

**DOWNTOWN LINKS CITIZEN ADVISORY COMMITTEE
MEETING SUMMARY**

Monday, January 12, 2015

Accepted and Approved by the Downtown Links CAC members on February 9, 2015

FROM: TDOT Project Manager Tom Fisher

COMMITTEE MEMBERS PRESENT:

Chair, Eugene W. Caywood, Old Pueblo Trolley
Vice Chair, John Burr, Armory Park Neighborhood Association
Carlos Lozano, Tucson - Pima County Historical Commission
Daniela Diamente, Dunbar Spring Neighborhood Association
Daniel Matlick, Fourth Avenue Merchants Association
Gail Ryser, Barrio Anita Neighborhood Association
Korey Kruckmeyer, Pie Allen Neighborhood Association
Kristi Frank, El Presidio Neighborhood Association
Kylie Walzak, Tucson-Pima Bicycle Advisory Committee
Michael Keith, Downtown Tucson Partnership
Richard Mayers, West University Neighborhood Association
Susan Gamble, Warehouse Arts Management Association

COMMITTEE MEMBERS ABSENT:

VACANT, Iron Horse Neighborhood Association
Susan Marshall, Citizen Transportation Advisory Committee
Mary Ellen Wooten, Tucson-Pima Arts Council

PROJECT TEAM PRESENT:

Brent Kirkman, HDR Engineering, Inc.
Joan Beckim, Kaneen Advertising & Public Relations
Kathy Jirschele, Kaneen Advertising and Public Relations
Laura Mielcarek, Wheat Design Group
Lindsey Normoyle, Kaneen Advertising and Public Relations
Sam Credio, City of Tucson Department of Transportation (TDOT)
Tom Fisher, City of Tucson Department of Transportation (TDOT)

1. Meeting Called to Order

Quorum confirmed. **Gene Caywood** called the meeting to order at 5:37 p.m.

2. Introduction of Committee Members and Staff

CAC and Project Team Members introduced themselves.

3. Approval of Meeting Minutes

The minutes of Monday, November 17, 2014, were unanimously approved with the following corrections/clarifications:

Kylie Walzak asked that the minutes reflect that committee agreed that the current configuration of the 7th St. /7th Ave. roadway is too wide to permit preservation of the Benjamin Supply Plumbing building.

John Burr asked that the minutes reflect that his motion to endorse stamping at crosswalks throughout the Downtown Links Project referred to all crosswalks, not just signalized crosswalks.

Carlos Lozano asked that the minutes be expanded to include point-by-point responses to the ideas about 7th Street and 7th Avenue that would have spared the Benjamin Supply Plumbing building.

4. Announcements

Sam Credio announced that the City of Tucson's Department of Transportation is installing new signals at 6th Avenue and Toole, and 6th Avenue and Pennington. Project should be completed in mid-March.

John Burr announced that there will be Public Hearing on the Uniform Development Code relating to the Downtown Area Infill Incentive District at the January 21, 2015, Mayor and Council meeting. January 21, 2015.

5. Reports and Presentations

Staff Reports and Presentations to DLCAC: (All presentation material can be viewed here: www.downtownlinks.info)

- **Design Update** – **Sam Credio** presented a recap of the accomplishments of the CAC members and project team during 2014, including the new St. Mary's roadway and protected bike lanes, and the renderings that the project and design team compiled so that committee members would have a solid knowledge and understanding of the project. He thanked the team for all of their hard work and dedication to the committee. **Sam C.** said that all of the comments from the 90% design submittal have been reviewed and the design team is working to incorporate them into a 100% Phase 3 design. He said he hoped that property acquisition, clearing the right-of-way and utility relocation would begin soon. He said that the coordination between the project team and Union Pacific Railroad will be ongoing throughout the project and that they are working closely with them to wrap up the shoofly plans. Utility coordination is also ongoing and CenturyLink will be relocating one of its lines along 7th Avenue. **Sam C.** said that as a result of the Road Safety Assessment, they are looking for additional funding sources – including PAG and ADOT – for constructing the Broadway/Barraza Parkway intersection more as a traditional four-legged intersection. **Sam C.** said the goal is to have the intersection reconstructed with the Downtown Links project, but the cost would not come out of the Downtown Links budget. Sam said the intersection ties in to an ADOT facility and the goal is to have ADOT turn over the maintenance of the intersection to the City of Tucson after the reconstruction is complete. **Sam C.** also said that in a December 16, 2014 presentation to Mayor and Council, the Downtown Links project received resounding support from the members.

Sam C. also briefly updated the team on the Deck Plaza subcommittee meeting held in December and said they are planning to meet Jan. 26 to discuss remaining items, including whether TDOT or the Tucson Parks and Recreation Department would be responsible for operation and maintenance; the feasibility of bathrooms; the water bottle refill station (whether a connection must be made to sewer system); and the access lane between 9th and Ash Avenues. North of the Deck Plaza and underpass, there's a little strip of land between Ash and 9th Avenues where a 24-foot wide access lane is planned. They are working with TFD and Environmental Services (trash pickup) staff to find out what they need for access and how to have safe multi-use activity. **Daniela Diamente** said that the subcommittee is looking at how to keep the connectivity with the multi-use path that runs through the Deck Plaza. They don't want the area to become a "dead space." **Sam C.** said they are looking at providing a safe connection from Stone Avenue to the Deck Plaza. **Sam C.** said the subcommittee discussed parking in the Deck

Plaza area. He said that there is on-street parking on 5th Street and on-street parking on 9th Avenue and that parking north of 6th Street might be best used by the neighborhood and south of 6th Street might be more for people going downtown. He said parking will be an ongoing discussion. A public artist has been selected for the Deck Plaza and needs to be put on contract. He noted that the subcommittee also talked about bike rack locations. **Sam** said they have almost fully constructible plans for the Deck Plaza. **Kylie Walzak** asked about whether the operations and maintenance issue had been worked out and who needed to address that. **Tom Fisher** said the department heads would decide the issue. **Michael Keith** also said that someone is looking at developing property next to the Steinfeld warehouse and that would probably impact parking along 9th Avenue.

Sam then reviewed the next steps with the committee:

- Public art
- 100% design package hopefully in March
- Outstanding subcommittee meetings: Deck Plaza Jan. 26 and Bike/Pedestrian in January
- Property Acquisition
- Public relations

Joan Beckim talked about the need to get the word out about the open house that will be held once the design is complete. Joan offered to provide neighborhood associations and stakeholder groups with an updated fact sheet PDF and/or web page with photos and renderings. Members agreed that providing a one-page fact sheet to all the CAC representatives would be helpful.

- **Lighting** – **Sam Credio** updated the members on the lighting plans for the Downtown Links Corridor. New city policy requires all arterial roadway lighting to be LED. There are approximately 89, 30-foot street lights being installed along the corridor (similar to what is on St. Mary's Road). Multi-use path lighting will be a smaller version of the roadway lights on 16-foot poles. On the Deck Plaza, the project will install LED multi-use path lights, LED overhead lights on shade structures that can be turned on and off, and LED accent lights and recessed lights. The 6th Street underpass will have LED under-deck lights. The team is still evaluating the conversion of existing historic lighting to LED and reinstallation, not along roadways but for pedestrian areas. **John Burr** said he would like to see a light style that distinguishes the Downtown Links pedestrian areas but also is consistent within the project. **Sam** said that cost will be an issue but that style is something that the project team will look at. **Gene Caywood** asked if there was a need for a subcommittee on lighting and **Sam** said the project team would put together a proposal and provide information about cost limitations and other issues. **Gene** said that the City should find locations in neighborhoods and elsewhere where the historic lights can be used. **Susan Gamble**, mentioned that historic poles could be used in public art installations and configured in a way so that it would satisfy SHPO requirements. **Susan G** also asked what the density of the lighting would be on 7th Avenue between 6th Street and Toole Avenue. **Sam C.** said there would be continuous light along the multi-use path. He said that the project doesn't include a lot of work south of 7th Avenue but that north of the railroad tracks there will be the HAWK and lights along the multi-use path. **Susan G.** also asked about what will happen to the historic lamps on the 6th Avenue underpass. **Sam** said that there is a plan to convert lighting through the tunnel and that any historic lamps that are removed will be salvaged. **Susan G** said she thought there was a plan to add extensions to the poles to prevent damage, also a number of the historic poles have been painted a pallet of about 6 different colors as a way to identify the Warehouse Arts District and also noted that the project has already been approved through the Historic Preservation office. **Susan G.** also said that would like to explore the possibilities so that the opportunity is not lost. **Sam C.** assured her that all the lights would be salvaged. **Michael Keith** talked about the graffiti problems on light poles downtown and on 4th Avenue. He also said there is no light on Toole from Stone to 6th Ave. He said the county didn't put any

lights on their project along the sidewalk so using the historic poles there might be a good idea. **Carlos Lozano** wanted to know if there were plans for where the historic light poles would go. **Sam C.** said the only plan is to salvage the historic lights; locations have not been designated. **Kylie W.** clarified a prior comment regarding the opportunity for surrounding neighborhoods and/or the public to turn off lighting on the Deck Plaza. **Sam C.** said they are exploring the possibility of the lights being on a timer, for example; 2-hours during an event, rather than being set to go on and off each night at a certain time. **Sam C.** also noted that there was a question about whether the lights would be a distraction to traffic. The discussion needs to continue with Maintenance and Operations. **Richard M.** asked *what the temperature of the lights was*. **Brent K. answered 3000**. **Korey Kruckmeyer** asked about the lumen output of the street and pedestrian lighting, and **Sam** said he would get that for the committee.

- **5th Avenue Link to Maclovio Barraza Parkway** – **Gene Caywood** said he thought the committee should renew its discussion of this issue because Daniel Matlick had joined the committee representing FAMA. **Sam C.** said that the Maclovio Barraza Parkway (MBP)/5th Ave. connection intersection includes a multi-use path and that it was planned as a right-in, right-out intersection. The 5th Avenue connection has two northbound lanes, two southbound lanes, two bike lanes and a median. **Daniel Matlick** said FAMA and other area residents and businesses are concerned about access to 4th Avenue, especially with the closure of Toole at Congress, and want motorists heading southeast on the Parkway to be able to turn left onto the 5th Avenue connection and motorists on the 5th Avenue connection to be able to turn east (left) onto the Parkway. **Kylie** confirmed that there is no traffic signal at the location. **Richard M.** asked if there was any property acquisition involved for the new piece of 5th Avenue that will connect to MBP. **Sam** said the property has already been acquired. **Daniela Diamante** pointed out that motorists heading east on 6th Street from Interstate 10 can access 4th Avenue and 5th Avenue from 6th Street and advocated that there be clear signage on 6th Street that directs motorists to 4th Avenue so they don't take the Parkway. **Tom Fisher** said Donovan Durband is working on 'way-finding signage'. He also said that we will learn a lot more about circulation patterns after the project is built and that concerns about circulation are valid, especially when there are big events like the Street Fair and All Souls Procession. **Daniel M.** said an estimated 50,000 cars pass through the area a day. **Tom F.** said that's a lot of traffic and we want to minimize traffic through the neighborhoods. He said that a parking garage in the 4th Avenue area is still under discussion. He said the goal is to get vehicles in and out of the area safely without creating congestion. **Tom F.** said it makes sense to get people onto MBP if we can do it. We don't want to turn people away from 4th Avenue. **Tom F.** said there are concerns because motorists going south on Barraza Parkway will go over the 6th Avenue bridge and there may be an issue with sight distance and being able to see vehicles turning left onto the 5th Avenue connection. **Tom F.** also said the right-of-way for the 5th Ave. connection cannot be expanded, so to create a left-turn lane, something else would have to be sacrificed. **Daniel M.** said closing the 4th Ave. underpass is already driving traffic into the neighborhoods. **Michael Keith** asked how many right turns (heading west) there were on Barraza Parkway. **Sam C.** said the only right turn between Broadway and 6th Street is at the 5th Avenue connection. Heading east from Stone Avenue, there is one right turn onto Barraza and then a left turn onto Broadway. There was also discussion about southbound access into downtown from Stone and/or 6th Avenues. **Michael K.** also confirmed that there are no left turns movements from MBP between 6th Street and Broadway. **Michael K.** expressed concern about possible developments near Stone and Franklin and access for the additional traffic. **Gene C.** confirmed that motorist traveling east from I-10 could get to the downtown area using Granada Avenue, Church Avenue and/or Stone Avenue. **Richard Mayers** asked how many signalized intersections, including the HAWK were between Broadway and I-10 and whether another would be needed to have left turns at Barraza Parkway and the 5th Avenue connection. **Sam C** said there were nine signalized intersections now and another would need to

be added to have left turns movements at 5th Avenue. **Daniela D.** asked about putting infrastructure in now at the intersection in case circulation problems warrant improvements later. **Kylie W.** asked if TDOT would allow left turns at 5th Street without a signal in place. **Brent K.** commented that sight distance would have to be considered. **Tom F.** said that cars may potentially back up onto Barraza Parkway when traffic control is put in place on 5th Avenue. **Daniel M.** said the other issue they have is that 7th Street has become much more high volume and everyone tries to cross 4th Avenue at 7th Street so there are more accidents. He wanted some options for heading southeast. **John Burr** suggested Sam look at putting in a signal at the 5th Avenue connection to Barraza Parkway so that cars could turn left from 5th Avenue onto the Parkway. **Sam C.** said that they'd probably need to eliminate a bike lane in order to make a left-turn lane. **Richard** asked for information on the accident rate in the county where multi-use paths cross traffic. **Sam C.** and the committee talked about getting the fifth rendering of the 5th Ave. connection/Barraza intersection, or 6th St./7th St./7th Ave., or even the Broadway intersection. **Daniela D.** asked if they could get the sight distance from the 6th Ave. bridge to the 5th Ave. connection.

• **Subcommittee Reports**

- **Public Art Review – Simon Donovan and Ben Olmstead**, the artists chosen to provide art for retaining walls, elements of the bridge structure over Stone Avenue and fencing, explained their concept, a new photographic technique of using algorithms to cast images in concrete. The images appear to change as you pass by them and as light changes. Mr. Donovan said the images to be cast could be local people, anonymous children and elders, rodeo or desert images. Mr. Donovan showed members a replica of the retaining wall form liners. **Michael Keith** asked about graffiti and vandalism. Mr. Donovan said that the image could be 5 feet off the ground and also that the walls could be painted (so they can be repainted). **Kory K.** asked about the size of each form line section. Simon D. said they are working with HDR. They will be standardized, modular sections, possibly a ten-foot expanse, but there are still many factors to consider. Mr. Donovan said he and Mr. Olmstead are also planning a similar approach to the fencing, twisting the metal to form images. A PowerPoint presentation was available, but in consideration of time, was not shown.
- **Deck Plaza – Daniela Diamante** said she had nothing more to add to what **Sam Credio** summarized earlier.
- **Bicycle/Pedestrian Review – Kylie Walzak** said the subcommittee will meet in January 2015.
- **RTA VA Review – John Burr** said he expected a meeting in January but was waiting on a call from Michael Bertram saying they're ready to meet.

6. Next Steps

- Items for future meetings
 - Lighting**
 - MUP – county crash statistics**
 - 5th Avenue engineering detail**
- Future Meeting Dates and Format
 - Next meeting tentatively set for Feb. 9 at a location to be announced.**

7. Call to the Audience

- **Karen Greene**, a member of the Dunbar Spring Neighborhood Association, said that she has observed the traffic problems caused by motorists trying to turn left onto Campbell Avenue out of Rillito Regional Park after the weekend farmers market and that she would expect the same problems to occur if motorists are allowed turn left onto Barraza Parkway from the 5th Avenue connection. She said she thought Barraza was supposed to be an express route, not the local route. She also expressed interest in solar paint for the multi-use path.
- **Natasha Winnick** suggested that the project be bid out before any more building demolition occurs. She fears that if buildings are demolished before bids come in and the cost of the project ends up being significantly higher than anticipated and cannot be finished, the area north of the railroad tracks will end up with a lot of vacant lots.
- **Brad Gentner** said he owns property very close to the road that is going to connect behind the Deck Plaza. He does not support a road going to Stone Avenue. Instead he suggested turning Ash into a cul de sac over the top of a box culvert to satisfy fire and trash services' access issues.

8. Adjournment at 7:35 p.m.