

**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.*

Whereas the 30% drawings released March 14, 2016 show irreparable and unacceptable damage to Rincon Heights neighborhood and Rincon Heights Historic District; and

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;

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.

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.

**Rincon Heights Neighborhood Position  
For Citizens Task Force on Broadway Project**

*Passed unanimously in RHNA meeting 3 March 2015*

*This resolution seeks to reaffirm our resolutions of September 16, 2014 and September 21, 2010.*

**4. There is a Significant Threat to the Rincon Heights Historic District, Destabilizes the Neighborhood, and Places at Risk Historic Buildings in the affected area.**

*The proposed alignment threatens the Rincon Heights historic district by eliminating a significant number of contributing and potentially contributing properties. Further, by increasing the exposure of homes on 10<sup>th</sup> Street to an altered urban traffic corridor, the alignment puts owner occupancy at risk, destabilizing the neighborhood and making more contributing historic properties vulnerable to alteration or demolition.*

Historic buildings represent the unique history and character of our neighborhood and region and should be preserved. Even if the Citizens Task Force recommends a future city policy to require preservation of facades of historic buildings that would be acquired and resold, we have little confidence, based on past practice, that the City of Tucson and RTA will follow through if such a policy would make property harder to sell or result in lower selling prices. Insensitive projects in West University Neighborhood have raised concerns that development incompatible with neighborhood stability and owner-occupancy would be permitted on Broadway if historic buildings are lost.

There is also the real possibility of the loss of historic designation for surrounding neighborhoods if sufficient numbers of contributing or contributing-eligible historic buildings are lost.

## **Rincon Heights Neighborhood Position For Citizens Task Force on Broadway Project**

passed unanimously in RHNA meeting 16 September 2014

This resolution seeks to reaffirm our resolution of September 21, 2010. It is intended to give support and guidance to our Rincon Heights Neighborhood Association President, who is a member of the Citizens Task Force that is examining and weighing in to the Mayor and City Council on plans for Broadway widening.

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**This resolution affirms the 2010 Rincon Heights Neighborhood Association position that the Broadway street improvement project should be completed within the current street width, with some small exceptions at intersections or for strategic bus pullouts. We oppose widening Broadway to 3 lanes in each direction.**

**This resolution affirms that we, The Rincon Heights Neighborhood Association, do not want and do not support the current plan. As stewards of our neighborhood, central Tucson, and of the larger Tucson metropolitan area, we believe that the proposed design is not congruent with our vision of the future for Tucson and is indeed counterproductive to the vitality of central Tucson and its businesses.**

**We urge the Mayor and City Council to reject the current design that would destroy large numbers of current businesses.**

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### **Input Has Been Requested**

The Citizen Task Force process began in June 2012 to gather input from stakeholders. The stakeholders have expressed themselves in four stakeholder meetings attended by hundreds of people from within and outside the study area. The consensus of these citizens is that any design improvements must fit inside the current street width and must preserve the existing historic and architecturally significant structures along Broadway.

RHNA's position is consistent with extensive public comments on the project at meetings designed for public input. Opposition to the widening plan is also the position of the Sam Hughes Neighborhood Association. The city of Tucson has asked for our input on the current plan that specifies significant widening and destruction of properties on both sides of Broadway from Country Club to Euclid.

**This resolution affirms that we do not want and do not support the current plan.**

### **Reason for This Position**

Here is why the current plan for widening Broadway to 3 lanes in each direction should be opposed:

#### **1. Evidence is Lacking for the Need to Widen Broadway**

Current growth projections indicate that past traffic estimates were overstated. Data the Citizens Task Force has received indicates that traffic counts inside the project area have decreased by over 15% since 2010. Our youngest generations are driving even less. The significantly increased traffic on Broadway projected for 2040 (the justification for the project) must now be viewed skeptically. If the serious traffic problem meant to be solved by this widening does not exist, then why do it? We need evidence-based decision making.

## **2. Traffic Flow Can be Significantly Improved Within the Current Broadway Street Footprint**

This can be done by improvements at intersections, traffic signal synchronization, and improved sidewalks. Minimal widening at intersections or for strategically placed bus pullouts may be useful and is worth considering, as long as most of the current footprint is preserved.

## **2. Public Input is Not Reflected in the Current Design Options**

Well-attended public meetings have consistently reflected the desire of stakeholders for improvements in the narrowest footprint possible, preserving historic buildings and current locally owned businesses. This input has been ignored in the current design plans.

## **3. The Project Does Not Enjoy Wide Support and There Was No Voter “Mandate”**

The Broadway project (project #17) was not the only item on the 2006 ballot measure. Although the measure passed, not every voter wanted every project, nor was there an opportunity to prioritize projects. It was all or nothing. The public meetings indicate that there is little support for a wider Broadway today. There is also little evidence of support in 2005 when the project was placed on the RTA ballot and indeed there was significant opposition to this particular project at that time.

## **4. There is a Significant Risk to Historic Buildings**

Historic buildings represent the unique history and character of our neighborhood and region and should be preserved. Even if the Citizens Task Force recommends a future city policy to require preservation of facades of historic buildings that would be acquired and resold, we have little confidence, based on past practice, that the City of Tucson and RTA will follow through if such a policy would make property harder to sell or result in lower selling prices. Insensitive projects in West University Neighborhood have raised concerns that development incompatible with neighborhood stability and owner-occupancy would be permitted on Broadway if historic buildings are lost.

There is also the real possibility of the loss of historic designation for surrounding neighborhoods if sufficient numbers of contributing or contributing-eligible historic buildings are lost.

## **5. The Sense of Place of Broadway as a Destination is at Risk**

Stakeholders and the Citizens Task Force have received no assurances and no concrete plans have been presented to retain or increase the type of small locally owned businesses that exist currently. These businesses provide human scale services, entertainment, and dining. Zoning has already been granted to allow Brake Masters to replace residences with a large new shop on the northeast corner of Broadway and Campbell. More disturbing is the nature of the new developments on the south side of Broadway with new chain stores such as Sonic, Family Dollar, and Office Max. These are not the type of businesses that attract cyclists, pedestrians, or transit riders to the area, nor do they enrich neighborhoods. The unique nature of the Broadway corridor is at risk.

Without a sense of place, there will be no pedestrians, and cyclists or transit riders will merely “pass through”. At best, Broadway could become a throughway with beautiful bike facilities and sidewalks that no one uses.

#### **6. The Area’s Economic Vitality is at Risk**

We fear losing many of the small, locally owned businesses that currently thrive in this area. These businesses will do even better when uncertainty about the Broadway Project is alleviated and vacant buildings are sold and restored.

No good examples have been provided to stakeholders of the kinds of development that could occur in shallow remnant lots that would result from the current design options. Speedway has been suggested as an example of how a wider Broadway could look! However, very few pedestrians and cyclists use Speedway; it lacks the vibrancy and unique character of the “Sunshine Mile.” Overwhelming evidence suggests that widening roads is counterproductive to economic growth and neighborhood development, in the short-term, and in the long-term.

#### **7. Transit**

While we would welcome transit improvements, they must not damage the historic built environment or existing businesses, which support transit viability.

#### **8. Other Issues**

There are many other issues that are not adequately considered in the current design plan. These include the effects on walkability, mass transit usage, pedestrian safety, and the effect on two large senior citizen communities within the project area, to name a few.