

**BROADWAY: EUCLID TO COUNTRY CLUB - Public Input Report**

07/29/14-08/15/14

(All items online at <http://cms3.tucsonaz.gov/broadway/public-input-report>)

#	Date Rec'd	Method	From	Representing	Recipient	Issue Keywords	Issue	Action(s) Assigned
212	8/11/2014	Email	Gillian Haines	Sam Hughes Neighborhood	Jenn Toothaker Burdick	Against 6+2T Widening	<p>"To Whom it May Concern,</p> <p>As a long term resident of Sam Hughes, I hope you will not create a six-lane plus two transit lanes expansion of Broadway Boulevard. The revised traffic model shows that the original plan is not advantageous over a six-lane design.</p> <p>Please act to ensure the preservation of the historic buildings and businesses along Broadway. We have lost too many of our historic buildings already. Preserving them will help maintain Tucson's distinct and special character that residents so love.</p> <p>Gillian Haines"</p>	- Forward to CTF
211	8/11/2014	Phone	Susan LaCorte	Self; BFL Construction	Jenn Toothaker Burdick	Map; Roadway Design	<p>"8/11/14</p> <p>Called to request maps for project alignment and list of buildings that will be demolished. I shared that we do not have that information yet, and provided direction to the project web site and the latest variations. Added emails to the listserv."</p>	- Forward to CTF
210	8/8/2014	Email	Camille Kershner	Self	Mary Durham-Pflibsen, CTF member	Call to Audience; Tucson Modern Streetcar; Transit	<p>"hello to jenn, mary, and the rest of the cft- my call-to-the-audience was mistakenly overlooked, which worked out due to interests of time, but my comment would have followed on from the previous speakers, as well as applies to the below excerpt from the city of tucson daily newsletter: I was looking at the HDR report regarding parking, and nowhere in those materials [addressed in sideways fashion perhaps, in #3 and 5 of table 1] or in anything else I've seen yet, is there a single mention of how providing alternate modes of transit affects potential parking needs.</p> <p>-for example, hi corbett field/el con mall/reid park and zoo falls just the other side of sunshine mile [as shown by the materials packet printed out for last night's meeting], and how many potential parking spaces could that complex provide as an anchor for a more eastern node of the streetcar route? especially if included as an annual transit pass/parking package (and offering solar-panel-shade structures!), many people would prefer a transit option that doesn't limit them</p> <p>to parking garage hours/feeding the meter, or ongoing out-of-pocket expenses like filling the gas tank or vehicle repairs. if employees or customers could more easily park-n-ride to their destination(s), there would be plenty of available parking for those in situations where transit is less practical. (and similarly, how noticeable are impacts of nearby construction on travel and parking for those same areas? not just during the extended period of streetcar construction, but also shorter-term projects such as while broadway was being repaved a few months ago,</p>	- Forward to CTF
209	8/8/2014	Email	Bob Kaye	Self	Jenn Toothaker Burdick	Media; Housing; Transit	<p>"Jenn:</p> <p>Here is the graphic [and article] I mentioned last evening. It was on the front page of the AZ Daily Star last Sunday (8/3/14).</p> <p>Bob Kaye"</p>	- Forward to CTF

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208	8/3/2014	Email	Craig Finrock	Self; Broadway Village Property	Jenn Toothaker Burdick	Roadway Design; Economic Impacts	"Hi Jenn and all, I am reaching out to express the importance of moving this very important project along quickly. At the last couple of task force meetings that I attended, this concern was also expressed by a couple of different business leaders during the call to the audience. I believe that this project will benefit greatly by timing it with the upswing in the overall economy and real estate market. Businesses will be more likely to reinvest in the area, thereby creating the regentrification effect that we are all hoping for, if the market is in an upswing. At the rate this project is going it appears that it could be a few more years before it is completed, which will probably be in the middle of the cycle (the average economic cycle is seven years). I am not sure why it should take so long to get public input for this project, but it seems like two years should be more than enough. It's time to get it built. Also, the condemnation prices are as low as they are going to be. Secondly, it is important that the future extension of the street car down Broadway be a part of the planning. Lastly, the survey that was done at the June public meeting was far from being representative of the constituency that this project involve. This is a community wide project, not a	- Forward to CTF