

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

Tuesday, February 3, 2015

*Accepted and Approved by the Downtown Links CAC
Bicycle/Pedestrian Review Subcommittee on May 11, 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
Lindsey Normoyle, Kaneen Advertising and Public Relations

<p>1. <u>Meeting Called to Order</u> The meeting called to order at 3:30 p.m.</p>
<p>2. <u>Introduction of DLCAC Bicycle/Pedestrian Review Subcommittee Members and Project Team</u> CAC and project team members introduced themselves.</p>
<p>3. <u>Approval of Meeting Minutes from July 2, 2014 and January 27, 2015</u></p> <ul style="list-style-type: none">• The minutes from July 2, 2014 were unanimously approved with a voice vote of 3-0.• The minutes from January 27, 2015 were unanimously approved with a voice vote of 3-0.
<p>4. <u>Announcements</u> None.</p>
<p>5. <u>Staff Reports and Presentation</u></p> <ul style="list-style-type: none">▪ 7th Street and 6th Avenue- Sam Credio updated members on the 7th Street/6th Avenue design features, which includes changes to the intersection corners and additional landscaping along the west side of 6th Avenue, south of 7th Street. Sam said they also added an additional multi-use connection along the retaining wall between 7th Street and 6th Avenue, which provides an option to either remain on the sidewalk or use the path to access the intersection. He also discussed changes to the east side of 6th Avenue, noting most users of the roundabout will exit at the ramp and then beyond it, it becomes a one-way bike lane. Additionally, Sam discussed the west terminus of 7th Street and said they'd pave up to the retaining wall, and discussed bollards in this area. Sam said that they are working with EXO Coffee, on 6th Avenue, on a potential parklet area for the corner of 7th Street and 6th Ave. Sam asked for feedback from the committee members. Daniela Diamente asked about access to the multi-use path if a person is traveling southbound on 6th Ave. Sam said that bicycle/pedestrian access here would need to be made by entering onto the ramp and using the intersection of 7th Street/6th Ave. Kylie Walzak said she'd like to see signage that says bikes are allowed on the sidewalk. Richard Mayers asked about the spacing of the bollards and whether they are a standard spacing. Daniela said that the bollards that are currently at Davis Street are tight. Kylie asked about access from the 6th Ave. underpass onto the sidewalk that leads to the multi-use path. Daniela asked if bikes are allowed on the sidewalk at the 6th Avenue underpass.

She suggested that signs lead the bicyclist/pedestrian back to the intersection of 7th Street/6th Ave. in order to discourage movement of bikes onto the 10-foot pedestrian crosswalk. **Kylie** asked a question regarding the number of lanes for right-hand traffic heading north on 6th Ave. and east onto 7th Street. **Kylie** wanted to know what would happen if traffic heading northbound on 6th Ave. makes a right hand turn onto 7th Street, then shifts into the left-hand lane of travel. There was additional discussion about looking into this further and working toward simplifying the movement, which will ensure that the one-way traffic enters into the correct lane. **Sam** said they have been working with a gentleman from HDR Engineering's Denver office to delineate the movements and simplify this area. He suggested better striping and geometry for the curb and possibly getting rid of the center median. **Richard** wanted to revisit people going the wrong way on the sidewalk. He felt that if you eliminate the option for people, then they are just going to do this anyway and get issued tickets. **Kylie** asked about eliminating some of the landscape area between the multi-use path and 6th Ave. **Sam** suggested they align the landscaping with the multi-use path or align landscaping with the area coming out of the 6th Ave. underpass and the multi-use path. **Brent Kirkman** said he'd talk to Laura Mielcarek about the widths that they need to plant within, when planning for trees. There was further discussion about using some of the landscape area for a city bike/share program. **Sam** concluded with a recap on some of the areas that need further review.

- **7th Avenue MUP/UPRR crossing-** **Sam** said the City has maintained its position on providing a multi-use crossing at the railroad tracks along 7th Ave. They support the fact that this is an essential connection into downtown Tucson. **Sam** said they removed the fire-access lane that had a gate. The City will allow emergency vehicles to travel across the multi-use path only when responding to an emergency. He discussed the striping on 7th Ave. and said the intention is to get the bicycle/pedestrian users across the railroad tracks onto 7th Ave., allowing them to use the existing facilities. **Daniela** asked if the parking on 7th Ave. and Toole Ave. will remain the same. There was further discussion about northbound travel on 7th Ave. and access to the multi-use path. **Kylie** asked if this was an appropriate treatment in all the flexible delineators. **Daniela** said she thinks it's possible someone will hit a bollard on 7th Ave. when they are trying to pull into the parking spaces on the east side of 7th Ave. **Daniela** thinks going into downtown is really easy for bicyclists, but coming out from Toole Ave. onto 7th Ave. is more confusing. She also believes the interaction of cars trying to park, mixed with bicyclists/pedestrians, could be challenging since this area lacks a real sidewalk. There was further discussion about shifting the bicycle lane east and possibly striping for a bike/share lane for traffic heading north on 7th Ave from Toole Ave. **Sam** said they would refine this area's design and work with Ann Chanecka on striping the area. **Daniela** asked about the alignment of the HAWK crossing with 7th Ave. and why it didn't run straight across the railroad tracks. **Sam** said that it was intentionally designed this way so that it forces people to think about the movement. **Brent** explained that we don't want people on 7th Ave. trying to beat the train in order to get to the HAWK crossing. **Richard** asked about manual uniform traffic control devices (MUTCD). **Richard's** question led to a brief conversation regarding places where they could find more information on these types of devices.

- **9th Avenue MUP and UPRR crossing-** **Sam** discussed the design changes to 9th Avenue. He also explained the movement that bicyclists will have to make when traveling onto 9th Avenue from the island that separates Church Avenue and Franklin Street. He explained that the bicyclist has the option of traveling through a cut-through within the center of the island onto 9th Ave., or they can continue on Church Ave. and use a 10-foot pedestrian crossing. **Sam** said that bicycles/pedestrians that are heading south on the multi-use path on 9th Ave. may want to turn left onto Franklin Street, so they are looking at opening up a ramp that will allow this movement to occur. There was additional discussion about bicyclists/pedestrians cutting through the parking lot that's on the corner of 9th Ave. and Franklin Street. **Daniela** said that signage for cars traveling on Franklin Street toward Church Ave. could be improved so they can anticipate bicyclists crossing from the island toward 9th Ave. **Kylie** said that it appears someone would come to the crosswalk, enter into the shoot and proceed to 9th Ave. **Brent** clarified what would be open for bicyclists traveling within the area of the island. **Sam** said that it seemed like the preferred option is to allow bicyclists to cut through the island and be able to use the 10-foot crosswalk. **Richard** felt that cars traveling on Franklin Street might be a little confused by bicyclists traveling against the flow of

traffic toward 9th Ave. There was further discussion about how the area is functioning due to the four way stop at Church Ave. and Franklin Street. The idea was to consider future development within this area and maintain the movement for bicyclists/pedestrians that currently exists.

Daniela said that she liked how the multi-use path was shifted behind the parking spaces along 9th Ave. There was further discussion on landscaping along the multi-use path, and Sam mentioned a large drainage area, which was included within the design. **Daniela** asked why the bollards are necessary on the northern end of the parking spaces along 9th Ave. **Brent** said that it is somewhat of an open area where the bollards are located within the design plans. This open area with bollards allows bicyclists to enter or exit the multi-use path on 9th Ave. **Daniela** also asked about the placement of a bollard on the southern end of the parking lot along 9th Ave. **Kylie** asked for more specifics of the design near the UPRR crossing. **Sam** addressed some of the design plans and changes that occurred within this area, stating that the area will tie into the deck plaza. **Kylie** wanted to know if they could remove the right turn lane from Franklin Street onto Church Ave. She believes the westbound movement on Franklin Street is what the Downtown Links is replacing. **Brent** said that after the 6th Ave. underpass opens, the traffic movements at 9th Ave. and Franklin Street can better be evaluated since the train will impact traffic significantly within the area. **Sam** said that it was important that they look at the multi-use path facilities included in the design plans, and then they can look at future opportunities to improve this intersection.

▪ Other areas for discussion

▪ **5th Avenue Spur-** **Sam** said that the link from Maclovio Barraza Parkway to 5th Ave. is currently designed as a right-in, right-out. He thought this was an important topic to include on the agenda, so that the committee could discuss the impacts to the multi-use path facilities. Sam & Brent proceeded to review the handout. **Sam** invited the committee members to open this up as a topic of discussion. **Kylie** said that they all worked through this intersection a long time ago, and she didn't recall having conversations about a left-turn at the 5th Ave spur. **Sam** recalled the committee taking into consideration the possible conflicts at this intersection from past meetings; they decided the right-in, right-out was the best decision. There was discussion about whether or not a left-turn at the 5th Ave. spur could be signalized. **Brent** said that they would need to have a left-turn lane, if it was signalized. It was brought to the committee's attention that eastbound traffic on Maclovio Barraza Parkway isn't likely to get to 4th Ave. from the 5th Ave. spur, it's more likely that vehicular traffic would use 6th Ave. Proper signage for traffic entering onto the 5th Ave. spur was suggested. **Daniela** said that she thought, for the purposes of this meeting, that the right-in, right-out was the safest option for bicyclists and pedestrians traveling within the area. She didn't think that discussion needed to be continued. **Kylie** referenced the Aviation Bike Path, and said that she was concerned that they'd be repeating what happened with that intersection, as there have been a high number of crashes when people make a left bound turn. **Richard** asked for some crash data on the multi-use path that exists within this stretch of roadway. He also wanted to know how well the crossings are currently working with the green section that continues through the intersection, the example given was Sunrise road.

▪ **9th Avenue to Ash Avenue Access Lane-** **Sam** reviewed many of the interests that they were working with at the 9th Ave. and Ash Ave. intersection. He also went over the map handout with the committee members, explaining the differences with the access lane and the dead-end concept from the prior design. **Sam** said that the turnaround for Ash Ave. blocks off the dedicated multi-use path connection from Stone, due to its width. **Kylie** asked who would be using the t-shaped turn around on Ash Ave. Committee members suggested they add bollards at the end caps and they include sharrows. **Daniela** said that she thought the access lane option would cause more bicycle/vehicle interaction than less. She also stated that it seemed counter-intuitive to have such a large space for the hammerhead at the end of Ash Ave., but by including it, they are limiting the number of cars that will travel through there. Signage was discussed and how it could be used within this area. **Daniela** said that she was expecting the dead-end option to take up a lot more space than it shows on the map handout based on what was discussed at the last CAC meeting. Committee members suggested that through the use of bollards and signage, the transition into the deck plaza could be smooth with the dead-end

option. **Sam** discussed an inlet, drainage structure within the area. He also said that they will be selective with the type of landscaping that goes in/around the box culvert. **Daniela** was in favor of the dead-end option and really liked it; she was going to get feedback from the neighborhood.

6. Next Steps

Items for Future Meetings – None

Confirm Future Meeting Dates- The next full CAC meeting will be on Monday, February 9, 2015.

7. Call to the Audience

Jill Brammer- Fourth Avenue Merchants Association.

I just wanted to speak about the 5th Avenue Spur and we are pressing to have movements from all directions. Safety is something we are super committed to. Access to Fourth Avenue is already pretty restricted if you are heading west. If you are headed east, you can't use the Fourth Avenue underpass, the Sixth Avenue underpass is going to be under construction for some time when the Downtown Links Projects is down here. Those of us that have financial investments, it's important to us, that people can reach us, again safety, is a thing.

Now, with the introduction of the possible student housing, at the Corbett block, we are not supportive of that. They are going to have a 500 car parking garage and all those cars, if there isn't ingress and egress at that Fifth Avenue spur, then it's all going to be dumped into neighborhoods, it's going to all go up Sixth Avenue, Sixth and Seventh is going to be wildly congested, Fifth Avenue is going to be incredibly congested, Fourth Avenue couldn't get more congested than it already is (I mean the proliferation of all the student housing isn't doing our roads any favors, it's all kids in cars). So, that's kind of been our motivation. I don't know where FAMA was during this discussion, with the initial right-in-right out. That's kind of where we are coming from and we are hoping that there's a way to satisfy everyone's interests. We don't want to do this, in the endangerment of bike/ped people at all, because that's our huge customer base, it's people that live in our neighborhoods, it's me. That's where we are coming from I don't know if that's been expressed at the full CAC meetings or not. Daniel has some real specific kind of iterations that I'm sure he'll share on Monday. Thanks for your time, I appreciate it.

Ken Karrels- Southern Arizona Transportation Museum

Tom Fisher mentioned to me, as far as your group, let me just briefly announce that we received a grant from the UPRR, as far as the grant goes and the purpose being, to reduce fatalities and accidents with bicycles and pedestrians at crossings. For example, Seventh and Ninth, etc. Basically, there's about two fatalities per year in this downtown quarter with UP cross-age; some suicide by rail, some suicide by train, the others are just accidental. So I thought what could we do? I thought this is timely and hopefully we can have a representative from your group, working with our group. The idea is to focus on education, equipment, in terms of what could we do to get that message out at those locals. So the target population would homeless, students and the mentally ill and working with CPSA or Primavera, as well as students with the U of A. Again, the amount is very small, but I think it's timely and if we could work and tie it in, and the idea was to do messages, maybe it's a PSA, or something right at the location or a combination of social media. The other thing that we are finding is that the age group is probably middle age, those that are involved in the accidents or fatalities. However, there's also a young population of MP Players who are the decibels of the impossible, not to hear this kind of dinosaur coming down at you. I hope to have someone, maybe Tom, Kylie, kind of join the group and we'll be starting to meet this month to see how we can kind of spread these dollars and have an impact on the message. So we look forward to it.

8. Adjournment

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