



DRAFT Meeting Summary
BROADWAY BOULEVARD CITIZENS PLANNING TASK FORCE

May 7, 2015
 5:30 p.m.
 Our Saviour's Lutheran Church
 1200 N. Campbell Ave.
 Tucson, Arizona 85719

The Broadway Boulevard Citizens Planning Task Force meeting summaries provide a brief descriptive overview of the discussions, decisions and actions taken at the meetings. The summary and the audio recording of the meeting comprise the official minutes of the Broadway Boulevard Citizens Planning Task Force Meeting. Meeting summaries and audio recordings of the meetings are available online at the City Clerk's web page at:
<http://cms3.tucsonaz.gov/clerks/boards?board=100>.

Requests for CD copies of the audio recordings are taken by the City Clerk's Office at (520) 791-4213.

MEETING RESULTS

1. Call to Order/Agenda Review/Announcements

The meeting was called to order by Meeting Facilitator Nanci Beizer. A quorum was established, and Nanci reviewed the agenda for the meeting.

Citizen Task Force Members

Present		Absent
Bob Belman	Colby Henley	Michael Butterbrodt
Dale Clavert	Anne Padias	Jon Howe
Anthony R. DiGrazia	Shannon McBride-Olsen	Shirley Papuga
Mary Durham-Pflibsen	Diane Robles	
Bruce Fairchild	Jamey Sumner	

1. Call to Order/Agenda Review/Announcements

Quorum was established and a brief overview of the agenda was made by the project team.

2. Approval of Meeting Summaries: March 19 & March 26, 2015

The project team asked the Task Force for their approval of the March 19 and March 26, 2015 meeting summaries. The Task Force approved both summaries with

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requests for minor revisions. The project team will make the requested revisions and post the finalized summaries to the Clerk's office.

3. Public Input Report, and Reports on Project Presentations and Outreach

Project co-manager, Jenn Toothaker, provided the Task Force with an update on public input that has come in since March 19, 2015. Public input that was received at the April 23, 2015 Open House was discussed as part of Item 5.

4. First Call to the Audience

Five members of the public filled out speakers cards and were called on to address the Task Force:

Diana Madaras

"Thank you. I'm Diana Madaras, Madaras Gallery. Hello, task force. When I told someone tonight that I was coming to this meeting, I said I'm coming to the Broadway widening meeting, they said to me "Aren't you closed on Broadway?" This is what's happened. When I first bought my building in 1991, I was told by the city that our building would be taken within five years. I don't believe any of that until I see it happen. The voters voted on this nine years ago. And then I believed that our building would be taken. We have 2,500 square feet that we have not been able to lease for seven years. I still have to pay taxes on that. No one wants to lease the building. No one wants to buy the building because they don't know what's going to happen. I don't know what's going to happen. It's so frustrating. The real estate news headline today? Free the Broadway hostages. We as businesses on Broadway have been held hostage. I spoke to this group, I believe it was a year ago, hoping that in the fall, the City Council was going to vote. Here we are, a whole year later. I beg of you to take this to the City Council. We've got to move forward. You cannot imagine the impact on our businesses. You really can't. And it's got human impact. I love Tucson. I want Tucson to be beautiful. I have to tell you if they were talking about tearing down buildings in the barrio, I would be with the protesters. I think that we have an opportunity to beautify this corridor leading into downtown. There's a renaissance going on downtown. We need a beautiful corridor going into downtown. Just because buildings are old doesn't mean they need to be saved. I know there's a lot of controversy about it, but we're not talking about a neighborhood project. We're talking about a Tucson project. We need to look at what is good for the greater Tucson. And we need to move forward because it's impacting real human beings here. So I beg of you on behalf of the businesses in Tucson to look at the broader bigger picture. Do the hard thing maybe. Let's take this one opportunity we have to beautify the boulevard leading into the renaissance downtown. And let's move forward. Thank you."

Rick Rose

"First of all, I'd like to thank all of you for your service. I know this is all motivated by a very good sense. So anything I have to say, please disregard any personal aspects of it. I too am one of the hostages on Broadway. I bought my

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building in 1985 with the understanding that it was going to be widened in 1991. So I have a building I have not been able to sell. I have not been able to renovate. I'm basically held hostage. To avoid what I thought would happen when they widened Broadway, which I believed was going to take my building, I bought another building already. I made my first payment yesterday on my second empty building. So I too am begging you: Please move forward with the plan. It may not be perfect yet, but I'm sure by the time the city engineers work with it and work with this task force, it will be a great improvement over what's there now. And we do have really one opportunity to do this right. Property is never going to get less expensive along Broadway. Traffic is never going to go away. If we don't plan for growth, it's still going to happen. So I agree with what Diana says about the renaissance downtown. We really need a nice entrance to that. There are people all up and down Broadway not just east of Broadway and Plumer. Those buildings are a blight, most of them are empty. They can't be rented because nobody wants to pay the rent if they're only going to be there another six months. So anyway I too would beg you, please, move forward with this. It may not be perfect but it's a start. Thank you."

Les Pierce

"Howdy. I'm Les Pierce, president of the Arroyo Chico Neighborhood Association. I'm going to try to make this really fast. Since we slipped so far down the rabbit hole that medianized, six lane, boondoggle indirect left turns are starting to look good... So now I guess it's time to talk about what's gone wrong with this project design process so the next neighborhoods in the cross hairs can benefit from our experience. Item one, meddling, meddling, meddling. Mayor and Council, if I recall correctly, had explicitly said, you, task force, you design the roadway and we will worry about funding and politics. However, CTF was apparently not allowed to work on that. Concerns about what is "fundable" ended up sucking too much oxygen out of the discussions and put coercion where it had no place to be.

Lesson learned that we need to let CTF design the roadway and if Mayor and Council don't like it, they can say so and they can say why. That's what we pay them for. Next item, city leaders need have the CTF's back. When the county starts engaging in bully tactics, the city needs to hit back. The city has leverage for negotiation and needs to use it.

Another item, speculators need to be put in time out. I've heard some concerns about some property owners and I feel their pain but when the RTA promises to have rules about flipping property and you lose a gamble when unworkable boondoggles are reeled in from the outskirts of crazy land, that's painful but it's a gamble. I'm sorry. Assumption that these gambles deserve greater consideration than substantial investments residents have made in their homes and neighborhoods has no basis in reality.

Finally, an optimistic suggestion. In your final recommendation, CTF needs to include a request for a land use study that covers the project area and that will

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contemplate how to solve the problems of vacant properties that this project will create. This needs to be done, not just for Broadway but as policy directed by Mayor and Council to the city manager and staff to be part of all future roadway design processes. This will help grow and enhance the economic viability of the important Broadway commercial district and also be a legacy that you all can leave to help create a better Tucson for everybody. Thank you."

Earl Sher

"Good evening, ladies and gentlemen, and thanks for attending. I do appreciate and understand the dealings of a couple of the previous speakers. I sympathize with their financial position. However, in a recent interview that was requested by Inside Tucson Business, I indicated City Council did not do its homework regarding the project. I also indicated that it was wasting taxpayers' dollars, the widening was unnecessary and there was a lot of politics gone astray... About four or five weeks ago, there was a meeting here that was fully represented by business and residents. If it were any more negative, it would have been a riot. The press did get word of it but didn't pursue it. Council and the city have no facts on tax dollars lost, business damage and much more. Furthermore they should represent the voice of the people and based on that previous meeting and some other major meetings which have been documented, the voice of the people say no. RTA has no special privileges. Cut the losses now. Don't add to them. And shame on this situation."

Lee Rayburn

"I have the distinct feeling that I'm the newbie in the room. I am coming late to this. I got involved tangentially when the city plan was in and I thought it was a terrible plan and I'll tell you why in a minute. First, a little bit about me. My name is Lee Rayburn and I moved here 15 years ago to develop the Civano project over on the east side of town. We worked really hard and that was all a part of taking Tucson into the future. And 15 years ago, when I came here, I'll never forget the first Sunday I was here, I drove downtown to our central business district and went, "Oh, dear, what have I done?," having moved from Baltimore, which was going through its own revitalization. I now look at everything that's happening downtown and I think everybody is overjoyed that 20 years of lots of efforts, 30 years of lots of efforts have yielded a very exciting, very dynamic, new reality for downtown and I can tell you that a lot of young kids I know in their 30s - never thought I'd say that, young kids in their 30s, but I'm in my 60s now - I hear them saying something I never heard anybody say 15 years ago. We, their family and young kids are going to be staying in Tucson because of what they see going downtown, because of the light rail. I look at the current plan, which is a great improvement over where this process started - there's no question about that.

From 30 years' experience as an architect, as a planner, and as a developer doing one thing and one thing only, which was urban revitalization or something like Civano, which is trying to bring something new, I still look at this plan and

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go “great improvement, move it forward” but don’t, please dear, don’t, whatever recommendation you make to the city, cast it in concrete or asphalt. There’s still some improvements that I think could be done to this. And one of the things I’ve been talking to people about is if you go to Albuquerque, N.M., and go look at Central Avenue - it’s their Broadway, right? It goes through downtown, up by the university, 80 feet wide and has everything this has got. Traffic lanes, pullout lanes, very pedestrian friendly, very bicycle friendly. And I think there are some really interesting lessons to be learned there that could be folded into this plan. And I certainly hear, as a developer, I hear all the comments being made by people who own property here who desperately want to know what’s the alignment going to be. Let’s get that part of the discussion over with and I actually support that. But I really think it’s important in the recommendation to the City Council and the Mayor that this plan, if it’s the plan that goes forward, be presented as a work in progress. Definitely a work in progress. And one of the things I ask just one person in the audience ... I’m a member of the Congress of New Urbanism and that’s a group of people, a group of about 2,000 planners and architects who really do a lot of good things, one of which is really do some hard thinking about how the car should fit in our culture, especially now as we’re going in a different direction. I would really urge that this group suggest that there be a real open public workshop charrette to take this plan and let people loose on it. Get some ideas. What would they like to see? Bike paths. What kind of landscape would they like to see? All those types of things. I’m being waved off. OK, that’s my comment.”

5. CTF Discussions and Decisions: 4/23/2015 Open House Informational Displays, Input and Takeaways

The project team provided the Task Force an overview and brief analysis of the public input that was received during the April 23, 2015 Planning Update and Public Open House. Following this the Task Force engaged in a discussion of their takeaways and observations of the event:

- I heard comments about the removal of access, for example, the bus stop in front of Circle K moving to be in front of Axis Mart - it will decrease businesses. We need to do damage control after the *Arizona Daily Star* article: we need to explain the term “baseline”. That it is the start of the process. If 1 inch of property is taken that will start the conversation with property owners to address acquisition, and begin the discussion with Real Estate. Who makes the decision (regarding value) and when? *(Staff Response: If the City takes anything, the owner is paid for the damage. Options are worked out with an independent appraiser who takes numerous things into consideration.)*
- Why weren’t business & property owners told this at the Open House? A CPA had parking taken away and spoke with Myrlene and was told “no property will be acquired” (in his situation). Some business & property owners who want to be acquired; some do not. It’s misleading to business & property owners.

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- I did not hear any support for Indirect Left Turn. People do not seem to like the one on Oracle and Grant and do not want any on Broadway. Access is a problem for Miles, and Ward 5 and I heard concerns regarding this. Why have Rincon Heights and Sam Hughes gained so much power in the Broadway Coalition? Why is Ward 6 meddling so much? I want Broadway to be a beautiful, high-class road.
- The minority opinion is being directed at neighborhoods being too NIMBY (not in my backyard); but if you look at it, the Broadway Coalition represents over 30 neighborhoods, and multiple business owners. There are only 4 seats on CTF that represent neighborhoods. I do not consider Ward 6 meddling.
- Was surprised at how upset so many people were that the process was taking so long; saying that we were not listening. This is a difficult process, I have been at every meeting, and people have come to every meeting to voice their opinions. The voters approved 8 lanes, we proved that this wouldn't work; then we were told that we could only have 6 lanes and we delivered that. At Open House, I heard that I was "not listening to them". I have been listening to people who attended meetings. We can't please everyone, and we are doing the best we can. People are concerned, saying we are taking away the economic vitality of the corridor. If (stakeholders) want us to consider what is in their best interest, attend the meetings.
- I heard what I have heard previously: (1) Get it done and make a decision and (2) there is a preference from many that I talked to for the Staff Recommended plan - these were the two strongest messages I heard.
- I found it stressful. I felt like we rushed to the Open House from the last CTF meeting. I did not know things, I did not feel prepared, and could not answer the business and property owner questions. I often had to consult with project team as we did not see alignment until day of meeting. In the future, let's be better prepared, and have more time. It was demoralizing; I feel that people hold the CTF personally responsible for the process taking so long and for being in limbo. Many elements that the CTF have asked for are included in this alignment and every individual on the Task Force has worked very hard.
- People were frustrated. My role is as the "bike lady" and many people I spoke to were very positive about alt modes and want us to keep pushing for a bike, and pedestrian roadway - not just cars.
- Staff Recommended Alignment has support - we need to look at it again and revisit it.
- The CTF Baseline Alignment has improvements for all modes: bike lanes are wider, sidewalks are wider, and there is enough right-of-way to allow room for future high-capacity transit. It is an improvement over what is currently there and it provides something extra for everyone. The business and property owners' frustrations are not based on the baseline alignment. It is based on other things that happened prior to our

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- process. This alignment preserves a lot of opportunity for business and property owners. It changes where some were going but it does not handcuff anybody.
- Talked about “trust” in CTF meeting. The worst case scenario was converted to best case scenario as a response to a majority of stakeholders. It provides flexibility to those who want to preserve their building and to those who want to move. As the process moves on, trust the process to move forward. We all want it to look nice, we don’t want an ugly road to preserve buildings. The process can evolve, we can add things as the design moves forward and as we learn more there will be more opportunities for landscaping and better bicycle and pedestrian amenities. I can’t imagine that the design will stay looking like it does on paper now, as we learn more we will more opportunities to make it the roadway we envisioned. We just wanted to start at the point to give the best opportunity for business and property owners and save as many buildings as possible. A lot of people have talked about the gateway to downtown and how vibrant downtown is now. Part of what makes downtown vibrant is that we have the art deco architecture, and a lot of what happened downtown preserved that architecture. To me, landscaping isn’t a pretty road, it’s the character of the buildings that are located on it. Part of the charm of downtown is uniqueness and the history and I’m happy to see that we are giving history a chance with the design that we have come up with.
 - There are a number of comments against the 6-lane because it creates a bottleneck into downtown. We can’t do anything about that. Won’t Downtown Links take that off the table and reduce the amount of traffic flowing into downtown?
6. CTF Discussion and Decisions: Recommendations to Mayor and Council
Discussion held, action taken. The project team engaged the CTF in a discussion regarding their CTF-Recommended Alignment and Strategic Design Parameters, the staff’s technical design parameters and how the CTF’s recommendations will be implemented moving forward. The project team also highlighted how the Major Streets and Routes Plan amendment process to replace the current alignment with the adopted alignment will work as well discussed the acquisition and relocation planning process and timeline. Listed below is a synopsis of the dialogue that occurred following the staff presentation:
- AXIS Mart asked why the Sun Tran bus stop is moving from in front of Circle K to in front of their location, can you explain why?
Staff Response: The main reason is because there will be a HAWK installed at Cherry and people would run the risk of crossing unprotected.
 - What happens if you flip the stop?

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Staff Response: This is one thing we can look at as we move forward but if we were to place the HAWK on the north side of Cherry it would reduce maneuverability and then you have to also look at the cost of acquisition. Even if we take one foot of right-of-way from Circle K which has been an existing gas station, I will have to do environmental testing that may be more expensive than the actual acquisition.

- **I would like to hear more about the land use effort.**

Staff Response: The approach that Mayor and Council have endorsed for Grant Road is to first adopt a corridor-wide vision. For Grant, there were 3 different segments that tie into design. Knowing where the remnant parcels are is integral to this process. There are 4 land use tools the city will be using on Grant Road that could be applied to Broadway:

1. *Optional Overlay (City initiated zoning that property owners could opt-in to)*
2. *Regulatory Relief (amendments, parking variances, etc.)*
3. *Economic Initiatives (i.e. façade improvements)*
4. *Utilizing City-owned property in a way that help fulfill the corridor vision*

- **Is there a way to do a blanket parking variation for the entire project area? This could be a way of avoiding full acquisitions.**

Staff Response: Once the baseline alignment is approved, we can look at things on a property by property basis and can determine what regulatory relief is available for specific properties. However, we can't use regulatory relief to avoid acquisitions.

- **There is a lot of parking that is completely uncompliant and woefully inadequate. Why hasn't the City enforced anything, why hasn't anything been done?**

Staff Response: The City doesn't necessarily come out and enforce parking code violations. Generally, these things are looked at when a new permit is applied for.

- **I would like to see in the language we are drafting: "when feasible, additional landscaping will be provided."**

Staff Response: This language is included in the Strategic Parameters for Technical Design.

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- John Howe is not here but he had some specific requests he wanted me to pass along: he does not like the idea of “pork chops” (channelized turns), for example.
Staff Response: As we show it now, there are currently pork chops in the design. As design progresses, we can look at different options - the Campbell Avenue intersection is an example of an area we could look at to change the design.

He also was concerned about the Michigan Lefts (Indirect Left Turn), should we talk about these now?

Staff Response: As a committee you make a recommendation to either remove these from the discussion or study them further.

- Most of us would discard them. Most of what I heard from the public is to eliminate them.
- The Bicycle Advisory Committee does not want “pork chops” and is against indirect left turns.
- As someone who supports indirect left turns on Grant Road, I am not sure at this point that its been identified how they will work on Broadway and given the fact that they narrow the pedestrian environment and impact the pedestrian environment, I have no problem taking it off the table.
Staff Response: It seems like you all are in agreement to remove the indirect left turn from the design. Moving forward we can also at look the channelized right turns (“pork chops”) to see if they still make sense.
- Making the turn as close to 90 degrees as possible is the most effective thing to slow cars down.
- I talked to John about this and he has grave concerns about the “pork chops.” His standpoint would be to start off without them included in the design rather than including them and then having to redesign things to take them out. They are very problematic from an ADA perspective.
- I will make a motion that the Baseline Alignment Concept Report with the Technical Design Parameters, and the conceptual baseline alignment part B with the example changes shown tonight be moved forward for Mayor and Council approval on June 9, 2015.

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- I second that.
- A couple quick things about what we have written here. On the second tier of what we are asking for on the first page, the third bullet states to achieve the City's Green Streets policy but the third bullet on the next set of items says Green Streets and water harvesting. Is this contradictory?
- Those are one and the same, just worded differently.
- So do we just want to go ahead and put Green Streets policy and water harvesting together on the first page and delete them for the second page?

Staff Response: To make a quick suggestion - it should state Green Streets policy with rainwater harvesting in parentheses, those who know about rainwater harvesting may not know that Green Streets and rainwater harvesting connect.

- Another question I had, and maybe this is already going to happen in the background description, but is there some way in the language we are sending that we could encourage Mayor and Council to incorporate best practices from other communities and consider revising policy based on these best practices. We have heard about many other communities and their unique approach to roadway design; many of these approaches are not part of current City of Tucson policy. Some of these may not be practical for Tucson but I would like to encourage our policy makers to look at these unique solutions that have worked elsewhere and try to adopt them to our policies.

Staff Response: Two things come to my mind regarding this. One way to incorporate this is that it becomes a numbered item in the report we are sending to Mayor and Council. Another thought is that it could be in the discussion regarding your recommendations. It could be included in the memo and the language could be bolstered to state to look for creative design options when feasible. It is your decision - you could either include it in the bulleted list of recommendations or make it its own item.

Essentially what I am looking for is a way to encourage policy change so that we can look at other communities and incorporate what they do. We have seen a lot of innovative solutions and we get excited by them just be told that, that is not the way the City of Tucson does

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things. We, as the Task Force, cannot change policy but Mayor and Council and some of those that are at the project table can.

- It should state: Research and incorporate best practices and creative design solutions in other communities and adapt policy so that they can be implemented here.
- That all sounds great. I am going to play devil's advocate: how do you envision this actually doing anything? Who from the Mayor and Council is going to go to other cities? This doesn't encourage anything.
- It is a recommendation.
- I think that the way this happens is that the committee will come up with a recommendation that staff feels comfortable with and they, then, would take it to Mayor and Council for consideration. I doubt Mayor and Council is actually going to do any of this. If something is brought up then we put it forth as a recommendation.
- It puts a bug in their ear. It allows us to advocate.
- We could take the word "research" out of the language and it would make it clearer.

Staff Response: Here is the motion as it now reads: That the baseline concept report and the design parameters with the three changes (the addition of incorporating best practices from other communities, eliminate indirect left turns, and add water harvesting to the second bullet in part a), as well as the conceptual baseline alignment with the changes shown tonight (May 7, 2015 Task force Meeting) be moved forward to the Mayor and Council meeting on June 9, 2015. Lets' go around the table, are you all in favor?

I would like to say some comments: First, I want to make it clear that I have no intentions of blocking this from moving forward. However, I do have some reservations. (A) We absolutely need to move something forward, and the sooner we do it the better. We need to make a decision and people need answers. (B) I think that the staff-recommended alignment is more doable, and I know there is support for this in this room, it is more predictable and I like the plan better. I intend to not block this motion - but there are various reasons I like the staff plan more. Mostly, I do not know that we are necessarily tearing down less buildings with the CTF plan than we are with the others. I appreciate the comment that has been made that at least

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with the current plan we put the control in business owners' hands, but, we have no way of predicting what property owners are going to do. This could be good or bad but in the bad way it may leave more buildings torn down.

- I would like to read Shirley's comments - she is not able to be here:
 - *First and foremost I am in full agreement that a decision should be made on the alignment so that the project can move forward.*
 - *While there is a great deal of support and excitement for the current plan, this alignment does not support the suite of performance measures that we identified as a CTF many months ago.*
 - *We have heard from many that we have an opportunity to do something great with this with project. I do not think this alignment does that for any group of stakeholders.*
 - *I am quite surprised that the neighborhood groups support this alignment and feel that it supports the visual of making Broadway a destination or a walkable environment. It is hard for me to get behind this alignment, because, for example, it does not make necessary improvements to the pedestrian environment and the transit infrastructure, and does not take full advantage of the City's forward thinking green streets policy.*
 - *The sidewalk conditions are dangerous for parents walking with young children. One misstep can be fatal. Many parents would like to walk or ride a bicycle with their children to school but the current conditions are too unsafe to do so. The CTF alignment does not fix this issue. To me this is clear evidence that we are not making a walkable community with the landscape buffer proposed as it is. To me this is an example of how the alignment is unacceptable.*
 - *I still see this road as being vehicle centric. We do not need the extra vehicular capacity now; it is just projected to be needed 10 years from now. Furthermore, with the RTA's emphasis on bus pullouts - which ultimately degrades transit performance by making the bus wait to pullout into traffic but makes conditions better for the automobile driver who already has another lane - it is hard to trust that the transportation community is really ready to advocate for transit.*

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- *We should have innovative options to attract and retain transit users and our alignment should allow for those options. I have asked this before but would like someone to clarify: is center running transit off the table, or does this new alignment preserve it as an option?*
- *What are the options for transit in this new alignment? And how does the project team see these options integrating with other regional transit resources?*
- *Tucson has a very forward thinking Green Streets policy that the project team can ultimately choose to ignore or pay little attention to; however, this is an opportunity highlight this policy and to show Tucson as a forward thinking community.*
- *Green Streets is not landscaping, it's making good use of otherwise redirected water for landscaping, it's reducing the urban heat island effect, it's mitigating storm water, it's sequestering carbon, it's improving air quality, it's reducing dust, it's creating habitat for birds, it's improving property value. This high profile project has the opportunity to show off to the nation how you could put \$1 dollar of investment into Green Streets at this stage and get \$6 back in economic return. Mary and I have suggested establishing a Green Streets subcommittee and, at the very least, I think this should be considered.*
- *I hope the CTF reaches consensus on an alignment to move forward tonight. That said, I also hope that alignment allows for us to consider the points I have brought forward and the other points that I am sure will be discussed tonight.*

Staff Response: Just to clarify, the process moving forward is to continue to work on a number of things that Shirley has brought up. That is why these strategic parameters are so important. This will form the guidelines that will allow us to do certain things when we have excess right-of-way width. Things such as, additional landscaping, or incorporating Green Streets policy and ensuring that all of that is taken into account.

- **And what about the center running transit? That is a question for me as well. Can you answer that?**

Gene Caywood: I think the option is preserved. I feel that you could put transit in any lane because at the time you would do it the lane would become dedicated. The lanes are 11 feet wide, which is plenty wide if it

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is a rail option. If it were to be a bus option that is a little narrow, but still doable. I think it can still be done, and moving forward I would like to sit down and put transit in the center lane and make sure it works and make sure that we have enough room for the stations. We have to make sure that it works now so that it will work in the future.

- To add to Shirley's comments - A lot of this is not ideal. If this road had no strings attached the design could be a lot different. We could do much better, this is context sensitive design and this is the context that we have to work in.
- I agree with Dale. I am not going to block this from moving forward but I do have some reservations. I do not think this is the best plan but we do need to move forward, we need to make a decision for the business owners. I hope we can make the best out of the situation, that we all can live with and be happy about and move on. I really hope that light rail can move forward as well because it is the destiny for Tucson. I would like to thank everyone who has been involved. I feel lucky to have been a part of this process.
- In preparation for this meeting I was looking for famous quotes on compromise and I was unable to do so. That being said, this is what we have, it is the best we could do.

Following the discussion the CTF moved and seconded to approve the baseline concept report with Part A. Technical Design Parameters and Part B the Conceptual Baseline Alignment - with the clarifications, changes, and examples of modifications to the map (listed below) discussed at the meeting - and to move these forward to Mayor and Council for consideration on June 9th.

The Task Force used both a traditional 'Yes-No' vote and the consensus-based decision-making model (described in the attachment to this report) to move their recommendations, with the clarifications listed below forward to Mayor and Council for approval and adoption on June 9, 2015. The results were as follows:

Traditional Vote: 8-0 (with one abstention, one member leaving before the vote and three members absent)

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Consensus Voting Results:

CTF Member	Level of Consensus	Vote
Anne Padias	2.5	Yes
Anthony "Rocco" DiGrazia	2.5	Yes
Bob Belman	(Left meeting early)	
Bruce Fairchild	2.5	Yes
Colby Henley	3	Yes
Dale Calvert	2.5	Yes
Diane Robles	2.5	Yes
Jon Howe	Absent	
Mary Durham-Pflibsen	3	Yes
Michael Butterbrodt	Absent	
Michael "Jamey" Sumner	3.5	Yes
Shannon McBride-Olsen	Abstain	Abstain
Shirley Papuga	Absent	

Requested Changes/Clarifications:

- **Clarifications regarding technical design work:**
 - Do not pursue the Indirect Left Turn at Broadway and Campbell/Kino as technical design progresses.
- **Changes to the Baseline Concept Report Narrative:**
 - In recommendation 2, under the 3rd sub-bullet, remove the duplicative language regarding "Green Streets and water harvesting"
 - In Recommendation number 2, under the 2nd sub-bullet, restate the last bullet as "Achieve City's Green Street policy (with water harvesting)"
 - Add new recommendation as Recommendation 4: Incorporate best practices and creative design solutions from other communities and adapt policies so they can be implemented in the City of Tucson.
- **Examples of Modifications to the Baseline Concept Report Map to Present to the Mayor and Council:**
 - Add a turnout access for 1215 E. Broadway (Azteca)
 - Add a turnout access for 1540 E. Broadway (Axis Food Mart)
 - Move the 60° angled parking on Plummer to the west side of the street
 - Move the parking on Stratford to the west side of the road and change 60° angled parking to fit within the existing curbs.
 - Add a direct access turnout for 2644 E. Broadway (Clear View Vision Care)
 - Add a separate access for 2916 E. Broadway (Red Cross)
 - Add parking along the west side of Stewart

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7. Second Call to the Audience

Five members of the public filled out speakers cards and were called on to address the Task Force:

Richard Mayers

So, Richard Mayers. So I'm an outlier. Through all the Broadway open houses, the initial workshop that ended at Randolph, pretty much any public meeting that's been held for a wide public, I participate in the events and I give the same basic feedback every time - I want a 4-lane roadway for Broadway. I've invested a lot of time in participating, not as much as you long-suffering task force members, but it's still hours and hours. So all this input and I have yet to see what I said emerge in the summation of the events. It's not likely that four lanes will be the result of this process but my outlying opinion never seems to be heard says a lot about this process. I know certainly others hold similar views. I'm imagining that there have been others in the audience thinking "Golly, I guess I'm the only person who thinks it might be way too many lanes."

It's important that the thoughts on the edges get acknowledged in this process. If my opinion had been on the table, someone in the room who agreed with it might have felt inclined to participate rather than perhaps get up and go home. Without those opinions, we miss the opportunity for synergies we can only imagine. Strong community dialogue is essential for robust process, and process is absolutely product. So why do I think four lanes are enough? I'll quote Jim DeGrood here. "Roadways are barriers," and then he goes on to say, "to wildlife, but they're also barriers to human beings, community, commerce, quality of life and walkability in the central corridor."

Congestion near downtown, it's part and parcel of what downtown is. Free-flowing traffic at rush hour within a mile of a major city's downtown is antithetical to the goal of an activated, thriving cultural center. Downtowns are populated by people, not parked cars. We have one of the smallest geographical downtowns for a city of our population in the United States. Losing the extension of place Rincon Heights, Miles, Sam Hughes, Broadway, Broadmoor and Barrio San Antonio represent to a community-killing roadway project is a squandering of potential that will be difficult for the city to ever recover from. The logical place for redevelopment to occur, as the downtown fills, are the neighborhoods to the west, north, east and south of the center. Six lanes forever changes what our future can be. If you want to know what the proposed roadway will look like once it's built out, take a bus to Grant and Oracle and walk around. The sidewalks are wide but the speeding cars are in your lap. You can't talk to a companion if you walk along because even at all hours, the traffic noise is very loud. You just can't hear what the other person is saying. Everything is an obstacle. The indirect lefts takes you in an elliptical arc away from the straight line that everyone walking for transportation takes. Crossing Oracle is hopping from island to island waiting to cross the free-flowing right turn traffic.

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Walk around. It's worth a look. Thank you very much.

Donald Davis

Thank you. I'm Don Davis. Our family owns some property on Broadway. We're concerned that this whole process is squashing down what should be being built. We're looking 10 years ahead, 20 years ahead. It should be looking 50, 100 years ahead. I've written a letter, a lot of you have it, the open letter. From it I hear comments all the time. Well, we squashed this down. That'll do. It's not ideal. Squash that down. That'll not ideal. That'll do. And I don't think we should be just "do." It should be right from the get go. We're falling over dollars, trying to pick up nickels, saving this, saving that. You want us property owners to live with what's left but half a block away, OK, where's the handicapped parking? You got the handicapped person going to go with a stroller for a half a block to get in your building. That doesn't make any sense. That doesn't make any sense to me at all. You can get parking done but not conducive to future development, not conducive to having businesses that want to be on Broadway.

You're going to get the leftovers. It's not going to be pretty at all. I think we're headed for an ugly street. Where's the landscaping? Where's the nice little park benches? Where's the shade? Where's the things that make Tucson pretty? When we just do it halfway, and that's what I think we're doing. The university is going to be building more housing right down by Broadway. Where's the bike lanes for them? You want to squash those now. You've got traffic right next to bike lanes. Where's the safety? I live off of Old Spanish Trail. Those are 5-foot lanes. It's a constant problem. Bicyclers out there not getting hit by a car. And you're going to put it right in the heart of Tucson. Small bike lanes. What's the buffer? I suggest a 1-foot corrugated buffer between traffic and bike lanes to keep both off of, from bumping each other. Bicyclists want to ride the white line but their handle bars are hanging over into traffic. So where's the safety on that? You've got parking at a 45-degree angle trying to access on a six-lane street with future light rail and everything. That's baloney.

You need to do this right. I see so many faults in this design. You've got one shot to do it right. And it needs to be wide enough. Thank you.

Monica Hay Cook

I'm Monica Hay Cook. I, too, wish it was four lanes. But I appreciate that you guys are moving forward what you are. I had some customers come in this week from Palm Springs and they came to our mid-century area because they have one in Palm Springs. So I said how's it going there? And they said, well, the city is all about preservation. Our modernism week has grown. It's bringing economic development to the area. It's a big boost to the economy. In fact our modernism week has grown so much we're doing it twice a year. The Sunshine Mile businesses and merchants were asking the Rio Nuevo to assist in branding

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the area more and beautification and one of the things we mentioned that they're thinking of is storefronts. We're not even meeting with them until next week so I guess they're thinking about it and that's great. Again I want to thank you for all your hard work and I think the businesses just need a lot more information. Hopefully that now we have a plan, that will happen. Thanks.

Mark Homan

I, too, wish this was a much more narrow road. Just four lanes. It's still too car-centric. Having said that, I still want to acknowledge the tremendous work that you have done. My remarks are directed to the Citizens Task Force but I'd like to include Gene and Mike and your team as well.

Pardon the pun but even though there are still more steps in your journey, you are at the end of one very important road and you have done a remarkable job bringing the community to this point. What strikes me as particularly important is your recognition that what you, we, do here affects the entire community. Those of us who live nearby or work here, or drive to or through here will benefit because of your ability to listen and make decisions on creating a unique thriving place rather than destroying it. That is true, yes, but there are many, many people who do not spend much time on Broadway who will still benefit from your cumulative thousands of hours of work. You're saving dollars for all taxpayers. You're preserving rather than squandering the tax base. You're enhancing an area that, as Visit Tucson and the Historic Preservation Foundation point out and our previous speaker just mentioned, will attract visitors to Tucson who will spend their money here.

We as a community need protect what is important: to make things nicer, to offer unique destinations, to foster a sense of place, to value its history, to honor places where people live and have invested in their own homes and have invested in their businesses. The quality of life for everyone is lifted. Many communities have not done what you have done. They have destroyed places that can never be rebuilt. They went for easy solutions and simple answers to complex problems. They have changed the face of parts of your communities that will never recover.

We have done this in Tucson as well. Maybe a number of you were here when we tore down the barrio downtown; to cast aside the past for something new, regardless of what happened to the people who lived there. It is gone, to our embarrassment now for what we did then. Within the space of a few years, people from less thoughtful communities regret those decisions but there is nothing they can do to fix things. It is too late. It is over but for regrets.

You, our community, will not regret your decisions. Yes, of course there will be a few naysayers. Again some of us would like this to be really truly a much more aggressive pedestrian area. That's true. There are those who held onto a property with no intention of ever making a place on a revitalized Broadway, just wanting to take the money and run. Or those who want to tear down what

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we have to make a quick buck on a development they can flip. The business people who do care about this place are the ones who want to stay here and grow their businesses. They intend to be here for the long haul, providing for their families and their employees and giving the rest of us a really cool place. Yes, there will be challenges figuring out parking and access and things like that but there are many tools for solving these and creative people who can figure things out. We can still tweak things to prevent some problems. It has been a road with some missteps and, I must say, a few potholes. But you have kept your focus, used your eyes and ears, and set in place a future that not only protects this place but makes it better for our entire community. Thank you.

John O'Dowd

My name is John O'Dowd and I represent the Sam Hughes Neighborhood Association. Our association wholeheartedly disagrees with the decision tonight. We think it's wrong. We don't think this project is going to enhance our neighborhood or the other neighborhoods along Broadway. There were many other opportunities we could have taken. It's too bad we didn't. You can look at the cost of the revised project we have honed it down a bit. What will we do if there's money available for other things than just put 20 feet more pavement out there. Running larger streets through established neighborhoods is wrong. You should do your best to preserve those things. I know the developments along the north side of Broadway aren't the greatest pieces of architecture in the world. There are some exceptions. It's developed that way. That's Tucson as we know it. We can make it better.

But to just expand that roadway to bring more vehicles between Tucson, Country Club and Euclid is to me nonsensical. I think the only reason it passed was it was on the ballot of the RTA. And I think the community kinda said I guess we do need to do more about our roads and kind of flowed along with it. But now it's out there. Now we're stuck with it. We've reduced it from four to three, which may be against the law because the ballot proposition said four lanes. I still think we shouldn't be there. We should reconsider this project. We don't have Council people willing to take a second look at it. This is a major transportation matter that does not just affect businesses, but also taxes, all along Broadway and Broadway is the central part of town. I don't think it helps thinking we have to have a decision. Come on. What's wrong with the way it is now? It's doing OK. We can live with it for another 20 years if we have to. Frankly, that's what I want to see happen. Thank you very much.

8. Next Steps/Roundtable

A presentation to the Mayor and Council is scheduled for June 9, 2015 to review and vote to adopt the Task Force recommended alignment and strategic design parameters. The first portion of this Mayor and Council meeting will be a public hearing. The Task Force will be forwarded the materials for this meeting in advance to review and have been encouraged to attend and possibly speak at

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the meeting. During this item the project team also discussed with the Task Force the level of their involvement and frequency of meetings for the upcoming phase of the project. Listed below are the comments made by the Task Force during this item:

- I encourage all of the CTF to attend the Mayor Council Meeting.
Staff Response: And to facilitate that we have actually posted a Public Meeting Notice with the Clerk's office indicating that a quorum of the CTF may be in attendance but that you will not be making any decisions.
- Will the CTF see the draft resolution language (memo) by the end of May?
Staff Response: Yes, we are still pulling together everything and everything is in a draft form right now. It is our intent so send everything out to you all as soon as it is ready.
- Shirley and I were chatting at the Open House: does it make sense to have a Green Streets Sub-Committee, or will we be meeting frequently enough so that will not be an issue?
Staff Response: It would be better to make that decision later, once there has been time to review where we can incorporate landscaping and water harvesting or cannot and why. That will make the work of the subcommittee more relevant and make that decision easier.
- I want to thank CTF for all your hard work. I also want to thank Jenn and the rest of staff, you all have been incredible since day one. I also want to thank the RTA. Without all of their money this would not come to fruition. I look forward to seeing the next RTA plan. I also want to thank all of the audience.
- Yeah, thank you all for coming, especially the ones that I have seen a billion times over the last 30 or so months. Everyone that is involved in this project wants to see the best for it, including staff. I think a lot of them have been unfairly vilified from time to time because they can't satisfy everyone's interests, but everyone is trying to do the best they can.
- I want to make sure we keep an eye on the future, things will change. If the traffic flow keeps dropping on Broadway we will need to revisit things. We need to think about alternative transportation modes for the younger generation - they drives in cars less than we do. We need to be thinking about transit, pedestrians, bicycles, and definitely

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Green Streets and rain water harvesting. Water has been in the news a lot lately and it all has become more important.

- This isn't good bye. We still will have more meetings, so all I'm going to say is: see you all later.
- I want to congratulate this group on what has been many, many months of incredibly hard work. I know how hard it must have been and I admire you and I am glad this project is able to move forward from here.
- Looking forward to not seeing you so often (expressed with humor)
- Thanks everyone - CTF and staff. Thanks for getting it going. It's been a long time. It's not going to make everyone happy but if we can come up with a compromise where it is going to work for the majority, that's great.
- I echo all of that. I also wanted to say I appreciate everything that has occurred at the table, there has been a lot of disagreement - even some of the folks I know and my neighborhood association board members disagree quite a bit. Thank you for disagreeing in a cordial way. I am really proud to be a part of this community because we work very hard to make it better. We all want what is best for Tucson, we love Tucson. I trust the process, this is a starting point and I feel that the end product will be better than anyone can imagine.
- I just wanted to thank everyone. Whether it is the Task Force, the staff, the audience - even if you have only been here once or if you have been to every meeting.

9. Adjourn

Nanci Beizer called meeting to a close at 8:35 p.m.

The presentations given at this meeting can be reviewed by visiting the Broadway Boulevard Project web page at <http://www.tucsonaz.gov/broadway>.

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