

**DOWNTOWN LINKS CITIZEN ADVISORY COMMITTEE – MONTHLY MEETING**

ACTION REPORT AND SUMMARY  
Monday, January 14, 2008

Draft

FROM: TDOT Project Manager Shellie Ginn

Chair Gene Caywood called the meeting to order at 5:40 p.m. at the Joel D. Valdez Main Library.

COMMITTEE MEMBERS PRESENT:

- Chair** Gene Caywood (Old Pueblo Trolley)
- Vice-Chair** Don Durband (Downtown Tucson Partnership)
- John Burr (Armory Park Neighborhood Association)
- Natasha Winnik (Dunbar-Spring Neighborhood Association)
- Mary Ellen Wooten (Tucson-Pima Arts Council)
- Jonathan Levy (Iron Horse Neighborhood Association)
- David Bachman-Williams (Tucson-Pima Bicycle Advisory Committee)
- Charles Davis (Barrio Anita Neighborhood Association)
- Korey Kruckmeyer (Pie Allen Neighborhood Association)
- John Sedwick (Fourth Avenue Merchants Association)
- Christopher Carroll (El Presidio Neighborhood Association)
- Gerald Juliani (Tucson-Pima County Historical Commission)
- Joseph Maher, Jr. (Citizen Transportation Advisory Committee)
- David Aguirre (Warehouse Arts Management Organization)

PROJECT TEAM PRESENT:

- Andrew Singelakis, TDOT
- Shellie Ginn, TDOT
- Mike Barton, HDR Engineering, Inc.
- Joan Beckim, Kaneen Advertising & Public Relations, Inc.
- Melissa Antol, TDOT
- Corky Poster, Poster Frost

AGENDA ITEM/COMMITTEE ACTION

STAFF ACTION

AGENDA ITEM/COMMITTEE ACTION	STAFF ACTION
<b>1. <u>Meeting Called to Order</u></b>	<u>NO ACTION REQUIRED</u>
<b>2. <u>Introduction of Committee Members and Staff</u></b>	<u>NO ACTION REQUIRED</u>
<b>3. <u>Approval of Meeting Minutes</u></b> Minutes of the October 15, 2007 meeting were approved as submitted.	<u>APPROVED MINUTES POSTED TO WEBSITE</u>
<b>4. <u>Announcements</u></b> <b>Don Durband:</b> The Metropolitan Pima Alliance has named the Downtown Links Project the winner of the Common Ground Award for Public Works and Infrastructure. Don thanked the CAC members for their participation in this process.	<u>NO ACTION REQUIRED</u>

<p><b>Andrew Singelakis:</b> There will be a public open house on Monday, February 4, 2008, to present the Tucson Urban Corridor Draft Environmental Assessment Report for public review and comment. This is a major milestone for TDOT's Transit on the Move project. The open house will be from 4:00-6:00 p.m., with a presentation at 4:30 p.m., at the Joel D. Valdez Main Library, 101 N. Stone, Lower Level Conference Room.</p>	
<p><b>5. <u>Call to the Audience</u></b></p> <p><b>Michael Toney:</b> Suggested that TIF funds be used for Barraza-Aviation Corridor infrastructure costs.</p> <p><b>Dick Basye, Pima Association of Taxpayers:</b> Wanted to amplify on his comments in the recorded minutes from the previous CAC meeting where he had asked if traffic studies had been done for the Aviation Parkway. He said that in fact there was a traffic study done over 10 years ago which stated that proceeding west on that roadway, traffic would be over capacity for the four lanes available. Regarding his comments at the previous meeting that upon completion of the Randolph Detention Basin perhaps there will be no need to rebuild the Tucson Wash, he was referring to the Randolph Detention Basin plus the Miles School Detention basin. An engineer with the Pima County Stormwater office had stated to him that there was no reason to rebuild the Tucson Wash. Referring to the reporters present, Mr. Basye wondered why they never tell the public that the City spent \$5 million dollars designing and redesigning the Fourth Avenue Underpass before Mr. Campbell came in and convinced the City to redesign it to accommodate his project. The library needs books and is not open as many hours as it should be, yet we waste \$5 million dollars designing and redesigning the Fourth Avenue Underpass.</p>	<p><u>NO ACTION REQUIRED</u></p>
<p><b>6. <u>Review / Refinement of Sixth Street Alignments and Drainage</u></b></p> <p><b>Andrew Singelakis:</b> Informed the CAC that the City would be showing them reconfigurations of some of the initial concepts for the Sixth Street portion of Downtown Links. The CAC is not expected to take action on these proposals at this time so that they can take time to review and think them through. There are serious issues with the previously approved alignment, including impacts to the Stone Avenue Underpass, Citizen's Warehouse and the ongoing problem of whether the Steinfeld Warehouse can withstand construction occurring so close to it. The CAC has consistently stated its intent to preserve these structures.</p> <p><b>Michael Barton, HDR:</b> Reported on a meeting held with Union Pacific (UP) Railroad in early November. UP was shown designs for a railroad shoofly which is basically a detour on the train tracks. The design showed the mainline track being moved to the west but they did not approve because they want their mainline track to be pretty much in the same alignment as it is now. They also said that they</p>	<p><u>NO ACTION REQUIRED</u></p>

<p>want the City to build a structure that will accommodate the future addition of a third track. Given the way the roadway is configured at the Stone Avenue underpass, a third track would have to be built to the north and assuming that a railroad underpass could be built, it would be shifted to the east which would create issues. A 15-foot minimum separation between tracks is required and that causes the shoofly design to impact the Citizens Warehouse. UP reviewed the approved Sixth Street alignment and determined that it is unworkable because in order to accommodate some of the railroad issues</p> <ul style="list-style-type: none"> <li>- the Stone Ave. underpass would need to be 15-16’ deeper than it is today</li> <li>- there would be no impact to the Steinfeld Warehouse, but the Citizens Warehouse would be demolished for the shoofly</li> <li>- the approach to the the Stone Ave. underpass would have to be rebuilt</li> <li>- there are other surrounding impacted structures (highlighted on the PowerPoint)</li> <li>- there will not be enough room for turn lanes at the Stone Avenue underpass</li> <li>- a temporary structure will need to be built across the north approach of Stone Avenue in order to build the shoofly</li> </ul> <p>A discussion followed with questions and comments for and against the new options. The proposed reconfigured alignments are posted for review on <a href="http://www.downtownlinks.info">www.downtownlinks.info</a> / Citizens Advisory Committee/ Presentation of 1-14-08.</p>	
<p><b>7. <u>Land Use Plan Report</u></b> Corky Poster of Poster Frost Associates presented his report created after the final meeting of the Land Use and Neighborhood/ Stakeholder Urban Design Process held on October 10, 2007. A PowerPoint presentation can be reviewed at: <a href="http://www.downtownlinks.info">www.downtownlinks.info</a> / Project Materials / Land Use Meeting Materials / Final Recommended Urban Design Plan (condensed version).</p>	<p><u>NO ACTION REQUIRED</u></p>
<p><b>8. <u>Warehouse Property Update</u></b> The City of Tucson is continuing to work with the Arizona Department of Transportation (ADOT) on warehouse issues.</p>	<p><u>NO ACTION REQUIRED</u></p>
<p><b>9. <u>Call to the Audience</u></b> <b>Dick Basye, Pima Association of Taxpayers:</b> Mr. Basye commented that there is no connection to the Stone Avenue underpass drainage.</p> <p><b>Mike Burns:</b> He is owner of the property located at Echols and 6<sup>th</sup> Street that would be impacted by one of the roadway alternatives. He suggested Toole Avenue as a possible alternative and believes that the</p>	<p><u>NO ACTION REQUIRED</u></p>

<p>City should not be concerned about tearing down the Steinfeld building because it is not sustainable. He would like to be notified of all future meetings regarding this subject.</p> <p><b>Paul Schwam:</b> Inquired if the new roadway alternatives are necessary and asked about the possibility of a simpler version of those alternatives. Aviation Corridor traffic is already backed up and he cannot see a resolution to that.</p> <p><b>Michael Toney:</b> Commented on Proposition 207.</p> <p><b>Michael Keith:</b> Suggested capping sections where there is a depressed roadway and that would institute some savings and offset recessed portions of roadway.</p>	
<p><b>10. <u>Adjournment</u></b> The meeting was adjourned at 7:25 p.m.</p>	<p><u>NO ACTION REQUIRED</u></p>