

DOWNTOWN LINKS CITIZEN ADVISORY COMMITTEE (DLCAC)  
BICYCLE/PEDESTRIAN REVIEW SUBCOMMITTEE  
MEETING MINUTES  
Wednesday, July 2, 2014

*Accepted and Approved by the Downtown Links CAC  
Bicycle/Pedestrian Review Subcommittee on February 3, 2015*

**FROM: TDOT Project Manager Tom Fisher**

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

**Chair**, Kylie Walzak, Tucson-Pima Bicycle Advisory Committee  
Richard Mayers, West University Neighborhood Association  
Daniela Diamente, Dunbar-Spring Neighborhood Association

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

Michael Keith, Downtown Tucson Partnership

**PROJECT TEAM PRESENT:**

Kathy Jirschele, Kaneen Advertising and Public Relations  
Lindsey Normoyle, Kaneen Advertising and Public Relations  
Tom Fisher, Tucson Department of Transportation  
Sam Credio, Tucson Department of Transportation  
Diahn Swartz, Tucson Department of Transportation

**1. Meeting Called to Order**

Meeting called to order at 4:15 p.m. at the City of Tucson's, Public Works Building Conference Room at 201 N. Stone Ave, Tucson, AZ. 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 February 4, 2014**

- **A motion to approve the Minutes from February 4, 2014, as written, was made by Richard Mayers. The motion passed with a unanimous voice vote.**

**4. Announcements**

None.

**5. Staff Reports and Presentation**

▪ **7<sup>th</sup> Street and 6<sup>th</sup> Avenue**

**Sam Credio** reviewed the alignment of the multi-use path (MUP) from Barraza Parkway to the Deck Plaza. **Daniela Diamente** questioned the pavement striping plan for the area where the two merge? **Sam C.** said that if a bicyclist feels comfortable then they can enter 7<sup>th</sup> Avenue and use the roadway. **Sam C.** also discussed making one of the lanes a through-right which would allow for some extra space. Sam reviewed different options that would be possible for the extra space. **Sam C.** also noted that the multi-use path was reconfigured so the sidewalk could be wider and that a landscape buffer area was added. **Kylie Walzak** wanted to know if bicyclists intending to go under the underpass are able to enter the roadway or if they are able to ride on the sidewalk? **Sam C.** clarified that cyclists would enter the roadway from the underpass. **Kylie W.** asked about the possibility of a cut-through.

**Sam C.** said that he thought that was a good idea. **Diahn Swartz** said that she thought a cut-through would be unexpected for motorist to have a bike dart out from in front of them. **Richard Mayers** asked if a four-way stop at 6<sup>th</sup> Ave and 7<sup>th</sup> Street was still being considered. **Sam C.** said it was still under consideration, and also went on to explain why one of the cut-through areas was created, saying it was because of the location of a driveway, however, he didn't like the idea of driveways being so close to the lane. **Sam C.** also explained that on the east side of 6<sup>th</sup> Avenue they would eliminate the dedicated right-turn lane, and would curb the multi-use path. **Sam C.** said he believed this would encourage pedestrians to use the existing sidewalk under the promenade. He also discussed another area that could become a seating area. **Tom Fisher** pointed out a building (Maintenance and Storage Facility) that is encroaching on public right-of-way and it may need to be resolved. **Ann C.** asked if they had other access. **Sam** said, yes they have access off of 7<sup>th</sup> Street as well. **Sam C.** pointed out the bump outs, noted that the intersection had gotten smaller and also that they are still working on the crosswalks. He reminded the committee that this is just a design concept. **Kylie W.** said the concept was great and it had a lot more detail than what they had seen so far. She also asked about plans for removing the southbound left-turn lane on 6<sup>th</sup> Avenue. **Sam C.** said that the left-turn was still under evaluation and that they would be doing some counts to see how it was being utilized. **Diahn S.** pointed out the northbound bike box, and said they are doing research to determine if that was a good location it. **Ann C.** said she was mostly concerned that bikes would be able to get in front of the cars. She said they are looking at how to accomplish it and still meets all requirements. **Richard M.** about possible State statutes that support the bike box. **Ann C.** said there is a new education measure that might help out with that. **Daniela D.** pointed out an area that should be looked at further because there are different comfort levels with bike riders and forcing some to have to merge onto a roadway may be uncomfortable for some riders. She believes there would be less conflict in a longer route where they could just stay on a multi-use path.

#### ▪ 7<sup>th</sup> Avenue/UPRR crossing

**Sam C.** updated the committee on the multi-use path and the distance needed for emergency vehicles. He also pointed out where the trash is and how that affects the area. **Kylie W.** said that she didn't think it was unusual to see cycle track in these types of areas. Electric power poles were discussed and **Sam C.** said Tucson Electric Power will most likely need to relocate the poles. **Daniela D.** mentioned having bollards where a garbage truck could turn around and not interfere with the path. **Sam C.** said that if they want the quiet zone to be approved, then they would want the access lane to be separate from the path. **Kylie W.** discussed an area that could have a cycle track. She also said that they should measure what the width of the roll up door is because perhaps there is a system that could go in between the roll up door and the driveway. **Ann C.** advised that the design of this area needs to be carefully considered so that cars aren't having to cross over it. **Daniela D** added that cars should not be parking on it either. Turning movements of truck traffic was discussed. **Daniela D.** said she thought the team was going to review the area north of 7<sup>th</sup> Avenue and the UPRR crossing, and asked if anything had changed from the first design they saw. **Sam C.** said there was not much that had changed from what they had been originally shown.

#### ▪ 9<sup>th</sup> Avenue/UPRR crossing

**Sam C.** gave a brief overview of the elements of 9<sup>th</sup> Avenue reminding the committee that the area is wide and there is on-street parking on both sides. He then discussed different ideas for what could happen with the path south of the Plaza. Angled parking at a current business was discussed. The team talked about the curb and gutter on the east side of 9<sup>th</sup> and discussed how they could rebuild the area with standard curb (without the gutter) which would allow them to get the standard 45 degree parking. **Sam C.** said a storm drain will require them to rebuild a portion of the roadway near the pork-chop at Franklin and Church Avenue. There was discussion regarding how to safely get bicyclist through the area. **Sam** thought putting in posts could allow bicyclists protection and commented that there already

is somewhat of a pathway. **Sam C.** said that the design concept shifts the multi-use path a bit, which he felt lines up with the Deck Plaza a better. **Daniela D.** said that ideally she would like to see the angle line up more evenly so that when a bicyclist is at the stop, they can ride straight across the roadway into the bollard area. She also said that right now it was just a little bit too head-on (with the cars driving there) for the bicyclist. **Ann C.** said that it is awkward, but somehow it still seems to function. **Daniela D.** said that the four-way stop is a huge improvement. **Kylie W.** said she thought it would be great to turn the area into a wider pedestrian area with landscaping because she doesn't think cars need as much space as is provided along that piece of roadway. **Sam C.** said he likes the idea of doing big rock or natural barrier (instead of fencing) so that it isn't as comfortable for people to come onto the path. It funnels people to the gates. **Daniela D.** likes the natural vegetation idea. **Kylie W.** suggested a low three foot bench with landscaping in it. **Sam C.** mentioned that people will still cross the tracks, even when the gates are down, but this should allow for a concentration point. The no whistle zone was discussed by the group. **Sam C.** mentioned that future development may take place in this area. **Ann C.** talked about a road diet for the area. **Richard M.** asked if there were any reports related injury. **Diahn S.** and **Ann C.** addressed his comment, **Ann C.** said we need to determine where the semi-trucks will be turning. **Daniela D.** believes it will be safer if it is kept separate from two-directional traffic and separate from exiting trucks traffic. **Tom F.** asked if we have abandoned the thought of having the path come straight though. **Sam C.** said that he wants to limit the amount of impacts to the property. **Sam C.** asked the group if they liked the bike-roundabout idea. **Tom F.** asked if anyone had an interest in having the artist do his tower.

## 6. Next Steps

**Items for Future Meetings** – None

**Confirm Future Meeting Dates-** The next Downtown Links CAC meeting will be held on July 14, 2014. Bicycle and Pedestrian Review Subcommittee members felt that they should review the files that Sam Credio from TDOT will be sending them, before the next CAC meeting, so that they could prepare for their discussion with the whole group.

## 7. Call to the Audience

None

8. Adjournment at 5:01 p.m.