

#239

**Jennifer Toothaker - ctf notes from tonight**

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**From:** camille kershner <[REDACTED]>  
**To:** Mary Durham-Pflibsen <[REDACTED]>, Jennifer Burdick <jennifer.burdick@tucsonaz.gov>  
**Date:** 3/20/2015 12:49 AM  
**Subject:** ctf notes from tonight  
**Attachments:** broadway corridor ctf 19 march 2015.doc; transit vs congestion.pdf; local rapid express.pdf

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ps- how telling that mike, the engineer who was supposed to be explaining the last portion of the map revisions, was quite surprised to hear [he had asked as we were heading out of the meeting] that the frequency on country club was every half-hour?

-ironic- this is a leftover draft email from a while ago, relevant to tonight... and serendipitously, this is the page I just finished taking notes on from jarrett walker's book on the way home!

-and- turns out the reason my workmate isn't back yet- suffering from the same syndrome in a parallel fashion- her health insurance won't pay for the surgery to fix her broken arm, but the guy who (texting and turning as she was walking through the crosswalk, not broadway) hit her's insurance won't take financial responsibility yet- so now things will be more complicated [a rebreak will probably be necessary to sit it properly at this point too] than if they'd just gotten done what needed to happen and figured out the billing responsibilities later... it really is not so dissimilar [or hypothetical, for that matter] a situation, at all.

-note- I do like colby's idea, as long as there is a corollary motion, that the "best-case scenario" mary put forth likewise gets a logo, featuring a streetcar [instead of the bus] and "prioritizing/featuring transit" somehow reflected in the title. just as serious with that suggestion as he is.

(and here is the green streets info, I don't remember which meeting cat shipek gave a presentation to- but I'm sure he'd be happy to answer any questions)

<http://watershedmg.org/node/697>

In Tucson, we're leading a working group that will draft policies requiring integration of green-infrastructure features — namely, urban trees and stormwater harvesting — into all roadway projects in the city. Working in partnership with the Mayor's office and several of the City Council ward offices, we're crafting policies that will facilitate urban greening at multiple scales — from the neighborhood resident who wants to install streetside curb cuts and water harvesting basins in front of his house, to the Department of Transportation project manager who will learn how to meaningfully incorporate stormwater-based urban forestry into road designs.

<http://watershedmg.org/node/366>

As of today there is no city authorization to request more funding from the RTA (projected at \$2,600,000 to finalize the project design and \$2,400,000 for continued right-of-way acquisitions\*) or authorization to proceed with acquisitions, as there is no council adopted alignment.

We are urging the CTF to design an alignment that meets these criteria:

- 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.;
- Preserve the historic structures that exist along Broadway and provide safe, easy access to them;
- Enhance the business vitality;
- Promote use of alternative modes of transportation and give particular attention to pedestrian and bicycle safety;
- Be visually appealing;
- Aid the movement of a people using a variety of forms of transportation;
- Contribute to environmental sustainability, and
- Be a fiscally sound, affordable approach.

\* RTA Board memo of October 23, 2014, agenda item 3.b.

**(from the cot e-news)**

TUCSON POLICE DEPARTMENT PLANS CROSSWALK ENFORCEMENT - A new crosswalk enforcement program scheduled to begin later this month aims to raise awareness about road safety for pedestrians. The Tucson Police Department will use grant money from the Governor's Office of Highway Safety to conduct the operation, which will use an officer in plain clothes to cross a street in a crosswalk, while another officer will watch for drivers who fail to stop. If the driver does not stop, the spotter officer will radio another officer in a police vehicle who will make a traffic stop. Arizona law states drivers must yield to pedestrians in marked and unmarked crosswalks. Drivers also cannot pass a vehicle stopped at a crosswalk.

From Tucson News Now: <http://bit.ly/1Lxucg8>

Tucson Police Department: <http://1.usa.gov/1s5GLSa>

Tucson Bicycle & Pedestrian Program: <http://1.usa.gov/1remRER>

RIDE PUBLIC TRANSIT TO 4TH AVENUE SPRING STREET FAIR - The Sun Link streetcar and Sun Tran buses provide a cost-effective transportation option to the 45th annual 4th Avenue Spring Street Fair, tomorrow through Sunday, from 10 a.m. to 6 p.m. The streetcar stops at 4th Avenue/9th Street and University Boulevard/3rd Avenue provide convenient access to the fair. More than 11,000 parking spaces are near the streetcar route, including public and private garages, meters and surface lots. Parking is free at more than 1,200 metered street spaces after 5 p.m. Friday and through the weekend. Two streetcar stops at Fourth Avenue/Fourth Street and Fourth Avenue/Seventh Street are not in service during the fair, but passengers will be able to use bus shuttles.

Sun Tran: <http://bit.ly/1mZ71Jl>

Sun Link: <http://bit.ly/1mebZ7k>

4th Avenue Spring Street Fair: <http://bit.ly/1xf6v69>

TUCSON RECOGNIZED AS A TREE CITY - The Arbor Day Foundation has included Tucson as part of its 2014 Tree City USA designation. Tucson joins 3,400 other U.S. cities recognized for their commitments to effective urban forest management. The U.S. Forest Service and National Association of State Foresters partner with the Arbor Day Foundation to honor communities that use trees to help clean air, improve stormwater management, save energy, and increase property values.

Arbor Day Foundation's Tree City USA: <http://bit.ly/1LxpVcl>

~camille kershner



\_\_\_\_\_ "be the **change** you wish to see in the **world...**" -Gandhi

over a large area. In most cases, these interventions don't profoundly alter the nature of the current development and don't require increased density, so they don't need to be as controversial as redevelopment would be. These interventions can also be done either gradually or quickly, as the political moment requires. A program of such interventions would start, of course, with a policy adopted at the city level (with the support of relevant highway authorities) that lays out the kinds of moderate changes proposed, and the moderate levels of funding they would require.

### THE GREATEST CHALLENGE FOR BOULEVARD TRANSIT: CONGESTION

Politically, the hardest part would be providing transit with an exclusive lane or other appropriate protections from congestion. We explored the extreme example of San Francisco's Van Ness Avenue in chapter 8. The classic suburban boulevard is a little different; existing ridership won't make an easy case for a transit lane, as it does on Van Ness. So we need to argue more broadly, with more focus on longer-term outcomes.

The Los Angeles Metro Rapid has shown what transit can achieve on the wide, fast boulevard even without an exclusive lane. Now, on Wilshire Boulevard, the city and transit agency are making the case for a continuous bus lane, created at the expense of on-street parking during the peak period.<sup>2</sup> If this lane moves forward, as appears likely as of early 2011, it will provide a clear demonstration of what exclusive lanes can achieve. Then, the question will be this: If an exclusive transit lane can move more people per hour than a traffic lane, what justification can there be for *not* creating such lanes?

A few years ago I had a memorable ride on a Los Angeles Metro Rapid bus along Ventura Boulevard, from Warner Center to Sherman Oaks. Like Wilshire, Ventura is lined with density, including numerous buildings of ten or more stories as well as tightly packed midrise apartments and commercial centers. Like all of the current Rapids, the Ventura Boulevard service runs in mixed traffic but does enjoy signal priority. In normal traffic, Rapids often see green waves that deliver them from one stop to the next, a half mile (800 m) down the line, without stopping for a signal. But of course, all that falls apart when the street gets seriously congested.

My trip flowed smoothly through Tarzana and Encino, but then the bus got stuck in 2 miles (3 km) of gridlock leading up to Interstate 405, as it often does. The entire street was plugged with cars waiting to get on the freeway.

It made no sense. Cars can only fit onto the freeway at a certain rate. So in the current arrangement, the surplus waiting cars are stored blocking the entire width of Ventura Boulevard, choking not just car traffic but also transit and emergency services.

Why would a city give over the entire width of a major boulevard, and effectively shut down the street for both cars and transit, just for the purpose of storing waiting cars? Why wouldn't they set aside a through lane for transit (and perhaps also for taxis, high-occupancy vehicles, and certainly for emergency vehicles) so that efficient use of the street could continue even as the cars pile up? What would be the effect on traffic? Simple: the pile of stored cars would be narrower and longer. The increased length would have some impacts farther upstream. But meanwhile, people could get where they were going and emergency vehicles could get through to save lives and property. And if the transit lane moved more people per hour than general traffic lanes, it's hard to imagine a principle on which you could oppose it, other than generalized fear of change.

As our transit improves, and as transit passengers increasingly insist on their equal right to the scarce street space of our streets, we will see this question arise over and over. The fact is, we've already built most of our cities, and what we've usually built is a pattern where density and commercial activity tend to cluster along straight, fast boulevards. These just happen to have the perfect geometry for successful transit: everything is "on the way," and if we're protected from congestion, transit can flow rapidly and reliably between these clusters, serving a large share of the city's travel market far more reliably and efficiently than the private car can do. All we need is the necessary priority, so that congestion can't undermine transit.

### A BOULEVARD OF THE FUTURE

Let's stay in Los Angeles for a moment, because the urban transportation challenge is so vivid there. As I write this in 2011, Los Angeles is deeply frustrated about transportation. Once famous for the muscular romance of

investments there or you have a stable family presence that you believe will continue for generations.

But the big payoffs rest in strategic thinking, and that means looking forward over a span of time. I suggest twenty years as a time frame because almost everybody will relocate in that time, and most of the development now contemplated in your city will be complete. That means virtually every resident and business will have a chance to reconsider its location in light of the transit system planned for the future. It also means that it's easier to get citizens thinking about what they want the city to be like, rather than just fearing change that might happen to the street where they live now. I've found that once this process gets going, people enjoy thinking about their city twenty years ahead, even if they aren't sure they'll live there then.

The purpose of long-range transit planning is not just to create a list of projects to be built but, rather, to sketch the network structure of the future, showing how it will work as a network and how it will work with the expected shape of the city. I recommend that a good long-range plan concentrate on the Frequent Network—those services that will run every 15 minutes or better all day—because this is a level of mobility that can motivate people who care about transit to locate on this network instead of away from it. Any development that wants good transit should be on the Frequent Network, and any that doesn't, or that isn't dense enough to support it, should be away from it. That's why the long-range view of that network is so important. Your city will have other transit services twenty years from now—lower-frequency “coverage” services, peak express services, and maybe others that you can't envision now. But the Frequent Network is where you'll succeed or fail at creating new, transit-friendly communities.

So, a long-range plan must be specific about where the Frequent Network will be, so that land use and other infrastructure planning can be done with it in mind. Draw lines on the map as specifically as possible, to create a simple map that can be “on the wall” in the offices of anyone who makes decisions about development or infrastructure.

Steer away from technology debates. If your city is arguing about streetcars versus local buses, or light rail versus busways, draw the line on the map and commit to the type of service that will be offered (frequent or not, rapid or local). This can often be done without choosing a technology.

In fact, the best way to choose the right tool is to really understand the job you want the tool to do, before you even open the toolbox. So, for example, you can define a rapid transit line in an available right-of-way without deciding, yet, if it will be a busway or rail. You can also design a frequent local-stop service on a densely developed street without specifying whether it will be a bus or a streetcar. This is often a crucial step in getting buy-in on a long-range plan. Debates about technology choice can go on forever. If you put off your long-range planning until those debates are resolved, you'll miss many opportunities to guide the growth of your city toward good transit of any technology.

Now here's the catch: a good long-range transit plan (like a good long-range plan for roads and other transport) must be a two-way conversation with long-term land use planning. Now and then, you'll hear arguments that development should lead and transport should follow, but those are pointless chicken-egg debates. The process is a conversation, and in a productive conversation that leads to consensus, nobody cares who made the first move. Long-term land use planning (called “comprehensive planning” in the United States) typically goes first, because it deals with a more diverse range of issues, but if for some reason that isn't happening in your city, the transit plan can take the lead. ✖

Another common misconception is that to have this conversation, all the relevant agencies must be merged, or at least forced to interact continuously as they do their work. In practice, this is a great way to make the bureaucracy grind to a halt; the coordination challenge becomes the main goal, and staff have little time leftover to do the actual planning work. The better solution, in my experience, is for the plan to pass back and forth between land use and transit agencies, in an iterative process, such as that sketched in figure 16-1.

The land use agency does a plan about urban structure. Then, transit planners do a long-range network plan whose core message is: “Here are the transit consequences of the proposed urban structure. Here is where we will need rapid transit, here is where we'll need frequent local transit, and here's where no frequent transit can be supported. Now that we've sketched this network, let's notice that here are some places where rapid transit will need to run but where you haven't planned any intensive land use yet. Consider doing that, land use planners, in your next iteration.”

SEE THE BACK  
OF SUN TRAN  
RIDE GUIDE

✖

**Table 5-1** Stopping Patterns, Rail versus Bus

	<i>Rapid</i> (faster, fewer stops)	<i>Local</i> (slower, more stops)	<i>Express</i> (a long nonstop segment)
Rail	Subway, "Metro," some commuter rail and light rail	Tram, streetcar	Some commuter rail
Bus	"Bus Rapid Transit," "Rapid Bus," "limited-stop bus"	Typical local bus	Commuter express bus (e.g., on freeway)

necessarily a long span or high frequency. In Los Angeles, for example, a service that runs a high frequency all day with rapid stop spacing is called a "Metro Rapid," while a service that runs rapid stop spacing but with less frequency, or only during the peak, is called a "limited."

Bus operators are used to people carelessly boarding limited buses when they want the local and then getting angry when the bus doesn't let them off at their stop. The word *limited* has thus evolved as a warning word, trying to prevent this mistake. Of course, this has the unfortunate effect of accentuating the negative ("may not stop where you want") instead of the positive ("runs faster than a local").

## THE RAPID REVOLUTION

Transit systems that have a social service history have typically focused on local service—often with very close stop spacing—because easy access to the service was presumed to be more important than speed. The North American tendency with heavy urban bus lines has been to run local service all the time as frequently as possible, and to add limited-stop service only when and where there is a surge of demand. For example, it's normal to see an urban bus route with frequent local service all day and limited-stop service just during the peak commute period.

In the past ten years, however, there's been a dramatic shift toward all-day frequent Rapid bus services, bus lines that run in rapid mode at high frequency for a long service day. Usually, a local runs alongside them on

the same street, making local stops for people who can't or don't want to walk to the Rapid. North American leaders in this area include Vancouver's B-Line product and the Los Angeles Metro Rapid network, both of which are now more than a decade old.

Los Angeles is a city of such vast distances that it's a good place to see the value of Rapid buses. The city has long had an intensive bus system, and of course it once had a large streetcar network, but its current rail rapid transit system dates from only 1990. Even after the next thirty years' worth of rail transit plans are built, most of Los Angeles will still not be within walking distance of a rail station.

Faced with this reality, and also with the long distances that people must travel in the city, the transit agency developed the Metro Rapid product, which consists of distinctive red buses running long lines across Los Angeles in a rough grid pattern, stopping only every half mile (800 m) or so. They run all day, usually at frequencies of 15 minutes or better. Within the city limits of Los Angeles, they also get priority at many traffic signals. They are not in exclusive lanes, as this was politically impossible at the time. Now, however, such lanes are planned, created mostly by removing on-street parking, on the busiest of the Rapid corridors, Wilshire Boulevard.<sup>8</sup>

The Los Angeles transit agency still also runs "local" buses, and on streets with no Rapid there may still be "limited-stop" service. But on Wilshire, their busiest corridor, the Rapids have upended the traditional notion that local service is the basic product.

Between downtown and Westwood, the Wilshire Rapid runs every 6 to 8 minutes all day while the local comes every 11 minutes. The Rapid is around 25 percent faster. Ridership is high on both services, but 51 percent of all Wilshire riders are on the Rapid. Average trip lengths are 2.7 miles (4.3 km) on the local and 5.9 miles (9.4 km) on the Rapid. Weekday productivity on the Rapid is over 60 boardings per hour, which means that on average, one person boards for every minute a bus is operating. This is stellar performance for such a long line.<sup>9</sup>

On Wilshire, the Rapid has been a success, even lacking bus lanes and competing with a fragmentary subway line that duplicates it over the densest 3 miles (5 km) approaching downtown. Most Los Angeles corridors have much less frequency, and less density, so the performance of the Rapids is lower, but Wilshire is a one possible model for a boulevard

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of the future. Already lined with several patches of towers and anchored by the high-rise centers of downtown in the east and Westwood/UCLA in the west, Wilshire is an ideal transit market. If Los Angeles continues to grow denser, other boulevards will acquire similar features and be ready to support successful Rapids, especially if this possibility is considered as the city's growth is being planned. (We'll return to the challenge of boulevard transit in chapter 15.)

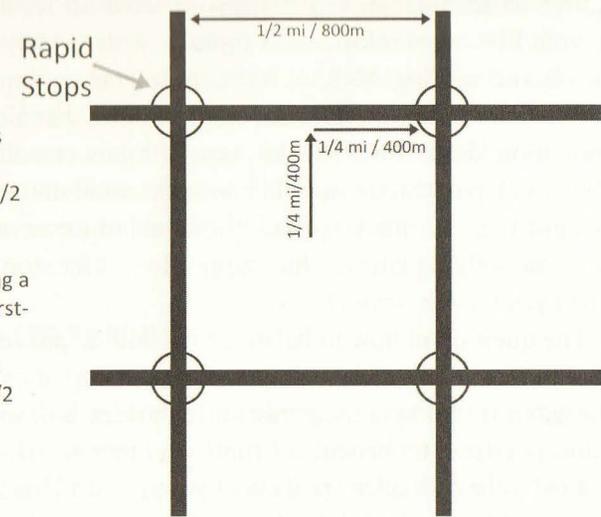
So in big cities with long travel corridors, the Metro Rapid forces us to question tradition. Why, exactly, do we think of the local-stop bus as the basic product, and of "limited-stop" or Rapid service as something we add only as demand requires? What if we did the opposite?

Imagine, for a moment, an alternate vision of transit in which the first priority was to move people quickly over longer distances, with a product that stopped only every half mile (800 m) or more but that was fast enough to be worth walking to? Local services attract most of their riders from a quarter-mile (400 m) radius, but people often walk farther to get to a Rapid stop. If we made that the standard, then in a grid of arterials half a mile apart, everyone is within acceptable walking distance of a Rapid stop (figure 5-5). Such a product would assume that the communities it serves are walkable, and would aim to complement walking rather than competing with it.

If that were the vision, the Rapid would be the primary product, and the locals would be secondary; in some areas you might not need them at all. And whenever you can combine all the services on a street into a single stopping pattern, you can *dramatically* improve the frequency, thus cutting waiting time.<sup>10</sup>

But of course, not everyone can walk a half mile (800 m), or is willing to in all situations, and some service areas have street patterns or urban designs that make walking more difficult, so there's a market for local-stop services. Some seniors and disabled persons are not able to walk half a mile to access their only transit service, but can tolerate lower frequencies on a more specialized small bus that serves their needs.

In commercial districts, there's often a market for a local shuttle that stops often, so that you can just hop on if you see it coming. In Los Angeles, for example, short shuttle trips within commercial districts are usually the work of separate routes. These may share a Rapid's street for a short distance but stop more often.



In a grid of Rapids running along arterials spaced 1/2 mi / 800m apart, with pedestrians free to move along a local grid, the worst-case walking distance, which is from point x, is 1/2 mi / 800m.

Figure 5-5 Maximum walk distances for Rapid spacing. Credit: Erin Walsh

Still, the question arises: If there's frequent, all-day Rapid service running the length of a long and busy boulevard, stopping at least every 0.5 mile (800 meters), how much local service do you need, and what kind? If a boulevard is, say, 20 miles (32 km) long and you have a Rapid covering that distance, do you really need a single continuous local? Perhaps what you need are frequent local shuttles in the commercial districts and then longer, less-frequent locals that provide basic access along the other segments but that may not need to run frequently or cost much.

On the other hand, if you set your spacing at one quarter mile (400 m), could you still maintain the Rapid's speed using other improvements that are increasingly common on Rapid bus service, such as off-board fare collection? If so, perhaps this spacing (a common European spacing for frequent local service) could be the standard that would allow us to combine Rapids and locals into a single product that's still fast enough to serve long-distance needs. Bus lanes (to which we'll return in chapter 8) could also be a crucial part of a package that makes a wider stop spacing acceptable.

Few transit agencies are thinking this radically today, partly because most are evolving from a tradition in which slow locals were considered the default form of service. Still, the obvious attraction of Rapid bus services, and their ability to improve travel time for large numbers of people,

requires us to broaden our notions of what an ideal or “normal” spacing would be. New information tools may also change our experience of walking and waiting. Will we be more tolerant of longer walks if we are sure we won’t have to wait at the stop? In cities that already offer real-time information about the actual location of a bus or railcar, my walk to the stop is more pleasant because I’m not anxious about whether I might miss it. Could this information, readily available to everyone by phone, help us tolerate walking farther, thus supporting wider stop spacing that would in turn yield faster service?

The question of how to balance local with Rapid service is tied to a big question that will dominate chapter 10: ridership or coverage? Are you designing our transit system mainly for high ridership, with the environmental and fare revenue benefits of that? Or, are you running a social service designed to help smaller numbers of people with limited ability or willingness to walk? If the latter, clearly you’ll run a network of slow local services that are easy to walk to. But if ridership is the goal, and your trip distances are long, you’ll run as much Rapid service as you can, with a stop spacing calculated to optimize total trip times (including walking, waiting, and riding) overall.

The balance of Rapid versus local service also affects sustainability goals. When you run heavy local service stopping every two blocks, achieving an average speed of 12 miles (19 km) per hour or less, what are you competing with? Such slow services are perhaps three times your walking speed, but is this enough of an advantage for the service to be worth waiting for, or is it better to just start walking?

Obviously, it depends on how far you’re going. Rapid service can average more than 20 miles (32 km) per hour on a busy street, and much faster if it has an exclusive lane. That’s a speed where transit can compete with the car for many trips, especially if there’s also a disincentive to driving, such as parking cost and hassle.

So it comes down to this: *The faster transit runs, the more it competes with cars. The slower it runs, the more it competes with walking.* Which competition is more urgent? Well, we need to serve people with limited ability to walk. But we also have an environmental and urban livability agenda that requires us to compete with cars.

This isn’t a proposal, but it is a line of thought that agencies should be exploring. How little local service do we need if we have really good Rapid

service? Do we need local service on every segment of a Rapid, or just on certain segments with high senior/disabled needs or commercial districts? Can we create strong Rapids by simply shifting resources from existing locals? Or can a compromise stop spacing—say 400 m—allow us to combine rapid and local into one very frequent service? Many cities are thinking about this. Los Angeles alone provides enough experience to help you argue all sides of the question, and find your own view.

## LINE SPACING IS STOP SPACING

Finally, the geometry that governs stop spacing also governs the spacing of parallel lines. In the Los Angeles example, the half-mile (800 m) spacing of parallel lines ensures that the quarter-mile (400 m) walk radius from one line doesn’t overlap the walk radius of the other. If it does, you’re providing duplicate service to the same people, which is always less useful than providing unique service for different people.

One of the most common mistakes in transit planning is to invent a new line, in response to some political initiative, without thinking about how it affects the existing lines that it may overlap. Overlaying new lines on top of existing ones is politically easy, but by creating duplicate coverage, it often leads to a less efficient network overall.

**Jennifer Toothaker - RE: ctf notes from tonight**

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**From:** camille kershner <[REDACTED]>  
**To:** Mary Durham-Pflibsen [REDACTED], Jennifer Burdick  
<jennifer.burdick@tucsonaz.gov>  
**Date:** 3/20/2015 1:37 AM  
**Subject:** RE: ctf notes from tonight  
**Attachments:** rta plan maps.pdf; grant road land use planning.doc

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(forgot to include these- notice the #4 park-n-ride, nearing completion. and scour the ride guide closely for any located on route #9, grant rd- there are none...)

~camille kershner

[REDACTED]

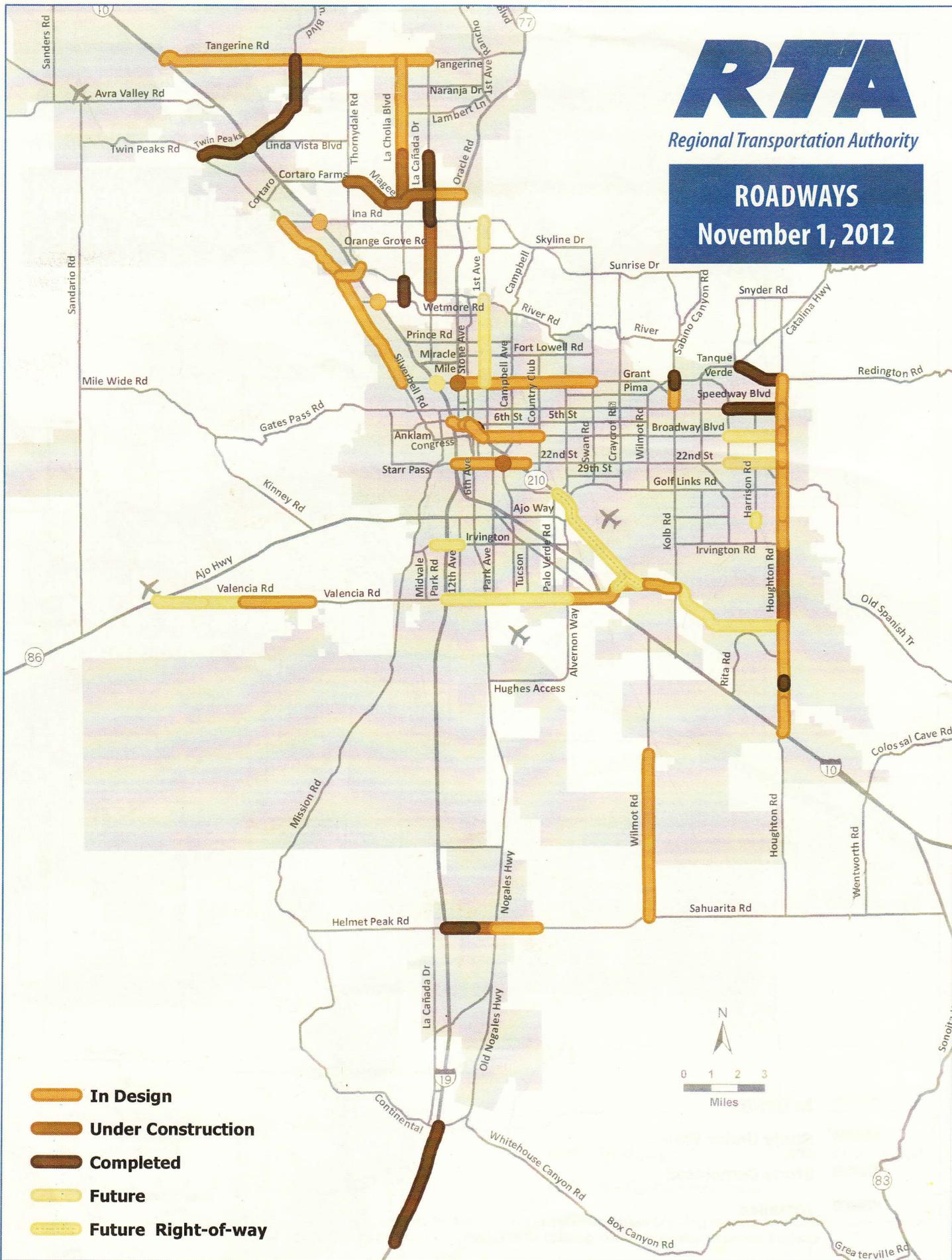
"be the change you wish to see in the world..." -Gandhi

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Regional Transportation Authority

# ROADWAYS November 1, 2012



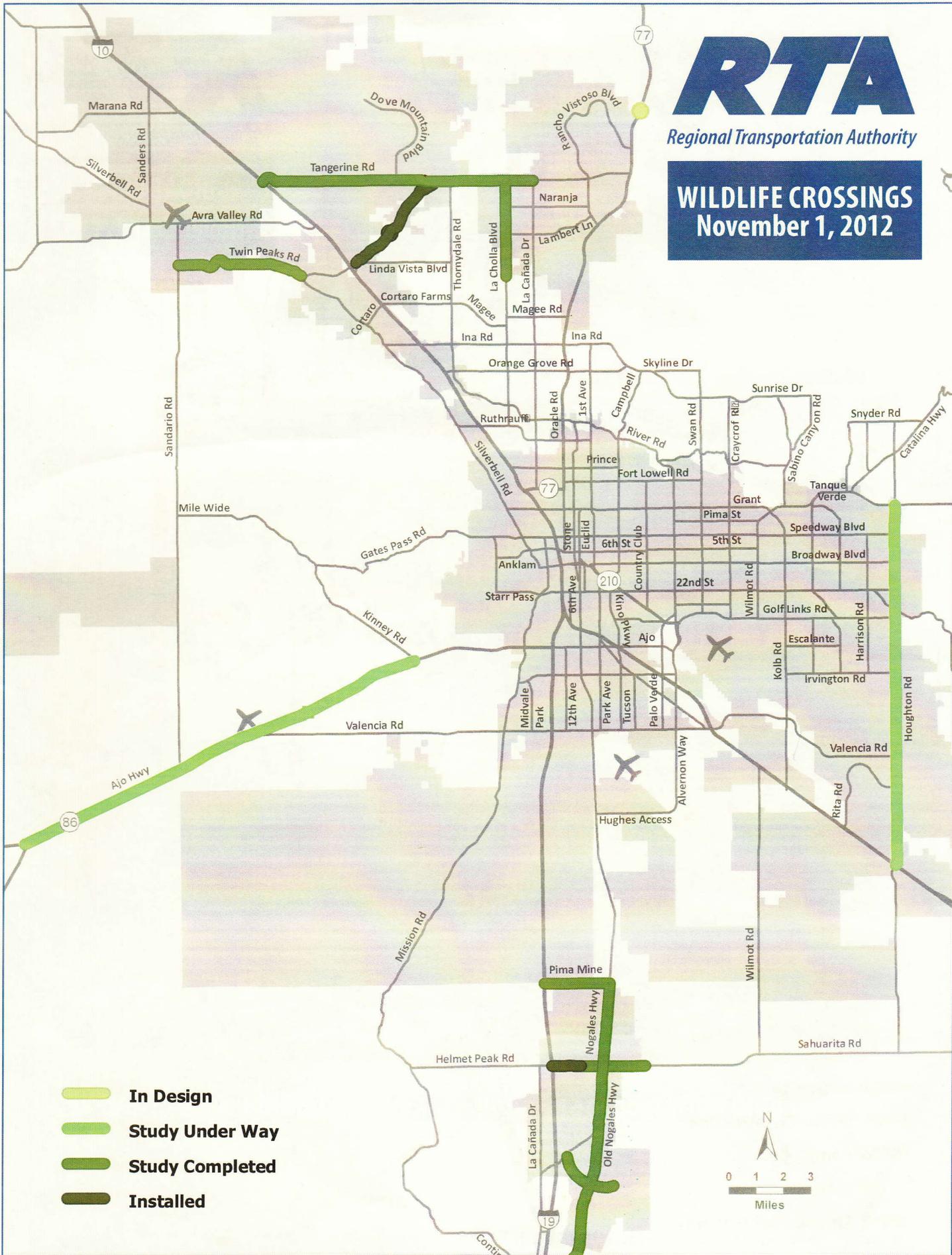
- In Design
- Under Construction
- Completed
- Future
- Future Right-of-way

# RTA

Regional Transportation Authority

## WILDLIFE CROSSINGS

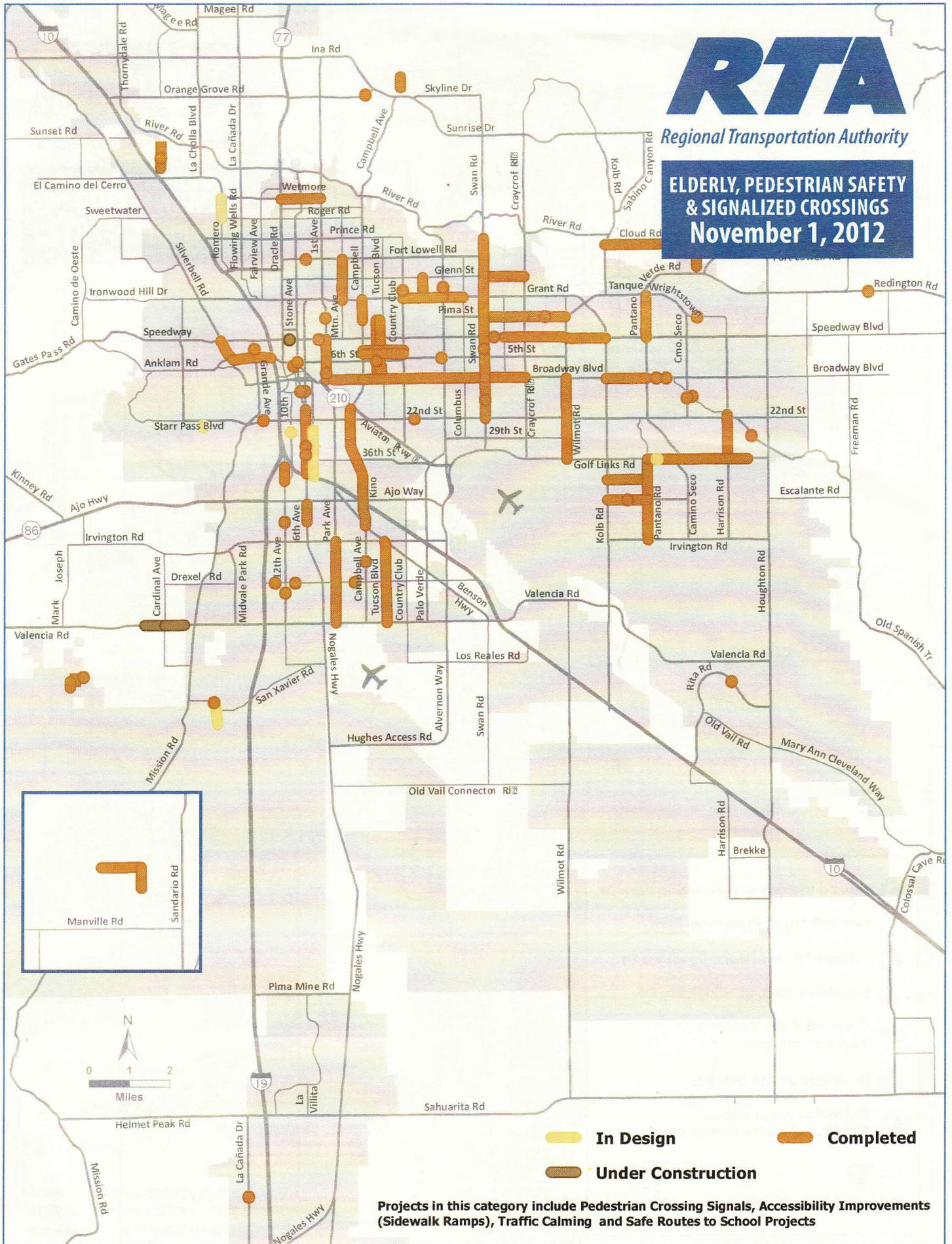
November 1, 2012





Regional Transportation Authority

# ELDERLY, PEDESTRIAN SAFETY & SIGNALIZED CROSSINGS November 1, 2012

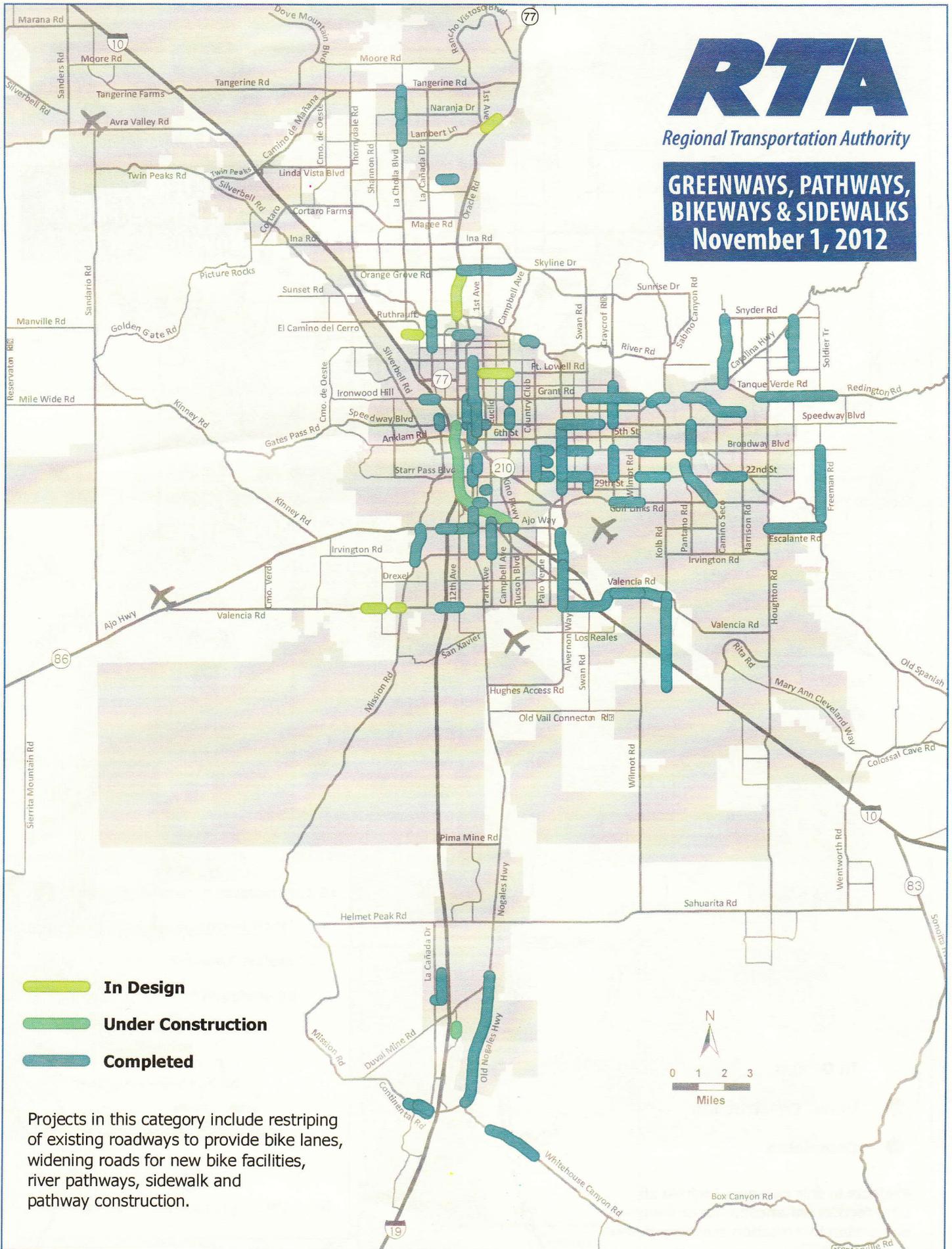


- In Design
- Under Construction
- Completed

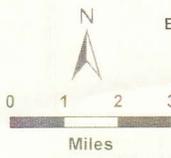
Projects in this category include Pedestrian Crossing Signals, Accessibility Improvements (Sidewalk Ramps), Traffic Calming and Safe Routes to School Projects



## GREENWAYS, PATHWAYS, BIKEWAYS & SIDEWALKS November 1, 2012



## PARK & RIDE November 1, 2012



- 1 Rancho Vistoso at Innovation Park Dr.
  - 2 Lambert Ln. at Riverfront Park
  - 3 Cortaro Rd. at Arizona Pavilions Dr.
  - 4 Broadway Blvd. at Houghton Rd.
  - 5 Casino del Sol, Valencia at AVA Ampitheatre
  - 6 Houghton at Old Vail Rd.
  - 7 Sahuarita Town Hall: 375 W. Sahuarita Center Way
- X Completed
 X Temporary
 X Planned

grant road task force meeting- land use planning  
(steve k. and a few of his staff in attendance)

(added items- mixed sizes of shade structures, large shade trees, locations where people congregate along basin and roadway, add vertical element to the roadway)

-(alice roe- couldn't attend, chairing another meeting)- overlays- push forward economic redevelopment of the corridor- waiting for acquisition for 9 years in end phases? e. of campbell has been in decline of the if/when widening, but how to get owners to redevelop? address this somehow

OIP- nicole gavin- important to not use consistent vision for whole corridor (don't lose overall direction by looking in piecemeal fashion)

- clarify task force's role in overall project
- establish city team for grant road corridor land use planning (coordination)
  - office of economic initiatives
  - real estate division
  - planning and development services

(multidisciplinary approach to move these elements forward)

- detailed review of extensive work done to date w/ task force
  - draft community character and vitality report
  - draft grant road district zoning ordinance
- identify possible options for going forward, taking into consideration-
  - existing Area and Neighborhood Plans
  - lessons learned from overlays adopted for other areas (Infill Incentive District, Main Gate Overlay district, Oracle/Stone corridor planning)
- establishing model approach that can be applied to other RTA corridor projects
  - want to begin land-use planning element on Broadway once alignment is decided**
- rebecca roup- recommendations for moving forward
  - request m/c adopt corridor vision depicted in Draft Community Character and Vitality Report, w/ minor modifications
    - achieve vision through development and implementation of land use planning tools, including an overlay and other tools in phases timed w/ roadway design
    - have task force continue to review roadway design, and form a Land Use Subcommittee of the task force to advise on overlay and other land use planning tool development and implementation (walk through recommendations, discuss, decide to support/support w/ revisions)
- adoption of corridor vision*
- phil erickson- (refresher of the vision)
- community character and vitality- vision for the future of grant road* (past work- late 2007-2013)
  - context sensitive solutions- meeting of 3 contexts
- built and natural environment
- multi-modal transportation (impact mitigation, design guideline, preliminary plans)

- community values

-center- focused, likely mixed-use area at/adjacent to a major intersection

(walkable places could be developed going into the future, tend to be along major intersections)

-segment (district)- linear area of similar use and character (not as intensive of mixed-use)

-2008-12 (over 27 neighborhood and community meetings concerning land-use principles

(2009- “centers” and “districts” discussions, then focus on implementation tools)

-**initial visioning work** (character segment workshops round 1)- january 2008

-eastern segment priorities- character and vitality

-preserve small local businesses and cluster together in villages

-add public gathering places

-make it look like tucson and keep small-town feel

-general issue- replacement parking

-**shared parking is a good concept 66%**

-yes, reduce area for parking

-shared entries more efficient

-don't concentrate on just one side of the street

(issues)

-excess right-of-way and development themes

-land-use, open space, building height, buffering, new commercial frontage

(overhalf of participants supported new pedestrian environment shown in “preserving business” concepts

-centers and districts- western segment

-stone center (keep center's focus w/ some enhancements)

-western districts- refocus w/ neighborhood-serving uses and possibly residential

-1<sup>st</sup> ave center- revitalize w/ potential for mixed use (fontana- mansfield park)

-oracle- keep center's focus...

-country club...

-major themes for all segments

-improve pedestrian access

-open space and gathering places

-neighborhood uses

-shared parking...

“chip game”- use, intensity of use

-CCnV plan- must address vision defined in Planning Objectives, Centers and Districts: Vision Concepts (zoning is usually targeted towards individual projects, not a citywide vision for the whole street)

-areas and neighborhood plans

-guiding principles

-public feedback

-grant road design

-team research and experience

(approach for achieving goals and outcomes)

-develop a stronger regulatory approach to achieve the community vision, rather than rely solely on policy guidance

(objectives)

-contribute to street activity and safety

-support needs of small and independent business...

-context-appropriate building heights and massing...

-strengthen community identity (ex- oracle vs. swan)

-provide adequate and well-designed parking (how to implement policies)

-policy statements for each center

-oracle- keep focus of center w/ some enhancements (maintain a focus on regional automobile sales and service...

-campbell- revitalize to capitalize on existing focus of center (transition back to surrounding neighborhoods)

-eastern segment- support retail viability...

(ongoing discussions- how to implement shared vision)

-overlays thought as a tool for other parts of the city -> focused process to integrate as much as possible into an overlay (complexity of process to amend all other plans, integrate other needed changes- unable to move forward to achieve overall vision, no reference point was made)

-how to retool vision document to allow these other tools to move forward

-rebecca roup- recommendation- corridor vision adoption based on draft community character and vitality report- create policy-level document (concept for developing other land-use planning tools)

-rationale- formalize vision

-offer cohesive image for corridor

-establish framework and principles to guide development and implementation of overlay and other land-use planning tools

-provides policy-level, rather than specific parcel-level guidance to avoid conflict w/ area/neighborhood plans

-adoptable quickly through m/c (guideline, not regulatory plan)

(estimated schedule- modify, TF review- april, public review and comment- may, m/c review and decision- june 23)

-nicole- recommendation 2- phased approach to developing and implementing land-use planning tools (1- oracle, 2- stone/park, 5 and 6- campbell/country club, 3 and 4- alvernon/swan)

-overlay

-possible regulatory changes

-property disposition strategies (ex- sell w/ conditions?)

-economic incentives (ex- successful for downtown)

-rationale- looking closely at smaller segments will allow for well considered decisions regarding what is

needed to achieve the corridor vision in that segment, and whether or not any area or neighborhood plan amendments need to be pursued

-timing land use tools w/ roadway design means we will have greater certainty about remnant parcels and redevelopment sites to ensure on-the-ground land use challenges are being addressed and opportunities are being pursued

(achieving the corridor vision will require multiple tools and strategies: 2-yr process for completion)

-oracle to park (phase 1-2)

-palo verde to swan (phase 3-4)

-park to palo verde (phase 5-6)

-rebecca roup- recommendation 3- task force role and schedule

-stay in place as constituted to weigh in on roadway design at appropriate times for each of the remaining phases (assumption- meet 2-4 times/hr for next 2 yrs)

-land-use subcommittee of CTF- form to advise on overlay, other land use planning tools

-rationale- provides continuity in process

-provides ongoing citizen advisory body to weigh in on roadway design for each project phase, taking into account design concept report

-offers forum for public comment

-opportunity for land-use subcommittee

-discussion- recommendation 1 (with staff from planning and development services, oip, economic incentives)

-question- overlay is opt-in vs. existing zoning

-optional city-wide zoning of an area (prop 207) not necessarily related to acquisition

-how to provide flexibility w/ a partial taking, etc.

-can make that choice to opt in or pursue own zoning

-thoughts on adopting corridor vision- important to catalogue this concept

-complement neighborhood and accompanying use

-see overlay as seeing what you have, or use overlay to pick a particular pathway

-you don't know what uses the future will hold, make a choice to optimize value at that time

-the recommendation will provide those tools for property owners

-strategies for public involvement? (last time, got mixed into what was happening on 4<sup>th</sup>/university, public got a bad idea of what we wanted)

-posting online for 3-week public review, email distribution list, reach out to specific neighborhood folks who have had concerns, walk through the content w/ them- may be able to come back and change some lightning rod language to garner support- may need to add public meeting/open house

-part of the overlay portion became contentious- it become rolled in together

-work on the overlay is happening... final design of the roadway will help you see where those opportunities and remnant properties are- can change at minor and major level, can customize w/in the overall vision to have cohesiveness w/ individuality of each segment- if a specific group is concerned

about a particular part, it can stop the whole thing

-i thought the corridor vision and overlay were the same thing- I like the idea to endorse a vision plan that would unify the corridor, and then the tools, overlay being one, could be broken out for property owners and economic development

-the contentious part of a vision plan that would be part of an overlay- the heights are already zoned for (the neighborhoods don't understand that 3-4 stories are already there, overlays could alleviate some of those concerns)

-breaking things into a smaller section can help explain those kinds of concerns and facts

-when did the vision document get completed? (december 13, 2011)

-i think that was completed and supported, it's key to moving forward

-the vision ultimately came from the community

-at community meetings, height seemed to be the big objection

-i was excited about being a resident of grant road and walking to a store or cafe, but the document didn't have materials relating to the neighborhoods- my biggest concerns is more drag-out along with these phases to stall for another 3 years, dealing w/ the remnant neighborhoods- 18 people made decisions for 3,000 people in a neighborhood, i worry about that input- people don't always go to meetings

(recommendation 1- accepted)

-recommendation 2- proceed w/ phased approach to implementing and development (based on roadway design phases)

-more information on main gate and infill incentive district- what are some typical economic incentives? what did those owners receive? i'd like an example of what is available

-main gate- one incentive was a group of land uses you were allowed to use of any lot in main gate regardless of zoning, heights greater than underlying zoning that you were allowed

-flexibility in development standards (suburban landscaping, urban setbacks, **parking reduced**) -historic properties- fees were cut in half, new uses were allowed (along euclid w/ **very low parking**)

-quid pro quo- required to do higher level of design

-economic incentives downtown- "downtown financial incentive district"- building permit fee waiver, apply city sales tax towards additional amenities in public right-of-way, available to certain parcels of grant road where intersects w/ downtown city property- city tax abatement (8-yrs)- need to improve, synergistic design (ex- **TOD**)

-oracle/stone?

*-CDD- goes to gateways to downtown*

-height issues- distinguish height issues at main **gate- uniquely adjacent to UA, modern streetcar**- not the same issues as on grant

-advantages to linking this logically to the construction

-are these 3 phases bond-bounded so they work as segments? can it be more fluid than being consecutive? -if we notice things that could be applied corridor-wide, we could pursue those right away. if looking at the borders of phase A and makes sense to include the rest of an area, that would be a change of border. -overlap of adoption

(overlay- zoning process through examiner, has its own timeline)

-planning- land-use code change

**-we won't know until we get to that 30% design in the roadway as to what remnant parcels will be**

**there** (not all opportunities will present themselves right away)

-alvernon center- site w/ regards to roadway improvement (don't artificially set that)

-will this overlay zone encompass a block? -coincide w/ roadway construction phases, likely amend overlay zone to add another phase, but that may not be continuous so would need a second (mile-long)

-both sides of the road? (ex- infill incentive district- especially around 4<sup>th</sup> ave/railroad track- had to break into sub areas, they were all very distinct and have to address each side of the street differently. have to get down to those details later- we are looking for a starting point to do that.)

-amend it through mayor and council? (main gate- worked in that it goes through the same process that got it approved in the first place- depends on the level of amendment)

-what about doolen school going up for sale? (grant road lumber- similar, unexpected thing)  
(recommendation 2- accepted)

recommendation 3- task force role and schedule going forward

-general idea a good approach? come back to discuss details

-approach beyond attend neighborhood and planning meetings

(ex- subcommittee of planning/infill with main gate- staff made reports, public came and talked, other members of the commission could come be members of the public- keep things small to allow public to participate and allow public to participate- we had a regular "following" of participants from the neighborhood- the discussion was framed by the participants who were affected by it)

-in my experience, subcommittees need to be small and nimble- don't make decisions but go back to the main group, or planners, and make recommendations

-subcommittee- most critical piece to getting things done!

-keep it small, and a mix is important

-land-use planning- would like to have a meeting in may/june, also design (can send out ideas to consider in advance to have a productive discussion)

(my question- feedback-

-project webpage [[grantroadproject.org](http://grantroadproject.org)? ]is information about that, all comment cards are posted and answered)

a CTF member- teaching real estate classes to real estate brokers- people say they don't like it, but we presume, as presented, that there should be some statistical analysis of car accidents prior vs. after, in a/oracle, etc. those statistics would enable people who are skeptical or overly positive to look at what the results of the indirect left are on different types of accidents, traffic flow n/s off the main streets- as a citizen, i would like to know that. we'd hope the statistics would bear out that it was a good decision.

-feel that public wasn't properly informed about what has been done.

-things we worked on in the past were brought back to the forefront.

(phil's grey hairs are because of broadway!)

#240

**Jennifer Toothaker - Broadway**

**From:** Amber Smith <[REDACTED]>  
**To:** <jennifer.burdick@tucsonaz.gov>  
**Date:** 3/26/2015 11:01 AM  
**Subject:** Broadway  
**Cc:** <broadway@tucsonaz.gov>, "[REDACTED]" <[REDACTED]>

Ms. Burdick- This letter is in support of the widening of Broadway Blvd, based on the recommendation, design and alignment approved by the City Council. While it is unfortunate that some residents and businesses along Broadway remain concerned about this recommendation, this fight has already been fought over and over again. The voters approved Broadway Blvd. in the RTA Plan. There was significant outreach during the creating of the Plan with the agreement that Broadway Blvd is a major arterial. Again, during Plan Tucson, Broadway Blvd is regarded as a major arterial, primed for infill, commercial development. Due to the nature of Broadway Blvd. being identified as a regional corridor, it simply is going to be impossible to satisfy all residents along this road. The City of Tucson must think regional impact in terms of traffic and roadway construction. As a community, we are already 30-years behind in our roadway infrastructure and the purpose of the RTA Plan was to try to fill that gap and install this critical infrastructure that largely impacts economic development. I appreciate the residential concerns, however, this is not a new change. Broadway Blvd is a major arterial and has been such for decades. It must continue to grow as our community grows. More importantly, we must abide by the regional decisions that have been made by voters and the City Council. If we continue to alter, fight and change decisions when regional consensus is made, the community will never trust the City to approve major, regional issues and we will not be able to expand our economy leaving us unable to compete for jobs. We appreciate the time staff has taken in trying to manage this sensitive topic.

--

*"If you want to go fast, go alone. If you want to go far, go with others" ~ African Proverb*

*Amber Smith, MPA*

Executive Director

[Metropolitan Pima Alliance](#)

[REDACTED]



#241

**Jennifer Toothaker - Broadway Boulevard Task for**

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**From:** Bill Carroll <[REDACTED]>  
**To:** "Jennifer Burdick (Jennifer.Burdick@tucsonaz.gov)" <Jennifer.Burdick@tucsonaz.gov>  
**Date:** 3/26/2015 11:06 AM  
**Subject:** Broadway Boulevard Task for  
**Cc:** "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>

---

Please forward my thoughts on to the Task Force.

I believe that the Mayor & Council's direction to the consultant and Task Force was appropriate and that it is now time to move to construction with haste. I hope that they will dismiss any distracting suggestions from the public that we re-assess shifts in alignment, or roadway section and make appropriate, timely decisions that will allow the project to quickly move to construction.

Bill

**William B. Carroll, PE**

Sr. Vice President | Planning & Land Development

**Engineering and Environmental Consultants, Inc. (EEC)**

4625 E. Fort Lowell Road, Tucson, AZ 85712

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#243

**Jennifer Toothaker - Broadway Task Force**

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**From:** "Jay Alexander" [REDACTED]  
**To:** <jennifer.burdick@tucsonaz.gov>  
**Date:** 3/26/2015 9:27 AM  
**Subject:** Broadway Task Force  
**Cc:** "BroadwayProjectUpdate" <broadway@tucsonaz.gov>

---

Jennifer,

Please provide my comments to the task force.

Thank you for your service on the Broadway Task Force. This project has had a lot of attention and emotion. A lot of time and money has gone into the process to arrive at a compromise. I frequent the corridor as a driver, pedestrian, bus rider, commuter, bicyclist, and shopper and live off Broadway not far from the project.

I urge you to assist in letting the project continue towards design and construction. An improvement is needed and the process has been fully vetted to arrive at the current solution. I believe it is a good compromise. I'm not 100% happy with the solution and probably no one is, which is okay! That's what a compromise is. I expect the street will thrive after the changes. When ridership is high enough two lanes can be converted to high capacity transit.

Thanks again for your service, I look forward to six lanes with good sidewalks and bike lanes while preserving a majority of the existing buildings, hopefully coming in 2017!

-Jay

**Jonathan K. Alexander, P.E.**

Quality Assurance Manager  
Senior Project Engineer



[www.SAECOSafe.com](http://www.SAECOSafe.com)

#244

## Jennifer Toothaker - Broadway Blvd. Widening

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**From:** "Michael J. Bowman" <[REDACTED]>  
**To:** "jennifer.burdick@tucsonaz.gov" <jennifer.burdick@tucsonaz.gov>  
**Date:** 3/26/2015 9:59 AM  
**Subject:** Broadway Blvd. Widening  
**Cc:** "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>

---

To whom it may concern,

As a long time Tucson resident (30 plus years) who has been involved in the real estate development business for the entire time I can't help but reflect on past controversial efforts to approve projects that would truly improve the quality of life and correct long forgotten efforts to adequately plan for the growth that has occurred and will continue to occur in this community for many years to come. The debate and controversy surrounding the widening of Broadway Blvd. is yet another example of a project that will ultimately improve transportation into and out of long forgotten downtown Tucson. With this growth and evolution comes tough and expensive choices that will affect residents and businesses that also must be addressed fairly and equitably.

My comments are as follows:

The term Broadway actually infers a broad way meaning wide road. Why past Councils and transportation officials failed to see the potential need for widening this street to accommodate the growth of Tucson is something that can only be corrected by expending considerable amounts of taxpayers money to correct? I would like to see some of this money come from the pensions these former leaders are getting from the taxpayers but that is an entirely different topic that probably won't get much attention from our local government officials.

The current configuration and efforts to save the majority of the businesses along this corridor is admirable but to me very short sighted. The lack of parking in front (or even behind) of these businesses will render these properties useless for their intended use (commercial). The quality of these properties are also of questionable value and only detracts from the image our community seems so focused on retaining. Broadway today reminds me of Apache Blvd. in Tempe 30 years ago. Today I hardly recognize the place but it is a much cleaner image than anything I have seen done along our major transportation corridors. I can't help but think of the intersection of Grant and First Avenue where a new Walgreens worked with an existing business to recreate what is now a much more modern and improved location that replaced an ugly Shell gas station and a decrepit old sandwich shop with something much more appealing that is now generating what this Town so desperately needs which is additional sales tax revenue.

The neighbors need to be heard but they also need to be conscious of the fact that they live near a major transportation corridor that benefits everyone. They also live next to a major commercial strip that will not benefit from becoming obsolete until a new user is able to acquire the property, demo the existing property and modernize the business to make a profit. The city should be looking at what it would take to condemn these properties, demo the buildings and provide the zoning and incentives to create a new generation of

businesses along this corridor. There could even be additional incentives offered if these businesses replicate some of the historic character these old buildings provided.

The bottom line is that we as a community need to start looking beyond the immediate need for transportation improvements and start focusing on the much broader and much more controversial aspects of community redevelopment and how we can create an attractive business and living environments that will create much more sustainable employment and living opportunities for our children and our children's children. I think the alignment is a step in the right direction but it doesn't go far enough to address the broader (pardon the pun) picture. There needs to be more collaboration between the transportation officials and the planning and zoning officials along with the support of the entire Council who should not be looking at this for their own political gain (or loss) but an opportunity to lead this community towards a brighter and more prosperous future. That is what I would like to see our elected leaders do.

Thank you for the opportunity to share my thoughts on this project.

Michael J. Bowman  
Vice President of Development  
Rancho Sahuarita Management Company, LLC



#245

## Jennifer Toothaker - Broadway Boulevard Project

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**From:** Tom Nieman <[REDACTED]>  
**To:** "jennifer.burdick@tucsonaz.gov" <jennifer.burdick@tucsonaz.gov>  
**Date:** 3/26/2015 9:52 AM  
**Subject:** Broadway Boulevard Project  
**Cc:** "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>

---

Dear Jennifer,

I urge the Task Force Committee to move forward based on the Mayor and Council’s recommendations. It’s sad that a small, vocal group has been able to slow this process down. There is no “perfect” solution to this project that will make everyone happy, but after the extensive time it’s been studied by the Task Force Committee, City Staff and others, it’s time to move forward.

Thank you,

**Thomas J. Nieman**  
Principal, Commercial Properties



[PICOR Commercial Real Estate Services, Inc.](#)  
1100 N. Wilmot, Suite 200, Tucson, AZ 85712



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Vicemail from Judy Warner

My name is Judy Warner I live on 10<sup>th</sup> street and Sam Hughes and I just wanted to leave you my comment that I wish that we were not broadening Broadway because I live close enough to Broadway to know that there's not enough traffic to warrant what they are going to do. So I absolutely oppose spending our money to widen Broadway. I know there's a compromise resolution. Obviously there might be a compromise, but I hope not too many businesses are taken and certainly the noise to my house will be increased as it gets closer to the residential areas. So I just wanted to voice that and I appreciate your listening and I hope you will convey our thoughts and I hope you have. Thank you so much.

#247

**Jennifer Toothaker - Re: Broadway Widening**

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**From:** Jennifer Toothaker  
**To:** [REDACTED]  
**Date:** 4/10/2015 9:58 AM  
**Subject:** Re: Broadway Widening  
**Cc:** [broadway@tucsonaz.gov](mailto:broadway@tucsonaz.gov)  
**Attachments:** Jennifer Toothaker.vcf

---

Susan,

Thanks for helping me identify a good time to call. Garry and I just had a good conversation by phone about the impacts to his property.

~Jenn

>>> On 4/10/2015 at 8:10 AM, [REDACTED] > wrote:

Jennifer,

I left you a voice mail message yesterday. Garry would like to talk to you about this. If possible, can you give him a call after 9AM this morning (882-4800)?

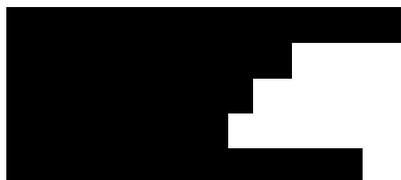
Thank you,

**Susan LaCorte**

**Executive Assistant to the President**

**Office Coordinator**

**BFL CONSTRUCTION COMPANY, INC**



Please consider the environment before printing this e-mail

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**From:** Jennifer Toothaker [[Jennifer.Toothaker@tucsonaz.gov](mailto:Jennifer.Toothaker@tucsonaz.gov)]  
**Sent:** Thursday, April 09, 2015 7:38 PM  
**To:** [REDACTED]  
**Cc:** Beth Abramovitz; [Broadway.PWPO1.PWDOM2@tucsonaz.gov](mailto:Broadway.PWPO1.PWDOM2@tucsonaz.gov)  
**Subject:** Re: Broadway Widening

Hi, Susan -

My apologies for the delay in getting back to you.

The project has not been stopped. The CTF has recommended an alignment that differs from the staff-recommended alignment released on 2/20/15. This new alignment is a hybrid of the two currently on the project website ([www.tucsonaz.gov/broadway](http://www.tucsonaz.gov/broadway)) and it will be unveiled at the 4/23 Open House.

The adoption of an alignment by Mayor and Council in June will allow us to continue our design.

I would recommend that Garry attend the Open House, if he can. It is Open House style so he can stay as long or short as desired. There will be opportunities to ask questions and submit comments on the alignment.

~Jenn

>>> On 4/8/2015 at 9:14 AM, [REDACTED] wrote:  
Hi Jennifer!

Apparently the news is reporting that the Broadway Widening project has been stopped. Can't rely on that resource, so I thought I would contact you directly. Can you provide me with the latest update? If still moving forward, can you tell me whether the plan is to tear down Garry's building or not?

Thank you,

**Susan LaCorte**  
**Executive Assistant to the President**  
**Office Coordinator**

**BFL CONSTRUCTION COMPANY, INC**

[REDACTED]

[REDACTED]

**From:** "Tabili, Laura - (tabili)" <[REDACTED]>  
**To:** "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>  
**Date:** 4/11/2015 2:26 PM  
**Subject:** Broadway Project gets national press attention

Here is a story on a national urban planning website about the Broadway Project.

<http://nextcity.org/daily/entry/tucson-pima-county-missing-bus-lanes>

#249

**Jennifer Toothaker - FW: BROADWAY CORRIDOR EXPANSION**

**From:** <[REDACTED]>  
**To:** <mayor1@tucsonaz.gov>, <jonathan.rothschild@tucsonaz.gov>, <ward6@tucsonaz.gov>, <ward4@tucsonaz.gov>, <ward2@tucsonaz.gov>, <ward3@tucsonaz.gov>, <ward5@tucsonaz.gov>, <ward1@tucsonaz.gov>, "Steve Kozachik" <votestevak@gmail.com>, "Richard G. Fimbres" <Richard.Fimbres@tucsonaz.gov>  
**Date:** 4/22/2015 12:01 PM  
**Subject:** FW: BROADWAY CORRIDOR EXPANSION  
**Cc:** "Carmen Noriega" <Carmen.Noriega@tucsonaz.gov>, <steve.arnquist@tucsonaz.gov>, <renee.sowards@tucsonaz.gov>, "Jennifer Burdick" <Jennifer.Burdick@tucsonaz.gov>, <broadway@tucsonaz.gov>, "Daryl Cole" <Daryl.Cole@tucsonaz.gov>, [REDACTED]

Dear Mayor and City Council Members

I sure hope the City of Tucson does not downsize the Broadway Corridor Expansion project. The needs of the whole region and community should be given greater weight than the wishes of neighborhood activists and small businesses occupying mostly dilapidated old buildings. Those businesses will be justly compensated anyway. This is a community project not a neighborhood project. Further, the the voters already voted on the size and scope of the project back when it was approved. I don't understand why the City of Tucson thinks they should be changing what the voters already approved. This is progress, which our City really needs to stay competitive with the other cities our size in the Southwest. It will lead to the re gentrification and investment in the area. We learned this from the Speedway widening, and from what has happened in other cities. This is the front door and gateway to downtown Tucson. The renaissance of the east end of downtown is something our whole community is proud of and most of us enjoy and it is land locked. The Broadway widening project will help push through what is happening on the east end of downtown down Broadway, as it is the major corridor leading into downtown.

We need leaders that have the wisdom to see this and the courage and strength to not be pressured by neighborhood activist and to make the right decisions for our City.

Respectfully,

Craig

R. Craig Finrock, CCIM, CRX, CLS  
 Managing Member, Designated Broker  
 Commercial Retail Advisors, LLC

## Jennifer Toothaker - Please do NOT downsize the Broadway Corridor Expansion Project

---

**From:** "Janine Irvin, CCIM" <[REDACTED]>  
**To:** <mayor1@tucsonaz.gov>, <ward1@tucsonaz.gov>, <ward2@tucsonaz.gov>, <ward3@tucsonaz.gov>, <ward4@tucsonaz.gov>, <ward5@tucsonaz.gov>, <ward6@tucsonaz.gov>, <renee.sowards@tucsonaz.gov>, <richard.fimbres@tucsonaz.gov>, <carmen.noriega@tucsonaz.gov>, <jennifer.burdick@tucsonaz.gov>, <broadway@tucsonaz.gov>, <daryl.cole@tucsonaz.gov>  
**Date:** 4/22/2015 3:11 PM  
**Subject:** Please do NOT downsize the Broadway Corridor Expansion Project

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Dear Mayor and City Council Members:

I hope the City of Tucson does not downsize the Broadway Corridor Expansion project. The needs of the whole region and community should be given greater weight than the wishes of neighborhood activists and small businesses occupying mostly dilapidated old buildings. Those businesses will be justly compensated anyway. This is a community project not a neighborhood project. Further, the voters already voted on the size and scope of the project back when it was approved. I don't understand why the City of Tucson thinks they should be changing what the voters already approved. This is progress, which our City really needs to stay competitive with the other cities our size in the Southwest. It will lead to the re gentrification and investment in the area. We learned this from the Speedway widening, and from what has happened in other cities. This is the front door and gateway to downtown Tucson. The renaissance of the east end of downtown is something our whole community is proud of and most of us enjoy and it is land locked. The Broadway widening project will help push through what is happening on the east end of downtown down Broadway, as it is the major corridor leading into downtown.

We need leaders that have the wisdom to see this and the courage and strength to not be pressured by neighborhood activist and to make the right decisions for our City.

Below is a news release distributed today by the City of Tucson regarding the Broadway Corridor Expansion: Euclid Avenue to Country Club Road.

### BROADWAY CORRIDOR EXPANSION EUCLID AVENUE TO COUNTRY CLUB ROAD

The Broadway Citizens Task Force (CTF), after 35 public meetings that began in June 2012, made a unanimous decision Thursday night to recommend a 6-Lane Including Transit alignment to the Mayor and Council for adoption in May. The recommended alignment is a hybrid between a design submitted by community member Gene Caywood and the Starting Small approach provided by the Broadway project team, both available at <http://www.tucsonaz.gov/broadway>. The alignment prioritizes preservation of historic buildings and adds lanes for vehicles and bicycles, and sidewalks for pedestrians. The CTF also supports enhancing transit service on the

corridor, and unanimously supports dedicating lanes to transit should the Tucson Mayor and Council choose to do so.

The members of the Citizens Task Force have volunteered many hours and provided much thought to this very difficult and lengthy project, said Interim City Manager Martha Durkin, who spoke to the task force at its meeting Thursday night. The Citizens Task Force had the challenge of representing constituencies with different priorities, while factoring in a great deal of technical data. The task force members are to be commended for their perseverance in reaching a unanimous decision on the recommended alignment.

The CTF-recommended 6-Lane Including Transit alignment will be presented at an evening open house on April 23, 2015 at Sabbar Shrine Hall (time to be determined) and is expected to go before the Mayor and Council for adoption in May. The task force is made up of 13 people representing nearby residents and businesses, including members of the Bicycle Advisory Committee, the Citizens Transportation Advisory Committee, the Tucson Planning Commission, and the Commission on Disability Issues.

The road widening will address regional mobility needs by improving infrastructure for motorists, bicyclists, pedestrians and transit riders, while enhancing the look, feel, community character and economic vitality of the area. The task force will continue to work with the project team during the technical design process. The \$71.3 million project is one of 35 major regional corridor projects that are part of the 2006 voter-approved, \$2.1 billion Regional Transportation Authority (RTA) Plan. The project is funded by the City of Tucson, Pima County, and the RTA.

Utility relocations are estimated to begin in late 2016, with roadway construction beginning in 2017. For more project information, visit <http://www.tucsonaz.gov/broadway>, call (520) 622-0815 or email [broadway@tucsonaz.gov](mailto:broadway@tucsonaz.gov). Details about the RTA plan are available at <http://www.RTAmobility.com> <<http://www.rtamobility.com/>>

Sincerely,

Janine

**SEEKING A NEW OFFICE? HAVE VACANT OFFICE SPACE? WANT TO BUY OR  
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WE CAN HELP!**

**Janine C. Irvin, CCIM**

**Designated Broker**

**Mark Irvin Commercial Real Estate Services, LLC**

[REDACTED]  
[REDACTED]  
[REDACTED]

#251

**Jennifer Toothaker**


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**From:** James Robertson <[REDACTED]>  
**To:** <Carmen.Noriega@tucsonaz.gov>, <steve.arnquist@tucsonaz.gov>, <renee.sowards@tucsonaz.gov>, <Jennifer.Burdick@tucsonaz.gov>, <broadway@tucsonaz.gov>, <Daryl.Cole@tucsonaz.gov>, <[REDACTED]>, <[REDACTED]>, <jonathan.rothschild@tucsonaz.gov>, <ward6@tucsonaz.gov>, <ward4@tucsonaz.gov>, <ward2@tucsonaz.gov>, <ward3@tucsonaz.gov>, <ward5@tucsonaz.gov>, <ward1@tucsonaz.gov>, <Richard.fimbres@tucsonaz.gov>, <mayor1@tucsonaz.gov>, <[REDACTED]>, Craig Finfrock <[REDACTED]>, Brandon Rogers <[REDACTED]>, Jason Wong <[REDACTED]>, Greg Boccardo <[REDACTED]>  
**Date:** 4/22/2015 4:02 PM  
**Attachments:** Broadway Widening Project Letter 04222015.docx

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City of Tucson

Mayor and Council Members

April 22, 2015

Re: Broadway Corridor Downsizing

Dear Mayor and Council Members

Please consider this a letter to encourage you to NOT to support the downsizing of the Broadway Corridor Expansion Project Plan. The needs of the entire region and community should be given greater weight. I'm sure those businesses along the corridor will be justly compensated. This is a community project not a neighborhood project. Further, the voters already voted on the size and scope of the project. I don't understand why the City of Tucson thinks they should be changing what the voters already approved. This is progress, which our City really needs to stay competitive with the other cities our size in the Southwest. It will lead to the re gentrification and investment in the area. We learned this from the Speedway widening, and from what have happened in other cities. This is the front door and gateway to downtown Tucson. The renaissance of the east end of downtown is something our whole community is proud of and most of us enjoy and it is land locked. The Broadway widening project will help push through what is happening on the east end of downtown down Broadway, as it is the major corridor leading into downtown.

Therefore, again, I encourage you to resist the temptation to change the plan. Keep us moving forward.

--

**James P. Robertson, Jr., MBA CCIM**  
 Senior Commercial Associate Broker  
 Realty Executives International Tucson Elite

#252

**Jennifer Toothaker - RE: Broadway Corridor Downsizing**

**From:** Doug Wright [REDACTED] <[REDACTED]>  
**To:** Mayor Jonathan Rothschild <Mayor1@tucsonaz.gov>, <jonathan.rothschild@tucsonaz.gov>, <ward6@tucsonaz.gov>, <ward4@tucsonaz.gov>, <ward2@tucsonaz.gov>, <ward3@tucsonaz.gov>, <ward5@tucsonaz.gov>, <ward1@tucsonaz.gov>, <Richard.Fimbres@tucsonaz.gov>, <Carmen.Noriega@tucsonaz.gov>, <Steve.Arnquist@tucsonaz.gov>, <renee.sowards@tucsonaz.gov>, <Jennifer.Burdick@tucsonaz.gov>, <broadway@tucsonaz.gov>, <Daryl.Cole@tucsonaz.gov>, <[REDACTED]>, <[REDACTED]>  
**Date:** 4/23/2015 9:02 AM  
**Subject:** RE: Broadway Corridor Downsizing

Thursday, April 23, 2015

TO: City of Tucson, Mayor and Council Members  
[mayor1@tucsonaz.gov](mailto:mayor1@tucsonaz.gov); [jonathan.rothschild@tucsonaz.gov](mailto:jonathan.rothschild@tucsonaz.gov);  
[ward6@tucsonaz.gov](mailto:ward6@tucsonaz.gov); [ward4@tucsonaz.gov](mailto:ward4@tucsonaz.gov); [ward2@tucsonaz.gov](mailto:ward2@tucsonaz.gov);  
[ward3@tucsonaz.gov](mailto:ward3@tucsonaz.gov); [ward5@tucsonaz.gov](mailto:ward5@tucsonaz.gov); [ward1@tucsonaz.gov](mailto:ward1@tucsonaz.gov); [Richard.fimbres@tucsonaz.gov](mailto:Richard.fimbres@tucsonaz.gov); [Carmen.Noriega@tucsonaz.gov](mailto:Carmen.Noriega@tucsonaz.gov); [steve.arnquist@tucsonaz.gov](mailto:steve.arnquist@tucsonaz.gov);  
[renee.sowards@tucsonaz.gov](mailto:renee.sowards@tucsonaz.gov); [Jennifer.Burdick@tucsonaz.gov](mailto:Jennifer.Burdick@tucsonaz.gov); [broadway@tucsonaz.gov](mailto:broadway@tucsonaz.gov);  
[Daryl.Cole@tucsonaz.gov](mailto:Daryl.Cole@tucsonaz.gov); [Jennifer.Burdick@tucsonaz.gov](mailto:Jennifer.Burdick@tucsonaz.gov); [broadway@tucsonaz.gov](mailto:broadway@tucsonaz.gov); [REDACTED]

Re: Broadway Corridor Downsizing

Dear Mayor Rothschild and Council Members:

Please consider this a letter to encourage you to NOT support the downsizing of the Broadway Corridor Expansion Project Plan. The needs of the entire region and Tucson community should be given greater weight. I'm sure those businesses along the corridor will be justly compensated. This is a community project not a neighborhood project. Further, the voters already voted on the size and scope of the project. Why does the City of Tucson think they should be change what the voters have already approved? This is progress, one in which our City really needs to stay competitive with the other cities our size in the Southwest. It will lead to the re-gentrification and investment in the area. We learned this from the Speedway widening, and from what has happened in other cities. This is the front door and gateway to downtown Tucson. The renaissance of the east end of downtown is something our whole community is proud of and most of us enjoy and it is land locked. The Broadway widening project will help push through what is happening on the east end of downtown Tucson out East Broadway, as it is the major corridor leading into a revitalized and vibrant downtown Tucson. Therefore, again, I encourage you Mr. Mayor and all City Council leaders to resist the temptation to change or alter the Broadway Corridor Expansion Project Plan. Let's keep Tucson moving forward!

Respectfully submitted,

Douglas G. Wright

President/

Realtor®

Commercial Investors Realty, Inc.®

2015, Chairman, TAR Government Affairs

Committee

2015, Member, Pima Association of Governments Citizens' Transportation Academy

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#253

**Jennifer Toothaker - Re: Broadway Corridor Downsizing**

**From:** Sandy Alter <[REDACTED]>  
**To:** "mayor1@tucsonaz.gov" <mayor1@tucsonaz.gov>, "jonathan.rothschild@tucsonaz.gov" <jonathan.rothschild@tucsonaz.gov>, "ward6@tucsonaz.gov" <ward6@tucsonaz.gov>, "ward4@tucsonaz.gov" <ward4@tucsonaz.gov>, "ward2@tucsonaz.gov" <ward2@tucsonaz.gov>, "ward3@tucsonaz.gov" <ward3@tucsonaz.gov>, "ward5@tucsonaz.gov" <ward5@tucsonaz.gov>, "ward1@tucsonaz.gov" <ward1@tucsonaz.gov>, "Richard.fimbres@tucsonaz.gov" <Richard.fimbres@tucsonaz.gov>, "Carmen.Noriega@tucsonaz.gov" <Carmen.Noriega@tucsonaz.gov>, "steve.arnquist@tucsonaz.gov" <steve.arnquist@tucsonaz.gov>, "renee.sowards@tucsonaz.gov" <renee.sowards@tucsonaz.gov>, "Jennifer.Burdick@tucsonaz.gov" <Jennifer.Burdick@tucsonaz.gov>, "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>, "Daryl.Cole@tucsonaz.gov" <Daryl.Cole@tucsonaz.gov>, [REDACTED]  
**Date:** 4/23/2015 9:04 AM  
**Subject:** Re: Broadway Corridor Downsizing

April 23, 2015

Dear Mayor and Council Members:

Please consider this to be a letter encouraging you NOT to support the downsizing of the Broadway Corridor Expansion Project Plan. The needs of the entire region and community should be given greater weight. This is a community project not a neighborhood project. Further, the voters already voted on the size and scope of the project. I don't understand why the City of Tucson thinks they should be changing what the voters already approved. This is progress, which Tucson really needs to stay competitive with the other cities our size in the Southwest. It will lead to re-gentrification and investment in the area. We learned this from the Speedway widening, and from what has happened in other cities. The renaissance of the east end of downtown is something our whole business community is proud of and most of us enjoy and it is land-locked. The Broadway widening project will help push through what is happening on the east end of downtown down Broadway, as it is the major corridor leading into downtown.

Therefore, again, I encourage you to resist the temptation to change the plan. Help Tucson move forward!  
 Sandy.



Sandy Alter, Senior Associate  
 Rein & Grosseohme Commercial Real Estate

[REDACTED]  
 [REDACTED]  
 [REDACTED]

[www.RGcre.com](http://www.RGcre.com)

#254

**Jennifer Toothaker - Broadway Widening Comments**

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**From:** Brandon Rodgers [REDACTED]  
**To:** "beth.abramovitz@tucsonaz.gov" <beth.abramovitz@tucsonaz.gov>, "Jennifer.Burdick@tucsonaz.gov" <Jennifer.Burdick@tucsonaz.gov>  
**Date:** 4/24/2015 8:39 AM  
**Subject:** Broadway Widening Comments  
**Cc:** "mayor1@tucsonaz.gov" <mayor1@tucsonaz.gov>, "jonathan.rothschild@tucsonaz.gov" <jonathan.rothschild@tucsonaz.gov>, "ward6@tucsonaz.gov" <ward6@tucsonaz.gov>, "ward4@tucsonaz.gov" <ward4@tucsonaz.gov>, "ward2@tucsonaz.gov" <ward2@tucsonaz.gov>, "ward3@tucsonaz.gov" <ward3@tucsonaz.gov>, "ward5@tucsonaz.gov" <ward5@tucsonaz.gov>, "ward1@tucsonaz.gov" <ward1@tucsonaz.gov>, "Richard.fimbres@tucsonaz.gov" <Richard.fimbres@tucsonaz.gov>, "Carmen.Noriega@tucsonaz.gov" <Carmen.Noriega@tucsonaz.gov>, "steve.arnquist@tucsonaz.gov" <steve.arnquist@tucsonaz.gov>, "renee.sowards@tucsonaz.gov" <renee.sowards@tucsonaz.gov>, "Jennifer.Burdick@tucsonaz.gov" <Jennifer.Burdick@tucsonaz.gov>, "broadway@tucsonaz.gov" <broadway@tucsonaz.gov>, "Daryl.Cole@tucsonaz.gov" <Daryl.Cole@tucsonaz.gov>

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Beth and Jennifer,

I was unable to attend last evening's Broadway corridor task force meeting at the Sabbar Shrine building. In lieu of my attendance, I was directed to share my thoughts directly with you via email.

I am a lifelong Tucsonan, UA grad, and a member of a demographic that Tucson and its officials have been diligently trying to recruit and retain: 20's and 30's educated professionals. While I do not pretend to speak for the entire demographic, I do believe my comments would represent a large majority of this group. We, along with all Tucsonans, have been pleased by the recent overhaul and revitalization of downtown Tucson. This effort took bold vision, and some ruffled feathers, but the results speak for themselves. The result is a place that attracts us- the young professionals. So, too, the Broadway corridor improvements can be. If we water this down, scale it back, for the sake of a few buildings of little visual appeal and significance and in order to appease the few loud neighborhood voices, we will have wasted our effort and missed the mark.

Let's take the momentum begun in downtown and continue the bold change and realize the vision of continuing to make measures to improve Tucson. Please realize that there will NEVER be 100% support for this, or any, change. Let's get this done- let's keep moving Tucson forward and improving our city for all of us, and in the process let's take the next step in making a place that MORE 20's and 30's young professionals want to live. Please adopt the Broadway corridor changes as they were originally envisioned, not the watered-down version now being floated.

**Brandon Rodgers, CCIM**

Principal

Industrial Properties

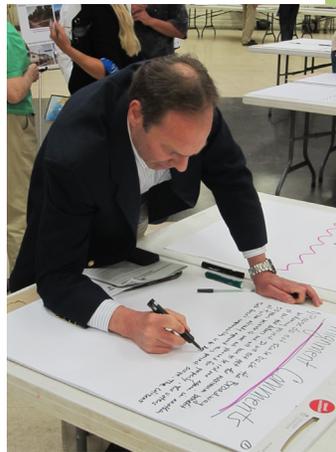


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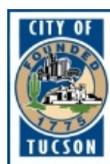
For full report:  
<http://broadwayboulevard.info/past-meetings>

April 23, 2015

# Planning Update and Public Open House Report



**BROADWAY BOULEVARD**  
EUCLID to COUNTRY CLUB



Prepared for:

Jennifer Toothaker Burdick

Beth Abramovitz, P.E.

Tucson Department of Transportation

Project Managers

#255

Tucson, AZ 85775-2602  
PO Box 27210  
Department of Transportation  
City of Tucson  
Broadway Project

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# Broadway Boulevard

## Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

The Broadway Blvd expansion project has been discussed and rediscussed FOR WAY TOO LONG. THE CITY COUNCIL AND MAYOR'S OFFICE NEED TO LISTEN TO STAFF AND NOT SPECIAL INTEREST GROUPS WHO HAVE NO IDEA OF THE STRUGGLES TO MEET ADA CODE REQUIREMENTS, MAINTAIN PARKING, AND COSTS ASSOCIATED WITH CHANGING ALIGNMENTS TO BOTH SIDES OF THE ROAD. AT SOME POINT, THE EXPERTS NEED TO BE HEARD AND RESPECTED, NOT THE SPECIAL INTEREST GROUPS AND POLITICIANS. WHAT A WASTE OF TIME!

Major cross streets near your home or business  
This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at [www.RTAmobility.com](http://www.RTAmobility.com).  
The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.



April 23, 2015

## AN OPEN LETTER REGARDING THE BROADWAY WIDENING

To All Concerned Parties,

We are property owners on Broadway and as such our concerns need to be looked at with more focus than they seem to be!

We have been left in limbo for appx. Twenty years with the understanding that Broadway was going to be widened. This was approved by voters in the 1997 Bond Issue. During this time, our economic impact has been severe. With this cloud hanging over us, it did not make sense to invest much money into improvements etc., neither did it make sense for any business looking to relocate to be on Broadway.

Finally the Broadway Boulevard Citizens Planning Task Force (BBTF) was formed and after two years, an initial plan was presented to Mayor and Council and accepted by Mayor and Council subject to engineering modifications allowing RTA to release money for the engineering modifications.

Now it seems, the money was funded for the engineering design and after 2+ years of work certain vocal interests have pressured the committee to start from square one. We must point out that the design presented to Mayor and Council was a community effort and the work now should be on engineering, not catering to these vocal interest to start from square one over and over until they get the design they want regardless as to what was already accepted as a consensus of the committee.

Now it seems certain interests are not satisfied with that consensus and have pressured the committee into presenting what they want, not what is in the best interest of the property owners nor the community at large. Let us not forget voters approved this years ago.

As usual the community as a whole who voted for this, assume their elected officials are doing as directed and it always seems that there will be those who think that if they yell long and loud enough, they can get their way. There always has been and always will be certain groups who just want to keep Tucson stagnant. They do not want to see this community grow and be a vibrant city.

Thankfully we have some officials who are forward minded. We need more clean industry and more employers that will help with more great jobs and help our residents enjoy a higher standard of living.

Some recent moves like expanding the aeronautical corridor and an emphasis toward bringing in more aeronautical businesses is a great start. This along with the fact that the Bio Park, The U of A Tech Park and the University of Arizona needs to have a higher tech link to work in unison for the growth of our economic base. We can not continue sitting on the sidelines and watching Phoenix capture the majority of new business locations.

We have many great assets that need to be promoted. We need a high tech link to connect all of these areas. The Broadway Project needs to plan at least 50 years into the future. Downtown is developing nicely with interest of developers seizing the opportunities created by Rio Nuevo and the creation of the street car routes. We have the Bio Park to the south, a nice business center to the east, the U of A to the north and growing. With the Tech Park and Aeronautical Corridor to the Southeast we need to promote and accommodate the growth that comes with these.

The bottleneck is the Broadway Corridor that needs to be energized and built as a showcase for our community. I don't think we want this to become "the ugliest street in America". We have already had that. If these elements are to grow and prosper, this stretch of Broadway needs to meet the future and be a gateway for the future and not an area to be avoided.

When we have business executives come to Tucson, we want to show them that Tucson has everything that they are looking for. Everything for their business and everything for their employees so they will move business here and create new jobs.

Let's compete with Phoenix and build a modern presentation for our assets. Let's not fall over dollars trying to pick up pennies. Make this a corridor that accommodates the future with class (1<sup>st</sup> class). Plan for a bigger University with plenty of bicycle lanes, nice sidewalks, and future light rail like a vibrant city. Let's have beautiful office buildings with sidewalk cafés and landscaping with park benches. Future transportation system should tie all of the business and financial areas together with the U of A, Bio Park, Office Centers, Tech Park, Aeronautical Corridor to mention a few

If you build the Broadway Corridor as it should be built, (proper lane widths, proper bike lanes, proper sidewalk widths, and landscaping) we will reap the the benefit of developer interest allowing for recapture of monies spent to do it right and future revenues generated by increased tax incomes.

If you allow certain vocal interest to suppress the project, we can only see an area of status quo with high vacancy and all that comes with that.

The vocal interest want to make business access so difficult that you have to drive along the sidewalk for a few doors and then park at a 45 degree angle to patronize a business. All in the name of "save the buildings. Most businesses are not going to do that, they will locate elsewhere.

The vocal interest want us property owners to be left with a building that if we were to walk into the City Permit Office with plans to build that same structure with those same set-backs, they we tell us NO and not only NO but NO Way.

Sure we would be grand-fathered but in the future when looking for modifications we would be in trouble without meeting who only knows how many new requirements for the setbacks etc. that would be impossible to do.

Please do not lose sight of the big picture of what the voters said. The vocal interest just really want status quo. Their newest rally is to "Save The Buildings" no matter what the result. This is ridiculous. The over-all result of the project has to meet the future because this is probably the only time widening will happen for a hundred years.

To save the buildings, you have to down size lanes, downsize bike lanes, downsize sidewalks, eliminate landscaping, etc.,etc. All these things certainly do not help the efficiency nor the aesthetics and makes many aspects of the project unsafe for traffic, bicyclists, for business access and leaves no room for future corrections.

Please do not cut this project short.

Thank You on be half of some property owners.

Don Davis

Randy Davis

Ronald Davis

Doug Davis

## Richard Rose Letter sent to Mayor & Council members

I attended the Broadway meeting last week, and to say I was horrified is an understatement.

Because I was so upset, I waited for several days to write this letter, as I wanted to regain my composure...

Once again, it would appear that the City is caving in to a vocal minority who do not embrace change in any form, and think that if we do not plan for growth, it won't happen.

So as a long-time community member, and someone who has a personal and financial stake in what happens along Broadway, I want to go on-record as opposing the 'Starting Small' plan...

Not only is it a poor plan, but it actually takes more property than the original plan, while accomplishing few if any of the stated goals behind the widening of Broadway..

More to the point, I have literally been held hostage by my real estate investment ever since conversations started about widening Broadway in the 1990s... I cannot sell the building, nor would it be prudent to put any money into improving or maintaining it, as every plan up until the most recent iteration has clearly taken my property.

At any rate, I'm finally at the end of my rope, and am fed up with the delays and plan modifications that have been driven by people who do not ultimately have a stake in what happens.

If we're going to promote ourselves as a progressive, business-friendly community, it's high time our elected and City officials started paying attention to the needs and problems of existing businesses, and less to those who make the most noise.

I think of myself as a reasonable person, and I believe you'd agree that under the circumstances, I have been very tolerant of the position I've been put in by the city's waffling and inaction...

However, I want to be very clear on the fact that I will take whatever steps are necessary to protect myself and my investment should the City decide to follow the path of least resistance and give in to those who are promoting the 'Starting Small' plan...

Please, have the courage and strength of character to stand up to the noise this time around... Make the right decision for the future of our community, and for those who will be impacted the most by your decisions.

Sincerely,

Rick

Richard A. Rose  
President / CEO  
Film Creations, Ltd.  
2021 E. Broadway Blvd.



**Jennifer Toothaker - Accessible Pedestrian Signals @ Broadway and Campbell**

#257

**From:** "bjr" <[REDACTED]>  
**To:** <jonhowe21@gmail.com>  
**Date:** 5/1/2015 12:24 PM  
**Subject:** Accessible Pedestrian Signals @ Broadway and Campbell  
**Cc:** <broadway@tucsonaz.gov>  
**Bc:** Jennifer Toothaker

---

Jon Howe

This letter is to request the installation of Accessible Pedestrian Signals (APS) at the intersection of Broadway Blvd and Campbell Ave. As a pedestrian with a vision disability the visual pedestrian signals currently installed do not provide the information necessary to safely cross this intersection. As you may be aware this crossing is necessary to access SunTran bus stops, the U of A campus, shopping and other businesses.

The wider roadway proposed will make pedestrian crossings all the more difficult.

During the design phase of the Broadway Corridor the concerns of pedestrians with limited vision and mobility impairments need to receive full consideration. I have been to several public meetings and have not heard the needs of the disability community addressed. We may be a small group but I do not want our concerns to be forgotten.

Also, during the construction phase of the Broadway Expansion pedestrians will be faced with additional obstacles. I would like to know what plan is in place to accommodate pedestrians with partial or limited vision so they can navigate the upcoming construction.

Thank you for your attention to this matter.

Barbara Reiss  
[REDACTED]

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#258

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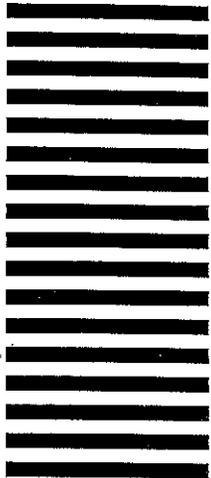
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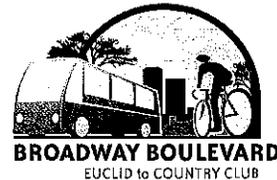


BROADWAY PROJECT  
C/O CITY OF TUCSON  
DEPARTMENT OF TRANSPORTATION  
PO BOX 27210  
TUCSON AZ 85775-2602



# Broadway Boulevard

## Euclid Avenue to Country Club Road



Please record my comment(s) about the Broadway Boulevard, Euclid Avenue to Country Club Road project.

*This narrower version is an improved version to the roadway. It's gentler and has the potential to save more historic buildings. The next phase needs to continue in the same vein and be creative in working with the business/building owners to come up with ways to provide parking. The engineers, designers and real estate need to start to think of ways things can be done and quit with the no that can't be done to make an area we can be proud of and a model for the rest of the country.*

Name: Deco  
Address: [Redacted]  
E-mail: Tucson Blvd. - close Manchester or make it a oneway in order

Major cross-streets near your home or business: to provide parking for the area.

This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at [www.RTAmobility.com](http://www.RTAmobility.com). The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

#259

**Jennifer Toothaker - Re: Doug Mance/CART Member**

**From:** DougRTA <[REDACTED]>  
**To:** Jennifer Toothaker <Jennifer.Toothaker@tucsonaz.gov>  
**Date:** 5/6/2015 9:19 PM  
**Subject:** Re: Doug Mance/CART Member  
**Cc:** "Beizer, Nanci" <nbeizer@dakotacom.net>, Beth Abramovitz <Beth.Abramovitz@tucsonaz.gov>, Broadway PWPO1 PWDOM2 <Broadway.PWPO1.PWDOM2@tucsonaz.gov>

Doug,

I just realized an additional clarification that would be meaningful, and should become a strong message for us to communicate is:

We believe that through the technical design process, we will be able to implement the Task Force's recommendations for design and find opportunities to design a safe, attractive, economically viable corridor **that complies with the RTA Board's direction.**

+++++

Thanks Jenn and all. I have cut and pasted your separate clarification point Jenn, because of its importance. If it were not for the RTA Plan of 2006 and the RTA money dedicated to this plan, there would be no RTA #17. If the voters of 2006 could have only imagined that the final "presented to the public" design version of any RTA project had somebody's name attached to it who is not an official team participant, the 2006 votes would have never allowed passage.

My CART member accountability role remains clear. I have talked to people in Saddlebrook and Green Valley who thought the Streetcar project was folly. I talk to Oro Valley residents who can't believe that people would support bridges and tunnels for animals. I have even talked to people who feel inconvenienced by HAWK crossings despite the lives that are saved. My answer to them and to the Broadway Coalition is really the same. The beauty of the RTA Plan of 2006 is in its totality. There's something for everybody to love and to hate, but you don't get to pick the projects that you like and reject the ones you don't like. It's the whole plan that was voted on in 2006, and if taxpayer dollars are misdirected, there will be the devil to pay. Just look what is happening to the Arizona Legislature with regards to their misdirecting of education funds collected from a similar sales tax levy.

So thanks for sharing my views with the CTF and for protecting RTA #17 from complete evisceration. Medical issues at home may prevent me from making the meeting tomorrow, which is why I wanted my opinion to be heard Jenn. The same opinion has necessarily been shared with the RTA Board because the CART Committee reports directly to them. I remain hopeful that I can one day support the design again. I really do. But April 23 was a stick in the eye of the RTA. I truly hope that this project does not turn out to be the first promise that we could not keep.

Douglas Mance, Committee Member & Secretary  
 Citizens for Accountability for Regional Transportation Committee

Cell Phone: [520-907-2564](tel:520-907-2564)

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**From:** "Jennifer Toothaker" <Jennifer.Toothaker@tucsonaz.gov>  
**To:** "Doug Mance" [REDACTED]  
**Cc:** "Nanci Beizer" <nbeizer@dakotacom.net>, "Beth Abramovitz" <Beth.Abramovitz@tucsonaz.gov>, "Broadway PWPO1 PWDOM2" <Broadway.PWPO1.PWDOM2@tucsonaz.gov>  
**Sent:** Wednesday, May 6, 2015 10:03:48 AM  
**Subject:** Re: Doug Mance/CART Member

Doug,

After all the time you have contributed to this process, I feel the weight of your words.

Beth and I are emphasizing to those that will listen that this baseline alignment is a starting point. Once adopted, it will necessarily go through further design and vetting. We expect that there will be some modifications as we take this all the way to 100%.

We believe that through the technical design process, we will be able to implement the Task Force's recommendations for design and find opportunities to design a safe, attractive, economically viable corridor.

If it would help to meet and discuss this, please let us know.

As we do, your email and the attachment will be shared with the Task Force.

A series of emails were sent directly to the CTF expressing similar concerns last week, so they have been alerted to issues that you also raise. In light of your previous liaison role with the CTF, I will also email this to them prior to tomorrow evening's meeting so they are made aware of it.

Thank you for sending in your comments and concerns,  
~Jenn

>>> On 5/1/2015 at 2:49 PM, [REDACTED] wrote:

Broadway Citizens Task Force, Staff, and Broadway Team leadership:

At numerous times during my 30 month tenure as CTF/CART liaison, I emphasized and proved to you all that my goal and your goal was identical; I wished only for your success in your endeavors regarding RTA# 17, Broadway widening. During the last months of 2014, after your own 10-3 vote, after a Tucson City Council vote, after an RTA Technical Management Committee vote, and finally after a full RTA Board vote on December 11, 2014, I along with many, were convinced that you were on the road to success. The cautious and heartfelt guidance that I gave you along the way was always with YOUR best interests in mind. Again, I wanted you to succeed, and I think you understood that.

It is with this backdrop in mind, that I sadly report to you that the day after the April 23, 2015 public meeting where the so-called start small platform was introduced, I formally notified RTA administration that I had withdrawn my support for your efforts. Since the dramatic down-sizing

modifications that were on display that evening actually had the names and sources attached to them, I can say with relative certainty that these design modifications were applied to your years of successful work, WITHOUT putting your best interests first. Indeed, it seems that the advice that you have received in 2015 that has led you down this disappointing pathway, is primarily in the best interests of the people and groups who are now advising you. In other words, your project and your years of work have been taken from you by individuals and groups with their own agendas. This is a very sad and unacceptable situation, not only for the voters and taxpayers of the region, but for you task force members as well.

So, what now? What can be done to avoid a clash ahead that would involve business owners on Broadway and the region, the 3 funding agencies and you, the task force members who have so much invested in this project? My suggestion to you, once again, has your best interests for success in mind.

I suggest that you simply go back 5 months in time to the original proposal that worked so well for you in the last calendar quarter of 2014. Retrieve, optimize, and polish (with City of Tucson, RTA and Pima County design help) that proposal that won you 4 favorable votes from 4 advising or sanctioning bodies. I have attached the one page summary of my take on that proposal that is dated the same date as the final RTA Board vote and was presented to the RTA Board members at that meeting. With your original successful plan in hand, you can and should present it and only it to the Mayor and Tucson City Council for their approval.

Task Force members, I somehow feel that this is the last time that I will be offering your hardworking group advice on RTA #17, so I hope that you take it seriously. I also hope that, once again, it is clear that my advice to you is directing you and your Citizens Task Force to success; your success, not somebody else's.

My very Best Regards,

Douglas Mance, Committee Member & Secretary  
Citizens for Accountability for Regional Transportation Committee

May 6, 2015

Dear Ms. Abramovitz and Ms. Toothaker,

The Southern Arizona Leadership Council appreciates the opportunity to provide input into the city's citizen task force (CTF) process and will continue to do so despite the disregard given our previously expressed concerns. SALC is, in contrast to the CTF's apparent goal to minimize the footprint of Broadway, focused on the long term benefits of improving the functionality of a new Broadway Boulevard as a regional arterial road as proposed by the Regional Transportation Act, passed in 2006.

At the December RTA Board meeting, the board voted to change the Broadway Project #17 to a "six multi-use travel lanes with bus pullouts where applicable for functionality". We accepted the RTA board's decision as final and anticipated that the design process would proceed based on this guidance. On February 20th, the city staff released their proposed alignment for the project. This alignment reduced the footprint of the roadway while preserving many of the intended benefits of the original RTA plan, including a detached sidewalk, side landscaping, and 7' raised bike lanes. We recommended an increase in the number of bus pullouts for functionality as approved by the RTA board. The plan had 12 in-lane bus stops. Our region have made significant investment in the use of bus pullouts. They have been very effective at allowing continuous traffic flow.

However, the city's CTF, disregarded the city staff's recommended alignment and voted to create a "hybrid" alignment based on the Starting Small plan. This plan disregards several of the key aspects of the original plan. The CTF plan significantly reduces or eliminates the improvements to walkability, bicycle traffic and beautification that could lead to potential reinvestment in the roadway and improvement in appearance and vitality of Broadway. This will create a less safe environment on Broadway for both vehicles and non-vehicle users of the roadway. Areas of concern include:

- Elimination of a detached 7' sidewalk and replaced with an attached 6' sidewalk
- Elimination of landscape between the sidewalk and the bike lanes
- Elimination of a raised 7' bike lane and replaced with a street level 6' lane
  - o While we acknowledge that a raised bike lane has issues with driveways, the street level bike lane will create safety concerns with in lane bus stops
- The recommended plan sets aside no space for potential expansion of high speed transit
- Lack of bus pullouts – only 6 of the 18 bus stops use bus pullouts

The CTF recommended plan impacts both the north and the south side of Broadway Blvd. This recommendation decreases predictability to property owners and increases the cost of the property acquisition.

The Tucson DOT proposed alignment captures many of the desired improvements as envisioned in the 2006 voter approved RTA plan. We recommend the CTF return to the city's staff recommended alignment.

Please forward our concerns and recommendations to the CTF.

Sincerely,

A handwritten signature in black ink, appearing to read "Ted Maxwell". The signature is fluid and cursive, with the first name "Ted" being more prominent and the last name "Maxwell" written in a continuous, flowing script.

Ted Maxwell  
Vice President  
Southern Arizona Leadership Council