

DOWNTOWN LINKS CITIZEN ADVISORY COMMITTEE (DLCAC)  
BICYCLE/PEDESTRIAN REVIEW SUBCOMMITTEE  
MEETING MINUTES  
Monday, January 20, 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  
Daniela Diamente, Dunbar-Spring Neighborhood Association

**BICYCLE/PEDESTRIAN REVIEW SUBCOMMITTEE MEMBERS ABSENT:**

NONE

**DOWNTOWN LINKS CAC MEMBERS PRESENT**

John Burr, Armory Park Neighborhood Association

**PROJECT TEAM PRESENT:**

Kathy Jirschele, Kaneen Advertising and Public Relations

**1. Meeting Called to Order**

Meeting called to order at 5:07:00 p.m. at Time Market, 444 E. University Boulevard, 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 August 19, 2013, as written, was made by Michael Keith and seconded by Richard Mayers. **The motion passed with a unanimous voice vote.**

**4. Announcements**

Gail Ryser said that the Bike Church dedication was on Friday, January 24, 2014 from noon – 1 p.m.

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

- The following items were discussed amongst the subcommittee members in preparation for their recommendations to the full Downtown Links CAC. Comments and concerns regarding each proposed bicycle/pedestrian facility are noted:

**MUP crossing at 9th Avenue/UPRR:**

- Does this crossing improve connectivity?
- Citing Citizen Warehouse and Steinfeld. The new roadway will pave over a lot of the existing road, creating access issues for Citizens Warehouse.
- What was once designed as an MUP up to Citizens is now an access roadway shared with bike/ped traffic.

- Subcommittee members discussed their confused about how the at-grade crossings will be handled because they don't know what Union Pacific Railroad requirements are.
- It does not create a safe crossing.
- Subcommittee members agree that the at-grade crossing needs to feel friendly and comfortable.
- Subcommittee members agree that they do not have enough information regarding UPRR requirements to make a recommendation regarding the crossing at 9<sup>th</sup> Ave.

#### **Crossing and free-right at Church Avenue:**

- Subcommittee members would like the free-right turn movement to be removed.
- Members talked at great length about a N/S crossing at Church Avenue. The only other N/S options are at the deck plaza or Granada Avenue.
- City staff have stated that traffic Warrants don't warrant a HAWK crossing at Main. Subcommittee members stated that no-one in the surrounding neighborhoods currently use it because it's too dangerous and that that is why the warrant counts are low.
- Richard Mayers said that according to Diahn with the City, no HAWK crossing in Tucson was ever installed using a warrant process.
- Members agreed that they don't want to decrease connectivity if \$85 million dollars is being spent to improve it.
- Subcommittee members asked where we can put a N/S cross-walk if we can't put one at Church.
- Members need explanation about how the E/W crossing works if Church is 12 feet deep at this point.
- All subcommittee members agreed that they need a model of this intersection in order to make a recommendation.

#### **MUP Crossing at 7<sup>th</sup> Avenue/UPRR:**

- Members need clarification of what the blue line across the Railroad track is for. Emergency access? Will vehicles be allowed to cross at this point?
- Members need clarification of how the HAWK crossing will be oriented on the roadway.
- Subcommittee members discussed 7<sup>th</sup> Street and 7<sup>th</sup> Avenue as being the busiest bike and pedestrian crossing in, to, and out of downtown and agreed that to lose it would be devastating.
- What is vehicular access to Benjamin Supply in relation to the HAWK crossing?
- Subcommittee members are concerned about how the N/S MUP lines up with Borderlands dumpsters.
- Not all subcommittee members are a fan of pushing a button to get half way across the road, then waiting in the middle before you can cross the rest of the way. Further conversation with the design team is needed.
- Should be designed for *residential* future as much as future *traffic*.
- Downtown Links UOD tends to support residential density in this triangle. There could be 11,000 new residents in this area.
- Subcommittee members agreed that they can't provide a recommendation because they don't know what the UPRR will require for at grade crossing.

#### **6<sup>th</sup> Street/Links Avenue intersection and connection north to 7<sup>th</sup> Avenue:**

- Trying to cross at the free-right turn with the possibility of not being seen; Is there enough space in the "half-way" triangle
- How do you protect the visibility of both pedestrians and bicyclist traveling in both directions?
- Subcommittee members are not happy that there is no bike lane in the free-right turn lane.
- Some members questioned that if this is a roadway connecting Barraza Aviation to I-10, why are we making it easier for people traveling eastbound?

- Subcommittee members agree that a speed table at the location of the eastbound free-right will help in calming traffic.

**MUP north/south transition at 6<sup>th</sup> Avenue:**

- Questions about the 8' clearance - If you're riding a bike, you have to duck.
- The turns and 3-way stop are not fully understood.
- A bike rider will have to come to a complete stop to maneuver the turn.
- No-one understands the configuration that is being recommended. All the subcommittee members agree that a 3D drawing that includes people, cars and bikes at scale, is needed.

**MUP crossing at 8<sup>th</sup> Street spur – raised speed table might help. No other recommendations can be made at this time:**

- Subcommittee members do not like the right-in right-out maneuver. It is unsafe for two-way travel on the MUP because motorists may tend to only look one direction before entering the roadway. They will not see pedestrians or bicyclist coming from the other direction.
- Bicyclists will have to stop and walk their bikes through the crosswalk.
- Not signalized, so free right from Links to spur is dangerous for pedestrians and bicyclists.
- Members questioned whether there is a stop sign for traffic on the spur prior to entering Links Avenue?

**MUP narrowing at the MSF:**

- The MUP gets very narrow in the area behind the MSF.
- Has the Railroad been asked for an exemption in order to expand the MUP in that area?

**MUP connection to Snake Bridge and west to Stevens Avenue:**

- Need to include signage indicating where to get off prior to 4<sup>th</sup> Avenue so bicyclist don't end up at the new café.
- Where/how will pedestrians and bicyclist access 4<sup>th</sup> Avenue.
- Subcommittee agrees to recommend proceeding with this connection.

**Conversion of the westbound bus lane on Broadway Boulevard under the UPRR with a cycle track connecting to Aviation bikeway (RTA VA SR04-005):** Some of their decision will be based on what cross section Broadway task force approves.

- Subcommittee members said they still don't have enough information related to the bike lane in this area. Will it be bi-directional or one way?
- Need to have a signalized, dedicated right, for bike safety. Some would rather have a dedicated right-turn to southbound Toole for Armory Park residents.
- There was discussion about where the right turn onto Links from Broadway should begin. Bicyclist would have a hard time unless the right turn begins before they get into the "trough". Probably in the area of the bus stop.
- Armory Park does not like the car traffic that is using southbound Toole to avoid Congress traffic.
- Would like a sign for southbound Toole that says *Local Traffic Only, Bikes Exempt*.
- There is not enough information to make a recommendation. Some of the subcommittee members are working with Ann Chaneka, City of Tucson.

Kylie Walzak noted that Tucson used to be a leader in putting bikes on every road, but said that studies show that bike commuter numbers are not increasing in Tucson even though Tucson has built all these bike lanes. Kylie believes that this shows that bicyclists want separated and safer infrastructure. They want to feel

protected and that means not sharing the roadway with cars. Kylie Walzak fears that this roadway will be underutilized and that in 10 years the public will be calling to have it removed. Kylie then said that rather than saying “do we really need this project...” we should consider how we can take the money that’s been voter approved and help the city satisfy its mandate to get us out of the whistle zone and improve drainage, but not diminish walking and biking opportunities. John burr recommends the CAC review plans and direct staff to minimize some of the things that disturb the functionality of the bike/pedestrian community.

**6. Next Steps**

**Items for Future Meetings** – none planned  
**Confirm Future Meeting Dates** – none planned

**7. Call to the Audience**

None

**8. Adjournment** at 6:37 p.m.