

## **Broadway Handwritten Comments from Open House:**

### **1. Sustainable Multi-modal Transportation**

- **No 8 Lane widening of Broadway Blvd. Allow for alternative modes of transportation**
- **Build wider roads- Cars will fill it up**
- **Bus pullouts!**
- **I'd rather bring back the suicide lane than widen the road! Just wrong-headed**
- **How old and how accurate are the traffic projections?**
- **Projections do not take into account current trends such as re-divided travel impact of smart growth and indeed demand. They greatly overstate future car travel and will perpetuate a sprawling, car culture.**
- **You cannot have sustainable roads without a sustainable development pattern and creating places.**
- **No 8 Lanes!**
- **No 8 Lanes!**
- **Reduce 150" width**

### **2. Mixed Use Neighborhoods and Business Districts**

- **What is the value of economic losses of existing businesses versus the value of moving more cars or busses along a widened Broadway**
- **Save First Assembly @1749 E. Broadway at any cost!**
- **Don't widen use rail and bike lane instead (and offer parking for park n ride type services)(or separate, lighted clearly marked safe bikeway)**
- **A lot more people could travel in a narrower roadway using Bus Rapid Transit**
- **Destroying the First Assembly Church is an awful idea, destroying the heart of a healthy neighborhood**
- **Button crossing at 9<sup>th</sup> and Campbell would improve safety –Crosswalk as it is is hazardous to health and safety**
- **Don't widen Broadway! So it's packed at the rush hour in the morning and evening. Big Deal! Build North and South that's where people are moving**

### **3. General Information**

- **Road to where? No where to go once under snake bridge. Too much money 42 Mill. Could be better used for schools. Too much traffic for highschool students to navigate through. Better things can be done like bus pull over/and Right Turn Lanes without stop only yield**
- **Lite Rail- Bikes**
- **Kittleman study/cited in ctf docs, (available on tucsonaz.gov website's Broadway page) states that of the ten intersections between Euclid and Country Club only THREE operate at L.O.S "D" or Lower. The other seven are at "C" or better. One would then conclude that instead of frittering away "beaucout bucks" acquiring property and creating 150' of lane-age to solve a problem that does not exist. City/RTA should simply install fixes to those THREE intersections. (Euclid, Treat and Country Club) and be done with it. Cheaper, faster and much less destructive to businesses and neighborhoods.**

- New Transportation Analysis Studies need to be done to incorporate new info., including clear trends that people are driving less (esp. millennial's) –Smart Growth reduces congestion (2012 ADOT Study out of Phoenix) and the phenomena of induced demand (several studies) which shows that widening roads creates more traffic which leads to more widening, etc.

4. Public Input Wall

HOW OR WHAT DO YOU DO IN THIS SECTION OF BROADWAY?

- Enjoy a diversity of services-Ethiopian food, keys made, veterinary care, Chinese herbs, and more!
- Drive to work.
- Live, Shop, Walk, Bike from my neighborhood- More services please. Less cars!
- No wider than Broadway East of Country Club. Possible meandering instead of just taking the North Side! (2 Arrows pointing to it and one said "Vision")

5. Public Input Wall

DRAFT VISION AND GOALS GENERAL COMMENTS

- The vision needs to emphasize the overriding purpose of Broadway. Is it to be a destination or a money corridor to more cars. More specific roads that can be delineated
- Yes! Destination. Not a corridor place of architecture business, Taxpaying, local owners, more people in lots of ways not just cars.
- Agree with the above^ A destination that deserves to be nurtured and cultivated beyond preservation (1) (there was an arrow with "yes" next to this comment)
- I agree destination not corridor.

6. Public Input Wall

MORE DRAFT VISION & GOALS COMMENTS

- Broadway is a unique district in our city and region. Celebrate its mid-century historic history and character. Use it to encourage heritage tourism. Promote local businesses- expand economic development and protect it from Walmart and the traffic engineers!

7. Mixed Use Neighborhoods and Business Districts

COMMENTS WELCOME

- Bad idea too many resources for no benefit
- No 8 lanes!
- Road to nowhere
- Bad Feng-Shui to widen road

8. Mixed Use Neighborhoods and Business Districts

- Kill the architecture upon which a city was built and you kill the city itself (not to mention it's tourism)
- Promote the "Sunshine Mile" as a historic designation for the eco-tourism a bicycling and walking corridor unique to the Sonoran Desert

9. Public Input Wall

- It makes no sense to widen Broadway to Euclid when all Westbound Traffic is bottlenecked at the underpass and stoplights beyond.

10. Sustainable Multi-Modal Transportation

## COMMENTS WELCOME

- Restore the pedestrian environment by widening sidewalks not the road. Broadway is currently a hostile river of cars in the middle of a historic established central communities. 150' feet wide is just silly for a road to nowhere-Slow the traffic down to 35 in reality not theory. Traffic Calming---Please!
- Multimodal transportation studies page: Widening Broadway from 4 to 6 lanes will still yield suboptimal times/speeds at Campbell and Country Club. So two more lanes to only benefit three intersections. Why not, then, just spend the money, effort, etc. to improve these three intersections? Euclid, Highland, and Tucson Blvd.-There has to be a way to either widen these cross streets to absorb load, and/or beef up the left/right turn lanes to allow better throughout. Also Buss Pullouts-Solve a bit of the slowdown and back up that proposed six lanes its reported to solve.

### 11. General Info

- Park-N-Ride to provide an option for non residents of the immediate area
- Coordinate with Safeway to have North end of parking lot signed for Park-N-Ride to connect with Suntran #8
- If Safeway says no, use old Albert's service site.
- Better late service for arts/entertainment: ideally streetcar that ties into DT streetcar hub (shuttle to Kino/T.E. Park/Hi Corbett/ Pedestrian bridges, etc)
- Do the projected traffic levels take fads into consideration? Bicycling was huge in the 70's and 80's and is coming #into fashion again. Build better bike paths and extra lanes for cars won't be needed, especially for the short commute from the Country Club area to Downtown.

### 12. Public Input Wall

Whats most important for the future of Broadway Blvd?

- Historic assets, multi-use walkability/ life
- Keep bicycle and pedestrian friendly-options to encourage character and promote local opportunities (not just chain franchise)
- To be "modern" enough to accommodate future needs
- Use funds effectively
- Preservation of small local businesses and historic uniqueness of area should be paramount
- To not consume the surrounding neighborhoods
- Celebrate its mid-century heritage with more local businesses
- More busses to ride (arrow pointing to this that says "turnouts too")
- Next to the arrow on busses ^ says "Make crossing it North-South easier and safer now"
- Broadway needs a project, but what kind? I want to see this road redesigned to put the safety and comfort of our most vulnerable roadway users first. Build improvements for people not cars! It's people that come into and support businesses-not cars. More people would come by foot or by bike and transit if it was a more convenient and comfortable option.
- Maintain and improve property values of adjoining neighborhoods including El Canto, etc.

- Broadway can become a vital extension of downtown and the U of A if it remains sensitive to the unique historic context and it encourages the economic development of small local businesses along the corridor.
- Make sure Broadway improves as a destination, not just a roadway to somewhere else!
- Make my commute safe whether I drive, bike or bus!
- Unique historic area/still a real neighborhood and a sense of place
- I suggest a road diet! Lets move people not vehicles!
- Broadway from Country Club to downtown is busy, at least in the rush hour. Future growth is not to the East; it is to the north and to a lesser extent south.
- That is move traffic but not a through adding more lanes for cars but by better traffic engineering more transit bike lanes and sidewalks beautify it as well.
- Walk able Broadway- inviting to stroll- easy to cross-easy to shop and access businesses
- Sense of place/Save our businesses and historic buildings
- Elegant is a great description
- Please consider future maintenance and better pay an bit more up front (not lowest bidder) and get excellent quality materials which should delay any maintenance due to pot holes, etc. Which *save* their own cost in traffic delays, business impacts, etc. Looking forward to a great job! Best wishes to all?
- Elegant, Historic (Still possible)
- Too much asphalt
- Create a better entry way to downtown that is!
- Elegant historic and safe (Written next to the above comment)^
- (arrow next to the above that said and clean up the brownfields) ^
- To become a destination for people to shop, eat, meet, congregate. To be a vibrant urban place NOT a traffic corridor to *thoroughly* move people through.

### 13. Public Input Wall

#### Describe Your Vision for Broadway

- Make it pretty and inviting to walk or drive or bike (1)
- Integrate old and new structures
- Trees and varied hardscape
- A destination and not a through way (restaurant, shops, and bars)
- Being able to get there...and then back home (Ex: Hi Corbett & UofA). Also being able to get there for an early-start shift.
- A sense of place is of utmost importance. No increased width! We do not need a dismal no-hum corridor for just cars.
- Why not a Park-N-Ride to downtown/UofA/El Con to make the corridor a destination.
- We must stop accommodating cars
- We need to beautify Broadway to have it represent the beauty of Tucson as a gateway to downtown
- 4 Lanes and Bike Lanes and sidewalks also lots of trees
- Historic preservation (1)
- Take more traffic that is now deviating to Country Club and 6<sup>th</sup>

- Separated bike lanes (3 and a yes)
- Sidewalks shaded by street trees. (2) Minimal median in anticipation of future center lane LRT (following 2009 PAG HCT Plan)
- Buried utilities (trees instead) (2 and a yes)
- To have Broadway not exceed current noise levels from the Davis Mothan AFB.
- Trees and landscaping (5)
- Historic preservation with local businesses providing services for your neighborhood – Multimodal
- Don't widen Broadway build tunnel
- Destination not a pass through
- Vibrant Business District pedestrian and bike friendly connected to surveying and adjacent neighborhoods. An existing Downtown UA District, 4<sup>th</sup> Ave.
- Pedestrian friendly, wide sidewalks, lots of trees
- 12 Lane Highway! (Next to it says "ha good one")
- Too much asphalt will destroy scale and comfort
- There are so many awesome and creative ways to satisfy the bond that do not include widening road bed. We could have an exciting and fantastic improvement to Broadway to make it a place not a thru-way. (Arrow pointing to this one)
- 1. Preserves historic structures (priority written next to this)
- 2. Does not go to the 150' width
- 3. Honest description of Open Meeting Law requirements
- 4. No game-playing by the outside interests
- Residents Businesses actually be started to
- Destination not a route through
- Flourishing businesses, etc.
- A widen Broadway would not be pedestrian or bicycle friendly anyway. Put bus pull outs. Encourage bicycles to use 3<sup>rd</sup> street. Clearly marked, well-lighted and crossings for a usable bike route.
- Wider bike lanes
- Shade trees/Structures on/Adj. to sidewalks
- More bus pull outs
- Put Broadway Blvd. on a road diet. Less cars more bikes

#### **14. Public Input Wall**

Describe your Vision for Broadway

- Keep it the way it is but safer and more pedestrian friendly
- Safe. Call boxes?
- Make it a destination where people go to, shop, eat, congregate, stroll, etc. A vibrant urban place (walkable with arrow next to)
- People move in a variety of ways-Not just by car to places not just to a through area. History and cool archeticture preserved businesses local are vibrant (bravo next to this comment)

- **Make plans to include the structure in the future (without increasing the street width)**