

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

Wednesday, July 10, 2013

*Accepted and Approved by the Downtown Links CAC
Bicycle/Pedestrian Review Subcommittee on August 19, 2013*

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

PROJECT TEAM PRESENT:

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

1. Meeting Called to Order

Meeting called to order at 4:00 p.m. at The Pennington Street Garage Conference Room, 110 E. Pennington Street, Tucson, AZ.
Quorum 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 May 29, 2013

All members did not complete their review of the minutes, therefore - Approval of the May 29, 2013 meeting minutes is continued to the next Downtown Links Bicycle/Pedestrian Review Subcommittee meeting scheduled for July 24, 2013.

4. Announcements

Tom Fisher announced that fellow Downtown Links CAC member Chris Carroll passed away. Mr. Carroll was the representative of El Presidio Neighborhood.

5. Update of the Proposed Bicycle and Pedestrian Facilities along the Downtown Links Corridor

Tom Fisher provided materials to the subcommittee members that included Locations for Discussion (in geographic order on DL map) and photos of some of the areas to be discussed.

Mike Bertram reported that TDOT and the design team met several times since the last subcommittee meeting to

review the action items and determine a cohesive direction for design of the bicycle and pedestrian facilities along the corridor. The hand out Tom F. provided further refines the direction TDOT established for each of the following Multi Use Paths (MUP) and intersections:

Brent Kirkman reviewed the following

- **6th Street/Church Avenue intersection** – Keep the curb line as is and look at installing a speed table at the cross walk. Michael B. interjected that he errantly said that this intersection would not be signalized. The Sixth Street Church intersection *will be* signalized for all legs of the intersection. The eastbound Sixth Street to southbound Church will be a free right turn movement. The MUP crossing at the intersection needs further review because of 1) the grade of the roadway 2) retaining wall and 3) redevelopment of the area. A north/south crossing at 6th Street and Church Avenue will not be ADA compliant because the transverse slope of the 6th Street crossing is too steep, and cannot be provided. Richard Mayers asked if the 4-way stop at Church Avenue and Franklin Street will remain in place. Tom F. said it is being reviewed. **Kylie W.** asked about lane widths for Church Avenue approaching 6th Street. Michael B. said generally dedicated right turn lanes are anywhere from 16 – 18 feet. Kylie W then asked what the width of the bicycle lane would be standard six foot with a 2-foot buffer. Brent said he thought the bike lane was 6 foot, but thought we lost the buffer at that point. Michael B. said if a buffer can be accommodated spatially they would certainly take it into account.

Tom F. announced that Mayor and Council intend to publish a Request For Proposal (RFP) for the vacant Franklin parcel. Kylie W. stated that walk-ability and connectivity is of prime concern for the whole area.

- **MUP connection at 9th Avenue (in front of Citizen Warehouse)** – Stop signs will be placed at the westbound approach. North/southbound will be the thorough-fare. The pathway at the curve along the east side of Citizen Warehouse is 12-feet wide which is 2 feet wider than the recommended 10-foot width. There is no sight distance or other issues that require the pathway to be increased. Tom F. reminded members that the future of the Citizen Warehouse needed to be considered. There was further discussion regarding access to Citizens Warehouse for BICAS and metal artists. It was suggested that people hauling materials to the facility could use the Deck Park to access the north entrance of Citizen Warehouse. Additional conversation regarding parking for the warehouse now and in the future.

- **MUP bridge crossing over Stone Avenue** – State Historic Preservation Office (SHPO) has designated the pump house, located at the north/west corner of the Stone Avenue underpass, as historic, which means we cannot obstruct the view of it and additionally it means the design of MUP must be raised to go over the pump house. There was discussion regarding possible remedies for the design of the MUP as it relates to the pump house. Tom F. said that he and Sam C. plan to send a letter and renderings to SHPO demonstrating the impact of the new ‘historic’ designation.

6th Street/Links Avenue intersection – The geometry of the eastbound to southbound free right turn lane from 6th Street to Links Avenue has been modified. It is now similar to the free right that TDOT recently constructed at the Grant/Oracle intersection. Cyclist’s traveling eastbound to southbound at this intersection are encouraged to stay with traffic using the free right turn lane. Because semi trucks require the full road width within the turn lane, there *will not* be a striped bike lane inside the free right turn lane. The cross walk is 10 feet wide and 23-feet in length to cross the free right. The intersection, with the exception of the free right lane, is signalized. Drainage is a concern for the eastern crosswalk connection to the new 7th Avenue cul-de-sac. A connection will be provided which will most likely be sidewalk and handicap access ramps.

6. Next Steps

Items for Future Meetings - Complete the review of the Proposed Bicycle and Pedestrian Facilities along the Downtown Links Corridor

Confirm Future Meeting Dates – Thee next meeting will be on Wednesday, July 24, 21013 at 3 p.m...

7. Call to the Audience

None

8. Adjournment at 5:00 p.m.