



El Paso & Southwestern Greenway Master Plan Technical Advisory Committee (TAC)

MEETING SUMMARY

Prepared for
City of Tucson

Prepared by
Gordley Design Group



IN ATTENDANCE

Present

Mick Jensen, City of South Tucson (COST)
Melissa Antol, City of Tucson, Department of Transportation (TDOT)
Jennifer Donofrio, TDOT
Jim Glock, TDOT
Tom Thivener, TDOT, project manager
Gary Wittwer, TDOT
Jonathan Mabry, City of Tucson, Historic Preservation
Maria Gayosso, City of Tucson, Housing and Community Development
Howard Dutt, City of Tucson, Parks and Recreation
Julie Parizek, City of Tucson, Parks and Recreation
Peg Weber, City of Tucson, Parks and Recreation
Marcos Esparza, Curtis Lueck & Associates
Katie Gannon, Drachman Institute
Adriana Prieto, Gordley Design Group
Lucy Amparano, Gordley Design Group
Sandy Bolduc, Kimley-Horn and Associates
Rebeca Field, Kimley-Horn and Associates
Gabe Thum, Pima Association of Governments
Steve Anderson, Pima County Natural Resources
Jesse Schultz, Wood Patel and Associates

Absent

Joel Gastelum, City of South Tucson
Jessie Sanders, City of Tucson, City Manager's Office
Irene Ogata, City of Tucson, Conservation and Sustainable Development
Andy McGovern, TDOT
Deputy Chief Pat Quinn, City of Tucson, Fire Department
Sergeant Steve Culbertson, City of Tucson, Police Department (TPD)
Chief Roberto Villaseñor, City of Tucson, TPD
Jim Rossi, City of Tucson, Real Estate
Diana Rhodes, City of Tucson, Ward 1
Trip McGrath, Compusult
Melissa Anguiz, Gordley Design Group
Jan Gordley, Gordley Design Group
Daphne Madison, Greenway Coalition
Chuck Flink, Greenways Incorporated
Fernando Galvez, Monrad Engineering
Jim DeGroot, Regional Transportation Authority
Dave Dobler, Structural Grace
Claudia Perchinelli, Structural Grace
Francina Sosa, Structural Grace
Bryan Reed, Terracon
Yennifer Perry, Drachman Institute
Linda Anderson-McKee, Urban Trails Coalition
Thomas Gettings, Wood Patel & Associates
Pat Marum, Wood Patel & Associates

INTRODUCTIONS

The design team and TAC team members were introduced.

PROJECT UPDATES

The project has been underway since 2007. The site analysis is now available on the project website. The alignment is currently being finalized. There have been two Open Houses and there will be three more in January 2011. This meeting is an opportunity for the TAC to comment on the alignment before the public views it at the upcoming Open Houses.

ALIGNMENT OVERVIEW

- There are several “hot spots”
 - Crossing at UPR and University
 - Crossing at St. Mary’s Road
 - Manning House near downtown
 - 6th Avenue in City of South Tucson
 - Kino overpass east of the Ajo Detention Basin
- Goal is to preserve the historic railroad tracks wherever possible
- Wherever possible, the Greenway will provide the Divided Urban Pathway with 12-foot asphalt and 8-foot stabilized decomposed granite (DG) paths
- Rebeca presented the alignment segments and received input from the TAC

University and Main

- Possible acquisition for park
 - Potential “rail plaza” with highlighted tracks, similar to Fire Central
- Path must cross over the UPR railroad tracks. Several options were presented:
 - At-grade crossing at west end of University Boulevard
 - Overpass at west end of University Boulevard- The project team is currently negotiating this option
 - From University Blvd, Road Diet south along Main and cross UPR at existing at-grade crossing on Main and continue west along Davis to St. Mary’s
 - Option to create Bike Boulevard linkage across Davis Street, across Main Street and along 5th Street to Aviation Boulevard for a secondary connection

Estevan Park at Main near Speedway

- On the east side of UPR railroad track, a linkage could be provided to the north and connect to the park
- Nearby vacant land owned by the City of Tucson
- Possible location for ramada and informal trails
- The Drachman Institute study shows a strong connection between Iron Horse Park, Aviation, the Bicycle Inter-Community Art and Salvage (BICAS), Oury Park and the Greenway
- Greenways are especially beneficial for limited access areas

Davis Bilingual Elementary Magnet School

- Connection between the school and the park is very important
- Possible connection to SMART housing
- Neighborhoods would like a clear and safe connection for school kids
- TAC members expressed concern about a bike route connection to the school
- TAC member suggested the team meet with the Davis Bilingual Elementary School Principal Carmen Campuzano
- Possible interpretive signage to indicate child crossing at school so bicyclists are cautious with children
 - Important due to past bicycle/pedestrian accidents

Oury Park

- Preliminary drawings of the area have been received
- Design team will meet with COT Parks to discuss
- City Parks will look into using the nearby unused lot for parking for the new neighborhood center
- Access point will be maintained by the City of Tucson
- Old Downtown Links Concept showed Davis Street closed with the existing Hughes Road shifted to the east and the Greenway adjacent to Oury Park
 - But the Links final plans show Hughes and the Greenway flipped.
 - The project team will meet with the Downtown Links project team
- A TAC member recommended a park or a new recreation center at the Park

St. Mary's Crossing

- Possible change in alignment
- Space needed for at-grade separation
- Restricted right of way
- The Downtown Links project shows a 10-foot wide two-way path within the St. Mary's ROW
- Greenway crossing at St. Mary's Road could be completed through the Downtown Links Regional Transportation Authority project, as early as next year
- Path connections will lead to a Two Groups Can Cross (TOUCAN) traffic signal
- South of St. Mary's the historic railroad tracks can be preserved
- An 8-foot soft path and a 12-foot asphalt pathway would be maintained
- There are spatial restrictions in allowing for a continuous shared path as well as retaining existing mature trees south of St. Mary's. Small acquisition of a portion of the property is needed in order to maintain the railroad tracks in their current condition
- Merge paths for crossing at the Arroyo Chico Wash, then split paths to future access points

Hotel Tucson City Center (Inn Suites)

- The alignment is part of the development agreement between the City and Inn Suites
- The hotel will pay for the Greenway improvements in the area
- There was a swap of land between the hotel and the city for the triangle shaped land, north of the hotel
- Restricted right of way
- Requires an easement through private property to access the Inn Suites parcel

- Existing vegetation should be preserved where possible
- Goal is to maintain a two-pathway system (12-foot asphalt path and 8' stabilized decomposed granite path)

La Entrada

- Restricted area
- No passable space currently exists
- Potential to acquire 12 feet of Greenway access through the unofficial parking lot, and still maintain access for resident parking
- Better to aim for 15-foot acquisition to allow minimal buffer
- Easement may be a solution

Leon Historic Property

- Property would be noted as an interpretive area
- City has easement for archaeology
 - Easement requires public access
- Suggestion to uncover the remains of the foundations and put up signage
 - Jonathan Mabry can assist the team
 - Suggestion to use interpretive signage as public art
- Plans will be revised to eliminate benches and shaded ramada
 - Jonathan is concerned any structure footings and tree roots will compromise the buried ruins

Manning House

- The building is on the National Register
- Difficult acquisition for the Greenway
- Possible 12-foot path only
- Existing vegetation might be impacted
- Some parking would be impacted
 - Negotiations needed
- Negotiations regarding acquiring right-of-way with ADOT are not possible due to difficulty in moving massive sound walls
- Between the wall and the edge of the right of way is about five-feet
 - The team would like 20 feet to allow at least one path with vegetative buffer, but would accept a narrower cross section.
- Business has expressed interest in a new entry off of Alameda Street, due south of Manning House
 - If information is available, the future design team will make sure the Greenway doesn't conflict with the new entrance
 - Possible swap of land for the City's Information Technology (IT) building parking lot access
 - The team will follow up with Lou Ginsberg, City of Tucson, Director of Real Estate, to discuss a potential new entry to the City's IT parking lot

Alameda Street to Granada

- Existing railroad tracks will be maintained
- Divided Urban Path (12-foot asphalt and eight-foot soft path)

- At Congress Street an overpass is the preferred crossing solution; at-grade crossing discussed as interim solution
- Historic Depot
 - Possible land acquisition needed
 - COT does not want to acquire the Depot
 - Possible interpretation of what existed
 - Use of old photos and aerial photography
 - SHPO wants this section of rail to be preserved and enhanced
 - Restoration of secondary railroad tracks
 - The Drachman Institute is developing the conceptual design for this area with Alan Norville
 - Possible challenge in incorporating the Greenway into the plans
 - Ideally, the design team with Chuck Flink present would meet with Alan and discuss the virtues of the Greenway

Granada Avenue

- Modern Streetcar crossing at Granada Avenue and Cushing
 - Possible signalized intersection with at-grade crossing
 - The project team is coordinating efforts with the Modern Streetcar team about the crossing section
 - The proposed Streetcar stops are in the area of where the team would like the Greenway to cross
- Nearby existing park with gazebo at Fire Central should be shown on the alignment map

Simpson Street to 22nd Street

- Federal funding has been secured for this portion of the alignment.
 - No acquisition needed for design proposed for the TE grant
 - The plans are at approximately 30% design completion
 - Environmental compliance is underway
- Railroad tracks will be preserved
- Complicated process to get State Historic Preservation Office to approve the plan
- Divided Urban Pathway system with existing railroad tracks
- Potential additional small park north of 17th St. (Galvan Park)
 - The team will talk to the community about the significance of the name of the park
 - This is not City of Tucson property, possible acquisition
- Possible space available to add interpretive signage about the history of the railroad and railroad yard office
- There exists a parallel second rail on the south end. Will incorporate a divided path and DG trail
- Flint Oil Historic Office Building
 - City of Tucson property, possible public/private partnership
 - Would like to sell to a developer who would be sensitive to the historic nature of the property
 - Request for Proposal can recommend this preservation
 - Possibility to incorporate a historic element with the project
 - Space is limited

- 18th Street will have at-grade crossing with texturized colored asphalt and/or a raised speed table crossing
- Existing bike/ped connection under Interstate 10 to the Santa Cruz River along 18th Street
- In some cases the soft trail will go over the existing railroad tracks
- The Tucson Water Plant 1 will not be moved anytime soon
- Possible connection to future bridge along La Paz alignment and visual connection to the Santa Rosa Neighborhood Center arches
 - The team would include a series of archways in the plans
 - Potential plaza area where the railroad tracks exist with interpretive art opportunity
- In order to coordinate with the Tucson Gem and Mineral Show the team changed the pathway alignment near 22nd Street to allow more access to the event

22nd Street to 29th Street

- Possible excavation to raise or uncover railroad tracks
- Rails could be used for skate boarders as adaptive reuse if the State Historic Preservation office agrees
- The Roundhouse
 - Currently for sale
 - Potential parking and adaptive reuse
 - Potential to be used with the expanded Modern Streetcar system
 - The City would entertain this acquisition
 - Current Streetcar facility is located behind Maloney's on 4th Avenue
 - Potential for plaza, space for gatherings
- Potential future connection under Interstate 10 to the Santa Cruz River along West 25th Street
- ADOT Detention Basin
 - COT Parks has this site shown as a future park in their plan
 - The design team met with ADOT. They are open to allowing a park at this basin
 - They would want to turn the land over to the City through a reversion if that was to happen
 - The design must not compromise the function of the basins
 - Potential dog park
 - Potential walking trail within detention basin area
 - Possible paved loop around park with miles marked
 - Opportunity for skateboarders and bicycle motocross (BMX) activities
 - Potential soccer field
 - Possible additional parking on the south end of the expanded park area
 - Potential paved paths to connect to community
 - Jim Glock asked that Mick Jensen, City of South Tucson, check if this should be presented to the City's Mayor and Council

29th Street and the Auction House

- Possible small acquisition in the La Frontera west parking lot to accommodate the pathway system

- Possible small plaza outside of the Auction House
 - Employees currently use area for breaks
- Could enhance existing sidewalk to make a two-way “side path”
 - The path would run south of the Auction House on the north side of 29th
- Auction House owned by La Frontera
- Cattle may have been moved on the spur line of the railroad
- Possible interpretive art

29th Street and 11th Avenue

- Possible road diet
 - Would create pathway system on 11th Avenue
 - Possible 12-foot asphalt path and use of current sidewalk along the west side of 11th Ave
 - Some restrictions in width of the cross-section

Historic Bridge Structure to 10th Avenue

- Possible small interpretive area south of 11th Ave.
- Possible signage showing how the bridge was used
- Possible gathering space along the Greenway
- Divided paths would converge into a 12-foot section to cross the narrow bridge
- Path would split back to divided and continue through open space to 10th Ave.

10th Avenue to 8th Avenue

- Crossing would be similar to the Carmelin Castro Park Improvements crossing further south
- There has been discussion to block off the whole rectangle for a mass crossing
 - Visual alignment was maintained at Fort Lowell Park despite interference of Craycroft Rd.
- Possible opportunity for interpretive art on the pavement of a High Intensity Activated Crosswalk (HAWK) or with a median refuge
- Potential to use signage on both street and Greenway approaches through interpretive art
- Potential to use visual cues, such as trees or pavement color before the crossing
 - To make cars more aware of pedestrians, the Carmelin Castro Park crossing has a median pedestrian refuge which also helps to slow cars
- Alignment would continue south onto raised alignment berm with asphalt path
- Secondary soft paths would be off the berm
- Would be enough space for multiple paths, nodes and ramadas
- Possible rail node to show where tracks ran
 - This would be interpretation, no current tracks exist
- Alignment visually preserves the intent

8th Avenue and 35th Street

- Discussions with South Tucson residents showed interest in expanding the park into adjacent vacant pockets of land
- Large vacant area with potential park space
 - Spaces could be used for playgrounds and ramadas
 - Could be acquired along with alignment

36th Street and 6th Avenue

- Possible small acquisition east of 36th Street
- There is a signal and striped crosswalk at 36th and 6th
- Difficulty with adding a third crossing on 6th Avenue due to tight space
- There are two options
 - One option is to cross at the existing crossing at the light on 36th Street, create a Road Diet on 6th Avenue going south, then continue the alignment on Old Vail Road. 36th Street has a traffic light that can be used, road ends due to berm
 - Another options is to place a Pelican crossing along the exact railroad alignment, in two phases, depending on what South Tucson would allow
- Potential gateway to public space on the west side of 6th Avenue along true alignment
- High traffic and pedestrian activity at 36th Street

East Old Vail Road

- Limited alignment conditions
- Option to use road as a bicycle boulevard, have bicyclists use the street and add an eight-foot walking path on the north side of the alignment
- Buildings along the alignment are an important visual feature
- Possible closures to unnecessary parking lot access points
 - Team may need to negotiate the closures of some access points
 - Team is aware of business loading area

4th Avenue

- At-grade crossing
- Road diet is suggested
- If road is narrowed, there could be a 12-foot divided path which could be raised and back of new curblin on west side. The existing sidewalk would remain
- Potential acquisition as leave 4th Ave to east to access the northside of Old Spanish Trail property

Old Spanish Trail Complex

- Potential acquired property on the north side of the complex
 - Possible 50-foot acquisition for two paths, though less could work
- Plenty of existing vegetation, would work around as many existing trees as possible

Nogales Spur

- Complicated crossing point
- At-grade crossing is preferred if the railroad allows
- Potential overpass
 - Would span entire right of way
 - Expensive
- An underpass was considered, but there is a culvert and potential for drainage issues...maybe could be used in interim

The Bridges- Nogales Spur to Park

- Path along the west side of the Bridges property would be within a 30-foot wide easement
- Path along the north side of the Bridges property up to Park Avenue would be within a 50-foot wide easement
- Limited space and existing vegetation. Wind path around plants as much as possible
- Potential Divided Urban Path system
 - may be necessary for 12-foot asphalt and eight-foot DG path to be Side-by-side in 30' easement area
- This part of The Bridges development is a residential area
 - Archaeologists have surveyed the corridor
 - A large concrete structure existing on the property might be a silo for concrete or grain: a loading structure for the railway spur
 - It's an urban structure with graffiti and character
 - Adobe block also present
- Bridges development will build a Pelican signal for the crossing of Park Ave

The Bridges- Park to Kino (Tucson Marketplace)

- This is a predetermined privately owned area
- Tucson Water well site exists nearby
- Part of the PAD agreement for the development was to include the Greenway
 - Proposed path runs through the Tucson Marketplace
 - Divided Urban Path runs from Park to Duvall Road extension
- East of the Duvall Road extension
 - The Planned Area Development (PAD) shows the Greenway on the north side of Greyhound Wash
 - On the project plans, there is only an asphalt path on the south side of the Greyhound Wash - a small and difficult space- which leads to a loop around the Marketplace
 - Greenway prefers to be on the north side
 - Team will discuss options with Jim Portner, Projects International
- Where Duvall Road crosses the Greyhound Wash
 - The developer built a bridge with asphalt bike lanes and sidewalks on both sides
 - Possible all-weather crossing
 - Would provide great access to cross over the waterway and on to the north side, then to the larger parcel which has much more available land
 - Area owned by Pima County
 - Plenty of room for Divided Urban Path
 - Potential flood control park with street theme
- Another option would be for the Greenway to drop into an at-grade dip crossing into the wash
 - This is not the preferred option because the wash is steep and the path will get washed out
- Kino Crossing
 - The structure must not be over ADOT land
 - The design team met with ADOT

- ADOT property ends on the south side of the Greyhound Wash so a crossing on the north side of Greyhound is preferred
- There is plenty of room for a long ramp in this area, but not on the south side

Kino/ Campbell Avenue to Ajo Detention Basin

- Challenging area
- Three potential options
 - One option is to use the easement that runs between the nearby neighborhood and the Juvenile Detention Center, but this is a narrow area with lots of dogs
 - Another option is to use Jason Vista as a bicycle boulevard and have bicyclists ride in the street with pedestrians on the existing sidewalk
 - A third option is to use Hidalgo Vista as a bicycle boulevard and have bicyclists ride in the street with pedestrians on the existing sidewalk
- Potential to use the alley between two houses and have an eight-foot pedestrian path
- The alley could be wider than 12 feet and it should be wide enough for the Greenway
 - The team will look into whether the alley is used for garbage pickup.

Ajo Detention Basin

- This is the end of the project
- The Greenway would connect to the shared use path
- There would be a connection to the James Thomas Park (north edge of the existing detention shared use path)

POST-ALIGNMENT REVIEW DISCUSSION

- Tracks would be preserved where possible
- Potential to use interpretive art along the Greenway in the form of signage
- The true railroad alignment officially stops at the Nogales Spur, everything east of that is new Greenway alignment and not a rails to trails conversion
- There is an option to improve Jason Vista which would provide shaded sidewalks on one side
 - This is a problem area since there are a lot of driveways
 - There is enough room in the alley for a two-way pathway
 - There is an open space detention/drainage piece that can be considered as an option
- The only alignment piece that is in the process of being designed and built is the area from south of Fire Central to 22nd Street
 - Funded a few years ago
 - Construction funding is lined up and some overages are covered by the Regional Transportation Authority
 - At 30% design plans
- There hasn't been any funding identified for Oury Park or Davis Elementary School to University Boulevard

- It's beneficial to have a clean alignment showing parks, schools and destinations for funding requests
- The team encouraged the TAC to review the draft Master Plan alignment and provide input

SCHEDULE – KEY DATES

Sandy provided an overview of the upcoming public open houses and other key dates.

- Public Open Houses, 5:30 to 7 p.m.
 - Jan. 20, 2011 – Davis Bilingual Elementary School
 - Jan. 25, 2011 – Quincie Douglas Library
 - Jan. 27, 2011 – Santa Rosa Neighborhood Center
- Final Master Plan/Design Concept Report document
 - Spring 2011
 - Field walk of Final Master Plan
 - Date and time to be announced