

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

Tuesday, February 4, 2014

*Accepted and Approved by the Downtown Links CAC
Bicycle/Pedestrian Review Subcommittee on July 2, 2014*

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

DOWNTOWN LINKS CAC MEMBERS PRESENT

John Burr, Armory Park Neighborhood Association

PROJECT TEAM PRESENT:

Kathy Jirschele, Kaneen Advertising and Public Relations
Ann Chanecka, City of Tucson

1. Meeting Called to Order

Meeting called to order at 4:10 p.m. at the Pioneer Building, 100 N. Stone Ave., Ste. 101, Tucson, AZ and a quorum was confirmed.

2. Introduction of Committee Members and Staff

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

3. Approval of Meeting Minutes from January 20, 2014

- Michael Keith made a motion to approve the January 20, 2014 minutes with changes, and the motion was seconded by Richard Mayers. The motion was passed with a unanimous voice vote. (Changes will show a change in wording related to Armory Park wanting a dedicated southbound turn at Toole Avenue.)

4. Announcements

John Burr made members aware that when council members were discussing the Barraza Maclavio name change at the February 4, 2014 study session TDOT did not include any information as to why the Downtown Links CAC had made the recommendations that they had.

Kylie Walzak announced next week's CAC meeting; the meeting will be held on February 10, 2014 at 5:30 p.m. at The University Services Annex Building

5. Continue update and discussion of proposed bicycle and pedestrian facilities along the Downtown Links corridor

Review the new HAWK crossing and MUP connection on the northwest side of Downtown Links corridor.
Kylie asked members to look at the multi-use path (MUP) coming from the east and then comes in right in front of the Corbett building – are we comfortable saying most people will go up to the corner of 7th Street/6th Avenue,

turn left on to 7th Street and then cross into Downtown? What do you think the likelihood is of going into downtown the way we've always been going into downtown versus doing a U-turn, going under the bridge and using that path. She wanted to know if there was any discussion needed about keeping both of those access points. She also wanted to know what that area's multiuse path was for. Michael Keith commented on the tight turn radius for a larger bike. Kylie asked if the MUP squeezes you in between the railroad and the Downtown Links corridor, why we would keep it. If people want to get into downtown, she does not know what that piece of MUP is for. John Burr explained that if you're in a wheelchair and they are going north through the 6th Avenue underpass and they wanted to go to Benjamin Supply, a lot of people aren't necessarily going to want to use the HAWK crossing. They may want to use the south side MUP. John B said he does not understand why there isn't a path along the north side cutting off that triangle.

Michael K agreed that you have two choices when you get to this particular place. If for example you wanted to get to Citizen's Warehouse, one would kind of get squeezed between the rail road tracks and the roadway until it changes on the corner. Or you could come down 7th Avenue. There was additional discussion about possible routes that someone could take. Kylie said people won't do any of those things, they'll take Toole Avenue to 9th. She does not know what this piece of MUP is good for (pointing to map.) Ann Chanecka said it was originally put in because it was the only link, but there are a couple things to think about. Will it be used? What if you're coming from Aviation, using the turnaround at the bridge avoids crossing (inaudible), it might be appealing to some people. Ann C. wondered what would happen if that option was given up. Could the elevation of the road change? She would need to get clarification. The team is meeting minimum ASHTO requirements on height of the shared use path. Michael Keith asked for clarification of the area they were talking about. Kylie said that the Downtown Links bridge that goes over the 6th Avenue underpass. They are meeting two requirements here. One - the ASHTO requirement that guides MUP's height requirement and the second requirement is preserving the historic view shed. So the question that they would like to ask the design team is if the NUP goes away in this section, does it affect the height of the bridge over 6th Avenue underpass. John B. said if it's only 8 feet at the lowest point and 10 ½ feet at the other end, they're still going to have to keep the same clearance for pedestrians going under the old 6th Avenue underpass. There was additional conversation regarding requirements as it relates to view shed and height.

Michael K. asked what happens with the bike path when you get to Citizens Warehouse. Kylie W. said that the area he was questioning was to preserve vehicle access to the front of Citizens Warehouse. It is a shared path, but it's not a through road. There was additional conversation about how the path would function in this area and how bike riders would navigate westward once the MUP ends at the Deck Park. Michael K. wondered how people would get to the Santa Cruz bike path. Kylie said that bike riders can use the Downtown Links corridor. There is an 8-foot bike lane. Michael K. and Kylie W. would like to see a detail of the bike/driveway at Citizen Warehouse. Michael K. wondered if there would be signs that direct the MUP users at 6th Avenue/7th Street. Ann Chanecka said that it might make sense to pause the discussion until they can see the renderings. Kylie said she thought everyone feels better about the MUP being switched to the northeast side closer to Benjamin Supply. John B. wondered why they didn't connect the MUP between 6th Avenue and 7th Street. Richard M. said his enthusiasm has waned because it doesn't connect, but it is better than it was. Michael K. asked about how you know how to get back to the MUP. Will the roadway be striped and signed? John B. said he thinks the path on the south side should be left in. There was additional conversation about travel options from 6th Avenue/7th Street into the downtown area.

Kylie asked if there were any other new pieces they were presented with that the members should talk about. She asked about the new crossing at 7th Avenue/6th Street. She wanted to make sure that there was a punch through for pedestrians. John B. asked what the elevation was between 7th Avenue and 6th Street. Ann C. said she didn't know the measurement, but in order to make ADA requirements, they had to include the small *snake like* piece of pathway down to 7th Avenue. There may be a pedestrian option, that does not meet ADA and it would involve stairs.

There was discussion about the additional parcel that was purchased near the Deck Park.

Kylie W. said that the position of this group is that the more pedestrian access provided, the better it will serve downtown.

6. Next Steps

Items for Future Meetings – none planned

Confirm Future Meeting Dates – none planned

7. Call to the Audience

None

8. Adjournment at 4:49 p.m.