

DOWNTOWN LINKS CITIZEN ADVISORY COMMITTEE – MONTHLY MEETING

ACTION REPORT AND SUMMARY

Monday, October 20, 2008

FROM: TDOT Project Manager Shellie Ginn

Chair Gene Caywood called the meeting to order at 5:35 p.m. at the Joel D. Valdez Main Library.

COMMITTEE MEMBERS PRESENT:

- Chair** Gene Caywood, Old Pueblo Trolley
- Vice-Chair** David Bachman-Williams, Tucson-Pima Bicycle Advisory Committee
- John Sedwick, Fourth Avenue Merchants Association
- Mindy Bernstein, West University Neighborhood Association
- Chuck Bressi, Iron Horse Neighborhood Association
- John Burr, Armory Park Neighborhood Association
- Christopher Carroll, El Presidio Neighborhood Association
- Charles Davis, Barrio Anita Neighborhood Association
- Daniela Diamente, Dunbar-Spring Neighborhood Association
- Susan Gamble, Warehouse Arts Management Organization
- Gerald Juliani, Tucson-Pima County Historical Commission
- Korey Kruckmeyer, Pie Allen Neighborhood Association
- Glenn Lyons, Downtown Tucson Partnership
- Joseph Maher, Jr., Citizen Transportation Advisory Committee
- Mary Ellen Wooten, Tucson-Pima Arts Commission

PROJECT TEAM PRESENT:

- Shellie Ginn, Tucson Department of Transportation
- Mike Barton, HDR Engineering, Inc.
- Tim Ahrens, HDR Engineering, Inc.
- Joan Beckim, Kaneen Advertising & Public Relations, Inc.
- Corky Poster, Poster Frost Associates
- Lisa Ribes, Wheat Scharf

AGENDA ITEM/COMMITTEE ACTION

STAFF ACTION

AGENDA ITEM/COMMITTEE ACTION	STAFF ACTION
1. <u>Meeting Called to Order</u> Quorum confirmed.	<u>NO ACTION REQUIRED</u>
2. <u>Introduction of Committee Members and Staff</u> CAC and Project Team Members introduced themselves.	<u>NO ACTION REQUIRED</u>
3. <u>Approval of Meeting Minutes of September 8, 2008</u>	<u>MINUTES APPROVED WITH REVISIONS - POSTED ON PROJECT WEB SITE</u>
4. <u>Call to the Audience</u> No Comments.	<u>NO ACTION REQUIRED</u>
5. <u>Announcements</u> <ul style="list-style-type: none"> • <u>Call to Artist Process</u> Mary Ellen Wooten said that the Call to Artists is available on the Tucson-Pima Arts Council web site and linked to the Downtown Links web site. The deadline for Request for Qualifications is October 28. 	<u>ACTION ITEM FOR NEXT AGENDA</u>

<p>Chair Gene Caywood announced that Joseph Maher, Jr., representing CTAC, will be resigning from the Downtown Links CAC after this meeting. He thanked Joseph for his many years of service.</p>	
<p>6. Election of Chair and Vice Chair Chair Gene Caywood informed the CAC that this was their opportunity to replace him by nominating and voting for a new Chair for the Downtown Links Citizens Advisory Committee along with the position of Vice Chair due to Don Durband’s resignation. Gene Caywood was nominated to continue as Chair of the Committee. With no other nominations, it was moved, seconded and the CAC voted unanimously that Gene Caywood continue his duties as Chair.</p> <p>David Bachman-Williams was nominated for the position of Vice Chair for the Downtown Links Citizens Advisory Committee. With no other nominations, it was moved, seconded, and the CAC voted unanimously for David Bachman-Williams to assume the position of Vice Chair to replace Don Durband.</p>	<p><u>MOTION MADE, SECONDED AND PASSED UNANIMOUSLY</u></p> <p><u>MOTION MADE, SECONDED AND PASSED UNANIMOUSLY</u></p>
<p>7. Staff Reports and Presentations to CAC</p> <ul style="list-style-type: none"> • Update on Public Participation Approach for Land Use, Design Enhancements Corky Poster, Poster Frost Associates, met with affected neighborhood and stakeholder groups along Downtown Links. The presentation today is a draft because there are portions not yet in the presentation, for example issues discussed at the recent meeting with WUNA that still need to be included, but it is useful to show progress on specific sites they have spent time on with other neighborhoods. The Urban Design component is a companion to the Downtown Links transportation project. There are two tracks: the roadway itself and the engineering associated with the roadway, and land use and urban design issues and collateral properties in and around that site. Ten meetings have been held with a variety of neighborhood groups and stakeholders and they will continue to report back to update the CAC each month. A public presentation of the draft Urban Design and Physical Improvements Plan will be made at a public meeting to be held on December 1. They will seek comments at that time with the final report ready by the end of the year. This presentation can be viewed on the Downtown Links web site at http://www.downtownlinks.info/Documents/10-20-08CACLandUsePresentation.pdf • Project Schedule and Update Shellie Ginn reported on requests for information that were brought up at the previous CAC meeting: <ul style="list-style-type: none"> - Updated the group on the September 17 demolition of the Sanjin International Imports building at 300 N. Sixth Avenue in preparation of the Downtown Links roadway. - Reported on the budget for Tucson-Pima Arts Council (TPAC) and the Downtown Links project art. There is a \$76 million budget and typically 1% of that is used for the arts process which will be \$750,000. TPAC has a 10% administrative fee that is taken out of that lump sum and the rest will be used for the arts project. - In September a letter was emailed to the DL CAC members regarding the issues at 9th Street and Perry Avenue. Several members said they did 	<p><u>NO ACTION REQUIRED</u></p>

not receive the information, so it will be resent to them.

- The Downtown Links Project Team is not able to arrive at a precise enough cost estimate for this project at this time. More information is still needed in order to determine what costs will be for urban design and development costs for the overpass and underpass, but when they have more information, they will be able to come forward to the committee with that estimate. In the meantime, the goal is to continue working on all mitigation or enhancements on this project, land use and engineering elements.

• **Presentation of Cross-Section of West End of Project**

Michael Barton presented the CAC with an in-progress master schedule. The Project Team will be meeting to incorporate a lot of things presented at some of the land use/urban design meetings such as an amphitheatre at the deck crossing so they will look into that and figure out how to build it and whittle out costs. Development of the draft Design Concept Report (DCR) is ongoing which includes the Broadway TI, Sixth Street realignment, and St. Mary's. Drainage is another item they're working on and some draft technical reports are being reviewed on each of those elements. The knowledge accumulated through the development of those documents and from the urban design studies is also being wrapped into the development of the draft DCR that should be ready by the end of March. The report will include preliminary cost estimates. They will seek comments from the CAC and technical comments and wrap up the final DCR some time in June. They will then develop preliminary plans on how to build the project out.

From June 2009 they will start to develop construction documents and look into construction of certain elements right away such as the section from I-10 to Church avenue since there doesn't seem to be too much standing in the way of that. Also, drainage improvements along Eighth Street and with the Streetcar project coming into that area, they would like to plan to build the drainage improvements so that when the Streetcar does come in they won't have to tear up the street again. The plan is to have CAC meetings all the way through and then based on how things are when they get to the design stage, they will probably have meetings at design milestones to seek the CAC's input. The public involvement element will continue all the way through. Streetcar construction is scheduled to begin in late 2009 to 2010 in a phased system of construction. They will add a line item for the Streetcar construction to the master schedule so we can see how both projects are coming together.

John Burr asked if they can construct the roadway during the monsoon season. Michael said that they will not want to do that but they will have to think about that and schedule accordingly.

Mindy Bernstein reiterated that we need to maintain as little impact as possible and to be cognizant on how to prioritize construction issues. Also streets are already congested enough as it is so in some ways this will be an obsolete roadway by the time it's finished. Now seeing more overlays, building more residential, more industrial, it feels that it will happen one way or another, but we may be defeating ourselves in adding hundreds of new residents in an area and a roadway that is already congested.

Michael talked about the cross section. Looking at the right-of-way that is

<p>available, he showed the ideas that came out of discussions with neighborhoods as to what the cross section may look like. There will be room to do more so safer crossings at Davis School will be possible and maybe increase the width of median to maybe 20 feet to allow people to cross the roadway one half at a time. There were several comments supporting the wider medians and bike lanes, and a discussion regarding 11-foot lanes throughout the project.</p> <p>A motion was made that there be 11-foot lanes the entire length of Downtown Links from Broadway to the I-10 frontage roads given that there may be adjustments at the start and finish of the roadway. Seconded and passed unanimously.</p> <p>This presentation may be seen on the Downtown Links web site at http://www.downtownlinks.info/CitizenAdvisoryCommittee.aspx</p>	<p><u>MOTION MADE, SECONDED AND PASSED UNANIMOUSLY</u></p>
<p>8. <u>Next Steps</u></p> <p>Gerry Juliani said that he had requested some figures regarding the use of rubberized asphalt. Shellie Ginn said that as they get further into design, they will be able to come up with those numbers.</p> <p>John Burr asked that the CAC continue to get updates on the Broadway, Sixth Street, and the Church / Sixth Street connections.</p> <p>John Sedwick asked for an update on the drainage and progress from the Corps of Engineers on the retention basin upstream. Michael Barton said that is something that their drainage analysis assumes that those detention basins will be built, but right now only a portion of them have been funded so that will take some time to resolve. The amount of money allocated for that project has been moved to the war and hurricane recovery effort, but they believe this will be resolved and is a key issue in designing the drainage system.</p> <p>Chris Carroll said that at their neighborhood meeting they were hoping that great care is taken to not create a lot of drive through traffic during construction and they know that will be taken under consideration.</p> <p>Chuck Bressi said that he knows that RTA comes along with some requirements for funding, for example for light rail there is supposed to be infill required within a certain distance in order to get funding for RTA projects, so if they could get more educated, they will know what they're talking about regarding infill and RTA requirements.</p>	<p><u>NO ACTION REQUIRED</u></p>
<p>9. <u>Call to the Audience</u></p> <p>Estela Dalton, Barrio Anita: She has concerns about the proposed area between Stone and I-10 along St. Mary's Road. She considers it a joke because it makes their neighborhood suffer more because they only have two entrances from St. Mary's into the barrio and two entrances from Granada because they were cut off on Speedway and now the plan is to cut them off more. She has a problem with all of this especially if they are planning to have two or three left turn only lanes which only makes their neighborhood less available and very unfriendly. Also, if bicycle riders cannot adhere to rules as motorists then they have a problem because every weekend they come off of Granada at full speed turning onto Davis and she</p>	

wonders why there has not been accidents there. Sometimes there is a leader to the pack to lead them through, but some riders do not even follow their own leaders. She is willing to discuss and be shown where she might be thinking wrong about all this.

Feliciano Leon, Barrio Anita. Need a second opinion about the plan because it is not acceptable.

Luis Mena, Barrio Anita: He agrees with Mr. Leon that this plan is not acceptable for their neighborhood.

Jeff DiGregorio, Iron Horse Neighborhood: To address Mindy Bernstein's concerns, the purpose of the roadway is not intended to alleviate huge volumes of traffic. Its purpose is to make better connections where connections do not exist so the roadway will never be obsolete and will always serve its purpose for us. Regarding development in the area, the development is transit oriented. The users of those developments will ideally come by streetcar or by bicycle so in many cities you can have hundreds of thousands of square footage of new construction with very little additional vehicle traffic. They are not necessarily tied to one another.

Dora Torralba, Barrio Anita: She thinks that the greenway is a wonderful plan but does not think it's right for Barrio Anita because it goes right through the back of some of their homes. She does not want more people coming up to the back of her house.

Richard Felix, Barrio Anita: The median is very nice, however, there is no room for emergency vehicles to go through. You will make emergency vehicles go against traffic, and if you add trees, that will reduce vision and drivers will hit the trees which will cause accidents and deaths.

10. Adjournment at 7:20 p.m.