow continuation of a thriving business district along the street. Make Broadway better, not just wider!
The destruction of a great neighborhood is not what we expected and hoped for in Tucson, the upgrading and preservation of significant areas should be a priority. (Fill our Potholes, fix our streets.) We question whether this project, as proposed, will fall within the allowed budget. If additional funds are needed, where will these be obtained in this time of tight budgets, and the call for "no new taxes"
from so many quarters? A realistic cost analysis needs to be updated, now, to see if scaling back or termination is a better option.

Respectfully,
Your voting constituents,

Gerald and Carol Rucks
3022 E 6th St.
Tucson, AZ 84716-4884

--
cells:
520-586-1101
520-226-5269
*** REMEMBER ***
If you forward this, PLEASE REMOVE all email addresses before you send it on, and use the Bcc area when forwarding to several people at once.

Josh Weaver

158

From: Robert Crawford <rbcrawford@centurylink.net>
Sent: Wednesday, March 11, 2015 6:26 PM
To: Broadway@tucsonaz.gov
Subject: plans to widen Broadway

To Whom It May Concern,
The proposed improvements to Broadway Blvd. (bike lanes, improved sidewalks and mass transit) sound like a great project, except for widening the road.
The amount of traffic does not justify the extra lanes.

I would like it know that I support these improvements, but not the widening of the road.

Feel free to contact me at this email if you need any other feedback.

Sincerely,
Robert Crawford
111 N. Sawtelle Ave.

Josh Weaver

159

From: Bell, Jan R - (jrbell) <jrbell@email.arizona.edu>
Sent: Wednesday, March 11, 2015 6:50 PM
To: broadway@tucsonaz.gov
Subject: dismayed over Broadway plan!

The continued plan to drastically widen Broadway, destroy historic buildings and businesses, and emphasize Tucson's dependence on private car transportation is a grave disappointment. Studies have shown that Broadway does not carry enough traffic to necessitate such a major renovation of the existing roadway, involving additional lanes and medians. The unique Tucson character of the thoroughfare and adjacent neighborhoods will be replaced with a generic sun-belt treatment of more asphalt and cement. Please heed the recommendations of the City Council, Citizen advisory group and affected citizenry to rework this plan with respect to their input.

Josh Weaver (160)

From: Dennis Williams <dennishwilliams@gmail.com>
Sent: Wednesday, March 11, 2015 7:05 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening

This is a bad plan. Let's redesign it with nature and people in mind.

Dennis Williams
dennishwilliams@gmail.com
520 288 6624

Josh Weaver

161

From: Allison <allison@reststop.net>
Sent: Wednesday, March 11, 2015 7:12 PM
To: broadway@tucsonaz.gov; Jonathan.Rothschild@tucsonaz.gov; mayor1@tucsonaz.gov; ward1@tucsonaz.gov; ward2@tucsonaz.gov; Ward3@tucsonaz.gov; ward4 @tucsonaz.gov; ward5@tucsonaz.gov; Regina.Romero@tucsonaz.gov; Karin.Uhlich@tucsonaz.gov; Paul.Cunningham@tucsonaz.gov; Shirley.Scott@tucsonaz.gov; Richard.Fimbres@tucsonaz.gov; Steve.Kozachik@tucsonaz.gov; citymanager@tucsonaz.gov
Subject: Broadway Widening--an opportunity to make international headlines

Clearly, an irreversible Tucson Tragedy--the Broadway widening project-- is in the making if we don't act soon. Conversely, ***we--through YOU-- have an opportunity to make national and international news by being responsive to the global climate warming crisis and the actual needs of our city.***

Many people in Greater Tucson are asking, "Why are we widening roads that don't need it, especially when our existing roads are in such a state of disrepair? " "Why not eliminate potholes rather than small businesses!?!"

The sustainability community--those of us thinking about the livability of our region in the weeks, months, and years to come-- is asking, "Why is the City promoting a wide, car-oriented design when future trends indicate accommodation to more "people and place" centered mobility and low carbon living?" If Tucson is going to actually respond to the challenges of global warming and climate change, don't we also have to build a "climate-friendly" transportation system?

Do not be pressured by Jim Click and the powers that be who are seeking more personal gain at the expense of our community (Click's mitigating $1,000,000 community donations do no go very far). Instead, be able to look your grandchildren in the eyes on your deathbed and tell them you made decisions that best supported their chance for a life in a livable community on a livable planet.

Sincerely yours,

Allison Ewoldt

This email is free from viruses and malware because avast! Antivirus protection is active.

Josh Weaver

162

From: Ken Scoville <opt1775@yahoo.com>
Sent: Wednesday, March 11, 2015 7:14 PM
To: broadway@tucsonaz.gov
Subject: Broadway corridor

The city staff recommended plan concerning the Broadway corridor is a failure. The only future for Tucson is to become a sustainable community that endorses historic preservation and quality of life on a human scale. It is so sad that on the 50th anniversary of urban renewal/removal we still continue the push for destruction of historic resources and a sense of place. The narrowest alignment should move forward.
Ken Scoville

Josh Weaver

163

From: Leslie Carlson <lacarlson@cox.net>
Sent: Wednesday, March 11, 2015 7:17 PM
To: broadway@tucsonaz.gov
Subject: public comment on broadway project

Please make sure that the Broadway project is designed for multiple modes of transportation, not just cars, and that every effort is made to preserve neighborhoods and foster a vibrant economic district.

Leslie Carlson
3048 N. Fontana Ave.
Tucson AZ 85705
520-661-6686
lacarlson@cox.net

164

Josh Weaver

From: Dal Hodges <dalhodgesdal@gmail.com>
Sent: Wednesday, March 11, 2015 7:32 PM
To: broadway@tucsonaz.gov; citymanager@tucsonaz.gov
Subject: Please reject the current Broadway Corridor Plan

I am encouraging everyone who has a vote to reject the Broadway Corridor Plan.
We do not need to widen this road based on twenty year old projections of traffic that fell way short of the projected numbers.
Tucson needs more public transportation and encouragement of alternate forms of transport (Sun-Link, cycling and walking), not more car-centric city planning.
The current plan will destroy many historic buildings and force several locally owned businesses to close.
Once again I ask you to reject the plan in its current form.
Thank You,
Dal Hodges
Ward 1 Resident

Josh Weaver

165

From: nsheehan <yiminaz@gmail.com>
Sent: Wednesday, March 11, 2015 7:32 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening project

This project seems to be a waste of taxpayer money. The amount of traffic on Broadway Blvd does not justify such an expansion, and the loss of homes and businesses that will result from this project would be
a blow to the community. Why not take all that money and fix the
horrible road conditions (pot holes etc) in the city?
I also think the deadline for people to respond to this project should be extended.

N Sheehan
Tucson resident 30+ years

Josh Weaver

166

From: Bill Brennan <bil2bren@aol.com>
Sent: Wednesday, March 11, 2015 7:39 PM
To: broadway@tucsonaz.gov
Subject: do not broaden Broadway

Broadway moves well most times of day, even not so bad at rush hour, compared to, say, Speedway, or Grant. It does not need to be broadened. But our POTHOLES and WASHBOARD STREETS need at least repaving!

Bill Brennan
Armory Park
Tucson
bil2bren@aol.com

Josh Weaver

167

From: Peggy Bendel <deercats@gmail.com>
Sent: Wednesday, March 11, 2015 7:57 PM
To: broadway@tucsonaz.gov
Cc: citymanager@tucsonaz.gov
Subject: PLEASE Do NOT Destroy Broadway, and Undermine Tucson's Sense of Place!

Why is staff ignoring the Citizens' Task Force recommendations, and elected city officials? The proposed alignment will forever affect Tucson's sense of place, an important attribute in attracting more badly-needed businesses, and concomitant economic activity.

Destroying historic buildings and further limiting parking will have unwanted effects on neighborhoods as well. We need to encourage multi-modal transportation, with the narrowest possible safe path for vehicles including public transit), cyclists and pedestrians.

Heed the Citizens Task Force recommendations: The proposed alignment is unwise, undesirable and undoable, if completed as proposed.

Concerned for Tucson,

Peggy

--
Peggy R. Bendel

Author of "*It's a crisis! Now what?" The first step-by-step crisis communications handbook for the global hospitality industry.* **NOW AVAILABLE ON AMAZON.COM!**

Josh Weaver 168

From: Eileen Moyer-Mertz <8emmertz8@gmail.com>
Sent: Wednesday, March 11, 2015 8:10 PM
To: broadway@tucsonaz.gov
Subject: Public comment to not widen the Broadway corrider unnecessarily

To City Planners,

Please honor the Citizens Task Force, who put in many grueling hours in good faith, and consistently directed the Design Team to:
1 narrow the roadway to minimize impacts to the historic streetscape, parking and neighborhoods;
2 preserve the Sunshine Mile's sense of place;
3 ensure safety for all transportation modes;
4 encourage business; and
5 use innovative design.
I encourage you to make the right decisions that will make the city of Tucson a sensible, Harmonious, beautiful place to live, that best serves both it's citizenry and the natural world. Pedestrian friendly is a good rule of thumb. Walkways that make sense and more native trees and vegetation. Make this a place where people want to establish their sustainable businesses and cultural activities.

Thank you,
Eileen Moyer-Mertz

Josh Weaver

169

From: Dick Kaiser <dikyzr@yahoo.com>
Sent: Wednesday, March 11, 2015 8:15 PM
To: citymanager@tucsonaz.gov; broadway@tucsonaz.gov
Subject: Paradigm Shift Warrants Broadway Rethink

To city leaders tasked with administering the so-called Broadway Realignment Project,

We are homeowners in the City of Tucson and have been engaged citizens here since we moved to Tucson after retirement. We have read the "alignment" materials provided by both the city and the citizens group involved.

We believe the longer-term demographic trends in cities worldwide point toward fewer personal vehicles and stronger "sense of place" planning. There is evidence this is already true in Tucson. We think most of the citizen comments reflect this view. In other words, the community is prepared to actually *plan for the future* rather than planning through *the rearview mirror*, looking into the twentieth century.

No current decisions are irrevocable. Use the current data to defend your change in plans. People want to have confidence in their local government. Please listen to your neighbors in the city. It's time for a rethink and avoid a grievous error!

Richard and Joyce Kaiser
1562 E. Painted Colt Loop
Tucson AZ 85719

Josh Weaver 170

From: Leigh McDonald <leigh003@gmail.com>
Sent: Wednesday, March 11, 2015 8:15 PM
To: broadway@tucsonaz.gov
Subject: Broadway Widening

To whom it may concern:

Tucson's pride in its heritage is one of the most attractive assets the city has to offer. Projects that diminish our historic infrastructure while providing no real benefit to the character of the city have no place in this wonderful, unique community. Please do not make the mistake of allowing Tucson to become just another America USA. It's a shortsighted and ultimately irreversible mistake to demolish our heritage for the sake of another lane of traffic.

Best regards,
Leigh McDonald

171

Josh Weaver

From: saba1492 <saba1492@gmail.com>
Sent: Wednesday, March 11, 2015 8:37 PM
To: broadway@tucsonaz.gov
Subject: Broadway alignment

Dear Citizens Task Force:

I protest the currently proposed alignment for the Broadway Corridor improvement project for the following reasons.

1. The Broadway CTF was supposed to operate using a consensus model and no consensus was reached. This is because the majority report position is tortured and badly flawed.

2. The purpose of widening roads is to allow larger numbers of motor vehicles to travel along them at higher speeds without crashing into each other or into stationary obstacles. By widening the road we are stating that that value takes priority over all others. There's no other reason to make a road *bigger.* Thus I consider widening a road, especially this close to the center of the city, to be simply an unsustainable form of development. Road widenings increase total automobile trips and hurt the communities they run through.

3. My strong view is that Tucson must not sacrifice its local fabric for RTA funding and that a comprehensive plan to revise the overall road expansion plan is an urgent need.

4. My personal experience living close to this area for the past 31 years is that Broadway does not present traffic problems but is difficult to cross north to south. Widening will make this worse. I support improved sidewalks within the current right-of-way. ADA requirements for sidewalk width have been exaggerated and misrepresented.

5. Public transit doesn't require a wider road. The whole point of transit is that it moves more people in a smaller space. For this community to thrive we need stronger public transit. For public transit to thrive we need centrally located communities where people want to live, centrally located business and services where people want to go, and *roads that can be walked along, and walked across.*

6. I support the CTF minority report Dissenting View #1, most especially the following points:

--Four or six lanes with improved sidewalks and bike paths can be accommodated in the current footprint

--Public Input is not reflected in currently presented design options: Results of well-attended public meetings consistently reflect the majority of stakeholders' desire

for Broadway improvements in the narrowest footprint possible, preserving historic buildings and current businesses

--Traffic data presented to the CTF indicates that numbers have decreased over 15% since 2010.

--Our youngest generations are driving less- we need to design for the future, not the past

--Impact to and/or loss of too many historic buildings: Mid-century modern buildings represent the unique history and character of the surrounding neighborhoods and should be preserved for future generations

--Loss of historic designation for surrounding neighborhoods if sufficient numbers of contributing or contributing-eligible historic buildings are lost

--Sense of Place/Broadway as a Destination is lost: Insufficient reassurance/demonstration of potential for retaining small locally owned businesses

that exist currently to provide human scale services, entertainment & dining

--Without sense of place, there will be few pedestrians, and cyclists or transit riders will "pass through"; i.e. Broadway becomes a throughway with beautiful bike facilities and sidewalks that no one uses.

--Economic Vitality: Concerns about losing many small, locally owned businesses that currently thrive in this area: These businesses will do even better when uncertainty about the Broadway Project is alleviated and vacant buildings are sold and restored

--Presentation by Jarrett Walker and other materials presented to the CTF indicate that widening roads inversely impacts the kind of economic growth and development that supports neighborhoods and creates destinations for pedestrians, bicyclists and transit riders.

--Walkable Community: Safety and comfort concerns for pedestrians crossing a wider Broadway, particularly for residents of two large senior citizen communities within the project area and children crossing Broadway to reach schools/homes in the project area

--Addition of parking lots between buildings due to loss of front parking makes area less walkable because greater distance between businesses = less roadside interest for pedestrians & cyclists

--Concerns that making Broadway better for cars won't build the transit ridership needed to justify transit improvements

Thank you for your consideration of my comments.

Suzanne Schafer

628 N. Third Ave.

Tucson AZ 85705

172

Josh Weaver

From:	Ted Maxwell <tmaxwell@salc.org>
Sent:	Wednesday, March 11, 2015 8:53 PM
To:	'broadway@tucsonaz.gov'
Cc:	Ron Shoopman; Thomas McGovern (tmcgovern@psomas.com); 'Si Schorr (sschorr@lrlaw.com)'; steve@stevechristy.us
Subject:	Refined Broadway Alignment Comment Submittal
Attachments:	150311 SALC Broadway Project Comment.pdf

Ms. Toothaker and City DOT,

Attached are the Southern Arizona Leadership Council's comments in response to the Staff-Recommended 6-Lane Including Transit Refined Alignment Report. Please ensure these are included in your process going forward. Please let me know if you had any problem with the attached file.

Sincerely,
Ted Maxwell

Ted Maxwell
Vice President
Southern Arizona Leadership Council
3497 N. Campbell Avenue, Suite 703
Tucson, Arizona 85719
Office (520) 327-7619
Fax (520) 327-7613

Southern Arizona Leadership Council

March 11, 2015

Ms. Jenn Toothaker, Project Manager
City of Tucson Department of Transportation
P.O. Box 27210
Tucson, AZ 85726-7210

RE: Staff – Recommended 6-Lane Including Transit Refined Alignment Report

Dear Ms. Toothaker,

Thank you for your hard work and the open nature of the design process. SALC has several comments regarding the current design and alignment proposal for the Broadway Project.

First, it is important to remember what the RTA Board voted on for the "new" project design. Taken straight from the minutes, "from six lanes plus two dedicated bus lanes, to six travel lanes with bus pullouts, where appropriate to meet project functionality;". Based on the discussion at the December RTA meeting where the vote was taken, the Mayor ensured the council that the study had shown a 15% faster travel flow with the six lane design. There was also emphasis on the effective use of bus pullouts.

We believe the current design does not meet the functionality or intent of the RTA Board with regards to use of bus pullouts. Of the 17 bus stops on the current alignment and design, only 5 make use of bus pullouts. Four stops, two at Highland Ave and two at Tucson Blvd, originally designed as bus pullouts were changed to in–lane bus stops on the current proposal. We believe that as proposed the lack of bus pullouts would impact both corridor movement and safety for both motorists and transits users.

We also are confused by what seems to be an excessive overall number of stops – why are there so many, and wouldn't this corridor function better for both cars and buses if several of the mid-block stops were eliminated?

We strongly urge you to increase the use of bus pullouts along the corridor to maintain corridor movement while minimizing congestion caused by in-lane bus stops.

We appreciate the increased width provided for other aspects of the project and recommend these remain in any changes to the number of bus pullouts. The goal of SALC is for an improved Broadway arterial corridor as approved by the voters in 2006. If you have any further questions regarding our concerns, please contact me at (520) 327-7619.

Sincerely,

Edward P. Maxwell
Vice President
Southern Arizona Leadership Council

Josh Weaver

173

From: Linda Shumaker <lshumaker57@gmail.com>
Sent: Wednesday, March 11, 2015 8:56 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening

Broadway should absolutely be wider, but if you aren't going to take of the additional lanes (fill in potholes) don't bother.

Sent from my iPad

Josh Weaver

174

From: Cindy Cook-Keller <ccookbook2@q.com>
Sent: Wednesday, March 11, 2015 9:05 PM
To: broadway@tucsonaz.gov
Cc: mayor1@tucsonaz.gov; cityclerk@tucsonaz.gov
Subject: Broadway Boulevard Project

Please add my comments with your report.

After listening to many people who have been involved with this project for many years, I have concluded that the widening proposal as recently accepted would be a serious and tragic mistake for Tucson.

The traffic in this section has not increased to such an extent as to warrant wasting money on such a widening proposal....not only would the money be wasted, we also lose revenue from the many independent businesses who have steadfastly supported the Tucson community and have added a sadly disappearing [historical] character, one that in recent years has shown to be a revenue maker in and of itself (ie Tucson Modernism Week). Further, regarding traffic, many cities around the country and world have demonstrated that actually downsizing streets, encouraging a smartly planned mix of transportation options, actually increases safety, revenue from increased business activity, and general well-being of a community. Tucson sadly lacks these types of areas but this particular section would be a logical extension of the highly successful rejuvenation of Downtown Tucson. Widening streets has shown to further isolate any pedestrian activity, with the crossing of multi-lane roads being dangerous and difficult for pedestrians and cyclists.

Tucson needs to grow up and into a city that embraces and supports more forward-thinking planning regarding transportation and community planning.

Just because this proposal was approved does not make it a wise choice.

Sincerely,

Cindy Cook-Keller
Tucson, AZ

Josh Weaver 175

From:	David Bachman-Williams <bachmanwms@gmail.com>
Sent:	Wednesday, March 11, 2015 9:06 PM
To:	broadway@tucsonaz.gov
Cc:	Anne Padias; Ann Chanecka; Ian Johnson; Jennifer Burdick
Subject:	Tucson Pima County Bicycle Advisory Committee comments on Broadway Widening
Attachments:	Broadway Widening Letter.docx

Greetings, Attached please find the official comments of the TPCBAC, approved at the March 11, 2015 meeting.

Sincerely,

David Bachman-Williams, TPCBAC chair

To: Jennifer Burdick
Broadway Widening Project Manager

March 11, 2015

Dear Ms. Burdick,

The Tucson Pima County Bicycle Advisory Committee would like to make the following comments on the Broadway Widening Project.

First and foremost we are unhappy that the Broadway Task Force's recommendation of four lanes of traffic and two dedicated transit lanes was changed into six lanes of traffic and more bus pullouts. This decision was not in the best interest of bicyclists, nor, we believe, all users and stakeholders involved. We do not endorse the project as proposed.

Not all BAC members support the Broadway Widening project in principle or in specifics, and several of our members have concerns about how the public process has gone, in particular the short period that public comments will be accepted. This letter will only address the bicycle issues that we can all agree on.

Assuming the project does move forward, the specific concerns from the BAC are:

- We strongly suggest 10 foot lanes for left and center lanes. Numerous studies and implementations of these 10 foot lanes around the country have shown that they do not impact the traffic flow, but that they improve safety. And we realize that the 11 foot lanes are needed for the right lanes to accommodate the buses.

- We need to ensure the bike lanes are elevated; just a painted line separating traffic from bicyclists is absolutely insufficient for this project. This elevation difference should be maintained as much as possible.

- The BAC is in favor of guiding the bike lanes around the back of the bus stops. This part of the design is great, and should be maintained.

- As has been stated before, we are adamantly against dedicated free right turn lanes at the larger intersections. They prioritize automotive speed and throughput over safety and comfort for pedestrians and bicyclists in an dense urban setting. The free right turns are only appropriate for parkways and freeways, but not for a major thoroughfare right in the middle of the city.

- We would like clarity on how the cycle track on Broadway is going to connect with the new bike lanes being planned in conjunction with the Downtown Links project. We need more details, and hope that dedicated signals are being considered.

- We are concerned about minimizing driveways and curb cuts as they create conflict zones for bicyclists, and when there are heavy conflict zones we hope the

raised bikeway will make it clearer to drivers that they're crossing the bikes' right of way and that they need to use additional caution.

- We really appreciate the toucan and hawk crossings that are planned, both helping to ensure the safety of the pedestrians and the cyclists.

Respectfully submitted,

Anne Padias,
TPCBAC representative to the Broadway Widening Project Task Force

David Bachman-Williams,
TPCBAC Chair

Josh Weaver 176

From: Julie Robinson <robinsonsullivan@hotmail.com>
Sent: Wednesday, March 11, 2015 9:09 PM
To: broadway@tucsonaz.gov
Subject: No Broadway Corridor

Mayor Rothschild and City Council Members:

I am writing to express my strong opposition to the proposed widening of Broadway. The design is ill-concieved and is not in the best interests of the community. I urge you to please consider alternatives that reduce reliance on car-oriented designs, support and maintain existing businesses and provide climate-friendly transportation alternatives like the extension of the City's excellent street car pilot program.

Sincerely,

Julie Robinson, PhD
1439 E Prospect Ln
Tucson AZ 85719
805 708-8448

Josh Weaver

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From: Jean-Paul Bierny <jpbierny@yahoo.com>
Sent: Wednesday, March 11, 2015 9:21 PM
To: broadway@tucsonaz.gov; Jonathan Rothschild; Pierre and Katya Landau; JD Garcia; Chris Tanz
Subject: Broadway widening

To Mayor Rothschild and to whom it may concern,

With your permission, I would like to make a couple additional comments about the Broadway widening project.

1) if at all conceivable, drop the whole misconceived project and spend the time and money to fix Tucson's innumerable potholes. Cars and car owners do not love them nor the City /County governments that have not been active enough in taking care of them,

2) a MAJOR problem with the planned widening of Broadway: it extends westward only to Euclid. The entrance of traffic into downtown on Broadway from the East, mostly into Congress, is already a total disaster, with an abrupt narrowing of the roadway ad several options on top of each other, a very slow confusing and poorly signed situation. I shudder to think about what is going to happen there if Broadway is widened to 6 lanes. It strikes many people, including myself as the epitome of bad urban traffic planning. And there is no mention of it in the planned widening of Broadway! Sadly, it does not make any sense. And it would be with us forever...

Jean-Paul Bierny, MD.

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Josh Weaver

From: fred <fdail@cox.net>
Sent: Wednesday, March 11, 2015 10:36 PM
To: broadway@tucsonaz.gov
Subject: Broadway Boulevard Project

do not do this! you are going to remove people and business from tax dollars . It will not increase traffic flow.It will still be a bottle neck.we will lose tax dollars for no reason.use the bond money for road repair There will be no conflict with that. ask anyone! look at the big picture there is no reason for this! please dont do this.fix the roads! thank you Fred Dail.

Josh Weaver

179

From: Lisette DeMars <lhdemars@gmail.com>
Sent: Wednesday, March 11, 2015 10:38 PM
To: cityclerk@tucsonaz.gov; broadway@tucsonaz.gov
Subject: Comment regarding the Broadway Corridor

Dear Mayor and Council Members,

I am writing to express my concern with the current proposed plan for widening the Broadway corridor. I think we can and should do better on Broadway, Tucson deserves it and needs it. The historic and culturally rich strip should be protected. The haven of local businesses there showcases Tucson's unique treasures and creates a destination for visitors and locals. A vibrant place you need to be specifically in Tucson to experience. Please support our economy by protecting the sense of place this region represents. Economic studies have shown us repeatedly for over 30 years that protecting historic areas and local businesses leads to economic growth, job creation and long term sustainability in communities.

Please do not go forward with the current plan. I do think Broadway needs improvement but we can and should do better than what this plan proposes. I urge you to reengage the community to find a better solution for Broadway, one that celebrates it's quirky charm, like the Rocco's marquis, and honors it's important and unique contributions to our amazing city.

Thank you for your consideration on this matter, I know you all care as much about taking care of this town as I do, and I'm grateful to your attention to how my tax dollars are being spent.

With much appreciation for all you do,
Lisette DeMars

Josh Weaver

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From: Dirk Arnold <dirk@endangeredarchitecture.com>
Sent: Wednesday, March 11, 2015 10:55 PM
To: broadway@tucsonaz.gov
Subject: Comment on the latest proposed Broadway alignment

Dear Broadway Citizen's Task Force:

First, thank you for all of your efforts on the Broadway project. I know that this has been an exceedingly difficult process and probably more than you thought you were getting yourselves into.

Having followed this project and attended open houses, there seems to be abundant public comment that never quite makes enough impact on the proposed roadway. I was at a meeting where there were supposed to be five or six different designs, but it turned out that three of them were merely variations on a single defined roadway... whether the outside lanes would be bus only, sometimes restricted to busses, or always mixed. This distinction was not made clear and I don't think most people who were picking an alignment had a clear idea of what they were choosing.

In any case, all three (or six) of the alignments were way wider than I and many others in the room had hoped to see, based on what I had heard about public input. After that meeting, no one seemed satisfied and it was back to the drawing board. I was expecting to see in this alignment a more creative solution than what I had seen at the open house, but it is incrementally changed from what I saw that night so many months ago.

I think the lanes can be narrower. I understand the desire for buffers between bike lanes and side walks and cars, but those luxuries are for Oro Valley, not the urban core. This is a low-velocity urban roadway, and should be treated more like New York City than suburbia. The space between the buildings is not generous, certainly less than the already-widened stretch east of Country Club. Jamming the planned suburban roadway through the Sunshine Mile will require demolishing dozens of historic bungalows, and rendering the remaining strip retail and office buildings practically useless for lack of parking.

On the other hand, I don't think we need copious perpendicular parking in front of those office buildings, either. There has to be a happy medium, where only one or two buildings might make way for some parking to serve the rest of the block. Maybe the bike lanes could be shifted behind the commercial strip and away from traffic, buying space for judicious landscaping and bus pullouts.

There has to be a better way. In spite of the all of the work and re- work that has gone into this alignment, it is still a cookie-cutter solution, and when it is all done, most of the cookies will be broken.
There's a better way. I hope you can find it.

Good luck!

Dirk J. Arnold, daily Broadway commuter, very rarely inconvenienced 198A W University Blvd Tucson, AZ 85705

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Josh Weaver

From: Rob Kulakofsky <colorw1@cox.net>
Sent: Wednesday, March 11, 2015 10:58 PM
To: broadway@tucsonaz.gov; citymanager@tucsonaz.gov
Subject: Broadway corridor plan

Dear Mayor & Council and City Staff,

I am writing to express my dismay that the proposed widening of Broadway is so extreme.

In the near future cars will be outnumbered by pedestrians, cyclists and riders of mass transit. Therefore, the staff recommendation to destroy the historic Broadway corridor with excessive widening is pure folly and waste of taxpayer money.

It is unreasonable to fall back on a vote that took place years ago, Our City's priorities were now different and we now have a full handle on the upcoming nightmare of climate change. To ignore these changes is absurd. We need to have a more thoughtful and sustainable plan that respects the wishes of the Citizen's Task Force. In this case, less IS better.

Please do what is right for Tucson now and for Tucson's future. Reject the 8-lane monstrosity and instead opt for either no widening, or the very least width possible.

Thank you for your consideration.

Rob Kulakofsky
1520 S Desert Crest Dr.
Tucson AZ 85713

Josh Weaver

182

From: Larry and Sylvie Robertshaw <robon88@hotmail.com>
Sent: Wednesday, March 11, 2015 10:59 PM
To: broadway@tucsonaz.gov
Cc: Larry and Sylvie Robertshaw
Subject: Oppose Widening Broadway Boulevard

To whom it may concern:

As an Armory Park property owners, taxpayers and residents, we wish to register on no uncertain terms our opposition to the idea of widening Broadway Boulevard. This project is a totally unnecessary, irresponsible allocation of resources that are sorely needed to fund other transportation projects in our city. The fact that any thought is being given to the destruction of current businesses and residences on Broadway for this undertaking is outrageous.

We look forward to hearing soon that this project has been abandoned and that we can expect concrete, intelligent repurposing of our city's officials and resources.

Respectfully,

Lawrence and Sylvie Robertshaw
434 South Railroad Avenue
Tucson, AZ 85701

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Josh Weaver

From:	Terry Majewski <tmajewski@sricrm.com>
Sent:	Wednesday, March 11, 2015 11:12 PM
To:	broadway@tucsonaz.gov
Cc:	Jennifer Burdick (Jennifer.Burdick@tucsonaz.gov); 'Jonathan Mabry'; 'mayor1 @tucsonaz.gov'; 'ward2@tucsonaz.gov'; 'ward3@tucsonaz.gov'; 'ward4@tucsonaz.gov'; 'ward5@tucsonaz.gov'; 'ward6@tucsonaz.gov'; 'ward1@tucsonaz.gov'
Subject:	Formal comments from the Tucson-Pima County Historical Commission on the refined alignment and refinement report for the Broadway Corridor
Attachments:	Attachment_TPCHC TransportationSubcommittee Broadway recommendation.pdf; TPCHC to Broadway CTF_3-11-15.pdf
Importance:	High

Please find attached the formal comments of the Tucson-Pima County Historical Commission regarding the refined alignment and refinement report for the Broadway Corridor, for the CTF's consideration. The comments consist of a letter and one attachment.

Could you acknowledge receipt of the commission's comments please?

Thank you for the opportunity to comment on this matter.

Regards,

Teresita Majewski, Chair
Tucson-Pima County Historical Commission

ATTACHMENT TO 3-11-15 TPCHC letter to Broadway CTF

Historical Commission

TUCSON-PIMA COUNTY HISTORICAL COMMISSION
TRANSPORTATION SUBCOMMITTEE

On February 24, 2015, the Transportation Subcommittee of the Tucson-Pima County Historical Commission (T-PCHC) voted unanimously to approve the following recommendations to the T-PCHC Plans Review Subcommittee regarding the RTA Broadway Project, Euclid to Country Club, based on the alignment released for public comment on February 20, 2015.

It is the goal of the T-PCHC Transportation Subcommittee to provide recommendations to create an exemplary urban corridor that Tucsonans can be proud of, and other communities can emulate as a transportation success story.

To provide realistic recommendations for Broadway Project, the T-PCHC Transportation Subcommittee studied other contemporary road widening projects with similar goals and challenges. We found several creative, innovative, mitigative measures successfully implemented by other progressive communities to reduce or eliminate demolition of historic buildings. As is common, we found that the historic preservation measures were also greener, more sustainable, more livable, more sensitive to the adjacent neighborhoods, pro-business, and far less expensive than the proposed multiple demolitions of conventional corridor designs.

As of February 20, 2015, the total number of historic buildings slated for demolition stands at 24. 13 additional buildings are non-contributing, but maintain the rhythm of the streetscape. Please note that this is more demolitions than any single project since the wholesale destruction of Tucson's urban renewal of the 1960's and 70's.

The following recommendations, in no particular order, are fully consistent with other urban Tucson roadways:

1. Eliminate the median, where needed, especially in Historic Districts, in accordance with City of Tucson Major Streets and Routes Plan.

2. Shift the alignment north or south, where needed, to avoid historic buildings.

3. Narrow the width of certain landscaped sections, where needed.

4. Narrow the width of certain sidewalks, where needed, to ADA minimums.

5. Narrow the lane width, where needed.

6. Develop a zoning overlay to legally allow and encourage a variety of creative solutions to parking problems created by road widening, including, where applicable: shared / cooperative parking, shared access to parking, adapting parking to side or rear, accessing parking from side streets or alleys, etc., sensitive to the concerns of the adjacent neighborhoods.

Flexible and creative implementation of all six recommendations will reduce the total number of demolitions from 24 to 2. The remaining two properties (1730 and 1736 E. Broadway) are historic residences on deep lots. In this case, instead of changing the alignment, it may be more feasible to move the homes back on their lots.

Years from today, future generations will be glad that in 2015 we implemented creative, flexible, innovative solutions to preserve Broadway's unique Mid-Century Modern heritage.

(184)

Josh Weaver

From: Marilyn Atha <majaath@icloud.com>
Sent: Wednesday, March 11, 2015 11:33 PM
To: broadway@tucsonaz.gov
Subject: Broadway widening

This project is out of synch in its timing. The original traffic flow issues it addressed have changed over time. The project timing is now out of synch with its years earlier public approval. The City govt's current march forward has disregarded ongoing public meetings & input asking that the project be set aside in favor of maintaining the integrity of the corridor & the businesses involved. The project funding could be better used for other related transportation improvements.
Signed: Maril Atha

Sent from my iPhone

185

Josh Weaver

From: Christopher Merle <chrislmerle@yahoo.com>
Sent: Wednesday, March 11, 2015 11:50 PM
To: broadway@tucsonaz.gov
Subject: Comments on Broadway widening.

To whom it may concern,

I'm very disappointed that the city design commission ignored the input from the elected city officials and the citizen's task force. I believe the narrowest width alignment is best for all, as it takes into consideration the businesses and residents whose lives would be most disrupted by a full eight lane widening.

It has been shown that adding more lanes does not improve traffic flow. It often increases traffic jams. Eight lanes would only make the end point where Broadway splits into Broadway and Congress into an even more congested choke-point than it already is because then all the cars would arrive downtown quicker. Downtown Tucson is already limited by it's size an configuration a widening to it would only make congestion worse.

A lot of traffic flow on Broadway turns onto Euclid and Campbell to reach the University. So please focus on where improvements can be made doing that. I know that the westbound lane where Broadway reaches Campbell is the only part of the intersection that does not have a separate right turn lane. Adding one would make a huge difference in how far traffic gets backed up.

If a major eight lane widening were to take place not only would it destroy historic buildings and businesses it would make the two mile stretch sterile and uninteresting like many streets are in Phoenix. With a narrower alignment it can be forward thinking and plan for pedestrian and bike traffic which would be more attractive for people to use and thus improve the quality of life of Tucson's citizens because isn't that what street improvement is for to improve the lives if its citizens?

Thank you,
Chris Merle

Josh Weaver

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From: sylvia lind-O-witz <growwiththeflow2020@gmail.com>
Sent: Thursday, March 12, 2015 7:51 AM
To: broadway@tucsonaz.gov
Subject: Broadway

I want less cars and less roads.
I want more bike lanes.
I want more pedestrian pathways.

--
Sylvia Lindowitz
520-204-7947
www.gwtfpermaculture.com
Grow with the Flow Permaculture
"To forget how to dig the earth & tend the soil is to forget ourselves"
Gandhi
Like us on Facebook https://www.facebook.com
GrowWithTheFlowPermaculture

Josh Weaver 187

From: mpdevito@aol.com
Sent: Thursday, March 12, 2015 3:58 PM
To: broadway@tucsonaz.gov
Subject: Broadway Widening

Dear Project Manager and Committee,

I am writing to express my concern about the widening of Broadway Blvd. It is a huge expense and seems unecessary. It would be preferable to improve Btroadway and all the surrounding streets with better bike lanes and bus pull outs, rather than taking it to six lanes. So many older buildings which give Tucson its unique character have been torn down over the years. What we are increasing left with is homogenized infill that represents Anywhere, USA.

Please reconsider this project and think about a more human, neighborhood scale for Broadway. Don 't leave a massive scar through the older neighborhoods of central Tucson. Thank you.

M. Patricia DeVito
2738 E. 4th Street
Tucson, Az 85716