

Jennifer Burdick - Doug Mance

From: "Doug Mance (Private Address)" <DMance@comcast.net>
To: James DeGroot <jdegroot@pagnet.org>, Jennifer Toothaker <Jennifer.Burdick@tucsonaz.gov>
Date: 8/16/2013 2:45 PM
Subject: Doug Mance

For the Broadway Tool Kit. The Dutch know a thing or two about bicycles.

<http://momentummag.com/videos/intersection-design-the-dutch-way/>

See you Thursday and have a good weekend.

Douglas S. Mance

Intersection Design - The Dutch Way - Momentum Mag - Windows Internet Explorer

<http://momentummag.com/videos/intersection-design-the-dutch-way/>

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Intersection Design - The Dutch Way

August 3, 2012
2012-08-03T05:20:00

Content

Junction design the Dutch - cycle friendly - way

Can the cycling-friendly Dutch model for intersection design apply to North American streets? This video shows how it is possible.

For more visit: bicycledutch.wordpress.com/2011/04/07/state-of-the-art-bikeway-design-or-is-it
Watch Part 2 for real-life examples of this design in action: [Intersection Design - Dutch Protective Island](#)

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Broadway - subscribe

From: Alice Templeton <alice@gordleygroup.com>
To: <broadway@tucsonaz.gov>
Date: 9/11/2013 4:23 PM
Subject: subscribe

Subscribe me please. I live in the project area.

Thanks,

Alice

Alice Templeton
Community Relations Director

GORDLEY GROUP
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Broadway - Op Ed in today's Arizona Daily Star by Doug Mance

From: Jennifer Burdick
To: Broadway
Date: 9/15/2013 1:30 PM
Subject: Op Ed in today's Arizona Daily Star by Doug Mance
CC: Andrew McGovern; Britton Dornquast; David Longoria; Doug Mance; Hector Martinez; Jim DeGroot; Jim Schoen; Joan Beckim; Jonathan Mabry; Josh Weaver; Laura Vertes; Michael (Tucson) Johnson; Mike Holder; Myrlene Francis; Nanci Beizer; Phil Swaim; phil@community-design.com; Rick Ellis; Tim Sullivan
Attachments: Jennifer Burdick.vcf

Dear Task Force members and project team,

Just a quick note to share the link to Doug's Op Ed in today's paper, which also provides an invitation to the upcoming public meeting on 9/26 (thank you for the plug, Doug!):

<http://tinyurl.com/ld9x5nh>

Hope you are having a beautiful weekend!

~Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094

Web: <www.tucsonaz.gov/broadway>

Broadway - Re: Fwd: FW: The meeting about Broadway

From: Jennifer Burdick
To: broadway@tucsonaz.gov
Date: 9/20/2013 8:34 AM
Subject: Re: Fwd: FW: The meeting about Broadway

>>> On 9/20/2013 at 8:32 AM, Jennifer Burdick wrote:

Thank you, Colby, for sharing this and for already including [Broadway@tucsonaz.gov](mailto:broadway@tucsonaz.gov). This allows us to capture the comments as input. We will include it as input for the 9/26 public meeting.

~Jenn

>>> On 9/19/2013 at 11:15 PM, Colby and Karen Henley <psalm116@gmail.com> wrote:

Hi Jennifer,

I'm passing along an email from some neighborhood contacts regarding Broadway. They are not able to attend next week and wanted to make sure their concerns were recorded.

Many thanks,
Colby

Date: Tue, 17 Sep 2013 10:25:19 -0700
From: lrcsmr@yahoo.com
Subject: Re: The meeting about Broadway
To: mbhoman@msn.com

Dear Mark,

Here is our message to do with as you will.

The life of a community stems from the lives of those who live within it, not from the traffic rushing through. Broadway and the stores, businesses, and lives that it inhabits that piece of our community deserve to survive as a community resource. If you turn the street into an in-town freeway, you will destroy these stores, businesses and lives and take Tucson one more step into becoming a soulless economic entity with no real community at all.

Ironically that will harm its existence as a healthy economic entity as well as destroying the dreams and joys of many who live here.

When you erode the beauty of Tucson, you erode the life of Tucson as well.

Peace and Being,

Laurence and Silvia

Laurence Robert Cohen and Silvia Maria Rayces

1626 East Linden Street

Tucson, Arizona 85719

325-7394

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[Your Becoming Self](#)

Broadway - Good analysis of walking and economic development/livability

From: Bob Cook <unispn@dakotacom.net>
To: Donovan Durband <durband@gmail.com>
Date: 9/24/2013 9:49 PM
Subject: Good analysis of walking and economic development/livability
CC: Ronald spark <rpsparkmd@yahoo.com>, <ursus154@gmail.com>, bob walkup <rewalkup@aol.com>, Joy Herr-Cardillo <joiellen@cox.net>, camille kershner <camillekershner@hotmail.com>, "clague3@cox.net (clague3@cox.net)" <clague3@cox.net>, <maia@email.arizona.edu>, Corky Poster <cposter@posterfrostmirto.com>, Emily Yetman <emily@livingstreetsalliance.org>, Ian John <ianjohn27@gmail.com>, Ian Johnson <iedwards@email.arizona.edu>, Tom Fisher <tom2985@aol.com>, "caywoodgm@juno.com Caywood" <caywoodgm@juno.com>, Steve Farley <sfarley@igc.org>, Tim Ahrens <Timothy.M.Ahrens@hdrinc.com>, Kylie Walzak <kwalzak@gmail.com>, "Marilyn E - (marilynr) Robinson" <marilynr@email.arizona.edu>, Jackie Lyle <jackie@realmenvironments.com>, Shannon Scutari <shannon@scutariandcompany.com>

Here's a good analysis of walking and economic development/livability from UK. This is especially relevant to the Broadway Corridor Project:

The pedestrian pound: The business case for better streets and places - report

Living Streets commissioned research company Just Economics to bring together the evidence of the commercial and consumer benefits of good walking environments.

It reviews the academic literature and examines the relationship between investing in better streets and places and the impact on existing businesses, urban regeneration, and business and consumer perceptions.

To accompany the report, Living Streets has also put out its own summary report, outlining our key recommendations for putting these findings to work.

The pedestrian pound - key findings

- * Research shows that making places better for walking can boost footfall and trading by up to 40%
- * Good urban design can raise retail rents by up to 20%
- * International and UK studies have shown that pedestrians spend more than people arriving by car. Comparisons of spending by transport mode in Canada and New Zealand revealed that pedestrians spent up to six-times more than people arriving by car. In London town centres in 2011, walkers spent £147 more per month than those travelling by car
- * Retailers often overrate the importance of the car – a study Graz, Austria, subsequently repeated in Bristol found that retailers overestimated the number of customers arriving by car by almost 100%
- * Landowners and retailers are willing to pay to improve the streetscape in order to attract tenants and customers.

Summary report - our proposals

Living Streets' summary report is our response to the Just Economics report. It sets out our recommendations for action to national governments and local authorities to create safer, more attractive and enjoyable high streets.

Our top three recommendations are:

Invest in the public realm to create safer and more attractive high streets

We are asking the government (UK and the devolved administrations) to invest in excess of £500 million in our high streets and town centres. This is less than 0.5% of the net worth of high street retail (valued by the Grimsey Commission at £132 billion). We are also saying that town centres should be managed with a view to delivering health and environmental objectives too – walking is good for all of these things!

Give local communities powers to help high streets and town centres

We are calling on the government to give local authorities and communities control over local planning issues, such as the ‘change of use’ from offices to housing.

Boost footfall by making our high streets as accessible and enjoyable as possible

We are calling on local authorities to audit the quality of the routes to and from their high streets and town centres, to promote events to make high streets as welcoming as possible, and of course to adopt 20 mph limits where people live, work and shop.

[Download summary report](#)

Published on Resilience (<http://www.resilience.org>)

The pedestrian pound: The business case for better streets and places - report

Published by Living Streets on 2013-09-20

Original article: <http://www.livingstreets.org.uk/make-a-change/library/the-pedestrian-pound-the-business-case-for-better-streets-and-places> by Ellis Lawlor

Resilience is a program of Post Carbon Institute, a nonprofit organization dedicated to helping the world transition away from fossil fuels and build sustainable, resilient communities.

Source URL: <http://www.resilience.org/stories/2013-09-20/the-pedestrian-pound-the-business-case-for-better-streets-and-places-report>

From: Jennifer Burdick
To: unispan@dakotacom.net
Date: 9/26/2013 12:11 PM
Subject: Re: Good pedestrian analysis/SATA's transit position

Thank you for sharing this, Bob! I appreciate it.

I do not know of similar analysis yet, but believe there is growing research regarding bicycling and economic development. Ann Chanecka has shared that info with us. She might also know about the link. I guess in some respects the TOD analyses that has occurred over the years would also incorporate some of the pedestrian/economic info.

I will forward your question on and see if anyone knows more definitively.

~Jenn

>>> Bob Cook <unispan@dakotacom.net> 09/26/13 11:58 AM >>>
Yes it was a good article. Do you know of similar analyses in western US?

Also, a heads up if Gene Caywood has not already today sent you SATA's position statement for Broadway:

Following and attached is the text:

SOUTHERN ARIZONA TRANSIT ADVOCATES
GUIDING PRINCIPLES AND OTHER IMPORTANT CONSIDERATIONS FOR
BROADWAY CORRIDOR
September 2013

Southern Arizona Transit Advocates position on Broadway Corridor Study:
Transit is the key component for organizing all modes in this project – core concept.
The Broadway Corridor Study must provide space for HCT

Guiding Principle 1 – All arterials are not created equal
Broadway was recognized as a transit arterial in the 1987 study.
Broadway already is a heavy transit route.
Broadway has diamond lanes east of Columbus, giving it the feel of a transit arterial. SATA believes it is very important that transit lanes be continuous to the west.
The Broadway bus route carries 16% of the Sun Tran system total.
A new Park and Ride, is under construction at Houghton and Broadway.
Broadway is the most logical location for the region's first light rail (LRT) line – only place in valley where a single corridor contains (from west to east) a community college campus, two major hospitals, downtown, the U. of A., a regional park, 2 regional shopping centers, and a corporate center.

Guiding Principle 2 – Enhanced transit will benefit Broadway businesses and residents, and other parts of the city
Enhanced transit will add immediate capacity and eliminate future

roadway capacity needs.

Enhanced transit will bring additional customers to Broadway businesses. Enhanced transit will ease traffic on adjacent arterials (Speedway and 22nd St.) because High Capacity Transit (HCT) draws from a broad area

Guiding Principle 3 – Travel density, not Population Density justifies investment in HCT.

Travel density is created by the number and intensity of activity centers (nodes) along an arterial roadway – Broadway qualifies as noted above.

Broadway qualifies with 44,000 cars a day average + best bus route in region.

HCT draws passengers from substantial distances (rider shed) via feeder bus lines, bike, drive and park (Park and Ride), and drop off (Kiss and Ride), not just within walking distance of the corridor.

Thus LRT & BRT (Bus Rapid Transit) do not depend on passengers walking to the station like Heavy Rail (Subway) typically does.

Previous studies/plans have over the past 25 years have all included HCT in some form:

Broadway Corridor Study (1987) – defined Broadway as a transit arterial – projected LRT in future

Tucsonans for Sensible Transportation Initiative (2003) included LRT on Broadway east to Pantano Road, but moved it to 6th St. west of Country Club to better serve the UA and to avoid widening Broadway
Tucsonans for Sensible Transportation Streetcar Plan (2003) included modern streetcar in same location as LRT, but ending at El Con or Alvernon

PAG, High Capacity Transit Study (2009) recommended BRT, convertible to LRT, on Broadway and streetcar on Broadway to El Con

The key consideration for the Broadway Corridor Study is to develop a definition of “Functionality” acceptable to the City and the RTA, and assure that the recommendations of the study fulfill the definition. SATA’s recommendation for such a definition is:

“Functionality is the ability of the roadways and rights-of-way within the corridor to handle future travel demand through a combination of improvements enhancing each travel mode.”

Application of this definition will recognize that Broadway already functions differently than most other arterials in the region and therefore will:

1. Designate Broadway as a transit intensive arterial.
2. Manage future travel demand through increased use of alternate modes by providing:
 - a. Major bicycle improvements including a parallel bike boulevard
 - b. Enhanced pedestrian facilities
 - c. Intensive transit improvements outlined in the PAG High Capacity Transit Plan

3. Assure that any roadway or intersection improvements in the Broadway Corridor include provision for high capacity transit.
4. Enhance roadway capacity and vehicular flow within a design strategy that is compatible with a multimodal system of mobility and smart mixed land use development while respecting the existing character of the Broadway Corridor.

[OBJ]

On Sep 25, 2013, at 2:04 PM, Jennifer Burdick wrote:

> Thank you for sharing this, Bob!

>

> >>> On 9/24/2013 at 9:48 PM, Bob Cook <unispn@dakotacom.net> wrote:

> Here's a good analysis of walking and economic development/

> livability from UK. This is especially relevant to the Broadway

> Corridor Project:

Broadway - Broadway Widening

From: "Joan Hall" <joanchall@yahoo.com>
To: <broadway@tucsonaz.gov>
Date: 9/25/2013 9:33 AM
Subject: Broadway Widening
CC: <jennifer.burdick@tucsonaz.gov>, <ward3@tucsonaz.gov>, <mayor1@tucsonaz.gov>

Dear Ms. Burdick,

I support the goals and demands of the Broadway Coalition.

- 1) Advance the notion of place (quite different from the notion of corridor), including affording residents in the area a range of services and amenities, establish a unique identity, etc.;
- 2) Preserve the businesses and historic, architecturally significant structures that exist along Broadway, and provide safe, easy access to them, in a visually appealing manner;
- 3) Enhance the business climate and business viability;
- 4) Promote, and give particular attention to, pedestrian and bicycle activity and safety, while aiding the movement of people using multiple forms of vehicular traffic;
- 5) Contribute to environmental sustainability and create a fiscally sound, affordable roadway design that is truly an improvement for all stakeholders.

Broadway should not be widened more than 100 feet.

Thank you,
Joan Hall
Jefferson Park Neighborhood

Broadway - Broadway Corridor Public Meeting Thursday, 6pm

From: Bill Ford <wifa@earthlink.net>
To: <broadway@tucsonaz.gov>
Date: 9/26/2013 12:30 AM
Subject: Broadway Corridor Public Meeting Thursday, 6pm

See uuitucson.com for updates

<http://urbanuniversityinterface.com>
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Archive for the 'Broadway Corridor' Category

Broadway Corridor Evolution

Posted in [Broadway Corridor](#) on September 15, 2013 | [Leave a Comment](#) »

After a decade of limbo, it appears the Broadway Corridor has a chance of becoming a lighthouse for transportation alternatives in Tucson as rigid status quo gives way to new ideas. The Citizen's Task Force is doing well to open critical minds of RTA leadership, planning staff and planning consultants. The ward 6 newsletter tracks this process which you can view in [Excerpts](#). You should also view the [Broadway Coalition Report](#). Citizens and surrounding neighborhood leaders has been a large influence in pushing for balance. Midtown resident, JD Garcia offers a guest editorial; [Broadway is not a Corridor to Somewhere Else..](#), that is a valuable summary of the corridors history and what would be good for it.



[Open House - 9/26/13, 6-8:30PM, Sabbar Shrine, 450 S. Tucson Blvd](#)

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- [Design Guidelines; Are They Enough?](#)
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BROADWAY COALITION -- FREQUENTLY ASKED QUESTIONS

1. Who/what is the Broadway Coalition ?

The Broadway Coalition (BC) is a committed group of some 19 neighborhoods from throughout the City, more than 50 businesses, and hundreds of individuals, all interested in a more livable, thriving Tucson, seeking to make sure that the Broadway Boulevard road improvement project planned by the Regional Transportation Authority (RTA) will not result in just another corridor to somewhere else, but will instead retain Broadway as a destination and enhance the livability of the surrounding neighborhoods while improving ease and efficiency of movement of people via all forms of transportation: buses, bikes, walking, and motor vehicles.

2. What are the goals of the BC?

Briefly, these are to:

- 1) Advance the notion of place (quite different from the notion of corridor), including affording residents in the area a range of services and amenities, establish a unique identity, etc.;
- 2) Preserve the businesses and historic, architecturally significant structures that exist along Broadway, and provide safe, easy access to them, in a visually appealing manner;
- 3) Enhance the business climate and business viability;
- 4) Promote, and give particular attention to, pedestrian and bicycle activity and safety, while aiding the movement of people using multiple forms of vehicular traffic;
- 5) Contribute to environmental sustainability and create a fiscally sound, affordable roadway design that is truly an improvement for all stakeholders.

3. How does this differ from what is proposed in the RTA Broadway Corridor Project?

Some of the language in the RTA plan states that the project should result in a roadway that is an eight-lane arterial with a 150 foot right-of-way; there are some proposals that call for taking the increase in the right-of-way entirely from the North side of Broadway, from Euclid to Country Club. However, other language, interpretation and precedent (see Q.6 below) show that there is a requirement to be fiscally prudent, as opposed to following those statements rigidly, when there are better solutions.

This plan would result in a freeway-like situation in that corridor, and destroy some 100 businesses and historic properties currently on that stretch of Broadway. We believe it would also lead to deterioration of the surrounding historic neighborhoods, as often happens near faster, eight-lane roadways.

4. What was the basis for the RTA Broadway Project plan?

The RTA plan was intended to accommodate the increase in traffic demand expected to occur between 1987 and 2005 along Broadway, resulting from an expectation that high-rise, high density business development would occur along Broadway from downtown to Wilmot Road. That development has not occurred; other business nodes have developed

Over →

BROADWAY COALITION -- FREQUENTLY ASKED QUESTIONS

Continued:

instead, particularly to the NW, and the traffic count on Broadway has remained essentially constant (other than fluctuations) since the late 1990s.

5. What is the current situation for the RTA Broadway Project?

The RTA Project is proceeding, with the City of Tucson as the lead agency; it is now in the 'roadway design' phase, expected to be completed by 2016, with construction expected to begin thereafter. An advisory Citizens' Task Force (CTF) has been appointed and is hard at work, together with City and RTA staff and consultants. The CTF will hold a public Open House on September 26th, to receive comments from the public on various road widths and designs that they are considering, and to allow public input on the concepts being used. This is a very important meeting, because what the CTF hears at this Open House will effect whether Broadway remains a destination, and the surrounding neighborhoods remain livable. Mayor and Council have given explicit directions to the CTF to explore all options, not just the 150 foot, 8 lane option.

6. Can transportation be improved without going to an eight lane, 150 foot right of way?

Yes, and there are many examples of cities across the country that have done this. The Broadway Coalition website has several papers and articles showing how this can be done. See: <https://sites.google.com/site/broadwaycoalition>. The key to doing this is to improve the functionality of the street, so that the transport of people becomes more efficient, without creating a freeway-like environment that is unnecessary and undesirable. We want our city to remain livable as we make improvements. It should be noted that the RTA's lawyer, Thomas Benevides, has provided legal counsel to the RTA and CTF, stating that functionality and fiscal prudence are the key objectives, not lane count or right of way width.

7. I am interested; how can I learn more?

More information is available on the Broadway Coalition website: <https://sites.google.com/site/broadwaycoalition>.

The City/RTA project website: <http://cms3.tucsonaz.gov/broadway>, is the official project website.

8. What can I do about keeping Broadway a livable, thriving part of our community?

1. Attend the Broadway Project CTF Public Meeting on September 26th, 6:00 – 8:30 PM, at the Sabbar Shrine, 450 S. Tucson Blvd, and express your views.
2. Join the Broadway Coalition – see website above – to receive news updates, more information. That website has articles about how other cities have approached traffic and mobility, as well as papers written by the Broadway Coalition's professional planners on various related subjects such as "Functionality", "Land Use and Transportation", "Business Vitality", and "Sense of Place".
3. Patronize Broadway businesses and tell them, "I support a viable, unique, livable Broadway, and I tell my friends and neighbors to help support your specific retail or service enterprise."





Sense of Place

Sense-of-place means an area where people will want to live, shop, and play. It is in the street grid and width, the age and style of buildings, the size and shape of the gardens, whether businesses are local or chains, and where in town the area is located. How a major street like Broadway Boulevard connects with and is supportive to its surround neighborhoods, including downtown, is part of that **sense-of-place**. Implied is that development along Broadway should be human-scaled where people feel comfortable being there.

This understanding or definition of **sense-of-place** can be used to evaluate how well a particular cross-section option creates and maintains a **sense-of-place** for Broadway Boulevard (Euclid to Country Club).

The goals for the Broadway Boulevard corridor envision creating a **series of places** that include a mix of uses and which support, recognize and enhance the existing character and context of the corridor and its surrounding neighborhoods. (See the Broadway Coalition's paper on Destination.) The goals also recognize the importance of preserving both the historic buildings and significant places along the corridor, as well as supporting locally owned businesses.

Goals (CTF June 10, 2013) include:

- Recognize and support distinct character of Broadway as a series of places, defined by their historic and significant structures, signage, landscape, and uses.
- Recognize and reinforce existing areas with distinct character and support the creation of complementary, locally-owned new places so that Broadway is a linked series of places, defined by their historic and significant structures, signage, landscape, and uses.
- Encourage a mix of neighborhood and regional serving businesses to support vibrant mixed-use districts along Broadway.
- Recognize value of historic buildings and sites
- Recognize value of significant buildings and sites
- Encourage preservation, remodeling, and new development that is scaled to existing context while allowing for a mix and intensity of use to support walking, bicycling, and transit use.
- Respect the aesthetic character of Broadway and the destinations along it while encouraging maintenance and reinvestment to improve aesthetic appearance of existing development. Also, encourage new development that complements today's aesthetic character.
- Design the roadway, its streetscape, wayfinding signage, and the uses along it to give identity to the several gateways along Broadway - to neighborhoods, to Downtown, to the University, and others.
- Encourage the creation of public gathering places and provide for public places as feasible through design of the boulevard.
- Create an inviting pedestrian environment that encourages walking along Broadway and for crossing the Boulevard, and that links Broadway with the adjacent neighborhoods.

Evaluating the various cross-width options should focus on how each option provides opportunities for urban place making within the context of the current character of Broadway and the surrounding neighborhoods as well as downtown. It is important to retain and enhance a **sense-of-place** so that this portion of Broadway is a viable part of a sustainable, livable, vibrant Tucson.

July 3, 2013



Destination - Broadway

The discussion of improving Broadway Boulevard from Euclid to Country Club as contemplated in the RTA's Broadway Boulevard project involves a definition of the goals of the project, which include retaining or enhancing Broadway as a **destination** with a sense-of-place, not just a roadway. If these terms remain undefined, they can mean many things to different people, resulting in their losing any specificity that can be used in the process of roadway design. It is thus not enough to assume that everyone knows what they mean. In this statement we hope to elucidate what is meant by these terms and what that implies in terms of assessment of performance measures and design of the roadway improvements.

A sense-of-place has meaning if enough people think of that area as one in which they would like to spend some time, conduct business, find services, do shopping, find something to eat and meet friends. (See the Broadway Coalition's paper on Sense of Place). It connotes some historical context as to why it is a 'place' for them; it implies a welcoming physical environment. This sense-of-place changes that portion of a street from 'just a roadway to somewhere else' into a **destination**. Thus, sense-of-place and **destination** are tightly coupled.

This has strong implications for how one would rate performance measures used to assess the various alternatives available in a roadway improvement project. In particular, retaining and enhancing Broadway Boulevard as a **destination** influences how improving vehicular, bicycle, pedestrian, and public transit happens. It becomes necessary to take a block-by-block approach, rather than treating the entire two miles in the same manner throughout. This is necessary to respond to the *context* along the street and to avoid the widespread destruction of existing businesses and structures that create this **destination**. This also implies that street cross-section designs that make it harder for pedestrians to cross Broadway are less acceptable. There is already a sense-of-place in this portion of Broadway Boulevard; the goal of the roadway improvement project should be to enhance that aspect while improving traffic flow, so that it can remain a **destination**. Thus, improving vehicular flow cannot be the prime consideration; it is just one of several important considerations.

Essentially every performance measure used to assess roadway design concepts will be affected by making a sense-of-place a priority so that this section of Broadway Boulevard can remain a **destination**.

Questions that need to be asked about each design concept:

- How will pedestrians rate their experience of being there shopping, or dining, or..., on Broadway, if this design is implemented?
- How many of the businesses that make this area unique would be destroyed to implement this design?
- Is vehicular traffic moving so fast under this design that stopping at this area is difficult?
- Can pedestrians access businesses on both sides of Broadway relatively easily with this design?
- Do the transit improvements in this design also enable people to make this area their **destination**?
- Is the design pedestrian-, bicycle- and wheelchair-friendly, compared to current conditions?
- Does this design improve vehicular traffic flow in a way that makes Broadway as a **destination** likely?
- Is Broadway's sense-of-place enhanced or diminished by this design?

July 3, 2013

Broadway - Re: September 26 community mtg

From: first last <yq7abc@gmail.com>
To: Broadway Broadway <Broadway.PWPO1.PWDOM2@tucsonaz.gov>
Date: 9/27/2013 6:13 PM
Subject: Re: September 26 community mtg

Jenn, my table was divided and nowhere near a consensus. My input was existing right of way which I prised out of Andrew as an actual choice. While it's certainly true that I like to sleep on things this isn't the reason for my wanting to correct my choice. I was unable to assess the choices because they were not clearly available to me. It wasn't until I insisted that Andrew pass the smaller drawings around that I could actually hold one in my hand. I only ever saw 3 of the choices up close. The ones on the large page on the table were not accessible to me because of their distance and configuration.

What appeals to me is a cross section that improves function but doesn't destroy the immediate environment. What I was looking for on that larger table sized document was something that accomplished this. What I had written on the green post it was existing roadway or the 4T option with the centre bus lanes but then I crossed that one out because of the overall width. Where I landed after being able to actually see the choices online was the SATA proposal that uses the existing ROW width. I don't have that number in front of me right now.

So far I've been to all 3 of these events. I was quite frustrated by the first one because nothing I said ended up on the sheet and my facilitator was weak and we had a bullying louder person in the group and my reaction to this is to wait it out and not escalate a confrontation. The result was my thoughts were overlooked.

I'm not recalling anything particularly negative about the 2nd event especially since I could write on the large sheets around the room or talk to people at the various stations.

Now in round 3 I'm frustrated again because access to critical materials was poor and my outcome was altered because of this. I'm just a person wanting access to a public process because I care about the future of my city and I'd like to provide my input since it's being asked for. Just in case, I don't have an agenda other than my thoughts on the roadway and process. Richard

On Fri, Sep 27, 2013 at 5:16 PM, Broadway Broadway <Broadway.PWPO1.PWDOM2@tucsonaz.gov> wrote:

Richard,
 Thank you for coming last night, and for taking time to continue to think about the information. (Researchers have reported that our brains continue to work on problems while we sleep!)
 I will confer with the team on your question, but my initial reaction is that it is problematic to change your **table** input at this point, since that also affects your group choices.
 If you were willing to email what your choices were, and what you would want to change them and why, we might be able to incorporate that into our collection of input.
 Would that work for you?
 ~Jenn

>>> On 9/27/2013 at 8:34 AM, first last <yq7abc@gmail.com> wrote:

I attended last night's community meeting and participated in the table P small-group discussion. I was somewhat frustrated by the roadway cross section portion of the meeting. It was difficult to actually see the large drawings on the single sheet on the table, and in my group the smaller single-section drawings were not passed around the table until pretty much the end of the time set aside for the activity-- and only because I really insisted, since I was not able to see and understand the cross section information in the larger, on-table format. The other difficult thing was that my facilitator didn't present all of the various cross section options.

In retrospect I think the task of looking at roadway cross section options in the small-group format was daunting given the time frame allotted. That and the need for so many skilled facilitators made it difficult to work through the materials and come up with meaningful input on the project. Personally I find it almost impossible to sort options and arrive at a reasoned result absent an understanding of the requirements and constraints that drove the selection of the options in the first place.

So, twelve hours later and after some consideration and the opportunity to view the Broadway website, I do actually understand the cross section options in a way that allows me to contextualise my choices.

Which brings me to my question: Is the comment process now closed, or can I append my table P input now that I've had the pause and reflection I needed to actually process the information presented?

Thanks,
R. Mayers

Jennifer Burdick - Re: Broadway rode improvement

From: Jennifer Burdick
To: Troy Little
Date: 10/3/2013 4:29 PM
Subject: Re: Broadway rode improvement

You are now entered into our listserv, Mr. Little. Thank you for emailing and getting connected on this project!

Sincerely,
Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094
Web: <www.tucsonaz.gov/broadway>

>>> On 10/3/2013 at 3:58 PM, "Troy Little" <Troy@quikmartstores.com> wrote:
Could I please get on your mailing list as well as e-mailing list.

Troy Little
Quik Mart Stores
8351 E. Broadway
Tucson, AZ 85710

troy@quikmartstores.com

Thank you

Broadway - Potential Media Coverage re: a Pima County Memo on Broadway Bond Funding

From: Jennifer Burdick
To: Broadway
Date: 10/4/2013 12:20 PM
Subject: Potential Media Coverage re: a Pima County Memo on Broadway Bond Funding
CC: Doug Mance; Joan Beckim; Josh Weaver; Michael (Tucson) Johnson; Nanci Beizer; phil@community-design.com
Attachments: 2013_10-02_Ltr_BwayBonds-6Lanes.pdf; Jennifer Burdick.vcf

Dear Broadway Citizens Task Force Members,

I want to alert you that a memo from County Administrator Huckelberry has been routed and may get some play in the media in the near future. The memo, attached, indicates that the County will reallocate the County bond funding committed to the Broadway project, if the City chooses to build improvements to Broadway that are narrower than a 6-lane, median divided roadway with bike lanes.

I would like to share the following points:

- Discussion of reallocating these funds is premature. We have not yet reached a point in this project process to make a design recommendation. There are still many more steps for us all to take, and more public meetings ahead.
- The Mayor and Council appointed you, the Broadway Citizens Task Force, to develop a recommendation for the design of the project.
- Because citizen participation is important to the City, the City Manager's Office will encourage Pima County to honor the public process.
- As you know, and as we've discussed, once we have developed a recommendation on the design through our process, the Mayor and Council, as well as the other project funders (Pima County and the Regional Transportation Authority), can review the recommendation and decide the best way to advance the project.
- The Broadway project has twice been approved by a County-wide vote, in 1997 as part of the Pima County HURF Bond Program and in 2006 as part of the Regional Transportation Plan election. In order to respect issues of public trust and truth-in bonding for our residents, it's critical that we continue to make every effort to complete voter-approved projects in the City such as Broadway and make them successful.

The project team plans to meet with you on October 21 and 24, as scheduled, to review the public input from the 9/26 and 9/27 meetings and to identify street sections to move forward into further analysis and study.

As always, if you have any questions or concerns about this memo or anything, please contact either Nanci or myself.

~Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094

Web: <www.tucsonaz.gov/broadway>



MEMORANDUM

Date: October 2, 2013

To: Priscilla Cornelio, Director
Transportation Department

From: C.H. Huckelberry
County Administrator 

Re: **Broadway Boulevard Widening Project Discussions with the City of Tucson**

It appears increasingly likely the City of Tucson will choose not to widen the Broadway Boulevard Corridor from Euclid Avenue to Country Club Road.

The County allocated up to \$25 million of our Highway User Revenue Fund (HURF) bonds for the Broadway Boulevard widening project. If the City fails to widen Broadway Boulevard to a full six-lane, median-divided roadway, including bike lanes, the City will not be eligible for the County HURF funding allocated to the project.

As a contingency, please begin planning for other uses for these HURF funds if the City chooses to pursue a lesser improvement standard. I suggest the entire \$25 million be allocated to pavement preservation projects that are the responsibility of the County. This will require the City to provide a refund of the funds already advanced by the County to the City for this project.

CHH/dph

c: John Bernal, Deputy County Administrator for Public Works
Nicole Fyffe, Executive Assistant to the County Administrator

Broadway - Re: LOS deactivation

From: Jennifer Burdick
To: Ronald spark
Date: 10/4/2013 12:14 PM
Subject: Re: LOS deactivation
CC: Broadway

Dr. Spark,

Thank you for forwarding this article on the changing relationship between LOS and transit priority corridor. I am forwarding this to broadway@tucsonaz.gov. I am running out the door to a meeting now, but will plan to read this soon.

~Jenn

>>> On 10/4/2013 at 7:35 AM, Ronald spark <rpsparkmd@yahoo.com> wrote:

Beginning of the End for Level of Service
DC Streetsblog

There are three little words that will make any livable streets advocate groan: Level of Service.

[Read On](#)

<http://dc.streetsblog.org/2013/10/03/the-beginning-of-the-end-for-level-of-service/>

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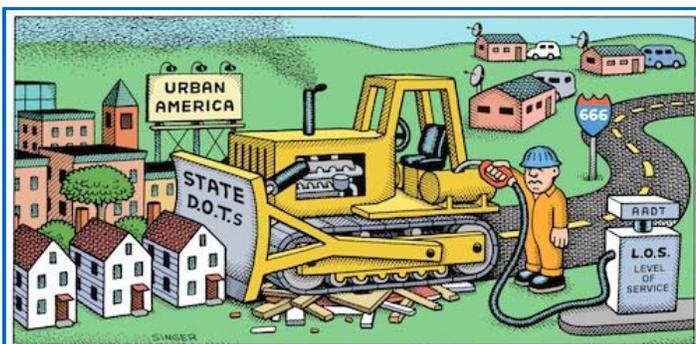


Thursday, October 3, 2013 [9 Comments](#)

The Beginning of the End for Level of Service?

by [Angie Schmitt](#)

There are three little words that will make any livable streets advocate groan: Level of Service.



"Level of Service" is the metric that, perhaps more than any other, fuels the decimation of walkable streets.

Image: Andy Singer

Level of Service, simply put, is a measure of vehicle congestion at intersections. Projects are graded from "A" to "F" based on how much delay drivers experience.

That's all it measures: the free motion of motor vehicles. And that's the problem. The safety of people on foot and on bikes doesn't enter into the equation at all, and transit vehicles carrying dozens of people are subjugated to the movement of private cars. In fact, a high "level of service" generally makes for a much more stressful and dangerous street, since speeding traffic, and the wide lanes that facilitate it, is a leading cause of traffic injuries and deaths.

Last month, livable streets advocates in California finally made progress in a long battle to reform the state's environmental laws, which perversely [rewarded projects that cater to cars and maintain a certain Level of Service](#). When, for instance, San Francisco went to add a bike lane or a bus lane, the city first had to show — as part of environmental law — that drivers would not be inconvenienced. Then on September 27, [Governor Jerry Brown signed a law](#) saying that Level of Service requirements [would no longer factor into the state's environmental review process](#) — at least in "transit priority areas," which will incorporate sections of all the state's urbanized areas.

The [Natural Resources Defense Council](#) celebrated the bill's passage, writing that it will "have the potential to shape California's future in a big way."

California isn't the only place rethinking its reliance on Level of Service to grade transportation and development projects. Portland, Oregon, [issued an RFP last summer](#) asking for help developing new performance measures to replace Level of Service. The RFP read: "The existing LOS standards and measures, which focus only on motor vehicle levels of service, do not reflect the City of Portland's current practice which emphasizes and promotes a multi-modal approach to transportation planning and providing transportation services."

Meanwhile, other cities that want to build better streets for walking, biking, and transit are finding ways around Level of Service without changing laws.

Rachel Weinberger helped write Mayor Michael Bloomberg's [PlaNYC](#) sustainability framework. Level of Service requirements presented a barrier to safer street designs there, too, but by testing out new engineering approaches as pilot projects, reforms could be advanced without hacking through too much red tape. Internally, the city used performance measures that prioritized goals it considered more important than vehicle Level of Service, such as spatial efficiency.

"A lot of places are trying to rethink it," said Weinberger, who is now director of research and policy strategy at Nelson\Nygaard. "People are starting to say, 'We've been using this performance measure and we're not getting the whole picture, and we're not getting the result we really want.'"

The state of Florida, for example, uses a [multi-modal](#) Level of Service analysis. The state of Virginia is considering something similar, said Weinberger.

Another innovator is Charlotte, North Carolina. Charlotte first adopted a soft approach to its use of Level of Service about 10 years ago, when the city passed its complete streets policy, says Dan Gallagher, the city's transportation and planning manager.

“We realized if we were going to be a city that could move cars but also be accommodating for bikes, pedestrians and transit users, a strict level of service approach probably wasn’t going to be the best thing,” Gallagher said. “What we’ve moved to is more of a comprehensive look at our improvements.”

Charlotte still uses Level of Service in its planning, but in combination with metrics that measure “Level of Service” for cyclists and pedestrians as well. [Multi-modal Level of Service](#) measures have been pioneered by groups like the National Cooperative Highway Research program.



The use of "Level of Service" performance metrics can lead to road widenings that entrench dependence on driving and jeopardize pedestrians. Photo: [Naples News](#)

The city of Seattle is another conscientious objector. Michael James, a project manager at the Seattle Department of Transportation, said the city is considering whether to adopt a multi-modal Level of Service in its next comprehensive plan.

“We’re really trying to move away from using level of service because it really just focuses on driver access and it’s more of a measure of driver convenience than anything else,” James said. “We still do use LOS at intersections, but primarily to make sure our transit is still moving.”

Of course, for every state or local agency that eschews transportation decisions based primarily on Level of Service, there are many more that use it to quash projects that might be beneficial for pedestrians and cyclists. The sad thing, according to Gary Toth at [Project for Public Spaces](#), is that there is absolutely no requirement for states and cities to do so. Adherence to Level of Service is simply a convention that survives from the bygone era of highway building. Even with the advances in multi-modal Level of Service, many communities will forgo this measure because the data needed to calculate is more difficult to obtain.

“We have a long way to go,” says Toth, “but the door is opening.”



[Angie Schmitt](#) is a newspaper reporter-turned planner/advocate who manages the Streetsblog Network from glamorous Cleveland, Ohio. She also writes about urban issues particular to the industrial Midwest at [Rustwire.com](#).

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Broadway - Fwd: Fw: Janette Sadik-Khan: New York's streets? Not so mean any more

From: Jennifer Burdick
To: Broadway@tucsonaz.gov
Date: 10/24/2013 3:18 PM
Subject: Fwd: Fw: Janette Sadik-Khan: New York's streets? Not so mean any more

>>> On 10/12/2013 at 3:12 PM, Ronald spark <rpsparkmd@yahoo.com> wrote:

On Saturday, October 12, 2013 3:11 PM, "rpsparkmd@yahoo.com" <rpsparkmd@yahoo.com> wrote:



This TED Talk has been recommended to you by rpsparkmd@yahoo.com from TED.com.

Note from sender:

http://www.ted.com/talks/janette_sadik_khan_new_york_s_streets_not_so_mean_any_more.html?source=email#.UlnkYtD3dp.email

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From: Jennifer Burdick
To: les_p_hackenslash@yahoo.com
CC: Jonathan Rothschild, Karin Uhlich, Paul Cunningham, Richard G. Fimbres, Regi...
Date: 10/15/2013 5:26 AM
Subject: Re: Broadway Blvd project CTF/staff process

October 15, 2013

Subject: Letter from Arroyo Chico Neighborhood Association dated October 13, 2013

Les,

I am currently in Europe, but happened to check my emails and saw your letter on behalf of Arroyo Chico Neighborhood Association. A similar letter from Rincon Heights Neighborhood Association has also been received. Because of the time-sensitive nature of your requests, and those in their letter, I wanted to respond to you quickly. I am also concerned by the charges of negligence by our project team to our Task Force members and selective compliance to the open process we have striven to develop throughout this process. I would like to provide some clarification, in the hopes that this will alleviate some or all of your concerns, or give us the basis for further discussion.

This week, while I am gone, the project team is preparing information for the Task Force meetings on October 21 and October 24. This is a planning charrette, not a design charrette, which has been clarified before. (We are nearing a point in which we will have a design charrette, once we have results from analysis in this next segment of work with the Task Force.) The original intention of the discussions and meetings is to identify what cross section alternatives to move forward into further analysis by the consultant team. This decision is first step of many to come in the alternatives analysis. Please remember that the planning and design schedule will bring us to an initial recommendation on the project design – after studies and additional data are collected – by Fall 2014, and this initial recommendation will come to the Mayor and Council at a public hearing. The Council will be provided regular updates, however, before then. (The public participation plan for the project can be found online at www.tucsonaz.gov/broadway under 'Public Participation'.)

Regarding the role of the Task Force, you are correct that the Task Force has a very important role. They will ultimately provide a recommendation to the Mayor and Council to either support or deny the project design concept report and initial construction plans that are developed through the expertise of the project team. Throughout this planning and design process, the CTF is the representative of local project area and the regional users with a stake in this project design. The CTF provides key input, ideas, suggestions, questions, and concerns as we work towards a design of the project. The consultant team has been hired on to do the work as indicated through the Scope of Work approved by the Procurement Department. As such, the project team is working to deliver a schedule that has been approved by contract. The work be done with the CTF factors into to this project schedule. The role of designing is a technical one (performed by the technical consultants) with the influence, creativity, and mindfulness of the CTF (affected stakeholders influencing how we are proceeding). There is a balance that we are always working to maintain on this project. We are incredibly lucky to have the dedicated people we do in our CTF members, and in our technical team.

Based on the discussions at the October CTF meetings, the next segment of the work we will be doing with the Task Force includes running various studies on the street configuration/cross section alternatives selected, discussing results at future meetings, making refinements, and running additional studies. Following this, the Task Force will work with the project team on developing a corridor development approach for the whole 2 miles of the project area which will also require analysis. Within these refinements and milestone decisions, there will be Task Force meetings, updates to City Manager's Office, Mayor and Council, RTA CART and T/MC Committees (as desired), and the Pima County Bond Oversight Committee. There are also 2 more community-wide meetings planned inviting the community to participate as was done for the meeting on Sept. 26.

The items you are requesting be addressed at the October 21, 2013 Citizens Task Force meeting are not

part of the meeting agenda, for the following reasons:

- 1) Given recent media attention to the issue of the County funding, a portion of the meeting on October 21 will necessarily focus on this issue. Representatives from the different agencies will be at the meeting to talk with the Task Force and answer questions. Given the concerns that have been raised by this issue, I believe enough time needs to be allowed to ensure quality conversations with the Task Force.
- 2) To your first point regarding the information requested by Colby for parking information, his request was for a map of parcels with non-compliant parking issues. At the meeting, staff advised that we would have to look into whether this would be possible. There are legal issues, which were thought to be present, with providing a map of non-compliant properties. In a meeting with staff from Department of Transportation, Planning & Development Services Department, ParkWise, and Information Technology, it was clarified that some property owners have gone through a review process to be determined by Planning and Development Services as "legally non-compliant" with the current City Code. Others have not. Putting the requested information into a map may have a number of negative unintended consequences for property owners. Creating negative issues for the current property owners is not something I believe Colby was intending and for that reason, staff and the project team have discussed how to respond.
Given that this information will be part of the alignment alternatives analysis that is part of the next segment of work described above, it is expected that we can provide the information and avoid the negative consequences at that time.
- 3) Regarding Phoenix light rail, this information takes time to gather and we have been doing so, in addition to the planned work we have been doing. To clarify, the initial request was for analysis of Central Avenue and then Phoenix light rail; however, there are many segments to the light rail system, and comparable segments to Broadway are being reviewed. Tucson Department of Transportation deputy director Carlos de Leon worked in Tempe for 17 years, on the light rail project, and has been able to give staff assistance with his experience and knowledge of the development of the segments and appropriate contacts to make to obtain the right information. Staff has initiated contact with different staff in Phoenix from both the Metro Authority, Phoenix Department of Transportation, and Reinvent Phoenix. Additionally, I and others from the project team have been to Phoenix to take pictures and gather information.

Again, this is information that relates to the next segment of work planned with the Task Force and how it factors in to the next segment of work can be discussed with the Task Force at the October meetings.

- 4) Regarding the updated projections, the projections we have been using for the project are currently correct for where we are in the project process. In August 2012, the project team developed a range within which to approach our work regarding projections on the project to accommodate concerns that the projections being used overestimate future demand (pg. 4, Summary of the Traffic Analysis: Broadway, Euclid to Country Club, August 30, 2012, found online: http://cms3.tucsonaz.gov/files/projects/broadway/2012_08-30_TrafficSummary.pdf)

The range of projections we are currently using includes a low growth rate of 70% to high growth rate of 100% of Pima Association of Governments (PAG) projections for 2040. A follow up to the traffic study analysis was also provided to the Citizens Task Force at the May 21, 2013 meeting. This follow-up provided additional information about the PAG projections model, the role it plays in our work and in our community planning process. It also indicates that as we continue to move forward on this project, we will continue to use a range of projections. http://cms3.tucsonaz.gov/files/projects/broadway/2013_05-10_TravelDemandOverview_Fin.pdf

We know that the Federal projections received by the State of Arizona are projecting less population for our region. It is my understanding that PAG has been in the process of developing the new projections, and as we move forward on the project process, we will use the most current projections available, in the range that we are committed to using. If there is new information PAG has available that will aid our

process, we will incorporate that.

As an aside, this approach of using a range has subsequently been supported by the U.S. PIRG report, as proposed in the report conclusions on pgs. 41-42 of "A New Direction: Our Changing Relationship with Driving and the Implications for America's Future."
<http://uspirg.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf>

This is a challenging project with many different layers to it, and what seems like a race against time to address it all. This is one reason to allow time for the process to continue. I assure you that I and the team remain committed to doing everything we can to aid this decision process. If we are thorough in our approach and process, I believe we will develop the information that will help us all engage in conversations that consider all the different angles.

Thank you for your letter and opportunity to provide some additional information.

Sincerely,
Jenn Toothaker Burdick

c: The Honorable Mayor and Council Members
The Broadway Citizens Task Force Members
Albert Elias, Assistant City Manager
Nicole Ewing-Gavin, Assistant to the City Manager
Daryl Cole, Director, Tucson Department of Transportation
Carlos de Leon, Deputy Director, Tucson Department of Transportation
Jim DeGrood, Director of Transportation Services, Regional Transportation Authority
Rick Ellis, Administrator, Engineering Division, Pima County Department of Transportation

>>> "les_p_hackenslash@yahoo.com" <les_p_hackenslash@yahoo.com> 10/13/13 8:23 PM >>>

Hi, Jenn:
I hope this finds you well.
Below plz find text of a letter from the Arroyo Chico Neighborhood Association to you (as Broadway Project Manager) and cc'ed to M&C regarding the Broadway design process. I have also attached a "prettified" version on ACNA letterhead if that is preferred.
Cheers,

Les

enc: acna_ltr_20131013.sla.pdf (PDF format, ~175KB)
cc: M&C

__BEGIN__

13-OCT-2013

To: Jenn Toothaker
City of Tucson Department of Transportation
201 North Stone Ave, 5th floor
Tucson, AZ 85701

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

Re: Broadway Project

Hi, Jenn:

I have been attending the Broadway Project Citizen Task Force (CTF) meetings and open houses since the CTF's inception in Spring, 2012, and I am now writing on behalf of the Arroyo Chico Neighborhood Association (ACNA) to bring your attention to a matter of concern.

It is our understanding that the CTF is charged with conceiving a roadway design for the section of Broadway Blvd between Euclid Avenue and Country Club Road. Per Mayor and Council direction, the CTF may consider all roadway design options and not just the 8-lane/ 150-foot one advanced by the Regional Transportation Authority (RTA). Also, per RTA legal counsel Thomas Benavidez' statement to the RTA's CART committee on 22-MAY-2013, the CTF is not strictly bound to the RTA plan as long as functionality is preserved and the project budget met.

It is also our understanding that, generally, CTFs are charged with conceiving project designs and that they are supported by City and project staff ("staff") which provides expertise, data, and other materials to educate and inform the CTF members and their discussions. The CTF is in the driver's seat, so to speak.

Which brings us to the reason for this letter. Over the past several months, we have observed CTF members directing staff to produce documentation to aid the CTF in their deliberations, but this information was not produced at the next subsequent meeting, nor has it been produced since. For example:

(A) At the 30-MAY-2013 CTF meeting, neighborhood representative Colby Henley asked for information about where on Broadway business parking is occurring as a non-conforming use. This has not yet been produced.

(B) At the 25-JUL-2013 CTF meeting, neighborhood representative Mary Durham-Pflibsen requested information about the light rail system installed in the City of Phoenix, since parts of that project were built without extensive demolition and this case study could prove useful to CTF deliberations. This information has not yet been produced.

(C) At the 25-JUL-2013 CTF meeting, business representative Diane Robles asked again for up-to-date traffic figures, since Pima Association of Governments (PAG) had recently revised their traffic projections downward. Not only has this information not yet been produced (despite assurances at the 18-APR-2013 meeting that it would be made available), projections known to be outdated were presented to audience and participants at the public open house on 26-SEP-2013.

Had any one of these been an isolated incident, it could be forgiven as a necessary part of the process (i.e., accidents happen). However, they collectively appear to indicate a pattern in which staff is selectively choosing when to comply with the CTF's reasonable information requests, and thereby manipulating the process in a particular direction. We hope we are mistaken.

As stakeholders in the Broadway Boulevard project (which demarcates ACNA's north border) we demand a fair and aboveboard design process, and therefore we must insist that staff be instructed to produce the materials described above at or before the next CTF meeting (21-OCT-2013).

Thank you for your time and kind attention to this matter.

Sincerely,

/s/

Les Pierce

President, Arroyo Chico Neighborhood Association

cc: City of Tucson Mayor and Council:
Mayor Jonathan Rothschild,
Ward 1 Councillor Regina Romero,
Ward 2 Councillor Paul Cunningham,
Ward 3 Councillor Karin Uhlich,
Ward 4 Councillor Shirley Scott,
Ward 5 Councillor Richard Fimbres, and
Ward 6 Councillor Steve Kozachik

__END__
#EOF.

ARROYO CHICO NEIGHBORHOOD ASSOCIATION

13-OCT-2013

To: Jenn Toothaker
City of Tucson Department of Transportation
201 North Stone Ave, 5th floor
Tucson, AZ 85701

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

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**Arroyo Chico Neighborhood Association
Broadway Boulevard roadway project
page 2 of 2**

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Thank you for your time and kind attention to this matter.

Sincerely,

Les Pierce

Les Pierce
President, Arroyo Chico Neighborhood Association

cc: City of Tucson Mayor and Council:
Mayor Jonathan Rothschild,
Ward 1 Councillor Regina Romero,
Ward 2 Councillor Paul Cunningham,
Ward 3 Councillor Karin Uhlich,
Ward 4 Councillor Shirley Scott,
Ward 5 Councillor Richard Fimbres, and
Ward 6 Councillor Steve Kozachik

From: Jennifer Burdick
To: mbhoman@msn.com,Laura - (tabili) Tabili
CC: Regina.romero@tucsonaz.gov,paul.cunningham@tucsonaz.gov,Karin.uhlich@tuc...
Date: 10/15/2013 4:56 AM
Subject: Letter from Rincon Heights Neighborhood Association dated October 14, 2013

October 15, 2013

Subject: Letter from Rincon Heights Neighborhood Association dated October 14, 2013

Mark, Laura -

I am currently in Europe, but happened to check my emails and saw your letter on behalf of Rincon Heights Neighborhood Association. Because of the time-sensitive nature of your requests, I wanted to respond to you quickly. I am also concerned by your charges of what I would consider negligence to our Task Force members and selective compliance to the open process we have striven to develop throughout this process. I would like to provide some clarification, in the hopes that this will alleviate some or all of your concerns.

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- 1) Given recent media attention to the issue of the County funding, a portion of the meeting on October 21 will necessarily focus on this issue. Representatives from the different agencies will be at the meeting to talk with the Task Force and answer questions. Given the concerns that have been raised by this issue, I believe enough time needs to be allowed to ensure quality conversations with the Task Force.
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not. Putting the requested information into a map may have a number of negative unintended consequences for property owners. Creating negative issues for the current property owners is not something I believe Colby was intending and for that reason, staff and the project team have discussed how to respond.

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Again, this is information that relates to the next segment of work planned with the Task Force and how it factors in to the next segment of work can be discussed with the Task Force at the October meetings.

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We know that the Federal projections received by the State of Arizona are projecting less population for our region. It is my understanding that PAG has been in the process of developing the new projections, and as we move forward on the project process, we will use the most current projections available, in the range that we are committed to using. If there is new information PAG has available that will aid our process, we will incorporate that.

As an aside, this approach of using a range has subsequently been supported by the U.S. PIRG report, as proposed in the report conclusions on pgs. 41-42 of "A New Direction: Our Changing Relationship with Driving and the Implications for America's Future." <http://uspirg.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf>

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Thank you for your letter and opportunity to provide some additional information.

Sincerely,
Jenn Toothaker Burdick

c: The Honorable Mayor and Council Members
 The Broadway Citizens Task Force Members
 Albert Elias, Assistant City Manager
 Nicole Ewing-Gavin, Assistant to the City Manager
 Daryl Cole, Director, Tucson Department of Transportation
 Carlos de Leon, Deputy Director, Tucson Department of Transportation
 Jim DeGroot, Director of Transportation Services, Regional Transportation Authority
 Rick Ellis, Administrator, Engineering Division, Pima County Department of
Transportation

From: "Tabili, Laura - (tabili)" <tabili@email.arizona.edu>
To: "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>
CC: "votestevek@gmail.com" <votestevek@gmail.com>, "rcharles@theriver.com" <...>
Date: 10/14/2013 9:27 PM
Subject: Rincon Heights Neighborhood Association re: CTF
Attachments: RHNA Broadway letter October 2013.pdf



14 October 2013

To: Jennifer Toothaker Burdick Project Manager, Broadway Project
City of Tucson Department of Transportation
201 N. Stone Ave. 5th floor
Tucson, AZ 85701

Rincon Heights Neighborhood wishes to draw your attention to a troubling matter affecting the Broadway Citizens Task Force.

The Broadway Citizens Task Force (CTF) was appointed in Spring 2012 to plan the Broadway road improvements on behalf of the lead agency, the City of Tucson.

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The outcome is that the CTF is about to embark on a Design Charrette without the information it needs, some of it requested months ago. The information requested is crucial to the CTF's mission and ability to do its job.

Continual failure to provide requested information, therefore, makes it difficult for the CTF to work effectively.

As residents and stakeholders in the Study Area, we wish to express our frustration over the continued refusal of the Design Team to provide the requested information and to cooperate with and serve the CTF.

We therefore request that the Design Team be instructed to produce the materials described above before the next CTF meeting on October 21. We further request that any information the CTF requests in the future be produced before or at the subsequent meeting so as to facilitate the ability of the Task Force to proceed as legally mandated.

Mark Homan, Vice-President
Rincon Heights Neighborhood Association

cc: Tucson Mayor & Council
Nicole Gavin Ewing, COT Assistant City Manager
Darryl Cole, COT Director of Transportation.

From: "Garcia, Jose D - (jdgarcia)" <jdgarcia@email.arizona.edu>
To: Jennifer Burdick <Jennifer.Burdick@tucsonaz.gov>
CC: "jdegrood@pagnet.org" <jdegrood@pagnet.org>, "rick.ellis@pima.gov" <rick...>
Date: 10/18/2013 10:39 AM
Subject: RE: EEEHA Letter and Response

Dear Jenn,

I hope your vacation was wonderfully relaxing. Thanks for taking time to respond to my letter.

We envision that the Broadway CTF should be free to investigate any reasonable avenues that they believe will enhance their understanding of ways to accomplish the vision and goals of the Broadway Boulevard Project. That was the basis for our letter: we perceived that CTF members had asked for information, the information seemed quite important and relevant to their task, and they have to-date received no reply.

This gives to an outsider, particularly one who has attended many of the CTF meetings, the appearance that the CTF is being channeled down a particular path, towards a particular outcome, with no deviations permitted, and only information relevant to that path is allowed. That would completely negate the purpose for having a CTF.

In the interests of transparency of process, it might be better to respond to such specific requests for data and information by the CTF directly, in a timely fashion, with either the information or a reason. This can be done by indicating, for example, that the information fits better at a different time in their deliberations. The CTF would then have the option of wishing to see it anyway. But at least they would know it is forthcoming.

I know from my work with committees that were responsible to a public-type body or group, that transparency is essential in making the results of the committee's efforts credible and acceptable.

Thanks for all your work on the Project.

JD Garcia
President, EEEHA Board

From: Jennifer Burdick [Jennifer.Burdick@tucsonaz.gov]
Sent: 16 October 2013 05:44
To: Garcia, Jose D - (jdgarcia)
Cc: jdegrood@pagnet.org; rick.ellis@pima.gov; Albert Elias; Andrew McGovern; Broadway.PWPO1.PWDOM2@tucsonaz.gov; Carlos de Leon; Daryl Cole; David Higuera; Diana Rhoades; Jonathan Rothschild; Karin Uhlich; Katie Bolger; maddy.byernes@tucsonaz.gov; Mark Kerr; Mayor1.CHPO3.CHDOM2@tucsonaz.gov; Nicole Ewing-Gavin; Paul Cunningham; Regina Romero; Richard G. Fimbres; Shirley Scott; Steve Kozachik; Tamara Prime; Teresa Olson; Ward1@tucsonaz.gov; Ward2@tucsonaz.gov; Ward 3; Ward4@tucsonaz.gov; Ward5@tucsonaz.gov; Ward6
Subject: Re: EEEHA Letter

October 15, 2013

Subject: Letter from El Encanto Estates Homeowners Association dated October 14, 2013

Dr. Garcia -

I am currently in Europe, and saw your email with the letter on behalf of El Encanto Estates Homeowners Association. You are requesting information by next Monday, and because of the time-sensitive nature of your requests, I wanted to respond to you quickly. I have received two similar letters, and will provide the

same answers to you as I have to the Rincon Heights Neighborhood Association and Arroyo Chico Neighborhood Association. As with the other letters, I am concerned by your charges of what I would consider negligence to our Task Force members and selective compliance to the open process we have striven to develop throughout this process. I would like to provide some clarification, in the hopes that this will alleviate some or all of your concerns.

This week, while I am gone, the project team is preparing information for the Task Force meetings on October 21 and October 24. This is a planning charrette, not a design charrette, which has been clarified before. (We are nearing a point in which we will have a design charrette, once we have results from analysis in this next segment of work with the Task Force.) The original intention of the discussions and meetings is to identify what cross section alternatives to move forward into further analysis by the consultant team. This decision is first step of many to come in the alternatives analysis. Please remember that the planning and design schedule will bring us to an initial recommendation on the project design – after studies and additional data are collected – by Fall 2014, and this initial recommendation will come to the Mayor and Council at a public hearing. The Council will be provided regular updates, however, before then. (The public participation plan for the project can be found online at www.tucsonaz.gov/broadway under ‘Public Participation’.)

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Thank you for your letter and opportunity to provide some additional information.

Sincerely,
Jenn Toothaker Burdick

c: The Honorable Mayor and Council Members
The Broadway Citizens Task Force Members
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Nicole Ewing-Gavin, Assistant to the City Manager
Daryl Cole, Director, Tucson Department of Transportation
Carlos de Leon, Deputy Director, Tucson Department of Transportation
Jim DeGroot, Director of Transportation Services, Regional Transportation Authority
Rick Ellis, Administrator, Engineering Division, Pima County Department of Transportation

>>> "Garcia, Jose D - (jdgarcia)" <jdgarcia@email.arizona.edu> 10/15/13 11:32 AM >>>
Dear Jenn,

The EEEHA Board has authorized me to send the attached letter on their behalf.

Thanks.

JD Garcia

President EEEHA Board

El Encanto Estates Homeowners Association

10 Calle Portal, Tucson, AZ 85716
Phone: 520 327 3946 jdgarcia@email.arizona.edu

14 October 2013

To: Jennifer Toothaker
Project Manager, Broadway Project

Dear Jenn,

El Encanto Estates Homeowners Association wishes to draw your attention to a troubling matter affecting the Broadway Citizens Task Force. The Broadway Citizens Task Force (CTF) was appointed in Spring 2012 to plan the Broadway road improvements on behalf of the lead agency, the City of Tucson. Over the past several months, Task Force members have directed staff to produce documentation to aid the CTF in their deliberations, but this documentation has not been produced, month after month.

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JD Garcia
President, EEEHA Board

cc: Mayor and Council
Darryl Cole
Nicole Ewing-Gavin

From: Jennifer Burdick
To: broadway@tucsonaz.gov
CC: phil@community-design.com, Josh Weaver, Nanci Beizer, Joan Beckim, Daryl Col...
Date: 10/16/2013 4:28 AM
Subject: Neighborhood Association Letters Received Re: Broadway Project and Responses
Attachments: [acna_ltr_20131013.sla.pdf](#); [RHNA Broadway letter October 2013.pdf](#); [EEEHA CT F letter.docx](#); [2013_10-15_ACNALtrResp.pdf](#); [2013_10-15_RHNALtrResp.pdf](#)

Buonsera, CTF Members -

I am writing to share quickly some letters we are receiving this week (first 3 attachments), and the responses (last 2 attachments) provided so far. We can discuss more during the meeting next week.

Your meeting materials will be emailed soon. The public agenda and meeting notifications will be going out soon, as well.

Please let Nanci know if you have any questions, concerns, feedback.

See you soon!
~Jenn

ARROYO CHICO NEIGHBORHOOD ASSOCIATION

13-OCT-2013

To: Jenn Toothaker
City of Tucson Department of Transportation
201 North Stone Ave, 5th floor
Tucson, AZ 85701

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

Re: Broadway Project

Hi, Jenn:

I have been attending the Broadway Project Citizen Task Force (CTF) meetings and open houses since the CTF's inception in Spring, 2012, and I am now writing on behalf of the Arroyo Chico Neighborhood Association (ACNA) to bring your attention to a matter of concern.

It is our understanding that the CTF is charged with conceiving a roadway design for the section of Broadway Blvd between Euclid Avenue and Country Club Road. Per Mayor and Council direction, the CTF may consider all roadway design options and not just the 8-lane/ 150-foot one advanced by the Regional Transportation Authority (RTA). Also, per RTA legal counsel Thomas Benavidez' statement to the RTA's CART committee on 22-MAY-2013, the CTF is not strictly bound to the RTA plan as long as functionality is preserved and the project budget met.

It is also our understanding that, generally, CTFs are charged with conceiving project designs and that they are supported by City and project staff ("staff") which provides expertise, data, and other materials to educate and inform the CTF members and their discussions. The CTF is in the driver's seat, so to speak.

Which brings us to the reason for this letter. Over the past several months, we have observed CTF members directing staff to produce documentation to aid the CTF in their deliberations, but this information was not produced at the next subsequent meeting, nor has it been produced since. For example:

(A) At the 30-MAY-2013 CTF meeting, neighborhood representative Colby Henley asked for information about where on Broadway business parking is occurring as a non-conforming use. This has not yet been produced.

(B) At the 25-JUL-2013 CTF meeting, neighborhood representative Mary Durham-Pflibsen requested information about the light rail system installed in the City of Phoenix, since parts of that project were built without extensive demolition and this case study could prove useful to CTF deliberations. This information has not yet been produced.

(C) At the 25-JUL-2013 CTF meeting, business representative Diane Robles asked again for up-to-date traffic figures, since Pima Association of Governments (PAG) had recently revised their traffic projections downward. Not only has this information not yet been produced (despite assurances at the

18-APR-2013 meeting that it would be made available), projections known to be outdated were presented to audience and participants at the public open house on 26-SEP-2013.

Had any one of these been an isolated incident, it could be forgiven as a necessary part of the process (i.e., accidents happen). However, they collectively appear to indicate a pattern in which staff is selectively choosing when to comply with the CTF's reasonable information requests, and thereby manipulating the process in a particular direction. We hope we are mistaken.

As stakeholders in the Broadway Boulevard project (which demarcates ACNA's north border) we demand a fair and above-board design process, and therefore we must insist that staff be instructed to produce the materials described above at or before the next CTF meeting (21-OCT-2013).

Thank you for your time and kind attention to this matter.

Sincerely,

Les Pierce

Les Pierce
President, Arroyo Chico Neighborhood Association

cc: City of Tucson Mayor and Council:
Mayor Jonathan Rothschild,
Ward 1 Councillor Regina Romero,
Ward 2 Councillor Paul Cunningham,
Ward 3 Councillor Karin Uhlich,
Ward 4 Councillor Shirley Scott,
Ward 5 Councillor Richard Fimbres, and
Ward 6 Councillor Steve Kozachik



14 October 2013

To: Jennifer Toothaker Burdick Project Manager, Broadway Project
City of Tucson Department of Transportation
201 N. Stone Ave. 5th floor
Tucson, AZ 85701

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Mark Homan, Vice-President
Rincon Heights Neighborhood Association

cc: Tucson Mayor & Council
Nicole Gavin Ewing, COT Assistant City Manager
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El Encanto Estates Homeowners Association

10 Calle Portal, Tucson, AZ 85716
Phone: 520 327 3946 jdgarcia@email.arizona.edu

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JD Garcia
President, EEEHA Board

cc: Mayor and Council
Darryl Cole
Nicole Ewing-Gavin

From: Jennifer Burdick
To: les_p_hackenslash@yahoo.com
Jonathan Rothschild, Karin Uhlich, Paul Cunningham, Richard G. Fimbres, Regina Romero, Steve Kozachik, Shirley Scott, Ward 3, Ward6, Ward1, Ward2, Ward4, Ward5, Mayor1, rcharles@theriver.com, David
CC: Higuera, Diana Rhoades, Katie Bolger, Mark Kerr, Javier Herrera, Tamara Prime, Teresa Olson, Daryl Cole, Carlos de Leon, Andrew McGovern, Albert Elias, Nicole Ewing-Gavin, Jim DeGroot, Rick Ellis, broadway@tucsonaz.gov
Date: Tuesday - October 15, 2013 5:26 AM
Subject: Re: Broadway Blvd project CTF/staff process

October 15, 2013

Subject: Letter from Arroyo Chico Neighborhood Association dated October 13, 2013

Les,

I am currently in Europe, but happened to check my emails and saw your letter on behalf of Arroyo Chico Neighborhood Association. A similar letter from Rincon Heights Neighborhood Association has also been received. Because of the time-sensitive nature of your requests, and those in their letter, I wanted to respond to you quickly. I am also concerned by the charges of negligence by our project team to our Task Force members and selective compliance to the open process we have striven to develop throughout this process. I would like to provide some clarification, in the hopes that this will alleviate some or all of your concerns, or give us the basis for further discussion.

This week, while I am gone, the project team is preparing information for the Task Force meetings on October 21 and October 24. This is a planning charrette, not a design charrette, which has been clarified before. (We are nearing a point in which we will have a design charrette, once we have results from analysis in this next segment of work with the Task Force.) The original intention of the discussions and meetings is to identify what cross section alternatives to move forward into further analysis by the consultant team. This decision is first step of many to come in the alternatives analysis. Please remember that the planning and design schedule will bring us to an initial recommendation on the project design – after studies and additional data are collected – by Fall 2014, and this initial recommendation will come to the Mayor and Council at a public hearing. The Council will be provided regular updates, however, before then. (The public participation plan for the project can be found online at www.tucsonaz.gov/broadway under 'Public Participation'.)

Regarding the role of the Task Force, you are correct that the Task Force has a very important role. They will ultimately provide a recommendation to the Mayor and Council to either support or deny the project design concept report and initial construction plans that are developed through the expertise of the project team. Throughout this planning and design process, the CTF is the representative of local project area and the regional users with a stake in this project design. The CTF provides key input, ideas, suggestions, questions, and concerns as we work towards a design of the project. The consultant team has been hired on to do the work as indicated through the Scope of Work approved by the Procurement Department. As such, the project team is working to deliver a schedule that has been approved by contract. The work be done with the CTF factors into to this project schedule. The role of designing is a technical one (performed by the technical consultants) with the influence, creativity, and mindfulness of the CTF (affected stakeholders influencing how we are proceeding). There is a balance that we are always working to maintain on this project. We are incredibly lucky to have the dedicated people we do in our CTF members, and in our technical team.

Based on the discussions at the October CTF meetings, the next segment of the work we will be doing with the Task Force includes running various studies on the street configuration/cross section alternatives selected, discussing results at future meetings, making refinements, and running additional studies. Following this, the Task Force will work with the project team on developing a corridor development approach for the whole 2 miles of the project area which will also require analysis. Within these refinements and milestone decisions, there will be Task Force meetings, updates to City Manager's Office, Mayor and Council, RTA CART and T/MC Committees (as

desired), and the Pima County Bond Oversight Committee. There are also 2 more community-wide meetings planned inviting the community to participate as was done for the meeting on Sept. 26.

The items you are requesting be addressed at the October 21, 2013 Citizens Task Force meeting are not part of the meeting agenda, for the following reasons:

1) Given recent media attention to the issue of the County funding, a portion of the meeting on October 21 will necessarily focus on this issue. Representatives from the different agencies will be at the meeting to talk with the Task Force and answer questions. Given the concerns that have been raised by this issue, I believe enough time needs to be allowed to ensure quality conversations with the Task Force.

2) To your first point regarding the information requested by Colby for parking information, his request was for a map of parcels with non-compliant parking issues. At the meeting, staff advised that we would have to look into whether this would be possible. There are legal issues, which were thought to be present, with providing a map of non-compliant properties. In a meeting with staff from Department of Transportation, Planning & Development Services Department, ParkWise, and Information Technology, it was clarified that some property owners have gone through a review process to be determined by Planning and Development Services as "legally non-compliant" with the current City Code. Others have not. Putting the requested information into a map may have a number of negative unintended consequences for property owners. Creating negative issues for the current property owners is not something I believe Colby was intending and for that reason, staff and the project team have discussed how to respond.

Given that this information will be part of the alignment alternatives analysis that is part of the next segment of work described above, it is expected that we can provide the information and avoid the negative consequences at that time.

3) Regarding Phoenix light rail, this information takes time to gather and we have been doing so, in addition to the planned work we have been doing. To clarify, the initial request was for analysis of Central Avenue and then Phoenix light rail; however, there are many segments to the light rail system, and comparable segments to Broadway are being reviewed. Tucson Department of Transportation deputy director Carlos de Leon worked in Tempe for 17 years, on the light rail project, and has been able to give staff assistance with his experience and knowledge of the development of the segments and appropriate contacts to make to obtain the right information. Staff has initiated contact with different staff in Phoenix from both the Metro Authority, Phoenix Department of Transportation, and Reinvent Phoenix. Additionally, I and others from the project team have been to Phoenix to take pictures and gather information.

Again, this is information that relates to the next segment of work planned with the Task Force and how it factors in to the next segment of work can be discussed with the Task Force at the October meetings.

4) Regarding the updated projections, the projections we have been using for the project are currently correct for where we are in the project process. In August 2012, the project team developed a range within which to approach our work regarding projections on the project to accommodate concerns that the projections being used overestimate future demand (pg. 4, Summary of the Traffic Analysis: Broadway, Euclid to Country Club, August 30, 2012, found online: http://cms3.tucsonaz.gov/files/projects/broadway/2012_08-30_TrafficSummary.pdf)

The range of projections we are currently using includes a low growth rate of 70% to high growth rate of 100% of Pima Association of Governments (PAG) projections for 2040. A follow up to the traffic study analysis was also provided to the Citizens Task Force at the May 21, 2013 meeting. This follow-up provided additional information about the PAG projections model, the role it plays in our work and in our community planning process. It also indicates that as we continue to move forward on this project, we will continue to use a range of projections. http://cms3.tucsonaz.gov/files/projects/broadway/2013_05-10_TravelDemandOverview_Fin.pdf

We know that the Federal projections received by the State of Arizona are projecting less population for our region. It is my understanding that PAG has been in the process of developing the new projections, and as we move forward on the project process, we will use the most current projections available, in the range that we are committed to using. If there is new information PAG has available that will aid our process, we will incorporate that.

As an aside, this approach of using a range has subsequently been supported by the U.S. PIRG report, as proposed in the report conclusions on pgs. 41-42 of "A New Direction: Our Changing Relationship with Driving and the Implications for America's Future."

<http://uspirg.org/sites/pirg/files/reports/A%20New%20Direction%20vUS.pdf>

This is a challenging project with many different layers to it, and what seems like a race against time to address it all. This is one reason to allow time for the process to continue. I assure you that I and the team remain committed to doing everything we can to aid this decision process. If we are thorough in our approach and process, I believe we will develop the information that will help us all engage in conversations that consider all the different angles.

Thank you for your letter and opportunity to provide some additional information.

Sincerely,
Jenn Toothaker Burdick

c: The Honorable Mayor and Council Members
The Broadway Citizens Task Force Members
Albert Elias, Assistant City Manager
Nicole Ewing-Gavin, Assistant to the City Manager
Daryl Cole, Director, Tucson Department of Transportation
Carlos de Leon, Deputy Director, Tucson Department of Transportation
Jim DeGrood, Director of Transportation Services, Regional Transportation Authority
Rick Ellis, Administrator, Engineering Division, Pima County Department of Transportation

>>> "les_p_hackenslash@yahoo.com" <les_p_hackenslash@yahoo.com> 10/13/13 8:23 PM >>>

Hi, Jenn:
I hope this finds you well.
Below plz find text of a letter from the Arroyo Chico Neighborhood Association to you (as Broadway Project Manager) and cc'ed to M&C regarding the Broadway design process. I have also attached a "prettified" version on ACNA letterhead if that is preferred.
Cheers,

Les

enc: acna_ltr_20131013.sla.pdf (PDF format, ~175KB)
cc: M&C

__BEGIN__

13-OCT-2013

To: Jenn Toothaker
City of Tucson Department of Transportation
201 North Stone Ave, 5th floor
Tucson, AZ 85701

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

Re: Broadway Project

Hi, Jenn:

I have been attending the Broadway Project Citizen Task Force (CTF) meetings and open houses since the CTF's inception in Spring, 2012, and I am now writing on behalf of the Arroyo Chico Neighborhood Association (ACNA) to bring your attention to a matter of concern.

It is our understanding that the CTF is charged with conceiving a roadway design for the section of Broadway Blvd between Euclid Avenue and Country Club Road. Per Mayor and Council direction, the CTF may consider all roadway design options and not just the 8-lane/ 150-foot one advanced by the Regional Transportation Authority (RTA). Also, per RTA legal counsel Thomas Benavidez' statement to the RTA's CART committee on 22-MAY-2013, the CTF is not strictly bound to the RTA plan as long as functionality is preserved and the project budget met.

It is also our understanding that, generally, CTFs are charged with conceiving project designs and that they are supported by City and project staff ("staff") which provides expertise, data, and other materials to educate and inform the CTF members and their discussions. The CTF is in the driver's seat, so to speak.

Which brings us to the reason for this letter. Over the past several months, we have observed CTF members directing staff to produce documentation to aid the CTF in their deliberations, but this information was not produced at the next subsequent meeting, nor has it been produced since. For example:

(A) At the 30-MAY-2013 CTF meeting, neighborhood representative Colby Henley asked for information about where on Broadway business parking is occurring as a non-conforming use. This has not yet been produced.

(B) At the 25-JUL-2013 CTF meeting, neighborhood representative Mary Durham-Pflibsen requested information about the light rail system installed in the City of Phoenix, since parts of that project were built without extensive demolition and this case study could prove useful to CTF deliberations. This information has not yet been produced.

(C) At the 25-JUL-2013 CTF meeting, business representative Diane Robles asked again for up-to-date traffic figures, since Pima Association of Governments (PAG) had recently revised their traffic projections downward. Not only has this information not yet been produced (despite assurances at the 18-APR-2013 meeting that it would be made available), projections known to be outdated were presented to audience and participants at the public open house on 26-SEP-2013.

Had any one of these been an isolated incident, it could be forgiven as a necessary part of the process (i.e., accidents happen). However, they collectively appear to indicate a pattern in which staff is selectively choosing when to comply with the CTF's reasonable information requests, and thereby manipulating the process in a particular direction. We hope we are mistaken.

As stakeholders in the Broadway Boulevard project (which demarcates ACNA's north border) we demand a fair and aboveboard design process, and therefore we must insist that staff be instructed to produce the materials described above at or before the next CTF meeting (21-OCT-2013).

Thank you for your time and kind attention to this matter.

Sincerely,

/s/
Les Pierce
President, Arroyo Chico Neighborhood Association

cc: City of Tucson Mayor and Council:
Mayor Jonathan Rothschild,
Ward 1 Councillor Regina Romero,
Ward 2 Councillor Paul Cunningham,
Ward 3 Councillor Karin Uhlich,
Ward 4 Councillor Shirley Scott,
Ward 5 Councillor Richard Fimbres, and

Ward 6 Councillor Steve Kozachik

END
#EOF.

From: Jennifer Burdick
To: mbhoman@msn.com, Laura - (tabili) Tabili
Regina.romero@tucsonaz.gov, paul.cunningham@tucsonaz.gov, Karin.uhlich@tucsonaz.gov,
shirley.scott@tucsonaz.gov, Richard G. Fimbres, Steve Kozachik, Jonathan Rothschild, Ward 3, Ward1,
CC: Ward2, Ward4, Ward5, Ward6, Mayor1, rcharles@theriver.com, David Higuera, Diana Rhoades, Katie
Bolger, Mark Kerr, Teresa Olson, Tamara Prime, maddy.byrnes@tucsonaz.gov, Daryl Cole, Carlos de Leon,
Andrew McGovern, Albert Elias, Nicole Ewing-Gavin, Jim DeGrood, Rick Ellis, broadway@tucsonaz.gov
Date: Tuesday - October 15, 2013 4:56 AM
Subject: Letter from Rincon Heights Neighborhood Association dated October 14, 2013

October 15, 2013

Subject: Letter from Rincon Heights Neighborhood Association dated October 14, 2013

Mark, Laura -

I am currently in Europe, but happened to check my emails and saw your letter on behalf of Rincon Heights Neighborhood Association. Because of the time-sensitive nature of your requests, I wanted to respond to you quickly. I am also concerned by your charges of what I would consider negligence to our Task Force members and selective compliance to the open process we have striven to develop throughout this process. I would like to provide some clarification, in the hopes that this will alleviate some or all of your concerns.

This week, while I am gone, the project team is preparing information for the Task Force meetings on October 21 and October 24. This is a planning charrette, not a design charrette, which has been clarified before. (We are nearing a point in which we will have a design charrette, once we have results from analysis in this next segment of work with the Task Force.) The original intention of the discussions and meetings is to identify what cross section alternatives to move forward into further analysis by the consultant team. This decision is first step of many to come in the alternatives analysis. Please remember that the planning and design schedule will bring us to an initial recommendation on the project design – after studies and additional data are collected – by Fall 2014, and this initial recommendation will come to the Mayor and Council at a public hearing. The Council will be provided regular updates, however, before then. (The public participation plan for the project can be found online at www.tucsonaz.gov/broadway under 'Public Participation'.)

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Services Department, ParkWise, and Information Technology, it was clarified that some property owners have gone through a review process to be determined by Planning and Development Services as "legally non-compliant" with the current City Code. Others have not. Putting the requested information into a map may have a number of negative unintended consequences for property owners. Creating negative issues for the current property owners is not something I believe Colby was intending and for that reason, staff and the project team have discussed how to respond.

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Thank you for your letter and opportunity to provide some additional information.

Sincerely,

Jenn Toothaker Burdick

c: The Honorable Mayor and Council Members
The Broadway Citizens Task Force Members
Albert Elias, Assistant City Manager
Nicole Ewing-Gavin, Assistant to the City Manager
Daryl Cole, Director, Tucson Department of Transportation
Carlos de Leon, Deputy Director, Tucson Department of Transportation
Jim DeGroot, Director of Transportation Services, Regional Transportation Authority
Rick Ellis, Administrator, Engineering Division, Pima County Department of Transportation

From: "Jim Schoen" <jschoen@kittelson.com>
To: "Jennifer Burdick" <Jennifer.Burdick@tucsonaz.gov>, <Broadway.PWPO1.PWDO...>
CC: <phil@community-design.com>, <tims@community-design.com>, <nbeizer@dakot...>
Date: 10/16/2013 10:34 AM
Subject: RE: Neighborhood Association Letters Received Re: Broadway Projectand Responses

Jenn,

Just wanted to provide some additional information regarding the updated PAG projections. The 2040 model that we have been using are the current official projections. PAG has begun developing the next model, which I believe they are calling 2050, to reflect the revised population projections for the region. The 2050 model and the updated projections will be available in about a year.

Jim

-----Original Message-----

From: Jennifer Burdick [mailto:Jennifer.Burdick@tucsonaz.gov]
Sent: Wednesday, October 16, 2013 4:29 AM
To: Broadway.PWPO1.PWDOM2@tucsonaz.gov
Cc: phil@community-design.com; tims@community-design.com; nbeizer@dakotacom.net; Michael.T.Johnson@hdrinc.com; joan@kaneenpr.com; Josh@kaneenpr.com; Jim Schoen; jdegrood@pagnet.org; rick.ellis@pima.gov; lvertes@swaimaia.com; pswaim@swaimaia.com; mfrancis@tierra-row.com; Albert Elias; Daryl Cole; Nicole Ewing-Gavin; Rebecca Waid; Tom Fisher
Subject: Neighborhood Association Letters Received Re: Broadway Projectand Responses

Buonsera, CTF Members -

I am writing to share quickly some letters we are receiving this week (first 3 attachments), and the responses (last 2 attachments) provided so far. We can discuss more during the meeting next week.

Your meeting materials will be emailed soon. The public agenda and meeting notifications will be going out soon, as well.

Please let Nanci know if you have any questions, concerns, feedback.

See you soon!

~Jenn

Broadway - Re: Broadway Project

From: Broadway
To: Judy Ray
Date: 10/21/2013 11:15 AM
Subject: Re: Broadway Project

Ms. Ray -

I have received your email and will include it in our public input information report.

Regarding your concerns about the input gathered at the recent public meeting on 9/26, we are in the process of pulling all of what we have from that meeting into a report for the review by our Citizens Task Force. We will be making available photo-documentation of the materials we collected at the 9/26 meeting sometime this week on the web page that will be dedicated to that event (<http://cms3.tucsonaz.gov/broadway/public-meeting-3>).

What we have done for the last two public meetings is to allow the Task Force members an opportunity to review the actual meeting report first, to evaluate if it is ready for public distribution. Once they support it's release, then we will make the report available online. We will send an email to the attending public that left us email addresses, as well, to alert them about the report's availability.

We have provided an initial draft electronically to the Task Force and will provide them a copy of it at tonight's (Monday night's) meeting. It is a large document.

You are correct that the online items for the ongoing Public Input Report on our project web site (<http://cms3.tucsonaz.gov/broadway/public-input-report>) is not complete. We are working to fix that and will have it done by the end of the week.

I hope this information is helpful to you. I appreciate you taking time to alert us to these issues and your concerns.

~Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094
Web: <www.tucsonaz.gov/broadway>

>>> On 10/19/2013 at 2:04 PM, Judy Ray <jray@gainbroadband.com> wrote:
| Your Public Input Report on the webpage seems out of date and
| inadequate. (For "comment cards" there are just 2 small ones from the
| same address far on the East side of town.) There is no report from the
| public meeting held on September 26. I attended that meeting and heard

many, many comments saying, in effect, "Don't destroy buildings for the sake of this road -- that plan destroys business and our city's history. Also, the traffic expectation is exaggerated, and anyway we need to find ways to decrease auto traffic. And limit the improvements to concern for bike safety."

Thank you.
Judy Ray
A neighbor on 10th Street

Broadway - Re: no alcohol-serving establishments

From: Broadway
To: mike.negrete@cox.net
Date: 10/21/2013 11:19 AM
Subject: Re: no alcohol-serving establishments
CC: Broadway

Mr. Negrete,

I have received your email regarding two issues you raise - 1) adding a new turn lane at Broadway/Campbell instead of widening, and 2) not allowing alcohol-serving bars/establishments in the project area [and particularly near your home at Broadway/Santa Rita Ave].

These will be forwarded on to the Task Force through the use of the public input report.

Thank you for sharing your concerns with us.

Regards,
Jenn

Jennifer Toothaker Burdick, Project Manager
 Broadway: Euclid to Country Club Roadway Improvement Project
 City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094

Web: <www.tucsonaz.gov/broadway>

>>> On 10/21/2013 at 8:55 AM, <mike.negrete@cox.net> wrote:

Hello,

I've lived at 1201 E. 10th St., one block north of Broadway, for over 28 years. I'm a long-time acquaintance of Mayor Rothschild. I'm opposed to the widening of Broadway. Since I travel on Broadway a lot, I'm certain that creating a separate new right turn only lane on the northeast corner of Broadway and Campbell, just as there already is on the southwest corner, would alleviate much traffic congestion, and at a much lower cost than widening the entire length as proposed. However, if the Broadway widening project does happen as proposed, I am vehemently opposed to allowing any new alcohol-serving establishments along the route. My cross street at Broadway is Santa Rita Ave., and there are currently buildings there that seem like they could one day be prime locations for the establishment of alcohol-serving bars. My home is already subject to plenty of alcohol-fueled noise, and having additional alcohol-serving establishments on Broadway would be absolutely intolerable. So please take my thoughts as a long-time resident of the area into account.

Sincerely,

Mike Negrete

Broadway - Re: Broadway Corridor Planning Charente - October 21st

From: Jennifer Burdick
To: Chuck Martin
Date: 10/22/2013 3:23 PM
Subject: Re: Broadway Corridor Planning Charente - October 21st
CC: Broadway

Chuck,

Thank you very much for submitting this alternative cross section. This is representative of obvious time, thought, and expertise, and is much appreciated.

I will forward this email and attachment on to the Task Force and the project team for their consideration and possible discussion at the Thursday (10/24) meeting.

Respectfully,
Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

Direct: (520) 837-6648 Cell: (520) 390-7094
Web: <www.tucsonaz.gov/broadway>

>>> On 10/22/2013 at 1:09 PM, "Chuck Martin" <cmartin@rickengineering.com> wrote:

To whom it may concern;

(Please note that the following comments are my personal comments as a native resident of Tucson, a user of Broadway and based on my interest as an architect/planner. These comments are not related in any way to my employer - Rick Engineering.)

I have been following the planning process for the project for quite a while, but was not able to attend the Public Meeting in September. I have reviewed the materials from that meeting and attended the meeting last night to try to get up to speed. I listened to the presentation and comments from the task force and audience and realized there will be a lot of give and take in the future. I also noted some urgency.

The purpose of this email is to offer an alternative to the current materials based, my understanding of the importance of the following constraints:

1. The historical importance of many of the buildings along Broadway - therefore I looked for a plan that would keep as many buildings as possible.

2. The need for functionality of the roadway for all: vehicles, bicyclists, pedestrians

I am offering a hybrid 6-lane, 130' ROW section, that allows for a 16' median, 6 - 11' lanes, 2 - 5' bike lanes and 2 - 19' parkways. The 19' parkways are wide enough to allow for either wide landscape borders with meandering 8' sidewalks, bus pull-outs and/or right-turn deceleration lanes. This section has some flexibility to be narrowed (median and parkways) if necessary or widened to a more standard section where there is more width.

Based on my preliminary review of the corridor, it appears for the most part that this section will fit between the buildings along the road. In some areas this will mean that building doors will open onto the sidewalk. The topography along the corridor would seem to allow this type of design.

Parking between the building and the street would be lost. I have shown replacement parking with the demolition of selected buildings along the corridor. By moving the parking into central locations, the functionality of the street is improved.

I want to thank all of the task force members and staff for their time and commitment to this project. I would be happy to answer questions you may have.

Sincerely,

Chuck

<<2102_001.pdf>>

Chuck Martin, R.A.

Principal Project Planner

cmartin@rickengineering.com

RICK ENGINEERING COMPANY

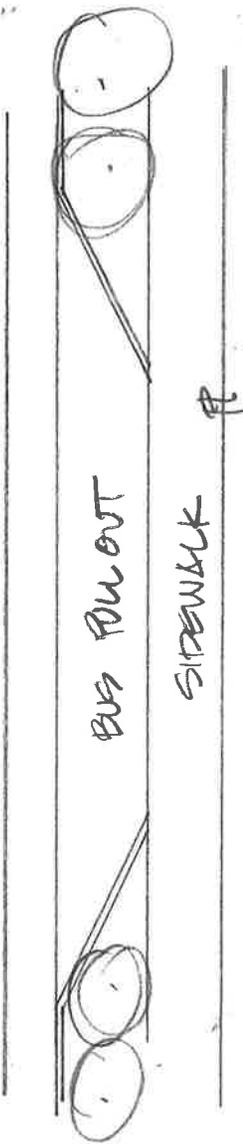
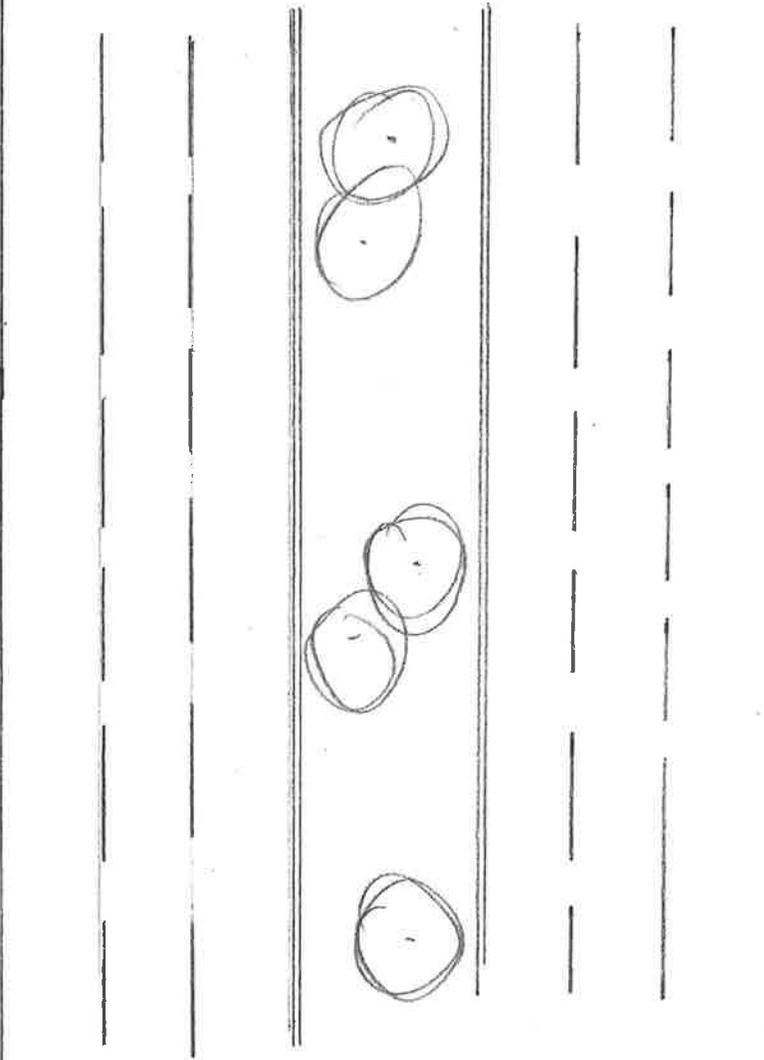
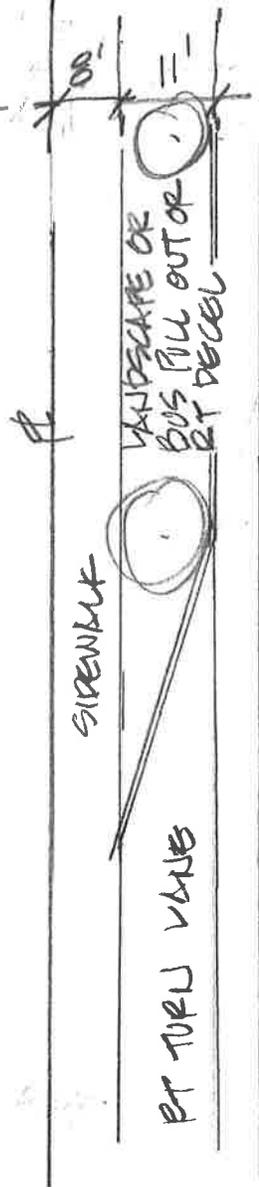
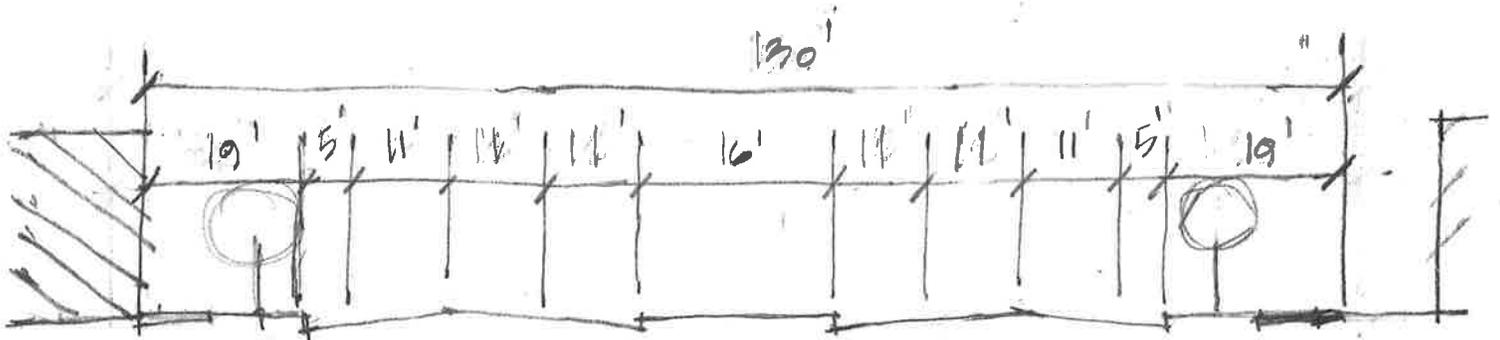
3945 East Fort Lowell Road, Suite 111

Tucson, AZ 85712-1046

(520) 795-1000 Fax (520) 322-6956

www.rickengineering.com

WARNING: The information provided via electronic media is not guaranteed or warranted against any defects, including design, calculation, data translation or transmission errors or omissions.



CHUCK MARTIN
 785.1000
 10/22/12



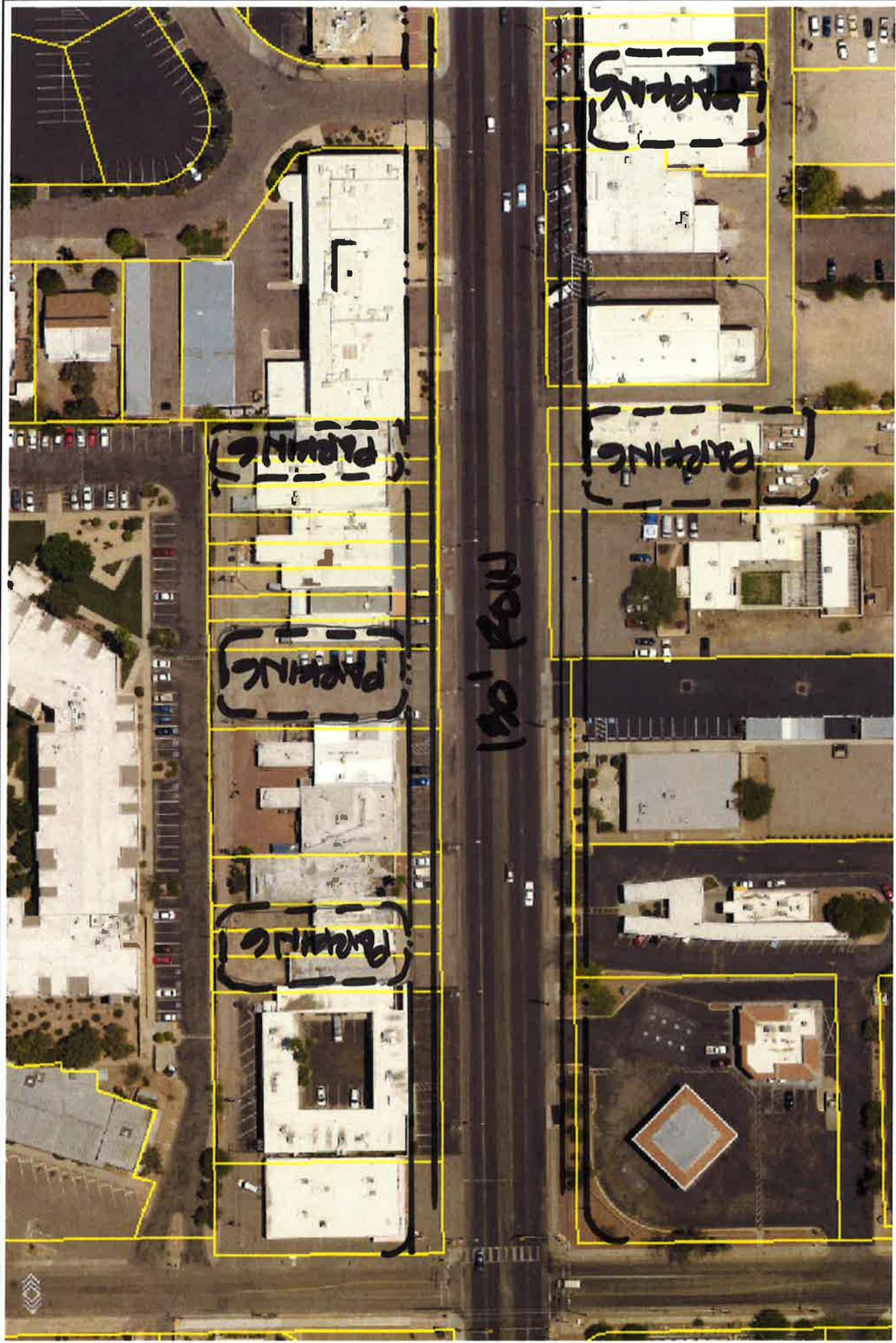
Scale: 1:1,200

My Map Layout

CHUCK MARTIN



Printed: Sep 25, 2013



Scale: 1:1,200

My Map Layout

CHUCK MARTIN



Printed: Sep 25, 2013