

Summary of DLCAC Bicycle and Pedestrian Subcommittee Outstanding Concerns

- That the function of DL is unclear. Is it intended to by-pass downtown or provide multi-modal links between Barraza-Aviation, Downtown neighborhoods, 4th Ave. and Downtown Tucson?**
- That the traffic data used to predict volumes on the DL Corridor are inaccurate and predict intersection failure at peak travel creating a product that does not meet stated goals.**
- That citizens, planners, engineers, and businesses lack the proper tools to accurately assess current rates of biking and walking in the Downtown area and that DL impacts on those forms of transportation are unknown and unclear.**
- That there is concern over RTA budget shortfalls in excess of \$300M and the impact this will have on non-motorized elements of the DL Corridor.**
- That motorized travel modes are designed for with priority in this project over the safety and comfort of bicycles and pedestrians.**
- That the current design exceeds the four lane urban linkage voters approved with wider intersections, particularly at Stone Ave. and DL.**
- That the MUP path increases options for multi-modal access east-west, but not north-south, with bikes and pedestrians actually losing connectivity north-south.**

PROPOSED BICYCLE AND PEDESTRIAN FACILITIES ALONG DL CORRIDOR	BIKE PED SUBCOMMITTEE RECOMMENDATION	TDOT / ENGINEERING TEAM RESPONSE	ADDITIONAL NOTES
Conversion of the westbound bus lane on Broadway Boulevard under the UPRR with a cycle track connecting to Aviation bikeway (RTA VA SR04-005)	That cycle track should be retained and included in plans in close consultation with TDOT Bicycle and Pedestrian Coordinator.		The current size of Broadway Blvd. intersection with Downtown Links is completely out of scale with the pedestrian environment of Downtown. Adding a cycle track and narrowing travel lanes would help mitigate the effects of the size of that intersection on people interacting with it.
Multi-Use-Path (MUP) connection at the Snake Bridge and west of Stevens Avenue	That connection should be retained and included in plans in close consultation with TDOT Bicycle and Pedestrian Coordinator.		
MUP ramp connection to the 4th Avenue pocket park	That connection should be retained and included in plans in close consultation with TDOT Bicycle and Pedestrian Coordinator.		The MUP connection should be built to maximize investment in Aviation Bike path amenities east of Fourth Ave, to alleviate unsafe cut-through traffic between Coronado Hotel and Fourth Ave., and to increase multi-modal
MUP narrowing at MSF	MUP standardized width should be maintained to the fullest extent possible.		
MUP crossing at the 8th Street spur	That speed tables be installed at the spur to slow traffic and be accompanied by proactive signage that alert drivers to the high likelihood of conflict between bikes and pedestrians at this intersection.	The 8th Street Spur has been a request made by FAMA to increase access to 4th Ave. from DL corridor.	As a by-pass for downtown traffic, it is unclear why this 8th Street spur is necessary. It is the Bike Ped Subcommittee's opinion that this intersection is unsafe and undesirable and will cause many of the same interaction problems associated with every at grade intersection crossing of the Aviation Bike Path.
MUP north/south transition at 6th Avenue	That further information is needed before the Bicycle and Pedestrian Subcommittee can make a recommendation.	TDOT recognizes request for 3-D modeling but reminds the Bike Ped Subcommittee that these drawings are costly and time-consuming to create.	Bike Ped Subcommittee requests 3-D modeling of entire corridor before further recommendations be made in order for CAC members to make informed decisions about the design of this corridor and the impact the corridor will have on people interacting with it.
MUP crossing at 7th Avenue/UPRR	Further work needs to be done at this intersection before the Bike Ped Subcommittee feels it has enough information to make a recommendation. Similar to the 9th Ave crossing, we need to know what info UPRR is providing/requiring before we can advise.	TDOT recognizes request for 3-D modeling but reminds the Bike Ped Subcommittee that these drawings are costly and time-consuming to create.	Bike Ped Subcommittee requests 3-D modeling of entire corridor before further recommendations be made in order for CAC members to make informed decisions about the design of this corridor and the impact the corridor will have on people interacting with it.
MUP crossing at 6th Street/Links Avenue intersection and connection to 7th Avenue	The Bike Ped Subcommittee has concerns about the two points of bike and pedestrian interaction at this intersection. The first being the free-right, which we recommend be removed. The second is the width of the intersection from the pedestrian refuge triangle to the north side of 6th street and vice versa. Bike and pedestrian traffic will be bidirectional and we do not feel there are adequate measures in the current design to protect bicycles and pedestrians in this intersection.	TDOT recognizes request for 3-D modeling but reminds the Bike Ped Subcommittee that these drawings are costly and time-consuming to create.	Bike Ped Subcommittee requests 3-D modeling of entire corridor before further recommendations be made in order for CAC members to make informed decisions about the design of this corridor and the impact the corridor will have on people interacting with it.
Stone Avenue/6th Street intersection dimensions	The addition of two left turns bays on the east and west sides of this intersection make the intersection significantly wider than current conditions, will not support pedestrian or bicycle safety or comfort, and will deter people from wanting to use the facility because of the size of the intersection. We do not agree that this intersection as currently designed will improve bicycle or pedestrian connectivity in the corridor.	TDOT recognizes request for 3-D modeling but reminds the Bike Ped Subcommittee that these drawings are costly and time-consuming to create.	Bike Ped Subcommittee requests 3-D modeling of entire corridor before further recommendations be made in order for CAC members to make informed decisions about the design of this corridor and the impact the corridor will have on people interacting with it.
MUP crossing at 9th Avenue/UPRR	Bike Ped Subcommittee do not have enough information from engineering team or UPRR to make a recommendation on this crossing. Request 3-D drawings of the intersection to better understand how people will interact with this crossing.	TDOT recognizes request for 3-D modeling but reminds the Bike Ped Subcommittee that these drawings are costly and time-consuming to create.	Bike Ped Subcommittee requests 3-D modeling of entire corridor before further recommendations be made in order for CAC members to make informed decisions about the design of this corridor and the impact the corridor will have on people interacting with it.
Church Avenue eastbound free right turn	Bike Ped Subcommittee recommends removing this and all free right turns along corridor. That free right turns create hazardous and unsafe crossing situations for both bikes and pedestrians.	TDOT and engineers maintain that removing free right turns impacts the volumes of cars moved along the corridor.	Bike Ped Subcommittee recommends a more in-depth presentation and analysis of 2006 and 2012 traffic studies used to justify the traffic volumes. Bike Ped Subcommittee maintains that current conditions are drastically different with people biking and walking more, driving less, and do not agree that 8-10 year old traffic data reflect that.
Church Avenue north/south cross walk	Connectivity should be created here to allow access to/from UAS building.	Slope of the road as it enters the UPRR underpass prevents a crosswalk from being installed at this point.	Pedestrian connectivity from the 9th Ave. deck park to Main Ave crossing is lacking. Given our climate and desert environment there should be more opportunity to cross the DL corridor than currently designed.

Main Avenue crossing	It is the understanding of the Bike Ped Subcommittee that wiring for a future HAWK crossing has been installed at this crossing. Bike Ped Subcommittee recommends that this HAWK be installed as part of Phase III construction. That current biking and walking trips warrant such a crossing and that the surrounding neighborhoods have requested this crossing since initial discussions of design for	TDOT and engineers' position has been that it is not known whether current bike ped trips warrant a HAWK crossing at this site.	What analysis of bike ped trips has been conducted? Bike Ped subcommittee recommends further study and counts of bike ped trips along entire DL corridor.
Physical barrier between bike lanes and vehicle lanes	That the size of travel lanes for cars along the DL corridor and posted speed limit of 30 mph create uncomfortable and unsafe conditions for riders of all ages and abilities. That separated bike facilities create safer, more comfortable biking conditions for all ages and abilities.	TDOT cites maintenance concerns regarding installation of flexible delineators along the DL corridor where bikes and cars share the road.	Allocation of resources along the DL corridor continues to be heavily weighted toward automobile amenities in both the footprint of the entire project and the ease of car travel engineered into the project. The Bike Ped Subcommittee continues to support a more balanced distribution of resources to support ALL