

DOWNTOWN LINKS CITIZEN ADVISORY COMMITTEE (DLCAC)
BICYCLE/PEDESTRIAN REVIEW SUBCOMMITTEE
MEETING MINUTES

Wednesday, May 29, 2013

*Accepted and Approved with changes by the Downtown Links CAC
Bicycle/Pedestrian Review Subcommittee on August 19, 2013*

FROM: TDOT Project Manager Tom Fisher

BICYCLE/PEDESTRIAN REVIEW SUBCOMMITTEE MEMBERS PRESENT:

Chair, Kylie Walzak, Tucson-Pima Bicycle Advisory Committee
Michael Keith, Downtown Tucson Partnership
Richard Mayers, West University Neighborhood Association

BICYCLE/PEDESTRIAN REVIEW SUBCOMMITTEE MEMBERS ABSENT

Daniela Diamente, Dunbar-Spring Neighborhood Association

PROJECT TEAM PRESENT:

Sam Credio, City of Tucson Department of Transportation
Michael Bertram, HDR Engineering, Inc.
Brent Kirkman, HDR Engineering, Inc.
Kathy Jirschele, Kaneen Advertising and Public Relations
Laura Mielcarek, Wheat Scharf and Associates
Heidi Fingstad, Wheat Scharf and Associates

1. Meeting Called to Order

Meeting called to order at 10:05 a.m. at The Pennington Street Garage Conference Room, 110 E. Pennington Street, Tucson, AZ.
Quorum confirmed

2. Introduction of Committee Members and Staff

Downtown Links CAC Bicycle/Pedestrian Review Subcommittee and Project Team Members introduced themselves.

3. Elect Chair for the DLCAC Bicycle/Pedestrian Review Subcommittee

Michael Keith made a motion to elect Kylie Walzak, representative of the Tucson – Pima County Bicycle Advisory Committee as chair. The motion was seconded by Richard Mayers and passed unanimously by a voice vote.

4. Announcements

No Announcements.

5. Review of Proposed Bicycle and Pedestrian Facilities along the Downtown Links Corridor

- **MUP crossing at 9th Avenue/UPRR** – Michael Bertram reviewed elements of the crossing, which include; an at grade crossing with the Union Pacific Rail Road, 12 foot wide 2-way bike/pedestrian crossing on the west side and a 20-foot emergency service crossing along the east side. The design is in accordance with the CAC recommendations and is in the process of being

vetted with the Federal Rail Association (FRA), Arizona Corporation Commission (ACC), Tucson Department of Transportation (TDOT) and the Union Pacific Rail Road (UPRR). Sam Credio said that the FRA is preparing to begin diagnostic testing. The FRA, ACC, and UPRR may require more amenities or may be happy with the design as is. The diagnostic testing is in preparation of identifying the crossing as a no whistle zone. The diagnostic team could recommend crossing gates, way-side horns or a myriad of other things. There was discussion regarding the different elements of this crossing.

Audience members asked about bicycle connectivity from 6th Street to the multi-use path; what the redevelopment aspects for the abandoned portion of 6th Street was; future access to the Steinfeld Warehouse; possible access for bicycles by incorporating additional ROW at 6th Street. Michael Keith, mentioned that the sale of the Steinfeld's property could possibly make a difference to the use of 6th Street when it's abandoned. Audience member asked about signalization at Church and 6th Street. M. Bertram said the team will install conduit for possible future signalization, but that there would not be one installed during this project.

(There was discussion regarding particular areas on a map which were not audibly identified, therefore, the specific areas being addressed cannot be recognized in this account.)

Laura Mielcarek asked if there was a way to soften the 90 degree turn on to 9th Avenue that is required when traveling west along the multi-use path.

An extra 15 feet of right-of-way will be taken along 6th Street. It will be noted as "possible future multi-use path" on the plans.

- **MUP crossing at 7th Avenue/UPRR** – Michael Bertram said the elements of this crossing are almost identical, just transposed, of those at 9th Avenue. 12 foot wide 2-way bike/pedestrian crossing and a 20-foot emergency service crossing.

Audience member asked about parking along 7th Street south of the UPRR and how it might affect the businesses. There was discussion regarding emergency access, angle of parking spaces and possible placement of bollards.

Audience member asked about installing a crossing at 7th Avenue in order for cyclist and pedestrians to cross Links Avenue. Design team members explained the safety issues involved with a crossing at this location. There was discussion regarding options for bikes and pedestrians to cross at this location. An audience member asked if it was possible to install a HAWK crossing at this location. M. Bertram said they could install the conduit for possible future use.

- **MUP crossing at 6th Street/Links Avenue Intersection and connection north to 7th Avenue** – There was discussion regarding the free movement from eastbound 6th Street to southbound Links Avenue (near 7th Avenue). Audience member asked if the design team could get a Context Sensitive Solution (CSS) to look at the movement at the intersection of 6th Street/7th Avenue.

- **MUP north/south transition at 6th Avenue** - M. Bertram reviewed the elements of the multi-use path at this intersection; the concrete sidewalks that flank each side of the existing crossing will be left as is. TDOT would prefer to see 2-way on both sides beneath the structure along the abutments. This will provide full connectivity for the multi-use path. However it does create the need for a STOP for one of the directions. Audience member suggested that the multi-use path intersecting 6th Avenue north of the underpass is where the STOP should be placed.

- **MUP crossing at 8th Street Spur** - M. Bertram will check on prohibition of turns from eastbound Links Avenue at the 8th Street spur.

- **MUP connection to Snake Bridge and west to Stevens Avenue** – M. Bertram explained that one of the RTA supplements was to provide bicyclist or pedestrians at street level on Broadway to be able to get up to the Snake Bridge so they could utilize the facilities. In addition to providing

access to the Snake Bridge and multi-use path, the design team took it a step further and added a section of path that runs parallel with Links Avenue. M. Bertram asked if the members saw value in it. Kylie Walzak said she was indifferent. Richard Mayers said he would prefer it mostly because of the safety factor. The other pathway is not well lit. Kylie W. wondered if the money spent on the straight-away could be spent on lighting the existing path. Audience member suggested that a bicyclist traveling north on Aviation needs to know about the Snake Bridge connection, so he saw value in providing the new parallel pathway. Richard Mayers reminded the group that technically the park is closed at night, and no-one should be in it. This is another reason he likes the idea of the parallel path.

Audience member asked about a connection from the multi-use path to 4th Avenue. M. Bertram said he would check into it.

- **Conversion of westbound bus lane on Broadway under the UPRR with a cycle track connecting to the Barraza Aviation bikeway (RTA VA SR04-005)** – Psomas is currently studying it as part of the Road Safety for Congress/4th Avenue/Toole.
- **Others** – M. Bertram announced that the State Historic Preservation Organization has declared the pump house, located at the Stone Avenue underpass, eligible for the Historic Registry. The design team may have to reconsider design plans for the pedestrian bridge that crosses Stone Avenue because the plans call for removal of the pump house. There was discussion of the possible changes in design and location of the multi-use path. Members agreed that the path over Stone was needed. M. Bertram said they will continue working on design to remedy the issue.

6. Next Steps

Items for Future Meetings - Design team to present findings resulting from this meeting

Confirm Future Meeting Dates – Will confirm date after checking location, and member availability.

7. Call to the Audience

None

8. Adjournment at 12:03 p.m.