

DOWNTOWN LINKS CITIZEN ADVISORY COMMITTEE
MEETING SUMMARY

Monday, January 27, 2014

Accepted and Approved by the Downtown Links CAC on February 10, 2014

FROM: TDOT Project Manager Tom Fisher

COMMITTEE MEMBERS PRESENT:

Chair, Eugene W. Caywood, Old Pueblo Trolley
Vice Chair, John Burr, Armory Park Neighborhood Association
Daniela Diamente, Dunbar Spring Neighborhood Association
John A. Sedwick, Fourth Avenue Merchants Association
Kylie Walzak, Tucson-Pima Bicycle Advisory Committee
Gail Ryser, Barrio Anita Neighborhood Association
Kristi Frank, El Presidio Neighborhood Association
Richard Mayers, West University Neighborhood Association
Mary Ellen Wooten, Tucson-Pima Arts Council
Carlos Lozano, Tucson - Pima County Historical Commission
Susan Gamble, Warehouse Arts Management Association
Michael Keith, Downtown Tucson Partnership
Korey Kruckmeyer, Pie Allen Neighborhood Association
Susan Marshall, Citizen Transportation Advisory Committee

COMMITTEE MEMBERS ABSENT:

VACANT, Iron Horse Neighborhood Association

PROJECT TEAM PRESENT:

Sam Credio, City of Tucson Department of Transportation (TDOT)
Tom Fisher, City of Tucson Department of Transportation (TDOT)
Michael Bertram, HDR Engineering, Inc.
Brent Kirkman, HDR Engineering, Inc.
Kathy Jirschele, Kaneen Advertising and Public Relations
Joan Beckim, Kaneen Advertising and Public Relations
Laura Mielcarek, Wheat Scharf Associates

1. Meeting Called to Order

Quorum confirmed. John Burr called the meeting to order at 5:36 p.m. (Gene Caywood, Chair arrived shortly after call to order and resumed the regular responsibilities as Chair of the committee.)

2. Introduction of Committee Members and Staff

CAC and Project Team Members introduced themselves.

3. Approval of Meeting Minutes

The minutes of January 13, 2014 were unanimously approved with changes. (Changes will show the words *more than* added to John Burr's statement "...that a 'parkway' or expressway' suggests *more than* 30 miles per hour zone (in peoples minds)")

4. Announcements

- None

5. Staff Reports and Presentations to DLCAC

City of Tucson Review of Proposed Bicycle/Pedestrian Facilities along the Downtown Links Corridor

Introduction

Tom Fisher presented a PowerPoint and reviewed the goal and improvements of the project. **Tom Fisher** reviewed the project schedule and budget and **Jim DeGroot** provided a brief overview of RTA funded projects. **Kylie Walzak** asked for an elaboration on the tools used for travel prediction. **Jim DeGroot** explained that PAG has a regional transportation model that assesses macro traffic projections. Models are reevaluated every 3-5 years. We are now beginning 2045 Regional Transportation Plan updated with the latest population numbers which are less than the previous model.

Sam Credio began the review of the proposed bicycle/pedestrian facilities along the corridor:

A. Conversion of the westbound bus lane on Broadway Boulevard under the UPRR with a cycle track connecting to Aviation bikeway (RTA VA SR04-005)

Sam Credio explained a Cycle Track is currently being designed under a separate project and coordination will be required between the cycle track and Downtown Links Projects. **John Burr** commented that he would like to see the lane under Broadway scaled down and that a dedicated south bound Toole Avenue turning lane and signage needs to be addressed. **Kylie Walzak** reiterated the key considerations listed on the handout. She wanted to know what prevents narrowing the travel lanes. **Michael Bertram** explained that 12-foot lanes are standard on most roadways with a generally accepted minimum being 11-feet. 10-foot lanes can create safety concerns for pedestrians and bikers traveling adjacent to the outside travel lane and increases the difficulty for larger trucks and automobiles to maneuver. They are also limited by ADOT since they own a portion of the intersection.

Gene Caywood, Chair asked for a show of hands from Downtown Links CAC members who agree with the proposed design at this location.

A show of hands indicated that a majority of members concur with the current 75% design features at this location. **Kory Kruckmeyer** re-stated that he agrees conceptually, and that detailed plans are still expected. **John Burr** abstained from voting.

B. Multi-Use-Path (MUP) connection at the Snake Bridge and west of Stevens Avenue

Sam Credio explained that the design maintains both the new Snake Bridge connection and parallel stretch as shown in the 75% plans. They will also provide a connection to future east/west cycle track at Broadway. **Tom F.** also stated that the plans for the expansion of the park will be coordinated with the Iron horse master plans in the future. **John Burr** pointed out that they would like to see a rendering looking up the street to see the gradient. **Mary Ellen Wooten** asked at what point in the two way cycle track riders will be able to bypass traffic to finally get into the corresponding travel lanes. **Kylie Walzak** clarified that they can do this at the Snake Bridge as well as on Euclid. **Michael K.** asked if the westbound MUP could begin closer to Euclid in order to avoid the steep climb for bicyclist that would be required if the path begins at Barraza-Aviation. **Brent K.** reminded him that there is already access from Euclid.

Gene Caywood, Chair asked for a show of hands from Downtown Links CAC members who agree with the proposed design at this location.

A show of hands indicated that a majority of members concur with the current 75% design features at this location.

C. MUP ramp connection to the 4th Avenue pocket park

Sam Credio explained that TDOT agrees with the importance of a connection from the MUP to 4th

Avenue. While TDOT supports the inclusion of this design element, impacts to the existing park have not been fully vetted with M&C and City Manager's Office. **Kylie W.** said the subcommittee agrees with this. **John Burr** asked how big the grade change is at this area. **Sam C.** replied that it is around a 5 foot drop and 100 feet of off ramp will be needed with retaining walls. He also reiterated that the goal is to avoid impacts to the existing underground utilities in the area. **John S.** said that FAMA have no particular attachment to the park and that bicycle traffic was more important.

Gene Caywood, Chair asked for a show of hands from Downtown Links CAC members who agree with the proposed design at this location.

A show of hands indicated that a majority of members concur with the current 75% design features at this location.

D. MUP narrowing at MSF

Sam Credio explained the 10-foot wide MUP at this location meets AASHTO standards for a bicycle Facility. Per AASHTO the minimum width for a two-way facility is 10-feet, with 8-foot allowed for short distances if there is a physical obstruction present. Additionally, a 5-foot westbound bike lane will be provided on Links Avenue. **Kylie Walzak** suggested that the standard 10-foot width should be maintained. **John Burr** asked if the MSF building was built in the wrong location. **Sam Credio** reported that due to the buildings structure this was in fact the only logical place for the building. **Kylie Walzak** inquired whether or not there is a wall and **Sam Credio** answered that there is a 5 foot bike lane, a curb, and a 2 foot shoulder. There was additional conversation regarding possible options to regain the extra two-feet.

Gene Caywood, Chair asked for a show of hands from Downtown Links CAC members who agree with narrowing the pathway at this location.

A show of hands indicated that a majority of members concur with narrowing the path at this location.

E. MUP crossing at the 8th Street spur

Sam Credio explained the raised median on Links Avenue was extended to limit traffic movements at 8th Street Spur to westbound "right-in, right-out" per CAC request. To enhance both MUP user and vehicle awareness of each other, the MUP access ramps were re-positioned to the center of the curb returns in order to re-align the MUP and prevent side/crossing collisions. **Kylie Walzak** stated there are concerns with the multi-use path because of bikers and pedestrians traveling in both directions as well as visibility and requested a speed table be included in the design at this location. Green roadway paint was also recommended. **Gene C.** stated that he wasn't sure a speed table would work. **Gail Ryser** advocated stop signs for all modes of traffic. **John Burr** voiced concerns with safety at night. **Sam Credio** informed the members that there will be a stop sign on the 8th street Spur approach and that green paint can be considered to delineate the crossing. A lead in sign would be a good idea for westbound motorists. **Daniela Diamente** asked how necessary the 8th Street Spur is. **Tom Fisher** explained its purpose is to provide ingress and egress to businesses in and around 4th Ave. **Mary Ellen Wooten** asked why we cannot have a sign that says "Yield To Pedestrians" and **Sam Credio** responded by saying we can. **Richard Mayers** asked if we can get information on conflict zones and statistics. **Sam Credio** answered we can look into finding that information. **John Sedwick** commented that they do not want 4th Ave. to get cut off. **Gail Ryser** asked if a stop light would be beneficial. **Michael Bertram** answered that it has been talked about but the traffic report does not support it. **John Burr** commented that they will be requesting conduit structures for future signals. There was additional conversation regarding the potential for 11-story structures to be built in the "golden triangle". **Gene C.** said that in the past the city has installed appropriate infrastructure for future use, and requested the same be done at the 8th Street Spur.

Gene Caywood, Chair asked for a show of hands from Downtown Links CAC members who agree with the proposed design at this location, with the inclusion of signalization infrastructure added for future use.

A show of hands indicated that a majority of members concur with the current 75% design features at this location with the addition of signalization infrastructure for future use.

F. MUP north/south transition at 6th Avenue

Sam Credio explained improved MUP connectivity at 6th Avenue has been achieved given the constraints at this location (ROW, bridge structure, UPRR). A "Parklet" is proposed for the northwest corner of 6th Avenue and 7th Street; **Kylie Walzak** reported that they need good 3D visual representations. **John Burr** voiced concerns of 8 foot clearance for tall bikers. **Korey Kruckmeyer** requested some elaboration on the current horseshoe. **Michael Bertram** explained what goes into creating the 3D representations and added that he will hear from the city in March regarding a contract modification to prepare 3 photo renderings which will cost around \$10 thousand. As of now it mimics the existing conditions, the horseshoe remains with the same surface elevation.

Gene Caywood, Chair, tabled discussion until further information and a 3D rendering is presented.

G. MUP crossing at 7th Avenue/UPRR

Sam Credio explained the United States Access Board has issued Public Rights-of-Way Accessibility Guidelines (PROWAG) that allow for mid-block crossings to have cross-slopes greater than 2% but less than 5%; The cross slope at this location is roughly 4.5%. As a result, TDOT has agreed to provide a signalized crossing (HAWK) at this location; The design of which will be included in the 90% plan submittal. The MUP does not adversely affect Benjamin Supply Master Plan. **Kylie Walzak** suggested this be worked out in a subcommittee and the overall opinion was in favor of a HAWK. **John Burr** asked what buildings are being removed. **Tom Fisher** explained that some buildings are being pulled back and that the owner, Benjamin Supply, is fine with that. The overall consensus was that a HAWK was needed.

Gene Caywood, Chair asked for a show of hands from Downtown Links CAC members who agree with the inclusion of a HAWK crossing at this location

A show of hands indicated that a majority of members concur with the inclusion of a HAWK crossing at this location.

H. MUP crossing at 6th Street/Links Avenue intersection and connection to 7th Avenue

Sam C. stated that with the inclusion of the HAWK crossing at Links/7th Avenue, they were able to flip the MUP to the eastside of Links. This provides safer N/S crossing for pedestrians and bicyclist at the 6th Street/7th Avenue intersection.

Gene Caywood, Chair, tabled discussion until further information is presented.

I. Stone Avenue/6th Street intersection configuration

Sam Credio explained the lane configuration was determined based on the approved traffic report and addresses capacity needs at this intersection. **Daniela Diamente** asked if the turn lanes shown are currently present. **Sam Credio** answered that they are not currently present. **John Burr** questioned whether this is going to be one of the bigger intersections and asked what the dimensions of the intersection were going to be. **Michael Bertram** answered that it is hard to tell without a scale. **Kylie Walzak** asked how we can scale this area down. **Michael Bertram** replied by saying there will be a walk signal. The traffic report advised it be larger. It is hard to see this area scaled down at all. **Richard Mayers** voiced a concern about how long he will be in peril and questioned the gradient. **Michael Bertram** answered it is less steep and they are considering a photo rendering of this as well. **John Burr** asked if they will be able to cross east to west and **Sam Credio** responded yes.

Gene Caywood, Chair, tabled discussion until further information and the 3D rendering is presented.

J. MUP crossing at 9th Avenue/UPRR

Sam Credio explained the Deck Plaza addresses north/south connectivity at this location. Details regarding the type of safety equipment required at the at-grade crossing with the Union Pacific Rail Road (UPRR) have yet to be finalized; additional design is necessary in this regard. The project team is working with UPRR for crossing requirements. Kylie W. stated that the subcommittee's concern is that they don't know what is happening in the area just south of the pink area (indicated on the map) and north of the Steinfeld building. Sam agreed and stated that he has already asked his consultant about that area. The overall opinion from the committee members was that more information was needed. **Susan Gamble** informed the team that a recommendation from WAMO was in the mail. **Gene Caywood, Chair, tabled discussion until further information regarding the at-grade crossing is presented.**

K. Church Avenue eastbound free-right turn

Not addressed at this meeting

L. Church Avenue north/south cross-walk

Not addressed at this meeting

M. Main Avenue crossing

Not addressed at this meeting

N. Physical barrier between bike lanes and vehicle lanes

Sam Credio explained that TDOT is working on a pilot program that provides a 2-foot buffer between bicycle and vehicle lanes. The pilot program will be instituted on the west end of St. Mary's Road. The information gleaned from the pilot program will help TDOT make informed decisions regarding Bike lane barriers for phase III of the Downtown Links Corridor. **Kylie Walzak** said she thought that was great.

6. Next Steps

Items for Future Meetings

- Continue presentation
- Revisit tabled items

Confirm Future Meeting Dates

- Next CAC meeting is February 10, 2014

7. Call to the Audience

The following people addressed the Committee:

Karen Green, Dunbar Spring resident wants 3D renderings. Karen said it is very difficult to provide input without the renderings. Does not have to be a work of art, but something would be helpful.

8. Adjournment at 7:56 p.m.

