



February 20, 2008

CC: Governor Janet Napolitano, Pima County Board of Supervisors, Mayor and Council, Tucson Department of Transportation Director Jim Glock, Deputy Director Andrew Singelakis, Downtown Links Citizens Advisory Committee, and the West University, Barrio Anita, El Presidio, Iron Horse, Armory Park, and Pie Allen neighborhood associations.

We the Dunbar/Spring Neighborhood Association hereby submit our position regarding the latest alignment “refinements” brought forward at the January 14th, 2008 Downtown Links Citizens Advisory Committee meeting.

The Dunbar/Spring representative to the Citizens Advisory Committee (CAC) supported the alignment approved in January 2007 instead of the other alignments because it made use of existing roadways, left key warehouse structures intact and did not reduce connectivity between Dunbar/Spring and downtown.

The three “refinements” brought forward at the January 14th, 2008 meeting DO NOT reflect the same goals as the alignment which was voted on by the CAC in January 2007. We strongly oppose these three “refinements,” 3a, 3b and 3c, which closely resemble previous alignments dated from May 2006, specifically B, D, & T, as well as O-2 from June 2006. The committee in fact voted all of these alignments down.

Like many of the previously proposed alignments, the current refinements isolate the Dunbar/Spring neighborhood from downtown and damage important businesses and structures on the south end of our neighborhood. Some of the Dunbar/Spring Neighborhood’s greatest assets are the services provided by the artists and businesses within and nearby our neighborhood. We value the community center that the cohesiveness of all of the businesses and arts entities within the 2 blocks from 7th Ave to 9th Ave and 5th Street to 6th Street have created for our neighborhood, and which significantly enhance our quality of life. The present refinements sever this central neighborhood asset from the neighborhood. The new alignment also denies the neighborhood the opportunity to develop a multi-use “railroad” park, which has had years of collaborative planning and projected funding, in the present open lot at the northwest corner of 9th Ave. and 6th Street (across from the Citizen’s Warehouse). Moreover, the new alignments undermine traditional and well-established foot and bicycle paths that connect Dunbar/Spring to downtown and surrounding neighborhoods.

We recognize the challenges that the City of Tucson Department of Transportation is facing regarding the requirements set by Union Pacific Railroad and the public need for preserving the Steinfeld and Citizens warehouses. Yet, we feel that backpedaling to previously rejected proposals rather than taking a hard look at compromises that could be made in the scope and width of the roadway was the wrong way to go. Furthermore, the width of the refinements cause concern for our neighborhood, especially since they insinuate future widening of the facility, which could cause greater isolation.

If the CAC must abandon the January 2007 approved alignment, then let all of the previously considered alignments be discussed. We encourage the DLCAC to examine how the roadway could serve as a decked underpass that would retain current pedestrian and bicycle connections as well as provide land for neighborhood enhancing development. Moreover, we would like to see the displaced and interrupted businesses retained and situated

(or even rebuilt) on the “decked” area OR guaranteed relocation within the Arts District and given assistance to relocate. As one of the most highly impacted neighborhoods by this roadway, the Dunbar/Spring neighborhood would like to see much more deliberation over these “refinements” since they differ so greatly from the originally approved alignment.

We feel that more public meetings are necessary to present the revised alignments and discuss the impetus for these changes. In addition, we feel strongly that traffic study information must be presented for all of the proposed alignments before such alignments come to a vote. The public, affected by the roadway changes, deserves to clearly understand the direction that this process has taken and why things are changing in this direction.

Lastly, we request that the meeting minutes from the November 2007 meeting between City of Tucson Department of Transportation and the Union Pacific Railroad be made public, and available to not only members of the CAC, but also to our neighborhood.

Thank you for considering our requests.

The Dunbar/Spring Neighborhood Association