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<th>Comment #</th>
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<th>Email</th>
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<th>Comment or Concern</th>
<th>Type of Concern</th>
<th>CTF Notes</th>
<th>Comment/Concern Regarding Alignment</th>
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<tbody>
<tr>
<td>1</td>
<td>2/20/2015</td>
<td>9:32 PM</td>
<td>Andrea Mathews</td>
<td><a href="mailto:mathewslawfirm@gmail.com">mathewslawfirm@gmail.com</a></td>
<td>FS 146 Legal Management</td>
<td>If this new lane plan is adopted, Alii 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?</td>
<td>Property Impacts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>2/21/2015</td>
<td>8:42 AM</td>
<td>Jose Garcia</td>
<td><a href="mailto:jose2005garcia@gmail.com">jose2005garcia@gmail.com</a></td>
<td>Herself</td>
<td>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 or 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?</td>
<td>Implementation of Rail Transit</td>
<td></td>
<td>Supports alignment but wants to see some form of rail transit implemented considers widening useless unless transit is a component of it</td>
</tr>
<tr>
<td>3</td>
<td>2/21/2015</td>
<td>11:08 AM</td>
<td>Henry Sandler</td>
<td>js@<a href="mailto:hschneiker@HdsSystems.com">hschneiker@HdsSystems.com</a></td>
<td>Herself</td>
<td>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—benefit to having a dedicated bus lane. As I remember, the optimum road lanes 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 roadway improvement was designed and it works quite well.</td>
<td>Bus Pullouts</td>
<td></td>
<td>Bus pullouts at all stops and no dedicated transit lane</td>
</tr>
<tr>
<td>4</td>
<td>2/21/2015</td>
<td>3:38 PM</td>
<td>Jessica Welton</td>
<td><a href="mailto:jessicawelton@gmail.com">jessicawelton@gmail.com</a></td>
<td>Herself</td>
<td>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.</td>
<td>Roadway Conditions</td>
<td></td>
<td>Ensures if she supports alignment — indicates that she would like to see existing roadways repaired prior to roadways being widened.</td>
</tr>
<tr>
<td>5</td>
<td>2/21/2015</td>
<td>3:51 PM</td>
<td>Logan Wolf</td>
<td><a href="mailto:bigw0400@gmail.com">bigw0400@gmail.com</a></td>
<td>Herself</td>
<td>Please consider the importance of proper drainage for the Broadway project. The Houghton project is already failing 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.</td>
<td>Drainage and Landscaping</td>
<td></td>
<td>Ensures if she supports alignment — indicates that sufficient landscaping and drainage need to be incorporated into the design</td>
</tr>
<tr>
<td>6</td>
<td>2/21/2015</td>
<td>6:36 PM</td>
<td>Morgan Garcia</td>
<td><a href="mailto:morgan@rusi.edu">morgan@rusi.edu</a></td>
<td>Herself/Broadway Coalition</td>
<td>How can we make credible comments on the report without the Technical Advisory Committee analysis and nothing about the cost of this alignment. Put the report and make it complete. It is not helpful to get partial piece of the pie. What's the hurry?</td>
<td>Misuse</td>
<td></td>
<td>Misuse (on record as opposing any widening plans that have been developed to date)</td>
</tr>
<tr>
<td>7</td>
<td>2/22/2015</td>
<td>7:14 AM</td>
<td>Diana Madaras</td>
<td>diana@<a href="mailto:madaras@comcast.net">madaras@comcast.net</a></td>
<td>Madaras Gallery</td>
<td>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 condemnation 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.</td>
<td>Uncertainty/Project Delays</td>
<td></td>
<td></td>
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<td>Comment #</td>
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<tr>
<td>8</td>
<td>2/23/2015</td>
<td>9:05 AM</td>
<td>Rockafellow</td>
<td><a href="mailto:Rockafellow@rockafellowlaw.com">Rockafellow@rockafellowlaw.com</a></td>
<td>Rockafellow Law Firm</td>
<td>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 bottlenecks can't even serve the existing 2 lanes. The funds allocated for this project can be better used somewhere else.</td>
<td>Property impacts</td>
<td></td>
<td>Mr. Rockafellow is opposed to the alignment because it directly affects his property and he is fearful that it impact his business negatively</td>
</tr>
<tr>
<td>9</td>
<td>2/23/2015</td>
<td>12:27 PM</td>
<td>Mark Nasser</td>
<td><a href="mailto:pnasser@msn.com">pnasser@msn.com</a></td>
<td>Heights/Broadway Coalition</td>
<td>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. I am a property owner. The sooner we 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.</td>
<td>Uncertainty/Project Delays</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>2/23/2015</td>
<td>4:58 PM</td>
<td>Dave Nasser</td>
<td><a href="mailto:dsamanstar@yahoo.com">dsamanstar@yahoo.com</a></td>
<td>Himself as a property owner</td>
<td>Drafting Under the Influence. If someone waved up Broadway in the way engineers drafted this revamp, a cop would stop them and get out the Breathalyzer.</td>
<td>Roadway Design/Public Safety</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>2/24/2015</td>
<td>8:10 AM</td>
<td>Doug Porter</td>
<td><a href="mailto:dporter@msn.com">dporter@msn.com</a></td>
<td>Himself</td>
<td></td>
<td>Uncertainty/Project Delays</td>
<td></td>
<td></td>
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</table>
Hi — I just finished reviewing the realignment 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 cloth in an effort to get in/out of downtown. Cyclists will finally have a much safer passage through that area as well.

Thanks for staying on top of things, Ted. I’ll respond to your questions then I’ll add some information from our meeting yesterday with Nicole and Rebecca from OIF. I’m copying Paul and the folks who attended our meeting on the 13th as well as those who attended the OIP meeting.

First, Mayor and Council asked that staff follow CTF recommendations. I’m attaching those recommendations to this note. I’m excerpting just a few relevant recommendations from that document:

- Normalize the roadway where possible to minimize impact to historic/significant buildings, businesses neighborhoods, and parking;
- Preserve/maximize visual quality, sense of place, Sunshine Mile as a destination, and the area’s connection to downtown;
- Encourage economic vitality, and Broadway as a business boulevard;
- Manage acquisitions to minimize costs and direct property;
- Think outside the box, benchmark best practices beyond Tucson, for example, leading pedestrian/bicycle interval at signalized intersections. Not all lanes need to be the same width;
- Use technology—synchronized lights through the corridor, etc.
- Illustrate effect of Center Transit Lane;
- Make alignment decisions using Colby’s block by block notes and Gene Caywood’s diagram (showing 6 lanes/bike lanes/sidewalks can be aligned to miss a vast majority of buildings). Some compromise between Gene’s drawing and Colby’s notes would be a good target. To address the concern that some of the things recommended to narrow the footprint may not pass with TDOT standards/accepted procedures, leave the designers keep a running list of where TDOT standards have constrained their response to our recommendations so that we can examine and address those in the future.

Second, at the outset of this process Mayor and Council directed that the L2 EPA performance measures guide the planning and design. You will find them on page 2 in the Functionality brochure that the Broadway Coalition has developed and distributed. All are important. Matters such as Vehicle Miles Traveled (VMT) and Land Consumption (#) are particularly relevant, particularly since we know that Broadway (and Speedway, and 6th, etc.) have declining numbers and the proposed plan has the City acquiring lots of property.

Albert Elias underscored both of these directives and reinforced them with his verbal comments to Mayor and Council on October 9, 2014.
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<tbody>
<tr>
<td>13</td>
<td>2/24/2015</td>
<td>9:53 AM</td>
<td>Mark Horan</td>
<td><a href="mailto:mhoran@msn.com">mhoran@msn.com</a></td>
<td>Himself/Rincon Heights/Broadway Coalition</td>
<td>Paul and I had things stuck in our meeting with Nicole and Rebecca from CDF (well more than 1. but 2 for now). 1. CTF recommendations were NOT used to guide the design, the focus instead was on tweaking the October alignment that CTF didn’t support. 2. There is a narrower option that would preserve all or close to all structures slated for demolition west of Campbell, thereby likely saving Rincon Heights historic District. 3. There is a lot of flexibility built into this “design concept” that would allow Mayor and Council to make beneficial changes. 4. Paul, regarding #2 above, Nicole and Rebecca are requesting that the narrow option be posted. That is critical, changing the nature of the discussion. Please ask Mayor to make sure that this gets posted to the site and not for public comment. You may also want to know that I got a note from Mayor Rothschild that he did talk with Martha Durkin and told her that we can do better that the alignment that was posted.</td>
<td>Roadway Design/Business Impacts/Property Impacts/Implementation of Transit</td>
<td>Notes</td>
<td>Alignment and 3 things in our meeting with Rebecca from OIP than but 3 for October that was on tweaking the October alignment that CTF didn’t support. 2. There is a narrower option that would preserve all or close to all structures slated for demolition west of Campbell, thereby likely saving Rincon Heights historic District. 3. There is a lot of flexibility built into this “design concept” that would allow Mayor and Council to make beneficial changes. 4. Paul, regarding #2 above, Nicole and Rebecca are requesting that the narrow option be posted. That is critical, changing the nature of the discussion. Please ask Mayor to make sure that this gets posted to the site and not for public comment. You may also want to know that I got a note from Mayor Rothschild that he did talk with Martha Durkin and told her that we can do better that the alignment that was posted.</td>
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<td>14</td>
<td>2/24/2015</td>
<td>10:15 AM</td>
<td>Susan Pitt</td>
<td><a href="mailto:gellifl@gmail.com">gellifl@gmail.com</a></td>
<td>Himself</td>
<td>through already! We (Tucson voters) approved the widening and financing of Broadway between Country Club and the underpass years ago. The successful and exciting downtown development and streetcar access to the University deserve to be supported by the widening of this major access. Tucson’s commitment to this integrated city center benefits our entire community.  But—please—it is important to have bus access and necessary designated Pickups so that the newly planned downtown is still works.  Let’s continue to build our community productively—the voters voted—let’s get this done already!</td>
<td>Roadway Design/Pullouts</td>
<td>Notes</td>
<td>Alignment Design/Pullouts</td>
</tr>
<tr>
<td>15</td>
<td>2/24/2015</td>
<td>12:25 PM</td>
<td>Nick Farr</td>
<td><a href="mailto:nickfarr@me.com">nickfarr@me.com</a></td>
<td>Himself</td>
<td>It was voted on by the people and competing interested should not stop progress. These business owners have been in limbo far too long. Widen the road (road) and let be that be that.</td>
<td>Roadway Widening</td>
<td>Notes</td>
<td>Unsurrer</td>
</tr>
<tr>
<td>16</td>
<td>2/24/2015</td>
<td>12:47 PM</td>
<td>Hal Brown</td>
<td><a href="mailto:hbrown@me.com">hbrown@me.com</a></td>
<td>Himself</td>
<td>DEAR MR. KOZACHIK, IT IS NICE TO SEE AT LEAST SOMEONE ON THE COUNCIL HAS SOME COMMON SENSE. Why widen the street for it only to go into a bottle neck as it already does entering the city, with no direct route to the airport. Haven't there been enough bottlenecks already? Such as the small commuter bus for downtown, replacing perfectly good parking meters instead of fixing our streets, the Rainbow and Boone bridges just to name a few. Seems like the council sure knows how to throw out money. Also the money spent and wasted for outside surveys are ludicrous, when a good supervisor would easily do the research and make an informed decision. I am a realtor with offices downtown and am there every day. How about getting the council to come-up with improvements that will do the city and downtown some good as well as not hit us in the pocketbook without a positive result.</td>
<td>Roadway Widening</td>
<td>Notes</td>
<td>Unsurrer</td>
</tr>
<tr>
<td>17</td>
<td>2/24/2015</td>
<td>1:43 PM</td>
<td>Luise Faber</td>
<td><a href="mailto:mbuman@me.com">mbuman@me.com</a></td>
<td>Himself</td>
<td>All you have to do is to return to renewal lanes and no buildings need to be demolished.</td>
<td>Roadway Design/Traffic Control</td>
<td>Notes</td>
<td>Unsurrer</td>
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<td>Comment #</td>
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<td>18</td>
<td>2/25/2015</td>
<td>6:27 AM</td>
<td>Sorensen</td>
<td><a href="mailto:Sorensen@cox.net">Sorensen@cox.net</a></td>
<td>Herself</td>
<td>In my observation of driving that corridor every day Monday – Friday, I have observed that traffic would move a whole lot better if there was just a bus lane put in, rather than widening it to 3 lanes. The places that I see road widening in Tucson/Broadway because of the bus stop and Campbell/Broadway because there is no right hand turn lane to go North so when there is a light that is not we get too to id and wait for the right hand turns and then in front of Starbucks because of the bus stop there and the people waiting to turn into the drive thru. I personally think there is enough room without having to destroy businesses. You have some room in front of lefts that you can utilize because that front part of that parking lot is never used. El Farido is going to turn tow down so you have some room there. In front of Famous Tacos there is more room there. I think Broadway might have some curves in it but has some useful space.</td>
<td>Roadway Design/Implementation of Transit Improvements</td>
<td>Would rather see bus-pedalists than road widening</td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>2/25/2015</td>
<td>9:00 AM</td>
<td>Nakhai</td>
<td><a href="mailto:Sorensen@cox.net">Sorensen@cox.net</a></td>
<td>Herself</td>
<td>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 Lev's and other old Relevant 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 famous, poorly curved, 8- lane road running from Euclid to Stove Help anyone? Will zooming people out of downtown be the fix anyone’s problems? The answer is, absolutely not. Please end this boom, 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.</td>
<td>Roadway Design/Public Safety/Sustainable</td>
<td></td>
<td></td>
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<tr>
<td>20</td>
<td>2/25/2015</td>
<td>10:45 AM</td>
<td>Mike (no last name given)</td>
<td><a href="mailto:glzimmerman@pima.edu">glzimmerman@pima.edu</a></td>
<td>Herself</td>
<td>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.</td>
<td>Business Impacts/Project Budget</td>
<td></td>
<td></td>
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<tr>
<td>21</td>
<td>2/25/2015</td>
<td>11:20 AM</td>
<td>Griswold</td>
<td><a href="mailto:griswold@email.com">griswold@email.com</a></td>
<td>Herself</td>
<td>I have 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 Wilcrest &amp; Broadway and Kolb &amp; Golf Links are now eyesores. Go look at them. They used to have some charm. Please, please don’t make us look like some ugly parts 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.</td>
<td>Business Impacts/Sense of Place/Economic Vitality</td>
<td>Opposes any widening or loss of buildings/businesses</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>2/25/2015</td>
<td>2:11 PM</td>
<td>Hone</td>
<td><a href="mailto:Hone@email.com">Hone@email.com</a></td>
<td>Herself</td>
<td>I'd like to express my opposition to any widening projects for East Broadway. 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 congestion during the morning and afternoon rush hours. The businesses along Broadway have been in Tucson long enough. There are TOO many great buildings and businesses that would be lost. Focus somewhere else. Thanks.</td>
<td>Roadway Widening/Business Impacts</td>
<td></td>
<td></td>
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<tr>
<td>23</td>
<td>2/26/2015</td>
<td>9:01 AM</td>
<td>Laura Tabbi</td>
<td><a href="mailto:laura@email.arizona.com">laura@email.arizona.com</a></td>
<td>Israel/Broadway</td>
<td>From Jeff Specie: &quot;...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.&quot; Why 12-Foot Traffic Lanes Are Disastrous for Safety and Must Be Replaced Now</td>
<td>Roadway Widening/Lane Width/Public Safety</td>
<td></td>
<td>1. &quot;10 not 12&quot; a new mantra for saving our cities and towns.</td>
</tr>
<tr>
<td>24</td>
<td>2/26/2015</td>
<td>10:24 AM</td>
<td>Tami McKisson</td>
<td><a href="mailto:tabmckisson@email.com">tabmckisson@email.com</a></td>
<td>Investors Investment Management</td>
<td>On this plan, our building (2343 E. Broadway Blvd., page 7 attached) is marked in yellow as &quot;Eligible Individual&quot;. What does this mean?</td>
<td>Building Impacts</td>
<td></td>
<td>Unsure. Person seems to just be interested in what impacts are to their building.</td>
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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 RIT-A Broadway Project, Bond to Country Club, based on the alignment released for public comment on February 20, 2015.

1. 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, thoughtful 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 not 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 1980's and 90'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 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 of these recommendations will reduce the total number of demolitions from 24 to 2. The remaining two properties (1730 and 3710 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.

Formal recommendations from the Tucson Pima County Historical Commission Transportation Subcommittee are available at the website: Tucson-Pima County Historical Commission (T-PCHC).

25        | 2/26/2015  | 4:43 PM | Alexandra Hines    | alexandra@email.arizona.gov | Tucson Pima County Historical Commission Transportation Subcommittee | To preserve Broadway's unique Mid-Century Modern heritage. | Flexible and creative implementation of all of these recommendations will reduce the total number of demolitions from 24 to 2. The remaining two properties (1730 and 3710 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. |           |           | Flexible and creative implementation of all of these recommendations will reduce the total number of demolitions from 24 to 2. The remaining two properties (1730 and 3710 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. | 1. Preserve Broadway’s unique Mid-Century Modern heritage. |
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<th>Comment/Concern Regarding Alignment</th>
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<td>26</td>
<td>2/27/2015</td>
<td>11:00 AM</td>
<td>Sky Jacobs</td>
<td><a href="mailto:project1@gmail.com">project1@gmail.com</a></td>
<td>Herself</td>
<td>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 we are in the current plan, esp. in the City Core. As seen in suburbi 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 re-draw 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 show some dusty project from a wholly different era down people's unwilling throats.</td>
<td>Building and Business Impacts</td>
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<td>27</td>
<td>2/27/2015</td>
<td>11:36 AM</td>
<td>Michelle Wilder-Starrs</td>
<td><a href="mailto:project2@gmail.com">project2@gmail.com</a></td>
<td>Herself</td>
<td>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 buses 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 (rum) outs. 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 paving are excessive. The City would do better spending what money they have on roadway repairs, surfacing and filling pot holes, than widening Broadway to 6 lanes and just installing bus pull outs.</td>
<td>Roadway/Widening/Building Impacts/Transit Improvements</td>
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<td>28</td>
<td>2/27/2015</td>
<td>1:54 PM</td>
<td>Ken Silverman</td>
<td><a href="mailto:project3@gmail.com">project3@gmail.com</a></td>
<td>Herself as a property owner</td>
<td>Dear Jim, this follows our conversation regarding the potential acquisition of our properties on Broadway. We own 2625, 2719, 2725 and 2801. We do understand that no one likes change. Particularly those changes that could affect our business 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 2625 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</td>
<td>Roadway/Widening/Business Impacts</td>
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**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 we are in the current plan, esp. in the City Core. As seen in suburbi 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 re-draw 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 show some dusty project from a wholly different era down people's unwilling throats.

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**To Whom It May Concern:**

Tucson Residents for Responsive Government (TRRG) formally 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 explorations as to what necessary 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 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 (W), one
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 Citizen Task Force, which worked for nearly 3 years, produced a document, “CTF Recommendations for Refinements to Broadway Alignments,” as of December 4, 2014. Have City staff and consultants been told that is their responsibility for the design to be based on those ideas? How do we value these citizens’ input, an input that was hamstrung 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 addresses 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.

Most simply put, DON'T! This is a totally unnecessary glamer 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. Any tax dollars would be better used by merely repairing existing crumbling, potholed surface streets.

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

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 that to waste millions of dollars on a project that only closes local businesses and doesn't provide the city with any real value.

Group believes that the design goes against CTF recommendations and public input

Roadway Design/Public Input/Business Impacts

Roadway Design

Roadway Design/Business Impacts/Project Cost

Business Impacts/Economic Vitality
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 pleased 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 line up to the projected numbers that were used to justify widening Broadway.

Feel the meetings were a total waste of time!! Our concerns were ignored!

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!"

My husband and I are home owners and taxpayers in Tucson. We bought our condos 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 bike far more than we drive as it is more sustainable for the city and the planet.

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

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 purchased 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.

(PS: Broadway Village great historic appeal

Business Impacts/Economic Vitality)

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<td>6:20 PM</td>
<td>Drash Bear</td>
<td><a href="mailto:karin@Bear.com">karin@Bear.com</a></td>
<td>Herself</td>
<td>“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 proposal will be released on March 15th. Noise generated by the public at least 30 days from the day on which the new alignment is released in which to comment.”</td>
<td>Thank you for your consideration.</td>
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<td>37</td>
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<td>4:16 PM</td>
<td>Jim Colville</td>
<td><a href="mailto:jim@ColvilleandAssociates.com">jim@ColvilleandAssociates.com</a></td>
<td>Colville and Associates</td>
<td>“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 presentations. 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.”</td>
<td>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 minimalistic 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.</td>
<td>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.</td>
<td>Learn the impact the project would have on the business, and whether this would be an opportunity for the city to improve the public image of Tucson.</td>
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<td>38</td>
<td>3/3/2015</td>
<td>6:32 PM</td>
<td>Jim Colville</td>
<td><a href="mailto:jim@ColvilleandAssociates.com">jim@ColvilleandAssociates.com</a></td>
<td>Colville and Associates</td>
<td>“The most recent map shows a break in the curb between 1115 and 1327 East 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.”</td>
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<td>See statement above.</td>
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<td>39</td>
<td>3/3/2015</td>
<td>10:07 AM</td>
<td>Karin Zigweed</td>
<td><a href="mailto:jim@jimziggles.com">jim@jimziggles.com</a></td>
<td>Herself</td>
<td>“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, a biker 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.”</td>
<td>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, a biker 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.</td>
<td>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, a biker 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.</td>
<td>Stay or go.</td>
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<td>40</td>
<td>3/4/2015</td>
<td>10:56 AM</td>
<td>Paul Bryant Fischer</td>
<td><a href="mailto:pbfisher@gmail.com">pbfisher@gmail.com</a></td>
<td>Herself</td>
<td>“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 leave the charm of Tucson’s feel. Please consider all other possible solutions that would not widen the street.”</td>
<td>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 leave the charm of Tucson’s feel. Please consider all other possible solutions that would not widen the street.</td>
<td>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 leave the charm of Tucson’s feel. Please consider all other possible solutions that would not widen the street.</td>
<td>Does not want to lose the current “charm” of the roadway. Wants transit and bicycle facility improvements.</td>
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<td>41</td>
<td>3/4/2015</td>
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<td>Maria Cadaxa</td>
<td><a href="mailto:mariacadaxa@yahoo.com">mariacadaxa@yahoo.com</a></td>
<td>Berneff</td>
<td>The RTA seems to be willfully deaf and blind (to 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 as is. Since then, businesses and the public have loudly and repeatedly stated what is in the interests of the majority: <em>WALKABLE NEIGHBORHOODS</em> <em>PLEASANT HISTORIC BUSINESS DISTRICT</em> <em>LESS TRAFFIC, MORE TRANSIT, BIKES, PEDESTRIANS</em> This begs the question: <em>WHO BENEFITS? WHO ARE THESE SO-CALLED PUBLIC SERVANTS? WHO IS PAYING THEM?</em> Sense of Place/Business Impacts/Transit Improvements/Bike Improvements/Pedestrian Improvements</td>
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<td>42</td>
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<td>Stephanie May Garcia</td>
<td><a href="mailto:sgarciaaz@cox.net">sgarciaaz@cox.net</a></td>
<td>Berneff/Maggie Cohusson</td>
<td>Briefly, please rethink this widening Broadway. There are 50 many better ways to spend transportation monies.</td>
<td>Roadway Design/Project Cost</td>
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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 to 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 (and listed below) is our previous resolution from the Rincon Heights Neighborhood Association.

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

Rincon Heights Neighborhood Association
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 to 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 routes. 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 Citizens 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.
Wright’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 County Club to Bird.
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 zone have decreased by over 15% since 2010. Our youngest generations are driving even less. The significantly decreased 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 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 publics may be useful and is worth considering, as long as most of the current footprint is preserved.
3. 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.
4. 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 2006 when the project was placed on the IFTA ballot and indeed there was significant opposition to the particular project at that time.
5. There is a Significant Risk to Historic Buildings
Historic buildings represent the unique history and character of our neighborhood 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 reused, we have little confidence, based on past practice, that the City of Tucson and IFTA will follow through if such a policy would make property harder to sell or result in lower selling prices. Incentive 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.
6. 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 Drive 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 types of businesses that amount nurture neighborhoods as...
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<td>Stephen Pompea</td>
<td><a href="mailto:stephenpompea@gmail.com">stephenpompea@gmail.com</a></td>
<td>Himself/Hinsz Highlands</td>
<td>Concern/Concern Regarding Highland Park road is a crucial transit route for the city. It connects pedestrians and bike riders to downtown and other parts of Tucson. It is currently a four-lane road with no bike lanes or sidewalks. The design of the road is not pedestrian-friendly and often creates conflicts with traffic.</td>
<td>Roadway Widening/Planning Impacts/Building Impacts/Trade Projections/Project Cost</td>
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<td>44</td>
<td>3/5/2015</td>
<td>9:43 AM</td>
<td>Jay Viosi</td>
<td><a href="mailto:jviosi@cox.net">jviosi@cox.net</a></td>
<td>Himself</td>
<td>Comment/Concern Regarding Highland Park road is a crucial transit route for the city. It connects pedestrians and bike riders to downtown and other parts of Tucson. It is currently a four-lane road with no bike lanes or sidewalks. The design of the road is not pedestrian-friendly and often creates conflicts with traffic.</td>
<td>Roadway Widening/Planning Impacts/Building Impacts/Trade Projections/Project Cost</td>
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<td>45</td>
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<td>9:52 AM</td>
<td>David Lawrence</td>
<td><a href="mailto:dlawrence1013@gmail.com">dlawrence1013@gmail.com</a></td>
<td>Himself</td>
<td>Comment/Concern Regarding Highland Park road is a crucial transit route for the city. It connects pedestrians and bike riders to downtown and other parts of Tucson. It is currently a four-lane road with no bike lanes or sidewalks. The design of the road is not pedestrian-friendly and often creates conflicts with traffic.</td>
<td>Roadway Widening/Traffic Projections/Project Cost</td>
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<td>46</td>
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<td>Jean Davies</td>
<td><a href="mailto:jean@tucson.com">jean@tucson.com</a></td>
<td>Herself</td>
<td>Comment/Concern Regarding Highland Park road is a crucial transit route for the city. It connects pedestrians and bike riders to downtown and other parts of Tucson. It is currently a four-lane road with no bike lanes or sidewalks. The design of the road is not pedestrian-friendly and often creates conflicts with traffic.</td>
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| 47        | 3/5/2015   | 11:58 AM   | William Zeffer | jzeffer@cox.net          | Himself      | 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 some connecting to the light rail we already have which is improving our downtown. I solicit a day when a light rail head all the way down to downtown, and I think a
day 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 some 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 imagine new concepts with every young people graduating from Sustainability Schools now. We must green our cities and Tucson could be a mecca for such ideas. | Sustainability/Transit Improvement | Unsure. Does not make definitive statement regarding Broadway alignment. Support implementation of future high-capacity transit and "green" initiatives. |
| 48        | 3/5/2015   | 2:32 PM    | Richard Jones | jones@cox.com            | Himself      | 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 remnant of that need is absorbed by the harm that will be caused by this unnecessary road widening. The RTA proposal will make Tucson heights a much less desirable neighborhood, will ruin the architectural coherence of the Broadway corridor, and will kill off many very desirable locally owned businesses. In exchange, we will have an airport runway sky-open around 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, | Broadway/Widening/Traffic Projections/Building Impacts/Sense of Place | Roadway/Widening/Traffic Projections/Building Impacts/Sense of Place |
| 49        | 3/5/2015   | 3:01 PM    | Dacia Rhodes  | daciah@cox.net           | Herself      | 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 I went from 8 lanes to 6, 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. |                          | States that the most narrow of options is preferred. |

- Broadway/Widening/Traffic Projections/Building Impacts/Sense of Place
- Sustainability/Transit Improvement
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 its commitment to a walkable 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.cityofla.com/design/2014/09/too-what-exactly-is-a-road-diet/379975/) are widely considered one of the smartest approaches to street design in a modern era — I am confident that your proposed alignment — a road diet 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 looks 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 people 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 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 enforcing the business environment; and it did not adhere to Citizens 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);

• it makes no sense to expand the number 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 1986 steady 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 — making 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;

50 5/5/2015 4:01 PM Madeleine deBlois madeleine.deblois@gmail.com Herself

Roadway Widening/Business Impacts/Economic Viability/Sense of Place/Bike and Pedestrian Environment/Public Safety
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<th>Type of Concern</th>
<th>Notes</th>
<th>Comment/Concern Regarding Alignment</th>
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| S1        | 3/5/2015 | 5:33 PM | Mark Housen        | mwhousen@nachts.com         | Himself/Tucson Heights/Broadway Coalition                                      | 51        | 3/5/2015 | 7:38 AM | Richard Roselli    | jrossini@asu.com              | Roadway Widening/Business Impacts/Building Impacts/Sense of Place/Tucson's Mobility/Traffic Projections/Project Cost | Note: The map is unnecessarily expensive! Destructive! 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 after this public meeting is held. |}

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, it is inconceivable 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 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 after this public meeting is held.

Thank you for your hard work.

Richard Roselli
City Planner
University of Arizona
March 5, 2015
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<tr>
<td>S3</td>
<td>3/6/2015</td>
<td>10:20 AM</td>
<td>Steve Banks</td>
<td><a href="mailto:bahamasfranks@gmail.com">bahamasfranks@gmail.com</a></td>
<td>Himself</td>
<td>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 its 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 &amp; biking and walking infrastructure, not more car or &quot;transit&quot; lanes? This is making a mess and a waste of money that will not improve the tax base of businesses or the overall happiness of the citizens in this area. I highly recommend considering a cross section identical to the current one. If you &quot;can't afford the funding&quot; at the current width, then THIS IS NOT SOMETHING TUCSON NEEDS. PLEASE SPEND MY MONEY SOMEWHERE MORE PRODUCTIVE. WE ARE NOT L.A. Please build a city that is vital, that puts people above the automobile, creates walkable, livable zones and communities. I drive Broadway everyday and NEVER have to wait for a few minutes at any intersection. Leave it alone or improve it with more bike lanes, better sidewalks and respect for the past.</td>
<td>Roadway Widening/BUILDING IMPACTS/BUSINESS IMPACTS/SENSE OF PLACE/PROJECT COST</td>
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<td>S4</td>
<td>3/6/2015</td>
<td>1:46 PM</td>
<td>Gary Patch</td>
<td><a href="mailto:standuptall@gmail.com">standuptall@gmail.com</a></td>
<td>Himself</td>
<td>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 bowing 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 as a city that is vital, that puts people above the automobile, creates walkable, livable zones and communities. I drive Broadway everyday and NEVER have to wait for a few minutes at any intersection. Leave it alone or improve it with more bike lanes, better sidewalks and respect for the past.</td>
<td>Roadway Widening/BUSINESS IMPACTS/BUILDING IMPACTS/SENSE OF PLACE/TRAFFIC PROJECTIONS/PROJECT COST</td>
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<tr>
<td>S5</td>
<td>3/6/2015</td>
<td>2:55 PM</td>
<td>Naja McKenzie</td>
<td><a href="mailto:najamck@gmail.com">najamck@gmail.com</a></td>
<td>Herself</td>
<td>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!</td>
<td>Roadway Widening/PROJECT COST</td>
<td></td>
<td>Would rather see potholes repaired than road widening.</td>
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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 taxpayer’s money), eliminate potholes instead. Vehicle repair necessitated by contact with the pot hole 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, alienating businesses, etc.

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

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 death 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.

We need Broadway as a destination. Give us an alignment that protects our neighborhoods of destroying them.

Give us smart, vibrant Broadway, a roadway does not come with a tax rate, a neighborhood friendly.

Roadway Widening

56 3/3/2015 9:07 PM Patti Walters patty@homestaytucson.com Herself

As a 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 taxpayer’s money), eliminate potholes instead. Vehicle repair necessitated by contact with the pot hole 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, alienating businesses, etc.

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

We need Broadway as a destination. Give us an alignment that protects our neighborhoods of destroying them.

Give us smart, vibrant Broadway, a roadway that protects our neighborhoods of destroying them.

Roadway Widening

57 3/3/2015 10:43 AM Marilyn Russell mmarie@phoenix.com Her self/Miramar Neighborhood

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 years, I know that there are creative solutions that can be found. We were once told it would not be possible to save both the Steinhil 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 in none of these, plus does not 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.

Unsure, states that they are concerned about the alignment and would like to see changes to the current design but does not state that they approve or disapprove of it.

Roadway Widening

58 3/3/2015 3:45 PM Karen Greene kgreen5050@yahoo.com Herself/Dunbar Springs Neighborhood

The proposed behemoth widening of Broadway is ridiculous.

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

Roadway Widening

59 3/3/2015 9:19 AM Fletcher Strickler fstrickler@comcast.net Herself

Roadway Widening

Unsure, states that they are concerned about the alignment and would like to see changes to the current design but does not state that they approve or disapprove of it.
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<tr>
<td>60</td>
<td>3/8/2015</td>
<td>10:56 AM</td>
<td>Michelle Livingston</td>
<td><a href="mailto:michelle.livingston@gmail.com">michelle.livingston@gmail.com</a></td>
<td>Herself</td>
<td>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 costlessly 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 don’t we 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 real, 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 risks 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.”</td>
<td>Roadway/Widening/Building Impacts/Business Impacts/Sense of Place/Project Cost</td>
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<td>61</td>
<td>3/8/2015</td>
<td>11:50 AM</td>
<td>Trudy Mills</td>
<td><a href="mailto:trudyhills@gmail.com">trudyhills@gmail.com</a></td>
<td>Herself</td>
<td>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 widening 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 narrower: using 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 flipping property) who want the City of Tucson to waste money to buy them?</td>
<td>Roadway/Widening/Building Impacts/Business Impacts</td>
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<td>62</td>
<td>3/8/2015</td>
<td>12:13 PM</td>
<td>Bob Jacobson</td>
<td><a href="mailto:bob@jacobson.com">bob@jacobson.com</a></td>
<td>Herself</td>
<td>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 one-dimensional, a flaw well-called out in the persuasive critique offered by the Broadway Coalition. By reducing every 220 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 bastardizations 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 network of asphalt connections between one parking place and another. You should prevent thisudge. 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. Roadway Widening/Sense of Place</td>
<td>Broadway plan will “recklessly alter” Broadway</td>
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<td>63</td>
<td>3/8/2015</td>
<td>1:20 PM</td>
<td>Anne Ceburn</td>
<td><a href="mailto:aceburn@cox.net">aceburn@cox.net</a></td>
<td>Herself</td>
<td>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? I 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 SS 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.</td>
<td>Roadway/Widening/Building Impacts/Business Impacts</td>
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| 64        | 3/4/2015   | 1:26 PM  | Dave Romaniello | dromaniello@stephenromaniello.com | Himself       | Dear TOT: 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. 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: 
1. 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 90 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 as 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-dreadful-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 MEDIAN 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 THROUGH OR ADJACENT TO A HISTORIC AREA AND THE WIDTH OF THE ROADWAY WOULD INFRINGE ON THE CHARACTER OF HISTORIC STRUCTURES.” Medians will worsen congestion by forcing motorists to double-lane, and they reduce near-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 Historic Heights Historic District. 
RISK 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 110 of the National Historic Preservation Act, |
|           |            |          |                 |                              |               | Roadway Widening                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                 |           | Ask these to “think outside of the box” |
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 Tabbi
118 N. Mountain Avenue
Tucson
Section 110 (k) National Historic Preservation Act
36 U.S.C. 470h-2(k) — Anticipatory demolition

(6) 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 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. Provided two attachments.

65 1/8/2015 2:39 PM Laura Tabbi
Laurel/Rancho Heights/Broadway Coalition
Email: laurel@tucson.com

66 1/8/2015 6:08 PM Virginia Flores
Email: virginia_flores@unitedway.com

67 1/8/2015 6:34 PM Virginia Flores
Email: virginia_flores@unitedway.com

68 1/8/2015 7:05 PM Clay Morgan
Email: cmorgan@tucsonaz.com

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
200 N Stone Ave, 4th 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.

Roadway Widening/Business Impacts/Building Impacts/

I note that we keep it flat as 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.

Roadway Widening/Business Impacts/Building Impacts/

I’m writing to voice my opinion against the Broadway broadening. If the street is to be widened why not include the northeast? This is a waste of money on a project based on projections for city growth that have not occurred. Traffic on Broadway between Eudd and Alvernon is now 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. Let’s be wise with our transit money, it is crucial infrastructure, and this project just isn’t called for.

Roadway Widening/Traffic Projections/Transit Improvements

Would rather have potholes fixed than roadway widened

State traffic projections are incorrect and that an extension of the structure should be included in the design.
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. It is possible to somehow make this Broadway widening happen without tearing down businesses I strongly urge this option.

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.

So 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, sidewalk 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 fine upper buildings downtown came down in the seventies. These are the precious historic buildings of the 30s.

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, anywhere.

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.

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.

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<th>Comment #</th>
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<th>Name</th>
<th>Email</th>
<th>Representing</th>
<th>Comment &amp; Concern</th>
<th>Type of Concern</th>
<th>CTF Notes</th>
<th>Comment/Concern Regarding Alignment</th>
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</thead>
<tbody>
<tr>
<td>74</td>
<td>3/9/2015</td>
<td>11:23 PM</td>
<td>Lee Stanfield</td>
<td><a href="mailto:lstanfield@cox.net">lstanfield@cox.net</a></td>
<td>Himself</td>
<td>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 user... an 8 lane roadway!</td>
<td>Roadway Widening/Project Cost/Transit Improvements</td>
<td></td>
<td>Would rather see transit improvements implemented that the roadway widened.</td>
</tr>
<tr>
<td>75</td>
<td>3/9/2015</td>
<td>6:44 AM</td>
<td>Patrick Stirling</td>
<td><a href="mailto:jms@cox.net">jms@cox.net</a></td>
<td>Himself</td>
<td>As a Tucson resident, I would like to register my opposition 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.</td>
<td>Roadway Widening/Building Impacts/Transit Improvements/Bicycle and Pedestrian Improvements</td>
<td></td>
<td></td>
</tr>
<tr>
<td>76</td>
<td>3/9/2015</td>
<td>9:08 AM</td>
<td>Richard Changnon</td>
<td><a href="mailto:rch@cox.net">rch@cox.net</a></td>
<td>Himself</td>
<td>Please approve the Broadway corridor plan. We need it now after 25 year delay. It good plan that minimise the damage to the neighborhood and give new value and beauty to Broadway.</td>
<td>Project Certainty</td>
<td></td>
<td></td>
</tr>
<tr>
<td>77</td>
<td>3/9/2015</td>
<td>9:27 AM</td>
<td>Jean-Paul Bermy</td>
<td><a href="mailto:jbemny@yahoo.com">jbemny@yahoo.com</a></td>
<td>Himself</td>
<td>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 (120 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 ACC 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.</td>
<td>Roadway Widening/Traffic Projections/</td>
<td></td>
<td></td>
</tr>
<tr>
<td>78</td>
<td>3/9/2015</td>
<td>10:57 AM</td>
<td>Bob Lanning</td>
<td>bob@<a href="mailto:lanning@cox.net">lanning@cox.net</a></td>
<td>Himself</td>
<td>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 is being circulated contains untrue 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 residents “citizens” with loud voices. Progress then becomes difficult if not impossible.</td>
<td>Project Certainty</td>
<td></td>
<td></td>
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</table>
Dear Mayor and Council,

I am 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 livability. Instead, these have been sacrificed to excessively wide lanes and larger 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 much prefer doing my business in Tucson because of its 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!

Barbara Rose
 herself

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

As a Tucson resident, I am 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 busines corridor. The Staff Recommended Plan calls for the levelling 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 cornerstone of a walk-thriving business district, it will replace them with a 36-foot-wide strip of landscaping that will render the streetscape a dead zone, preventing future small and local businesses from ever setting down roots.

The Citizens Task Force’s accommodation 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 transportation corridor without sacrificing the life of the neighborhood 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 core, walkable, and cycling to co-exist. 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.

Stuart Brizard

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Barbara Rose
 herself

Maria Sandy
 Herself/Member 21st Century Tucson

Carmen Marin
 Herself

81 3/9/2015 1:46 PM

80 3/9/2015 12:14 PM

79 3/9/2015 12:00 PM
<table>
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<th>Comment #</th>
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<tr>
<td>82</td>
<td>3/9/2015</td>
<td>2:57 PM</td>
<td>Paul Coleman</td>
<td><a href="mailto:pcolegan@gmail.com">pcolegan@gmail.com</a></td>
<td>Himself</td>
<td>This is nothing but a city boondoggle. We have streets that are almost impassable and you want to waste our $ on this unwarranted project.</td>
<td>Roadway Widening/Project Cost</td>
<td>States project is not needed</td>
<td></td>
</tr>
<tr>
<td>83</td>
<td>3/9/2015</td>
<td>3:27 PM</td>
<td>Patricia Frederick</td>
<td><a href="mailto:povettcancel@gmail.com">povettcancel@gmail.com</a></td>
<td>Himself</td>
<td>Comment/Concern Regarding This plan, thought of 30 years ago, and now implemented without considering the &quot;other&quot; plan which saves more history of the area. We do not want double the width for cars. we want walkability, likability and history. We should be looking for transit improvement which alleviates cars. we want making it a desert priority!</td>
<td>Roadway Widening</td>
<td>Wants transit improvements rather than road widening</td>
<td></td>
</tr>
<tr>
<td>84</td>
<td>3/9/2015</td>
<td>3:50 PM</td>
<td>Jerome Leapsitl</td>
<td><a href="mailto:jleapsitl@gmail.com">jleapsitl@gmail.com</a></td>
<td>Themselves</td>
<td>To all our elected and civic leaders in Pima County. Our economic health is at risk as we watch our residents and citizens vacate across Broadway in attempts to avoid potholes. We need flexible leadership that can pause, reconsider, and represent 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 undue burdens while not facilitating ease in negotiating our roads.</td>
<td>Roadway Widening/Business Impacts</td>
<td></td>
<td></td>
</tr>
<tr>
<td>85</td>
<td>3/9/2015</td>
<td>3:50 PM</td>
<td>Mark Homan</td>
<td><a href="mailto:mhan@insight.net">mhan@insight.net</a></td>
<td>Himself/Rincon Heights/Broadway Coalition</td>
<td>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 whatever is decided that landscaping of that sort is needed and its benefits for outweigh 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.</td>
<td>Roadway Widening/Context Sensitive Design</td>
<td>States that narrow example is an improvement - wants to see narrowing throughout entire design</td>
<td></td>
</tr>
<tr>
<td>86</td>
<td>3/9/2015</td>
<td>4:06 PM</td>
<td>Howard Frederick</td>
<td><a href="mailto:howardf41@gmail.com">howardf41@gmail.com</a></td>
<td>Himself</td>
<td>Dear Mayor and Council, As a long-time (66 year) resident of Tucson and a frequent traveler on Broadway in the proposed &quot;improvement&quot; area, I felt compelled to make some comments: Widening Broadway in the manner suggested makes less sense than our non-mass transit&quot; roadway 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.</td>
<td>Roadway Widening/Transit Improvements</td>
<td>Would rather see roads repaired and transit improvements than the roadway widened</td>
<td></td>
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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 trivial and paltry cuts are currently being debated, such as to K-12 education, universities, and health care, or even from the federal level, with its own usage 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 livable, walkable neighborhoods are created by slowing down and narrowing roadways, not by widening them. Tucson, or at least certain of its administrative leadership, is doing its 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 to 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 vetor mandate. I would have voted against anything that includes this, and I intended 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 am 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 see what is left of our city!

Kipnis

E. 3/9/2015 4:46 PM

Another Coalition

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

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

Please reject the Staff proposal to widen Broadway to 6 lanes. This will not serve the needs of Tucsonans and will force us to raise taxes by 1ts of millions that we don’t have and shouldn’t spend on this.

Treveling

E. 3/9/2015 7:22 PM
### 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 areas. I'm sick of sprawling, vacuous parking lots bring 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.

As a bicycle rider myself, I'm fearful my 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 areas. I'm sick of sprawling, vacuous parking lots bring 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.

### Relationship Between 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

http://nacto.org/docs/usdg/lane_width_potts.pdf

**Roadway Widening/Building Impacts/Business Impacts/Bicycle and Pedestrian Environment/Sense of Place**

Would like to see improvements rather than widening.

### Dear Staff,

Here are my comments...

1. Find the proposed plan to be unacceptable. It grossly & wastefully wastes what is needed.
2. The traffic lanes should be 10' wide with curb lane 11' wide (like lane 8'); landscaping strip optional, no more than 3'; sidewalks 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 revenues.
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 goodwill are destroyed.

Thank you.

There are just two internet references on lane widths:
- Relationship Between 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

http://nacto.org/docs/usdg/lane_width_and_speed_potts.pdf

### Roadway Widening/Building Impacts/Business Impacts/Bicycle and Pedestrian Environment/Sense of Place

Does not make a definitive statement. Wants design to build area in a "vibrant community place."

### Equipment
equipment.jpg

- "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 narrower width alignment for the Broadway Redesign Project, saving businesses and buildings.
- Supports as narrow an alignment as possible.

### Roadway Widening/Sense of Place

Current proposals do not make a definitive statement. Wants design to build area in a "vibrant community place."

### Roadway Widening/Transit Improvements

Unsure. Seems to prefer transit improvements and the extension of the arterial rather than the expansion of the roadway.

### Comment # | Date | Time | Name | Email | Representing | Comment or Concern | Type of Concern | CTF Notes | Comment/Concern Regarding Alignment
---|---|---|---|---|---|---|---|---|---
90 | 3/10/2015 | 7:48 PM | Wes Oswald | jmodernwes@gmail.com | Herself | Hi! | Roadway Widening/Building Impacts/Business Impacts/Bicycle and Pedestrian Environment/Sense of Place | Would like to see improvements rather than widening.
91 | 3/10/2015 | 12:00 AM | Ray Clammons | rclammons@gmail.com | Herself | Please build Broadway into a vibrant community place for the people and not a thoroughfare for tires, oil and car companies. | Roadway Widening/Sense of Place | Does not make a definitive statement. Wants design to build area in a "vibrant community place."
92 | 3/10/2015 | 12:00 AM | Grace Hiltz | ghillz@gmail.com | Herself | “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 narrower width alignment for the Broadway Redesign Project, saving businesses and buildings. | Roadway Widening/Sense of Place | Supports as narrow an alignment as possible.
93 | 3/10/2015 | 2:29 AM | Andrew J. Simpson | csimpson@csimpson.com | Herself | 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 lanes. This could open up a possibility of a bus transfer station in the east side which seems to be needed. Street car would encourage more pedestrian style businesses that the neighborhoods surrounding Broadway could take advantage without driving. | Roadway Widening/Transit Improvements | Unsure. Seems to prefer transit improvements and the extension of the arterial rather than the expansion of the roadway.
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 bicycle lanes but with wide lanes of car traffic that increases speed, and danger for bicyclists. Please exercise wisdom in considering the many needs for Tucson, and so not approve the irresponsible plan that is currently underway. Thank you.

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 effort 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 our 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. Narrower 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. Bigger, 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 fine. 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 wheelchair and people with walkers, joggers and senior pedestrians will be able to do with much less space. (Joggers probably prefer the dirt to the spats inducing concrete anyhow.) Nor do we need to destroy buildings to create such wide corridors exclusively for vegetation. As a matter of fact, sparser 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 these 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 Guadalupe. Fifteen minutes is fast enough to get to any destination downtown. And with the newly created and increasing gap in traffic from west of Guadalupe into downtown, bicycling may become the best way to get there. If only the automobile traffic could be slowed to safer speeds...
Themselves

Comment/Concern Regarding Representing Comment of Concern CTF Notes

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 divided as 4-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 2½ years seem to no longer be options. For example, the plaza where my store is (Dees) 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 at 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 Solito Plaza is. There should not be landscaping and wider medians in areas that buildings are threatened. There will be other areas that the landscape can be accommodated. The unleased narrow option could save 6 buildings that’s 10% savings. In discussion of an enhanced 6-lane, bus pullouts were not an option. No 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 Solito 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 Solito 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. It is live with the original nature of this Mid-century era. It uses to walk and look in store windows. This same train of thought could help at Ingle 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 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.

Roadway Widening/Building Impacts/Access/Business
Environment/Sense of Place/Transit Improvements

Roadway Widening/Building Impacts/Access/Business

Environment/Sense of Place/Transit Improvements

Tucson!

We have a chance to move beyond a car-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, pedestrian friendly, bike friendly, COMMUNITY friendly instead of another highway 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 wasting 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 helping 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 alignment at the same time. Speaking for myself and everyone I have talked to about this issue, please make the right decisions.

Roadway Widening/Building Impacts/Traffic Projections/Business

Environment/Sense of Place/Transit Improvements

97
3/10/2015
1:00 PM
Monica Hay-Cook
monica@decoarttucson.com
Herself/Deco

98
3/10/2015
1:44 PM
IV Jerry Acher
mrcnrd@earthlink.com
Themselves

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

Email is unclear regarding any aspects of the alignment

99
3/10/2015
1:00 PM
Elphred Reed
graham@gmail.com
Herself

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 car-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, pedestrian friendly, bike friendly, COMMUNITY friendly instead of another highway 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 wasting 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 helping 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 alignment at the same time. Speaking for myself and everyone I have talked to about this issue, please make the right decisions.

Roadway Widening/Building Impacts/Traffic Projections/Business

Environment/Sense of Place/Transit Improvements
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<td>100</td>
<td>3/10/2015</td>
<td>2:48 PM</td>
<td>Kiryn Zdan</td>
<td><a href="mailto:karyn414@gmail.com">karyn414@gmail.com</a></td>
<td>Have lived north of Broadway/Columbus for 14 years and in that time have 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. Just 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. Keep Broadway alive and vibrant and not some non-approachable sterile thoroughfare like I see in all over Phoenix.</td>
<td>Roadway Widening/Traffic Projection/Business impacts/Sense of Place</td>
<td>Would rather see potholes fixed than roadway widening</td>
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<td>101</td>
<td>3/10/2015</td>
<td>2:54 PM</td>
<td>Jan Zarzuela</td>
<td><a href="mailto:jandre@gmail.com">jandre@gmail.com</a></td>
<td>Please don’t dumb Broadway to accommodate more cars. We need a community and pedestrian friendly area. Don’t tear down historic buildings!</td>
<td>Roadway Widening/Pedestrian Environment/Sense of Place/Building impacts</td>
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<tr>
<td>102</td>
<td>3/10/2015</td>
<td>3:42 PM</td>
<td>D. Walker</td>
<td><a href="mailto:zampedig@cox.net">zampedig@cox.net</a></td>
<td>Please reconsider the 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 benefit the health of Tucson.</td>
<td>Roadway Widening/Transit improvements</td>
<td>Would rather see transit improvements implemented road than the roadway widened</td>
</tr>
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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 line bus stops as a way to keep the road narrow and support routing the bicycler 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 publics slow down the bus.

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 four-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, in front of buildings, a small 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 medians.

I think the lane widths should be 10 feet, not 11. See Citylab article by Jeff Speck titled “Why 12-Foot Traffic
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<td>103</td>
<td>3/10/2015</td>
<td>3:43 PM</td>
<td>Margot Garcia</td>
<td><a href="mailto:margot@its.domino.com">margot@its.domino.com</a></td>
<td>Herrn/Citwid Coalition</td>
<td>Another comment regarding the widening project along Broadway Blvd.</td>
<td>Roadway Widening/Business Impacts/Building Impacts/Transit Improvements/Sense of Place/Economic Viability/Traffic Projections/Project Cost</td>
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<td>104</td>
<td>3/10/2015</td>
<td>3:53 PM</td>
<td>PM Kravetz</td>
<td><a href="mailto:gallery@its.domino.com">gallery@its.domino.com</a></td>
<td>Herrn/Y's Art Gallery and Design Studio</td>
<td>Another comment regarding the widening project along Broadway Blvd.</td>
<td>Roadway Widening/Business Impacts/Building Impacts/Transit Improvements/Sense of Place/Economic Viability/Traffic Projections/Project Cost</td>
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There are 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 buses 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 those 6 lanes going … to a two lane road through the Down Town …??? It makes no sense.

Tell anyone actually ask bicyclists about the ‘ride around the backside of the bus stop’ … again… another accident waiting to happen.

WHY DO MY BUILDINGS HISTORIC STATUS GET DEMOTED FROM “ARCHITECTURALLY SIGNIFICANT” TO “ELIGIBLE AS CONTRIBUTOR”? (NOT THAT IT SEEMS TO REALLY MATTER)

PLEASE GIVE US A MORE FAIR AND HONEST ASSESSMENT THE PROTECTS OUR NEIGHBORHOODS INSTEAD OF DESTROYING THEM.

高亮内容：

- 路面拓宽项目极大地影响了城市交通，需要考虑对现有商业区的影响。
- 城市的经济发展必须考虑社区多元化和提升经济。
- 道路拓宽项目需要考虑其对小企业的影响，应在拓宽项目中建立法律访问。
- 设计团队需要确切掌握项目成本，避免超支。
- 在拓宽项目中，应考虑保护历史建筑和避免破坏现有社区。
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<td>105</td>
<td>3/10/2015</td>
<td>4:26 PM</td>
<td>Christopher Bonney</td>
<td><a href="mailto:chb@thebonneys.com">chb@thebonneys.com</a></td>
<td>Herself/Water Ways Decorative Plumbing and Hardware</td>
<td>Instead of the area &quot;prospering&quot; 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 have gone to it is also clear that the high amount of publicly of the RTA and Citizens Task Force meetings has negative effects for many property owners in that they 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 Suidly 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 weekend and at Broadway and Suid. My business has had windows shot out. Even one time this occurred one hour before a Saturday afternoon of a football game. Have listened to the Citizens Task Force meetings to other business owner’s complaints of homeless and vagrants and so just bad mannered or urgently distressed pedestrians relating themselves on the business and behind the business. I also note this seems worse near the bus stops. Why is it that governments in the USA can give billions of $ of aid all over world but has so few accessible public facilities ? Roadway Widening/Project Concerns</td>
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<tr>
<td>106</td>
<td>3/10/2015</td>
<td>6:41 PM</td>
<td>Marie Michele Brubaker</td>
<td><a href="mailto:mbrubakerxmt@gmail.com">mbrubakerxmt@gmail.com</a></td>
<td>Herself</td>
<td>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? Roadway Widening/Sustainability/Bicycle Environment</td>
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March 10, 2015
Dear Citizen's Task Force: Broadway Boulevard, Suidly 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 Sanc(s) Including Tranl Refined Alignments," 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-vehicle 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.

Grosvenor 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 structured elements that reduce the motorists’ perception of the roadway width such as the use of a curb-line or turn-in. We strongly recommend the incorporation of a 20-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.
businesses and, because they are a more visible presence, the greater the personal safety of these pedestrians.

A lower speed limit reduces clear zone requirements, thereby increasing the area safety 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. 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. If 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 crossings 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 all be built.

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.

Roadway Widening/Pedestrian Environment/Sense of Place/Public Safety/Access

Formal letter of support from Pedestrian Advisory Committee. In general supports alignment with specific recommendations and considerations for certain elements.

Tucson has a choice:

We can follow the old paradigms of car-centered development, with generous parking applied for pedestrians and bicyclists, or help this section of Broadway become the Sunshine Mile destination for tourist and locals that is buffeting this historic business district just west of downtown.

The “Preferred Alignment” put forth by you’s 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 unassailable right of way. Bicycles and pedestrians too would be given minimum width, with a generous landscape buffer and median provided to create the illusion of safety.

So what’s not to love? Isn’t it 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 too much of money acquiring businesses we intend to destroy us that 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 or narrow streets and making them “completely” to reduce speeds and revitalize 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 is our 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 weave 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 Almscheid – Technical Writer. Been 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.

Roadway Widening/Bike and Pedestrian Environment/Public Safety/Business Impacts/Building Impacts/Economic Viability/Sense of Place

Formal letter of support from Pedestrian Advisory Committee. In general supports alignment with specific recommendations and considerations for certain elements.
I recently learned about the plans to widen Broadway between Country Club and Euclid Ave. As a downtown resident since 1983, I strongly oppose this plan. Although traffic on Broadway is bad, especially at rush hour, I don’t believe this plan will address this problem. It will only create a greater bottleneck going downtown as more people will be encouraged to travel along Broadway. I am also concerned about the impact on Broadway businesses and the need to maintain 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 others know favor a light rail system complemented by bus connections. In the short term, this would not only be more expensive but the long-term benefits to the air quality and ambiance of the City would be worth the investment.

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/279079/) and one of the wackiest approaches to street design is a modern era. I am confident that your proposed alignment — a road diet 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 hosts 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 people 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 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.

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, responsible 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 these services could be created in the Broadway corridor without the work that the Project Team, the Community Task Force, local businesses, and residents have done to widen the existing roadway to three lanes in each direction. Generations of future Tucsons will be significantly benefited by this work.
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<td>Bob Kaye</td>
<td><a href="mailto:gateway@home.com">gateway@home.com</a></td>
<td>Herself</td>
<td>Here are my specific comments on the plans and report:</td>
<td>Roadway Widening/Transit Improvements/Bicycle Environment</td>
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<td>1. Sheets 6 and 7. There appears to be a drafting error in the layout of the eastbound roadway. In the section between Hurner Ave. and Tucson Blvd., there are only two eastbound lanes.</td>
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<td>2. Report Comment #30. New signalized intersections such as the one proposed at the corner of Pummar Ave. and Broadway Blvd. should be vehicle-, bicycle-, and pedestrian-activated. Otherwise, there should be a fixed-act 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.</td>
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<td>3. Report Comment #33. For greater clarity, consider identifying/highlighting existing bus stops on cross streets in the plans.</td>
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<td>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.</td>
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<td>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.</td>
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<td>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.</td>
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<td>Please contact me if you have questions or if you need further information.</td>
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<tr>
<td>113</td>
<td>3/10/2015</td>
<td>11:53 PM</td>
<td>Sage Goodwin</td>
<td><a href="mailto:sageuel@az.gov">sageuel@az.gov</a></td>
<td>Herself/Menlo Park/A Mountain.</td>
<td>To whom it concerns and those who are charged to be concerned:</td>
<td>Sense of Place</td>
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<td></td>
<td>People are attracted to belonging, and a built environment can facilitate and satisfy, through its organization and its form, the hunger that people have to live in a good place.</td>
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<td>One place in a good place is the place near one’s home whereby you can leave your car behind and join humanity on foot, or in communal transport, and have the space and facilities to appreciate life and community. Build is a very important feature to attend to, otherwise alienating uninhabited environments are created.</td>
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<td>There are people all over the world who have the good fortune to have a good quality of life or underpinning 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.</td>
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<td>Without the context where through people mingle, observe, and experience each other, the city fails to provide a necessary human need, and uses the opportunity to create a vibrant habitat that people will flock to. Please think on and bear the visions of all concerning improvements to this corridor. Create a design that that strengthens our community’s connection to life.</td>
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<td>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 Eudel and Country Club.</td>
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<tr>
<td>114</td>
<td>3/11/2015</td>
<td>5:13 AM</td>
<td>Michael Bruwer</td>
<td><a href="mailto:mkhalil@asu.edu">mkhalil@asu.edu</a></td>
<td>Herself</td>
<td>Please give us more time to respond to the alternate plan for widening Broadway.</td>
<td>Comment Period</td>
<td></td>
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<tr>
<td>115</td>
<td>3/11/2015</td>
<td>7:46 AM</td>
<td>Amari Amaya</td>
<td><a href="mailto:amari_amar@asu.edu">amari_amar@asu.edu</a></td>
<td>Herself</td>
<td>Widening #4: The city needs as much E-W work as possible.</td>
<td>Roadway Widening</td>
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Please find attached the position statement we adopted at our quarterly neighborhood association meeting on March 3, 2015.

Rincon Heights Neighborhood Position for Citizens Task Force on Broadway Project

Rincon Heights Neighborhood Position for Citizens Task Force on Broadway Project housed unanimously in RHNA meeting 3 March 2015

This resolution seeks to reaffirm our resolutions of September 16, 2010 and September 21, 2010.

1. 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 30th 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.

2. Historic buildings represent the unique history and character of our neighborhood and region and should be preserved.

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 buildings that would be acquired or resold, we have little confidence, based on past position, 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.

3. There are a number of contributing and/or eligible historic buildings that are lost.

There are a number of historic buildings that are lost.

4. There is 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 housed unanimously in RHNA meeting 6 September 2014

This resolution seeks to reaffirm our resolution of September 21, 2010. It is intended to give support and guidance to our 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 counterintuitive 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 begins 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

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<th>Meetings:</th>
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Comment/Concern Regarding Alignment
plan that specifies significant widening and destruction of properties on both sides of Broadway from Country Club to Virden. This resolution affirms that we do not want and do not support the current plan.

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 over-stated. Data the Citizens Task Force has reviewed indicates that traffic counts inside the project area have decreased by over 15% since 2010. Our youngest generations are driving ever-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 in worth considering, as long as most of the current footprint is preserved.

3. Public Input is 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.

4. 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 the particular project at that time.

5. 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 moved, 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. Inevitable 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.

6. 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 shoppers, pedestrians, or transit riders to the area, nor do they enrich neighborhoods. The unique nature of the Broadway corridor is at risk.

Without a sense of place, there will be no pedestrian, and cyclists or transit riders will merely "pass through." At best, Broadway could become a thoroughway with beautiful bike facilities and
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<th>CTF Notes</th>
<th>Comment/Concern Regarding Alignment</th>
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<tr>
<td>116</td>
<td>3/11/2015</td>
<td>8:15 AM</td>
<td>Evren Sonmez</td>
<td><a href="mailto:evren.sonmez@gmail.com">evren.sonmez@gmail.com</a></td>
<td>Rincon Heights Neighborhood Association</td>
<td>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 peaceful, possibly safer approach.</td>
<td>Roadway Widening/Building Impacts</td>
<td>Swamp design/Revisions/Canals/Alignment</td>
<td>Seems to prefer a narrower option.</td>
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<td>117</td>
<td>3/11/2015</td>
<td>8:51 AM</td>
<td>Maye Felegrovo</td>
<td><a href="mailto:mfelegrovo@gmail.com">mfelegrovo@gmail.com</a></td>
<td>Hurwitz</td>
<td>Roadway widening does not damage the historic building.</td>
<td>Roadway Widening/Building Impacts</td>
<td>Swamp design/Revisions/Canals/Alignment</td>
<td>Seems to support Broadway Coalition</td>
</tr>
<tr>
<td>118</td>
<td>3/11/2015</td>
<td>9:25 AM</td>
<td>Barbara Falk</td>
<td><a href="mailto:bfalk@cox.net">bfalk@cox.net</a></td>
<td>Hurwitz/Broadway Coalition</td>
<td>Swamp Tucson Businesses and History from Destruction by Supporting the Broadway Coalition</td>
<td>Roadway Widening/Business Impacts</td>
<td>Swamp design/Revisions/Canals/Alignment</td>
<td>Seems to support Broadway Coalition</td>
</tr>
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<td>119</td>
<td>3/11/2015</td>
<td>10:41 AM</td>
<td>Sharon Francis</td>
<td><a href="mailto:mfrancis@cox.net">mfrancis@cox.net</a></td>
<td>Hurwitz</td>
<td>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 view these moves could be better spent; it would probably cost the same amount to fill 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.</td>
<td>Roadway Widening/Traffic Projections/Building Impacts</td>
<td>Swamp design/Revisions/Canals/Alignment</td>
<td>Swamp design/Revisions/Canals/Alignment</td>
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<td>120</td>
<td>3/11/2015</td>
<td>10:44 AM</td>
<td>Arno Gooden</td>
<td><a href="mailto:rgooden@hotmail.com">rgooden@hotmail.com</a></td>
<td>Hurwitz</td>
<td>As he owner of 2107 and 2109 E Broadway, I would like to comment. If your plan is to save my buildings and lower their tax rate, the proposal makes no sense. I purchased the entire parcel, which is now valueless.</td>
<td>Roadway Widening/Business Impacts</td>
<td>Swamp design/Revisions/Canals/Alignment</td>
<td>Swamp design/Revisions/Canals/Alignment</td>
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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 downtown traffic with stop lights every few hundred feet.

Going into construction without any planned parking lots 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. Roadway Widening/Project Certainty

Supports alignment and project moving forward. Want toe ensure his properties are purchased and project is expedited.

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.

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.
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<th>CTF Notes</th>
<th>Comment/Concern Regarding Alignment</th>
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<tr>
<td>123</td>
<td>3/11/2015</td>
<td>12:27 PM</td>
<td>Gene Einfrank</td>
<td><a href="mailto:gene.einfrank@gmail.com">gene.einfrank@gmail.com</a></td>
<td>Downtown Neighborhood Residents Council</td>
<td>Broadway Blvd. from Euclid to Country Club currently contains more than 300 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 &amp; 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 bikability, which are already poor in the study area. The public and the CTF also rated walkability and bikability 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 referenced in the project website. 3. It will undermine the ability of the Sunrime Mile business district. Broadway Blvd. from Euclid to Country Club contains the vibrant and growing Sunrime 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. Thus, 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 revenue. 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 (we attached) would likely run substantially over budget. Cost overruns will encounter 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. Between downtown and central Tucson neighborhood associations are an record opposing excessive Broadway widening: West University, Armory Park, Fieldmans, Durbar Spring, Santa Rita Park, Sam Hughes, Rincon Heights, Broadway Boulevard Village, Arroyo Chico, El Encanto, Iron Horse, Pima, 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 least) 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 ONAEC 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 low width to receive the RTA funds?</td>
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<td>124</td>
<td>3/11/2015</td>
<td>1:00 PM</td>
<td>Scott Bell</td>
<td><a href="mailto:scott.bell@email.com">scott.bell@email.com</a></td>
<td>Himself</td>
<td>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 shabbily 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.</td>
<td>Roadway Widening/Public Safety</td>
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<td>125</td>
<td>3/11/2015</td>
<td>1:04 PM</td>
<td>Alice Paw</td>
<td><a href="mailto:journey@nolino.com">journey@nolino.com</a></td>
<td>Herself</td>
<td>Dept. of Transportation: We live 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 revitalize the need for such a drastic expansion of Broadway. Even during times of heavy traffic volumes, bus pullouts are 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.</td>
<td>Comment/Concern</td>
<td>Roadway Widening/Bicycle and Pedestrian Environment/Transit Improvements/Public Safety/Business Impacts/Building Impacts/Project Cost</td>
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<td>126</td>
<td>3/11/2015</td>
<td>1:07 PM</td>
<td>Lisa Scoblink</td>
<td><a href="mailto:lisa.scoblink@nolino.com">lisa.scoblink@nolino.com</a></td>
<td>Herself</td>
<td>To Whom it may concern, I travel Broadway 5 days a week, from Eucalyptus to Kolb. I find it a pleasant, smooth ride, except for the occasional pothole, and would be against the widening of such road! Bus pullouts may be needed in a few spots. The most congestion I find is close to Park Plaza Mall during the holiday season.</td>
<td>Comment/Concern</td>
<td>Roadway Widening/Transit Improvements</td>
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<td>127</td>
<td>3/11/2015</td>
<td>2:14 PM</td>
<td>BarbaraKelly</td>
<td><a href="mailto:jpatrick@nolino.com">jpatrick@nolino.com</a></td>
<td>Herself</td>
<td>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 Tuscanians. I believe you could greatly alleviate any congestion on Broadway by adding more bus pullouts with some new shelters that will 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 record a plan that has been in the works for so long. But there seems 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.</td>
<td>Comment/Concern</td>
<td>Roadway Widening/Project Cost/Transit Improvements</td>
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<td>128</td>
<td>3/11/2015</td>
<td>2:23 PM</td>
<td>James Herley</td>
<td><a href="mailto:javawd@nolino.com">javawd@nolino.com</a></td>
<td>Herself</td>
<td>I am opposed to the widening of Broadway to 6 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 link, the widening of 22nd St. and Grant Rd. we have plenty of west-east traffic capacity. The cost of City acquisition for the property on the north side of Broadway will be $484M; prohibitively expensive. Finally, there are some unique structures, such as the Chose Bank that would be demolished, an aesthetic loss for the City.</td>
<td>Comment/Concern</td>
<td>Roadway Widening/Project Cost/Building Impacts</td>
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I 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.

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 27 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.

Good afternoon:

Below is the text of a letter from Amado 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 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

Sincerely Mayor and Council, dear Project Team:

Pamela Powers Hannley
Patison
Grant Road
is for expansion.

There are many
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 turn lanes would be one suggestion. Rather than widening the whole street, just find a few spots where the buses can pull off as to not impede the rest of the flow of traffic.

I am against the project as too many business will be 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 turn lanes would be one suggestion. Rather than widening the whole street, just find a few spots where the buses can pull off as to not impede the rest of the flow of traffic.

To everyone,

I am a business just a few blocks south of Broadway on Plumer and I am very concerned at how this will disrupt my business.

I am a business just a few blocks south of Broadway on Plumer and I am very concerned at how this will disrupt my business.
Once again, on behalf of Arroyo Chico Neighborhood Association, we express our extreme disappointment in what has been proposed for Broadway. Attached is our communication of 8/11/14 expressing various concerns that we incorporated 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.

2 (A) There was no vision for Broadway. Traffic studies had been done, projections made, and solutions offered to hypothetical problems, but there are no visions or plans. Without such a “backstop” 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 HABC to create one from scratch.

(B) When a vision was created, it was ignored. Our 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-rendition roadways that, as we have seen elsewhere in Tucson where such designs were afforded, are intended to the public’s clearly articulated goals. As a State Representative chastized 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.

3 (2) Those charged with protecting and supporting Tucson residents are... where? It is not the Regional Transportation Authority (RTA) 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 appointees have been very silent. Mind, this is not just a Ward 6 issue—tackling 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 sit large attendance at public events and through BCTF representations) and considered BCTF discussions would direct the final proposal, the City has failed. The vision articulated and demanded by the public (as 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 of (not millions) of 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 deflected, 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 full, uninterrupted support of City leadership, residents might not see 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 serves to public demand and BCTF direction, and telling the RTA that “but we promised” does not justify decimating vital commercial areas that will be far greater long-term benefit to the City and region than more asphalt could ever be. It was the first steps to slowing and reversing a flawed (or worse) process and restoring some goodwill between City residents and leadership.

We thank you for your time and consideration of our comments.

Bill Estes bestes3@estesco.net

Widening/Business Impact/Project Certainty

Roadway Widening/Business Impacts/Building Impacts/Project Cost

Roadway Widening/Project Certainty

Roadway Widening/Bus and Pedestrian Environment

Roadway Widening/Design to be resum
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<td>136</td>
<td>3/11/2015</td>
<td>3:51 PM</td>
<td>Linda Dobbyn</td>
<td><a href="mailto:ldobbyn@email.arizona.edu">ldobbyn@email.arizona.edu</a></td>
<td>Dear Citizens Task Force members, 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. 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.</td>
<td>Roadway Widening/Business Impacts/Building Impacts/Transport Improvements/Sense of Place</td>
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<td>137</td>
<td>3/11/2015</td>
<td>4:18 PM</td>
<td>Dave Bilgray</td>
<td><a href="mailto:dbilgray@well.com">dbilgray@well.com</a></td>
<td>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.</td>
<td>Roadway Widening/Business Impacts/Economic Vitality</td>
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<td>138</td>
<td>3/11/2015</td>
<td>4:24 PM</td>
<td>Lee Oler</td>
<td><a href="mailto:loler@live.net">loler@live.net</a></td>
<td>Mayor and Council, Please listen to the people of Tucson and follow their recommendation: In the widening of Broadway, More asphalt encourages more 4-wheeled vehicles. We have too many already vote no to the expansion.</td>
<td>Roadway Widening</td>
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<td>139</td>
<td>3/11/2015</td>
<td>4:31 PM</td>
<td>Judy Gandy</td>
<td><a href="mailto:gandyj@yahoo.com">gandyj@yahoo.com</a></td>
<td>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 Sunrise Mile’s sense of place ** Ensure safety for all transportation modes ** Encourage business ** Use innovative design Using unplanned widths and unnecessarily destroying historic buildings and businesses should NOT be done. Thank you.</td>
<td>Roadway Widening/Business Impacts/Building Impacts</td>
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<td>140</td>
<td>3/11/2015</td>
<td>4:32 PM</td>
<td>Lynda Gordon</td>
<td><a href="mailto:pdlstdh@gmail.com">pdlstdh@gmail.com</a></td>
<td>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.</td>
<td>Roadway Widening/Building Impacts</td>
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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 1986 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. Anything redevelopment will require wide and shallow lots, which will: 1) reduce the number of potential businesses significantly, and 2) promote development by chance 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 historic designation all the more important. This contention by the project manager that a lot is needed to be done is to reduce the boundaries of the current historic district is a slap in the face to Rincon Heights residents and is clearly a leisure approach to "historic preservation."

5) Destruction of Broadway's character – reducing its ability to 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 also wrong. 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 Ward Grace, 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 greatly reduced that corridor's economic viability 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). STATA 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. Minneapolis) 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). BTA 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 elsewhere, be it potholes, parks or needed services.
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<th>Type of Concern</th>
<th>CTF Notes</th>
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<tr>
<td>141</td>
<td>3/11/2015</td>
<td>6:38 PM</td>
<td>Marc Fink</td>
<td><a href="mailto:marc@finklaw.com">marc@finklaw.com</a></td>
<td>Broadway Widening/Bicycle and Pedestrian Environment/Business</td>
<td>Projections/Project Cost</td>
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<td>Comment/Concern</td>
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Dear Task Force Members:

N: Staff Proposed 5-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 recommendation 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 4-lane, 45' wide proposal, it is still dramatically over-sized 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 primary pedestrian, bicycle, and transit oriented area, and doesn’t really want or need more cars directed at it. We believe 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 full access, 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. The 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 with 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 proven to slow transit efficiency dramatically when 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 15, 2015 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.

John Burr

Amory Park Neighborhood Association
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 significantly disrupt the area for months or years. We do not believe there is a want or need for the massive makeover presented in the Minority 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 synchronized so that they can’t turn red right after other nearby traffic lights have turned green at peak hours.
2. Bus pulls are sufficient.
3. 6-lanes makes the area LESS pedestrian friendly, LESS safe, and a BIGGER burden to cross for both pedestrians and cyclists (who must walk longer at crosswalks).

Please focus everyone’s time, energy and tax dollars on our historic 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.

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-towns, near Broadway and Alvernon on Timpson 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–win 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 fill potholes on existing roads, add more bike lanes, invest more in public transit, and preserve historic buildings that use it in business and storefronts. That is the kind of city I want to live in, and I 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, inconvenience alternate transit decisions, and we will surely regret it in the years to come.

Attention City of Tucson Staff and Consultants;

I live 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.

Does not make statement regarding alignment.
The public process occurred over 2.5 years in a manner that did not use the task force community design input. What was done could have occurred in less than half the time. The purpose appeared to be the creation of a large card‐branche decision for a design 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 not to lease after acquisition, said property is leased in the open market. I recommend that full build out “traditional” to county funding be studied as a way to see strategies with funding reserved for future said 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 the 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 the 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 benefit to the community. I do not condone the wholesale destruction of our historic buildings, especially when it is obviously unnecessary.

1. Narrowing of the lanes, sidewalks, and medians are called for in the major streets & routes plans in historic areas.
2. ADA minimums can be used in historic areas. Disabled people need historic buildings too.
3. Historic neighborhoods need the protection of buildings between neighborhoods and streets.
4. Travelers on Broadway need buildings, not stretches of walls and meager shrubbery. Tucson has already lost too much. We don’t need to lose anymore. 

Dear Jeni,

Mar. 3, 2015: ATTENDED A 8:00-1:30 AM MEETING REGARDING THE BROADWAY WIDENING PROJECT. EVEN THOUGH IT SEEMS THAT OUR PROPERTY IS NOT NEAR BY THE CITY FOR THE PROJECT ITSELF, OUR PROPERTY WILL BE NEGATIVELY IMPACTED BY HOW THE CITY CHOOSES TO HANDLE THE 4 LOTS ADJACENT TO OUR PROPERTY. north of BROADWAY AND ADJACENT TO
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<th>CTF Notes</th>
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<td>148</td>
<td>3/11/2015</td>
<td>5:00 PM</td>
<td>Wayne Thomas</td>
<td><a href="mailto:agad@dakotacom.net">agad@dakotacom.net</a></td>
<td>Himself as a Property Owner</td>
<td>AND SOUTH OF OUR LOT. I HAVE ENCLODED FIG #4 WHICH SHOWS OUR LOT: #1: FINA 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. CTF: CURRENTLY, THE HOUSE/BUILDINGS ON THE LOTS ADJACENT TO BROADWAY BLOCK MOST OF THE BROADWAY TRAFFIC NOISE. ALL OF THESE BUILDINGS WERE EXISTING WHEN WE PURCHASED OUR LOT IN 1975. WE UNDERSTAND IF THE CITY PLANS TO INCREASE THE TRAFFIC NOISE ON BROADWAY AND ALSO PLANS TO REMOVE THE HOUSE/BUILDINGS WHICH CURRENTLY BLOCK THE TRAFFIC NOISE, THIS WILL HAVE A SIGNIFICANT DESTRUCTIVE EFFECT ON OUR LOT. WE SEEK SOME ADDITIONAL DESIGN ALTERNATIVES SHOULD BE CONSIDERED FOR THIS LOCATION. ALL WE ARE SEEING IN THE CURRENT PLAN IS NEGATIVES. #5, TO OUR KNOWLEDGE THE CITY’S PLAN IS TO INCREASE THE TRAFFIC NOISE ON BROADWAY, MOVE THE TRAFFIC NOISE NORTH AND CLOSER TO OUR PROPERTY. TEAR DOWN THE EXISTING HOUSE/BUILDINGS (SOUND BURRS) 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 ADVISORY TO DISCUSSIONS REGARDING ALTERNATIVES FOR EXTENDING THE DEAD END ALLEY THRU FROM MOUNTAIN AVE TO HIGHLAND AVE. IF AN AGREEMENT COULD BE REACHED.</td>
<td>Specific Property Impacts</td>
<td></td>
<td></td>
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| 149       | 3/11/2015  | 5:00 PM | Maranay Flynn      | mycenay@globalchange.media | Herself                              | 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. 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 focal point just like the downtown area and fourth avenue have become. If we lose on anything over the post 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. | Roadway Widening/Building Impacts |          | Does not make definitive statement about alignment. Seeks to preserve “home” of Tucson’s historic, beautiful buildings. |
<p>| 150       | 3/11/2015  | 5:10 PM | Mary Day           | <a href="mailto:mycitizen@gmail.com">mycitizen@gmail.com</a> | Herself                              | 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. I’m sure 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 heed the recommendations of the task force have repercussions beyond this decision. It is challenging as it is to have citizen's input in the public process, if then hard work is dismissed we may lose our opportunity to what little engagement there is now. | Roadway Widening/Building Impacts/Sense of Place |          |                                    |
| 151       | 3/11/2015  | 5:14 PM | Kelly Mott Lacosa  | <a href="mailto:mycitizen@global.com">mycitizen@global.com</a> | Herself                              | Provide turnouts for buses at DVRRY stop. No bus stop in any traffic lane. 12’ lanes. No 13’ lanes. Future street car must net block ANY of thru lanes. Vibrant corridor always follows improvement. Do it right. | Roadway Widening/Transit Improvements |          | Wants to see further widening of lanes and more transit improvements |</p>
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<td>153</td>
<td>3/11/2015</td>
<td>5:24 PM</td>
<td>Bridget Stoll</td>
<td><a href="mailto:bridget173@hotmail.com">bridget173@hotmail.com</a></td>
<td>Herself</td>
<td>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 or repaving other roads which are in terrible shape. You need to do what's good for Tucson, not just prop up some corporations bottom line.</td>
<td>Roadway Widening/Business Impacts/Sense of Place</td>
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<td>154</td>
<td>3/11/2015</td>
<td>5:44 PM</td>
<td>Alberto Arenas</td>
<td><a href="mailto:alberto1402005@yahoo.com">alberto1402005@yahoo.com</a></td>
<td>Himself</td>
<td>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.</td>
<td>Roadway Widening/Sense of Place</td>
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<tr>
<td>155</td>
<td>3/11/2015</td>
<td>5:53 PM</td>
<td>Paul Gordon</td>
<td><a href="mailto:paulblairgordon@gmail.com">paulblairgordon@gmail.com</a></td>
<td>Herself</td>
<td>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.</td>
<td>Roadway Widening/Sense of Place/Building Impacts/Business Impacts</td>
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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 valid 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 Cienega 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. Hurdy 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 30s 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 experiences, and from what I have learned from other professionals in the CUU 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 system-like the approved version- whose primary purpose is to ensure that a vast flow of cars move at high speed through an urban area is a social, urban planning, and economic disaster waiting to be manifested. This is a lesson that has been learned over and over again since the late 90’s. The old rational of needing “more lanes to handle the 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. NHL offering lanes dedicated to bikes and public transportation. The money not spent 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 entryway/ 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 2nd. If you think that juncture is congested now, just wait.

I urge Council members and City Staff to visit Albuquerque, and specifically the section of Central Avenue that runs from the Interstate 25, past the campus of the University of New Mexico, and on. This a vital stretch of street and urban activity that any city the size of Tucson would love have. Central Avenue along this stretch has 270 lanes, with parking and bus pullouts along the side, as well as plentiful parking. From curb to curb at its widest, Central Avenue is 80’ wide. Not 120’ wide; not 150’ wide: EIGHTY. Central Avenue is the main east/west route into and out of the CBD. It is a model to be studied deeply.

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2. It is my understanding the, if not all of the planning, for this widening is based on 25 year old assumptions about traffic. It is my understanding that the citizens group, Broadway Coalition, has presented data to the City that demonstrates quantitatively that the old projected traffic numbers just have not been borne out. The current plan is based on the past, not the present or the future. I can tell you from my CUU contacts that across the nation more and more compelling data is emerging demonstrating that the Vehicular Miles Traveled numbers for the US as whole and in most regions has been declining, especially in the aftermath of 2008. This is especially true for those age groups that will provide the future growth for Tucson as a whole, and its CBD. There is an ever greater demand for and when it is available, use of public transportation and the safe accommodation for bikes and walking. We don’t have to worry for the growth of this. It will take some time to understand these new gravity single and multi-use efforts.
Himself

Regarding

# Date Time Name Email Representing Comment or Concern Type of Concern CTF Notes

156 2/11/2015 5:56 PM Rayburn rayburnmath@gmail.com Himelfoot Tucson's nascent Light Rail system; but is there anyone who is salery on the economic and development benefit that the Light Rail has brought to downtown Tucson and its adjacent neighborhoods? Tucson wants us to position itself as a future-oriented city and community. It is blurring and deeply disturbing to see the creation of the current plan cooly turn the past. I urge the City Council to not go there with them. BACK INTO THE 1970s I look at what other forward-looking communities are doing. The most successful are not creating car-centric rivers of speed. 3. Others have made the point that the current widening plan calls for the demolition of a large number of homes and businesses, some housed in significant examples of Tucson's architectural history. I can only endorse their points with vigor. Nearly a third of my professional life has been spent using historic preservation as a key element in urban revitalization. It works. Destruction of urban fabric even fairly marginal urban fabric is almost always lamented years later. The effort to give new vitality to existing urban fabric is minimal compared to the effort and cost of trying to recreate it. A rich pedestrian-oriented edge, some planted trees, and easy and frequent access to public transportation would have an enormous and positive impact on the edges of Broadway. This current widening plan cuts that possibility. There will be long-gaps where there will be no usable offices, retail or commercial space. Pedestrians can go nowhere. And with such damaged if not entirely dead-edges, why would anyone in a car want to slow down? nor, they will only want to go faster through thischildhood area. 4. As others have also pointed out, the current plan will drastically foreshorten many of the lots and buildings not destroyed outright. There are rules of thumbs about what makes retail especially resilient retail have as shot at becoming viable. Lot and building depth and buffering from high-speed traffic are among the most critical. There are many examples that demonstrate the successful use of these rules of thumb. It appears that the designing agencies responsible for the current plan have turned a deaf ear and blind eye to exploring and considering these examples of success. They have once again looked to the past, rather than the emerging future. 5. The current plan is a clear example of letting old-school roadway civic engineering with its emphasis of moving cars at volume and speed through spaces to triumph over consideration of the collateral impacts of that mono-fous across the nation, civic engineers are joining with designers and community members to think in innovative ways about how to safely handle traffic, while ensuring colateral area vitality. There is a growing awareness that this more holistic thinking can create a richer environment that holds open the possibility of vitality and growth along the edges of traffic corridors, rather than all but foreclosing on that possibility. This possibility-focused thinking is not demonstrated in the current plan. 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 possibilities 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 losing 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 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 thought and inclusive planning, a treatment for Broadway can emerge that will be meeting the real's and CURRENT traffic requirements, and recognize the emerging realities of the future. Just as the Light Rail has linked the University, the CBD and adjacent neighborhoods together, so could a more thoughtful and moderated 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.

Regarding Projections/Sense Place/Sustainability

It appears that the Widening of Broadway Proposal has not been seriously taken 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. (If our Potholes, 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" for so many quarters? A realistic cost analysis needs to be updated, now, to see if scaling back or termination is a better option.

157 3/11/2015 6:25 PM Jerry and Carol Rucks jgr@there.com Themselves

Regarding Roadway Widening/Business Impacts/Building Impacts/Traffic Projections/Project Cost

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 wide, zebra crossing and cement. Please heed the recommendations of the City Council, Citizen advisory group and affected citizens to rework this plan with respect to their input.

158 3/11/2015 6:26 PM Robert Crawford jgr@email.arizona.edu Himself

Regarding Roadway Widening/Traffic Projections

It is not difficult to envision a generous, well thought out street plan that will minimize the disruption necessary to complete the proposed improvements. The proposed highway widening would be a bad plan.

159 3/11/2015 6:50 PM Don K. Bell jkb@email.com Himself

Regarding Roadway Widening/Traffic Projections/Sense of Place/Business Impacts/Building Impacts

The proposed highway widening would be a bad plan.

160 3/11/2015 7:06 PM Dennis Williams dkw@integracion.com Himself

Regarding Roadway Widening/Sustainability

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. Multitudes of 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 pot holes rather than small businesses?" The sustainability community—theus of us thinking about the liability 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 is mitigating 2,500,000 community donations do no go very far. Instead, be able to look your grandchildren in the eye 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.

161 3/11/2015 7:12 PM Allison Ewoldt ai@kroening.io Himself

Regarding Roadway Widening/Traffic Projections/Sense of Place/Sustainability

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 continue the push for destruction of historic resources and a sense of place. The narrower alignment should move forward.

162 3/11/2015 7:14 PM Ken Souille kss@thehouse.com Himself

Regarding Roadway Widening/Building Impacts/Sustainability
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<th>Comment #</th>
<th>Date</th>
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<th>Type of Concern</th>
<th>CTF Notes</th>
<th>Comment/Concern Regarding Alignment</th>
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<tbody>
<tr>
<td>163</td>
<td>3/11/2015</td>
<td>7:37 PM</td>
<td>J ostrin Carlson</td>
<td><a href="mailto:joc@me.com">joc@me.com</a></td>
<td>Himself</td>
<td>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.</td>
<td>Broadway Widening/Economic Vitality</td>
<td>Does not make definitive statement about alignment. Would like to see design pay attention to multi-modal transportation and economic vitality.</td>
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<td>164</td>
<td>3/11/2015</td>
<td>7:33 PM</td>
<td>D Hodges</td>
<td><a href="mailto:phodges@gmail.com">phodges@gmail.com</a></td>
<td>Himself</td>
<td>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-Cat, cycling and walking), not more car-centric city planning.</td>
<td>Broadway Widening/Traffic Project/Building Impacts/Transit Improvements</td>
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<tr>
<td>165</td>
<td>3/11/2015</td>
<td>7:32 PM</td>
<td>N Shearan</td>
<td>nms@<a href="mailto:nms@gmail.com">nms@gmail.com</a></td>
<td>Themselves</td>
<td>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 (pits holes etc.) in the city? I also think the deadline for people to respond to this project should be extended.</td>
<td>Broadway Widening/Business Impacts/Building Impacts</td>
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<td>166</td>
<td>3/11/2015</td>
<td>7:39 PM</td>
<td>Bill Bremans</td>
<td>billbremans@com</td>
<td>Himself/Army Arm Park</td>
<td>Broadway moves well most times of day, even not as bad at rush hour, compared to, say, Speedway, or Grant. It does not need to be broadened. But our POTHOLES and WASHED-AWAY STREETS need at least resurfacing!</td>
<td>Broadway Widening/Traffic Project</td>
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<td>167</td>
<td>3/11/2015</td>
<td>7:57 PM</td>
<td>Peggy Bandel</td>
<td><a href="mailto:peggy.bandel@gmail.com">peggy.bandel@gmail.com</a></td>
<td>Himself</td>
<td>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 precedent economic activity.</td>
<td>Broadway Widening/Sense of Plans/Building Impacts/Transit Improvement/Bicycle and Pedestrian Improvements</td>
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The bottom line is that the Broadway Blvd stakeholders do not want the City to destroy buildings and businesses to incrementally widen Historic Broadway.
City of Tucson staff and consultants DID NOT LISTEN to the community’s overwhelming opposition to unnecessary road widening.
City staff and consultants are proposing an alignment of the 2-mile project that contains unjustified widths and unnecessarily destroys historic buildings and businesses.
Also troubling, this Staff Plan series from what elected city leaders have voiced is their preference – the most narrow solution for six lanes which meets the safety concerns for all modes of mobility. 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:
1. Narrow the roadway to minimize impacts to the historic streetcape, parking and neighborhoods and maximize economic attractors;
2. Preserve the Sunshine Mill's sense of place and vibrant activity;
3. Ensure safety for all transportation modes;
4. Encourage business; and
5. Use innovative design, not the suburban development model.
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?"
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<th>CTF Notes</th>
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| 1676      | 3/11/2015  | 8:00 PM| Bob Cook              | bob@unispan.net           | Himself      | Epics! Alignment is in the people and place centered context, but the road design is not. Tucson is actually going to respond to the challenges of global warming and climate change, don’t we also have to build a “climate-friendly” transportation system? Clearly, an irreversible Tucson Tragedy is in the making. The Staff alignment design is a horrible precedent for best planning practices going forward. Can priority design is no longer best practice. The stakeholder community has already convinced the City, County, and RTA that 8 lanes is excessive. Now the City needs to understand that the narrowest width alignment is best for all. The Staff current alignment should be rejected in favor of a future centered context rather than a past centered context. | Broadway Widening/Bicycle and Pedestrian Environment/Business Impacts/Building Impacts/Economic Viability/Sense of Place/Traffic Projections/Sustainability |                               | Respectfully yours, Robert Cook, 2-term member RTA CART Committee  
2-term member PC and Zoning Committee  
Exterior member PC Planning and Zoning Commission                                                                                                                   |                                |
| 168       | 3/11/2015  | 8:10 PM| Eileen Meyer-Mertz | 8emmertz8@gmail.com       | Himself      | 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 citizens and the natural world. Pedestrian friendly is a good rule of thumb. Midways that make sense and more native trees and vegetation. Make this a place where people want to establish their sustainable businesses and cultural activities. | Broadway Widening/Sense of Place/Building Impacts/Business Impacts/Environmental Impact/Sense of Place | Does not make definitive statement regarding alignment. Would like to see sense of place and as many buildings preserved as possible. | To City Planners tasked with administrating 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 narrow 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! | Broadway Widening/Traffic Projections/Sense of Place |                                |
| 169       | 3/11/2015  | 8:15 PM| Dick Kaiser           | dikzyr@yahoo.com          | Himself      | 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. | Broadway Widening/Sense of Place |                               | 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. |                                |
| 170       | 3/11/2015  | 8:15 PM| Leigh McDonald        | leightl@gmail.com         | Himself      | Dear Citizens Task Force:  
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 citizens and the natural world. Pedestrian friendly is a good rule of thumb. Midways that make sense and more native trees and vegetation. Make this a place where people want to establish their sustainable businesses and cultural activities. | Broadway Widening/Bicycle and Pedestrian Environment/Business Impacts/Building Impacts/Economic Viability/Sense of Place/Traffic Projections/Sustainability | Does not make definitive statement regarding alignment. Would like to see sense of place and as many buildings preserved as possible. | To City Planners tasked with administrating the so-called Broadway Realignment Project,  
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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! | Broadway Widening/Traffic Projections/Sense of Place |                                |
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<th>CTF Notes</th>
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<tr>
<td></td>
<td>3/11/2015</td>
<td>8:37 PM</td>
<td>Suzanne Saba</td>
<td><a href="mailto:saba1492@gmail.com">saba1492@gmail.com</a></td>
<td>Herruff</td>
<td>The Broadway CTF was supposed to operate using a consensus model and no consensus was reached. This is because the majority report position is torturous and badly flawed.</td>
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<td>1. 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.</td>
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<td>2. 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 sidewalks with have been exaggerated and misrepresented.</td>
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<td>3. My strong view is that Tucson must not sacrifice its local fabric for IRTA funding and that a comprehensive plan to improve the overall road expansion plan is an urgent need.</td>
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<td>4. My experience living close to this area for the past years that Broadway is narrow and does not accommodate many automobiles. There’s a need for wider sidewalks, increased bike paths, and parking spots.</td>
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<td>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 businesses and services where people want to go, and roads that can be walked along, and walked across.</td>
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<td>6. I support the CTF minority report (Dissenting View #1) most especially the following points:</td>
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<td>- Four or six lanes with improved sidewalks and bike paths can be accommodated in the current footprint.</td>
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<td>- Public input is not reflected in currently presented design options. Results of well-attended public meetings consistently reflect the majority of stakeholders’ desire.</td>
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<td>- Broadway improvements in the runup to 2035 are possible, preserving historic buildings and current businesses.</td>
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<td>- Traffic data presented to the CTF indicates that numbers have decreased over 15% since 2010.</td>
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<td>- Our youngest generations are driving less - we need to design for the future, not the past.</td>
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<td>- Impact to air 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.</td>
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<td>- Loss of historic designation for surrounding neighborhoods if sufficient numbers of contributing or contributing eligible historic buildings are lost.</td>
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<td>- Sense of Place/Broadway as a Destination: Insufficient reassurance/demonstration of potential for retaining small locally owned businesses.</td>
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<td>That exist currently to provide human scale services, entertainment &amp; dining.</td>
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<td>- 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.</td>
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<td>- Economic Vitality: Concerns about losing many small, locally owned businesses that currently thrive in this area.</td>
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<td>These businesses will do even better when uncertainty about the Broadway Project is alleviated and vacant buildings are sold and restored.</td>
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<td>- Presentation by current 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.</td>
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<td>- 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.</td>
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<td>- Addition of parking lots between buildings due to loss of front parking makes area less walkable because greater distance between businesses = less walkable area for pedestrians &amp; cyclists.</td>
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<td>- Concerns that making Broadway better for cars won’t build the transit ridership needed to justify transit improvements.</td>
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| 172       | 3/11/2015  | 8:53 PM| Ted Maxwell           | lshumaker57@gmail.com          | Southern Arizona Leadership Council (SALC) | "Toothaker, 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 assumed the council that the study had shown a 25% 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 the lack of bus pullouts would impact both corridor movement and safety for both motorists and transit 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 consider 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 remains stay 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) 327-7119. Please 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 (i.e. Tucson Weekend). Further, regarding traffic, many cities around the country and world have demonstrated that actually downsizing streets, encouraging a variety of modes of transportation options, actually increase 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. We disagree with this proposal as approved does not make it a wise choice."
| Broadway Widening/Traffic Projections/Transit Improvements | | | | | | | |
| 173       | 3/11/2015  | 8:56 PM| Linda Druzhiner      | jshumaker5@gmail.com            |                                | Broadway should absolutely be wider, but if you are not going to take of the additional lane (fill in potholes) don't bother. Agrees with widening but wants road to be properly maintained when built. |
| 174       | 3/11/2015  | 9:06 PM| Cindy Cask Keller    | caskkeller1@gmail.com           | Merrell                        | Broadway Widening/Traffic Projections/Sense of Place/Bicycle and Pedestrian Environment |

Please refer to the comments above for further details.
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:

1. 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 13 foot lanes are needed for the right lanes to accommodate the buses.

2. 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.

3. 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 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.

4. 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.

5. 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,

Mayor Rothschild and City Council Members:

I am writing to express my strong opposition to the proposed widening of Broadway. The design is ill-conceived 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,

[Name]

Pima Bicycle Advisory Committee

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<tr>
<td>175</td>
<td>3/11/2015</td>
<td>9:06 PM</td>
<td>David Bachman Williams</td>
<td><a href="mailto:jack.bachman@gmail.com">jack.bachman@gmail.com</a></td>
<td>Tucson-Pima Bicycle Advisory Committee</td>
<td>Roadway Widening/Roadway Design/Bicycle Environment/Public Safety</td>
<td>roadway widening</td>
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<td>176</td>
<td>3/11/2015</td>
<td>9:09 PM</td>
<td>Julie Robinson</td>
<td><a href="mailto:julie.robinson@gmail.com">julie.robinson@gmail.com</a></td>
<td>Herself</td>
<td>Roadway Widening/Business Impacts/Sustainability</td>
<td>roadway widening</td>
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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 severances 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…

*Please see comments #77 for Mr. Bierny’s initial comments

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<td>177</td>
<td>3/11/2015</td>
<td>9:21 PM</td>
<td>Jean Paul Bierny</td>
<td><a href="mailto:jpbio@yahoo.com">jpbio@yahoo.com</a></td>
<td>Himself</td>
<td>do not do this! you are going to remove people and business from tax dollars. It will not increase traffic flow. It will all be a bottle neck. We will lose tax dollars for no reason. Use the bond money for road repair. There will be no conflicts with that. Ask anyone! look at the big picture there is no reason for this please don’t do this. Go the roads!</td>
<td>Roadway Widening</td>
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| 178       | 3/11/2015  | 10:36 PM| Fred Dall | fdall@cox.net               | Himself     | 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 different plan 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 its quirky charm, like the Focosi’s manse, 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.                                                                 | Roadway Widening/Business Impacts |           |                                     |
<p>| 179       | 3/11/2015  | 10:38 PM| Lisette DeMars | <a href="mailto:lhdemars@gmail.com">lhdemars@gmail.com</a>      | Herself     |                                                                                                                                                                                                                                                                                                                                                             | Roadway Building/Business Impacts |           |                                     |</p>
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| 180       | 3/11/15  | 10:05 PM | Dirk Arnold| dirk@endangeredarchitecture.com | Himself      | 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 buses, 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 narrowed. I understand the desire for buffers between bike lanes and side walks and cars, but those lanes 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. Joining 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 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! Roadway Widening/Business Impacts/Building Impacts/Cycle Environment |
| 181       | 3/11/15  | 10:58 PM | Rob Kulakofsky| colorw1@cox.net | Himself      | 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 nightmares 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. Roadway Widening/Sustainability |
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<td>182</td>
<td>3/11/2015</td>
<td>10:59 PM</td>
<td>Larry and Dave Robertshaw</td>
<td><a href="mailto:larry@larry.com">larry@larry.com</a>, <a href="mailto:david@robertshaw.com">david@robertshaw.com</a></td>
<td>Themselves/Armory Park</td>
<td>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 offices and resources.</td>
<td>Roadway Widening</td>
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<td>183</td>
<td>2/11/2015</td>
<td>11:12 PM</td>
<td>Teresita Alipazaki</td>
<td><a href="mailto:teresita@alipazaki.com">teresita@alipazaki.com</a></td>
<td>Tucson-Pima County Historical Commission</td>
<td>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. *Please see comment 23 for the aforementioned attachment and subcommittee recommendations - item was sent twice.</td>
<td>Roadway Widening/Building Impacts</td>
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<td>As their formal recommendation the Tucson-Pima County Historical Commission Transportation Subcommittee does not support the alignment as presented and recommends the following for consideration: 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 innovative solutions to parking problems created by road widening, including, where applicable: shared/c cooperative parking, shared access to parking, adapting parking to side or rear, accessing parking from safe streets or alleys, etc., sensitive to the concerns of the adjacent neighborhoods.</td>
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<td>184</td>
<td>3/11/2015</td>
<td>11:33 PM</td>
<td>Marilyn Atka</td>
<td><a href="mailto:jaxjaz@icloud.com">jaxjaz@icloud.com</a></td>
<td>Herself; this project is out of sync in its timing. The original traffic flow issues addressed have changed over time. The project timing is now out of sync with its prior public approval. The City's current month forward has disbanded ongoing public meetings &amp; inputasking that the project be set aside in favor of maintaining the integrity of the corridor &amp; the businesses involved. The projected funding could be better used for other related transportation improvements.</td>
<td>Roadway Widening/Traffic Improvements/Business Impacts</td>
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<td>185</td>
<td>3/11/2015</td>
<td>11:40 PM</td>
<td>Christopher Moria</td>
<td><a href="mailto:clairemoriya@yahoo.com">clairemoriya@yahoo.com</a></td>
<td>Herself; 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 narrowed width realignment is best for all, as it takes into consideration the businesses and residents whose lives would be most disrupted by a full right lane widening.</td>
<td>Roadway Widening/Building Impacts/Business Impacts</td>
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<td>186</td>
<td>3/12/2015</td>
<td>7:51 AM</td>
<td>Sylvia Lindewitz</td>
<td><a href="mailto:growwiththeflow2020@gmail.com">growwiththeflow2020@gmail.com</a></td>
<td>Herself; I want less cars and less roads, I want more bike lanes, I want more pedestrian pathways.</td>
<td>Bicycle and Pedestrian Environment</td>
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<td>187</td>
<td>3/12/2015</td>
<td>3:58 PM</td>
<td>Patricia DeVito</td>
<td><a href="mailto:philer@web.com">philer@web.com</a></td>
<td>Herself; 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 unnecessary. It would be preferable to improve Broadway 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 infrastructure 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.</td>
<td>Roadway Widening/Bike Environment/Transit Improvements/Building Impacts/Sense of Place</td>
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I own two homes in the Rincon Heights neighborhood (1740 E. 10th Street and 128 N. Martin) and one home in the San-Hughes neighborhood (2805 E Via Rotunda), all three within 2 blocks of Broadway Boulevard. I have been a resident of either one or the other neighborhood since 1987. I am also an environmental consultant and have worked on many transportation projects, including one for Pima County, City of Tucson, and ADOT. The proposed Broadway alignment is a bad choice—bad for neighborhoods, bad from a fiscal standpoint, bad for Tucson. But probably the worst outcome of the Broadway alignment process is the manner in which the road planners have not taken into account neighbors’ voices into the process and actually listened to how they want their neighborhood and their community to be. The planners have gone through the motions of community input but have solely disregarded neighborhood input, traffic studies, economic studies, and have decided to widen Broadway in a manner that is harmful and disrespectful to the community. Shame them. Vote NO to the Broadway alignment. And vote YES to community investment, bike/cities, alternative modes of travel, and a smaller carbon footprint.

I was just writing as a registered voter and Tucson resident to state my disapproval with using tax dollars to widen Broadway. There are so many transportation projects that need to happen in Tucson, mostly involving making the city safer for bikes and pedestrians and filling potholes, and widening Broadway seems like a horrible, unnecessary waste. It would be terrible to lose the historic buildings on Broadway that give the sunshine milo character and make it not look like a strip mall wasteland. I worked at Falbo on Broadway and Country Club and never noticed congestion that warranted another lane. The noise and emissions would be a drain on some of Tucson’s most well-known-residential districts. We don’t need more lanes! We need better public transportation and safer bike lanes and pedestrian crossing. We need a city-wide bike path and more traffic enforcement for all the speeding/unsafe driving. We do not need a wider Broadway.

I am at a loss to understand spending money widening a corridor that is used less today than 10 years ago, especially at the expense of businesses that add value to the community. Couldn’t those funds be better utilized for fixing the infrastructure that have suffered deferred maintenance? Shouldn’t our limited dollars be used to fix our foundations rather than erect unwarranted expansions? With finite funds, unnecessary spending damages our future and limits future choices. I am proud to live in Tucson but embarrassed by some of the shortsighted spending choices that seem to be made for the benefit of those whose coffers are overflowing.
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<th>Comment #</th>
<th>Date</th>
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<th>Email</th>
<th>Representing</th>
<th>Comment or Concern</th>
<th>Type of Concern</th>
<th>CTF Notes</th>
<th>Comment/Concern Regarding Alignment</th>
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</thead>
<tbody>
<tr>
<td>191</td>
<td>3/16/2015</td>
<td>8:35 AM</td>
<td>Sarah Harris</td>
<td><a href="mailto:sarahtharris@gmail.com">sarahtharris@gmail.com</a></td>
<td>Feldman’s Neighborhood Association</td>
<td>The proposed alignment is for a single purpose of large volume of traffic to relieve congestion. A narrower lane design allows many objectives to be met that also match transportation planning goals. The proposed alignment removes dozens of historic buildings. Historic buildings such as lencils. The proposed alignment disregards explicit instructions by the Mayor, Council, and the Citizens’ Task Force. The proposed alignment is unnecessarily wide overall. The lane widths and width of the center medians are particularly excessive. The net effect is to more than double the width of the existing 3-lane roadway. The excessive width of the proposed alignment will instead diminish walkability and bikeability. If the driving goal of the project is accessible sidewalks, a narrower lane design supports safe street crossings and safe access by all modes of transport. The proposed alignment removes longstanding local businesses such as lerua’s. The proposed alignment is only very costly but it is not needed. The projected necessity has not been proven to be true. Thanks, Kent.</td>
<td>Roadway Widening/Roadway Design/Building Impacts/Business Impacts/Sustainability/Project Cost</td>
<td></td>
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</tr>
<tr>
<td>192</td>
<td>3/16/2015</td>
<td>3:36 PM</td>
<td>Kent Heller</td>
<td><a href="mailto:jim.heller@gmail.com">jim.heller@gmail.com</a></td>
<td>himself</td>
<td>The proposed plan is not only a very outdated and costly project but it is not needed. The projected necessity has not been proven to be true. Thanks, Kent.</td>
<td>Roadway Widening/Project Cost</td>
<td></td>
<td></td>
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<tr>
<td>193</td>
<td>3/16/2015</td>
<td>2:47 PM</td>
<td>Joe Plummer</td>
<td><a href="mailto:joe.plassman@gmail.com">joe.plassman@gmail.com</a></td>
<td>himself</td>
<td>Dear Broadway Engineers, As a midtown resident I’m concerned about the published upgrades for the section of Broadway in between Country Club and Euclid. An examination of the proposed route seems to show a less than optimal alignment of the roadway, with over-optimized lane widths and an emphasis on roadway features at the expense of the quality of the existing right-of-way. Are the engineers paying attention to the actual needs and functionality of the Broadway thoroughfare? Shouldn’t it be less ambitious and cost-effective alignment be a more prudent thing to build? Please reconsider the alignment as designed. I believe that there are cheaper, and just as functional alternatives to what is proposed.</td>
<td>Roadway Widening/Roadway Design/Sustainability/Project Cost</td>
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Hi, I would like to protest the expansion of Broadway. It can be improved without making it wider and destroying the Rincon Heights historical district. I have had many visitors come to visit me in Tucson and the one thing they appreciate is that Tucson is not like other cities; it does not have cookie cutter chains stores and instead offers a wide variety of small historic and unique shops owned by local folks. You will destroy historical businesses and commercial chains will move, making Tucson just like Phoenix and not unique.

This road will be dangerous to anyone crossing. Many poor and disabled wheel chair folks that live in this area already have a difficult time crossing the streets safety, you will endanger them and their children. The widening will cause increase noise and traffic to a historical district. Neighborhoods will be unsafe pulling out onto the widened roads. If you make a wide road you will just cause a huge back up when the road constrits to 2 lanes as it reached congress. Instead of improving traffic you will create a traffic jam, hurting downtown businesses. Narrow the footprint, save historic buildings. Do not destroy the uniqueness of Tucson, which many cities have done before. Learn from the destruction of the Berris district and the destruction of our neighborhood. 

attended two of the supposed planning meetings where they were controlled and ramrodded down our throats by the consultants or picked 11 leaders. You will increase traffic not improve traffic...

QUIT wasting my tax dollars for the richer folks of Tucson. Drive down any of the Rincon heights streets and spend money on fixing the potholes first. STOP -SAVE TUCSON

194 3/16/2015 6:24 PM Dave Tracy dcrunch@gmail.com yourself Historic signs are being ordered for the Rincon heights Neighborhood and are designated to be implemented all along Broadway. Does anyone see the irony?

195 3/16/2015 5:27 PM Christina Wilke cv.wilke@gmail.com yourself I live just 2 blocks away from Broadway. I don't feel that the widening is correct sensitive. This is not just a corridor to downtown, with the size of Tucson now, it is downtown. I don't see traffic justifications for a widening. Also, this widening is going to make it much harder for pedestrians and cyclists to get to where they need to go.

In short, I oppose the widening.

Roadway Widening/Public Safety/Signs

196 3/16/2015 7:18 PM Gretchen Lash her To whom this may concern, As a member of the Rincon Heights Neighborhood for the last 30 years, I am opposed to the widening of Broadway Blvd. I do not believe it needs to be done and I also believe, if it needs to be done then you need to listen to the people and neighborhood it will affect and you need to use their input to do the construction!!!!!

I have been to some of the meetings and YOU DO NOT LISTEN TO THE INPUT THAT YOU SAY YOU ARE ASKING FOR!!!!!!

Roadway Widening

197 3/17/2015 3:22 PM Berenice Coteaux gcbenice@yahoo.com yourself This is a message to beg you to think of what you will be destroying if you knock down historical homes and make a cut thru the heart of our community. We will very lose our historical status. Plus, our neighborhood becomes a "freeway" that will not be used. The numbers do not justify this destruction! This destruction of a potentially very buisable area will open the flow to a blase inner city. No one wants to live on a major thru home. You will be taking the heart and soul out of our community. This may not be your community - so you my not care but we who live here do care!!!!

Roadway Widening

198 3/17/2015 3:55 PM Nancy Regan jnwbw@rincophx.com yourself I am concerned that the Broadway project does not seem to take into account that the traffic issues on this stretch of Broadway are not due to it not being wide enough - they are due to the bottleneck at the intersection of Congress, Toole and 4th Ave. This will not be resolved until Aviation is completed.

Roadway Widening

199 3/17/2015 7:51 PM Melinda CoRox Erick zoeppet@gmail.com yourself Does not make a statement regarding the alignment

Roadway Widening

Does not make a statement regarding the alignment
Dear Task Force members:

Please see more good news below about the business vitality generated by historic business districts and neighborhoods:


Older, Smaller, Better Key findings:

- Older, mixed-use neighborhoods are more walkable.
- Young people love old buildings.
- Nightlife is most vibrant on streets with a diverse range of building ages.
- Cultural outlets thrive in older, mixed-use neighborhoods.
- Older business districts offer greater opportunities for entrepreneurship, including women and older, smaller buildings support the local economy with more non-chain, locally owned businesses.
- Older business districts have more businesses per commercial square foot.

The Broadway Task Force may find this letter interesting, as the ACHP describes how demolishing the Downtown Motor Hotel may jeopardize the historic district status of the Armory Park Neighborhood. This might also apply to Broadway and adjacent National Register Historic Districts or Register Eligible districts. The building is clearly understood as part of a holistic context rather than one building in isolation:

Dear Ms. Stang:

On February 12, 2015, the Advisory Council on Historic Preservation (ACHP) participated in a consulting parties meeting for the referenced undertaking. As you know, the ACHP is participating in consultations pursuant to Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations, “Protection of Historic Properties” (16 CFR Part 800). During that meeting, consulting parties asked the ACHP to provide our opinion on the adequacy of the efforts taken to date by the City of Tucson, AZ (City), to comply with Section 106. Specifically, the ACHP should clarify whether or not the application of the adverse effect criteria, consideration of alternatives, and consideration of the views of the public and consulting parties was sufficient. The City also has asked us to provide guidance on the next steps it should take to move forward with the Section 106 consultation.

Assessment of Adverse Effects:

The property affected by the undertaking, the Downtown Motor Hotel, is a contributing element to the Armory Park Historic District, which is listed on the National Register of Historic Places (NRHP). Accordingly, the adverse effect is to the district, not merely the individual property. Further, the demolition could alter characteristics of the historic district that make it eligible for listing in the NRHP.

Does not make definitive statement regarding alignment. Would like to see sense of place and economic vitality preserved.
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<th>Comment #</th>
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<th>Email</th>
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<th>Comment/Concern</th>
<th>Type of Concern</th>
<th>CTF Notes</th>
<th>Comment/Concern Regarding Alignment</th>
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</thead>
<tbody>
<tr>
<td>201</td>
<td>3/18/2015</td>
<td>3:27 PM</td>
<td>Laura Tabii</td>
<td><a href="mailto:ltabi@email.arizona.edu">ltabi@email.arizona.edu</a></td>
<td>Tucson Heights/Broadway Coalition</td>
<td>&quot;Hello, I live in the Sam Hughes area, North of Broadway, East of Campbell. I have a concern with the...&quot;</td>
<td>Historic</td>
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| 202       | 3/18/2015 | 3:40 PM | Tucson Fire Department - Central A | sbell@tucsonfire.gov | Tucson Fire Department                  | "Dear Broadway Project:"
|           |        |       |                     |                                |                                           | "I am against the widening of Broadway unless it can be done without destroying businesses and homes. The current plan destroys many down." |
|           |        |       |                     |                                |                                           | "Please go back to the drawing board and create a plan that enhances the corridor. As you know, the pressure to widen Broadway to increase traffic flow is a red herring, since traffic flow has declined. The disruption of neighborhoods is an important issue—please take it seriously." |
|           |        |       |                     |                                |                                           | "The Rixon Heights Neighborhood Association and the Sam Hughes neighborhood have both strongly and repeatedly opposed the current plan. In the case of Rixon Heights, three times the Association has voted unanimously to oppose the plan."
|           |        |       |                     |                                |                                           | "I won't repeat the arguments that were in the resolution but want to reiterate my opposition."

The ACHP’s Affordable Housing Policy Statement, issued in 2007, further notes that the review of effects in historic districts should consider the property’s exterior features. As such, the new construction could reasonably result in an adverse effect to the historic district and require consideration by the City. During February’s meeting, consulting parties raised concerns about effects to the adjacent Barrio Libre Historic District, which is also listed on the NRHP. The SHPO and others pointed out other developments and buildings of similar height and massing in the surrounding area. We reminded the City that the adverse effect criteria contained within our regulations also note visual effects to historic properties such as the proposed new construction. The City must consider the cumulative effects that have already occurred by the developments in the Barrio Libre and Amory Park Historic Districts.

We would like to voice my opinion that this former access into the neighborhood should be opened. It should have never been walled off to begin with. I would like to verify that the plans are in fact correct, showing it open to the north from Broadway.

The ACHP considers the effects to proposed construction. The City has not conducted an analysis that demonstrates what other options it has considered to avoid or to minimize adverse effects to the Downtown Motor Hotel, including the costs associated with each option? It would also be helpful for the consulting parties to understand if the City has conducted a formal analysis for fewer units on the property. This document would allow consulting parties to understand the financial impacts these changes would have on the viability of the project. Consideration of views from the public and consulting parties (based on the amount of correspondence the ACHP has received regarding this project) is clear that there is considerable public interest. This level of interest makes it more important for the City to be clear about the opportunities interested parties have to participate in the Section 106 consultation process as a member of the public. The City should explain how the public was informed about the project and Section 106 process, and solicit input from recognized consulting parties. In addition, the City should clarify what other opportunities exist to engage the public for this undertaking. Consulting parties have raised concerns about whether or not the Section 106 review has been transparent and inclusive. The ACHP appreciates the effort the City has made to post documents on a publicly accessible website. However, we encourage the City to use different options to engage the public, and to develop an administrative record that documents the City’s commitment to fully complying with Section 106. In order to move forward and comply with the four-step Section 106 review process, we recommend that the City comply with the following recommendations. 1. The City should be more expansive in its consideration of all adverse effects to historic properties, including direct, indirect and cumulative effects. 3. The City should develop a formal alternatives analysis that considers the use of the federal rehabilitation tax credit, construction of fewer units on-site, and retention of the building for conversion into affordable housing. 4. The City should develop a project schedule with milestones to document when consultation meetings will occur and what project decisions must be made so that consulting parties will better understand the timeline of the Section 106 process in relation to the project’s schedule. All future consulting parties must have an agenda that defines goals and Section 106 items to be addressed.

Statement is unrelated to the staff recommended alignment

Seems to be concerned with only one specific item of the alignment

Roadway Design

Impacts/Business/Traffic Projections/Transit Improvements
Dear Broadway Citizens Task Force, Mayor Rothschild and Council,

As a 10th Street resident and active member of Rincon Heights Neighborhood Association I am writing in regards to the issue of the widening of Broadway. Specifically I am asking you to reject the last alignment submitted by the consultants. This newest design, calls for the acquisition and demolition of a significant number of properties that contribute to our historic district.

The city has held numerous meetings to allow the public to voice their opinions about the project and these meetings have been well attended, indicating that there is no lack of interest in the project. At every meeting the overwhelming sentiment expressed was that widening of Broadway is unnecessary, expensive ($74 million) and, most of all, damaging to historic neighborhoods. The project is unnecessary because the 25-year old traffic projections used to recommend the project have proved incorrect; the traffic counts on Broadway simply do not justify the addition of two new traffic lanes. The cost for acquisition of properties for this unnecessary widening will be astronomical while the proposed demolition of four block contributing structures threatens the integrity of the Rincon Heights National Historic District.

At public meetings, the majority of attendees has been vociferous in its objection to the widening of Broadway. We have pointed out what should be perfectly obvious, that once you remove historic buildings you can't get them back again. The Citizens Task Force, and even the Mayor and Council, have supported the position of the neighborhoods that would be most impacted by the proposed demolitions, yet the consultants continue to submit plans that call for the destruction of large swatches of historic properties.

At the Rincon Heights Neighborhood Association meetings our members have been expressing frustration and augur with the way the public input aspect of this project has been handled. Over and over again we put our personal and professional lines on hold in order to attend meetings. A great show is made of listening to us while we are at the meetings, but when we see numerous revised plans calling for the destruction of the south border of our neighborhood our members can't help considering that these public meetings, not to mention all the time-consuming meetings of the poorly supported Citizens Task Force, are for show only.

In Rincon Heights we are concerned not only about how the destruction of the properties on Broadway will affect our historic district, but also about the profound negative quality-of-life effects the road widening and possible redevelopment of the diminished Broadway parcels will have for 10th Street residents. What protections will there be to assure that fast food restaurants with their attendant noise and disgusting odors not built within a few feet from people's homes? Or high-rise housing that would take away the privacy that we have always enjoyed? Will life on 10th Street become so resemble that to homeowners new our neighborhood? Such a scenario would in turn diminish the quality of life on 10th Street, and our neighborhood, which has been slowly stabilizing in spite of considerable outside pressures, will surely decline.

What would like to see a Broadway project that improves walkability and transit options while maintaining structures that contribute to our historic status. Gene Caywood has drafted an alternate alignment that allows for 4 lanes of traffic but takes out few, if any, historic structures. Why is it that highly paid consultants cannot come up with a plan that preserves our historic structures, while an unpaid volunteer can?

It is time that the Mayor and Council direct the consultants to produce a plan that will preserve historic structures in Rincon Heights. Or we can shave the current plans and hire a new design team whose only task is to design an alignment that prioritizes historic preservation while providing walkability, cycling and transit. Broadway trees are important and should be planted wherever possible, but extra wide sidewalks and luxuriously wide landscape buffers, though nice where space is no object, should not be provided at the expense of historic structures. With a little creativity these assets can be reduced in streets where existing the right-of-way can simply be narrowed without negatively impacting the entire project. Given the high cost for the acquisition of the structures in Rincon Heights, the City would do well to pay for a new plan that prioritizes historic and neighborhood preservation.

I am opposed to the widening of Broadway. Widening will only degrade the experience of living in this city. Why persist in the idea of widening the road when there is no evidence of the need even when gas prices are low, as now, on the people decide that money should be routed toward maintenance of existing roads.

Melody Peters

204 3/18/2015 5:07 PM Melody Peters melodypeters@cox.net Himself/Wilson Heights

David Melo

205 3/18/2015 7:38 PM melo@cox.net Himself/Wilson Heights

I'm opposed to the widening of Broadway. Widening will only degrade the experience of living in this city. Why persist in the idea of widening the road when there is no evidence of the need even when gas prices are low, as now, on the people decide that money should be routed toward maintenance of existing roads.

David Melo
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<td>206</td>
<td>3/21/2015</td>
<td>7:45 AM</td>
<td>Ricci Silberma</td>
<td><a href="mailto:ricci.silberman@gmail.com">ricci.silberman@gmail.com</a></td>
<td>From a few blocks north of Broadway, near Country Club. From all that I have heard or read, we do Not need this widening project. This will destroy many businesses. Since original studies were done in 2008, less traffic is on Broadway. Please, please reconsider this horrible project that will affect so many in a negative way.</td>
<td>Broadway Widening/Business Impacts/Traffic Projections</td>
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<td>207</td>
<td>3/21/2015</td>
<td>11:30 AM</td>
<td>Jeanne Taylor</td>
<td><a href="mailto:jeanne@cdgarchitects.com">jeanne@cdgarchitects.com</a></td>
<td>From all that I heard or read, we do Not need this widening project. It would destroy important historical buildings, drive businesses away due to parking constraints, and increase traffic into an already congested downtown area. The plan to widen Broadway is completely unnecessary. It would destroy important historical buildings, drive businesses away due to parking constraints, and increase traffic into an already congested downtown area. The reasonable — and cost effective — approach is to have all bus stops out of the flow of traffic and re-pave Broadway. Take the rest of the money and FIX OUR STREETS!!!</td>
<td>Broadway Widening/Building Impacts/Business Impacts</td>
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<td>208</td>
<td>3/21/2015</td>
<td>2:50 PM</td>
<td>Monique Lane</td>
<td><a href="mailto:moniqua.k.lane@gmail.com">moniqua.k.lane@gmail.com</a></td>
<td>For: Staff Proposed 4-lane plus transit. Recommended Alignment for Broadway. Dear Task Force Members, It is the position of the Board of Directors, staff and members of the Living Streets Alliance that the current staff recommended alignment for the Broadway Corridor be returned to staff and the Citizens Task Force for further review and analysis. It is our position that the current proposed alignment does not go far enough to consider: 1. pedestrian environment along Broadway which needs to be defined at a high quality that includes ample sidewalks, full ADA accessibility, good shade, and a sense of protection from automobile traffic AND, the relationship of buildings fronting Broadway to that pedestrian environment which also needs to be defined as a positive relationship, i.e. interesting things to see and use along that pedestrian environment AND, bicycle safety and comfort which needs to be at the same level of quality as the pedestrian environment described above, i.e. ample width, good shade, and a sense of protection from automobile traffic AND, all vehicle travel lanes including High-Capacity Transit (HCT) which need to be at their minimum safe dimensions to minimize the overall right-of-way dimension and acquisition, demolition of structures, historic and otherwise AND, at least one of the three travel lanes in each direction should be designated for HCT. Box rapid transit now and possibly light rail in the future, rather than trying to convert automobile lanes to transit lanes at some point in the future. All are in support of a center lane HCT configuration AND, acquisition which should be carefully strategic, historically sensitive, dimensionally minimized and locally occurring on both sides. The additional right-of-way, if necessary, should be bi-lateral AND, parking areas which need to be recognized to be perpendicular to the right of way, not parallel and in front of the buildings. Use of the stub end of intersecting neighborhood streets can efficiently be used for parking (whether usually closed, as in the Bentley’s parking lot on the south side of Speedway west of Campbell), or dual use, as in the Baseline Robbins east of Tucson Boulevard). Broadway needs to be a balanced right-of-way, carefully meeting the needs of pedestrians, bicyclists, automobiles and transit; now and in the future. The current proposed alignment does not yet meet these needs. Broadway Widening/Bicycle and Pedestrian Environment/Building Impacts/Transit Improvements.</td>
<td>Broadway Widening/Bicycle and Pedestrian Environment/Building Impacts/Transit Improvements.</td>
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<td>208</td>
<td>3/19/2015</td>
<td>2:52 PM</td>
<td>Michael J. Salter</td>
<td><a href="mailto:m.j.salter@email.arizona.edu">m.j.salter@email.arizona.edu</a></td>
<td>Himself</td>
<td>I am writing to oppose the proposed expansion of Broadway Boulevard to a six-lane arterial from Subdell to Country Club. My opposition does not come from the cost of the project, nor from the loss of several historic buildings (these things are better addressed by people more eloquent than I, but rather from the idea that Tucson needs “yet another” concession to cars. Tucson is definitely a city dominated by cars. Everything from the absurd parking space requirements (1 spot for every 300 sq, feet of space) to the fact that every other business here is a car repair joint or used car lot. However, in the past five years Tucson and Pima County have moved in the right direction to encourage bicycling and other modes of transport – things like The Loop, the Modern Streetcar, and the operation of the Optimus events. All of these things have made Tucson much more livable. I had hoped this signaled that Tucson was going to join other cities around the globe in making a concerted effort to make “alternative” methods of transport like biking, walking, streetcars, and buses into a mainstream phenomenon, which would make cars the “alternative” method at some point in the future. It appears that I had hoped for too much. Expanding Broadway isn’t a solution to a problem of their being too many cars on the road; it’s exacerbating it. Every mile of expanded road only reinforces the idea that you need an automobile to get anywhere in Tucson. When you expand roads, it actually induces the demand for more cars (because people can’t see themselves biking a miniature six-lane highway), and leads to more and more congestion. The $71 million proposed budget for expansion would more prudently be spent elsewhere. For example: expansion of SunTran. Buses are the future of urban transport. A properly implemented Bus Rapid Transit (BRT) like that of Bogota, Colombia would be a worthwhile investment to reduce congestion, reduce Tucson’s carbon footprint and dependence upon oil, and reduce maintenance costs of city streets.</td>
<td>Broadway Widening/Bicycle and Pedestrian Environment/Building Improvements</td>
<td>Roadway Widening/Bicycle and Pedestrian Environment/Building Improvements/Traffic Projections</td>
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<tr>
<td>210</td>
<td>3/19/2015</td>
<td>3:39 PM</td>
<td>Evren Sonmez</td>
<td><a href="mailto:evren.sonmez@gmail.com">evren.sonmez@gmail.com</a></td>
<td>Theirself</td>
<td>The public has heard multiple times that the traffic projections referenced at the time this project was put on the RTA ballot have not materialized. In fact, as a resident of this area for the past 10 years, the only time I remember being “stuck in traffic” was when Barack Obama was in town! We have entered into a new era where people are driving less and demanding transportation options. The driving boom is over. Smart cities have quickly figured out how to cater to these changing trends and started heavily investing in high capacity transit, protected bicycle lanes, and walkable commercial corridors to attract millennial talent and to help current residents safely and comfortably age in place. Why is it that our city is stuck in the mentality of a past era, insisting that prosperity and economic development will come if we keep investing in automobile infrastructure? As a Rincon Heights resident, I am deeply concerned about having a wider and even more car-centric Broadway defining the southern edge of our historic neighborhood. I urge you to send the proposed alignment back to the Ottesen Task Force for further review that considers a truly multi-modal approach while respecting the adjacent historic neighborhoods. Let’s get this right so that Tucson can take its place among the smart cities of our nation. Let’s make Broadway better, not just wider!</td>
<td>Broadway Widening/Bicycle and Pedestrian Environment/Building Improvements</td>
<td>Roadway Widening/Bicycle and Pedestrian Environment/Building Improvements/Traffic Projections</td>
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<tr>
<td>211</td>
<td>3/19/2015</td>
<td>3:51 PM</td>
<td>Michael Brewer</td>
<td><a href="mailto:Brewer@email.arizona.edu">Brewer@email.arizona.edu</a></td>
<td>Himself</td>
<td>I’d like to voice my concern for the project currently under consideration to widen Broadway. I followed the different plans and ideas pretty closely, as I live at 120 N. Sawtelle Ave (for the past 14 years and expect to live there many more). I fully appreciate the need to upgrade this corridor, but don’t feel that there is the need to expand it to the degree that has been recommended (and which will require the demolition of dozens of buildings). Most important, I feel, is to refresh the corridor, but not to expand it (or not expand it significantly). I live in the neighborhood but often do not frequent many of the shops along this stretch of Broadway because they are not easily accessible by walking or by bicycle. There are wonderful modern buildings that are a delight to see up close and walk by, but the current way the street is set up does not allow pedestrians or others to really enjoy them. Improving the aesthetics (including plantings) and the access to the businesses is what I feel is most important. I rarely find the traffic on this stretch of Broadway to be an issue. I hope the city will reconsider and improve rather than expand this corridor.</td>
<td>Roadway Widening/Bicycle and Pedestrian Environment/Building Impacts</td>
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<tr>
<td>212</td>
<td>3/19/2015</td>
<td>6:42 PM</td>
<td>Ted and Kathy Bell</td>
<td><a href="mailto:sawkath@email.arizona.net">sawkath@email.arizona.net</a></td>
<td>Themselves</td>
<td>As property owners in the Feldman’s Neighborhood, we strongly oppose the city’s plan to excessively widen Broadway. We believe the plan is an obsolete, Neanderthal-like approach to transportation, and is an out-of-date solution before it is even constructed. Besides the severe impacts the project will create to property owners and adjacent neighborhoods, the proposed widened Broadway would present a barrier to pedestrians and bicyclists attempting to travel along Broadway, or crossing Broadway. We would much rather see solutions utilizing streetcars and emphasizing improvements for pedestrians and bicyclists.</td>
<td>Roadway Widening/Bicycle and Pedestrian Environment/Building Impacts/Transit Improvements</td>
<td></td>
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<tr>
<td>213</td>
<td>3/19/2015</td>
<td>7:52 PM</td>
<td>Shannon McNiel</td>
<td><a href="mailto:jpmcniel@yahoo.com">jpmcniel@yahoo.com</a></td>
<td>Herself/Rincon Heights</td>
<td>I attended two planning meetings, where I was surrounded by people who were supposedly representing my neighborhood who were not even from my neighborhood. I felt that my voice was drowned out. I would like my concerns to be heard. I am opposed to the widening of Broadway. It is based on out-of-date projections and speculation, and can be improved without widening. Road widening actually increases traffic, and therefore does not solve traffic congestion. Congress is also not going to get wider; so all the increased traffic will be regularly bottle-necked downtown, hurting local businesses. Widening will increase noise and traffic to residents, and increase the potential for accidents. Drive down any street in this neighborhood and count the potholes that need fixed first. Historic houses and businesses will be destroyed, and Tucson will become more like Phoenix and other generic cities and no longer unique. Narrow the footprint, save historic buildings. Learn from the destruction of the Barrs district and the destruction of our neighborhood. We should instead be investing in high-speed public transit, that people will use if it is fast and convenient. That would get cars off the roads.</td>
<td>Roadway Widening/Bicycle and Pedestrian Environment/Building Impacts/Transit Improvements</td>
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