

DOWNTOWN LINKS CITIZEN ADVISORY COMMITTEE (DLCAC)
BICYCLE/PEDESTRIAN REVIEW SUBCOMMITTEE
MEETING MINUTES
Monday, May 11, 2015
*Accepted and Approved by the Downtown Links CAC
Bicycle/Pedestrian Review Subcommittee on May 18, 2015*

FROM: TDOT Project Manager Tom Fisher

BICYCLE/PEDESTRIAN REVIEW SUBCOMMITTEE MEMBERS PRESENT:

Chair, Kylie Walzak, Tucson-Pima Bicycle Advisory Committee
Daniela Diamente, Dunbar-Spring Neighborhood Association
Richard Mayers, West University Neighborhood Association

BICYCLE/PEDESTRIAN REVIEW SUBCOMMITTEE MEMBERS ABSENT:

Michael Keith, Downtown Tucson Partnership

PROJECT TEAM PRESENT:

Sam Credio, Tucson Department of Transportation
Brent Kirkman, HDR Engineering Inc.
Kathy Jirschele, Kaneen Advertising and Public Relations
Kristi Shepherd, Kaneen Advertising and Public Relations

1. Meeting Called to Order <ul style="list-style-type: none">The meeting called to order at 3:15 p.m.
2. Introduction of DLCAC Bicycle/Pedestrian Review Subcommittee Members and Project Team <ul style="list-style-type: none">CAC and project team members introduced themselves.
3. Approval of Meeting Minutes from February 3, 2015 <ul style="list-style-type: none">The minutes from February 3, 2015 were unanimously approved with a voice vote of 3-0.
4. Announcements <ul style="list-style-type: none">Sam Credio informed everyone that there were still items that needed to be completed for 6th Avenue from Toole to Congress. He said luminaires still need to be installed. Sam said that LEDs will be installed within the next few weeks. Sam C. also said there are shared lane markings that will be installed along 6th and Toole Avenues. Ann Chanecka informed the committee that there are additional improvements planned for the Stone Avenue cycle track. Daniela Diamente asked if there would be trees. Kylie Walzak commented that the area looked less barren than Stone Avenue, pretreatment.
5. Staff Reports and Presentation (materials presented can be viewed at www.downtownlinks.info) <ul style="list-style-type: none">Sam informed the committee that all of their suggestions from the February meeting had been incorporated into the final design. Sam noted, the chosen location for the Wet Wheel art installation, which will be along the MUP between Stone Avenue and the new Maclovio Barraza Parkway. Sam explained that this location was chosen because there was high visibility from the MUP and the roadway. Sam reminded the members of the description of the Wet Wheel, which will be an art piece that represents a bicycle tire, when you ride through it, it sprays water in the pattern of tire spokes. Richard Mayers asked where it was on the path. Sam stated that it would be between the Stone Avenue Underpass and the 7th Avenue UP Crossing. Brent informed everyone that the current plot represented 100% design. Daniela asked if the roundabout at the east end of the project was new. Sam said it was not new and in fact, it would also be the location of another art installation.9th Avenue and Ash Ave. Dead End- Brent Kirkman provided an illustrative map of the 9th Avenue/Ash Avenue intersection with the MUP. Brent said the axis between 9th and Ash Avenues had to be tweaked a little based on the previous concept to correspond with what is required for drainage. Brent described the current design of the area starting at Stone, which includes additional grates for drainage, a

12-foot multi-use path, a 20-foot wide *hammerhead* and a 10-foot wide multi-use path that leads into the cul-de-sac at 9th Avenue. There was discussion about shared lane markings across the hammerhead between the 12-foot and 10-foot multi-use path. **Brent K.** said there would be depressed curb at each end of the *hammerhead*. Brent also responded to a question regarding the area near the 10-foot path and said that the area north of the path would be dirt. **Sam** said that they were limited to what could be planted on top of the box culvert. Brent added that Wheat Design has included shrubbery, small rocks, and cactus in their design. There was additional conversation about bollards and their location. **Daniela** asked how cars would know not to drive on the path if there are no bollards on the far-east side of the hammerhead. **Brent** said it was only flush at the path. There was discussion and clarification regarding design changes of the area. **Kylie** asked what the movement would be if a person was north-bound traveling along Ash alley on the multi-use path, past Citizen's Warehouse. **Sam** said the movement would be north towards the deck plaza. There was continued discussion concerning the characteristics and shared usage of this pathway, which included an emergency access route. **Kylie** asked how much asphalt would be between Citizen's Warehouse and the retaining wall. **Brent** said it was between 20 and 24-feet, but the minimum was 20-feet for ease of access around emergency vehicles. There was additional discussion regarding the amount of space in the area of Citizen's Warehouse, which included car access for tenants for loading/unloading and the placement of a removable bollard. **Kylie** asked what would stop vehicles from entering the deck plaza. **Daniela** noted that they originally wanted to allow people to have access to unload, but not have the option to drive onto the deck plaza. **Sam** agreed that they had initially discussed putting in a removable bollard with a key for temporary access. Discussion continued regarding options for making the area temporarily accessible for loading and unloading. Richard Mayers noted that the painting/markings along the Jim Glock Bypass worked really well, and added that signage needs to say "Bikes Only". **Sam** mentioned that he and Tom Fisher had met with Park Tucson to discuss parking on 5th Street between Stone and 9th Avenues, which is currently unregulated. He stated that meters had been installed on 4th Avenue and they would be adding more in the unregulated areas. **Sam** stated that this issue was brought to attention because TDOT plans on implementing some of these parking changes before construction begins. **Kylie** asked what the phasing of construction would be. **Sam** said that most likely the construction will begin at the box culvert so the tracks (shoe-fly) on top of the box culvert could be shifted prior to constructing the underpass. There was additional discussion on the details of possible phasing of construction. **Daniela** asked if there was a start date or projected start date. **Sam** said they projected the construction to begin a year from now. There was more discussion regarding the start date and construction phasing, impacts, street closures and detours.

- **9th Avenue and Franklin Street Pork Chop- Brent provided and illustrative map of the 9th Avenue and Franklin Street Pork Chop.** He said the design provides a 10-foot concrete path with signage that extends north from the intersection of Church Avenue and Franklin Street, ultimately tying in with the MUP at 9th Avenue. **Daniela** asked if she could enter the path at the median to make a left-turn on Franklin Street. **Brent** replied that she would be unable to because there was curb along the median. There was further discussion on the issue of making a left turn in that area. **Sam** said that he and Ann discussed removing the green paint from Church Avenue. **Ann** does not want to encourage that movement on southbound Church. Ann also mentioned that in 2016 the reconstruction of Church will begin. **Kylie** asked what would be put in place to encourage the correct movement. There was more discussion on options to encourage proper movement such as signage, different paint, a bike box. **Kylie W.** suggested a maneuvering space within the porkchop, stating it would also provide refuge for a cyclist. **Ann** noted that when the City redesigned Church Avenue, the member's requests/ideas would be taken into consideration in order to improve the intersection. **Richard** mentioned that currently there is conflict between pedestrians and bicyclists in that area. There were additional comments regarding Church Avenue improvements. **Daniela** discussed adding a break in the double yellow line to allow cyclists to cut across Franklin to head eastbound from 9th Avenue. **Brent** commented that they would need to balance access for cyclists and make it safe for others. **Sam** reviewed the previous decisions that had been discussed and brought up the issue of widening the ramp. **Kylie** commented that the area was similar to a Dutch intersection. She also asked how they could encourage bicyclists to make the correct turn from the cycling track. **Richard** stated that he would want the wider radius in order to be in line/queue with traffic.
- **MUP Ramp to 4th Avenue Park- Sam** provided an illustrative map of the design details for the MUP connection through the 4th Avenue Park. Brent clarified what the lines on the map represented. **Kylie** asked if they could make a cut in the Stevens Avenue curb to allow bicyclists into traffic. . Brent explained that Stevens is a one-way street and you have to take ADA compliance into consideration. There was additional comments on options for bypassing 4th Avenue. **Richard** noted that there were

major problems in the 4th Avenue Park. **Sam** discussed the constraints in design due to infrastructure that was built during the Streetcar construction. **Richard** asked if the ramp was going to the low point. Brent described ADA requirements for the ramp. **Sam** discussed details of the current landscaping design, which included gabion walls, retaining walls and additional back fill of the area.

- **6th Street/Stone Avenue intersection - Sam** provided a copy of the paving plans for the Stone Avenue/6th Street intersection in order to review the addition of a five-foot bike lane for northbound cyclist, and the omission of the previously designated northbound right-turn lane. The design features 11-foot through lanes and 10-foot turn lanes. Sam explained that there would be no southbound bike lane on Stone, instead, bicyclists will use the ramp to exit onto the sidewalk in order to access the underpass. **Daniela** mentioned having a connection from the two-way cycle track to Stone Avenue. She also asked if it was encouraged to use the sidewalk along Stone Avenue. **Ann** clarified that bicyclists could use either the sidewalk or the roadway, it was up to them. **Richard** asked who owned the land in the peninsula that is currently the existing 6th Street. **Sam** responded that the area is owned by ADOT and TDOT. There was additional discussion regarding future use of the area. **Richard** asked if there was a signalized intersection at the access road. It was clarified that the intersection would not be signalized. **Daniela** commented on the grandiosity of the intersection, the issue it causes and the addition of 5-feet to the roadway. She also asked what the impacts to the businesses would be now that the bike lanes were added. **Sam** noted that the additional five-foot bike lane did not cause any new impacts to businesses. The Enterprise property was already a full acquisition. On the east side there would be no impacts because the curb is not moving. **Richard** asked if pedestrians would be able to cross on the south side of the intersection. **Sam** said that since the intersection shifted to the north, they would now be able to cross Stone Avenue in all four directions. **Daniela** asked if there were changes made to 7th Avenue. **Sam** stated that there were no changes made. There was additional review of the MUP on 7th Street. **Richard** asked if they would need to push a button to cross 7th Avenue. **Brent** responded that there would be a pedestrian button. There was additional discussion regarding signalized pedestrian crossings.
- **Additional Discussion- Kylie** asked if there would be flexible delineator posts along the entire project. **Sam** said that there would be a two-foot buffer and that delineators are an option being discussed. **Ann** mentioned that a major challenge with them is the maintenance. Kylie stated that she would like to see the delineators continued at least up to the new Maclovio Barraza Parkway, but not necessarily along the straightaway section of the Parkway. There was additional discussion regarding the location of buffers and flexible delineators along the project. **Sam** noted that there has been a lot of positive feedback on the flexible delineators and when they clear up the street sweeping issue, he can see no reason why they wouldn't be installed. **Daniela** commented that they could stamp the buffer similar to what has been done on Mountain Avenue. **Ann** said that there has not been any negative feedback related to the delineators. There was a question regarding the angel of the crossing at Main Avenue. **Sam** said it was installed per plan, and that they would place signs in the area to inform people that it is a crossing and also installing stamped asphalt. There were additional comments regarding the Main Avenue crossing. **Kylie** asked about the intersection at Broadway and if the RSA was done. **Sam** said it was and that TDOT received a scope and fee from HDR to redesign the intersection. Sam said their plan is to develop a design that will be easily incorporated into the current project design. He also said that they have requested HDR accelerated the redesign schedule. He noted that the current freeway interchange, will be developed into an actual 4-legged intersection. Brent K. added that the intersection will be reduced from 200 feet wide to 24-feet wide. There was further discussion on the redesign of the Broadway intersection. **Sam** clarified that they do not have the funding yet. **Kylie** asked if this committee could help when planning detour routes for construction. **Sam** said that could be an option.

6. Next Steps

- **Items for Future Meetings** – Approval of Bicycle Pedestrian Subcommittee meeting minutes from May 11, 2015.
- **Confirm Future Meeting Dates-** The next full CAC meeting will be on Monday, May 18, 2015.

7. Call to the Audience

- None.

8. Adjournment

- The meeting was adjourned at 4:50 p.m.