

**Downtown Links
Citizen Advisory Committee Minutes
December 12, 2005
5:30- 7:00pm
Joel D. Valdez Main Library**

Attendees:

CAC Committee

John Burr, Armory Park Neighborhood Assoc.
Joseph Maher, Citizens Transportation Advisory Committee
Natasha Winnik, Dunbar-Spring Neighborhood Assoc.
John Sedwick, Fourth Ave. Merchants Assoc.
Eugene Caywood, Old Pueblo Trolley
Kory Kruckmeyer, Pie Allen Neighborhood Assoc.
Don Durband, Tucson Downtown Alliance
David Hoyt Johnson, Tucson-Pima Arts Council
David Bachman-Williams, Tucson-Pima Bicycle Adv. Committee
Gerald Juliani, Tucson-Pima County Historical Commission
Christopher Carroll, El Presidio Neighborhood Association

Project Team

MJ Dillard, TDOT
Mike Barton, HDR Engineering, Inc.
Michael Graham, TDOT
Joan Beckim, Kaneen Advertising & Public Relations
Lucas Phillips, Kaneen Advertising & Public Relations

Observers

Carrie Calvert, Barrio Anita
Robert Redding, Dunbar Springs
Dirk Arnold, Dunbar Springs
Ron Wilson
Terrence McMahan, Barrio Anita
Kurt Weinrich, Pima County DOT
Lucy Mitchell, Small Planet Bakery
Claire Fellows, Fremont Avenue Neighborhood
Richard Basye, Pima Association of Taxpayers
Brooks Keenan, TDOT
Shana Oseran, Hotel Congress
Arthur Schneider, CTAC
Irene Ogata, COT Urban Planning & Design

I. Opening Remarks and Introductions

Don Durband called for opening remarks.

II. Approve Meeting Minutes from November 14, 2005

The minutes from the last meeting were distributed and approved.

III. Announcements

- a. October 17 Open House comments:
-Joan Beckim asked if there were any comments.

IV. Approve by-laws

MJ Dillard distributed an updated version of the by-laws reflecting the requested changes to “described purpose.”

Don Durband asked the committee if changes reflect the discussion. The committee requested additional time to review the minutes and it was decided that they could be discussed at the next meeting.

V. Schedule and milestones

MJ handed out a copy of the schedule and milestones developed at the last meeting. It was noted that since the initial discussion, the committee had taken the field trip and started gathering the criteria for evaluation (connectivity, pedestrian walkways, bicycle lanes, etc.).

VI. Discussion & review of the December 5th walking tour materials & findings

Mike Barton explained that the Committee met at the Historic Depot where maps of the project area were handed out, then traveled north through the Fourth Avenue Underpass. The committee followed the alignment once known as the Stevens Alignment.

Joseph Maher asked at what point a roadway cross section would be developed. Mike explained that cross section alternatives would be developed first. Mike said he’s familiar with the downtown area and listed the following Downtown Links alignment possibilities:

1. Four-lane alignment similar to the Stevens Avenue disconnect option. It will be important to review the constraint posed by UPRR right of way, particularly at the Fourth Avenue and 6th Avenue structures.
2. Four-lane alignment with a revised alignment to connect Downtown Links into Church Avenue south of the tracks. This way the UPRR railroad crossing would occur between Stone and 9th Avenues. The assumption is that there will still need to be a grade separation at Sixth Street and the UPRR Tracks.
3. Two lane westbound-only alignment north of tracks with a potential eastbound companion along Toole south of tracks. If not Toole, then another route must be determined for eastbound traffic (Broadway, Speedway, Sixth Street, 22nd Street, or some combination of the four). The Traffic analysis will provide some insight into this alignment and it's associated options.

Additionally, the following cross section alternatives were discussed:

1. An underpass alignment for 6th Street and the UPRR intersection that will work with each of the Downtown Links alignments.

2. The 22nd Street/Barraza Connection will also have to be approved in order to accurately determine how much traffic will utilize this connection. We are currently assuming that two lane ramps will connect Barraza with 22nd Street. We will coordinate our efforts with the 22nd/Kino project and any related committee.
3. Broadway Traffic Interchange (T.I.) Improvements will need traffic data (specifically related to the amount of traffic utilizing the 22nd Street/Barraza connection) to justify a potential at-grade intersection.

John Burr asked about traffic modeling studies, and if a new CAC would be formed for the 22nd Street connection. MJ said that there would be a new committee for the 22nd Street connection, and that a DLCAC representative would sit on that new committee. Mike said the assumptions at 22nd Street are very important because the existing structure is deficient. If the bridge at 22nd Street is replaced, it would be best to address connectivity at the same time.

Kory Kruckmeyer suggested requesting property information for the Warehouse District.

Natasha Winnik asked for a map that listed property owners for each property in the Warehouse District. Mike and MJ said they would provide that at the next meeting. Natasha then asked if extra space could be acquired from the railroad. Mike explained that that would be looked in to.

Joan explained that if we need to meet with individual businesses in the area, she'd set up meetings.

David Bachman-Williams asked if traffic impacts from a 6th Avenue to 6th Street decision would be noticeable at Broadway. Mike explained that the numbers from the traffic modeling would indicate if it is or not.

Gerald asked if the plans for future roads and automobile populations were based on assumptions and if the Committee could review the data related to those assumptions. Mike said he would make that available.

Joan also mentioned that noise study documents were still being worked on. MJ thanked everyone that attended the December 5th walking tour and said it was very helpful.

VII. 4th Avenue Underpass-Brooks Keenan

Summarized in attached document.

VIII. Proposed future meeting topics

MJ Dillard asked that each representative bring back specific comments from their respective groups about what everyone wants, for next meeting.

Eugene said the Greyhound relocation report would be ready to discuss next meeting.

Gerald also mentioned that section 9 should be initiated at earliest stage. MJ said she would find out what we need.

Joan Beckim said the website is up and running for members and materials are available there. The address is www.downtownlinks.info.

Don Durband asked if a list/map of the Warehouse District could be distributed. Kory Kruckmeyer said once we get the handout, the information would be easy for him to understand and we could then decide if we need a presentation. Eugene suggested we get the handout sent between meetings so that at next meeting a decision could be made.

David Hoyt Johnson requested information or a briefing from TPAC on 1-way/2-way conversion.

IX. Quiet Zones

MJ Dillard said that a private development company in Phoenix wants quiet zones for housing very similar to Martin Luther King housing. The private development hopes to work it out with the City of Tucson. The City of Tucson has funding to pursue design concepts. We need to decide on costs and get public input.

Gerald asked if the City Attorney's office looked into the liability issue. MJ said they responded as if they would be liable, but stated that no one will know for certain until a case goes to court.

Eugene suggested that since this is an ongoing process, it should be added as an ongoing agenda item.

X. Call to audience

-Audience member "How is MLK connected with 7th & 7th?" Eugene explained that developers of MLK were not able to proceed with the federal portion of the project due to the noise of the train horn.

MJ said that noise studies indicate that the train's whistle is too loud to meet environmental standards required for new housing adjacent to the railroads.

XI. Adjournment – At 7:05 p.m.

Barraza-Aviation Parkway Fourth Avenue Underpass Project

Tucson Department of Transportation
November 2005 Project Update

Project Status Update

- Bids were opened on October 7, 2005. One bid, of \$31 million, was received, which greatly exceeded the \$22.5 million estimate.
- Causes for the high bid price include:
- Unprecedented sharp price increases for building materials over the past three years, including an increase of 45.5% in the last 12 months.
- Low availability of skilled construction workers in this region at the present time.
- Lack of competition in the bidding.
- Petroleum contamination of soils at the project site.
- A requirement by Union Pacific Railroad to structurally strengthen the existing, historic Fourth Avenue Underpass in order to allow it to continue in service.
- A requirement by Union Pacific Railroad that the railroad track bed be guaranteed for 10 years.
- A restriction prohibiting the contractor from closing Fourth Avenue during the construction period.
- A requirement to produce new prototype downtown street lighting, based on the recommendations of the Congress Street Streetscapes project.

Plan of Action

1. Issue a separate contract for utility relocations south of the railroad tracks, within the next two months. This separate project would include major Qwest cable and fiber optics facilities, Tucson Electric Power, Southwest Gas, Tucson Water, and Pima County Wastewater facilities. This separate project will maintain progress on “critical path” items for the underpass project. It should also save money by attracting competitive bids from underground utility contractors.
2. Reduce project costs without revising the project design.
 - Obtain ADEQ approval for revised remediation plan for petroleum contaminated soils. Tentative approval has been obtained for a plan that will not require hauling all excavated material to a landfill and importing new material for backfill of structures and trenches. The new plan requires a new report to ADEQ, incorporating additional testing results from the Union Pacific Railroad, and a commitment to full-time construction monitoring by a hazardous materials expert, and offers major cost savings.
 - Provide additional quality control for backfilling and soils compaction work, as required to release the contractor of the obligation of guaranteeing the railroad track bed for ten years.
 - Delete the new prototype downtown street lighting system and use standard City of Tucson street lighting for Toole Avenue.
 - As was done in the first bid package, bid the trolley facilities and pedestrian bridge as alternates, allowing them to be deleted if necessary to afford construction of the project.

3. Solicit a general contractor using the Construction Manager at Risk procurement method. A number of general contractors that did not submit bids have indicated that they would submit proposals under the C.M. at Risk method. This method would allow the City to enter into an “open book” contract, under which the City will have access to the actual materials and subcontractor prices available to the general contractor and will allow for materials to be purchased in phases at current market prices at the time of purchase. For a project expected to take two years to construct, this should eliminate the speculation on price increases predicted over the next two years.
4. Provide additional funding if the Construction Manager at Risk process offers the possibility of a “guaranteed maximum price” that fits within available funding. The funding source for this project is State Urban Highways HURF. Future City of Tucson projects funded with Urban Highways funding could be delayed to advance additional funding for this project.

Options Not Currently Recommended, But Available In Reserve

If negotiations under the Construction Manager at Risk process fail to achieve a “guaranteed maximum price” within available funding, the Department of Transportation may return to Mayor and Council with considerations of additional project cost reduction options.

- Permit the general contractor to close Fourth Avenue during the period of construction. It is estimated that this option could potentially save as much as 6 months of construction time and as much as \$1,800,000.
- Delete the trolley facilities, and defer their construction to the Regional Transportation Authority project for the new Downtown-University High Capacity Transit System. It is estimated that this option could potentially save as much as \$2,000,000.
- Revise the design of the new Fourth Avenue Underpass to delete the center bay and place the trolley tracks within the automobile traffic lanes. This option would involve a project delay of approximately one year, resulting from engineering redesign work and additional reviews by the Union Pacific Railroad. It is estimated that this option could potentially save as much as \$1,100,000.
- Consider removing the existing, historic Fourth Avenue Underpass. This option would involve a project delay of approximately one year, resulting from some engineering redesign work and additional reviews by the Union Pacific Railroad. Based on the bid received in October 2005, this option could potentially save as much as \$3,000,000.