

FirstName	LastName	Source	Commenter	SubjectName	OtherSubject	Comment	
just another	impacted resident	Email		0 Other	why this plan will fail, and a plan that won't	<p>The proposed 6-lane Broadway widening will have the following effects:</p> <ul style="list-style-type: none"> - no performance or functionality improvement for cars [fn 1]; - diminished performance or functionality over the current 5-lane (two travel lanes per direction plus center turn lane) configuration [fn 2][fn 3]; - reduced transit efficiency (and concurrent future expenses) with the addition of pullouts at every stop [fn 4][fn 5]; - bicyclists lose left turns to raised medians, and are forced to remain in traffic longer as they overshoot their destination, u-turn, and double back [fn 6]; and - pedestrians pushing strollers or using wheelchairs will be barricaded from crossing Broadway and will also be forced blocks out of their way just to cross the street. <p>The proposed plan, in other words, benefits NO ONE.</p> <p>The RTA has said it would not fund a plan that "diminishes functionality" yet this plan does precisely thst.</p> <p>However:</p> <ul style="list-style-type: none"> - the RTA is determined to do something on Broadway to hew to its "keeping our promises" tagline; - some on the City side are determined to do something on Broadway to get the "free" RTA road project money; and - there is demonstrable need for better sidewalks and bike lanes on Broadway. <p>There is motivation and good reason for an improvement plan for Broadway, but the proposed plan costs much (dollars and destruction), does nothing, and should be removed from consideration.</p> <p>Resources should instead be focused on creating a plan that DOES work for all Broadway users. For example, why not keep the current 5-lane configuration [fn 2] and add 12-foot bicycle + bus "diamond" lanes like what exist east of Columbus Blvd?</p> <p>This would:</p> <ul style="list-style-type: none"> - maintain cross-road connections for pedestrians (no medians); - improve the pedestrian experience by putting a bus/bike lane between them and vehicular traffic; - improve bicyclist safety by reducing the probability of getting "right hooked" since right-turning cars will use the bike/bus lane and not have to cut across bicyclists; - maintain left turns and cross-road permeability for cyclists; - improve transit performance by not forcing transit drivers to wait for the cars to clear before merging back into traffic; - lay the groundwork for future rail transit; and - increase car throughput since transit is given its own lane separate from cars. <p>This would require less land acquisition, as the bike and transit lanes would be combined and no pullouts would be needed.</p> <p>Sidewalks could be located closer to the roadway (since pedestrians will be separated from the traffic lanes), further reducing land requirements.</p> <p>While the roadway would be physically wider than it currently is, it would still feel like a "street" that is part of and serves a thriving commercial district, not a mini-freeway that severs it.</p> <p>-----</p> <p>SOURCES:</p> <p>fn 1: Parsons-Brinckerhoff, "Broadway Corridor Transportation Study", 1987 -- http://www.tucsonaz.gov/files/transportation/broadwaycorridortransstudy.pdf -- see Table 3 on page 10 for comparison of road treatments and their potential benefit, showing that widening Broadway will have no impact on level-of-service (LOS)</p> <p>fn 2: HDR, "Summary of the Traffic Analysis", 30-AUG-2012 -- http://www.tucsonaz.gov/files/transportation/broadwaycorridortransstudy.pdf -- see Figure 13 on page 12 showing that level-of-service (LOS) for the two-mile stretch of Broadway between Euclid and Country Club rates a "B" with the current 5-lane configuration but would rate a "C" with a 6-lane configuration</p>	4/15/2016 22:44

						<p>fn 3: project staff, "Design Concept Report", DEC-2015 (revised MAR-2016) -- http://broadwayboulevard.info/pdf/DCR%20FINAL/Broadway%20DCR%20-%20Final%20-%20032516.pdf - see Table 4.5 on page 4.18 for level-of-service (LOS) data; when averaged together, the overall LOS for each option (4-lane, 6-lane, "4+2T", and 8-lane) rates a "D" under 2040 projections (under "low growth" population projections one option rates a low "C"). In other words, a lane can be removed from the current configuration, or a lane can be added, and the result will still be a "D" (there is no performance data for the current 5-lane configuration under 2040 or "low-growth" projections as a basis for comparison) DCR Chapter 4 alone is at -- http://broadwayboulevard.info/pdf/DCR%20FINAL/4-Broadway%20DCR-Chapter%204-Final%20Draft%20032516.pdf</p> <p>fn 4: National Center for Transit Research at the University of South Florida, "Recommendations for Yield-to-Bus Traffic Control Devices and Bus Pullout Bays Design Characteristics", APR-2013 -- http://www.nctr.usf.edu/wp-content/uploads/2013/05/77939.pdf -- see Figure 4-6 on page 25 showing that when bus drivers must wait for a gap sufficient to merge into traffic they re-enter ten seconds later than when traffic yields to merging buses. Bus pullouts by design force this delay. Note that the NCTR study was conducted in Florida, where there are statewide "yield-to-transit" laws; one infers the delay in Tucson would be longer since Arizona has no similar laws to prod driver behaviour.</p> <p>fn 5: Koonce et.al., "An Evaluation of Comprehensive Transit Improvements - TriMet's Streamline Program", 2006 -- http://www.nctr.usf.edu/jpt/pdf/JPT%209-3S%20Koonce.pdf -- see pages "104" - "105" (second and third page of document) for explanation of how delays in transit impact the general fund (more delay means more buses required to maintain the 10- or 15- minute high-frequency headways on which transit commuters rely)</p> <p>fn 6: compare making a left turn on Broadway now (say, to Rocco's or to Dress Code) to making a left turn to a mid-block destination on Speedway, 22d Street, or other medianized roadway</p>	
Marilyn	Robinson	Email		0 30% Plans		I am a property owner and resident in the Blenman-Elm Neighborhood and have lived in Tucson a total of more than fifty years. We have an opportunity to make Broadway between Country Club and Euclid a vibrant and interesting urban place and transition into downtown and the 30% design before you is not that kind of design. The plan should improve the pedestrian experience; provide a sense of place based on existing and enhanced historic character and business promotion; and support future transit such as Bus Rapid Transit and/or light rail. We should not be adopting outdated ideas for this area of our community such as are being proposed. We must have a way to amend the RTA plan to reflect the best practices of urban design that will create an active or "living" street with mixed-use infill that will support transit and contribute to the vibrancy that we have seen grow in our downtown. Please do not accept the proposed plan.	4/15/2016 22:36
Sue	Roberts	Email	Interested Party	Other	All of the Above	Broadway traffic flows well with the current four lanes. Additional lanes are not needed. What is needed is bus pullouts, and pedestrial improvements. In the long term (at least to 2040, traffic projections show a wider road is not needed. Get the stopped buses out of the way, and let the property be developed, rather than paved over for an unnecessary road.	4/15/2016 19:37
Weetzie	Sagarin	Email	Interested Party	Bike/Pedestrian		I love that you're making the sidewalks! I love walking in Tucson. Especially with shoes! xo -weetzie	4/15/2016 18:31
Erik	Williams	Email	Interested Party	Bike/Pedestrian		Will this change make the Broadway expansion neighborhoods more bike and pedestrian friendly?	4/15/2016 18:20
Rosita	Plum	Email	Interested Party	Other	Lemons	This group is so amazing, I learned so much!!!!!!1 Its so fantastic!!!!	4/15/2016 18:16
jill	langevin	Email	Occupant/Resident	Bike/Pedestrian		great project to have the kids work on!	4/15/2016 17:36
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Bruce	Langevin	Email	Interested Party	Transit		I know Tucson is growing, the widening seems a double edged sword. There's monies available for this project that sounds as if it's a one time deal. On the other hand it is going to displace homes and businesses, have you ever seen,"Up"?	4/15/2016 17:32
sean	franklin langevin	Email	Interested Party	Other	yes	hit me up?	4/15/2016 17:27
Makinley	Wortzel	Email	Interested Party	Real Estate		I want the project to go on.	4/15/2016 17:26
Trevor	Franklin	Email	Interested Party	Business Assistance		We need to get them business' boomin' out there on broadway.	4/15/2016 17:02
rainer	langevin	Email	Interested Party	Real Estate		I think the Broadway project should not go on because buildings could be taken down and it would cost people lots of trouble	4/15/2016 16:28
Susan	Willis	Email	Interested Party	30% Plans		<p>Dear Committee Members,</p> <p>I really believe that continuing with the plan to widen Broadway would be a huge, fiscally wasteful mistake. It's not too late to pull back from the plan as it has been designed.</p> <p>There are so many reasons to reconsider...</p> <ul style="list-style-type: none"> + Faulty traffic projections reduce the need for more lanes of car traffic; + Narrower, slower streets encourage more commercial activity; + Minimal time saved for car traffic while extending bus transit time; + Associated costs are very difficult while the city fights a \$25 million budget shortfall; + Negative neighborhood and business impacts <p>At the very least, please consider limiting the number of lanes to 6 with a dedicated bus lane and no bus pull-outs.</p> <p>Thank you for your stalwart service to your fellow Tucsonans!</p> <p>Susan Willis 3275 E. Pima St. #2 Tucson, AZ 85716</p>	4/15/2016 16:20

Evan	Eglin	Email	Property Owner	30% Plans	While change is difficult it will always occur. The Broadway project needs to move forward. This uniquely compromised design needs to be a signal that this community wants to support Bussiness and new Jobs. This plan preserves parts of the past but its implementation paves way for more exciting opportunities in the future. I believe if the council waivers or deny this road widening after more than 30 years of study it will hurt the entire Region and signal that Tucson does not want Change. This attitude will deter companies moving to town. Our community has a long history of making poor and short sighted decisions by putting the interests of a few at the expense of the rest of the City. Let this not be another poor decision.	4/15/2016 16:07
Jeff	Kiewel	Email	Interested Party	30% Plans	The current plan for the expansion of Broadway is an appropriate compromise for the city and area residents and business owners. The minority that does not want progress will never accept any compromise. The majority however, are pleased with the current solution. Please move forward on this initiative.	4/15/2016 15:39
John	Anderson	Email	Interested Party	30% Plans	<p>Dear City of Tucson:</p> <p>As the Ward 3 representative for the City of Tucson Pedestrian Advisory Committee, I offer the following comments in regard to the 30% plans for proposed improvements to Broadway Boulevard as presented by Mike Johnson at the committee's regularly scheduled monthly meeting on March 16.</p> <p>I remind the City that the proposed improvements to Broadway fall within the Rio Nuevo Overlay Zone. One of the primary intents of this overlay zone is to create a pedestrian-friendly, urban environment. For that reason and because large intersections are dangerous for and intimidating to pedestrians, I oppose the current design of the Broadway-Campbell intersection. I recommend that all options be explored to reduce the intersection size, such as reducing the number of dedicated turn lanes and minimizing curb radii. I further recommend that options to increase pedestrian safety within this intersection be explored, such as textured pavement and night lighting.</p> <p>The Citizen's Task Force recommendations provided in September, 2014, were quite clear with respect to transit improvements. There was no mention of the creation of bus pull-out's. During his presentation, Mr. Johnson indicated that pull-out's were included in the 30% design because he was instructed to do so by the Regional Transportation Authority (RTA). In my opinion, this is an inappropriate directive provided without public support. I oppose the inclusion of bus pull-out's in the proposed improvements.</p> <p>I strongly recommend the incorporation of a 30-mile-per-hour posted speed limit for the entire alignment for the following reasons:</p> <ul style="list-style-type: none"> • There is a direct correlation between vehicular speed and the severity of pedestrian injuries when struck by moving vehicles. • A lower speed limit reduces roadway noise generated by passing vehicles, thereby increasing opportunities for pedestrian enjoyment. • By encouraging pedestrian use, a lower speed limit can benefit private businesses located adjacent to the right of way and that attract pedestrians. • A lower speed limit reduces clear zone requirements, thereby increasing the area safely available to pedestrians. A minimal clear zone also creates more opportunities for public art and landscape elements, thereby softening the roadway as perceived by the motorist and encouraging slower travel. <p>In some instances, proposed sidewalks appear to be only four feet wide. Furthermore, it appears that all sidewalks will be set back from the back of curb by approximately 18 inches. A narrow sidewalk width is antithetical to pedestrian use and an unplanted strip of unpaved grade is too narrow for a maintained landscape. Therefore, I recommend that where the proposed sidewalk is less than six feet wide, it be expanded to the back of curb.</p> <p>Because the Broadway alignment is located within the Rio Nuevo Overlay Zone, businesses within this roadway corridor should be inviting to pedestrians from local neighborhoods. Therefore, I recommend that this project, where necessary, include construction of new sidewalks on at least one side of each side street that intersects with the roadway for a distance of one block.</p> <p>Since raised medians restrict left-hand turns and since left-hand turns can place pedestrians in danger, I support the inclusion of raised medians through the entire alignment as shown in the proposed plans.</p> <p>To reduce visual congestion, make pedestrians more visible to motorists and improve the pedestrian experience, I recommend that all utilities be buried.</p> <p>I support the inclusion of the proposed HAWK crossings. At appropriate distances from each HAWK, I recommend the use of textured pavement to alert drivers to the upcoming crosswalk. Textured pavement will also help to reduce driving speeds.</p> <p>Thank you for the opportunity to comment on the proposed design.</p>	4/15/2016 15:34

David	Ramsower	Email	Interested Party	30% Plans		<p>I am commenting in support of the 30% Broadway Widening Plans. Let me state from the outset that I do not reside within the Tucson city limits, however, I am a consultant to a firm that does a significant amount of business with both the City and the County and a volunteer Board Member on an important local non-profit group. I do drive into downtown Tucson several times a week using the Broadway corridor which provides the best and most efficient access for me from the northeast side of town.</p> <p>Several times over the past two decades, the voters have rejected construction of freeways to facilitate the movement of people in the greater metropolitan area of Tucson. So the obvious conclusion is that the residents of the area would rather improve the existing surface streets to accommodate the growth that has and will continue to occur. Some may say we should rely more on mass transit such as busses and streetcars, but Tucson has historically been and as survey after survey has shown, will continue to be a City dependent upon cars and surface streets for basic transportation.</p> <p>The completion of the Barraza-Aviation Parkway from Broadway to I-10 will provide a much needed link to both the east part of the downtown area and the southwest side University of Arizona campus area where new privately developed student housing is flourishing. This link to I-10 will add immediately to the traffic congestion near downtown and to the southern portion of the University and clearly justifies widening this last segment of Broadway. Improving the Broadway per the 30% plans will also provide a corridor that can be utilized by future mass transit projects that will enhance and improve access to the downtown area. Without the widening, the construction of a streetcar route either by government or a private-public partnership will find the cost to be prohibitive to justify the capital investment as the return on that investment will not be attractive enough for the Federal Government or banks or even private equity firms to finance.</p> <p>Secondly, many of the arguments against the current plan cite the need to demolish more than originally identified "historical" buildings as not acceptable. As a native Tucsonan and long-time resident, I doubt if any of the structures to be demolished have even the minimum attributes required to be designated historical by any standard. Sure, they are old, some are quaint, but clearly none are of truly historical significance.</p> <p>Over the years, I have seen a distressing lack of forward thinking from city leadership that only focusses on placating the residents of the area of the city needed to be re-elected and gives little or no consideration for the overall common good of all of the citizens in the greater Tucson area. I am asking the City Council to step up and really lead the city with regard to the common good of all the citizens of the area. Please approve the 30% plans and the direct the city staff to move to forward with completion of the design drawings and lead Tucson to truly fulfill its real potential as a vibrant and desirable community to live in.</p> <p>Thank you for the opportunity to submit my comments,</p> <p>David Ramsower</p>	4/15/2016 14:35
OK	Rihl	Email	Occupant/Resident	30% Plans		<p>Yes, I support the 30% plan that has been agreed to. I live mid town, 4160 E. Whittier and want this project to move forward now.</p> <p>Thank You</p>	4/15/2016 14:17
Colby	Moeller	Email	Interested Party	Bike/Pedestrian		<p>Hello,</p> <p>The plan needs further development to more carefully incorporate multi-modal transportation options. While I don't question the need to improve that portion of Broadway, I question if this is the "improvement" the city needs. Livable great cities are not defined by wide roads of traffic. Roads should connect the city and offer multiple safe ways for citizens to navigate around. What problems are being solved by this solution? It is a complicated issue. I don't want it to be studied indefinitely, but I'm not 100% convinced this is the best solution for the issue of congestion on Broadway and the entrance to downtown.</p> <p>Respectfully, Colby</p>	4/15/2016 12:36
Suzanne	Schafer	Email		0 30% Plans		<p>I have already commented on the deleterious impact of the added bus pullouts for the transit users. We should keep in mind the monetary costs that slowing down transit has for the system and the whole community. One of the surest ways to save money on transit is to speed it up. The same frequency can be maintained with fewer buses and less driver time and fuel cost, if the buses are moving more quickly.</p> <p>As to other modes, the added width to the roadway as well as the median and limited access to intersections makes the roadway LESS functional for bicycles, pedestrians, and even automobile drivers wishing to cross north to south or access the businesses and neighborhoods along the corridor.</p> <p>I thought the RTA was not funding projects that diminish functionality for any mode.</p>	4/15/2016 8:32
Clay	Morgan	Email		0 30% Plans		<p>Hello,</p> <p>My name is Clay Morgan. I'm a 29 year old, lifelong resident of Tucson. I have been following the progress of this project for the past year, and while I tend to lean towards the side that questions the necessity of a broader Broadway (from what I could tell by attending the last council hearing the biggest problem with Broadway is the decline of properties and lack of business interest due to the fact that this project has been on the table for the past thirty years, also the Broadway bikelane is among the safest along any major corridor in Tucson) it seems clear that the council and development community are going to be in agreement over moving forward with the 30% plan. This will not achieve a more walkable extension of downtown, walkability being the defining characteristic of our downtown and any business district in a great city, but if the plan is to go forward my suggestion is to commit to a mass transit/bike lane and eliminate bus pullouts. This would make getting downtown fast thus incentivizing bus use, it would also pave the way for a lightrail/streetcar extension. The bus pullouts will make getting downtown that much more difficult, as they are shown to slow down bus travel. We live in a time where mass transit needs to become more appealing not less, why not use this money and this project to highlight Tucson's commitment to mass transit? Furthermore, should the streetcar/lightrail ever come to Broadway, the bus pullouts would likely become useless, as that lane will officially be designated mass transit. Save the time, and money now, maybe even save an extra property or two. Commit to mass transit!</p> <p>Thank you, Clay Morgan</p>	4/15/2016 8:22
Randy	Hays	Email	Occupant/Resident	30% Plans		<p>I oppose the plan. Additional auto traffic has nowhere to go once downtown is reached. It will make traffic worse, not better.</p>	4/15/2016 6:16
Yuval	Fleming	Email	Interested Party	Transit		<p>Please do not go forward with this project, it was a bad idea 30 years ago and an even worse one now. Listen to the citizens.</p>	4/14/2016 21:15

Maria	Todd	Email	Property Owner	Transit		I am writing about the Broadway Boulevard Widening. This was approved by voters in 2006 and yet 1,500 people seem to want to change was was decided by the voting population of this city, Broadway is a major arterial road. I live off two major roads and do not hear any vehicles from these two roads, not any crime to speak of. I walk to businesses in my neighborhood without a problem. This needs to be completed. Who made this such a mess? It is the inability of the neighborhood to wake up and realize this needs to be done for all of the citizens of this city, not just the few. Thank you for hearing my feelings on this. A registered voter.	4/14/2016 21:12
Chuck	Martin	Email	Interested Party	Other	Tucson's Future	The 6 lane section is already a significant compromise for the project. The voters approved an 8 lane section with the RTA. The plan indicates the efforts made to minimize disturbance to the corridor and should move forward.	4/14/2016 20:49
christopher	boney	Email	Property Owner	30% Plans		I have a business that is diagonally across from Miles School on Broadway You can NOT walk safely down Broadway. It is risky for bicycles, skateboards and pedestrians. There are wrecks and speeders constantly >>> making it unsafe for anyone in this area. You can NOT improve or widen the road if you do NOT widen the road. There simply is no extra road space. Respectfully, Christopher Boney	4/14/2016 17:18
Carolyn	Classen	Email	Property Owner	30% Plans		Sam Hughes Neighborhood Assn. has been opposed to this project from 2005. I have been on the board before then. Please note that over 1600 people have signed the online petition against this project: http://www.ipetitions.com/petition/develop-historic-broadway-not-wastefully-widen-the	4/14/2016 15:53
Andrew	Haberbosch	Email	Interested Party	30% Plans		Hello, i am not in favor of the current broadway widening plan. I am more in favor of the plans passed by Mayor & Council on 6-9-15 and by Citizens Task Force on 5-7-15. United states trends and trends in technology indicate that car ownership and usage is changing rapidly. Let's not disrupt Tucson and make an ugly monster of a car-centric roadway to the entrance of downtown based on outdated assumptions. Thanks, Andrew Haberbosch	4/14/2016 14:54
David	Anderson	Email	Interested Party	30% Plans		Like many other citizens, this project strikes me as a mistake, both fiscally and from an urban planning perspective. More lanes serve no purpose beyond creating another deadened 20th-century landscape. How could the Broadway corridor be redeveloped to forward-facing rather than backward facing? How could it emphasize the uniqueness of Tucson rather than destroying historic buildings and venerable local businesses? The simplest solution is to not expand the roadway and focus on other improvements.	4/14/2016 14:53
Nataly	Reed	Email	Occupant/Resident	30% Plans		I urge the City of Tucson not to widen Broadway Blvd. Already Broadway Blvd is inhospitable to pedestrians, bikers, and bus riders. The proposal worsens the conditions for neighborhood use of Broadway to make minimal "improvements" for car traffic. Share the road! Make Broadway Blvd. safe for pedestrians, bikers, bus riders, and cars.	4/14/2016 14:38
Patricia	Walters	Email	Interested Party	Other	Prioritization of public funds	Tax money should not be wasted on this project when it is needed in so many areas of more concern.	4/14/2016 14:22
Eva	Romero	Email	Interested Party	30% Plans		Broadway does not need to be broadened. The proposed project is wasteful and destructive!	4/14/2016 14:12
Nanci	Nelson	Email	Occupant/Resident	Transit		I am concerned @ this project that is unneeded folks can go 6 seconds slower to save our history. Do the right thing SAVE NOT PAVE!!!.	4/14/2016 10:03
Dirk	Arnold	Email	Interested Party	30% Plans		Having attended various open houses and following this project for a while now, I have come to the conclusion that there is no way to reach a "compromise" design for this project. About a year ago it looked like the public process was working and a narrower, less destructive solution was on its way, and I filled out a card that said "Go for it." This 30% design is not what I had hoped for, and I hereby rescind my support. If the only goal is to add lanes and a median for an incremental improvement in end-to-end travel time, then the only solution is to destroy the existing commercial district and historic homes. Forget this expensive ruse of winding the roadway up and down to try to avoid any existing historic or commercial resources. The result in either case will be a wide road and nothing worth stopping at along the way -- nothing that generates tax revenue for the city. I think you should just pull the plug. Stop throwing good money after bad. Let RTA and the county withdraw their funding for this project. Let the business owners in this area see a clear future free of bulldozers so they can feel confident investing in their community.	4/14/2016 8:38
Hank	Amos	Email	Property Owner	30% Plans		The voters in the City of Tucson voted and approved this 10 years go. Stop denying the will of the MAJORITY of Tucsonans that voted for this and want the street widen. It went up for election and passed. End of story. Execute the plan or give it to the RTA to get it done.	4/14/2016 8:26
Morrighan	Clinco	Email	Property Owner	30% Plans		16 years into the 21st century and it is clear that the ideas "driving" the Broadway Development Planning are fundamentally out of date and totally disconnected from the will of Tucson residents. It is ridiculous how many different ways we have tried to explain this to you, a community should not have to work this hard to be heard. Please, DO NOT APPROVE THE 30% PLAN	4/13/2016 16:10
paulisha	saint clair	Email	Interested Party	30% Plans		I support the Broadway 30% plan	4/13/2016 15:53
William	Hubbard	Email	Property Owner	Other	Broadway Widening	Please reconsider this project. Spending millions of dollars to save seconds or even a minute off of a commute makes no sense. This explains it better: http://www.tucsonweekly.com/TheRange/archives/2016/04/12/guest-opinion-broaden-your-thinking-dont-widen-broadway	4/13/2016 15:31
Joann	Purcell	Email	Interested Party	Other	Broadway improvement project	Please do not spend all of that money on widening a road so more cars can run on it.. Think of bicycles and pedestrians ..use the money in a way that will better Tucson as a whole..more lanes is NOT the answer!! Please let's make it a better place to live and enjoy the outdoors not get in our car and	4/13/2016 14:11

Jonathan	Carlson	Email	Occupant/Resident	30% Plans		The proposed widening of Broadway seems to me to be completely unjustifiable. The expense to the city, and the resultant demolition of many significant and historic buildings is foolhardy. I have never experienced any great difficulty with traveling east or west on Broadway, even at peak traffic times. Widening the road and destroying a good deal of the history and character of that area would only lead to further homogenization of things, making Broadway look more like "Anywhere U.S.A." Buildings have been spared the wrecking ball all over Tucson by people who are not shortsighted. Thank goodness we still have those places, and they are an important aspect of what makes our city appealing and special. Significant buildings do not pop up overnight, they become increasingly so over time. Lets not make this big mistake. It will be irreversible, and will cause major disruption for a long time. There are many other things in Tucson which are more worthy of the enormous financial investment.	4/13/2016 13:36
Kendra	Waddell	Email	Interested Party	30% Plans		Why on earth does Broadway need to be widened? I think that 22 million dollars could be spent making Sun Tran better or doing something else to benefit the community rather than messing around with the buildings in the area and making life more than a major pain during construction. Maybe the money should go to re-paving areas that still need it that aren't on the already approved fix-it list, if you will. Just don't make Broadway bigger. Don't.	4/12/2016 23:59
STUART	HERZOG	Email	Property Owner	Real Estate		<p>Purchase of the property at 1433 E. Broadway by the City of Tucson is necessary because of a structural issue.</p> <p>This structural issue is not apparent in the aerial photos. City Planners may not be aware of this problem regarding this specific property.</p> <p>The floors of the other buildings in the Broadway Corridor are usually concrete slabs built at ground level. Unlike the other buildings in the Broadway Corridor, the floor of 1433 E. Broadway is not a slab at ground level. It is wood flooring above a substantial crawl space. The floor is about two (2) feet above ground level. Because the floor is elevated, to enter or exit the building, it is necessary to use the steps, stoop, and wheelchair ramp at the front of the building.</p> <p>The 30% Plan shows the City taking to the front of the building, and taking the steps, stoop and ramp. Taking the steps, stoop and ramp destroys entry into and exit from the building, destroys the entire usefulness of the building, and also raises Disabilities Act issues.</p> <p>I believe the Broadway Corridor Project is desirable, and should proceed.</p> <p>But I recommend and request that the City do Advanced Acquisition of my property at 1433 E, Broadway as soon as possible.</p>	4/12/2016 16:46
Joan	Cannon	Email	Property Owner	Other	Broadway Project	Please leave Broadway alone, I am sure there is a way to move those funds to road improvement projects elsewhere in town. Pot holes are everywhere!!	4/12/2016 12:41
Scott	Fauland	Email	Property Owner	Transit		I am opposed to the widening project. As one who daily drives on this section of Broadway, I find that we are nowhere near capacity on this road and the funds would be better spent preserving and improving the miles of potholed and crumbling asphalt around Pima Co. Don't waste my money, reprogram it or have a new vote on the priorities.	4/12/2016 12:21
Douglas	Everett	Email	Interested Party	Bike/Pedestrian		This is a busy section of road. For the safety of cyclists, it should be made as wide and as smooth as possible.	4/12/2016 12:02
Bobbie	Madrid	Email	Occupant/Resident	Other	Entire Project	<p>To whom it may concern,</p> <p>I oppose the widening of Broadway. The reason people love Tucson is because it feels like a small town with amazing weather, views, outdoor activities, and one-of-a-kind shops. Why would we want roads that look like Phoenix? The addition of all the asphalt and concrete would elevate temperatures, roadwork, traffic time, and stress. Historic and unique buildings would be gone forever! I agree with the article in The Tucson Weekly; Why not encourage less dependency on the use of cars, trucks, or other fossil fuel "chuggers"? How about build a bigger bike and nature path along Broadway instead? It'd feel safer, look nicer, and cost a million dollars less. Chill out and leave Tucson beautiful and quaint. Fix all the potholes instead!!</p> <p>Thank you!</p> <p>A concerned Tucson resident</p>	4/12/2016 11:55
Jonathan	Elliott	Email	Occupant/Resident	30% Plans		Destroying buildings with historical value to reduce minimal amounts of congestion doesn't make business or cultural sense for Tucson.	4/12/2016 11:27
Fred	Narcaroti	Email	Interested Party	30% Plans		As a resident of the community since 1978 and having lived in the southeast part of Tucson to Oro Valley, I can say that Broadway Boulevard needs to move forward with the 30% plans as currently designed. Not only is the delay of this project detrimental to the community, but personally there is not much in the area I visit due to the current congestion and lack of revitalization due to mobility. This is a vital corridor and I recall visiting many businesses in the area of Tucson & Broadway. Unfortunately, most of those businesses have either closed or relocated. Looking to either direction of this corridor, you can see the vitality that has come to fruition and I'm sure this connection will flourish both economically and socially with the improved mobility.	4/12/2016 9:07
Bill	McReynolds	Email	Property Owner	30% Plans		As a native Arizonan and long time resident of Tucson I have witnessed countless incidents of obstructionism from the no-growth crowd. They have objected to every cross-town transportation proposal in their effort to choke off future growth through purposely induced traffic congestion. It's time for Tucson to ignore this negative element and move Tucson forward in a positive direction. Approve the Broadway 30% plan now!	4/11/2016 9:55
Diana	Lett	Email	Property Owner	30% Plans		<p>I ask that M&C vote against the 30% plans, for the following reasons: (1) The plans are far more destructive of the built environment and existing local business than is consistent with direction from M&C. Tim Steller to the contrary, this is not the compromise that the Citizen Task Force recommended, the community supported, and M&C directed.</p> <p>(2) The interests of the city at large and the county as a whole are not well-served by demolishing buildings that are a tourist attraction and businesses that are part of the tax base for city, county, and Rio Nuevo.</p> <p>(3) The project is contrary to current trends in urban planning in Tucson and other American cities. These trends emphasize walkable streets with unique local flavor, i.e., local history and businesses.</p> <p>(4) The 30% plans will create dead zones along Broadway, similar to the dead zone on Campbell south of Grant. The shallow lots will be undevelopable. Even if these remnant lots are landscaped, they will not be used. Now, contrast the dead zones on Campbell south of Grant with the vibrant business district on Campbell north of Grant. That should be our template for Broadway.</p> <p>(5) Supporters of the 30% plans have presented arguments riddled with errors. One of the most egregious: buildings on Broadway are "not historic." Historicity of buildings is determined by architectural professionals, using standards established by the USDA Park Service. It is not within the purview of local developers to overrule historic designations, simply because they find the designations inconvenient.</p> <p>(6) As a motorist, I do not find the current driving conditions on Broadway unreasonably congested, not do I find the projected decreases in travel time if the roadway is widened impressive.</p> <p>(7) As a voter who supported the RTA, I am deeply troubled by what is being done in my name. Public policy so contrary to the public good must not be allowed to stand.</p>	4/10/2016 17:55

Don	Davis	Email	Property Owner	30% Plans	I have watched and commented on the progress of the Broadway plan for the last couple of years and I must point out that this is a regional plan and not a neighborhood plan. The task force did it's job and provided input. Now it is time to let the experts design and build this road. If you are waiting for the approval of the neighborhood coalition to approve--won't happen. Follow the mandate and build this road. There are factors such as fed guidelines, ADA, etc. that the experts have to abide by. In front of you now have a compromise that the coalition doesn't want to approve (they will not approve anything short of stopping the project in it's entirety) so you need to take what was approved by Mayor and Council and go with what the experts have designed. This may not be perfect but it is as close as you are going to get. We property owners have been damaged way too much and need to get this done now! Thank You Don, Ron, Randy, Doug Davis PS If you can't get it done, turn it over to the RTA	4/10/2016 10:44
Robin	Steinberg	Email	Interested Party	Bike/Pedestrian	<p>Several individuals speaking in support of the 30% design suggested that currently there are no bicycle lanes on Broadway and that the proposed design would improve that situation. I disagree. In this, I speak only for myself. However, I believe I am reasonably knowledgeable about this subject and am including some information about myself below.</p> <p>It was said that there are no bicycle lanes on Broadway This is not true. There are lanes all along Broadway. Sometimes we share with buses. Closer to downtown, there is a dedicated bike lane, though only 4.5 feet wide.</p> <p>I frequently ride on Broadway to destinations between Country Club and Euclid. Occasionally, I take this route into downtown. Going west, the only problem is when one comes out from under the overpass and gets squeezed by the streetcar tracks. City staff have been working to improve this situation and I feel confident that we will continue to make good progress. Trying to get out of downtown (eastbound) is a nightmare. The tracks loom to the right and bicyclists try to share a lane with crazed motorists trying to get home after a day's work. I always avoid this route and am not aware of any plans to mitigate this situation.</p> <p>I see on the 30% plan that the bike lanes have been widened from 4.5 feet to 6.0 feet. Also, the pork chops (a very serious hazard to bicyclists and pedestrians) have been eliminated. This is good news. However, it will not improve bikeability.</p> <p>People do not bike on Broadway for recreation. People who bike there are trying to go someplace. However, I am among the few who will ride on Broadway. Most people who would like to try bicycling more - to go to work or school, run errands, go to social events - will not ride on a street like Broadway without protected lanes. Adding additional driving lanes just exacerbates the situation. The final blow is having driving lanes that are 11 and 12 feet wide. It is well known that wider lanes encourage greater speed. Thus, you have a 6 ft, unprotected bike lane next to three fast lanes with permissive rights and lefts. There are only a few of us who will risk that. That which is gained by widening the bike lane to 6 ft. is lost by increasing the volume and speed of vehicles without protected lanes.</p> <p>Although I do have additional opinions regarding the wisdom of this project, my goal here was only to counter some erroneous statements made regarding the safety of bicycling in the 30% design.</p> <p>Robin Steinberg nibor2@cox.net Pima - Tucson Bicycle Advisory Committee (BAC) Member Greater Arizona Bicycle Association (GABA) Streets Alliance Cyclovia Attended Bicycle Infrastructure Design 1.0 at Portland State University, Summer 2014 American Bicyclists Certified Instructor) and Pima County Bike Ambassador</p> <p style="text-align: right;">5810 East 3rd Street Member Volunteer with LSA (Living Safe Routes to School program Volunteer with Former LCI (League of</p>	4/9/2016 10:52
Anna	Rodewald	Email	Interested Party	30% Plans	<p>Having lived in London, I know what traffic problems really are. Tuscon, specifically Broadway, does NOT have a traffic problem. Do not tear down those lovely homes. Do not widen Broadway. Nurture the local complexion of Tuscon. That's what makes it unique and a great city to live in. Think of the future. Create bike lanes and improve public transportation.</p> <p>Sincerely, Anna Rodewald</p>	4/9/2016 8:46

Laura	Tabili	Email	Property Owner	30% Plans	<p>Ongoing Revenue Losses from Broadway Project</p> <p>Les Pierce has explained how RTA and COT's own documentation shows the expenditure of \$74 million to add lanes to Broadway will not improve motor vehicle throughput rendering the project completely pointless and a waste of taxpayer dollars.</p> <p>I would like to address other, indirect costs of the damage to the built environment.</p> <p>FOLLOW the MONEY</p> <p>Revenues generated by the Sunshine Mile district from Euclid to Country Club were last compiled for 2014 (see below), but our research has shown that revenues are rising steadily with every passing year of economic recovery.</p> <p>Real estate taxes along this 2-mile stretch of Broadway generated \$1,803,096.87 in 2014.</p> <p>That's almost two million dollars, per year, amounting to 20 million dollars over one decade, likely more as the economy improves.</p> <p>Sales taxes amounted to over \$2.6 million in 2014, or an additional \$26 million over ten years.</p> <p>At almost \$5 million per year from 229 businesses, revenue lost from disrupting the Sunshine Mile could add up quickly.</p> <p>This vibrant business district is not just a local but a regional asset. Restaurants including Rocco's Pizza, Zemama's Ethiopian food, and Lerua's and Tucson Tamale are consistently voted Best of Tucson by Tucson Weekly readership year after year.</p> <p>In addition, other businesses such as Hi End Tight barbershop, Little Bird Nest baby clothes and Yikes Toys also appear in Best of Tucson.</p> <p>Synergies among these small businesses create a buzz that draws shoppers to the area, in similar fashion to Fourth Avenue.</p> <p>Solot Plaza, one of the Sunshine Mile's historic treasures, was designed as an incubator space for small businesses, with narrow storefronts of Midcentury Modernist style. These spaces continue to serve this purpose. For example, Tucson Tamale started in a space in Solot Plaza, and has now grown to three locations in the greater Tucson area.</p> <p>Synergies among such businesses and the revenues they generate would be lost if the business district is disrupted by random demolitions for the sake of adding unnecessary lanes creating a cascade effect of business closures.</p> <p>So loss of public money would not just occur with the pointless expenditure of \$70+ million dollars to widen the road, but continue and probably worsen for years to come due to loss of tax revenue.</p> <p>MIDCENTURY MODERNIST ARCHITECTURE</p> <p>I don't imagine very many people have looked closely at the buildings on this stretch of road. I admit many look a little shabby after decades of disinvestment due to the sword of Damocles hanging over them since that first 1987 study.</p> <p>A closer look, however, reveals the Sunshine Mile contains the highest concentration of Midcentury Modernist buildings in the City. Since 2012, annual Modernism Week events have generated an estimated \$500,000 million in tourist dollars each year. Heritage tourists, in fact, spend more per capita than any other type of tourist, and they have flocked to the Tucson Modernism events from throughout the country and the world.</p> <p>This economic magnet would be lost if Broadway widening destroys this historic streetscape.</p> <p>Some Thoughts on Money</p> <p>One of the Broadway Coalition's Design Criteria is that the project be affordable. This paper is our effort to bring the full costs of the project to the forefront, not just construction costs.</p> <p>Broadway Project funding</p> <table border="0"> <tr> <td>RTA Funds</td> <td>42 million</td> </tr> <tr> <td>County 97 Bonds</td> <td>25 million</td> </tr> <tr> <td>City of Tucson</td> <td>3 million</td> </tr> <tr> <td>Pima Association of Government</td> <td>1 million</td> </tr> <tr> <td>TOTAL</td> <td>\$71,217,000</td> </tr> </table> <p>Follow the Money</p> <p>2014 Assessed Value along Broadway: Euclid to Country Club</p> <table border="0"> <tr> <td>North side</td> <td>\$22,048,908.00</td> </tr> <tr> <td>South side</td> <td>\$46,605,110.00</td> </tr> </table> <p>2013 Property Taxes along Broadway: Euclid to Country Club</p> <table border="0"> <tr> <td>North side</td> <td>\$ 720,480.03</td> </tr> <tr> <td>South side</td> <td>\$1,082,616.84</td> </tr> </table>	RTA Funds	42 million	County 97 Bonds	25 million	City of Tucson	3 million	Pima Association of Government	1 million	TOTAL	\$71,217,000	North side	\$22,048,908.00	South side	\$46,605,110.00	North side	\$ 720,480.03	South side	\$1,082,616.84	4/8/2016 17:46
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Laura	Tabili	Email	Property Owner	30% Plans	<p>Please do not fund 30% Broadway drawings released March 14, 2016 These drawings are an outrage and an insult to the Mayor & Council, to the Broadway Citizens Task Force (CTF), and to the hundreds of stakeholders who in good faith gave their input to produce the alignment approved by the CTF on May 7, 2015 and passed by the Mayor & Council on June 9, 2015. These 30% drawings do not resemble in any way the plan approved last year. The center line isn't even the same. The drawings make a mockery of the public process and the countless citizen hours donated by the CTF and other stakeholders. The level of staff and consultants' insubordination is breathtaking, and I don't know why it has been permitted to continue for the past four years. It reflects poor management of the project and the project team. The alignment proposed is destructive, wasteful and probably unaffordable, given that the City of Tucson is obliged to cover any budget overruns. It also overtly defies the letter and spirit of the alignments passed in 2015, including explicit direction by Councilmembers Kozachik, Cunningham, and others in numerous Council meetings on this project over the previous three years. Overwhelming public support in five Open Houses attended by hundreds of stakeholders led the CTF to approve plans on May 7 based on drawings by Gene Caywood. HDR assured the Task Force and the public at that time they could build the road by demolishing only 10-11 buildings. This new plan destroys at least 30 buildings by severing them outright, and jeopardizes many more by removing parking and access. 150 acquisition notices were sent out in November. Added bus pullouts will slow buses even further than the Design Concept Review indicated, making laughable claims the street will be multimodal.</p> <p>The CTF were assured the road would be custom designed at pinch points, but this has not happened. DOT Daryl Cole assured the Mayor & Council on May 6, 2014 that lanes could be reduced to 10' or even 9' if necessary. But in the 30% plans, outdated 11' lanes will encourage speeding, diminishing pedestrian and bicycle safety, while jeopardizing the historic streetscape. Center medians violate the Major Streets & Routes Plan, bulking the street width and thus endangering homes and businesses, and creating obstacles for the disabled and other pedestrians. Further, Les Pierce's analyses of COT, RTA and PAG documents shows adding lanes will not even move cars faster. (appended) A handful of speculators apparently want the City to use our tax dollars to deprive other property owners of their homes and livelihoods for personal gain. Between June 9, 2015 and March 14, 2016 they have evidently exerted backroom influence out of the public eye. The Mayor & Council should not be party to this. The time has come for the Mayor & Council to reconsider this foolish, destructive and wasteful plan. HDR have proven over four years they are incapable of taking direction from our elected officials or duly constituted citizen commissions, including the Historical Commission. They should be terminated and sued by the City to recover taxpayer dollars expended, which should be used for pedestrian, bicycle and transit enhancements on Broadway within the existing curb-to-curb footprint. Road diets elsewhere in Tucson have achieved COT & PAG goals for far less money and with far less destruction. At a time when the City is so broke it is contemplating asking Tucson taxpayers to authorize another tax increase in the Fall, we do not have \$74 million to waste on a pointless road expansion.</p>	4/8/2016 17:38
Peter	Kahn	Email	Interested Party	30% Plans	<p>As a geologist who plans to move permanently from Houston to Tucson, I am totally against the 30% plan to widen Broadway. Indeed, it would force me to reconsider moving, because I have seen firsthand that Broadway is not congested, and widening is not warranted. I want my future city of residence to have local flavor and safe bike lanes, not cars whizzing by. I want to move to a city where its leaders have learned from Houston's mistakes! Sincerely, Peter Kahn</p>	4/8/2016 17:24

William	Seitz	Email	Interested Party	30% Plans		The widening of Broadway to 6 traffic lanes between Country Club and Euclid is essential. Current convergence from 3 to 2 lanes westbound at Country Club is inexcusably dangerous due to the volume of traffic on this major thoroughfare both weekdays and weekends. Current volume and capacity makes it nearly impossible to find a break into traffic flow to enter this section of Broadway from any street or drive that is not access controlled. However, the proposed cross-section seems excessive compared to Broadway east of Country Club and the current constraints of the existing corridor development. A narrower cross-section still incorporating 6 traffic lanes should be considered. 5 foot wide sidewalks and bike lanes would provide a welcomed improvement to the current 3 foot widths, yet narrow the cross-section. A combined bike-pedestrian way might provide another narrower alternative. Cross-section expansion should also make greater use of existing open space and landscape areas in order to preserve as much of the existing infrastructure as possible. The design does not make the most efficient use of space for motor vehicle and bike-pedestrian capacity needs.	4/8/2016 15:54
Lisa	Bowers	Email	Interested Party	30% Plans		I support the plan being proposed by TDOT and feel that widening Broadway is a necessity. I moved to the NW side almost 2 years ago specifically to get away from the traffic going down Broadway. My commute from Broadway/Swan was as long as my commute is now all the way down the freeway from Twin Peaks. This is a much needed improvement.	4/8/2016 14:25
Tom	Sloyan	Email	Occupant/Resident	30% Plans		Let's do the right thing and move ahead with the Broadway widening. The will of the people that voted in 2006 was a 60% yes vote for the RTA plan for the whole Tucson Metro community. Please don't let a minority change the vote for the majority. Downtown Tucson is on the come back let's make the gateway into downtown great. Support the 30% plan.	4/8/2016 11:53
Lindsay	Wygant	Email	Interested Party	Other	improve Broadway without widening	I drive on Broadway every day. My office is on Broadway. I have never found traffic to particularly terrible, at least not enough to warrant the demolition of dozens of buildings (many with historic and architectural appeal) to widen the road by two lanes. A fair amount of congestion could be relieved by installing a left turn arrow for traffic turning from Broadway onto Tucson Blvd. I see a lot of potential in this strip of roadway. I'd like to see landscaping improvements, sidewalk installation, possibly a streetcar, and incentives for more businesses, stores, and restaurants to move in. Let's focus on turning this strip of road into a destination, not a thru-way. Respectfully, Lindsay Wygant	4/8/2016 11:45
Lisa	Bender	Email	Occupant/Resident	30% Plans		Please start implementing the widening plan. I commute on Broadway from Swan to Euclid and back every day for work, and the disrepair of the buildings within the plan area is dismaying. Whether one is driving a car or taking the bus, it is obvious that not having consistent bus pull outs is dangerous. I would be terrified to bike right now on the portion of the road covered by the plan. However, once you start, the work has to proceed quickly -- on budget and on schedule -- or the screaming will really begin. Do as much with the landscaping as is feasible. The city can't afford a boondoggle.	4/8/2016 10:14
Jenny	Dow	Email	Interested Party	30% Plans		<p>Broaden Your Thinking Don't Widen Broadway</p> <p>I attended the April 5th public hearing on the Broadway project held by Mayor Rothschild and the Tucson City Council, and had hoped to speak out against the 30% Plan. I was not called to the podium due to time constraints and I would like to use this opportunity to voice my opinions.</p> <p>I am a relative newcomer to Tucson, and one of the most compelling reasons I was drawn to the city, is its unique cultural and architectural history. I oppose the 30% Plan which will widen Broadway to six lanes and take out a minimum of 30 historic buildings to do so.</p> <p>As I walked the short two blocks from my car to attend the meeting on Tuesday, I passed at least 20 of the brass information plaques that grace our historic sites, as well as countless significant pieces of architecture. I imagined how the immediate surroundings of City Hall would look and feel like if these sites had not been preserved, and wide roads were deemed more necessary or worthwhile than our beautiful historic sites.</p> <p>Upon entering the lobby of the Pima County Administration Building, I was greeted by an attractive and prominent, permanent display of Pima County's varied and significant historic sites. Clearly the city understands how important our unique heritage sites are to our identity, pride and brand. The irony that I was confronted by a celebration our city's valuable sites, while lining up to go into a crowded hearing that would decide the fate of some of Tucson's other historical sites, was not lost on me.</p> <p>America is becoming more and more homogeneous. Every city has a snarling web of arterial roads punctuated by large plazas with box stores, that add nothing to the unique flavor of their communities. How many cities can boast such a significant strip of mid-century buildings? Tucson has some very significant gems on Broadway that were built during what is widely considered America's heyday.</p> <p>The thing about architecturally significant buildings is that they get more significant with time, not less. Once they are gone they are gone forever, and it is shortsighted to destroy any of them. Banners celebrating Broadway as the "Sunshine Mile" mark the very area that the project would irrevocably change. Please do not turn it into the "Cloudy Corridor" of Anywhere, USA. Cities rarely, if ever, regret preserving their heritage. No one will ever visit Tucson to admire our six lane strip of asphalt. Tourism in 2014 brought \$2.2 billion to Tucson and Pima county. Just ask the folks at visittucson.org how big a role our cultural identity plays in attracting visitors.</p> <p>I empathize with the Broadway business owners who spoke at the meeting of the extreme difficulty they have faced while being in limbo since the project was first conceived way back in the 80's. However the fact that this debate has been going on for decades shows that the widening scheme has had problems from the get go. The world has changed a great deal in those decades and the entire project is based on outdated traffic projections that never materialized. The whole reason this was ever conceived was to supposedly deal with the increase of traffic that the city would see during the ensuing years. Traffic is actually the same or less now, than it was when the scheme was first devised.</p>	4/7/2016 15:50

					<p>No one has a crystal ball, but we can all see that the most successful cities of the future will be the ones that encourage less reliance on the automobile, not more. When viewed in the context of all the challenges that will confront the city in the future, such as access to water and other major realities, spending \$74 million now to shave what has been defined as 6 seconds in one direction and 1 minute in the other, will seem laughable to future generations.</p> <p>Speaking of six seconds, I think most drivers would happily forgo that supposed 6 seconds to avoid what will probably end up being years of MAJOR traffic delays during construction. And what will happen when three lanes have to funnel into two lanes closer to downtown? Any motorist knows that some of the biggest delays occur when traffic has to merge and transition to fewer lanes. The city may create a much bigger problem than the one they are supposedly trying to solve.</p> <p>Broadway has suffered a great deal during these decades of controversy and it does need revitalization and improvements, but the widening scheme is not it. We need to be more creative with how we preserve the past while providing for the future.</p> <p>As I left the hearing I looked at the racks of pamphlets next to the display of Tucson history. Titles such as "Air Pollution and Your Health" and "Drive Less. Save More. Go Green." "Healthy Air Is In Our Hands: Drive Less" jumped out at me. I collected a total of 10 pamphlets extolling the virtues of biking and ride sharing etc. Not one of the pamphlets was named "How To Get The Most Out Of Your Car" or "Make Tucson Healthy & More Livable: Drive More" encourage the Mayor and the Council to have a walk around the lobby and consider the disconnect between the messages that are strongly and clearly on display there, and this plan, which would take the city backwards not forward.</p> <p>If you agree that this is the wrong plan at the wrong time, please go to the city's site, broadwayboulevard.info and post a comment before April 19th, when the Council will make their final decision. Our children will thank us.</p> <p>Jenny Dow, Tucson Arizona</p>	
Stephen	Pompea	Email	Property Owner	30% Plans	<p>I am opposed to moving forward with the 30% plans.</p> <p>Why?</p> <p>The project is not really thinking about the larger picture and how the leftover land will be used.</p> <p>Why do I say this?</p> <p>Well, because, for example, when you click on Land Use, and then on Project Vision, you get a blank page.</p> <p>Enough said.</p> <p>Thanks for your consideration.</p>	4/7/2016 15:21
Jeanette	Montes	Email	Occupant/Resident	Transit	<p>It is important to acknowledge that it's possible to have a very functional, green and nice city without huge, broad roads. My old hometown Stockholm in Sweden is a good example with a train and bus system that runs regularly day and night all over the city, giving more space to parks, charming little roads and stores. You can have a pleasant walk from one side of the town to another without having to cross a 6-foot lane road, or breath in the air that kind of traffic creates. Giving more space to cars will increase the amount of cars and that will only benefit car-sellers and people building the roads and the people having business there that will get paid to leave - on the cost of peoples safety, wellbeing, the air we breath and the beauty of the city. It's not pretty, or necessary, to have a big, broad road.</p> <p>I love Tucson! Phoenix probably got it's charm in some way, but, I dont wan't Tucson to become like it. I hope Tucson gets valued for it's uniqueness, history, little stores, culture, nature and beauty and that people work and make choices towards maintaining and to develop that beauty.</p>	4/7/2016 15:19
BILL	FORD	Email	Property Owner	30% Plans	<p>I am opposed to the current plan. It ignore critical issue of context sensitivity and common sense. The only viable use for the deal on the table is to get to one the interchange at Campbell and just beyond Euclid faster. It does nothing to deal with the traffic choke point at 4th Ave., and Congress and actually slowing traffic at Country Club is a huge ignored possibility as the public wanting to use downtown venue at night will be slammed into this choke point. Better option is to extend the urban downtown scene east to CC, 2 traffic lanes, wide sidewalks with overlay for small biz use for impacted lots. Watch the values of Rincon Heights, et. all soar if this happens. People want the slower, pedestrian focus on that stretch.</p> <p>BF / WLFA ASSOCIATES</p>	4/7/2016 14:18

Linda	Dobbyn	Email	Interested Party	30% Plans		<p>I am not opposed to redevelopment. But it must be done within a contextual understanding of the area. And the context here, shouts loud and clear, this is not the place for a six-lane traffic corridor.</p> <p>Weâ€™ve got these little cared for, undervalued mid-century modern gems that are the makings of exactly what is described in The National Trust for Historic Preservationâ€™s Green Lab study, â€œOlder, Smaller, Better.â€ These unique buildings, with a little time, money, and effort (and it doesnâ€™t have to happen all at once) can become an iconic destination â€” the type that is proven to encourage and contribute to robust economies and livable, walkable communities. An area rich with people draws more people to it. When tourists travel to these types of vibrant neighborhoods, they are more likely to remember the human interactions and their settings than new lanes of traffic and speeding cars. They will remember community.</p> <p>Other cities are realizing that as traffic increases, the demand must be made up in alternative modes â€” not increased roadway - especially in the urban core and especially in this time of climate change. I am frustrated and angry at how behind we are in this responsible and forward-thinking planning.</p> <p>I think Broadway is our de facto main street and as a native Tucsonan, I want very much for this project to create a main street that contributes to our economy, is interwoven with surrounding neighborhoods, and represents our culture and quirkiness.</p> <p>In this respect, do not tear down the historic buildings, give transit and pedestrians the priority. Narrow the traffic lanes, eliminate bus pull-outs, take out the medians and no double left turns.</p>	4/7/2016 14:05
Chad	Driedger	Email	Property Owner	30% Plans		I support the 30% plan and hope that it is approved by city council.	4/7/2016 13:42
greg	furrier	Email	Property Owner	Other	get started	<p>Please get the project started and completed soon. Very unfair to the property owners who cannot rent empty buildings because nobody knows the ultimate fate of so many buildings, which is the case with our small office at 1809 e Broadway (west of Starbucks) .</p> <p>If the City ever finishes the road project, we will be able fix the traffic problem Starbucks has in a way that will stop the back up into Broadway. Becasue the City cannot begin the project, we cannot fix our problem .</p>	4/7/2016 11:02
Jayne	Fabe	Email	Interested Party	Real Estate		I support the Broadway Improvement Project 100%.	4/7/2016 10:46
Judy	Wood	Email	Interested Party	30% Plans		I support the Broadway improvement project. It is long over due.	4/7/2016 9:40
Lynn	Kastella	Email	Occupant/Resident	Business Assistance		I recently retired, however, I owned a business located on Broadway for the past 15 years. It is imperative for all businesses along this major corridor to provide easier access to their facilities and by widening, thus creating better quality roads for this major thoroughfare. This is a plan that was voted on, has been needed for years, and should be enacted ASAP.	4/7/2016 8:23
Greg	Clark	Email	Occupant/Resident	30% Plans		<p>The 30% design should be approved right away so this needed project can move ahead.</p> <p>The plan is a worthy compromise.</p> <p>I am severely critical of the ultimate design because:</p> <ul style="list-style-type: none"> It does not leave enough room for dedicated transit; It does not feature protected bike lanes; It will build sidewalks and bike lanes that are too narrow; It will not have space for trees; <p>The plan keeps in place obsolete commercial and residential buildings abutting the roadway between Santa Rita and Warren Avenues.</p> <p>However, these shortcomings are not the fault of the 30% design. They are the result of narrowing the previously-approved design from eight lanes to six during the Citizen Task Force episode. The 6-lane design featuring six traffic lanes WITHOUT any dedicated transit lanes was recommended by the CTF, accepted by the RTA, and unanimously approved by the Tucson City Council on June 9, 2015 as Resolution 22410.</p> <p>The design team has faithfully followed the direction of that resolution and provided a 30% design that reflects the compromises that were reached through the vigorous, 3.5-year CTF process. The 30% design has taken the CTF desires and City Council direction, and informed them with the expertise of competent, degree-holding, licensed engineering professionals. It is clear that the design team has examined legal issues, acquisition costs, engineering standards, building code and public safety issues. They have produced a design that will result in a safe, attractive, and economically viable street that will meet City requirements and RTA direction. This is exactly the direction of the unanimously-approved Resolution 22410.</p> <p>Please build this needed project.</p>	4/7/2016 7:14
Stephen	Pompea	Email	Property Owner	30% Plans		<p>I am in favor of cancelling the current project.</p> <p>Cancelling this unneeded widening project will enable the city to move forward and create a new project to revitalize Broadway. Widening Broadway to â€œimproveâ€ it makes as little sense as widening 4th Avenue to â€œimproveâ€ it. Keep the buildings, ditch the widening, and improve the area with some creative design work.</p> <p>Thanks for your consideration of this thought.</p>	4/6/2016 22:24
Stephen	Pompea	Email	Property Owner	30% Plans		<p>After reflecting on the City Council meeting last night I believe that the project is flawed and needs a major change or cancellation.</p> <p>There is agreement that the uncertainty surrounding this project has damaged our Broadway neighborhoods. However, the traffic volume projected for Broadway has never materialized. Can our \$70 million for widening be saved or spent on another of the 35 projects lumped together when they were voted on ten years ago? The latest poor argument for this unneeded traffic project seems to be â€œLetâ€™s eliminate the uncertainty by proceeding immediately with the massive destruction required, and hope that somebody will clean up our mess of vacant lots in 5-10 years by buying and building on them.â€</p> <p>I don't find this argument very convincing.</p> <p>Thanks for your consideration.</p>	4/6/2016 22:22

Nancy	Regens	Email	Property Owner	30% Plans		<p>Robert Vint gave a wonderful vision of a better Broadway Corridor in his editorial Tuesday, April 5th. I totally agree with him.</p> <p>Several points I'd like to highlight include the following:</p> <ol style="list-style-type: none"> 1. The current \$74 million plan is focused on how fast we can get people in and out of the city. The traffic numbers have gone down, not up. So more lanes are not needed. 2. This should be a wonderful opportunity to think creatively and address our current and future needs. We should not be tied to unrealized predictions made over 10 years ago. Broadway can become a destination place not just a blur as people drive through. 3. A wider Broadway will only become a more dangerous Broadway for bikers. I ride my bike around the UA campus, to 4th Ave. and downtown. But I NEVER ride my bike on Broadway. So I like Mr. Vint's idea of making streets 1-2 blocks from Broadway a bike path. Creative ideas like his are needed for the Tucson of the future. We should not get hung up in the Tucson of the past. 	4/6/2016 22:21
Stephen	Pompea	Email	Property Owner	30% Plans		<p>I am against moving forward with this project. I find the 30% plans very inadequate. They are not a solution to improving Broadway. Rather, they represent a rather backwards view of urban planning.</p> <p>Please reconsider the project design.</p> <p>Thanks,</p>	4/6/2016 22:18
Lisa	Harris	Email	Property Owner	30% Plans		<p>This plan makes no sense. Regardless of how wide you make the road, there is a bottle neck at Congress. Where will the cars go? I own 3 homes within 1 block of Broadway widening, and I vote NO. As an environmental consultant that has 25 years of transportation experience with ADOT, PDOT, and CoT, I believe this project is moving forward for transportation engineer job security both at the governmental and private sector, because its not the neighborhoods or community that will benefit form this pork barrel project.</p>	4/6/2016 18:58
MICHELLE	LIVINGSTON	Email	Property Owner	30% Plans		<p>Vote AGAINST the 30% Plans because:</p> <ul style="list-style-type: none"> -Traffic trends are shifting and vehicular traffic counts are LOWER on Broadway than in the past. When the widening idea was first proposed nearly 30 years ago, it was estimated traffic would increase by 80% by 2010 and that is the projection this plan was based on. This renders the plan obsolete! -Destroying these local businesses eliminates much-needed city sales and property tax revenue! -The 30% drawings are unacceptable because they do not adhere to the alignment passed by Mayor & Council on 6-9-15 and by Citizens Task Force on 5-7-15. -The current design has the roadway destroying 30 buildings, but as many as 150 may be fully acquired and deemed nonviable as they would be left with no access or parking. -The 30% drawings support big box chain development instead of existing local businesses. Let's learn from the mistakes Phoenix and Tempe have made! -Broadway's Sunshine Mile deserves to be seen as a destination, a treasure of modern mid-century architecture and home to small local businesses that serve not only the surrounding neighborhoods, but also Tucson as a tourist destination. 	4/6/2016 18:54
Theodore	Warmbrand	Email	Property Owner	30% Plans		<p>My barrio will be negatively affected by tong the widening of Broadway under discussion. And until I find out why it's too be widened I think it's wrong to do it. The real reason is not to accommodate heavy traffic or speed it up. Those are made up reasons. Besides it seems foolish on so many levels. We've all heard the reasons to redraw the plans. over and over the public which has a stake in it has been overwhelming against this. Especially since they learned the reason to vote for it was not true! If the condition was misdiagnosed, would you still schedule the surgery? I am disheartened that this design does not respect the input of so many neighborhood activists. And it gives money to those whose vision for Tucson is stuck in the past (and not in the good way). I could say a lot more and I have.</p>	4/6/2016 18:22
Leighton	Rockafellow	Email	Property Owner	Transit		<p>Ladies and Gentlemen of the Council,</p> <p>I have lived with the threat to widen Broadway since purchasing this property in 1977. The voter approved plan is no longer on the table. The voter approved plan involved only taking the North Side properties and did not provide for a meandering Broadway. The current plan is no good for anyone. Widening Broadway in this fashion is not what the voters approved.</p> <p>All of us need a resolution. Broadway can be improved significantly without the drastic plan that has been hashed and re-hashed over the years. The bottle-neck at Broadway and Congress will not be improved by this plan. That Bottle-neck will only worsen by funneling more lanes into the downtown area. With no traffic count justification to back up this plan, and no money to buy the properties that will be affected, the plan should be abandoned. Enough money has been wasted. Do not waste any more.</p> <p>Take a look at Speedway where a needless expansion occurred. You will see many vacant lots owned by the City that can't be used because of their size, many displaced property owners, and no real traffic benefit. Learn from past mistakes, don't repeat them.</p> <p>The decision should be made to leave Broadway curb lines as they are. Make some bus pull outs where available. Improve some right and left hand turn lanes, and widen the sidewalks. Do not put in a median that will restrict access to businesses. Once we know we will be left alone, you may be surprised at how well we will take care of our properties. Currently there is no incentive to do anything, as we are all living, and have been living under the threat of condemnation, or a years-long construction mess for close to 40 years. Bring our nightmare to an end. Say no to Broadway expansion.</p> <p>Sincerely, Leighton Rockafellow</p>	4/6/2016 16:19
Erik	Wilder	Email	Interested Party	Other	Lets Improve Broadway	<p>I saw the article in the Arizona Daily Times today and I believe that Broadway should be widened from Euclid to Country Club. We, as a community, should not be afraid of improving and enlarging one of our most important streets. We have had this issue with a plethora of other city projects, people get scared of the growth coming to Tucson. We should definitely expand the street; we do not want to be stuck trying to adjust to the growth of our town after the population increases more. The city of Tucson should try to help out the small businesses as much as possible but the street will need to be widened one day anyway, let us just do it now before it is too late. Every other part of Broadway has 3-lanes on either side, we cannot just forget about this chunk of the project and put it aside for another day, this part of the road is starting to get congested.</p>	4/6/2016 16:09

Douglas	Mance	Email	Interested Party	Other	RTA# 17, Broadway, Euclid to Country Club	<p>"6 travel lanes INCLUDES 2 transit lanes, plus bus pullouts"</p> <p>As a Year 10 CART committee member and past CART/Broadway CTF liaison, I have participated in virtually all of the Broadway CTF meetings since 2012. The RTA Board has approved the above definition/configuration for this project and has deemed it consistent with 2006 voter language. Tucson DOT has been assigned the project, and the taxpayer-paid and skilled DOT staff should now be allowed to do their jobs. This design and construction work is beyond the skill sets of most citizens, and this project should now be left in the hands of the experts.</p> <p>The current RTA# 17 configuration is already a creative and good compromise plan, and the groups opposing this project have proved themselves again and again to be completely uncompromising and ideologically dogmatic. They have no interest keeping promises to the voters, and their own personal interests are their only concern.</p> <p>It is time for strong leadership to say no to "the signs and the boos" in the audience. These are people that will never be satisfied unless they are able to totally control both design and construction.</p> <p>Please don't enable the possibility of this being the first failed RTA project as a result of Pima County and/or RTA defunding. That horrible possibility still exists.</p> <p>Please let this project go forward as 30% designed. The effort is decades in the making, and it is time for the vocal minority to be shown the door.</p> <p>Doug Mance CART Committee Member, 2006-2016 CART/Broadway CTF Liaison, 2012-2015</p>	4/6/2016 15:00
jim	sellers	Email	Occupant/Resident	30% Plans		<p>We support the current plan as in the long term best interest of all of Tucson. Broadway is the main east/west arterial and its traffic is highly considered by potential employers who are considering location in Tucson and especially downtown. We need to do everything possible to increase jobs in Tucson.</p>	4/6/2016 14:55
Nancy	Myers	Email	Property Owner	30% Plans		<p>After hearing the comments to City Council last night, it seems clear that the project cannot go forward. Too many changes have occurred in transportation patterns since the project began. It's not too late to work on beautification of the road and area and forget the widening part.</p> <p>I travel on Broadway almost daily, and I have NEVER been stuck in traffic. The only congestion I see is going west into downtown, and this widening will only make that bottleneck worse.</p> <p>Property owners along that road should be told that the widening project is dead, so they can finally get on with improving their own space. That will beautify things quickly.</p>	4/6/2016 14:41
Paul	Rosado	Email	Property Owner	30% Plans		<p>I support the 30% Final Design Concept plan. The city and RTA should not allow any further erosion of the 2006 voter approved plan. They should adopt the 30% design concept (itself a compromise) and immediately start toward construction of this regional project which will cure a blighted Broadway and complete an important piece of transportation infrastructure.</p>	4/6/2016 14:29
larry	lewis	Email	Interested Party	Transit		<p>Regarding the Broadway widening project, stop stalling and get er done.</p> <p>Si Schorr said it well in an Op-Ed piece in the June 4, 2015 AZ Daily Star.</p> <p>â€œThe inordinate power given by government to a neighborhood group to, in essence, dramatically reduce and trump a voter-approved regional project is an abdication of responsibility with a deleterious effect on both regional planning and economic growth.â€</p> <p>Larry Lewis</p>	4/6/2016 14:27
Bob	Lanning	Email	Property Owner	30% Plans		<p>I have reviewed the 30% plan and I believe it is reasonable and a good compromise among many interest groups. Please move forward with this plan! It has been studied to death, for more than 3 years. Do not listen to the Broadway Coalition, they are loud, self-righteous, and are based in fantasy, not reality. They certainly do not speak for me. I am a business owner at 1202 E. Broadway and want this project to move ahead!</p>	4/6/2016 14:25
david	volk	Email	Property Owner	30% Plans		<p>I have lived in Tucson for 51 years, and do not appreciate the ability of a vocal minority to stop all progress in the City. I supported the earlier full Broadway widening, and paid taxes to support it. I reject the "NIMBY" protests, and support the 30% plan. I wish I could support the original full widening, but as a compromise, support the 30% plan, which is better than nothing. Tucson has been held hostage long enough - it is time to move forward.</p>	4/6/2016 14:14
Andrew	Romo	Email	Property Owner	30% Plans		<p>I have been patiently waiting for this improvement for three decades.....and invested several million dollars in anticipation of this project. Let's get on with it!</p>	4/6/2016 14:13
Cheryl	Horvath	Email	Interested Party	30% Plans		<p>I support the Broadway 30% plan</p>	4/6/2016 14:07
Eleanor	Ortega	Email		30% Plans		<p>I approve the 30% plan for Broadway!!! PLEASE WE NEED BETTER ROADS AND FREEWAYS!!!!</p>	4/6/2016 14:06
Dana	Kane	Email	Occupant/Resident	30% Plans		<p>I support the Broadway widening project</p>	4/6/2016 14:06
david	Wienert	Email	Property Owner	30% Plans		<p>I support the current 30% plans to widen Broadway. Let's move forward!!!</p>	4/6/2016 14:05
Allison	Vaillancourt	Email	Interested Party	30% Plans		<p>Please broaden Broadway to support economic development and easier transit.</p>	4/6/2016 14:04
Eleana	hsu	Email		30% Plans		<p>I support the Broadway 30% plan</p>	4/6/2016 13:59
Jeannette	Seitz	Email	Property Owner	30% Plans		<p>I feel that the project should proceed as soon as possible to ease current and future traffic issues on Broadway. It is not right for business and property owners in the area to be kept "in limbo" for so long.</p>	4/6/2016 13:20
Charles	Davis	Email	Interested Party	Other	traffic	<p>I live at Broadway near Country Club and have worked at Congress & I-10 for the last ten years. So I drive the stretch at issue at least twice per workday, and often a lot more. How much time will the improvements be expected to carve off that short commute? A minute perhaps, tops? And at what price? And what about once you hit downtown? If the Link takes all traffic around and dumps it on St. Mary's I hate to imagine the mess it'll cause there, what with no direct access to I-10. It strikes me that the installation of the numerous signaled pedestrian (also used by bikes, and for good reason) crossings has slowed traffic flow much more than any expansion can increase (Norris and Plumer - come on, they're 2 blocks apart). And where are the bus pullouts? I would be willing to bet that bus pullouts and overhead pedestrian/bike crossings would improve flow more than any expansion, particularly in the absence of getting rid of the ped crossings. But I also agree that a decision needs to be made at long last. And the Campbell intersection needs to be addressed. I hope that any plan will have the least possible impact. Thanks.</p>	4/6/2016 11:32
Bruce	Dorfman	Email	Property Owner	30% Plans		<p>I can't believe this Broadway project is still under consideration. It's time to get it done. The "historic" ramshackle buildings have no historic value and it's just a tactic for the "keep Tucson shitty" delegation to prevent any forward movement or progress. Please have the guts to go ahead with this project that satisfies 75% of the public and let the backwards thinkers move on to their next objection.</p>	4/6/2016 10:59

David	Wylar	Email	Occupant/Resident	30% Plans		As a frequent user of the subject Broadway route, I strongly support the 6 lane plan. I voted for the sales tax for RTA plan ten years ago even though my area of town did not receive necessary coverage in the plan. I believed then and now that overall it was a plan good for the region. I will be reluctant to vote in the future for a plan that can be changed through coercion of parochial interests.	4/6/2016 10:22
Sarah	Congdon	Email	Interested Party	Other	Reconsider Broadway Widening Plan	I regularly drive on Broadway between Campbell and Downtown, and love traversing that part of town that still feels like the Tucson I grew up in: warm, people-centered, unpretentious, and in touch with its history. I hope the City will reconsider the plan to widen Broadway to six lanes with traffic medians, bike lanes and wide sidewalks. Let's not blight the entrance to downtown with an overbuilt arterial! We'll look like super-paved, car-centered Denver or Phoenix. I agree with Bob Vint (AZ Daily Star 4/4/16) that the current plan will create "a lifeless traffic corridor" instead of a beautiful street that encourages further investment and development. Please consider the suggestions Bob offers to make the street a destination, not a thoroughfare: Central turn lane instead of median; safe bike routes through nearby residential streets; maintain narrowest right-of-way; preserve historic buildings; add urban design components and encourage infill.	4/6/2016 9:27
John	Falkenstine	Email	Interested Party	Transit		I don't reside on the corridor but worked in a business at 1046 East Broadway when the original ideas for fixing the street started in the seventies. City managers and consultants would come to our business and borrow chairs to sit outside to watch the traffic. Back then the idea of a streetcar was pure utopia and had fixes been made to the street they would now be obsolete. I think the current plan is about as good a fix as can be expected, but we are still working on a plan for cars. I see no provisions in this plan for a streetcar at all, and I think that is an error that we will regret.	4/6/2016 8:49
Ralph	Robinson	Email	Interested Party	30% Plans		Just approve this, and stop listening to obstructionists who are too blind and self-absorbed to see what a blight and blemish on Tucson, Broadway is for the community at-large	4/6/2016 8:23
Charlanne	Maynard	Email	Property Owner	Other	objection	I live in Tucson - grew up here. But, I have also lived in suburban Boston. There, each town makes its own decisions about roads. Here, the city is so huge that people from other parts of town are really unaware of the various neighborhoods that lie behind the boulevards. A little like taking down the old barrio to build the community center. As a librarian here, I would talk with people all the time that didn't know where Himmel Park is, for instance. I am happy that people are still trying to stop this widening, and believe it would show maturity for the community if instead, we enhanced the roadway with the sidewalks suggested and let the planned widening be forgotten.	4/6/2016 8:11
justin	currie	Email	Interested Party	Transit		You need to go forward with this project for the basic reason of showing the community that Mayor and Council are capable of doing something to help improve the city besides giving employees more paid holidays. We all know the plan is not perfect but we can't let perfect be the enemy of something good. Are six road lanes probable to much? Yes. Is Broadway currently a ugly and dying corridor with homes and buildings that need to be demolished so new and fresh businesses and multi-family buildings can hopefully be built. Yes. If something can be done to reduce the width of right of way such as removing the medians (city can't afford and is unwilling to maintain those anyway) move bike lanes off of broadway since it is far to dangerous for a vast majority of cyclists to use. Also, complete this project since this is the only way that this section of Broadway road will ever be improved, again since the city doesn't fund or prioritize street maintenance.	4/6/2016 6:45
Lee	Marsh	Email	Occupant/Resident	30% Plans	Really Disappointed with this Project	I attended the public hearing on the 30% plans this evening, and merely wanted to put in my two cents. I have not been a Tucson resident for decades and decades, and I haven't watched Broadway fall into decline. But I have lived here for six years, and as a young professional I moved here to work. I love Tucson, and I see a lot of potential here. I hope to see a lot of vibrant growth and to see the city flourish. However, if you want to attract and retain people like me, the kind of people we'd like to have still living in the city and using these public facilities 20 years from now, then you are going to have to think bigger than the current plans. Making bigger roads is really an antediluvian way to handle issues of public transit. If you want to attract young people in the ways that Portland and other places have been successful, you are going to have to do better than "bigger roads". I would love to see Broadway revitalized - not by bulldozing it all and turning it into more shopping malls; rather by investing in the property as it exists. I would love to see alternative transportation being fully implemented - a proper bus system, an expanded street car system, city bikes, and real bike infrastructure that's more than an afterthought. These are the things that my generation want. Building roads has worked fine for Phoenix, and that may suit them well, but let's do what's right for Tucson and build a community. Needless to say, I'm gravely disappointed with the existing plans.	4/5/2016 22:30
Eric	Smith	Email	Interested Party	Other	Finish project	This road project needs to be implemented and in my opinion should have been done years ago. You have let the voices of a few protesters interfere with the will of the majority long enough. When the RTA passed in 2006, the voters were told they would be getting a new 8 lane (2 are bus lanes) Broadway. You have already let a few voices ween the plan down to six lanes and now it may not even be completed. What most people opposed to the plan don't understand is that this road isn't being widened for the present. It is being widened for the future. With an up and coming downtown, a 4 lane Broadway will not cut it in the years to come. And now that the plan is 6 lanes, I don't see how a light rail will be able to run down Broadway without the right of way provided in the 8 lane plan. I do understand that it's too late to turn back now and I think that the 6 lane road should continue to be built. Instead of letting the voters getting trounced on, widen the road already!	4/5/2016 22:16

David	Cohen	Email	Interested Party	30% Plans		<p>VOTE "YES" on the 30% design plan: I am a City of Tucson resident residing in Ward #2. I am also a property and business owner that employs 120 people within City limits. I urge your support of the "30% Design Plan" for several reasons:</p> <ol style="list-style-type: none"> This Plan is a compromise of the one approved by the voters in 2006. While not all sides will ever agree, it is time to make a final decision and move forward. It meets the intent of the original legislation in that it accommodates pedestrians, bicycles, and has an improved streetscape. The Plan saves many more buildings and businesses than the original plan and preserves all the ones that are truly historic. Broadway Boulevard is not a country road; it is a main thoroughfare from a busy street of three lanes in the center part of midtown at Country Club to a rebounding downtown. We need roads to accommodate 20th Century transportation (cars) let alone 21st Century needs. (As an aside, I drove west on Speedway from Euclid last Friday night when the lanes were reduced from three to two and the traffic was horrible. The same issue will occur on Broadway but to a greater extent as more businesses and residents try to live downtown). The planned bus pullouts will allow for traffic to flow smoothly and provide safety for riders, drivers and pedestrians. Businesses and surrounding residences have suffered on this stretch of road for years, not knowing whether to expand, close, move, renew leases, or buy property, because of the City's inaction. Good transportation infrastructure facilitates commerce. The ability to move people and goods efficiently makes a big difference in the quality of life and quality of place. <p>I will remind the Mayor and Council that many business and community people recall the mistakes made with regard to Grand Canyon University and the 22nd/Alvernon McDonalds. In both instances, a small minority got what they wanted: No economic development on the Westside where jobs and construction are desperately needed and a boarded-up eyesore on a major corner with no prospects for improvement. Not only due these shortsighted decisions cost the City in lost tax revenues, but the citizen's faith in government's ability to make a smart, thoughtful decision for the whole community is shaken as we all saw when last November's bond propositions failed. The Bond's failure to pass and poor decisions of the past are connected.</p> <p>The City has made many positive steps on the last few years to show that they "get it" with respect to economic development and infrastructure. Downtown is improving but it is still tenuous. If the City caves in to small but vocal group of individuals, thus overriding years of work and compromise, it will undermine the entire process not to mention losing the public's faith in City Government.</p> <p>In short, we are nearly TEN years since the RTA voters spoke. Starting "small" is not an efficient approach to a busy arterial roadway. It is time to think of what is best for the community at large and move forward and say yes to the 30% design plan. Thank you.</p>	4/5/2016 17:23
Barbara	Kelly	Email	Interested Party	Other	Modifying the plan	As noted in the 4/5/15 Star, the engineers did what they were asked to -- but that is no longer what is needed. We don't need 6 lanes on Broadway. We need more bus pullouts, more sidewalks, more architectural cohesion. The RTA process keeps forcing Tucson into expensive construction based on 10-year-old projections -- instead of what's needed and appropriate today.	4/5/2016 16:55
Greg	Boccardo	Email	Interested Party	30% Plans		Mayor and Council, You asked for and received my support for the RTA bond and the FULL widening of Broadway. Then you allowed a vocal minority to hijack and change what the voters approved. The 30% plan is shortchanging voters, who deserve the FULL widening. As a compromise, I support the 30% plan, but nothing less. This is why it's been so hard to get voter support on future bond elections. Do your job! Support the voter's choice!	4/5/2016 15:10
Brian	Hagedon	Email	Property Owner	30% Plans		I am in support of the 30% plans.	4/5/2016 14:05
Victoria	Brigham	Email	Interested Party	30% Plans		Widening this road is a terrible idea. Study after study has shown that road widening does not solve traffic problems. Furthermore, demolishing historic buildings in order to widen roads is a travesty. Tucson has a long history of tearing down historic buildings in order to build massive developments that are rarely used (ie, the TCC). We need more pedestrian and bike friendly roads and developments.	4/5/2016 12:06
Evan	Eglin	Email	Property Owner	30% Plans		Caving in to a few at the expense to the City as a whole, even though the plan has already been compromised, is why we are one of the poorest cities in the nation. Please approve this plan as it will ultimately provide an opportunity for quality growth as well as being the RIGHT thing to do for our ENTIRE community.	4/5/2016 10:28
Rion	Bowers	Email	Interested Party	Transit		<p>Broadway boulevard must be widened and improved to expedite east-west traffic in the heart of Tucson. The cost/benefit must be reasonable to receive public support. If millions and millions of dollars are spent for no significant increase in travel time or capacity to meet current and future growth. Adding only a few bus pullouts is foolish and does not meet the public's purpose and need for this project. The following design criteria should be considered:</p> <ol style="list-style-type: none"> Bus pullouts every two miles or neighborhood bus depots located five miles apart. These depots could include restrooms, seating, and other amenities including public art displays. Reduce the number of stop lights and limit access to Broadway from side streets. Side streets could be directed onto Broadway only in the direction of traffic flow, such as along 5th street near the University. Grade separated interchanges so traffic on Broadway is not interrupted. 	4/5/2016 8:54
Jonathan	Alexander	Email	Interested Party	30% Plans		This project has been through a thorough planning process, including the CTF. There is no reason to go backwards. Let's move forward with the project. I shop, bike, and drive within this segment and live not far off of it. The expansion will provide an improved roadway and the project team has done a great job with the planning and listening to input so far. It's time to move forward with designing and building this!	4/5/2016 8:35
Jonathan	Alexander	Email	Interested Party	30% Plans		This project has been through a thorough planning process, including the CTF. There is no reason to go backwards. Let's move forward with the project. I shop, bike, and drive within this segment and live not far off of it. The expansion will provide an improved roadway and the project team has done a great job with the planning and listening to input so far. It's time to move forward with designing and building this!	4/5/2016 8:35
Greg	Crawford	Email	Property Owner	Other	Broadway repairs	Are there any plans to repair Broadway East of Camino Seco? Would road repairs fall within the scope of the Broadway improvement project? Thanks.	4/5/2016 8:09
Chuck	Johnson	Email		30% Plans		Pass the plans and move on. The voters approved this project and with it being a vital corridor in the city, it is critical for it to be the best road in town. You have to crack some eggs to make an omelet.	4/5/2016 7:20
Christine	Villela	Email	Property Owner	Other	Parking	I understand in the south side of the 1000 block of the Broadway improvement there may be area for parallel parking on the Broadway business access road. I would approve this improvement. It would help compensate for parking taken for past Broadway improvements.	4/4/2016 15:04

Robert	Medler	Email		30% Plans	<p>As you recall, the RTA Board voted in December of 2014 to reduce the Broadway plan to a six-lane arterial plan with the use of bus pullouts to the "maximum" extent possible. At that time, the Chamber expressed concern about changing the voter approved RTA project, but understood the final decision. The Citizen's Task Force (CTF), established by the City of Tucson to provide input, recommended a "Starting Small Approach" focused on saving the maximum number of buildings. The CTF's recommendation was adopted as the baseline for the design.</p> <p>At that point, city engineers and planners began working towards final design of the future Broadway Boulevard. The city's planning team has completed the 30% design plan. It is a significant improvement on the CTF plan and includes numerous important changes. The plan now will directly impact 27 buildings, compared to the original +/- 150, with a maximum 50 buildings having a full or partial "take." Those supporting the CTF plan support less demolition, but that plan would impact a maximum of 87 buildings for partial or full "take" at significant cost and significant impact to the business sector adjacent to Broadway.</p> <p>To kick back the design of the Broadway widening to the CTF would have a disastrous effect on the sensible completion of this important project in a timely manner and without any further downsizing. It would cause additional unnecessary delays to the project. The City staff in the Department of Transportation is the best trained and equipped to complete this project.</p> <p>Although not perfect, this design is a good compromise. It is time for this project to get moving. Decades of indecision have led this stretch of Broadway to becoming an eyesore and a postcard for urban decay; it is time to end that impression. It also does not fairly reflect the revitalization occurring downtown and serves as the gateway into the central business district.</p> <p>On behalf of the Tucson Metro Chamber Board of Directors and membership, I ask that you SUPPORT the 30% design plan and move the project forward.</p>	4/4/2016 15:01
betts*	putnam-hidalgo	Email	Property Owner	Transit	<p>As a resident of downtown, I think it is very inadvisable to make the downtown area more congested than it already is. Getting in or out of the downtown area is a nightmare. The idea of a very widened Broadway just frankly makes no sense to me. It doesn't matter how nice you make it look and how wide you make the sidewalk: look at Speedway, or Grant. Once you widen it, no one and I mean NO ONE wants to walk on it. Pedestrian city? Bike friendly city?(riding on a mini-highway?) That becomes a joke when you have such mini-highways cutting through town. You may put it at whatever velocity you wish, it will not stay there--and bike and pedestrian traffic will be very very dangerous. If you were pitching it in order to put in actually usable mass transit, I might be more in favor. But to support more individual automobiles, I think, is shortsighted and unwarranted. Yes I get that there is a lot of traffic coming into the new downtown, but unless you are going to widen the streets IN the new downtown (destroying your prime real estate) there will always be a horrible bottleneck. How about using some of those empty pieces of land up by TUSDs offices for a parking garage, and extending the street car or something along those lines. A walkable city is not a city clogged by cars, with a mini-highway emptying into 2 small narrow lanes in the city itself.</p>	4/4/2016 14:33
Manny	Bracamonte	Email	Interested Party	Transit	<p>We voters approved this project long ago, and just like the opposition has hijacked the Aviation Highway last mile, they are now attempt to thwart the road widening of Broadway. Let get this project done already.</p>	4/4/2016 13:21
paul	kraft	Email	Property Owner	Real Estate	<p>I am a resident of the Tucson community and fully support the widening of Broadway. The widening will make our community a better place for current and future residents and businesses.</p>	4/4/2016 10:52
Mark	Irvin	Email	Occupant/Resident	30% Plans	<p>It is time to move forward with this compromise.</p> <p>Although not perfect it is an equitable solution. Lets preserve the one bright spot in our community - downtown and quit holding property owners along Broadway hostage. This inaction has created a blight and the situation has gotten worse every year since the widening plan was announced decades ago.</p>	4/4/2016 8:55
William	Carroll	Email	Interested Party	30% Plans	<p>It is time for the Mayor and Council to display their leadership and consider the future of our community. We have already reduced the original cross section that was approved by the voters. This is a critical transportation link for all citizens of Tucson and a link that will become even more vital in the future. The 30% plans should be approved without any further reduction of property takes so that we have a good corridor for future growth for the entire community.</p>	4/4/2016 8:52
Suzanne	Schafer	Email	Interested Party	Transit	<p>The number of bus pullouts in the 30% drawings is unconscionable. This represents an unacceptable degradation of transit functionality. Stop calling this a multi-modal facility if speed of car travel trumps all other concerns.</p>	4/3/2016 20:15
Dorothy	Rowley	Email	Property Owner	30% Plans	<p>Business and property owners need to get this project on the road and finished to get rid of the uncertainty that has been hanging around for too many years. Letting a few people gum up the works is ridiculous. So many of the old buildings on Broadway are not historically significant and are in ill repair. As a landlord, I am unable to rent because of the uncertainty. This is economically disastrous for a once vibrant area of our city.</p>	4/3/2016 10:17
Craig	Finrock	Email	Property Owner	30% Plans	<p>I am sure that all of you saw the newspaper article in yesterday's Arizona Daily Star (copy attached). Some of the quotes of Councilman Kozachik were very disturbing to a wide array of business leaders in Tucson. Hopefully, this was a misquote. To kick back the design of the Broadway widening to a citizens task force would have a disastrous effect on the sensible completion of this important project in a timely manner and without any further downsizing. It would cause additional delays to a project that has already taken an inordinate amount of time to get completed. Just as importantly, it would undoubtedly lead to the further downsizing of the project. The City Staff in the Department of Transportation is the best trained and equipped to complete this project, not a citizens committee filled with "no growers". To take further action to downsize the Broadway Widening would be misguided and a clear attempt to appease a vocal minority and forgo the voice of the majority and would not be in the best interest of the whole community. I implore upon the Mayor and City Council Members to approve the current 30% design plans the City Staff has been working on at the Hearing next Tuesday and without any further delay or downsizing.</p> <p>Craig Finrock</p>	4/2/2016 15:09
Rory	Juneman	Email	Property Owner	30% Plans	<p>I am a property owner and resident of El Encanto and I fully support this Broadway Widening project, as shown at this 30% design stage. This is an extremely important project for the growth of the Broadway Corridor, and I highly encourage the Mayor and Council to support and approve this plan.</p> <p>Thank you for your consideration.</p> <p>Rory Juneman</p>	4/1/2016 15:41

Nancy	McClure	Email	Property Owner	30% Plans		<p>Broadway Widening --30% plans</p> <p>As a resident of Tucson since 1961, I am asking your to vote in favor of the 30% Broadway widening plans (downtown to Country Club).</p> <p>Some 32 years ago I served on a Citizen's Task Force to evaluate the needs of the Broadway Corridor from downtown to Country Club and concluded back then the need for Tucson was to widen it, taking from the north side and here we are in 2016 talking about the same section of roadway. After years of population growth and a surge in commitment to revitalize downtown, it is time to vote YES. If we want to attract businesses to Tucson , we have to act like a community that wants businesses to come here, grow here and employ people.</p> <p>The "anti-growth, let's keep Tucson the way it was lose sight that this is one of Tucson's most-significant east/west corridors and doing nothing or doing the wrong thing will be a disaster to Tucson's efforts to draw more employers. Further, to say many crumbling/blighted/obsolete buildings on Broadway are "historic" is just nonsense. Have the courage to vote "YES" to the 30% plan!</p> <p>Much of my business is surrounded by attracting companies to the Broadway corridor, so I constantly tour companies from the outside of Tucson around the city. If you could hear the comments I hear relating to the blight, lack of progressive planning, lack of density (Land Use Code), and the biggest being the ridiculous start/stop every 1/4-1/2 mile for traffic signals to get across town! We have to start acting like a city that wants sot progress itself. Some want to believe that if they bottleneck traffic, the growth will stop. We know better and we have to do better.</p> <p>This is the moment in time that you need the courage to vote in favor of the 30% plan. This is a corridor that serves a significant mid-section of Tucson and NOT a stretch of road that is to be a "folksy" street to appease the neighborhood.</p> <p>This is THAT moment in time we need to think of the greater good of the metropolitan area and to just view this as a 3 1/2-mile stretch to provide access to neighborhoods. Have the courage!</p>	4/1/2016 14:31
brode	meyer	Email	Occupant/Resident	30% Plans		<p>ancient plans do not mesh with current reality. am a near eastside resident that goes downtown for business and pleasure about a hundred times a year.end result is speed of transit from country club to to Euclid is not relevant as you can only get downtown as fast as the traffic clears from the rr underpass on in. the biggest single need for broadway which should never have been hostage to this point, is a right turn lane at Campbell for west bound brdwy. A couple of bus pullouts and maybe another right turn lane or two, and we should be good to go.</p>	4/1/2016 14:19
Phil	Kindler		Property Owner	30% Plans		<p>The plan as presented [03/29/16] does not reflect what was presented end of last year. Property has been given to the south side and taken away along the north side virtually eliminating all parking for the "SOLOT" group of buildings...FYI ... the buildings w/ actual tax paying businesses in them ... what happened to the narrower profile promised during the last "OPEN HOUSE".</p> <p>Mayor and council, please say YES to smart development and NO to another bad alignment plan for Broadway. Why would be spend \$75 Million for no appreciable improvement in traffic. Plus, how much has already spent on consultants, certified mailings, endless flyers mailed / e-mailed and brought door to door by these consultants?</p> <p>I do not want to move, be squeezed out by eliminating all my parking or be bought out for pennies on the dollar by the city. Please help to make this happen ... I love my building and it's location on Broadway Blvd.</p>	4/1/2016 14:12
Peter	Monteverde	Email	Property Owner	Other	comments	<p>Granted I do not live on the area about to be razed, but I would like to say my peace. Ms, Abranovitz is crazy in thinking the project can be built "on or under budget." Does anyone remember the Baraza Parkway fiasco? Another of her crazy comments "of best interests" is another knee slapper. The thought of drainage is another joke. Years ago, the city widened Golf Links and forgot to connect the system, costing extra, not to mention the foul smells emanating from disconnected drainage.</p> <p>in conclusion, in the early '70s Phoenix proposed the Maricopa Freeway and destroyed numerous homes along the way. I can not recall if the Freeway was ever completed. With all this building how does the city propose to keep one of our most important resources available. That resource is water, and there are many who come our fair state from other states with an idle dream</p>	4/1/2016 11:33
Seth	Pepper	Email	Interested Party	30% Plans		<p>Love the idea of expanding what could potentially be the most important commerce street in all of Tucson besides downtown and feeding directly into the heart of the City!</p> <p>Let's make more beautification possible in our town.</p> <p>The Best, Seth</p>	4/1/2016 10:19
Diana	Madaras	Email	Property Owner	30% Plans		<p>We are extremely pleased with the work that Beth Abramovitz and her team have done. These highly qualified engineers are the experts and have put together a workable plan for citizens and businesses that meets the City Council guidelines and will insure a beautiful corridor leading into the revitalized downtown district. The CTF does not have the expertise to design a road, and the Broadway Coalition simply wants no growth, so despite the complaints from these minority groups, the City must live up to its obligation to ALL Tucson voters who spoke 10 years ago when they passed the bond. The businesses on Broadway that have supported the City (many of us for 20-30 years) have been held hostage for the past 10. No more money should be wasted on studies or forums. Unbelievably, the CTF has already cost the project almost 5 million dollars! Enough is enough. Time for leadership to do the right thing.</p>	4/1/2016 10:07
Marianne	Ross	Email	Property Owner	30% Plans		<p>I strongly support the 30% design plan of the Broadway Corridor Realignment. We voted this in years ago and we truly need it. Thanks.</p>	4/1/2016 10:04
Richard	Rose	Email	Property Owner	30% Plans		<p>Please do what the voters approved in 2014 and pass the 30 percent plan on April 19th. Any further delay will represent an unfair burden on impacted property owners who have been in limbo for over a year.</p>	4/1/2016 9:55
Tom	Dunn	Email	Interested Party	30% Plans		<p>Broadway is a critical thoroughfare for our community and must provide increased capacity to support a vibrant and growing economy in Tucson. The voters of our community shown their support for Broadway to be a large arterial. It's size must be preserved to allow it to function as an arterial in addition to being large enough to potentially extend the Streetcar route. Support</p>	4/1/2016 7:42

Stan	Hilkemeyer	Email	Interested Party	Real Estate		My children and I own several commercial rental properties on Tucson Blvd just south of Broadway. The majority of our properties have sat vacant for years while the indecision of this widening project continues. How many more years can we spend beating this plan up? Enough already! We elect leaders to make decisions, make one! A neighborhood group shouldn't design roadways, you have experts for that. Let them do their job. As a 63 year old native, who grew up in this neighborhood, I have seen many changes in Tucson. It's time to redo the Broadway connection of downtown to the east side. The finished project will help many facets of our community and economy. The businesses owners have been held hostage while this indecision goes on and on and on. The longer this decision goes unresolved, the more the discontent between the different views will grow. Get it done already!	4/1/2016 5:41
Rick	McGarrey	Email	Property Owner	30% Plans		I approve of the 30% plan. Let's get this done!	4/1/2016 4:23
Elizabeth	Weiner Schulman	Email	Property Owner	Real Estate		We own the property referenced above. If the widening project takes any square footage off our parking lot which is on Broadway and/or changes the access to our stores it will have serious long-lasting effects. We would lose 50% of the parking there and customers would not be able to park conveniently as they can do now. If it is not convenient to park, customers won't shop. Such a change will seriously impact the business owners who are our tenants on a negative basis. In fact there are concerns that they would go out of business if they stayed there which in turn would take us out of business. On behalf of both the small business owners who are my tenants and myself, I ask you not to take any land or change the Broadway direct access to our property. Elizabeth Weiner Schulman	3/31/2016 15:19
Gregory	Renkenberger	Email	Interested Party	30% Plans		Broadway Improvement Project Euclid to Country Club Broadway Boulevard has traditionally been the corridor into the heart of the city's downtown district. Only until recently have we seen such a community driven commitment to its revitalization with millions being invested by longtime Tucson loyalists and businesses. Such a revitalized effort by those risking fortunes should not go unrewarded by Mayor and council and why I believe we cannot think small in hopes that some day in the future we might be big enough to come back and rebuild to elevate the self inflicted congestion that we will certainly have if you concede to those at the Citizens Task Force (CTF) protesting the plans larger improvements. It is "Against a diseased imagination that demonstration goes for nothing" (Mark Twain) and why we must hold fast to the original approved plan. Tucson in 2014 ranked as the 33rd largest city in the United States and the 52nd largest metropolitan area. By 2030, Tucson will be larger than three states and Washington, D.C. (tucsonaz.gov) and which also estimates that with current growth rates for the city of Tucson that we should have a population by 2020 of over 580,000 city residents and by 2030 populations of over 727,000 up from 529,845 in 2015. The metropolitan area right now currently exceeds 750,000 residents and is expected to be almost 900,000 by 2030 (www.tucsonaz.gov). So, despite all of our past problems and small thinking mentality, the region is expected to see its population double in the next 30 years to around 2 million people and this will happen regardless of how we proceed today. Herb Caen once wrote that "A city is not gauged by its length and width, but by the broadness of its vision and the height of its dreams." The time has long passed that we should adhere to those who still want to continue with small thinking plans and starting reaching to the height of our dreams and start thinking big. We need for you to lead as designated and to be thinking decades ahead, and not behind. To do otherwise, certainly leads to failure which directly impacts all our futures. I have always believed if one moves with future thinking of little goals that they then must surely expect little achievements. We have been thinking that way for too long and losing out to the bigger and aggressive metropolitan area to our North. Think big goals and win big success, this is what the motto of Mayor and Council and the citizen's task force should be. The alternative is just a poster size future of fear, which is the biggest obstacle to wealth, and the city needs wealth to build out the dreams of the future. But this is the great danger Tucson faces. That we will cease to be one united community and become instead a collection of interest groups: city against suburb, district against district, and individual against individual. Each seeking to satisfy their own private wants instead of the collective majority. Mayor and council it is up to you to be bold and hold fast to the vision of our future and support as planned the critical arterial roadway improvements in the responsible way you were elected to uphold. It is your duty to the voters that you support the larger Broadway plan in order to hold additional much needed advancements like the street car and other innovative transportation advancements.	3/31/2016 11:24
Tom	McGovern	Email	Interested Party	30% Plans		I strongly support the proposed design represented by the 30% Plans. Slightly wider lanes make the cross section safer and more flexible for future transit improvements in the Broadway Corridor. The added bus pullouts were absolutely essential to overcome the loss of functionality that would have occurred if the CTF proposal were allowed to stand. Congratulations to the design team for thoughtfully and creatively developing a design that is at once environmentally/culturally sensitive and that provides the entire city with a proper multimodal corridor, as mandated by the voters. I urge the City and the RTA to approve this design and immediately move ahead to implement it.	3/31/2016 10:41
Brian	Barker	Email		30% Plans		Streets are just starting to look better, let's keep the momentum and continue on with the Broadway project. There are always some growing pains. This project is good for our community.	3/31/2016 9:19
Richard	Rodgers	Email	Occupant/Resident	30% Plans		My wife and I have lived in Colonia Solana for over 30 years and even though we are going to lose our west bound left turn cutout onto our street, we STRONGLY SUPPORT the 30% PLAN. This plan provides for a reduction from 8 lanes to 6 lanes. This is an important road for ingress/egress downtown and as such affects all Tucsonans, My wife and I urge you to vote yes for the 30% plan. Thank you.	3/31/2016 5:45
gary	andros	Email	Property Owner	30% Plans		Please support Staff's recommendations and not the Citizen's Task Force so our city may have a respectable entrance to the downtown and surrounding area.	3/30/2016 18:03
Edward (Ted)	Maxwell	Email	Interested Party	30% Plans		The 137 business and community leaders of the Southern Arizona Leadership Council strongly encourage the Mayor and Council to move forward with the 30% design plan and the Broadway Boulevard project. We complement the city's team on this design as it is a significant improvement from the baseline alignment concept adopted in June 2015. The 30% design is a compromise from the voter approved 8 lane plan but has the potential to meet the expectations of the voters. Additionally, this plan results in fewer property acquisitions than both the CTF designed baseline and the original plan. Traffic engineers and professionals, through the use of bus pullouts and industry standards, have developed a six lane design capable of providing Tucson a true arterial roadway. The continuation of the Broadway Project with the current 30% design provides the potential for increased economic growth not only along Broadway but throughout Tucson.	3/30/2016 16:53
Tom	Nieman	Email	Interested Party	30% Plans		The plans for this important major transportation artery are far too important to be left in the hands of a few neighborhood activists who don't want to see any progress, and find a way to preserve some very old obsolete buildings. The 30% plan should be selected for this project. Thank you.	3/30/2016 16:08
Jane	McCollum	Email	Interested Party	30% Plans		Please support the 30% plan for Broadway Improvement Plan.	3/30/2016 14:54
Jason	Wong	Email	Property Owner	30% Plans		The 30% plans for the Broadway Design needs to be supported and approved by Mayor and Council. Too much time and money has been spent debating the issues. It is time to move forward and allow Broadway to be widened and allow the property owners along Broadway to finally take their property out of limbo of uncertainty. The property owners will now be able to plan the future of their properties. This will allow the redevelopment of Broadway which will provide revenue and jobs for Tucson. Please support the 30% plans and let's move forward. Tucson needs to support its businesses and property owners along Broadway.	3/30/2016 13:12

Alice	Templeton	Email	Occupant/Resident	30% Plans		As a native Tucsonan, property owner and resident, I fully support the 30 percent design of the technical team. I live just south of Broadway between Country Club and Tucson Boulevard. There are long term benefits that would be realized by the City of Tucson and the region if the recommendations of the technical experts hired by the City are followed.	3/30/2016 13:06
Bob	Morken	Email	Interested Party	30% Plans		The voters of our community already showed their support for Broadway to be a large arterial. Broadway is a critical thoroughfare and must be widened to move traffic in and out of our revitalized downtown efficiently. I support the 30% plans and encourage further design that widens the lanes, foresees room for adding an extension of the streetcar route and ideally only bus pullouts for bus stops.	3/30/2016 11:32
David	Blanchette	Email	Interested Party	30% Plans		Tucson is a great place to live and do business. The 30% plan will provide a functional and efficient improvement to the Broadway corridor to the downtown. We must build for the long term use of this critical arterial roadway. the 30% improvements will move the current and future traffic for may years to come, and we need to do it now to meet our traffic safety needs. Please approve the 30% plan and start the work to improve Broadway. Thank you. David Blanchette	3/30/2016 11:21
Tom	Hunt	Email	Interested Party	30% Plans		Good grief! Let's not get in the way of progress! No doubt that Broadway needs to be widened....Frankly, the best thing that could happen to many of those buildings is that the be condemned. Nothing a D-8 Cat couldn't fix. Most of the people protesting consider themselves "longtime residents" as they have been here 25 years. Sorry, you're a newcomer getting in the way of progress! Don't worry, given this mentality, you won't have to worry about widening Broadway as the city will be DEAD, DEAD, DEAD!!!! Warmest regards, Tom Hunt	3/30/2016 11:18
roger	harwell	Email	Property Owner	30% Plans		The 30% plan looks good. No need to fall back to the CTF proposal to save every building possible.	3/30/2016 11:12
Kelle	Maslyn	Email	Interested Party	30% Plans		The RTA was passed 10 years ago with the promise to widen Broadway to improve the flow on this major corridor in the community. It is important for the City to follow the recommendations from the voters, the RTA board, businesses along the route and a majority of the community who want this widened to the 6 lane arterial plan with multiple bus pullouts. This is the most business-friendly plan for this major road that leads to the heart of downtown.	3/30/2016 11:00
Toby	Allen	Email	Interested Party	30% Plans		The voters approved a full design of the Broadway corridor for construction as part of the RTA one-half sales tax. I believe this was the agreed to form of the road and the Broadway corridor should be built accordingly. Any unilateral changes by the City of Tucson at this point or in the future are going against the voters wishes and once again reflects the governments inability to respect the voters. Any major changes should be brought back to the voters for their approval or rejection.	3/30/2016 10:55
Thomas	Gerbo	Email	Interested Party	30% Plans		I must voice my endorsement of the 30% plans for the Broadway Improvement Project. As a local business owner I see this as an improvement not just of a roadway and a traffic improvement, but as an improvement for the community, for the business community and therefore our local economy. It is projects like this that demonstrate to our current citizens but also to new arrivals that we are a city planning for and accommodating growth in a reasonable fashion. The Broadway arterial is critical to bringing together the eastside and downtown. Tucson continues to grow despite the best efforts of a small vocal minority. It is imperative that we allow the growth to happen in a managed way that enriches our community. I endorse this design proposal emphatically.	3/30/2016 10:24
James	Marian	Email	Interested Party	30% Plans		I strongly support and support the 30% plans. Thank you.	3/30/2016 10:16
James	Marian	Email	Interested Party	30% Plans		I strongly support and support the 30% plans. Thank you.	3/30/2016 10:16
William	Ball	Email	Property Owner	Transit		I am a 38 year veteran of TUSD Transportation, I regularly travel to Los Angeles and New York. Both cities are clogged with traffic mired in near deadlock most of the daylight hours! Tucson really needs 8 lanes, but due to short-sightedness, the current 30% plan on Broadway is the best plan yet. I would strongly urge we move ahead with this plan, before something even more conservative takes its place. Thank you, William Ball	3/30/2016 10:05
Michael	Felix	Email	Property Owner	30% Plans		Regarding the 30% plane development: I am in favor of the results. The 30% design plan is much better than the CTF plan and includes numerous important changes. The current plan contains only two bus stops that do not use bus pullouts, a significant improvement from the CTF plan. The lane widths have also been increased. This project is going to continue in developing, whether those opposing it like it or not. As a native Tucsonan, Let's update our roadways to accommodate Tucson's growth in the best interest of the ALL residents.	3/30/2016 10:03
Janine	Irvin	Email	Interested Party	30% Plans		The Citizen's task force has changed what the general public voted to do in the election. Please stop giving the neighborhoods so much power and elect to do what is best for the entire Tucson community. We only get one chance to do it right. Please vote for growth and set up the City for the future. The 30% design plan is the better option for this major thoroughfare and streetcar expansion.	3/30/2016 10:01
Tommy	Roof	Email	Interested Party	Transit		As a native Tucsonan, born here in 1955, I am very familiar with the stretch of Broadway from downtown east to Country Club. I use this route on a regular basis, although less and less as congestion continues to worsen. After having reviewed the recommended plans for the widening of Broadway, I strongly encourage Mayor and Council to adopt the proposed plan providing the maximum number of bus pullouts, limiting bus stops occurring in traffic lanes. I have experienced a number of near miss accidents as traffic stops suddenly or cars veer around stopped buses. Additionally, as a major east/west arterial, the road should be widened as much as possible to allow traffic to flow more smoothly and efficiently. Tommy Roof	3/30/2016 9:46

Marc	Lebowitz	Email	Occupant/Resident	30% Plans		The 30% design plan is much better than the CTF plan and includes numerous important changes. We need the increased bus pullouts. This is a significant improvement from the CTF plan.	3/30/2016 9:45
Dorothy	Acevedo	Email	Occupant/Resident	Business Assistance		I am the property manager at Casitas on East Broadway. I am in my office M thru F from 8 AM - 5 PM. Blocking or making any constrictions to the entrance of the parking lot for motorists approaching from the west side travelling east creates great difficulty in my attempt to get to work. There is a crossing pedestrian light at Plumer Ave. but this is the only intersection that would allow me to make a "U-turn" in order to get into the Casitas parking lot. A "U-turn" would create danger for a pedestrian. My greatest concern is creating a bus pull-in area closer to the building. This will create security issues for the elderly residents residing at Casitas. We have already suffered some dangerous issues with residents at the bus stop as it is now.	3/30/2016 9:42
David	Ollanik	Email	Property Owner	Transit		I strongly support the plan for widening Broadway as presented in the 30% design plan under review.	3/30/2016 9:39
Bianca	Rivera	Email	Interested Party	30% Plans		I fully support the latest plans for the Broadway Corridor. This corridor is of significant importance to the future of Tucson. The latest plan not only saves the maximum number of buildings, it also widens the road, provides bike and pedestrian access and the potential for future expansion of our street car. I have lived and worked off Broadway Blvd for more than 32 years. It is a road I travel daily in my work commute. I would like nothing more than to see this road widened, it will improve my commute and provide much needed pull outs along the way. Thank you!	3/30/2016 9:37
Rose	Veneklasen	Email	Property Owner	30% Plans		I live in historic Rincon Heights neighborhood and am totally against the widening of Broadway. I just do not see any necessity for these plans. Here's a thought - Why not put that money to better use and fix our streets! There are too many potholes which are dangerous to our pedestrians and bikers, not to mention the damage it does to our vehicles. My son was injured just outside his house several months ago because of a pothole and ended up needing to get 7 stitches...	3/29/2016 12:14
Katherine	Hall	Email	Occupant/Resident	30% Plans		I respectfully ask that you reconsider and honor the 2015 agreement with the Broadway Coalition. The 30% alignment has a far greater impact to historic homes and businesses than the alignment passed by the Mayor & Council on June 9, 2015. Please send the latest proposal back for more reworking. This would show good faith to the neighborhoods. Thank you.	3/28/2016 22:36
Dustin	Fitzpatrick	Email	Property Owner	30% Plans		Hi, I am curious what the funding source(s) are for this project. Is there a federal grant involved? Is it matching? Is there a minimum funding amount from the City to be approved for receiving federal funds? Thanks	3/28/2016 22:15
Susan	Willis	Email	Interested Party	Other	Broadway Widening	I believe this is an unnecessary and wasteful project. In these times of economic challenge for the city, I believe the CoT should abandon the projected widening in favor of beautification and enhancement of the current roadway and halt demolition of buildings.	3/28/2016 16:10
melvin	cohen	Email	Property Owner	30% Plans		As the streetcar has been very successful, why build Broadway too narrow to place transit in the future.? The original design approved by vote of the people should be honored	3/28/2016 15:14
Richard	Rose	Email	Property Owner	30% Plans		Plan looks good... Please pass it on 4/19/16 so the property and business owners on Broadway are no longer held hostage against their will. It's time to stop the vocal minority from derailing necessary progress in our community.	3/28/2016 11:35
Brian	Sabri	Email	Interested Party	Bike/Pedestrian		Broadway= ----- ----- ----- ----- ----- //////////////////////////////////// //////////////////////////////////// //////////////////////////////////// //////////////////////////////////// ----- ----- ----- -----	3/27/2016 18:00

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Sarah	More	Email	Interested Party	30% Plans		Really good plans. I live on west side and my daughter's family on the east side of Tucson, so I travel Broadway frequently. I like the attention that has been paid to all modes of travel and water harvesting/improved ped environment. Only suggestion would be to reduce lane width to 10 or 11', will increase capacity.	3/25/2016 15:30
Sandra	Hansen	Email	Property Owner	30% Plans		I am concerned about the increased traffic flow due to the removal of the turn bay east of Country Club. It is logical that drivers leaving El Con will use Via Palos Verses as a turn area when leaving the mall. We have seen a dramatic increase in traffic flow as the mall gets busier. Closing an opportunity for turns close to Cuntry Club will likely negatively impact this area.	3/24/2016 18:04
Laura	Tabili	Email	Property Owner	30% Plans		<p>Please do not fund 30% Broadway drawings released March 14, 2016</p> <p>These drawings are an outrage and an insult to the Mayor & Council, to the Broadway Citizens Task Force (CTF), and to the hundreds of stakeholders who in good faith gave their input to produce the alignment approved by the CTF on May 7, 2015 and passed by the Mayor & Council on June 9, 2015.</p> <p>These 30% drawings do not resemble in any way the plan approved last year. The center line isn't even the same. The drawings make a mockery of the public process and the countless citizen hours donated by the CTF and other stakeholders.</p> <p>The level of staff and consultants' insubordination is breathtaking, and I don't know why it has been permitted to continue for the past four years. It reflects poor management of the project and the project team.</p> <p>The alignment proposed is destructive, wasteful and probably unaffordable, given that the City of Tucson is obliged to cover any budget overruns.</p> <p>It also overtly defies the letter and spirit of the alignments passed in 2015, including explicit direction by Councilmembers Kozachik, Cunningham, and others in numerous Council meetings on this project over the previous three years.</p> <p>Overwhelming public support in five Open Houses attended by hundreds of stakeholders led the CTF to approve plans on May 7 based on drawings by Gene Caywood. HDR assured the Task Force and the public at that time they could build the road by demolishing only 10-11 buildings.</p> <p>This new plan destroys at least 30 buildings by severing them outright, and jeopardizes many more by removing parking and access. 150 acquisition notices were sent out in November.</p> <p>Added bus pullouts will slow buses even further than the Design Concept Review indicated, making laughable claims the street will be multimodal.</p> <p>The CTF were assured the road would be custom designed at pinch points, but this has not happened. DOT Daryl Cole assured the Mayor & Council on May 6, 2014 that lanes could be reduced to 10' or even 9' if necessary. But in the 30% plans, outdated 11' lanes will encourage speeding, diminishing pedestrian and bicycle safety, while jeopardizing the historic streetscape.</p> <p>Center medians violate the Major Streets & Routes Plan, bulking the street width and thus endangering homes and businesses, and creating obstacles for the disabled and other</p>	3/24/2016 15:57
George	Krauja	Email	Interested Party	30% Plans		I use Broadway daily as I drive to and from work Downtown. The 30% design plan is a significant improvement over the previous Citizen's Task Force recommendations. The improvements include increased use of bus pullouts to improve traffic flow and safety; and the increased lane widths to enhance safety. Please do not backtrack to the CTF proposals, which unreasonably hamper the RTA Broadway Project's efforts to improve traffic flow to and from Downtown.	3/24/2016 9:22

Stephen	Pompea	Email	Occupant/Resident	30% Plans		<p>Dear Mayor and Council,</p> <p>After seeing the 30% plans, I am strongly opposed to the continuation of the project.</p> <p>This is not the project that the Citizen Task Force signed off on in early May (May 7). It is also not the project, that I heard discussed in the Mayor and Council meeting on June 9, and that was passed then. There is more destruction of buildings--the new road goes through some two dozen or more buildings, not less than a dozen, for example.</p> <p>A quick re-look at the goals and justifications for the project (the first two sections of the main document) show that there is very little justification for the project. The rationale given is basically: it was in the plans, and now we are doing it. This is a poor (non) use of data-driven decision making for the city.</p> <p>Why are we wasting this money, regardless of where it came from or whether we feel justified to waste it? Why is the plan changing--demolishing more houses and potential endangering or destabilizing an area of Tucson that is doing well?</p> <p>Again I am strongly opposed to the 30% plan and to the project moving forwards.</p>	3/23/2016 15:14
Dr. Alison	Reichle	Email	Property Owner	30% Plans		<p>As a long time resident of the area near the University, I am appalled at the 30% drawings for Broadway alignment. They bear little resemblance to plans the Mayor and Council agreed to in 2015. Those plans must be honored. It is unconscionable to abandon that agreement. The new 30% drawings are not only wildly out of line with the agreement but are blatantly destructive of historic and community properties. Keep the 2015 agreement.</p>	3/23/2016 14:26
Nancy	Regens	Email	Property Owner	Other	Interesting!! no subject residential owner/occupier!	<p>We want a better Broadway not a wider Broadway. \$74 million for 6 seconds of time saved only to reach a bottle neck upon the entrance of downtown. Admit it is a mistake! The project is not worth destroying historical properties and neighborhoods for.</p>	3/23/2016 14:19
Deborah	Dedon	Email	Property Owner	30% Plans		<p>I'd like to say 'you've got to be kidding me'. After years of wrangling, the CTF generated a plan we could live with and you throw it out?</p> <p>This 30% plan is nothing short of a betrayal of our trust. If you won't build what we can live with, don't build. Save us all time and tax money, and leave well enough alone. The Broadway project is an unnecessary waste! Whose political debts are being paid with it? Whose pockets will be lined? The anger and resentment this issue is generating will echo for years and through careers.</p> <p>By the way, what do you propose to do when this planned monstrosity concludes at Country Club? Hope the anticipated traffic would just evaporate? Or launch yet another expensive boondoggle to further ruin Tucson?</p>	3/23/2016 14:15
Joan	Daniels	Email	Interested Party	30% Plans		<p>Too costly a project for too little benefit to either the businesses nor the neighborhoods. So many people are cautioning against proceeding and are concerned. So much research points to overspending.</p>	3/23/2016 12:04
Jude	Cook	Email	Property Owner	30% Plans		<p>This design did not follow the direction of the CTF or Mayor and council. It will destroy the very core of the Sunshine Mile. We will lose most of the Mid Century architecture and many small local businesses. It does save Starbucks but not much else.</p>	3/21/2016 22:12
Merrill	Eisenberg	Email	Property Owner	Real Estate		<p>I do hope the final plans will maintain the small business properties just east of downtown. While I support the bike and pedestrian aspects of this project I would hate to see the scale overwhelm existing neighborhood assets.</p>	3/21/2016 11:02
Bill	Du Pont	Email	Occupant/Resident	30% Plans		<p>Dear Ms. Abramowitz,</p> <p>I am writing on behalf of the Colonia Solana Homeowners Association, a neighborhood association, which was notified only two weeks ago through an email from Ward 6 about the Broadway Blvd. widening plans 700 feet east of Country Club. As president of this neighborhood for nearly 30 years, without any COT official notification, I've attended many of the meetings over the years concerning this project. This extremely short notice about additional changes to the road improvement plan without input from the residents it will impact is unacceptable. In the past few days there have been email exchanges between us concerning meeting notification postcards about the Broadway improvement. I can state that in contacting Colonia Solana Board Members, several other residents, and three residents on Broadway, no one has ever received any postcards from the COT on this matter. I've also contacted the president of El Encanto and he stated that they are not aware of any notification postcards to their residents. Now let me address the main concerns of these changes which are increased traffic on Via Palos Verdes, the placement of the bus pullout on Broadway and the impact to the resident abutting this new bus pullout.</p> <p>First, let me address the bus pullout to be located on Broadway. During the development of the office project located at the southeast corner of Broadway and Country Club, we requested a bus stop/bus pullout be located at this project on Broadway as part of the rezoning. The COT made a decision that a bus pullout would not be allowed as the COT had a policy in place (at that time) that these would not be constructed within the COT. As we were told at the time of the rezoning process, "This will force drivers to consider using public transit when they have to sit behind a bus." Hence, a specially designed bus stop was developed and constructed within the office property boundaries to eliminate the impact of current or future residents of Colonia Solana living on Broadway. This pre-existing bus stop on Broadway east of Country Club is where the COT plans to start the cut-in for the proposed new bus bay. Also, the COT never contact the resident at 100 S. Avenida de Palmas to discuss these plans as this bus pullout will be within 15-20 feet of his kitchen and living room windows, impacts his ability to access his backyard, and will impact his plans for improvements to the side and front of his home. Realtors have stated that this bus pullout will devalue this home immediately upon completion. This resident will also be subjected to increased noise and trash next to his home, not to mention the lit advertising signs.</p> <p>Secondly, Via Palos Verdes was used as a shortcut from Country Club to East Broadway in the late 70's through the early 90's when El Con was a major destination location. Colonia Solana worked closely with the COT and developers during the rezoning of the office project to place a right turn lane bay on Country Club to reduce stacking of traffic, cut through traffic, and mitigate the impact to Colonia Solana resident's ingress/egress on this street. The closure of the turn bay on Broadway for Avenida de Palmas will once again create an increase of traffic on Via Palos Verdes as residents will have to use this street to access their homes.</p> <p>As Tucson's first and oldest planned historic residential subdivision, I would ask the COT to respect the residents of Colonia Solana which have strived to retain the uniqueness that Stephen Child created in this neighborhood which is international recognized. The COT has not notified residents or done any outreach to allow a full discussion of these planned changes to Broadway east of Country Club which will impact residents of Colonia Solana for years to come. Would the COT do these changes to the new residential Mercado District downtown without notification? The current City Manager has stated that the COT needs to change and be transparent on all matters. This does not meet Michael Ortega's new</p>	3/21/2016 7:48

Evren	Sonmez	Email	Occupant/Resident	30% Plans	<p>On behalf of the Rincon Heights Neighborhood Association, I would like to share with you the resolution that was passed at our neighborhood association meeting on March 14, 2016 reaffirming our position against the proposed roadway widening.</p> <p>*****</p> <p>Rincon Heights Neighborhood Position for Tucson Mayor & Council, Regional Transportation Authority and County Board This resolution seeks to reaffirm our resolutions of March 3, 2015, September 16, 2014 and September 21, 2010 as well as the resolution of December 12, 2015 on RHHD boundary.</p> <p>Whereas the 30% drawings released March 14, 2016 show irreparable and unacceptable damage to Rincon Heights neighborhood and Rincon Heights Historic District; and</p> <p>Whereas Les Pierce's analysis of the RTA's Design Concept Review and other official project documents (appended) shows adding vehicle lanes to Broadway between Euclid and Country Club will not improve motor vehicle travel times while worsening conditions for other modes, including bicycles, transit riders and pedestrians, especially disabled ones;</p> <p>Be it therefore resolved that Rincon Heights Neighborhood Association reaffirm our opposition to additional vehicle lanes on Broadway between Euclid and Country Club, or any alignment that damages our southern edge and/or its historic streetscape.</p> <p>We further insist that funds allocated be used instead for pedestrian, bicycle and transit improvements within the existing footprint and without damaging the historic streetscape. This reallocation will produce a genuine improvement in road capacity and functionality.</p>	3/20/2016 12:55
VLADIMIR	KATS	Email	Property Owner	30% Plans	<p>I HAVE BEEN TO MOST OF THE MEETINGS AND THROUGHOUT THE PROCESS TALKED TO DESIGNERS/PLANNERS AND WE DISCUSSED THIS PARTICULAR PROPERTY BEING CHALLENGED WITH VERY LITTLE PARKING . SOME MODIFICATIONS BEEN IMPLEMENTED THAT LEFT THE PARKING LOT AND THE CURRENT EXIT ONTO STEWART INTACT AS THAT WOULD BE MINIMAL ACCEPTABLE ALTERNATIVE FOR THIS PROPERTY TO SURVIVE. AS IT IS RIGHT NOW WE HAD A VACANCY THERE FOR 2.5 YEARS AND ONLY 2 POTENTIAL TENANTS WERE INTERESTED, BOTH OF THEM NEEDED MORE PARKING THAN WHAT WE HAVE. I WAS ASSURED THAT MY PARKING LOT WILL STAY AT LEAST AS IT IS NOW, BUT AS I AM LOOKING AT 30% PLANS IT SEEMS TO ME THAT CENTER LINE WAS SHIFTED NORTH, THUS MAKING A GOOD PORTION OF THIS PARKING LOT UNUSABLE FOR ALL PRACTICAL PURPOSES, AND APPEARS THAT EXIT ONTO STEWART WAS ELIMINATED, CREATING A VERY DANGEROUS SITUATION AND A HUGE LIABILITY AS I HAVE A PROPERTY THAT HAD MANY ,MANY ACCIDENTS(MOST ARE REAR ENDINGS AS CARS STOP TO LET ANOTHER ONE OUT)DUE TO CARS TRYING TO GET IN AND OUT OF THE SAME PARKING LOT. THIS WOULD BE TOTALLY UNACCEPTABLE AND DANGEROUS SITUATION AND IT WILL BE HUGE LIABILITY TO THE CITY AS WELL. AS I PREVIOUSLY STATED TO THE CITY OFFICIALS I HAVE NO ISSUE IF THIS WORK TO BE DONE BUT THAN SHIFT ALL THE WAY TO THE NORTH AND TAKE THE WHOLE BUILDING AS IF THEY WILL TAKE ANY OF THE LITTLE PARKING WE DO HAVE THIS BUILDING WILL BE USELESS AS IT HAS ALMOST 11,000 SQ FT OF BUILDING AND WE ONLY HAVE 26 PARKING SPACES, WITH HALF OF THEM UP FRONT. PLEASE LET ME KNOW IF WE CAN MEET AT THE SITE TO COME UP WITH SOLUTIONS FOR THIS SITUATION. THANKS 548-1712</p>	3/16/2016 19:59