June 20, 2012

Public Listening Session Report

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA
Regional Transportation Authority

CITY OF TUCSON

Produced for:

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Project Manager

Broadway Boulevard, Euclid to Country Club

June 20, 2012 Listening Session Report

Public Involvement Process

The Broadway Boulevard, Euclid to Country Club project is entering the planning and design phase. To assist with this process, a Broadway Boulevard Citizen Planning Task Force (CTF) has been formed. The CTF held their first meeting on June 20, 2012 at the Randolph Golf Complex, located at 600 South Alvernon Way in Tucson. This initial meeting was followed by a public Listening Session.

The public Listening Session is structured to kick off the public dialogue about the Broadway Boulevard project that will continue throughout the planning process in CTF meetings and future public meetings. This public dialogue is important, as this project is set to improve two miles of urban arterial roadway just east of downtown Tucson. This roadway serves both the neighborhoods adjacent to the corridor slated for improvement, as well as the region as a whole. Due to this regional need for an improved Broadway Boulevard corridor, the project was included in the 2006 voter-approved Regional Transportation Authority (RTA) Plan. Community input is a key component in developing a roadway design that meets improvement criteria of the RTA and serves surrounding neighborhoods, businesses and the greater Tucson community.

The public Listening Session was held immediately following the first meeting of the Broadway Boulevard CTF. Approximately 57 participants attended this session. The results from the Listening Session will be useful to CTF members as the project moves into an 18 to 24-month planning and design process. Throughout this process, the CTF will be engaged in CSS planning to create a roadway design that best meets the needs and goals of the local and regional communities that this section of Broadway Boulevard serves.

The public Listening Session was a publically noticed CTF meeting where no decisions were made. Under State of Arizona Open Meeting Law, this report will serve as the Meeting Minutes from the Listening Session.

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Goals

As the first step in a public involvement process to guide planning and design for the Broadway Boulevard project, the public Listening Session should accomplish the following:

- Give individuals in the community an opportunity to provide input about the project and about the Broadway Boulevard corridor
- Help CTF members and project team understand the community vision for the corridor, in the words of the community
- Contribute to transparent dialogue regarding the improvement project
- Bring all voices to the table in a collaborative manner

These goals are based on the International Association of Public Participation (IAP2) Spectrum of Public Participation, which will involve the public at the collaborative level on this project. At this level of involvement, the project team will "partner with the public in each aspect of the decision, including the development of alternatives and the identification of the preferred solution." This will be done with a promise to seek "advice and innovation in formulating solutions" and incorporate "advice and recommendations into the decision to the maximum extent possible." For more information on the IAP2 and the Spectrum, please visit *www.iap2.org*.

These participation goals fit well with Context Sensitive Solutions (CSS) Planning, which will be used on this project. CSS seeks to involve all stakeholders early and often with honest and continuous dialogue that is collaborative, creating consensus among stakeholders and the transportation agency.

Format

The public Listening Session used a small group discussion format. In this format, groups consisting of approximately six to nine members of the public, a CTF member and a project team member met at tables for a facilitated discussion. The members of the public discussed three key questions regarding the Broadway Boulevard project, while the CTF and project team members actively listened to the responses. For those who preferred, a written version of the exercise - a Listening Session comment card- was made available at all of the tables. These cards enable the participants to write their own statements. One or two facilitators at each table wrote the outcomes from the discussion of each question on large tablets at each table, checking with the group to ensure this input was captured correctly and in the way the group intended.

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This format provided several benefits over a traditional Call to the Audience embedded into a CTF Meeting. With the small group discussion, members of the public can provide their input and listen to input from other members of the community with different perspectives. CTF members and the project team can absorb these discussions, hear all perspectives in their group and compare the results of their group discussion with the overall input outlined in this report. With three questions asked, the input received from these group discussions is constructive input that is explicitly designed to help the CTF perform the tasks they need to do to help move the project forward.

The questions discussed were "visioning questions," or questions designed to gather input about the public vision for the Broadway Boulevard project area. The public was asked to consider topics of roadway look and feel, community character, economic vitality, and the future of Broadway Boulevard as a gateway to downtown Tucson when discussing the following questions:

1. What characteristics in the Broadway Boulevard project area should be preserved?
2. What characteristics in the Broadway Boulevard project area should be changed?
3. What do we fear and hope for in the Broadway Boulevard project area?

In addition to the input from those gathered in the small group discussions, participants at the Listening Session were encouraged to write their thoughts on comment forms designed to mirror the discussion questions. The forms could be taken home to allow time to provide thoughtful responses and shared with friends and neighbors to obtain input from those who did not attend the Listening Session. These forms contained the questions that were discussed in the small group discussion and were pre-addressed for easy submittal. The Listening Session comment forms were accepted for two weeks following the Listening Session with a deadline of Friday, July 6, 2012. An electronic version that could be filled out online was posted to the project website directly following the evening's gathering.

Input

As mentioned previously, approximately 57 participants attended the Listening Session. Nine small group discussions were set up at round tables, accommodating 6-9 participants at each table. Approximately 370 comments were collected through the table discussions, and another 60 through 9 comment forms received. Another 5 emails were received after the Listening Session containing comments related to the discussion, and were assimilated into the

input data. Additional stakeholder input was received in the form of resolutions and are discussed later in this report.

The input gathered from the discussion of these open-ended questions should help the project team and CTF as they explore planning strategies and design options for the Broadway Boulevard project area. Additionally, this report and the appendices that comprise a complete public record of the Listening Session will be available to decision makers at all times, giving these bodies and elected officials insight into public sentiment about the project. These decision makers include the City of Tucson Mayor and Council, the Pima County Board of Supervisors, and the RTA Board. To maintain the highest degree of transparency, all meeting attendees who provided email contact information will receive a copy of this report and the report will be posted to the Broadway Boulevard project website.

The input gathered from the Listening Session will be presented to the CTF for approval as the Meeting Minutes and posted publically following approval, satisfying Arizona Open Meeting Law requirements.

Analysis of Input

The input received in the public Listening Session was analyzed and compiled to provide an accurate representation of community sentiment surrounding the project. The input included in this analysis includes:

- Results of the Listening Session small group discussions
- Comment forms received at the Listening Session and after (9 forms)
- Open format emails received (5 emails)
- Stakeholder group input (4 resolutions regarding the Broadway Boulevard project from neighborhood and community groups)

Each different form of input was examined differently. The results of the analysis and compilation of input, as well as a brief overview of the analysis methodology used, are included. In the case of the resolutions from the neighborhood and community groups, these have been included in Appendix C in their entirety.

Question 1 – What characteristics in the Broadway Boulevard project area should be preserved?

The small group discussion results from this question were compiled into a list of all comments generated through the discussion. These comments were then categorized according to area of interest or topic. Through this process, it became

clear that some topics were recorded more frequently than other topics. These topics emerged as the characteristics that listening session participants most wanted to see preserved. The following is a list of Question 1 topics that were discussed by small groups, with topics listed in order from those that were mentioned most to those that were mentioned least:

- Businesses
- Historic Properties
- Community Character, Neighborhoods and Housing
- Multimodal Transportation and Walkability
- Roadway and Parking Functionality
- Accessibility
- Scale or Size
- Planned Improvements to Broadway

The comments were also put into a word cloud generator to develop a word cloud, or tag cloud. A word cloud visually represents data by making words that appear multiple times larger to show their proportionate representation in conversation. The word cloud from the small group discussions of Question 1 looks like this:

Comments submitted on the comment forms for Question 1 reinforced the input received through the small group discussion. These comments included support for preserving:

- The historic built environment
- The variety of small local businesses and services
- East-West traffic

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- Neighborhoods
- Small businesses

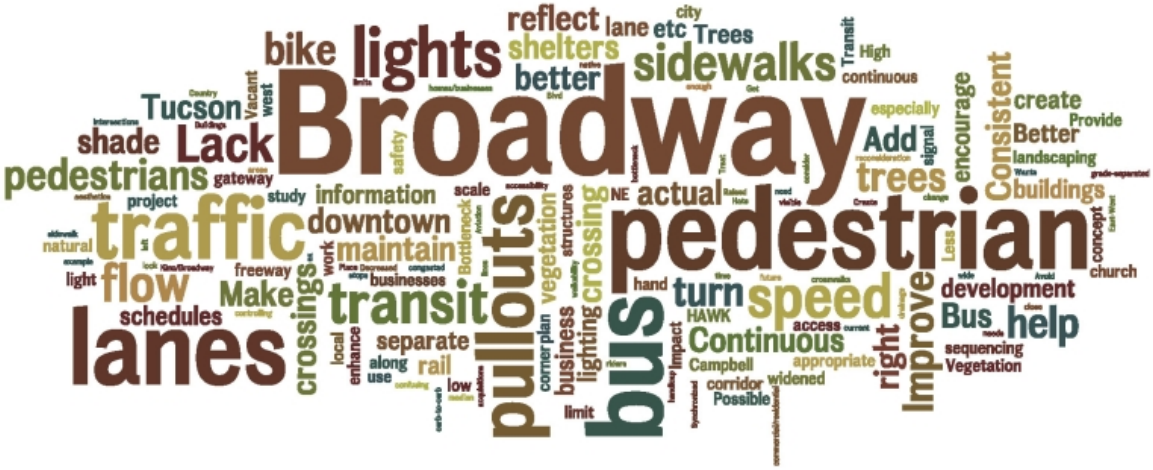
To give complete transparency of process and allow CTF members, decision makers and the public the opportunity to read all comments and draw their own conclusions, all data used to make this analysis has been included as appendices to this report.

Question 2 – What characteristics in the Broadway Boulevard project area should be changed?

Question 2 was analyzed using a similar process to Question 1 – comments were compiled into a list and then categorized according to area of interest or topic. Again, some topics were recorded more frequently than other topics. These topics were recorded as the characteristics that the participants wanted to see changed in the project area.

- Make improvements to the roadway
- Development
- Improve bicycle and pedestrian pathways and facilities
- More transit and more options for transit
- Add landscaping and trees
- Businesses
- Create an environment that is more accessible for all users

The comments were also put into the word cloud generator to visually represent the data by making words that appear multiple times larger to show their proportionate representation in conversation. The word cloud from the small group discussions of Question 2 looks like this:



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Comments submitted on the comment form for Question 2 supported the input received through the small group discussion. These comments indicated a desire to change:

- Bus pullouts, left turn light (east-west) at Tucson/Broadway
- There should be local widening for bus stops
- Bike traffic is important, should be on separated bike paths, not in on-street bike lanes
- Blight due to lack of investment
- Lack of sidewalks
- Unattractive power and telephone lines
- Lack of high-capacity, rapid transit

To give complete transparency of process and allow CTF members, decision makers and the public the opportunity to read all comments and draw their own conclusions, all data used to make this analysis has been included as appendices to this report.

Question 3 – What do we fear and hope for in the Broadway Boulevard project area?

This question regarding hopes and fears in the Broadway Boulevard project area generated excellent discussion in the small groups at the Listening Session. Through these discussions, many hope and fears arose that complimented each other. For example, one table discussed a hope to "turn Broadway into a place where people want to be," while expressing a fear of "losing character of [the] community." As you can see, these hopes and fears also support much of the input generated by the first two questions. For this reason, the hopes and fears that resulted from the small group discussion have been fully represented here, by table, to give an accurate view into the hopes and fears the small groups of community participants discussed.

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Table 1

Hopes

Gets done right the first time

Crews 24 hours/day to get project done

It goes away for 20 years

City pays a lot for land and moving

10 years will have light rail with multiple end points

Will have noise mitigation for residents

Hope they run out of money so they won't do it

Potholes will be fixed

Fears

Increased taxes

Demise of small businesses

We'll become like Phoenix

Construction will continue beyond this project

Will put current owners out of business

Schedule/closures will change like Downtown and hurt businesses

1987 plan is inaccurate

- Construction costs
- Funding won't be there

Delays in project decisions

- Project moves beyond 2016

Buildings will be taken

No parking available

Table 2

Hopes

Different types of transit (buses, etc.)

Full buses

Not wasting money

Attractive street that isn't too wide

Achieve functionality and smaller overall footprint

Functional, safe, and livable corridor

Focus more on people than machines

Mixed land use

Fears

More lanes, less revenue from businesses (being torn down); more expensive gas = less drivers

Not good for economic growth/recovery

Empty lots from no business activity

Real costs – not enough money budgeted

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Table 3

Hopes

The powers that be will take a realistic look at what an E-W corridor needs to be

Need a whole 'nother E-W, limited access highway, NOT use Broadway (failed with Aviation)

The sense of neighborhoods is one of the best things about Tucson

Greater connectivity and possibilities for communication from north to south side of the road

More pedestrian safe and more greenery

Neighborhoods could sponsor landscaping areas

Finally getting issue of Broadway corridor settled will give stability to home-/business-owners rather than current uncertainty

Fears

Parking – how is it going to be done safely

Do not want back-out parking with Broadway that big – it would be too dangerous

You have a bottleneck into Downtown and no way to correct it. Trying to increase capacity will just make it worse.

It's the wrong place for an arterial road; spend the money on ways to connect north and south side (of Broadway) better rather than driving them further apart.

Loss of community

Too costly (especially property acquisition)

They will run right along with what has been planned and just ram it down our throats

When it's done, it'll just look even worse

Lose tax/sales revenue

Will run all of these small businesses out of town

Not thinking about integrating all of these spaces (rather cutting all kinds of these things apart)

Broadway will become just a thoroughfare and not a place to be

Having no job (businesses along Broadway)

Loss of property/sales tax

These businesses will not go anywhere else

Cost of moving prohibitive and if you can sell, then who will buy from you?

Landscaping will look pretty to begin with but degrade/fall over time; not be properly maintained

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Table 4

Hopes

Maintain established structures "that give the area flavor"

More vibrant businesses (24 hours/day)

More pedestrian friendly walkways

- Shaded
- ADA compliant

Park n' Ride from east side of town to Downtown = less traffic

Grant money to redo/restore historic buildings

Increased connectivity within the area Design materials to reduce noise

Fears

Overlay

150' roadway

Destroying local businesses

- Chains moving in

Selected demolitions before enough money (funding) for roadway widening

Businesses closing during construction

Project that is not keeping with the community it sits in

Table 5

Hopes

Tax incentives for businesses to enhance their buildings' facades or preserve. Example: like Downtown and Main Gate areas.

That the CTF all survive (smile)

Broadway will be a template for other corridor projects – Grant, 22nd, etc.

That we can find a plan that makes everyone happy. (A "win-win")

A beautiful state of the art street that preserves existing businesses and character

Less pollution

Fears

No median, just turning lanes

Death of a community that we have

Loss of property values

Having to drive everywhere, or drive more

Bike riders next to a 6 lane roadway = unsafe

8-lane roadway

Increased noise and pollution

Losing historic character and structures

Don't like the lights, utility poles, and lines

Enjoying the ride – something to look at

Provide alternative bicycle paths off of the corridor

Better landscaping – make it more scenic

Better to dovetail around the church

Not raising current speed limits

Better safety

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Table 6

Hopes	Fears
Increased pedestrian safety	Will the City really listen?
Tree-lined streets	Big sound walls next to homes
Citizens will be listened to	Loss of property value due to expansion
Inclusion of public art	Fear of congestion due to future rail
The money is spent wisely	Streetcar stations in middle of road
More business that can be used by neighborhoods	Road built and then re-built for the streetcar
Doesn't follow Rio Nuevo route	More pollution
Thriving business corridor that generates more tax revenue	Loss of small businesses
Design team will look at other successful cities as a model and adapt appropriately to unique Tucson characteristics	Further deterioration of neighborhoods
Increased environmental sensitivity	More noise
Project will be a model of successful public transportation facility	Demolition of significant historic properties
Gateway to Tucson	Non-observant drivers
Friendly to handicapped and elderly	Loss of small business & increased "big box" businesses
Don't do the project	
Hope they don't run out of money Improve without widening	
Don't raise taxes to pay for it	

Table 7

Hopes	Fears
To enhance corridor by expanding public art from Downtown to Country Club	8-lane configuration will create a barrier between North and South communities
Turn Broadway into a place where people want to be	Fear of losing character of community
Turn Broadway into a beautiful street	Could jeopardize owner-occupied homes
Use project money to improve business street appeal	Fear of losing local businesses on both sides of Broadway
Green infrastructure ***	Lower property values
Holistic design and sense of place	Loss of sales taxes
Bring community together	

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Table 8

Hopes	Fears
Connectivity between neighborhoods north and south of Broadway	On-street parking on Broadway and hope for parking facilities
Wants widening to be done efficiently – cost and space-wise "intelligent widening"	Run-down properties because people have known about alignment for a long time; blight
Land use planning tied into roadway	Inaction on property acquisition
More viable and vibrant corridor	Loss of businesses
Project will occur in manner that leads to quick revitalization	Using plans from 25 years ago to make current decision
More trees	
Hope for new studies	
Mixed use development – people can walk and bike to work	
Still room for businesses if road is widened	
No business has to be relocated / has to move	
Use underutilized space instead of businesses having to move	
Future-looking roadway design that will encourage use of alternative transportation modes other than car	

Table 9

Hopes	Fears
Beautiful street landscaped, nice new businesses	Another 25 years of doing nothing
Light rail	Negative impacts on adjacent neighborhoods
Maintain and enhance historic character	Still have 2 lanes rather than 3 and center ("suicide") lane
Members of old team (study) should be satellite advisors	Won't get significant transit improvement – more than Bus Rapid Transit
Better pedestrian protection	West of Country Club is a BIG challenge if one takes into account community concerns about 6+ lanes
HAWK lights for seniors and children	We'll keep what we have now and won't improve with new stores, restaurants, etc.
	Engineering standards, etc., will squash creativity that could make a beautiful corridor.

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Additional input regarding Question 3 was submitted on the comment forms. This input has been provided for consideration:

Hopes

- A safe and pleasant street for pedestrians and shoppers, bicyclists, and local residents, as well as cars
- Hope that green infrastructure will be incorporated to water trees, to provide beauty, shade
- If you do something, do it right the first time
- Relaxation of zoning allowing for medium-density development
- Transit-oriented focus, with increasing vehicle traffic accommodated

Fears

- An 8-lane freeway denuded of its character and charm.
- Unnecessary spending
- That it drags on forever
- Lack of access downtown and easy access

This is a complete representation of the data collected during this part of the Listening Session. This data is provided found in a raw format in *Appendix A*.

The data used for analysis is provided in *Appendix B* of this document.

Combined Analysis of Input from the Three Questions

The input from the Listening Sessions will be important to the Broadway Boulevard Vision and Goals Framework. One key aspect is the thematic issues raised by participants and the variations in opinion and specific hopes and concerns related to these issues. Therefore, an analysis was done in which the tables' responses to all three questions were grouped by subject and tone. Then these were grouped into specific issues and sub-issues. Interestingly the input could also be grouped by the related intent of how the Broadway project should address the issue – is the comment about preserving an existing asset, enhancing an existing condition or asset, or making a specific change for the better. The issues and sub-issues that were identified through this analysis are:

- Corridor Character
    - Businesses and Services
    - Neighborhoods
    - Building Height and Massing

    - Historic and Significant Buildings
    - Overall Identity and Placemaking
    - Land Use Character

- Economic Development
    - Affordable and Diverse Housing
    - Financial Impact and Incentives

- Transportation Function
    - Business and Service Access
    - Traffic Mobility and Volume
    - Pedestrian Access and Safety
    - Bicycle Access and Safety
    - Transit Access and Safety
    - Overall Network Function
    - Overall Broadway Function

- Design of the Street
    - Impact on Existing Uses and Community Character
    - Street Right of Way Width: Sidewalks and Number of Lanes
    - Overall Broadway Design and Condition
    - Speed Management
    - Streetscape and Landscape
    - Sustainable Design
    - Construction and Maintenance Costs

- Process and Making the Vision Happen
    - Efficiency of Delivering the Project
    - Stakeholder Involvement in Current and Future Decisions
    - Veracity of Data and Analysis

The tables on the following pages organize the input by these themes and their issues and sub-issues. The first table represents comments collected during the group discussions, and the second table represents comments submitted by individuals on comment forms and through email (comments with asterisks were from comment form question 4 "Other comments about the Broadway... project"). The numbers in parentheses following each comment are the number of times the comment was made in the table notes. The comments that are in italics are fears from Question #3 and therefore are expressing a concern related to the issue. Some comments may have been paraphrased in the tables.

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TABLE 1: LISTENING SESSION GROUP INPUT ANALYSIS – THEMES AND SUB-THEMES				
Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
Corridor Character	**Businesses and Services**	▪ Preserve unique and diverse small and local businesses and services (17) ▪ Will become like Phoenix, and will lose small businesses, put current owners out of business (on both sides of street), increased "big box" businesses (8) ▪ Strong sense of community between businesses/services and their patrons (2) ▪ No acquisition of businesses (2) ▪ Construction closures/schedule will hurt businesses (2) ▪ Value neighborhood/districts in own right, not as a corridor/gateway to downtown (1) ▪ Create a state of the art street that preserves existing businesses and character (1) ▪ Existing buildings will be taken (1) ▪ Vacancies from loss of business activity (1) ▪ Will keep what there is now and not get new stores, restaurants, etc. (1)	▪ Tax incentives for businesses to preserve or enhance their buildings' facades like in downtown and Main Gate areas (1)	▪ Loss of property value; who will buy property in the future?; blight (5) ▪ Want new and more neighborhood focused stores, restaurants, etc. (3) ▪ Not enough parking will be available for commercial uses (2) ▪ More businesses that can be used by neighborhoods (1) ▪ More vibrant businesses, 24 hours/day (1) ▪ Vacancies from loss of business activity (1)
	Neighbor-hoods	▪ Distinct areas with old/unique homes fronting on Broadway (2) ▪ Value neighborhood/districts in own right, not as a corridor/gateway to downtown (1) ▪ No acquisition of homes (1)		▪ Further deterioration of neighborhoods; negative impacts on adjacent neighborhoods (2) ▪ Not enough parking will be available for commercial uses (2) ▪ Big sound walls next to homes (1)
	Building Height and Massing	▪ Maintain scale and proportion (height) of existing buildings (2)		

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Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
Corridor Character	**Land Use Character**	▪ Land use planning tied into roadway; mixed land use (1)	▪ Visually enhance Broadway by controlling billboard, signage, etc. (2)	▪ Land use planning tied into roadway; mixed land use; walk and bike to work (3) ▪ Increase density of development in corridor (2) ▪ Build closer to the road (1) ▪ More architectural uniformity (1) ▪ Build mixed use commercial and residential, if feasible (2) ▪ Build human-scaled development (1) ▪ Allow for redevelopment (1) ▪ "No Overlay!" and fear of overlay (2) ▪ More vibrant businesses, 24 hours/day (1)
	Historic and Significant Buildings	▪ Broadway Village (5) ▪ 1st Assembly of God Church (3) ▪ Miles School (2) ▪ Chase Bank (1) ▪ Losing historic character and structures (2) ▪ Maintain existing buildings, they give area character (1) ▪ Maintain and enhance historic character (1) ▪ Preserve historic buildings on both sides (1)	▪ Maintain and enhance historic character (1) ▪ Grant money to redo/restore historic buildings (1)	▪ Dovetail better with 1st Assembly of God Church (2) ▪ Curve alignment to avoid 1st Assembly of God Church [could also apply to other buildings people desire to protect] (1)
	Overall Identity and Place-making	▪ Will result in loss (death) of community; will become a thoroughfare not a place to be (5) ▪ Sense of community/place, it's not generic (2+) ▪ Will make Broadway look even worse (1)	▪ Better lighting, including pedestrian lighting (3) ▪ Include public art (2) ▪ Make Broadway a destination (1)	▪ Turn Broadway into a place where people want to be; holistic design and sense of place (2) ▪ Make Broadway a destination (1) ▪ Gateway to Tucson (1) ▪ Develop vacant parcels (1) ▪ Change ugly character of street & buildings (1) ▪ Turn Broadway into a beautiful street (1) ▪ Change "All of it!" [could mean either the

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Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
				planned/potential improvements should be changed or that everything about existing condition should change] (1) ▪ Project will further cut apart rather than integrate the planning area (1) ▪ "I don't want to change anything." (1)
Economic Development	**Affordable and Diverse Housing**	▪ Rents and cost of home ownership are relatively affordable in some areas (1) ▪ Maintain housing for elderly and transit dependent (1)		▪ Could jeopardize owner-occupied homes (1)
	Financial Impacts and Incentives		▪ Tax incentives for businesses to preserve or enhance their buildings' facades like in downtown and Main Gate areas (1) ▪ Grant money to redo/restore historic buildings (1)	▪ Loss of property value; who will buy property in the future?; blight (5) ▪ Project will occur in manner that leads to quick revitalization (1) ▪ Vacancies from loss of business activity (1) ▪ Loss of sales tax (1)
Transportation Function	**Business and Service Access**	▪ Maintain business access, including linkages to neighborhoods for walking and bicycling (4) ▪ More lanes, less revenue because of less businesses (3)		▪ Can parking be safely provided (1)
	Traffic Mobility and Volume	▪ Maintain current traffic volume (1) ▪ Maintain lower speed limit (1) ▪ Maintain left turns [may be a comment related to indirect left turns in Grant Road Plan] (1) ▪ Non-observant drivers (1)	▪ Improve efficiency of traffic flow, better signal coordination (2)	▪ Add left-turn arrows at Broadway-Tucson intersection (2) ▪ Will encourage more driving (1) ▪ Encourage use of modes other than cars (1) ▪ Not raising current speed limit (1)
	Pedestrian Access and Safety	▪ Maintain ease and relative safety of crossings (short crosswalks) (3) ▪ Sense of a walkable community (1)	▪ More pedestrian friendly (17) ▪ Enhance pedestrian crossings and utilization of HAWK crossings and increase pedestrian crossing times (3) ▪ Better pedestrian safety (3) ▪ Better lighting, including pedestrian lighting (3) ▪ Provide more sidewalks and continuous handicap access (2)	▪ Provide more sidewalks and continuous handicap access (2) ▪ Provide more and safer crosswalks, including HAWKS (2) ▪ HAWK lights for seniors and children for pedestrian protection (1) ▪ Provide elevated pedestrian crossings (1)

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Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
			▪ More pedestrian friendly walkways that are ADA compliant (2) ▪ Friendly to handicapped and elderly (1)	
	Bicycle Access and Safety	▪ Preserve bicycle lanes (2)	▪ More bike friendly (5) ▪ Separate bikes and buses to avoid conflicts (1)	▪ Provide bicycle paths off of Broadway (1)
Transportation Function	**Transit Access and Safety**	▪ Preserve bus access, service, pull outs (3)	▪ Separate bikes and buses to avoid conflicts (1)	▪ Provide bus pullouts (8) ▪ Make Broadway a transit corridor with less frequent stops (6+) ▪ Provide light rail on Broadway with multiple destinations (4) ▪ Provide shade for bus riders (3) ▪ Provide streetcar [one comment specifically saying that doesn't need to be on Broadway but serve general corridor] (3) ▪ Model of successful public transportation facility, achieve different types of transit including bus (2) ▪ Don't run streetcar down Broadway to Downtown (2) ▪ Provide bus shelters with information on bus schedules/next bus, and shade trees (1) ▪ Achieve different types of transit including bus (1) ▪ Future rail will result in congestion (1) ▪ Streetcar stations in the middle of the road (1)
	Overall Network Function	▪ Maintain nature of accessibility to downtown and UofA (1)		▪ Greater connectivity across Broadway and the entire area (3) ▪ Need a different E-W corridor as limited expressway, not Broadway (1)

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TABLE 1: LISTENING SESSION GROUP INPUT ANALYSIS – THEMES AND SUB-THEMES				
Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
				▪ Provide park and ride for those coming from east side to downtown (1) ▪ Project will further cut apart rather than integrate the planning area (1) ▪ Bottleneck into downtown can't be solved, and increasing Broadway capacity will just lead to more congestion (1)
Transportation Function	**Overall Broadway Function**		▪ Do widening efficiently – cost and space-wise "intelligent widening"; attractive street that isn't too wide; achieve functionality with smaller footprint (2) ▪ Improve without widening (1)	▪ Consistent speed limit (some want slower), needs to be calmed (especially near church and school), narrow lanes (6) ▪ Better overall safety (3) ▪ Solve bottleneck into downtown, west of Euclid, also unsafe for bicycles and pedestrians (3) ▪ Model of successful public transportation facility, achieve different types of transit including bus (2) ▪ Make it more enjoyable to travel down Broadway (1) ▪ Change "All of it!" [could mean either the planned/potential improvements should be changed or that everything about existing condition should change] (1) ▪ Need a different E-W corridor as limited expressway, not Broadway (1) ▪ Future rail will result in congestion (1) ▪ "I don't want to change anything." (1)
Design of the Street	**Impact on Existing Uses and Community**	▪ Will result in loss (death) of community; will become a thoroughfare not a place to be (5) ▪ 150 ft. wide road, 8-lane road; 8-lanes will be a barrier between north and south communities (3)	▪ Include public art (2)	▪ Turn Broadway into a place where people want to be; holistic design and sense of place (2) ▪ Gateway to Tucson (1)

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TABLE 1: LISTENING SESSION GROUP INPUT ANALYSIS – THEMES AND SUB-THEMES				
Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
Design of the Street	Character	▪ Maintain existing width of roadway to preserve viability of existing businesses and services. (1) ▪ Maintain existing width of roadway to preserve character (1) ▪ Will make Broadway look even worse (1)		▪ Change ugly character of street and buildings (1) ▪ Turn Broadway into a beautiful street (1)
	Noise Mitigation	▪ More noise (2)	▪ Provide noise mitigation, including with design of materials (2)	▪ Big sound walls next to homes (1)
	Street Right of Way Width: Sidewalks and Number of Lanes	▪ Preserve current width of right of way (6) ▪ Maintain existing width of roadway to preserve viability of existing businesses and services. (1) ▪ Continuous turn lane without median (1)	▪ Do widening efficiently – cost and space-wise "intelligent widening"; attractive street that isn't too wide; achieve functionality with smaller footprint (2) ▪ Keep closer to existing width than twice width (1) ▪ Improve without widening (1)	▪ Provide bus pullouts (8) ▪ Widen Broadway to some degree but not as much as plan calls for less lanes (4 or 6 rather than 8) (4) ▪ Provide light rail on Broadway (3) ▪ Provide streetcar [one comment specifically saying that doesn't need to be on Broadway but serve general corridor] (3) ▪ 150 ft. wide road, 8-lane road; 8-lanes will be a barrier between north and south communities (3) ▪ Provide more sidewalks and continuous handicap access (2) ▪ More pedestrian friendly walkways that are ADA compliant (2) ▪ Don't run streetcar down Broadway to Downtown (2) ▪ Replace continuous center turn lane with raised median and left turns (1) ▪ Still room for businesses if roadway is widened (1) ▪ Streetcar stations in the middle of the road (1)

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TABLE 1: LISTENING SESSION GROUP INPUT ANALYSIS – THEMES AND SUB-THEMES				
Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
				▪ "I don't want to change anything." (1)
	Overall Broadway Design and Condition	▪ Will still have 2 lanes with continuous center lane rather than 6 lane road (1)	▪ Fix potholes (2) ▪ Improve without widening (1) ▪ Use underutilized space [for alignment] instead of businesses having to move (1)	▪ Solve bottleneck into downtown, west of Euclid, also unsafe for bicycles and pedestrians (3) ▪ Change "All of it!" [could mean either the planned/potential improvements should be changed or that everything about existing condition should change] (1) ▪ Engineering standards will stop creativity that could make a beautiful corridor (1)
	Speed Management			▪ Consistent speed limit (some want slower), needs to be calmed (especially near church and school), narrow lanes (6)
Design of the Street	**Streetscape and Landscape**			▪ Provide vegetation (6) ▪ More greenery, make it more scenic, tree-lined streets (5) ▪ More shade, more trees (2) ▪ Provide trees but not in medians (1) ▪ Don't like lights, utility poles and lines (1) ▪ Landscaping will not be properly maintained (1)
	Sustainable Design			▪ Increased environmental sensitivity, green infrastructure, less pollution (3) ▪ More pollution (2) ▪ Improve drainage (1) ▪ Use pervious paving for sidewalks and paths (1) ▪ Focus on people more than machines (1)

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TABLE 1: LISTENING SESSION GROUP INPUT ANALYSIS – THEMES AND SUB-THEMES				
Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
	Construction and Maintenance Costs		▪ Design to decrease maintenance costs (1) ▪ Neighborhoods could sponsor landscaping (1) ▪ Do widening efficiently – cost and space-wise "intelligent widening" (1)	▪ Current estimates of construction/acquisition costs are inaccurate and funding won't be available (3) ▪ Landscaping will not be properly maintained (1) ▪ Road will need to be re-built again for streetcar (1)
Process and Making the Vision Happen	**Efficiency of Delivering the Project**	▪ Run out of money so it doesn't happen		▪ Don't waste money, spend money wisely (2) ▪ Project will occur in manner that leads to quick revitalization (1) ▪ Get it done right the first time (1) ▪ Don't follow Rio Nuevo route (1) ▪ Hope they don't run out of money (1) ▪ Don't raise taxes to pay for it (1) ▪ Road will need to be re-built again for streetcar (1)
	Stakeholder Involvement in Current and Future Decisions			▪ Can find a plan that makes everyone happy; bring community together (2) ▪ What is planned will happen regardless of public input; will city really listen (2) ▪ The CTF will survive [and thrive!] (1) ▪ Broadway will be a template for other corridors – Grant and 22nd (1) ▪ Citizens will be listened to (1)
	Veracity of Data and		▪ Design team will look at other successful cities as models and adapt	▪ Planning and design process needs to address perception that it is based on old

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TABLE 1: LISTENING SESSION GROUP INPUT ANALYSIS – THEMES AND SUB-THEMES				
Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
	Analysis		to unique Tucson characteristics (1)	[and no longer applicable] transportation and growth projection data (2) ▪ Hope for new studies (1) ▪ Members of old team (study) should be satellite advisors (1) ▪ Gas will be more expensive therefore less driving (1) ▪ Using plans from 25 years ago to make current decision (1) ▪ Engineering standards will stop creativity that could make a beautiful corridor (1)

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TABLE 2: LISTENING SESSION COMMENT FORM (TOTAL OF 9 FORMS) INPUT ANALYSIS – THEMES AND SUB-THEMES				
Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
Corridor Character	Businesses and Services	▪ Preserve unique and diverse small and local businesses and services (5+1*)		▪ Given the roadway and parking requirements, need to decide which side has buildings removed (1) ▪ Blight due to uncertainty of last 25 years, and uncertainty into the future (1+1) ▪ Fewer parking lots, more parking structures (1) ▪ Fear that community will be lost (1) ▪ IT WILL KILL ALL OF OUR BUSINESS!!! (1*)
	Neighbor-hoods	▪ Neighborhoods (1+1*)		▪ Fear that community will be lost (1)
	Building Height and Massing			
Corridor Character	Land Use Character	▪ Nothing!!! (1)	▪ Unmaintained buildings and empty lots (many City-owned) (1)	▪ NOTHING!!! STOP IT!!! (1) ▪ Revise zoning to allow for medium-density development along full length of Broadway (1) ▪ Fewer parking lots, more parking structures (1) ▪ Don't create an 8-lane freeway denuded of its character and charm (1) ▪ Fear that community will be lost (1) ▪ Which side of the roadway will need to be removed between Miles School and Safeway, there are desirable buildings on both sides (1) ▪ Create an attractive streetscape, unique to Tucson, with sidewalks and retail, restaurant, and commercial builds close to the sidewalks (1*)
	Historic and Significant Buildings	▪ Broadway Village (1) ▪ Miles School (1) ▪ Chase Bank (1)		▪ Don't see the historic value in many of the buildings that are old enough, but imagine others think otherwise (1)

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Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
		▪ Historic built environment (2+1)		
	Overall Identity and Place-making		▪ Unmaintained buildings and empty lots (many City-owned) (1)	▪ Blight due to uncertainty of last 25 years (1) ▪ Create a safe and pleasant street for pedestrians and shoppers, bicyclists, and local residents as well as cars (1) ▪ Don't create an 8-lane freeway denuded of its character and charm (1) ▪ Fear that community will be lost (1) ▪ Which side of the roadway will need to be removed between Miles School and Safeway, there are desirable buildings on both sides (1) ▪ Create an attractive streetscape, unique to Tucson, with sidewalks and retail, restaurant, and commercial builds close to the sidewalks (1*)
Economic Development	**Affordable and Diverse Housing**			
	Financial Impacts and Incentives			▪ Blight due to uncertainty of last 25 years, and uncertainty into the future (1+1) ▪ Don't remove parking, because that will kill businesses; if you take parking you might as well take the whole building (2) ▪ As a property owner, my land is being held hostage; can't sell or lease it, because of uncertainty (1*) ▪ IT WILL KILL ALL OF OUR BUSINESS!!! (1*)
tati on	**Business and Service**	▪ Maintain business access (1+1)		▪ Fewer parking lots, more parking structures (1)

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Issues	Sub-Issues	Preserve	Enhance	Change
	Access			▪ Don't remove parking, because that will kill businesses (1)
	Traffic Mobility and Volume	▪ Preserve east-west traffic (2)		▪ Solve the Downtown traffic problem by widening access through Downtown (1) ▪ Add left-turn arrows at Broadway-Tucson intersection (1) ▪ Two traffic lanes, each way, with ample turning lanes (1) ▪ Two traffic lanes, each way, with bus pull outs (1) ▪ Traffic projections have not come to pass, widening not needed (1) ▪ Design Broadway with an understanding of its role in the region, particularly for transit (1*)
	Pedestrian Access and Safety			▪ Provide more sidewalks (1+1) ▪ Provide adequate pedestrian and bicycle crossing between Tucson and Country Club (crosswalk at Treat is dangerous) (1) ▪ Provide more and improved pedestrian and bicycle crossings (1) ▪ Trees to separate traffic lanes and sidewalks, not in median (1)
	Bicycle Access and Safety	▪ Preserve bicycle lanes (1)		▪ Remove bike lanes, provide a bike path; or use existing east-west bike routes (1+1*) ▪ Provide adequate pedestrian and bicycle crossing between Tucson and Country Club (crosswalk at Treat is dangerous and Treat bike boulevard needs to be extended to Aviation bikeway) (1)

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TABLE 2: LISTENING SESSION COMMENT FORM (TOTAL OF 9 FORMS) INPUT ANALYSIS – THEMES AND SUB-THEMES				
Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
				▪ Provide more and improved pedestrian and bicycle crossings (1) ▪ Accompanying improvements to 9th and Arroyo Chico bike boulevards to accommodate increasing bicycle use (1)
Transportation Function	**Transit Access and Safety**		▪ 10-minute transit frequency	▪ Provide bus pullouts (2) ▪ Provide high-capacity trans connection between Downtown and eastern areas of Tucson (2+1) ▪ Transit focus on Broadway with increased vehicular traffic accommodated on Speedway and 22nd (1) ▪ This part of Broadway is key to Tucson having a modern transit system, highest bus ridership in the region, and connecting key elements of the transit system (1*) ▪ Accommodate near-term light rail or BRT along full length of Broadway from Downtown to east side in dedicated center lanes (1)
	Overall Network Function			▪ Transit focus on Broadway with increased vehicular traffic accommodated on Speedway and 22nd (1) ▪ Fear that widening will be continued to the east past Country Club (1) ▪ Design Broadway with an understanding of its role in the region, particularly for transit (1*)

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Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
Transportation Function	**Overall Broadway Function**			▪ Consider an elevated roadway from Country Club to Euclid to serve through traffic (1) ▪ Create a safe and pleasant street for pedestrians and shoppers, bicyclists, and local residents as well as cars (1) ▪ Fear of widening to 8-lanes (1) ▪ NOTHING!!! STOP IT!!!; KILL IT!!! (1+1)
Design of the Street	**Impact on Existing Uses and Community Character**			▪ Don't create an 8-lane freeway denuded of its character and charm (1) ▪ Blight due to uncertainty of last 25 years, and uncertainty into the future (1+1) ▪ As a property owner, my land is being held hostage; can't sell or lease it, because of uncertainty (1*)
	Noise Mitigation			
Design of the Street	**Street Right of Way Width: Sidewalks and Number of Lanes**	▪ Maintain existing width of roadway to preserve viability of existing businesses and services. (1)	▪ Narrow the planned improvements to fit within existing curb-to-curb (2)	▪ 6 lanes for cars, 2 for transit and 2 for bike lanes seems reasonable (1) ▪ Provide bus pullouts (2) ▪ Remove bike lanes, provide a bike path (1) ▪ Two traffic lanes, each way, with ample turning lanes (1) ▪ Two traffic lanes, each way, with bus pull outs (1) ▪ Fear of widening to 8-lanes (1) ▪ Study 3 alternatives – current layout with bus pullouts and green infrastructure, 6 lanes, and 8-lanes – which buildings would be affected? (1*)

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Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
				▪ Provide more sidewalks (1+1) ▪ Provide more trees (2+1) ▪ Trees to separate traffic lanes and sidewalks, not in median (1) ▪ Accommodate near-term light rail or BRT along full length of Broadway from Downtown to east side in dedicated center lanes (1) ▪ NOTHING!!! STOP IT!!!; KILL IT!!! (1+1) ▪ Bottleneck at Country Club is catastrophic (1)*
	Overall Broadway Design and Condition		▪ Save money, fix potholes! (1) ▪ Narrow the planned improvements to fit within existing curb-to-curb (2)	▪ Create an attractive streetscape, unique to Tucson, with sidewalks and retail, restaurant, and commercial builds close to the sidewalks (1*)
	Speed Management			
Design of the Street	**Streetscape and Landscape**			▪ Provide more trees (2) ▪ Trees to separate traffic lanes and sidewalks, not in median (1) ▪ Unattractive power and other utility lines, bury power lines (1+1)
	Sustainable Design			▪ Provide green infrastructure to water trees, to provide beauty and shade (1+1*)
	Construction and Maintenance Costs			▪ Don't unnecessarily spend our money based on obsolete old study (1)

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Issues	**Sub-Issues**	**Preserve**	**Enhance**	**Change**
Process and Making the Vision Happen	**Efficiency of Delivering the Project**		▪ Save money, fix potholes! (1) ▪ Don't let potholes just get worse (1)	▪ Fear that this drags on forever (1+1+1*) ▪ Fear that delays in decision could lead to funding being spent elsewhere (1) ▪ As a property owner, my land is being held hostage; can't sell or lease it, because of uncertainty (1*) ▪ IT WILL KILL ALL OF OUR BUSINESS!!! (1*) ▪ If you do something, do it right the first time (1+1*)
	Stakeholder Involvement in Current and Future Decisions			▪ Fear that widening will be continued to the east past Country Club (1) ▪ Fear that this drags on forever (1)
	Veracity of Data and Analysis			▪ Don't unnecessarily spend our money based on obsolete old study (1+1*) ▪ Traffic projections have not come to pass, widening not needed (1)

NOTES:

1. Comment counts following plus sign are answers to separate questions, this reporting method is used as comments could be from the same person.
2. Comments and numbers with * are comments from responses to the "other comments" question on the comment forms, not the three questions that were asked of the small groups, and comments from other correspondence, including emails.

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Additional Stakeholder Input

In addition to the public input collected through the public Listening Session process and comment forms, several stakeholder groups submitted input regarding the project in the form of resolutions. These can be found in their entirety in Appendix C.

The content of the resolutions does not follow the same format as the questions asked at the event, or provided on the special comment forms. For this reason – and to avoid making mistaken assumptions or generalization of input in the analysis process – the project team has not incorporated the content of these statements into the combined analysis, but has done a separate analysis. This input is, however, timely and will be considered by the CTF and project team as planning and design moves forward.

The four statements submitted were from: the Broadway Coalition (dated June 20, 2012); the Rincon Heights Neighborhood Association (undated); the Sam Hughes Neighborhood Association (dated October 19, 2010); and, the El Encanto Estates Homeowners Association (dated November 16, 2010). All four statements express opposition to the widening of Broadway to a 150-foot alignment, with 8 lanes, 24-foot medians, and a 30-foot landscaped buffer.

There are key similarities in statements in the four resolutions, summarized as follows:

Concerns

- The 1987 plan was developed with no public input.
- There was significant local opposition in 1987 (Broadway Corridor Study) and 2005 (RTA Plan vote).
- The 1987 plan for the project is outdated, the traffic projections are off, and the widening is unnecessary.
- The 1987 plan is too costly.
- The widening does not support the local and regional goals of livability, sustainability, and walkable, bikeable streets.
- The project charter constrains the process.
- Demolition of all structures on the north side of Broadway takes away:
    - Local businesses, reducing the number of local jobs and revenues,
    - Historic and architecturally significant buildings,
    - Revenues, including property taxes, sales taxes, TIF revenues, and dollars based on heritage tourism.

Desires

- Design a smarter, more efficient road considering bus pullouts, turn bays, and timing of signalized lights.
- Thereby encouraging bus ridership, biking, and walking.
- Design the roadway within the existing curb-t0-curb.
- Ask the RTA and the City to reconsider the 8 lane expansion and use the money instead to find ways that will improve traffic flow without the extreme, unnecessary destructiveness of that 8 lane expansion.
- Redesign of the project could keep the project under budget and preserve the unique area for generations to come.
- Save buildings and businesses on both sides of the street.

Next steps

The themes, variations, and tensions in opinions and values that can be distilled from the stakeholder input received in the Listening Session, and from the comment cards, will be an important input to the development of the Broadway Boulevard project's Vision and Goals Framework. Similarly, the range of opinions represented by these comments will help to broaden the Framework development process. The public and stakeholders will be provided multiple involvement opportunities to create a community-driven process that culminates in a Design Concept Report (DCR). The DCR will document the alternatives considered, evaluation methodologies, and the choices made by the CTF and project stakeholders to develop the approach for corridor improvements. An important part of the DCR will be initial plans, approximately 65% complete, which will define many of the physical aspects of the selected corridor development approach. Significant outreach will be made to all interested parties and stakeholder groups that have expressed interest in the project, as well as the general public, to generate public comment that aids the CTF and project partners in developing a DCR and initial plans that serve the City of Tucson, regional transportation system, businesses and local neighborhoods well into the future.

This Listening Session Report, all current and future CTF Meeting Summaries, and the results from all activities associated with the public involvement process will be made available to the general public and decision makers via the project website, and regular updates. This will allow the general public to gain a better understanding of the input and processes used to create the DCR. This will also give decision makers a tool that will guide the decision making process to achieve equitable outcomes for the constituents of all partner agencies involved. To view the project website, please visit *www.tucsonaz.gov/broadway*.

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Appendix A

Raw Listening Session Data

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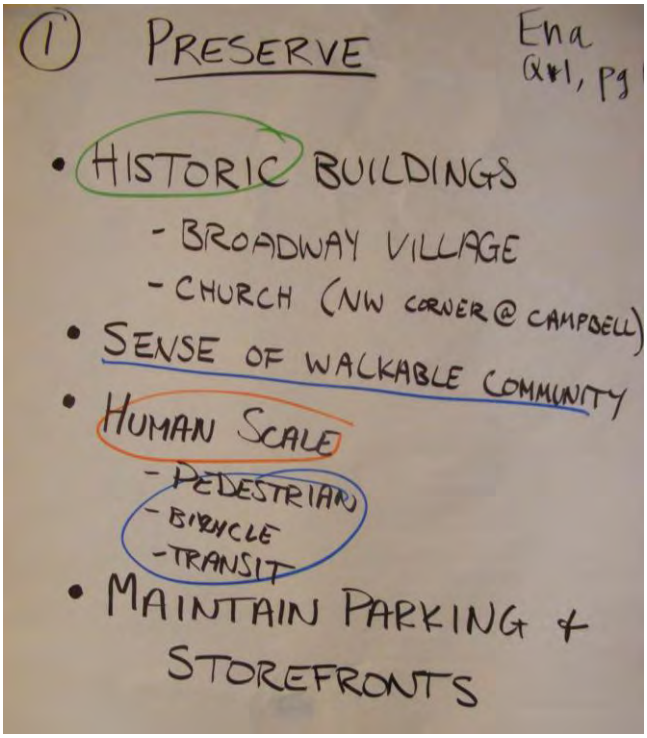
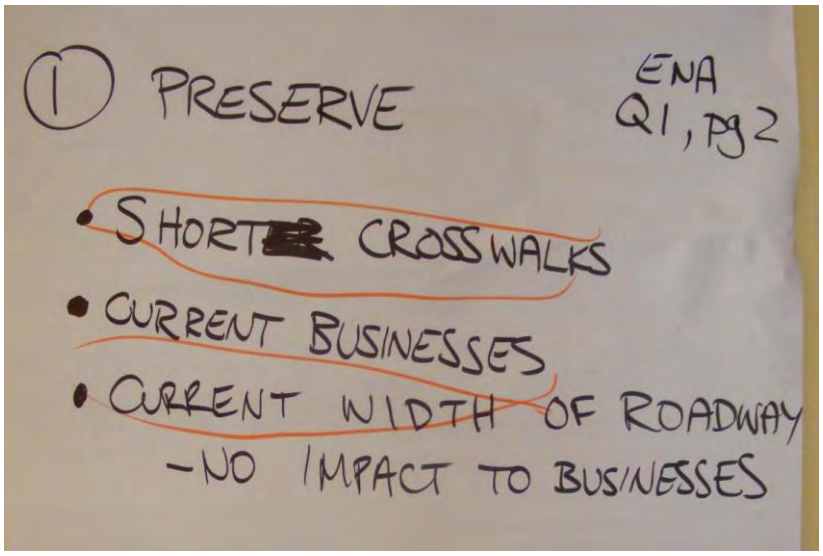
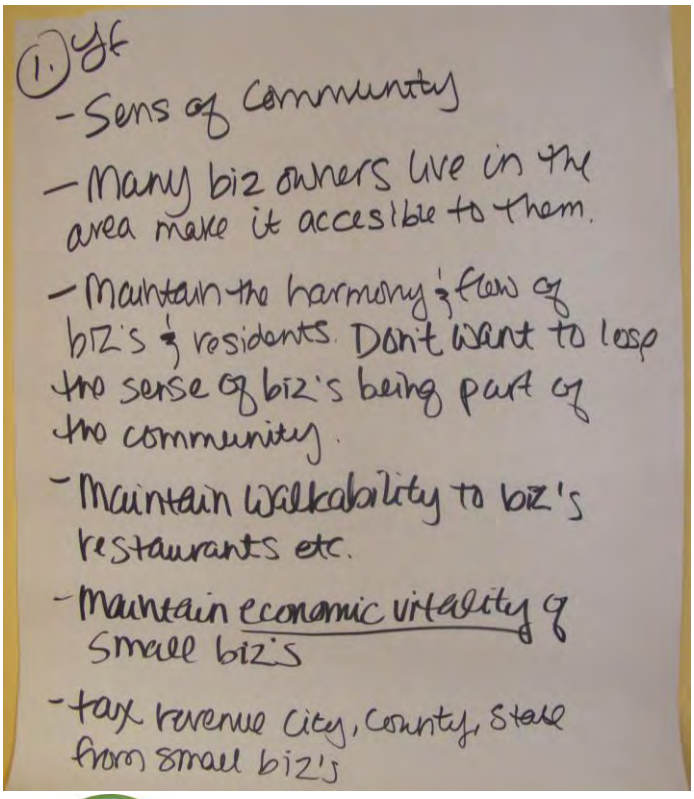
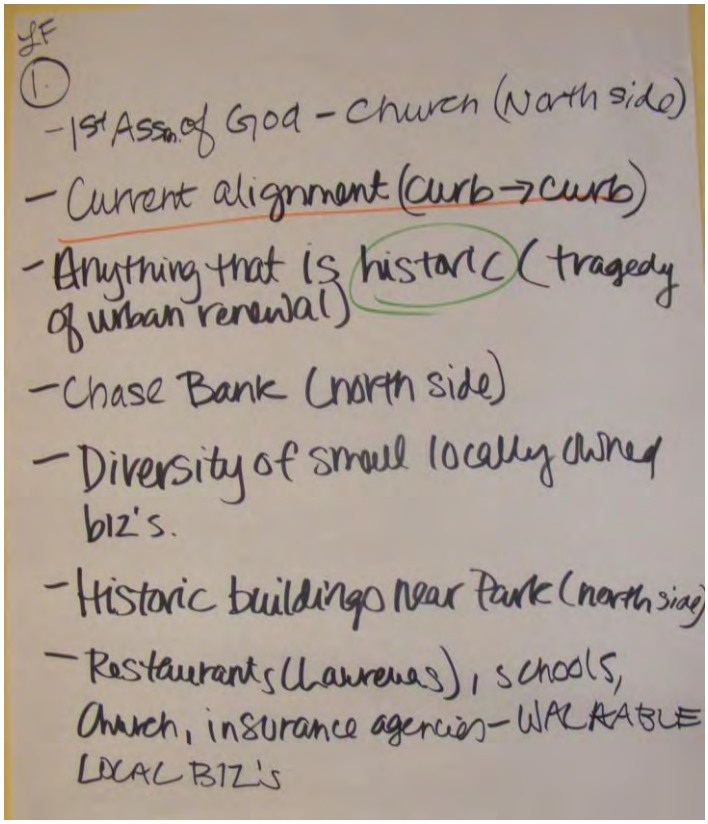
Appendix A
Broadway Boulevard - Euclid to Country Club
Community Listening Session – June 20, 2012

Question 1 –
What characteristics in the Broadway Boulevard project area should be preserved?
What do you value about Broadway Boulevard?









(2) ff

(1). Current traffic flow. There is a low flow for a major arterial.

No. 1 Christine JD (CJD)

* (Miles school) Broadway Village, Church (north side) – to preserve

Gene
Rick
Marty
Diane (TF)
Steve K (CC)
Frank

* Report on historic properties being completed – feed into decision making

* ~~Local~~ Low scale – encourage use by local small businesses

No. 4 P CJD

~~* Ugly street No. 2~~

* Look at historic bldgs. based ~~based~~ on criteria – prioritization – weaving alignment to preserve historic bldgs. when appropriate.

* (along Southside have been major improvements – based on orig. plan

businesses anticipated improvements

CJD

No. 1

* City has problems sticking w/ plans – follow through – Change mind over and over causes problems

* Preserve southside Demolish northside } follow through on plan

but a lot of time has passed so take another look

Leslie

Q1 #2

Able to walk & bicycle to shops
Ease/relative safety of crossing
One of last areas where still a strong sense of community of businesses & people who support them
Good variety of businesses
Like nature of accessibility to downtown & UA

*Value it as a neighborhood in it's own right not as a corridor (gateway) for people to get downtown

Key theme: ↺

Leslie

Q1 #1

Mid Century Arch. – quality for Nat. Hist. Register
Vitality of businesses – majority are small/local → backbone of community
Scale/proportion of buildings
– roads should match scale bldgs
Accessibility to service along Bway from neighborhoods
Preserve a size closer to current than being more than 2X as wide
Preserve important buildings along both sides
Preserve adequate parking

Practical E-W corridor
Rents/cost to buy are low relative to nearby demographic

Question #1 Jon B.

- Vibrant business comm.
  ↳ a sense of comm. (place)
  "does not look like generic town"
- connectivity between neighborhoods (comm.)
  ↳ w/out highway
→ building heights (existing)
→ historic buildings (150)
→ bike/walk/ped accessability

Jon B

#1

→ variety of local owned business
→ comm. oriented retail
→ current width of alignment
→ existing adjacent neighborhoods (historic)

J. Cruz + A. Ledesma
①

- Maintain Roadway to have same characteristic
- Preserve Bike Lane & alternative modes of transportation
- Preserve Broadway Village area
- Preserve as mixed use Corridor
- Preserve Local Business's
- Maintain Lower Speed Limit
- Identify and Preserve Historical Buildings
- Maintain Business Access

①

Jeanette F
JASON

- Miles School
- Broadway Village
- Preserve current corridor width
- preserving the "small business" feel
- Beautiful old/unique homes
- Bus access
- preserving local/unique, non-chain businesses
- Treat walkway

① BK & TB

HOUSING FOR ELDERLY & RESIDENTS DEPENDENT ON PUBLIC TRANSIT

SMALL HOUSES THAT FRONT BROADWAY

NEIGHBORHOOD SCHOOLS

HANDICAP ACCESSIBILITY

① BK & TB

HISTORIC STRUCTURES/BUILDINGS

PUBLIC TRANSPORTATION

SMALL BUSINESS

DIVERSITY OF USES

CROSS-WALKS (PED ACCESS)

LEFT TURNS

BICYCLE LANES

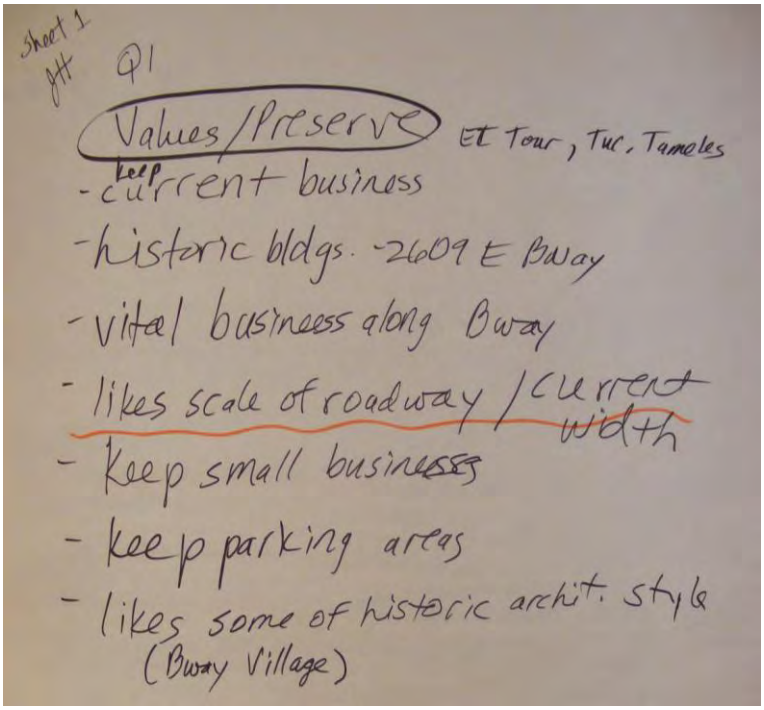
BUS PULLOUTS

STREET LIGHTS (WORKING)

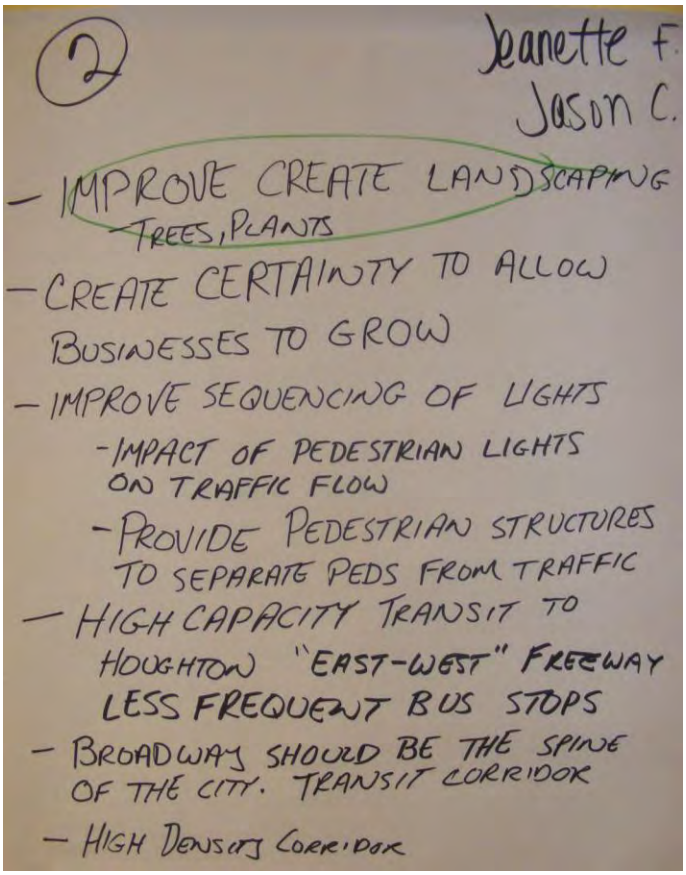
TAXES FROM BUSINESSES

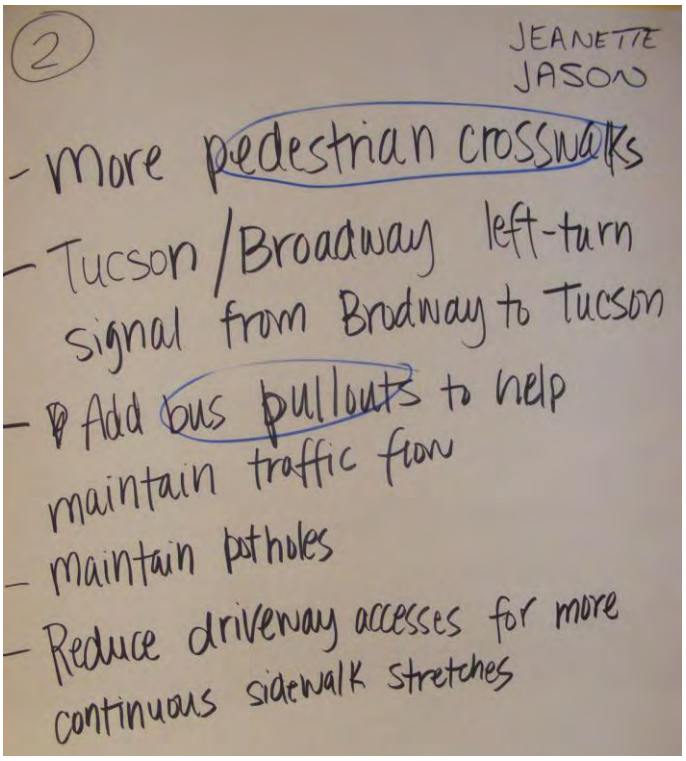
NEIGHBORHOODS / HOUSING

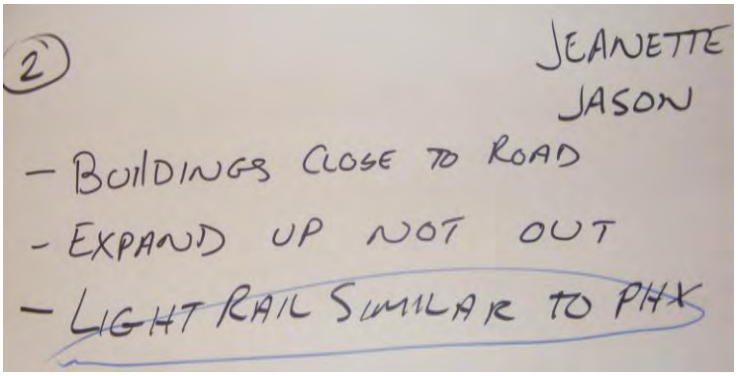
BUSINESS THAT CATER TO LOCAL RESIDENTS

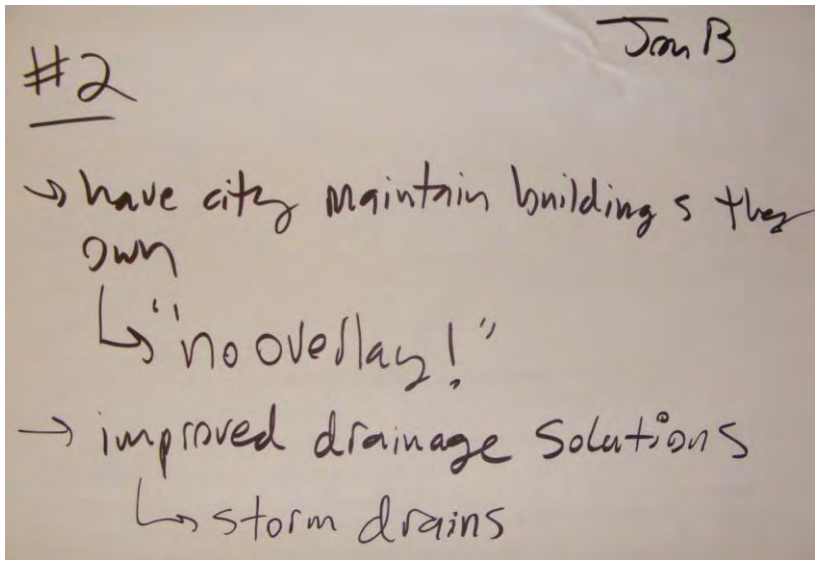

Sheet 1
Q1
Values/Preserve
Et Tour, Tuc, Tamales
- keep current business
- historic bldgs. - 2609 E Bway
- vital business along Bway
- likes scale of roadway / current width
- keep small business
- keep parking areas
- likes some of historic archit. style
(Bway Village)

Question 2 –
What characteristics in the Broadway Boulevard project area should be changed?









Jon B

#2

→ better/improved/consistent ped + bike user/needs

→ "the concept of the project to reflect actual devel."
↳ to reflect "actual" traffic flow

→ bus pullouts + (R) hand turn lanes

→ trees but not in median

→ better lighting (ped)

Jon B

#2

- narrow lanes to discourage speeding

→ consistent Walkability of (Ped.) Broadway → ADA compliance

→ consistent speed / low speed to encourage local business

→ possible light rail conn. of west end → campbell North

② BK & TB

* ALL OF IT

* CONTIN SIDEWALKS HANDICAP ACCESSIBLE

* TREES - MORE!

* NEEDS TO BE "CALMED"

* CONSISTENT SPEED LIMIT

* MORE TIME FOR PEDESTRIAN CROSSINGS (ESPECIALLY @ INTERSECTIONS)

* MORE HAWK LIGHTS

* NO ACQUISITIONS OF HOMES/BUSINESSES

* LACK OF BUS PULLOUTS & SHELTERS

* "BOTTLENECK"

② BK & TB

* VACANT PROPERTIES

* POTHOLES

Broadway bottleneck into downtown - west of Euclid

* BILLBOARDS

* LACK OF WORKING LIGHTING

② CHANGE

ENA
Q2, pg 1

- MORE TREES/VEGETATION
- MAKE NARROWER WIDTH THAN 150'
- IMPROVE PEDESTRIAN ACCESSIBILITY
- ALLOW FOR REDEVELOPMENT AND MIXED USE OF LAND
- MAKE PEDESTRIAN FACILITIES MORE ATTRACTIVE
  - PERVIOUS PAVEMENT, SIDEWALKS, BIKE PATHS

② CHANGES

ENA
Q2, pg 2

- ~~MORE M~~
- POSSIBLE RECONSIDERATION OF 8-LANES, BUS LANES, ETC...
- CREATION OF URBAN FORUM
- ENHANCE SAFETY FOR PEDESTRIAN

② yf

- More visible Clearly posted speed limits by School & church ex: overhead & flashing signs displaying the speed limit.
- Visually enhance Broadway by controlling the advertising – billboards signage etc.
- City should sell the 25% of the property they own back to the community for small biz's to help increase economic vitality.
- vacant bldgs encourge vandalism etc.

② yf

Some don't consider it a gateway to downtown

- Can still be a gateway to downtown while maintaining the current design curb-cub w/ some enhancements.
- NO freeway. No extension of Aviation Hwy.

LF

2. curve in alignment
- ~~curb~~ in front of 1st Assm. of God just enough to miss the church
- Continuous sidewalks, better bike lanes, bus shelters w/ info on transit schedules, shade trees.
- Synchronized ~~lights~~ traffic lights.
- bus pullouts
- Not in favor of future plans to run the streetcar down Bway
- ~~ped xings w/ lights~~
- I don't want to change anything.

JH Q2

Change

Trees - more - aesthetics + shade native; all along roadway

More architectural uniformity
- wants Bway widened but not as wide as plan calls
- more bike friendly
- bus lanes, pullouts } avoid conflict for (separate) buses/bikes
- ~~separate bike to~~
- improve efficiency of traffic flow
- perception that plan is based on old data
- decreased maintenance costs
- better lighting
- less lanes

JH Q2 cont'd.

- less hardscape / break it up
- if widened, wants better access if pulling out of business onto broadway - ease of access to Broadway
- better signal coordination
- mixed use commercial / residential if it would work (likes Sam Hughes Place)
- more pedestrian-friendly, walkable environment
- ~~pedestrian cr~~ preserve + enhance pedestrian crossings along Broadway

Leslie

Q2 #1

No shaded areas for bus riders

Bicycle ways are confusing, esp. EB

Lack of natural vegetation
↳ veg. can help maintain/create appropriate scale

Intersections - bus pullouts needed - instead of bus lanes (can help avoid mass destruction)

Interface to downtown does not work well esp. for peds + bicycles
↳ can interface, sight lines be improved? bottleneck is a problem

Safer crossings — ~~[illegible]~~ more ped crossing lights

Want traffic to be slower

CJD

No. 2

* orig Study said maybe in 20 yrs. should look again at transit
  - get track in to Country Club
  - precincts in central Tucson voted by high % for transit
  - street car alts. (not necessarily on Broadway)
* Kino/Broadway - should be grade separated

No. 2 CJD

* Ugly street (ugly bldgs.
* Hate "suicide" "center" lane in the middle
* lack of landscaping (landscape frontages - prkg. lots)
* lack of bus pull-outs
* raised median for safety
* 2 lanes - congested (need 3 lanes)
* add light rail transit (study was funded by Fed. transit $ - not highway)

J. Cruz & A. Ledesma

(2)

- More Bus Pullouts
- Broadway & Campbell Right turn Lane on NE Corner.
  & Broadway & Tucson Blvd Right turn Lane on NE corner.
- Add Left turn ~~Lane~~ Arrow at Broadway on Tucson Blvd.
- Add Continuous Sidewalks, & More Ped Crossing opportunities
- Make Broadway More Urbanized
- Make Broadway a destination
- Broadway & Treat Needs Pedestrian Crossing } HAWK Crossing
- Human Scaled Development

Question 3 –
What do we hope and fear for in the Broadway Boulevard Project Area?

(3)

Jeanette F
Jason C.

– FEAR: · INCREASED TAXES
· DEMISE OF SMALL BUSINESS
· WE'LL BECOME LIKE PHX
· CONSTRUCTION WILL CONTINUE BEYOND THIS PROJECT
· WILL PUT CURRENT OWNERS OUT OF BUSINESS
· SCHEDULE/CLOSURES WILL CHANGE LIKE DOWNTOWN AND HURT BUSINESS

– HOPE: · GETS DONE RIGHT THE FIRST TIME
· CREWS 24 HRS/DAY TO GET PROJECT DONE
· IT GOES AWAY FOR 20 YRS
· CITY PAYS A LOT FOR LAND/MOVING
· 10 yrs WILL HAVE LIGHRAIL W/ MULTIPLE END POINTS
· WILL HAVE NOISE MITIGATION FOR RESIDENTS

JEANETTE
JASON

FEAR- · 1987 PLANS INACCURATE
· CONSTRUCTION COSTS
· FUNDING WON'T BE THERE
· DELAYS IN PROJECT DECISIONS
· PROJECT MOVES BEYOND 2016
· BUILDINGS WILL BE TAKEN
· NO PARKING AVAILABLE

HOPE- · HOPE THEY RUN OUT OF MONEY SO THEY WONT DO IT
· POTHOLES WILL BE FIXED

Leslie

LQ#3 #3

F – Parking – how is it going to be done safely

F – Do not want back-out parking w/ Bway that big would be to dangerous

* F – you have a bottleneck downtown (no way to correct it) & trying to increase capacity would just make it worse

F – It's the wrong place for an arterial road; spend the $ on ways to connect N&S side better rather than driving them further apart (of Bway)

F – loss of community

F – too costly (esp. property acquisition)

Leslie

LQ3 #2

F – they will run right along w/ what has * been planned & just ram it down our throats
– when it's done, it'll just look even worse
– lose tax/sales revenue
– will run all of these small business out of town
– Not thinking about integrating all of these spaces (rather cutting all kinds of these things apart)

H – the powers that be will take a realistic look at what an E-W corridor needs to be
– Need a whole nother E-W, limited access highway, NOT use Bway (failed w/ Aviation)

H – the sense of neighborhoods is one of the best things about Tucson

F – Bway will b/cm just a thoroughfare & not a place to be

Leslie

Q3 #1

H – greater connectivity & possibilities for communication N to S side of road

F – having no job (businesses along Bway)
- loss of property/sales tax
- these business will not go anywhere else – just gone
- cost of moving prohibitive & if you can, then who will buy from you?

H – more pedistrian safe & more greenery

F – landscaping will look pretty to begin with but degrade/fall over over time; not properly maintained

H – neighborhoods could sponsor landscaping areas

H – finally getting issue of Bway corridor settled will give stability to home-/business-owners rather than current uncertainty

J. Cruz & A. Ledesma

(3)

- 8 Lane Configuration will [redacted] create a barrier between North & South Communities
- Fear of losing character of Community
- Could jeopordize owner occupied homes
- Fear of losing Local Business's on Both Sides of Broadway.
- Fear of Lower property Values
- Loss of Sales taxes
- Hope to enhance Corridor by Expanding Public [redacted] Art from Down town to Country Club.
- Hope to turn Broadway into place where people want to be
- Turn Broadway into Beautiful Street
- Use project money to improve Business Street Appeal
- Hope for Green infrastructure ***
- Hope for holistic Design & Sense of Place
- Bring Community together

(3) BK & TB

HOPES

* INCREASED PEDESTRIAN SAFETY
* TREE-LINED STREETS
* CITIZENS WILL BE LISTENED TO
* INCLUSION OF PUBLIC ART
* THE MONEY IS SPENT WISELY
* MORE BUSINESS THAT CAN BE USED BY NEIGHBORHOODS.
* DOESN'T FOLLOW THE "RIO NUEVO" ROUTE
* THRIVING BUSINESS CORRIDOR THAT GENERATES MORE TAX REVENUE
* DESIGN TEAM WILL LOOK @ OTHER SUCCESSFUL CITIES AS A MODEL & ADAPT APPROPRIATELY TO UNIQUE TUCSON CHARACTERISTICS
* INCREASED ENVIRONMENTAL SENSITIVITY

(3) BK & TB

FEAR

* WILL THE CITY REALLY LISTEN?
* BIG SOUND WALLS NEXT TO HOMES
* LOSS OF PROPERTY VALUE DUE TO EXPANSION
* FEAR OF CONGESTION DUE TO FUTURE RAIL
* STREETCAR STATIONS IN MIDDLE OF ROAD
* ROAD BUILT & THEN RE-BUILT FOR STREETCAR
* MORE POLLUTION * LOSS OF SMALL BUSINESSES
* FURTHER DETERIORATION OF NEIGHBORHOODS
* MORE NOISE
* DEMO OF SIGNIFICANT HISTORIC PROPERTIES
* NON-OBSERVANT DRIVERS
* LOSS OF SMALL BUSINESS & INCREASED "BIG BOX" BUSINESSES

③ BK & TB

* PROJECT WILL BE A MODEL OF SUCCESSFUL PUBLIC TRANSPORTATION FACILITY
* GATEWAY TO TUCSON
* FRIENDLY TO HADICAP & ELDERLY
* DON'T DO THE PROJECT
* IMPROVE W/OUT WIDENING
* HOPE THEY DON'T RUN OUT OF MONEY
* DON'T RAISE TAXES TO PAY FOR IT

③ HOPES/FEARS

ENA Q3, pg1

- FEAR: MORE LANES, LESS REVENUE FROM BUSINESSES (BEING TORN DOWN), MORE EXPENSIVE GAS → LESS DRIVERS.
- FEAR: NOT GOOD FOR ECONOMIC GROWTH/RECOVERY
- FEAR: EMPTY LOTS FROM NO BUSINESS ACTIVITY
- FEAR: REAL COSTS → NOT ENOUGH MONEY BUDGETED

③ HOPE/FEAR

ENA Q3, pg2

- HOPE: DIFFERENT TYPES OF TRANSIT (BUSES, ETC)
- HOPE: FULL BUSES
- HOPE: NOT WASTING MONEY
- HOPE: ATTRACTIVE STREET THAT ISN'T TOO WIDE
- HOPE: ACHIEVE FUNCTIONALITY AND SMALLER OVERALL FOOTPRINT
- HOPE: FUNCTIONAL, SAFE, AND LIVEABLE

③

ENA Q3, pg3

- HOPE: FOCUS MORE ON PEOPLE THAN MACHINES
- HOPE: MIX-LAND USE

gH Q3 - hopes + fears p.1

- more trees / fear loss of businesses
- fear of using plans from 25 yrs ago to make current decision - hope for new studies
- hope for more mixed use development · people can walk and bicycle to work
- hope: still room for businesses if widen road
- hope: no business has to be relocated / has to move
- hope to use underutilized space instead of businesses having to move
- hope: future-looking roadway design that will encourage use of alternative transp. modes other than car

gH p.2 Q.3 hopes + fears

- connectivity between neighborhoods N + S of Broadway
- fear of on-street parking on Broadway + hope for parking facilities
- wants widening to be done efficiently - cost + space-wise "intelligent widening"
- land use planning tied into roadway
- hope: more viable + vibrant corridor - fear: run-down properties because people have known about alignment for a long time - blight
- hope that project will occur in manner that leads to quick revitalization
- fear of inaction on property acquisition

No. 3 CJD

* Fear - another 25 yrs. of doing nothing
* Fear - negative impacts on adjacent neighborhoods
* Fear Still have 2 lanes rather than 3 + "center" ("suicide") lane
* Fear - Won't get significant transit improvement - more than ~~RBT~~ BRT or rapid transit

No. 3 CJD

Fear - West of Country Club is a BIG challenge if one takes ~~even taking~~ into account community concerns about 6 lanes +

Fear - We'll keep what we have now and won't improve w/ new stores, restaurants, etc.

Fear - Eng standard, etc., will squash creativity that could make a beautiful corridor

No. 3 CJD

Hope - Beautiful street lanscaped, nice new businesses

Hope - Light rail

Hope - Maintain & enhance historic character

No 3 CJD

Hope

Members of old team (study) should be satellite advisors

Hope

Better pedestrian protection

→ HAWK lights for seniors, children

#3 Jon B

→ Fear overlay

→ fear 150 Ft roadway

→ fear destroying local business

↳ chains moving in

→ Fear selected demolitions before enough money (funding) for roadway

→ Fear businesses closing ~~due to~~ during const.

→ hope mnt. established structures "that give area flavor"

→ fear project that does not keep w/ comm it sits in

#3 Jon B

→ hope for more vibrant (24 hrs a day) business

→ hope for more ped friendly walkways

↳ shaded ped ways

↳ ADA complince

→ hope for park n' ride from east to downtown → less traffic

→ hope for grant money to restor historic buildings (restore)

→ hope for increased connectivity within area

→ building materials to reduce noise (design)

③ yf

Hope: Provide alternative bicycle paths off the corridor

Fears

- No median. just turning lanes
- Death of the community that we have.
- Loss of property values.
- Having to drive everywhere. Drive more.
- ~~Fear~~ Bike riders next to a 6 ln roadway = UNSAFE
- 8 ln roadway.
- Increased noise & pollution
- losing historic character & structures

③ yf

Hopes

- A beautiful state of the art Street that preserves existing biz's & character
- Less pollution
- Better safety
- Not raising current speed limits
- Better landscaping. Make it more Scenic.
- Better to dove tail around the church
- Don't like the lights, utility poles & lines
- Enjoying the ride = something to look at

③ yf

- Tax incentive for biz's to enhance their buildings facade or preserve. ex: like downtown, Maingate area
- That the CTF all survive!
- Bway will be a template for other corridor projects - Grant, 22nd etc.
- That we can find a plan that makes everyone happy. A "win win"

Widening is not "improvement"!

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

Listening Session Comment Form

The Broadway Boulevard; Euclid to Country Club project team and Citizen Task Force are hosting a Listening Session to gain insight into public sentiment about the project. If you cannot attend the Listening Session or have additional input you would like recorded in your own words, please fill out this form. **These forms can be submitted until July 6, 2012.**

1. What characteristics in the Broadway Boulevard project area should be preserved? What do you value about Broadway Boulevard?

The historic built environment + the variety of small local businesses + services.

2. What characteristics in the Broadway Boulevard project area should be changed?

Leave the built environment + narrow the roadway to fit inside the existing curb-to-curb width. This would be the best of both worlds + consistent with COT/PAG goals of livable communities + walkable/bikeable streets.

3. What do we fear and hope for in the Broadway Boulevard project area?

We fear an 8-lane freeway denuded of its character + charm.

We hope for a safe + pleasant street for pedestrians, shoppers, bicyclists + local residents as well as cars.

4. Other comments about the Broadway Boulevard, Euclid to Country Club project.

It would be a terrible mistake to remove the businesses + homes from the street. The unique business sector provides services not only to local neighbors, but to the surrounding area. Similar variety is not available downtown or at El Con Mall.

(Optional)NAME [redacted] EMAIL ADDRESS [redacted]

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E – W. TRAFFIC.

2. What characteristics in the Broadway Boulevard project area should be changed?

NO WIDENING NEEDED – THERE HAS NOT BEEN TAFMARKED INCREASE IN TRAFFIC THAT THE 20 YR. OLD STUDY PREDICTED – EXCEPTION: THERE SHOULD BE LOCAL WIDENING FOR BUS STOPS.

NO BICYCLE LANES & BIKE TRAFFIC IS IMPORTANT, SHOULD BE ON BIKE PATHS (COMPLETELY SEPARATE) FROM CAR TRAFFIC), NOT ON BIKE LANES –

3. What do we fear and hope for in the Broadway Boulevard project area?

UNNECESSARY SPENDING OF OUR MONEY, BASED ON OBSOLETE OLD STUDY.

4. Other comments about the Broadway Boulevard, Euclid to Country Club project.

BIKE TRAFFIC NOT ON BROADWAY –
USE BIKE 'EAST-WEST BIKE ROUTES (EXISTING 8th, 9th STREETS)
OR BUILD BIKE PATHS (SAFER – NO CAR TRAFFIC NOISE, SMELLS)

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2. What characteristics in the Broadway Boulevard project area should be changed?

3. What do we fear and hope for in the Broadway Boulevard project area?

4. Other comments about the Broadway Boulevard, Euclid to Country Club project.

Bottleneck at Country Club is a catastrophic design. So much money wasted on a project based on 25 year old data that is no longer valid is ridiculous

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2. What characteristics in the Broadway Boulevard project area should be changed?

3. What do we fear and hope for in the Broadway Boulevard project area?

Fear that community will be lost, fear that road will be widened further east. Fear potholes will grow, & will be all repaved. Hope that green infrastructure will be incorporated to water trees to provide beauty, shade

4. Other comments about the Broadway Boulevard, Euclid to Country Club project.

Please provide 3 alternatives:
1) Current layout with turn lanes and bus pullouts, green infrastructure, sidewalks.
2) 6 lane street. Which buildings would be affected?
3) 8 lane street. " " " " "

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Neighborhoods, businesses

2. What characteristics in the Broadway Boulevard project area should be changed?

3. What do we fear and hope for in the Broadway Boulevard project area?

4. Other comments about the Broadway Boulevard, Euclid to Country Club project.

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3. What do we fear and hope for in the Broadway Boulevard project area?

THAT IT DRAGS ON FOREVER.

4. Other comments about the Broadway Boulevard, Euclid to Country Club project.

AS A PROPERTY OWNER YOU HAVE MY LAND IN HOSTAGE. CAN'T SELL IT OR LEASE IT. WHO WOULD WANT TO LEASE A SPACE WHEN THEY WILL HAVE TO MOVE AT SOMETIMES.

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SMALL BUSINESS

2. What characteristics in the Broadway Boulevard project area should be changed?

BUS PULLOUTS, LEFT TURN LIGHT (EAST-WEST) TUCSON + BROADWAY

3. What do we fear and hope for in the Broadway Boulevard project area?

IF YOU DO SOMETHING, DO IT RIGHT THE FIRST TIME

4. Other comments about the Broadway Boulevard, Euclid to Country Club project.

GO FOR LONG TERM PLAN SO YOU DON'T KEEP COMING BACK + DOING IT OVER AND OVER

(Optional)NAME [redacted] EMAIL ADDRESS [redacted] @ [redacted]

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Details about the project are available on the web at www.tucsonaz.gov/broadway *or by calling (520) 622-0815.*

BROADWAY BOULEVARD
EUCLID to COUNTRY CLUB

RTA Regional Transportation Authority

Listening Session Comment Form

The Broadway Boulevard, Euclid to Country Club project team and Citizen Task Force are hosting a Listening Session to gain insight into public sentiment about the project. If you cannot attend the Listening Session or have additional input you would like recorded in your own words, please fill out this form. **These forms can be submitted until July 6, 2012.**

1. What characteristics in the Broadway Boulevard project area should be preserved? What do you value about Broadway Boulevard?

NOTHING!!!

2. What characteristics in the Broadway Boulevard project area should be changed?

NOTHING!!! STOP IT!!!

3. What do we fear and hope for in the Broadway Boulevard project area?

KILL IT!!!! SAVE THE MONEY FIX POTHOLES

4. Other comments about the Broadway Boulevard, Euclid to Country Club project.

IT WILL KILL ALL OF OUR BUSINESS!!!!

(Opt[redacted] ADDRESS [redacted]

[redacted]ng instructions. Submit by fax at (520) 885-0311.

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RTA
Broadway Boulevard
Listening Session Comment Form

1. I value the fact that Broadway is not just a traffic throughway but a living street with small businesses, shops, restaurants along it that nourish the neighborhoods alongside it and the city as a whole.

3. I fear that the widening would destroy these qualities. There are businesses that have closed due to the weak economy, but if/when the economy improves, people will be afraid to invest in the locations along Broadway because of the threat of the widening. I hope a decision will be made soon to cancel the widening, so that the character of Broadway will remain the same, and people will feel safe re-investing in the businesses along it.

   I also feel that it's not necessary from a transportation point of view. The traffic projections it was based on have not come to pass.

   I would like to see public transportation better integrated with car traffic (via bus pullouts, etc.), but not a general expansion of traffic lanes.

Thank you for listening.

Name: [redacted]

Fax 885-0311

From: [redacted]
Sent: Friday, July 06, 2012 2:17 PM
To: broadway@tucsonaz.gov
Cc: Jennifer.Burdick@tucsonaz.gov; Andrew McGovern
Subject: Comments on Broadway

Thank you very much for the opportunity to provide input into planning of the Broadway widening. As a resident of Tucson, living since birth on 9th St. in the Sam Hughes neighborhood and currently living with my wife and two children on Manchester St. in the Broadmoor-Broadway Village neighborhood, I have a great interest in seeing this project done right.

1. What characteristics in the Broadway Boulevard project area should be preserved? What do you value about Broadway Boulevard?

· An diverse mix of small, unique businesses and restaurants
· Historic residences and buildings including Miles school, Broadway Village, and the Chase Bank building
· 10-minute transit frequency; easy connection to Ronstadt Center

2. What characteristics in the Broadway Boulevard project area should be changed?

· Blight due to lack of investment in the area due to uncertainty about the nature of widening planned for the last quarter-century:
· Unmaintained buildings, empty lots (many of them City-owned)
· Lack of sidewalks
· Lack of trees
· Lack of an adequate crossing between Tucson and Country Club (The existing crosswalk at Treat is so dangerous I do not feel comfortable attempting it with my children. The Treat bike boulevard effectively terminates at Broadway when it should continue to the Aviation bikeway.)
· Unattractive power and telephone lines
· Lack of high-capacity, rapid transit connecting Tucson's east side with the area and Tucson's downtown.

3. What do we fear and hope for in the Broadway Boulevard project area?

Fears:
· Delay resulting in continued uncertainty about the ultimate alignment and potential diversion of RTA, County, and City funds to less vital projects
· Widening of the roadway to three traffic lanes in each direction without provision for dedicated high-capacity transit lanes.

Hopes:
· Accommodation of near-term light rail or BRT along the full length of Broadway in dedicated center lanes connecting the area to Downtown, the University, via Sun Link, midtown, and the east side, as

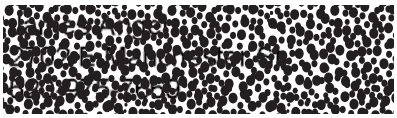
has been done on Central in Phoenix
· Buried power lines
· Relaxation of zoning allowing for medium-density development along Broadway's full length.
· Fewer parking lots; more parking structures
· Two traffic lanes with ample turning lanes (again, as was done on Central)
· Sidewalks, pedestrian and bike crossings
· Trees separating traffic lanes and sidewalks, not in the median.
· Broadway developed with a transit-oriented focus, with increasing vehicle traffic accommodated by widening roadways to the north (Speedway) and south (22nd)
· Accompanying improvements to the 9th St and Arroyo Chico bike boulevards to accommodate increasing bicycle traffic.

4. Other comments about the Broadway Boulevard, Euclid to Country Club project.

Please, look to the future. I was extremely disappointed with the latest traffic analysis and its conclusions. That the study "was conducted using a microscopic simulation model that was developed for a one mile section of the corridor, Cherry Avenue to Tucson Boulevard" instead of considering Broadway's place within the metropolitan area as a whole, as a transit corridor connecting Tucson's major activity centers makes absolutely no sense. Broadway must be developed to be the backbone of the city, connecting residential populations along its path side with retail, restaurants, and commercial buildings, built close to the sidewalks, not set back behind lakes of asphalt, creating an attractive streetscape unique in Tucson.

If Tucson is ever to have a modern transit system, this is where to start. The bus route on Broadway moves twice the passenger volume of any other in Tucson (according to the recent greater-Tucson HCT study.) Broadway intersects with the modern streetcar route at the Tucson Amtrak Station, which will be the primary Tucson station for future commuter rapid transit or high-speed inter-city rail.

Sincerely,



>> On 6/25/2012 at 8:06 PM, [redacted] <[redacted]@[redacted]> wrote:
Hi,

I own two buildings on Broadway in the corridor and did not receive any notice of the June 20, 2012 Meeting. How do I make sure I get notification of future meetings?

People have been talking about widening broadway for decades but perhaps people are finally getting serious about it. My dad was told he was crazy when he suggested widening Broadway to 6 lanes over 50 years ago - before most of the buildings had been built way to close to the street to allow widening.

Looking over your web site, there did not seem to be much to comment on. The PR material keeps mentioning "gateway to downtown" as if the downtown area was a major destination spot instead of the snarled traffic mess to be avoided. I have to agree with my dad that you should tear down the buildings between Broadway and Congress and put in a real road.

It sounds like the plan is to have 4.5 lanes of traffic in each direction - 3 for cars, 1 for bus and 1/2 for a bike lane - as well

as a center divider and perhaps some sidewalks. That seems reasonable as far as it goes.

To widen Broadway today to a reasonable width while allowing parking for businesses in the front of the building will involve removing all or most of the buildings on one side of the street. Thus the big question for a property owner is: Which side of the street will be taken?

From a historic perspective, I do not see that there is much worth saving. My buildings may be old enough - or nearly old enough - to qualify as historic, but I see no purely historic value in them. But I am sure there are others who will think otherwise.

[redacted]

>> On 6/26/2012 at 3:10 PM, [redacted] <[redacted]@[redacted]> wrote:
Jenn,

The two buildings are at 2559 and 2563. My mailing address is [redacted]

I am sure you have heard this before, but I will mention it again just in case. Retail businesses live or die depending on customer access. Removing parking areas removes customer access to the business and will kill a retail business. Lack of access downtown and easy access at strip malls and full malls essentially killed the downtown area 40 to 50 years ago. Downtown retail businesses moved to places where their customers had easier access.

There is no point in taking the parking out front of a building because the lack of parking will destroy any retail business in the building and essentially make the building worthless for retail business. You will force established retail businesses to close or move. This will make the building much more difficult to rent. As a result the building will be worth significantly less. If you take the parking, you might as well take the whole building.

In my part of Broadway, the building front to building front distance is less than the 150-foot roadway width, so buildings must go in order to fit the roadway. The question that everyone wants to know is which side of the street is going to be demolished? Obviously, the church and DeConcini would prefer to stay put as would the school and the grocery store on the opposite side of the street. In the case of the church and the grocery store, one of them will have to go. I don't think it is practical to bend the roadway around both of them.

[redacted]

[redacted] <[redacted]@[redacted]>
Date: Sun, Jun 24, 2012 at 11:55 AM
Subject: Re: [SHNA] File - Board meeting reminder
To: [redacted]

Re/ Broadway Corridor

I have been trying to get an answer to this question by emailing a variety of people but have never had a response, perhaps someone in this group can answer this.

Has anyone looked into creating an Over Pass from Country Club to Euclid, as an alternative?

This would permit business on Broadway to continue to function normally and would provide a slower traffic/ pedestrian/ bike way underneath it.

[redacted]

Appendix B

Compiled Listening Session Data

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

Broadway: Euclid to Country Club
6/20/12 Public Listening Session
Transcriptions from Small Group Discussions and Comment Forms Received

The following are transcriptions of the easel pad notes taken by facilitators at each small group table.

Please note: For Questions 1, 2 and 3, comments that appear in more than one category are marked with an asterisk (*).

Question 1.

What characteristics in the Broadway Boulevard project area should be preserved?

Businesses

Current businesses
Maintain economic vitality of small businesses
Tax revenues from small businesses go to City, County, and State
Good variety of businesses
Vitality of businesses – majority are small/local and are the backbone of our community
Keep current businesses – El Tour, Tucson Tamale Company
Keep small businesses
Vital businesses along Broadway
Diversity of small locally-owned businesses
Low scale – encourage use by local small businesses
Vibrant business community (**Important**)
Variety of locally owned businesses
Preserving the "small business" feel
Preserving local/unique, non-chain businesses
Preserve local businesses
Maintain business access
Small business
Taxes from businesses
*Businesses that cater to local residents
*Restaurants (Lerua's), schools, church, insurance agencies – walkable local businesses
*Maintain parking and storefronts
*Current width of roadway - No impact to businesses
*Maintain the harmony and flow of businesses and residents. Don't want to lose the sense of businesses being part of the community.
*Community-oriented retail
*Preserve Broadway Village area
*Many businesses owners live in the area, make it accessible to them

*Along south side, improvements have been made based on original plan –Businesses have anticipated improvements

Historic Properties

Historic buildings
Mid-century architecture – qualify for National Historic Register
Preserve important buildings along both sides
Historic buildings – 2609 E. Broadway
Look at historic buildings based on criteria – prioritization – weaving alignment to preserve historic buildings when/as appropriate
Likes some of the historic architectural styles (Broadway Village)
Report on historic properties being completed – should feed into decision-making
Anything that is historic (tragedy of urban renewal)
Historic buildings near Park (north side)
Historic buildings (there are ~ 150)
Identify and preserve historical buildings
Historic structures / buildings
Broadway Village – 3 instances
Miles School – 2 instances
1st Assembly of God Church – 3 instances
Chase Bank (north side)
*Preserve Broadway Village area
*Beautiful old/unique homes

Community Character, Neighborhoods and Housing

Sense of community
One of last areas where still a strong sense of community of businesses and people who support them
KEY THEME: Value it as a neighborhood in its own right, not as a corridor (gateway) for people to get downtown.
Diversity of uses
Neighborhoods / housing
Neighborhood schools
Small houses that front Broadway
A sense of community / place
Rents / costs to buy are low relative to nearby demographic
"Does not look like a generic town"
Existing adjacent neighborhoods (historic)
Maintain roadway to have same character
*Beautiful old/unique homes

*Maintain the harmony and flow of businesses and residents. Don't want to lose the sense of businesses being part of the community.
*Community-oriented retail
*Businesses that cater to local residents
*Accessibility to service along Broadway from the neighborhoods
*Connectivity between neighborhoods and community – without a highway
*Preserve as a mixed use corridor

Multimodal Transportation and Walkability

Bus access
Housing for elderly and residents dependent on public transit
Preserve bike land and alternative modes of transportation
Public transportation
Bus pullouts
Short crosswalks
Ease/relative safety of crossing
Bicycle lanes
The walkway on Treat
Sense of walkable community
Maintain walkability to businesses and restaurants, etc.
Able to walk and bicycle to shops
*Restaurants (Lerua's), schools, church, insurance agencies – walkable local businesses
*Bike/walk/pedestrian accessibility
*Human scale – Pedestrian, Bicycle, Transit
*Cross-walks (ped access)

Roadway and Parking Functionality

Practical E-W corridor
Current alignment (curb-to-curb)
Current traffic flow. There is a low flow for a major arterial.
Current width of alignment
Preserve current corridor width
Maintain lower speed limit
Left turns
Preserve adequate parking
Keep parking areas
Overhead street lights (working)
*Preserve as a mixed use corridor
*Connectivity between neighborhoods and community – without a highway
*Maintain parking and storefronts

*Current width of roadway - No impact to businesses
*Likes scale of the roadway / current width

Accessibility

Handicap accessibility
Like nature of accessibility to downtown and UofA
*Many businesses owners live in the area, make it accessible to them
*Accessibility to service along Broadway from the neighborhoods
*Bike/walk/pedestrian accessibility
*Cross-walks (ped access)

Scale or Size

Scale / proportion of the buildings - Roads should match the scale of the buildings
Preserve a size closer to current than being more than 2x as wide
Building heights (existing)
*Likes scale of the roadway / current width
*Human scale – Pedestrian, Bicycle, Transit

Improvement Plan

*Along south side, improvements have been made based on original plan –Businesses have anticipated improvements
City has problems sticking with plans – follow through – changing mind over and over causes problems
Follow through on plan: preserve southside; demolish northside – But a lot of time has passed, so take another look

Question 2.

What characteristics in the Broadway Boulevard project area should be changed?

Roadway Improvements

Wants Broadway widened but not as wide as plan calls for
Improve efficiency of traffic flow
Tucson/Broadway left-turn signal from Broadway to Tucson
Add left turn arrow at Broadway on Tucson Blvd
Less lanes
Less hardscape / break it up
Better lighting
Better signal coordination

Broadway bottleneck into downtown – west of Euclid
Lack of working lighting
Needs to be "calmed"
Consistent speed limit
"Bottleneck"
Improved drainage solutions – Storm drains
Narrow lanes to discourage speeding
*"the concept of the project to reflect the actual development" and "to reflect actual traffic flow"
Want traffic to be slower
Broadway and Campbell right turn lane on NE corner
Broadway and Tucson right turn lane on NE corner
Make narrower width than 150'
Possible reconsideration of 8-lanes, bus lanes, etc.
More visible clearly posted speed limits by school & church ex: overhead & flashing signs displaying the speed limit
Can still be a gateway to downtown while maintaining the current design curb-to-curb with some enhancements
No freeway. No extension of Aviation Highway
Curve alignment in front of 1st Assembly of God just enough to miss the church
Synchronized traffic lights
Kino/Broadway should be grade-separated
Hate "center"/"suicide" lane in the middle
Raised median for safety
2 lanes – congested; we need 3 lanes
Maintain (fix) potholes
Decreased maintenance costs
Potholes
All of it!
*Consistent speed / low speed to encourage local business
*Bus pullouts and right hand turn lanes
*Improve the sequencing of lights – Impact of pedestrian lights on traffic flow, Provide pedestrian structures to separate peds from traffic

Development

High density corridor
Buildings close to road
Expand up not out
Mixed use commercial/residential if it would work (like Sam Hughes Place, for example)
More architectural uniformity
Vacant properties
No acquisitions of homes/businesses

Have city maintain buildings they own
Make Broadway more urbanized
Make Broadway a destination
Human-scaled development
Allow for redevelopment and mixed use of land
Creation of urban form
Some don't consider it a gateway to downtown
Ugly street and ugly buildings
Visually enhance Broadway by controlling the advertising – billboards, signage, etc.
Billboards
"No overlay!"
Perception that plan is based on old data
Vacant buildings encourage vandalism, etc.
I don't want to change anything.
*Lack of natural vegetation – Vegetation can help maintain / create appropriate scale
*"the concept of the project to reflect the actual development" and "to reflect actual traffic flow"

Bike and Pedestrian Improvements

More bike-friendly
Avoid conflict between buses and bikes (separate them)
Bicycle ways are confusing, esp. eastbound
Interface to downtown does not work well, especially for pedestrians and bicycles – Can interface, sight lines be improved? Bottleneck is a problem.
More pedestrian-friendly, walkable environment
Preserve and enhance pedestrian crossings along Broadway
More pedestrian crosswalks
Continuous sidewalks handicap accessible
More time for pedestrian crossings (especially at intersections)
More HAWK lights
Consistent walkability of Broadway – ADA compliance
Better/improved/consistent pedestrian and bike user/needs
Better lighting for pedestrians
Safer crossings – more pedestrian crossing lights
Add continuous sidewalks and more pedestrian crossing opportunities
Broadway & Treat needs pedestrian crossing – HAWK crossing
Make pedestrian facilities more attractive – Pervious pavement, sidewalks, bike paths
Enhance safety for pedestrians
Pedestrian crossings with lights
*Continuous sidewalks, better bike lanes, bus shelters with information on transit schedules, shade trees

*Improve the sequencing of lights – Impact of pedestrian lights on traffic flow, Provide pedestrian structures to separate peds from traffic

Transit

High capacity transit to Houghton "East-West" freeway with less frequent bus stops
Broadway should be the spine of the city. Transit corridor
Light rail similar to Phoenix
Add bus pullouts to help maintain traffic flow
Bus lanes and pullouts
Intersections – bus pullouts are needed instead of bus lanes (can help avoid mass destruction)
Lack of bus pullouts and shelters
No shaded areas for bus riders
Possible light rail connection of west end – Campbell north
More bus pullouts
Bus pullouts
Not in favor of future plans to run the streetcar down Broadway
Original study said maybe in 20 years. Should look again at transit – Get track in to Country Club, Precincts in central Tucson voted by high % for transit, Street car alternatives (not necessarily on Broadway)
Lack of bus pullouts
Add light rail transit – study was funded by Federal Transit, not highway
*Bus pullouts and right hand turn lanes
*Continuous sidewalks, better bike lanes, bus shelters with information on transit schedules, shade trees

Landscaping

Improve / create landscaping (trees, plants)
Trees – more aesthetics and shade; native, all along roadway
Trees – more!
Trees, but not in medians
More trees / vegetation
Lack of landscaping (landscape frontages are parking lots)
*Continuous sidewalks, better bike lanes, bus shelters with information on transit schedules, shade trees
*Lack of natural vegetation – Vegetation can help maintain / create appropriate scale

Businesses

Create certainty to allow businesses to grow

City should sell the 25% of the property they own back to the community for small businesses to help increase economic vitality
*Consistent speed / low speed to encourage local business

Accessibility

Reduce driveway accesses for more continuous sidewalk stretches
If widened, wants better access if pulling out of business onto Broadway – ease of access to Broadway
Improve pedestrian accessibility

Question 3

What do we fear and hope for in the Broadway Boulevard project area?

Table 1

Hopes

- Gets done right the first time
- Crews 24 hours/day to get project done
- It goes away for 20 years
- City pays a lot for land and moving
- 10 years will have light rail with multiple end points
- Will have noise mitigation for residents
- Hope they run out of money so they won't do it
- Potholes will be fixed

Fears

- Increased taxes
- Demise of small businesses
- We'll become like Phoenix
- Construction will continue beyond this project
- Will put current owners out of business
- Schedule/closures will change like Downtown and hurt businesses
- 1987 plan is inaccurate
    - Construction costs
    - Funding won't be there
- Delays in project decisions
    - Project moves beyond 2016
- Buildings will be taken
- No parking available

Table 2

Hopes

- Different types of transit (buses, etc.)
- Full buses
- Not wasting money
- Attractive street that isn't too wide
- Achieve functionality and smaller overall footprint
- Functional, safe, and livable corridor
- Focus more on people than machines
- Mixed land use

Fears
- More lanes, less revenue from businesses (being torn down); more expensive gas = less drivers
- Not good for economic growth/recovery
- Empty lots from no business activity
- Real costs – not enough money budgeted

Table 3

Hopes
- The powers that be will take a realistic look at what an E-W corridor needs to be
    - Need a whole nother E-W, limited access highway, NOT use Broadway (failed with Aviation)
- The sense of neighborhoods is one of the best things about Tucson
- Greater connectivity and possibilities for communication from north to south side of the road
- More pedestrian safe and more greenery
- Neighborhoods could sponsor landscaping areas
- Finally getting issue of Broadway corridor settled will give stability to home-/business-owners rather than current uncertainty

Fears
- Parking – how is it going to be done safely
- Do not want back-out parking with Broadway that big – it would be too dangerous
- You have a bottleneck into Downtown and no way to correct it. Trying to increase capacity will just make it worse.
- It's the wrong place for an arterial road; spend the money on ways to connect north and south side (of Broadway) better rather than driving them further apart.
- Loss of community
- Too costly (especially property acquisition)
- They will run right along with what has been planned and just ram it down our throats
    - When it's done, it'll just look even worse
    - Lose tax/sales revenue
    - Will run all of these small businesses out of town
    - Not thinking about integrating all of these spaces (rather cutting all kinds of these things apart)
- Broadway will become just a thoroughfare and not a place to be

- Having no job (businesses along Broadway)
- Loss of property/sales tax
- These businesses will not go anywhere else
- Cost of moving prohibitive and if you can sell, then who will buy from you?
- Landscaping will look pretty to begin with but degrade/fall over over time; not be properly maintained

Table 4

Hopes

- Maintain established structures "that give the area flavor"
- More vibrant businesses (24 hours/day)
- More pedestrian friendly walkways
    - Shaded
    - ADA compliant
- Park n' Ride from east side of town to Downtown = less traffic
- Grant money to redo/restore historic buildings
- Increased connectivity within the area
- Design materials to reduce noise

Fears

- Overlay
- 150' roadway
- Destroying local businesses
    - Chains moving in
- Selected demolitions before enough money (funding) for roadway widening
- Businesses closing during construction
- Project that is not keeping with the community it sits in

Table 5

Hopes

- Tax incentives for businesses to enhance their buildings' facades or preserve. Example: like Downtown and Main Gate areas.
- That the CTF all survive (smile)
- Broadway will be a template for other corridor projects – Grant, 22nd, etc.
- That we can find a plan that makes everyone happy. (A "win-win")
- A beautiful state of the art street that preserves existing businesses and character
- Less pollution
- Better safety
- Not raising current speed limits
- Better landscaping – make it more scenic
- Better to dovetail around the church
- Don't like the lights, utility poles, and lines

- Enjoying the ride – something to look at
- Provide alternative bicycle paths off of the corridor

Fears
- No median, just turning lanes
- Death of a community that we have
- Loss of property values
- Having to drive everywhere, or drive more
- Bike riders next to a 6 lane roadway = unsafe
- 8-lane roadway
- Increased noise and pollution
- Losing historic character and structures

Table 6

Hopes
- Increased pedestrian safety
- Tree-lined streets
- Citizens will be listened to
- Inclusion of public art
- The money is spent wisely
- More business that can be used by neighborhoods
- Doesn't follow Rio Nuevo route
- Thriving business corridor that generates more tax revenue
- Design team will look at other successful cities as a model and adapt appropriately to unique Tucson characteristics
- Increased environmental sensitivity
- Project will be a model of successful public transportation facility
- Gateway to Tucson
- Friendly to handicapped and elderly
- Don't do the project
- Improve without widening
- Hope they don't run out of money
- Don't raise taxes to pay for it

Fears
- Will the City really listen?
- Big sound walls next to homes
- Loss of property value due to expansion
- Fear of congestion due to future rail
- Streetcar stations in middle of road
- Road built and then re-built for the streetcar
- More pollution

- Loss of small businesses
- Further deterioration of neighborhoods
- More noise
- Demolition of significant historic properties
- Non-observant drivers
- Loss of small business & increased "big box" businesses

Table 7

Hopes

- To enhance corridor by expanding public art from Downtown to Country Club
- Turn Broadway into a place where people want to be
- Turn Broadway into a beautiful street
- Use project money to improve business street appeal
- Green infrastructure ***
- Holistic design and sense of place
- Bring community together

Fears

- 8-lane configuration will create a barrier between North and South communities
- Fear of losing character of community
- Could jeopardize owner-occupied homes
- Fear of losing local businesses on both sides of Broadway
- Lower property values
- Loss of sales taxes

Table 8

Hopes

- Connectivity between neighborhoods north and south of Broadway
- Wants widening to be done efficiently – cost and space-wise "intelligent widening"
- Land use planning tied into roadway
- More viable and vibrant corridor
- Project will occur in manner that leads to quick revitalization
- More trees
- Hope for new studies
- Mixed use development – people can walk and bike to work
- Still room for businesses if road is widened
- No business has to be relocated / has to move
- Use underutilized space instead of businesses having to move
- Future-looking roadway design that will encourage use of alternative transportation modes other than car

Fears

- On-street parking on Broadway and hope for parking facilities
- Run-down properties because people have known about alignment for a long time; blight
- Inaction on property acquisition
- Loss of businesses
- Using plans from 25 years ago to make current decision

Table 9

Hopes

- Beautiful street landscaped, nice new businesses
- Light rail
- Maintain and enhance historic character
- Members of old team (study) should be satellite advisors
- Better pedestrian protection
    - HAWK lights for seniors and children

Fears

- Another 25 years of doing nothing
- Negative impacts on adjacent neighborhoods
- Still have 2 lanes rather than 3 and center ("suicide") lane
- Won't get significant transit improvement – more than Bus Rapid Transit
- West of Country Club is a BIG challenge if one takes into account community concerns about 6+ lanes
- We'll keep what we have now and won't improve with new stores, restaurants, etc.
- Engineering standards, etc., will squash creativity that could make a beautiful corridor.

The following are comments copied from Listening Session Comment Forms, other comment forms, and emails submitted.

Question 1. What characteristics in the Broadway Boulevard project area should be preserved? What do you value about Broadway Boulevard?

- The historic built environment and the variety of small local businesses and services.
- East-West traffic.
- Neighborhoods, businesses
- Small business
- NOTHING!!!
- People have been talking about widening broadway for decades but perhaps people are finally getting serious about it. My dad was told he was crazy when he suggested widening Broadway to 6 lanes over 50 years ago - before most of the buildings had been built way to close to the street to allow widening.

- Looking over your web site, there did not seem to be much to comment on. The PR material keeps mentioning "gateway to downtown" as if the downtown area was a major destination spot instead of the snarled traffic mess to be avoided. I have to agree with my dad that you should tear down the buildings between Broadway and Congress and put in a real road.
- It sounds like the plan is to have 4.5 lanes of traffic in each direction - 3 for cars, 1 for bus and 1/2 for a bike lane - as well as a center divider and perhaps some sidewalks. That seems reasonable as far as it goes.
- To widen Broadway today to a reasonable width while allowing parking for businesses in the front of the building will involve removing all or most of the buildings on one side of the street. Thus the big question for a property owner is: Which side of the street will be taken?
- From a historic perspective, I do not see that there is much worth saving. My buildings may be old enough - or nearly old enough – to qualify as historic, but I see no purely historic value in them. But, I am sure there are others who will think otherwise.
- I value the fact that Broadway is not just a traffic throughway but a living street with small businesses. shops, restaurants along it that nourish the neighborhoods alongside it and the city as a whole.
- An diverse mix of small, unique businesses and restaurants
- Historic residences and buildings including Miles school, Broadway Village, and the Chase Bank building
- 10-minute transit frequency; easy connection to Ronstadt Center

Question 2. What characteristics in the Broadway Boulevard project area should be changed?

- Leave the built environment and narrow the roadway to fit inside the existing curb-to-curb width. This would be the best of both worlds and consistent with COT/PAG goals of livable communities and walkable / bikable streets.
- No widening needed. There has not been the marked increase in traffic that the 20 year old study predicted. Exception: there should be local widening for bus s tops. No Bicycle lanes: bike traffic is important, should be on bike pathbike path (completely separate from car traffic), not on bike lanes.
- Bus pullouts, left turn light (east-west) at Tucson/Broadway
- NOTHING!!! STOP IT!!!
- Has anyone looked into creating an Over Pass from Country Club to Euclid, as an alternative? This would permit business on Broadway to continue to function normally and would provide a slower traffic/pedestrian/bike way underneath it.
- Blight due to lack of investment in the area due to uncertainty about the nature of widening planned for the last quarter-century:
- Unmaintained buildings, empty lots (many of them City-owned)
- Lack of sidewalks
- Lack of trees
- Lack of an adequate crossing between Tucson and Country Club (The existing crosswalk at Treat is so dangerous I do not feel comfortable attempting it with my children. The Treat bike boulevard effectively terminates at Broadway when it should continue to the Aviation bikeway.)

- Unattractive power and telephone lines
- Lack of high-capacity, rapid transit connecting Tucson's east side with the area and Tucson's downtown.

Question 3. What do we fear and hope for in the Broadway Boulevard project area?

Hopes

- We hope for a safe and pleasant street for pedestrians and shoppers, bicyclists, and local residents, as well as cars.
- Hope that green infrastructure will be incorporated to water trees, to provide beauty, shade.
- If you do something, do it right the first time.
- SAVE THE MONEY – FIX POTHOLES!!!
- Has anyone looked into creating an Over Pass from Country Club to Euclid, as an alternative? This would permit business on Broadway to continue to function normally and would provide a slower traffic/pedestrian/bike way underneath it.
- Accommodation of near-term light rail or BRT along the full length of Broadway in dedicated center lanes connecting the area to Downtown, the University, via Sun Link, midtown, and the east side, as has been done on Central in Phoenix
- Buried power lines
- Relaxation of zoning allowing for medium-density development along Broadway's full length.
- Fewer parking lots; more parking structures
- Two traffic lanes with ample turning lanes (again, as was done on Central)
- Sidewalks, pedestrian and bike crossings
- Trees separating traffic lanes and sidewalks, not in the median.
- Broadway developed with a transit-oriented focus, with increasing vehicle traffic accommodated by widening roadways to the north (Speedway) and south (22nd)
- Accompanying improvements to the 9th St and Arroyo Chico bike boulevards to accommodate increasing bicycle traffic.

Fears

- We fear an 8-lane freeway denuded of its character and charm.
- Unnecessary spending of our money based on obsolete old study.
- Fear that community will be lost, fear the road will be widened further east. Fear potholes will grow, money will be spent.
- That it drags on forever.
- KILL IT!!!
- I am sure you have heard this before, but I will mention it again just in case. Retail businesses live or die depending on customer access. Removing parking areas removes customer access to the business and will kill a retail business. Lack of access downtown and easy access at strip malls and full malls essentially killed the downtown area 40 to 50 years ago. Downtown retail businesses moved to places where their customers had easier access.

- There is no point in taking the parking out front of a building because the lack of parking will destroy any retail business in the building and essentially make the building worthless for retail business. You will force established retail businesses to close or move. This will make the building much more difficult to rent. As a result the building will be worth significantly less. If you take the parking, you might as well take the whole building.
- In my part of Broadway, the building front to building front distance is less than the 150-foot roadway width, so buildings must go in order to fit the roadway. The question that everyone wants to know is which side of the street is going to be demolished? Obviously, the church and DeConcini would prefer to stay put as would the school and the grocery store on the opposite side of the street. In the case of the church and the grocery store, one of them will have to go. I don't think it is practical to bend the roadway around both of them.
- I fear that the widening would destroy these qualities. There are businesses that have closed due to the weak economy. but if/when the economy improves. people will be a.fraid to invest in the locations along Broadway because of the threat of the Widening. I hope a decision will be made soon to cancel the widening, so that the character of Broadway will remain the same and people will feel safe re-investing in the businesses along it. I also feel that it's not necessary from a transportation point of view. The traffic projections it was based on have not come to pass.
- I would like to see public transportation better integrated with car traffic (via bus pullouts, etc.), but not a general expansion of traffic lanes.
- Delay resulting in continued uncertainty about the ultimate alignment and potential diversion of RTA, County, and City funds to less vital projects.
- Widening of the roadway to three traffic lanes in each direction without provision for dedicated high-capacity transit lanes.

Other comments about the Broadway Boulevard, Euclid to Country Club project.

- It would be a terrible mistake to remove the businesses and homes from the street. The unique business sector provides services not only to local neighbors, but to the surrounding area. Similar variety is not available downtown or at El Con Mall. Widening <u>is not</u> “improvement”!
- Bike traffic <u>not</u> on Broadway. Use “East-West bike routes” (existing 8th, 9th streets) or build <u>bike paths</u> (safer – no car traffic, noise, smells)
- Bottleneck at Country Club is a catastrophic design. So much money wasted on a project based on 25 year old data that is no longer valid is ridiculous.
- Please provide 3 alternatives:
  1) Current layout with turn lanes and bus pullouts, green infrastructure
  2) 6 lane street – which buildings would be affected?
  3) 8 lane street – which buildings would be affected?
- As a property owner you have my land in hostage. Can’t sell it or lease it. Who would want to lease a space where they will have to move at some time?
- Go for the long term plan so you don’t keep coming back and doing it over and over.
- IT WILL KILL ALL OF OUR BUSINESS!!!

- Thank you very much for the opportunity to provide input into planning of the Broadway widening. As a resident of Tucson, living since birth on 9th St. in the Sam Hughes neighborhood and currently living with my wife and two children on Manchester St. in the Broadmoor-Broadway Village neighborhood, I have a great interest in seeing this project done right. Please, look to the future. I was extremely disappointed with the latest traffic analysis and its conclusions. That the study "was conducted using a microscopic simulation model that was developed for a one mile section of the corridor, Cherry Avenue to Tucson Boulevard" instead of considering Broadway's place within the metropolitan area as a whole, as a transit corridor connecting Tucson's major activity centers makes absolutely no sense.
  Broadway must be developed to be the backbone of the city, connecting residential populations along its path side with retail, restaurants, and commercial buildings, built close to the sidewalks, not set back behind lakes of asphalt, creating an attractive streetscape unique in Tucson.
  If Tucson is ever to have a modern transit system, this is where to start. The bus route on Broadway moves twice the passenger volume of any other in Tucson (according to the recent greater-Tucson HCT study.) Broadway intersects with the modern streetcar route at the Tucson Amtrak Station, which will be the primary Tucson station for future commuter rapid transit or high-speed inter-city rail.

Appendix C

Compiled Stakeholder Input

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

From: "Tabili, Laura - (tabili)"
To: "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>
Date: 6/25/2012 8:55 PM
Subject: Broadway Coalition statement for 20 June CTF meeting

20 June 2012 Broadway Coalition Statement for Citizen Task Force Meeting

The Broadway Coalition is a growing coalition of neighborhoods, businesses and individuals concerned that the Broadway project be appropriate to conditions and the best road it can be.

DESTRUCTIVE

We oppose the 1987 plan that calls for widening Broadway to 150' and demolishing all properties along the north side between Euclid and Country Club. http://dot.tucsonaz.gov/projects/broadway These properties include homes, small local businesses, dozens of historically and architecturally significant buildings and a landmark church. All produce property taxes and more than 100 of them generate sales taxes.

UNNECESSARY

This outdated project is unnecessary, as it is premised on 25-year-old traffic projections that have proven grossly accurate. At 30,000-40,000 vehicles per day, traffic counts are virtually the same today as in 1984. (See 2012 Traffic Engineering Study posted on RTAmobility website for Broadway Project, p.15) There is no reason to think traffic projections for 2030 or 2040 are any more accurate.

COSTLY & OVER BUDGET

Recent costs estimates for this project have risen to $74 million.
Property acquisition is now estimated to cost $43.7 million, more than the $42 million RTA has budgeted, accounting for nearly 2/3 of the project cost.
http://www.tucsonaz.gov/sirepub/mtgviewer.aspx?meetid=728&doctype=SUMMARY. Resolution #21681
There is no guarantee or timeline for when Pima County will contribute its $25 million share, leaving the project 40% under budget.

UNSUSTAINABLE

The 1987 plan would sabotage COT and PAG goals of livability, sustainability and walkable, bikeable streets. Removing dozens of accessible local businesses, lifeblood of our local economy and community, would degrade not only the immediate area but the livability of a large section of central Tucson.

Ethical and fiduciary responsibility demands updating the Broadway Project by designing not a wider road but a smarter, more efficient road one. Improvements such as bus pullouts, turn bays, and properly timed lights would move traffic without widening, while encouraging bus ridership, biking and walking along a safe and pleasant street. Thoughtful redesign would keep the project under budget, preserving and enriching this unique area for generations to come.

"CHARTER" THWARTS CITIZEN INPUT

We are concerned that applicants to and members of the Citizen's Task Force have been asked to sign a restrictive Charter which prevents them from redesigning the street to fit current conditions and concerns or budget realities.

Citizen input is integral to planning processes, as well as legally mandated (ARS 48-5304.)

WHAT WE WANT

1. We want the Citizens' Task Force and the Broadway Design Team empowered to use best practices, designing a great street, not a wide one, that meets the needs of all users of the street, including bus riders, pedestrians, bicyclists, businesses and residents, while preserving the businesses and buildings falling outside the current curb-to-curb alignment.

2. We welcome yesterday's Mayor and Council mandate to design the street within the existing curb-to-curb crosswidth and the $42 million RTA budget.

Laura Tabili for the Broadway Coalition BroadwayCoalition@gmail.com

Rincon Heights Neighborhood Association Resolution on the Broadway Project

The City of Tucson's 1987 Draft Final Report on Broadway Boulevard calls for a 150' wide street with eight lanes and a 24' landscaped median as well as a 30' landscaped buffer and sound wall. This would necessitate demolishing all structures on the north side of the street between the alley and Broadway, Euclid and Country Club. This would wipe away virtually all local businesses, several dozen historic structures, and two churches. It would also jeopardize Rincon Heights Neighborhood's Historic District designation by removing 19 contributing properties that face Broadway, and several others from adjacent side streets.
http://dot.tucsonaz.gov/projects/broadway

Whereas plans to widen the Euclid-to-Country Club section of Broadway were concluded with almost no public input and despite significant local opposition, both in 1987 and in 2005; and

Whereas this 23 year old plan is based on outdated approaches and inaccurate predictions of traffic volumes, and would cost $71 million taxpayer dollars we simply do not have; and

Whereas this stretch of Broadway contains several dozen historically and architecturally significant buildings, including longstanding family businesses, that contribute to the unique local ambience drawing tourists and tourist dollars to Tucson; and

Whereas the business sector on Broadway Boulevard between Euclid and Country Club contains 287 taxpaying and tax-generating businesses facing the street alone, and over 500 in the vicinity; and

Whereas the Broadway business district serves local residents for at least a mile radius, some of whom have no local business strip, and, if elderly, disabled or children, do not drive; and

Whereas destroying viable businesses is counterproductive to job and revenue growth and recovery; and

Whereas the City of Tucson, Pima County and the Rio Nuevo TIF taxing district derive revenues from businesses on Broadway; and

Whereas the City, County and other public entities are already facing the worst revenue shortfalls in decades due to the current depression, and

Whereas destroying local businesses and services is counterproductive to the City and County's stated goals of livability, sustainability, walkable streets and accessibility; and

Whereas small businesses account for 50% of employment and 60% of new employment nationwide, according to Federal Reserve Chairman Ben Bernanke (12 July 2010 NPR 5 p.m.); and

Whereas local businesses generate 30%-70% more revenues for localities than chain stores; and

Whereas doubt about when the City will widen the street discourages reinvestment, producing blight that depresses property values and in turn revenues;

Be it therefore resolved that Rincon Heights Neighborhood Association go on record opposing the 1987 plan to widen Broadway, and propose instead a genuine street improvement within the existing footprint that will preserve all businesses and other structures on both sides of the street.

RATIONALE

This decades-old plan is not only gratuitously destructive, but unnecessary given current and historic traffic volumes. It will also damage the region's tax base and livability and cost a projected $71 million taxpayer dollars we do not have to waste.

1. TRAFFIC PROJECTIONS OFF

Traffic projections on which this plan was premised were wildly off. Although the 1987 report is remarkably short on objective data, it does show the street carried 30,000 cars per day in 1984. http://dot.tucsonaz.gov/projects/broadway. Over 20 years later, the 2006 Streetcar Study found only 33,600 cars per day on that stretch of Broadway–barely more than 1984, and a far cry from the 40% rise predicted. This was before gas prices started going up, and the economy tanked. The street may well be carrying less traffic today than in the 1980s. www.tucsontransitstudy.com/documents/AppendixH:TrafficReport9.14.07.pdf

To solve this non-problem, the project was expected to cost $71 million in 2006 dollars, money that could be used for more pressing needs.

2. NEGATIVE IMPACTS ON TAX BASE & LIVABILITY

We question whether the expenditure of $71 million taxpayer dollars will provide benefits to the community outweighing the damage to the regional economy and livability due to the disruption and loss of commercial activity and tax revenues on Broadway.

We are in the worst depression since the 1970s, some say the 1930s, yet the 1987 plan would destroy dozens of locally-owned taxpaying and tax-generating businesses, the backbone of our economy. Businesses on Broadway not only generate revenue for the City, State and County, but form part of the Rio Nuevo taxing district. Destroying these businesses will further depress already lagging sales tax revenues needed for other projects.

Further, the 1987 plan would degrade not only the immediate locality but the livability of a large section of central Tucson. The stretch between Euclid and Country Club is the only commercial strip on Broadway between Downtown and the El Con Mall, neither of which offer a comparable variety of businesses and services. These include auto repair, insurance, restaurants, professional services, and specialty shops of all sorts.

This vibrant commercial cluster serves neighborhoods for at least a mile radius in all directions. Destroying it would force local residents to drive to businesses and services they can now walk to–the opposite of PAG's stated goals for sustainability. This would impose particular hardship on the elderly, disabled, students and the poor, many of whom do not drive.

This stretch also contains at least 19 contributing properties to Rincon Heights Historic District. Historic districts boost owner-occupancy, thus tax revenues, stabilizing and strengthening vulnerable central city neighborhoods critical to Downtown revitalization. It also contains 39 potential contributing properties to Sam Hughes Historic District.

3. THE PLAN IS SIMPLY OUTDATED

Regional conditions as well as gas prices have changed since 1987. Tucson's historic fabric and ambience are now recognized as a resource for the tourist economy. Walkability, livability and sustainability are now integral to responsible transportation planning. Neighborhood preservation and mobility are not antithetical but interdependent in planning for our region's future.

4. PROCESS ISSUES

The planning process itself has suffered from a lack of transparency and accountability:

> Public input into the Broadway project has been nil so far. A meeting scheduled for May 17 was cancelled and never rescheduled. In the meantime, the City has been pressuring local property owners to sell (blockbusting) by creating an impression of inevitability about the destruction of their property.
>
> The consultant, HDR has consumed substantial amounts of time and tax money and has yet to produce the historic property inventory and study of alternative alignments or to convene the Citizens Task Force, all mandated in Phase I of the project's Scope of Work.

RESOLUTION OF SAM HUGHES NEIGHBORHOOD ASSOCIATION

OPPOSING THE BROADWAY CORRIDOR PLAN AS THE BASIS

FOR RTA ROADWAY IMPROVEMENT PROJECT 17

WHEREAS RTA Roadway Improvement Project 17 is based upon the City of Tucson's 1987 Broadway Corridor Plan that calls for a 150' wide street with eight lanes and a 24' landscaped median as well as a 30' landscaped buffer and sound wall. This would necessitate demolishing all structures on the north side of the street between the alley and Broadway from Euclid to Country Club. This would wipe out virtually all local businesses, several dozen historic structures, and two churches. It would also jeopardize Rincon Heights Neighborhood's application for registration on the National Register of Historic Places by removing 19 contributing properties that face Broadway, and deprive this neighborhood of 39 potentially contributing properties to its designation as a historic neighborhood, and

WHEREAS the 1987 plan to widen the Euclid-to-Country Club section of Broadway was adopted by the City despite opposition of this neighborhood in 1987 and in 2005; and

WHEREAS this 23 year old plan is based on outdated approaches and inaccurate predictions of traffic volumes, would cost $71 million taxpayer dollars that could be better spent; and would increase air and noise pollution of the residents.of this neighborhood, and

WHEREAS this stretch of Broadway contains several dozen historically and architecturally significant buildings and contains 287 taxpaying and tax-generating businesses facing the street alone, and over 500 in the vicinity; and

WHEREAS the Broadway business district serves local residents for at least a mile radius many of whom are elderly, disabled or students, and

WHEREAS destroying viable businesses is counterproductive to job and revenue growth and recovery and would deprive the City of Tucson, Pima County and the Rio Nuevo TIF taxing district of revenues from these businesses on Broadway; and

WHEREAS doubt about when the City will widen the street discourages reinvestment and causes blight that depresses property values and in turn reduces revenues, and;

NOW THEREFORE,

IT IS HEREBY RESOLVED THAT THIS NEIGHBORHOOD ASSOCIATION hereby joins Rincon Heights Neighborhood Association in opposing the City's 1987 Plan to widen Broadway and proposes instead that street improvements within the existing footprint would preserve businesses that serve the community along with promoting goals of livability, sustainability and walkable streets for residents of urban neighborhoods.

Adopted by SHNA Inc this 19th day of October 2010

SHNA Inc

Attest

Carolyn Klassen
Secretary

John S. O'Dowd
President

Tue, 16 Nov 2010 12:24:19 -0600 [11/16/2010 11:24:19 AM MST]
From: "Witt, Kathleen (Tucson)" <wittk@stifel.com>
To: Removed for privacy
Subject: Broadway Corridor opposition

Dear members,

As the new acting President of El Encanto Estates I am writing to state our neighborhood association's opposition to the RTA Broadway Corridor Project 17 as being based on antiquated economic and traffic increase assumptions not found to be in line with today's facts. We therefore endorse the resolutions passed by both the Rincon Heights Neighborhood Association and Sam Hughes Neighborhood Association and ask the RTA and the City to reconsider the 8 lane expansion and use the money instead to find ways that will improve traffic flow without the extreme, unnecessary destructiveness of that 8 lane expansion.

Best Wishes~

KWitt

Kathleen Witt

First Vice President, Investments

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