

DOWNTOWN LINKS CITIZEN ADVISORY COMMITTEE (DLCAC)
BICYCLE/PEDESTRIAN REVIEW SUBCOMMITTEE
MEETING MINUTES
Monday, 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
Daniela Diamente, Dunbar-Spring Neighborhood Association

BICYCLE/PEDESTRIAN REVIEW SUBCOMMITTEE MEMBERS ABSENT:

NONE

PROJECT TEAM PRESENT:

Sam Credio, City of Tucson Department of Transportation
Tom Fisher, City of Tucson Department of Transportation
Michael Bertram, 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 and July 10, 2013

- **A motion to approve the Minutes from May 29, 2013 with corrections and July 10, 2013, as written**, was made by Michael Keith and seconded by Daniela Diamente. The motion passed with a unanimous vote. (Correction to the May 29, 2013 minutes will show more emphatic language regarding the concerns of Michael Keith regarding the MUP north/south transition at 6th Avenue)

4. Announcements

None

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

corridor – Mike Bertram reminded the members that at the last meeting they had worked through the first four of the nine items and that the members were receptive to the changes. Kylie W. wanted to make sure the team understood that the subcommittee didn't agree 100 % with that statement, and wanted to make note that at the CAC presentation last Monday August 12, 2013), Michael Bertram said that the first four items had been vetted

by the subcommittee. Kylie said that they may have been vetted, but she would not agree that they had been resolved. Michael Bertram suggested that for the benefit of the subcommittee and audience members, he would review the first four items. He also reminded the members that the goal of the Bicycle/Pedestrian Review subcommittee is to get to a point where the subcommittee is ready to make a recommendation to the overall CAC whether or not they are receptive to what TDOT is presenting for the nine critical linkages. The subcommittee may weigh-in as; in concurrence with the proposed configuration; not in concurrence with the proposed configuration; or that you need more information to make a determination. Michael B. said that what they see before them today represents what he believes is TDOT's recommendation for all but two items. The team is hope full that they will receive consent on the other seven items so they can move forward with further refinements and integration into the 75% plans. **Michael Keith** asked for clarification of where the bike paths were located along the alignment. Michael B. reviewed bike paths and added that everything being reconstructed will have bike lanes that are wither 6' or 8' wide. There was additional conversation regarding landscaping along the bike/pedestrian paths. Michael B. said there is a full landscape plan.

Kylie W. wanted to make sure the record showed that the subcommittee had serious concerns regarding pedestrian access along a stretch of roadway that was already designed and under construction. Kylie said there are no crosswalks at a particular intersection (Pointing to map, no roadway names were referenced). Mike B. said that at this particular intersection, there are no crosswalks because they would not meet ADA standards because of the geometry of the roadway. They are installing underground conduit so that in the future if warrants are met, they will be able to install an actuated signal. Daniela D. asked Michael B. to explain what warrants are. Michael B. explained warrants and went on to say that not enough bicycles or pedestrians use the intersection at Main and 6th Street to warrant a signalized crossing. In this case it would be a HAWK.

Daniela D. said that Dunbar Spring neighborhood has brought up this intersection numerous times as it relates to needing a safe crossing at Main and 6th Street. Michael B. said that until warrants are met, pedestrians and bicycles will have to walk 600 yards to the west and cross at the intersection of Granada and St. Mary's. Tom F. also noted that they have to abide by ASHTO specifications regarding spacing between signal lights and pedestrian crossings. There was additional conversation regarding speed limits throughout the project. Daniela questioned the logic of obtaining a warrant. Kylie W. wanted it stated in the notes that Dunbar Spring, Downtown Links CAC and the Bicycle/Pedestrian Review subcommittee, want safer crossings for pedestrians and bicyclist along St. Mary's roadway, between Granada Avenue and Church Boulevard. Tom F. said that ASHTO stands for American Association of State Highway and Traffic Officials. Kylie W. said that there are several communities across the united states that are challenging ASHTO because they are not guidelines for living, they are guidelines for shuttling traffic. Michael Keith said that he feels the traffic should be slowed to 25 MPH and the HAWK installed in order to slow the traffic. Because of residential and economical development there should be as many impediments in this stretch as possible. Kylie W. asked if there is any way to project pedestrian and bicycle traffic for 2040. Michael B. will research her question. There was additional conversation regarding speed limits along the corridor. Michael Keith restated emphatically that the speed limit should be posted at 25 MPH. Richard Mayers also reminded everyone that this roadway purpose may be to allow traffic to be diverted around downtown but it also cuts the neighborhoods from downtown, and they are vital to the survival of downtown. So we must make sure that we don't stop ingress egress and make an impermeable barrier of cars, pedestrians and bicycles. Tom F. said he understands and said that the conduit is being installed during the St. Mary's project. And as soon as construction is finished, they will get a better understanding of the bicycle/pedestrian traffic at that intersections.

6th Street/Church Avenue - Michael B. said that at the intersection of 6th Street/Church Avenue they are proposing a speed table. Kylie W. asked about the status of a bike lane. Michael B said that it won't be striped through the turns, because of the false sense of security it gives the rider. Daniela asked what about the use of the green lanes in as many places as they can. Michael B. said they have to make warrant in order to make a cross walk. Kylie W. said this intersection is not helpful to bikes or pedestrians and wanted to know the reason for not re-engineering the intersection. Why couldn't it be made a standard 'T' intersections? Michael B, Tom F and Sam C all explained what would be involved. They also explained that they had already tried to make that option work. Kylie said she wants to figure out a way to have a N/S crossing at Church Avenue. Michael B. said that you can't because of the transverse cross slopes. It won't meet ADA requirements. Kylie said that they

will note in their recommendation to the full CAC that this intersection is not designed to be comfortable for people on bikes or walking. Michael B. asked if she would be more detailed than that. He would not know what she wanted based on a statement like that. Tom F said they really need WAMO to weigh in on their plans for property along 6th Street. Kylie W said they would look at some other communities that have this problem. There was additional conversation regarding access across 6th Street in the area of Church Avenue. Michael Keith said that every opportunity to make a crossing should be utilized. Michael B. said that he cannot deviate from national standards. Michael B. said that they need to site *origin destination relationships* and ask for *relief from the national ADA standards*. Audience member said that they should make the walk extremely pleasant so that pedestrians will want to walk.

Deck Park – Kylie W. reviewed the access issues for Citizen Warehouse and explained that she had spoken with some of the tenants of the warehouse. Michael B. detailed options for access to the warehouse from Stone Avenue. He said no matter what, we have to provide access to the warehouse. Daniela asked that the BAC have input on what that interface between the MUP and Citizen access looks like. Tom F. reminded everyone that TDOT does not own the Citizen Warehouse.

Pump House – Sam Credio said they were advised by their local historic preservation officer that they should send a request asking to move the pump house in order to bring down the grade of the pedestrian bridge. Michael Keith said we have his vote on that. Daniela D. shared photos she made of the pump house.

Links/7th Avenue – Kylie W. asked if there could be a speed table for the eastbound to south bound turn movement. Sam said they would have to vet that with TDOT. Michael B. said there is triple the amount of traffic at this intersections, and that generally you do not put speed humps on principal arterial to principal arterial connections. Daniela asked if we could address what type of remedies could be made for this one spot. There was continued discussion regarding access and MUP access points.

Crossing at 7th Avenue/UPRR – Michael B. said there still needs to be train actuated gates for pathway and emergency access. Michael B. said he does not have a solution for a pedestrian crossing at Links and 7th Avenue. The crossing does not meet ADA compliance. There was conversation regarding dumpsters at a property on the south side of tracks.

6th Avenue and MUP - Michael B. explained there will be two-way multi use path operation beginning at 7th Avenue on both sides of the street – unfettered connection up to the trail. Clearance under the new links bridge will be a minimum of 8feet. There will be four lights under the bridge. There will be a three-way stop on the east side portion of the MUP/6th Avenue. Daniela asked about the turn radius. Michael B. said it is 20 feet. There was additional conversation about the 6th Avenue underpass.

8th Street Spur – Michael B. said it was approved for a right-in, right-out turn movements only. There was additional conversation regarding a proposed parking garage in the area. Not related to this project. An audience member asked what is being done to make sure speeds along the straight-a-way are maintained at 30 mph. Michael B. said they would be using posted speed devices.

MUP Linkage from the east end of the MSF to 9th Street - Michael B. said they can physically make the connection but you would have to modify the infrastructure of the new park in order to make the 5% max grade. Not a minor fix to do that from a cost or impact perspective. Daniela D. said John Sedwick told her that this is not a park maintained by parks and rec. It is considered a gathering place. Sam C. said they would like the subcommittee recommendation on this, but the city cannot make the decision to make it part of this project. It would be additional cost and existing infrastructure. There was additional conversation from several people regarding the park/gathering place and access points.

MUP over Snake Bridge – Michael B. said they wonder if there is added value in making a connection from the existing pathway up to and over the snake bridge, and also, is there added value in bringing the MUP along the north side of Links and providing a multi-faceted means of getting to 4th Avenue area. Daniela D. asked for clarification of some of the area around the paths. Michael B. said it would be landscaped. Richard M. said it is added value to him from a safety perspective, however you would like to see the path on the other side of the wall, nearest to traffic. Ann Chanecka said that the existing paths have a fair amount of pedestrian traffic and wouldn't recommend removing them.

Michael Bertram said that at this point they need a report from the subcommittee. It needs to address the subcommittee's strong concerns at Church Avenue, circulation patterns at the Citizen Warehouse and stop movements at the 'T' intersection, in addition to the rest. He advised them that they need to make a clear depiction of what they want. Will they or will they not support them. Richard M. asked if there was agreement on 6th Avenue. Michael Keith said it's still a problem. Michael B. said if there is a better solution, please draw something and submit it to them.

Tom F. asked Michael B. to give a brief update of where they are in the 75% process.

6. Next Steps

Items for Future Meetings - Call PAG for growth model for pedestrians and bikes.

Report from subcommittee. Daniela thinks a written report is appropriate. It will provide a better opportunity to address each individual item. Kylie agreed and said that a report that said which items they report and which items they still had concerns with would be appropriate. They will present at the next CAC meeting on September 9, 2013. Michael B. said information from them in advance of the next CAC would be beneficial.

Confirm Future Meeting Dates – to be determined after the next full CAC meeting

7. Call to the Audience

Linda Samuels – Sustainable Cities UA Downtown they have been working to prepare a 3D model. The 3D is so complicated and is HDR or the city planning to make one. They've also been looking at the 6th Avenue underpass, the north/south connectivity starting from the intersection that you're losing all the way over to the new complicated scenario south of Corbett right at 6th Avenue, they are thinking about together and considering the big picture. We have a year before these drawings are done, and you're thinking about the investment that is going into this site condition now, and you're thinking about encouraging people to go from the north of the railroad into downtown, that those are really key sites to emphasize quality bike and pedestrian accessibility north to south. So I think that's an opportunity we don't want to let pass us by to improve the connectivity north to south. 6th Avenue is growing, it's part of a revitalization and is connecting to everything great going on downtown, the potential for what's going on at Ronstadt. It's going to be a big road that we need to pay a lot of attention to. I would emphasize really paying attention to that, not just how to get on the east west path, but improving the condition going north to south. And they are interested in continuing to work on that in their studio as well. Also. Ean said something about the point that this is like Grant/Oracle, and Ean said this isn't Grant/Oracle, this is an urban condition. What has to be understood in this condition is that in a semi suburban style road going into what we hope to be an urban condition and what we hope to continue to be an urban condition. So as you go through these intersections, keep in mind that there is an inherent conflict and that conflict has issues that are deeply and cathartically different. One being more about the scale of traffic moving at a through-way speed (inaudible words.) So that's what's trying to be resolved. Those two really different (inaudible words).

Ean Johnson – continuing that thought, I was thinking about this a lot. If you were to build Boston or New York City following ASHTO guidelines, it would look like Las Vegas. You couldn't build 90% or our downtown following every rule that you have to follow to build this new road. So I would argue that there would be a lot of public support for bending these rules to retain the urban fabric that we have. If there is any place in town where you could maybe make an exception and you don't follow every rule for how much passing distance you need, and all this stuff. I know that's not easy, and I appreciate the emphasis on safety, but I'm saying that if there's a place to make an exception, this is really it, because I believe that safety is trumped by connectivity. I think that if you have enough connectivity and enough pedestrian and bike traffic, that cars will recognize that this is not there place. They're guests here in this downtown urban core. That's really important because otherwise we're building a barrier that will exist forever and it will be really hard to fix out there.

Karen Green, Dunbar Spring – I am not 7 years old, I have been riding my bike a lot, but I am a nervous bike rider. So for example when we talked about having this as a HAWK here, you said why you don't just go down to Granada. I hate the CAC meetings that are held there, I hate it, because I have to ride my bike on Granada

and I realize there's a lot of construction and I realize it's really funky right now, but this is not comfy for bikes at all, and I would much rather cross here. And so like if at each intersection there's these really uncomfortable, not just for 7 year olds, but for some of us adults, who again, I just want it to be easier. I'm not trying to be obstructionist or trying to be difficult. I want to feel comfortable. I want to feel comfortable riding my bike, and not feel nervous the whole time about cars that are possibly going to hit me when they're making their right turn when they're not paying attention. So I just wanted to put that out there.

8. Adjournment at 4:12 p.m.