

DOWNTOWN LINKS CITIZEN ADVISORY COMMITTEE – MONTHLY MEETING

ACTION REPORT AND SUMMARY

Monday, November 17, 2008

FROM: TDOT Project Manager Shellie Ginn

Vice Chair David Bachman-Williams called the meeting to order at 5:30 p.m. at the Joel D. Valdez Main Library.

COMMITTEE MEMBERS PRESENT:

- Vice-Chair** David Bachman-Williams, Tucson-Pima Bicycle Advisory Committee
- Chuck Bressi, Iron Horse Neighborhood Association
- John Burr, Armory Park Neighborhood Association
- Christopher Carroll, El Presidio Neighborhood Association
- Paul Buckwalter, Dunbar-Spring Neighborhood Association
non-voting substitute for Daniela Diamente
- Gerald Juliani, Tucson-Pima County Historical Commission
- Korey Kruckmeyer, Pie Allen Neighborhood Association
- Glenn Lyons, Downtown Tucson Partnership
- Susan Marshall, Citizens Transportation Advisory Committee
non-voting / designated representative still to be confirmed
- John Sedwick, Fourth Avenue Merchants Association
- Mary Ellen Wooten, Tucson-Pima Arts Commission

PROJECT TEAM PRESENT:

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

AGENDA ITEM/COMMITTEE ACTION

STAFF ACTION

AGENDA ITEM/COMMITTEE ACTION	STAFF ACTION
<p>1. <u>Meeting Called to Order</u> Quorum confirmed.</p>	<p><u>NO ACTION REQUIRED</u></p>
<p>2. <u>Introduction of Committee Members and Staff</u> CAC and Project Team Members introduced themselves.</p>	<p><u>NO ACTION REQUIRED</u></p>
<p>3. <u>Approval of Meeting Minutes of October 20, 2008</u> CAC Member John Sedwick was omitted from list of members present. Minutes approved with correction.</p>	<p><u>MINUTES APPROVED WITH REVISION - POSTED ON PROJECT WEB SITE</u></p>
<p>4. <u>Call to the Audience</u> Terrence McMahan, Dunbar Spring NA: For four months he has asked for a report from the City and HDR on what the impact will be on the Tucson Arroyo below Perry. He has not seen anything on that and believes CAC members should be concerned because of its importance. In 2000 the Corps of Engineers was working on projects above Fourth Avenue and some of those properties had their insurance rates increased. Residents in Barrio Anita will face the same thing because almost half of them are in the flood plain now. If more water is added into the flood plain it will have a tremendous effect there. He referred to an article in a 2000 <u>Tucson Weekly</u> that quoted Corky Poster and his opinion of the circumstances there. He</p>	<p><u>NO ACTION REQUIRED</u></p>

would like the report he requested to be presented in the next month or so.

Tom Pashos, El Presidio NA: He lives in El Presidio neighborhood and they are also in the flood plain. He would also like to see a report as to how, when and if it is going to be done. They hear about it in these meetings but never see anything on paper.

Paul Buckwalter, Dunbar Spring NA: He asked a procedural question of the CAC regarding the drainage issue. Issues were raised in August and he would like to suggest to the CAC that they get some feedback from the City about a response considering the impact of drainage in this area. It's a major concern of at least three neighborhoods.

5. Announcements

(Please see the PowerPoint presentation from the CAC meeting of November 17, 2008 which covers Agenda Items No. 5 and 6 -- <http://www.downtownlinks.info/CitizenAdvisoryCommittee.aspx>)

- **Railroad Discussions:** Michael Barton from HDR announced that they did have a meeting with Union Pacific Railroad. UP called a meeting with the City, the Arizona Corporation Commission, and the HDR design team to discuss a meeting in the field to discuss the maintenance issues UP has at the crossing at 6th Street and 9th Avenue. On November 3 they talked about potential improvements they want to make at the existing crossing and they wanted to be sure it would not be in conflict with anything that is being suggested for this project. The issue discussed was re-angling the crossing gates at that intersection.

- **Eastbound to Northbound Left Turn at 9th Avenue:** The railroad has another gate intended to prohibit people from turning north on 9th Avenue when the gates start to come down which has become a safety issue. They would like to put some sort of barrier or temporary type of median to prohibit that movement of vehicular traffic. HDR conveyed to the railroad that they would like to maintain bicycle and pedestrian traffic from the neighborhoods into downtown and the railroad had no problem with that. This is an interim improvement until the City goes in to build the underpass and make the new pedestrian/ bicycle crossing. David Bachman-Williams asked for an opinion from Paul Buckwalter sitting as the Dunbar Spring representative because while that stops traffic from cutting onto 9th Avenue when there is a train, it also prevents them from going from eastbound 6th Street to northbound 9th at all times because it would be restricted. Paul said that it makes sense but he asked Corky Poster what he thought given the design issues that the neighborhood has raised. Corky said that this is a short-term safety issue and will be irrelevant when Downtown Links is built and this situation will be replaced by the deck. Michael Barton said that short-term could mean until 2011 when funding is available to start construction. John Burr asked who will pay for this and if it has anything to do with the Downtown Links project. Michael said that it is a UP project and will be funded by them with no City funding associated with these improvements. Chris Carroll said that it will be inconvenient to access his neighborhood once those changes are implemented, but the configuration at the tracks is scary and this resolution will be a good thing. In response to a question from John Sedwick, Michael Barton said that it is their intent to engage the railroad in early planning and keep them up to speed on what is going on for the railroad bridge so that there will fewer delays on the

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planning of Downtown Links. There are draft meeting notes that are being approved and then they will be posted on the web site.

• **Call to Artists Update:**

Mary Ellen Wooten, Tucson-Pima Arts Council, reported that she is still in the process of putting the 13-member panel together. The Call to Artists has closed and 65 applications have been received which gives them quite a bit to review. Hopefully the panel will have their first meeting in early December.

• **Address comments and issues from last meeting:** Shellie Ginn provided clarification to a couple of issues brought up at the last CAC meeting. Gerry Juliani had brought up the use of rubberized asphalt. Shellie reported that the current City policy recommends the use of rubberized asphalt on new road construction with asphalt surfaces so it will be used on the majority of the Downtown Links project. In some areas like overpasses and underpasses where concrete is used as a road surface, rubberized asphalt coating can be used but the cost for the coating would be considered an amenity for consideration by the CAC in those locations. There was also a question about infill requirements. The agenda shows Michael Barton presenting an overview of the RTA requirements later at this meeting. Infill requirements are actually part of the Modern Streetcar project and the FTA is determining the type of ridership that will currently be there and in the future along the alignment and that is where it plays an important part in the streetcar project. Michael Barton also wanted to alert the group in advance that there will be some geotech work done. Soil engineers will be out along the corridor taking samples and a drill rig will be set up at various sites along the Downtown Links project. Also in some areas they will be doing a review of environmental issues associated with the drilling so to make sure that if they have to remove contaminated soil, there will be barrels there to take in contaminated material and take it off the site. If there are any environmental issues discovered, those will be reported back to the CAC.

6. Staff Reports and Presentations to CAC

• **Urban Planning Land Use Update:** Corky Poster reported that at the October 20 CAC meeting, he did a fairly extensive update on the urban design recommendations that are moving forward. There was a group from the Barrio Anita neighborhood that brought forward their concerns. Two days after that CAC meeting, they met with a large group from the Barrio Anita neighborhood and they were able to fully resolve the issues with full consensus from that group so all that is in excellent shape. On December 1, there will be public meeting at the Main Library at 5:30 p.m. which will be the final draft recommendations of the urban design planning. Corky encouraged all to attend this important meeting and to bring as many neighbors as possible because the input from that presentation will revise that draft and the final report is due the first of the year. He is in the process of being in contact with WUNA, and another issue they were unclear on at the last meeting involving Iron Horse was the shape of the westbound connecting road from the end of Aviation Highway up the hill into the southern edge of Iron Horse. It looks like that road will be a little further south which will leave room on the south side of the existing wall of the park which may become a parking area to serve that park. There has been support of that idea so they are moving forward with some version of how that might look. They are working on details of the Triangle area and what

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<p>some of those overlay recommendations might be but he believes they are getting close to a resolution of that. There are not a lot of outstanding issues but he suspects that when they show the entire recommendation on December 1, there may be significant commentary. He will be back to present to the CAC between the public meeting and the final recommendation so that the CAC can provide organized input toward those urban design recommendations as well.</p> <ul style="list-style-type: none"> <p>Regional Transportation Authority (RTA) Requirements: Michael Barton gave a brief overview of what is required by the RTA which was voter approved in May 2006 with a 60/40 margin. There were four basic elements totaling an expenditure of about 2 billion dollars over the next 20 years which included roadway improvements which was about 58% of the \$2 billion, safety improvements which was 9% of the \$2 billion, environmental and economic vitality at 6%, and transit at 27%. There are a total of 51 projects in the RTA plan. Downtown Links is number 16 and the language included a new four-lane urban linkage and enhanced multi modal features, drainage and noise mitigation measures with \$76,000,000 allocated. Developed was the RTA Policies, Objectives and Procedures (POP), along with the five key objectives and how they intend to implement the RTA which can be seen on the Downtown Links website on the Reports page: http://www.downtownlinks.info/ReportsPresentations.aspx</p> <p>West End Alignment: Michael Barton showed slides of some engineering drawings showing the connection with the I-10 frontage roads at St. Mary's. They are looking to get some of the west end improvements out to design and construction as soon as possible because they don't have some of the same issues related to the railroad and grade.</p> <p>Broadway Traffic Interchange (BTI): At the last meeting there was a brief discussion regarding a meeting with ADOT. Michael Barton said that they were asked to develop an alignment that did not impact the roadways to the south of the intersection. After review of several alternatives, they may have come up with a possible intersection design with a tighter design. They will continue to review with ADOT to discuss possible designs.</p> 	
<p>7. Next Steps Paul Buckwalter, Dunbar Spring NA, asked that at the December 8 CAC meeting Mr. Barton cover drainage issues related to the development of Downtown Links that affect Dunbar Spring, El Presidio and Barrio Anita neighborhoods. He also recommended that they be in contact with neighborhood leaders to pin down specific concerns prior to that meeting. Chris Carroll suggested that they make drainage a regular agenda item for progress that is being made on these issues. John Burr assumes that the Corps of Engineers would have statistics of flow expectations which may be helpful in getting this information for the neighborhoods. John Sedwick said that he agreed that drainage is an important issue and it would be helpful to be briefed on the progress at each meeting. Gerry Juliani said the county and city are under increasing pressure to come up with what to do to utilize the flood volume and whatever the CAC does needs to tie into the entire picture.</p>	<p><u>NO ACTION REQUIRED</u></p>
<p>8. Call to the Audience Terrence McMahon, Dunbar Spring NA: The traffic on Main Avenue has increased almost 10 fold since they straightened the Drachman curve.</p>	<p><u>NO ACTION REQUIRED</u></p>

<p>There is traffic backed up on St. Mary's and it's getting worse so he would like to see a traffic light there so you can turn left onto St. Mary's.</p> <p>Karen Greene, Dunbar Spring NA: Has concerns regarding 6th Street and 9th Avenue and the temporary fix by the railroad. The Warehouse area will be killed bit by bit because access will be blocked and for many people it is already hard to reach the art studios. She would like to know where future access points will be for bicycles, pedestrians, and cars into the Warehouse district.</p> <p>Lucy Mitchell, Small Planet Bakery: Has questions regarding the acquisition of her property. Staff will follow up.</p>	
<p>9. <u>Adjournment</u> at 6:45 p.m.</p>	<p><u>NO ACTION REQUIRED</u></p>