

INTRODUCTION TO THE BUILDING BRIDGES PROJECT

By Brad Lancaster, Dunbar/Spring resident and Building Bridges Neighborhood Co-coordinator

7-21-2006

The *Building Bridges* Project is a multi-neighborhood-based (Dunbar/Spring, Blue Moon, Barrio Anita, Downtown, Downtown Arts District, El Presidio, West University, Menlo Park, Barrio Hollywood, Barrio Viejo, and beyond) effort to identify barriers to inter-neighborhood connections, and to turn them into "bridges" with infrastructure improvements that support such non-motorized modes of transport as foot, bicycle, wheelchair, and baby carriages. The idea is to enable all residents of all ages to safely, enjoyably, and conveniently transport themselves under their own power to visit friends, family, and neighbors as well as get to school, after school programs, work, entertainment, and recreation without the use and cost of an automobile. Our downtown and central neighborhoods are all close, dense, and flat enough for thriving and convenient pedestrian and bicycle transportation – that's why many of us live here. In fact, all these neighborhoods began before the automobile.

At the core of the effort was a collaboration with local firm, Planners Ink, to survey our neighbors to help identify existing walking and bicycling routes that link Dunbar/Spring to surrounding neighborhoods, then recommend enhancements to the infrastructure. The project has resulted in a document of recommendations and example strategies with which we can proactively approach City and County officials and private developers to get the infrastructure improvements funded and implemented.

The Dunbar/Spring Neighborhood Association received over \$8,000 in Weed and Seed funds to make the Building Bridges Project possible. Thus far we have held a number of publicized bike rides through our neighborhood and neighboring neighborhoods and several public meetings to identify current bicycle/pedestrian routes and possible improvements. Surveys were also sent out to area households. A number of residents participated from Dunbar/Spring, the other Westside Neighborhoods, Downtown, West University, and even Blenman Elm (residents from there commute by bicycle through our neighborhood). Suggested improvements from the bike rides, surveys, and follow up meetings range from the inexpensive (painting a crosswalk at 2nd and Main Ave.) to more expensive, long-term efforts (such as creating a bicycle/pedestrian bridge or underpass across the railroad tracks at the west end of University Blvd to directly connect us to Barrio Anita and link up with the

proposed El Paso SW Greenway Project). We are also recommending additional bicycle/pedestrian crossings of I-10 to reconnect the West Side neighborhoods to downtown and central Tucson, and to reconnect downtown and central Tucson to the West Side, the Santa Cruz River, and the Tucson Mountains (*see the letter from the Dunbar/Spring neighborhood association in the attached files*).

The main barriers we are currently looking to “bridge” are:
the intersections of:

- 9th Ave and 6th St.
 - 9th Ave. And Toole Ave.
 - Old Main Ave. and 6th St.
 - Davis St. and Main Ave.
 - the railroad tracks and Main Ave.
 - University Blvd. and Main Ave.
 - 2nd St. and Main Ave.
 - 10th Ave and Speedway, and I-10
- Estevan Park - to link the north end of 13th Ave (on southside of park) with the southern end of 13th Ave. (on northside of the park) and the Speedway crossing at the existing bridge over Speedway paralleling the railroad tracks

We are suggesting various improvements such as new footpaths; pedestrian refuge islands; the creation of a bicycle boulevard along University Blvd; extending the 3rd Street Bikeway west and south to Davis School, the Santa Cruz Riverpark, additional neighborhoods west of Interstate 10, the Tucson Mountain Park, South Tucson, and area schools, colleges, and job sites; enhancing the unofficial bicycle path on the north side of the railroad tracks crossing the Stone Ave. underpass; an underpass of the railroad tracks at the west end of University Blvd.; two bicycle/pedestrian crossings/punctures of I-10 and its frontage roads (one between St. Mary’s and Speedway and one between St. Mary’s and Congress); enhanced crosswalks; lining the streets with low-water-use native shade trees irrigated with runoff harvested from the streets; additional sidewalks, ADA-accessible ramps; and wheelchair accessible railroad crossings to further enhance access and mobility for pedestrians on foot, in wheelchair, or pushed in a baby carriage.

All these proposed improvements increase the likelihood that people will choose to use alternate modes, rather than drive the few short blocks to avoid obstacles, barriers, and auto traffic. Because our neighborhoods are some of

Tucson's oldest, the roadway infrastructure is very old and has not been built to current standards. These improvements will go a long way to correcting that problem as well as making these facilities accessible to all.

Look at the attached files for additional info.

You will find:

- the public input from the project's meetings, surveys, workshops, and bike rides
- photos of the sites needing to be addressed
- plans on how to improve some of the sites needing to be addressed
- maps of existing barriers and suggested bridges
- neighborhood position letters
- related projects, studies, and plans
- water harvesting and street edge alternatives
- traffic calming strategies
- our TEA fund grant submittal
- shade and street tree resources
- funding resources
- and more

There are also 3 hardcopy versions. Dunbar/Spring residents Brad Lancaster, Jonathan Crowe, and the Dunbar/Spring Neighborhood Association president (currently Jim Cook) have them in safe keeping.

Let's work together to push for more and more "bridges" with our current infrastructure and every new proposed development of housing, businesses, and especially roadway projects. Currently, both the Barranza Aviation roadway with or without the Stevens Realignment and the widening of I-10 and its frontage roads pose more barriers than bridges. Let's change the plans or create altogether new ones to create more bridges than barriers. The goal is to enhance the livability of Tucson – not degrade it. By doing so we will greatly enhance our quality of life, air, and water; empower residents of all ages; reduce energy consumption and associated pollution generation; reduce automobile traffic; enhance our health; make a more beautiful city; build community; and more.

Building Bridges

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Building Bridges

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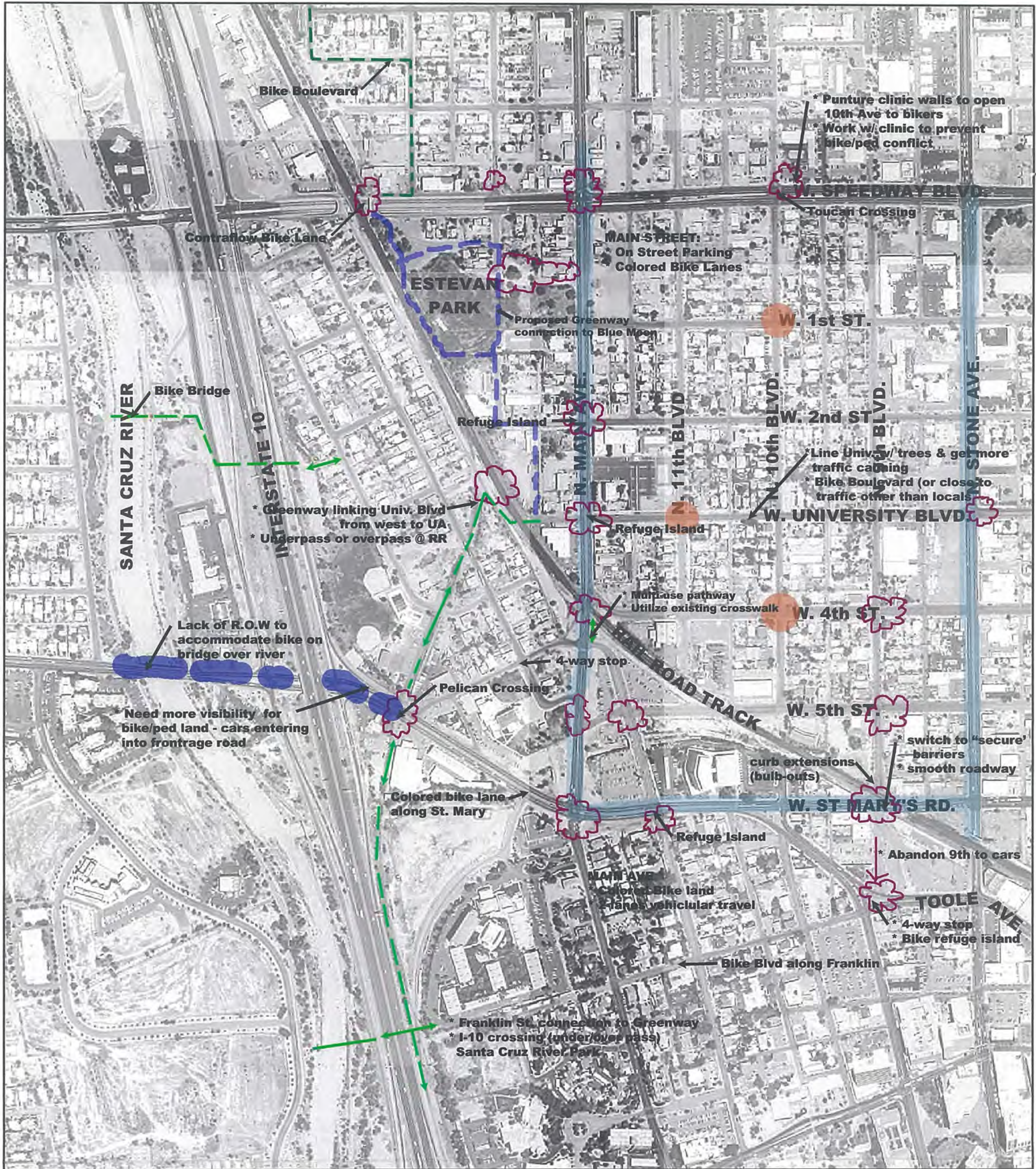
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DUNBAR SPRING NEIGHBORHOOD ASSOCIATION



NEIGHBORHOOD PREFERENCES

Areas identified by neighborhood residents as areas of conflict. Sites visited during bicycle ride 11/28/04 and 12/05/04.

Proposed Traffic Circle

Enhanced bike/ped corridor linking neighborhoods

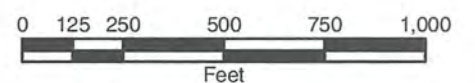
Bike Lanes

Notes: comments during 1/29/05 workshop 2

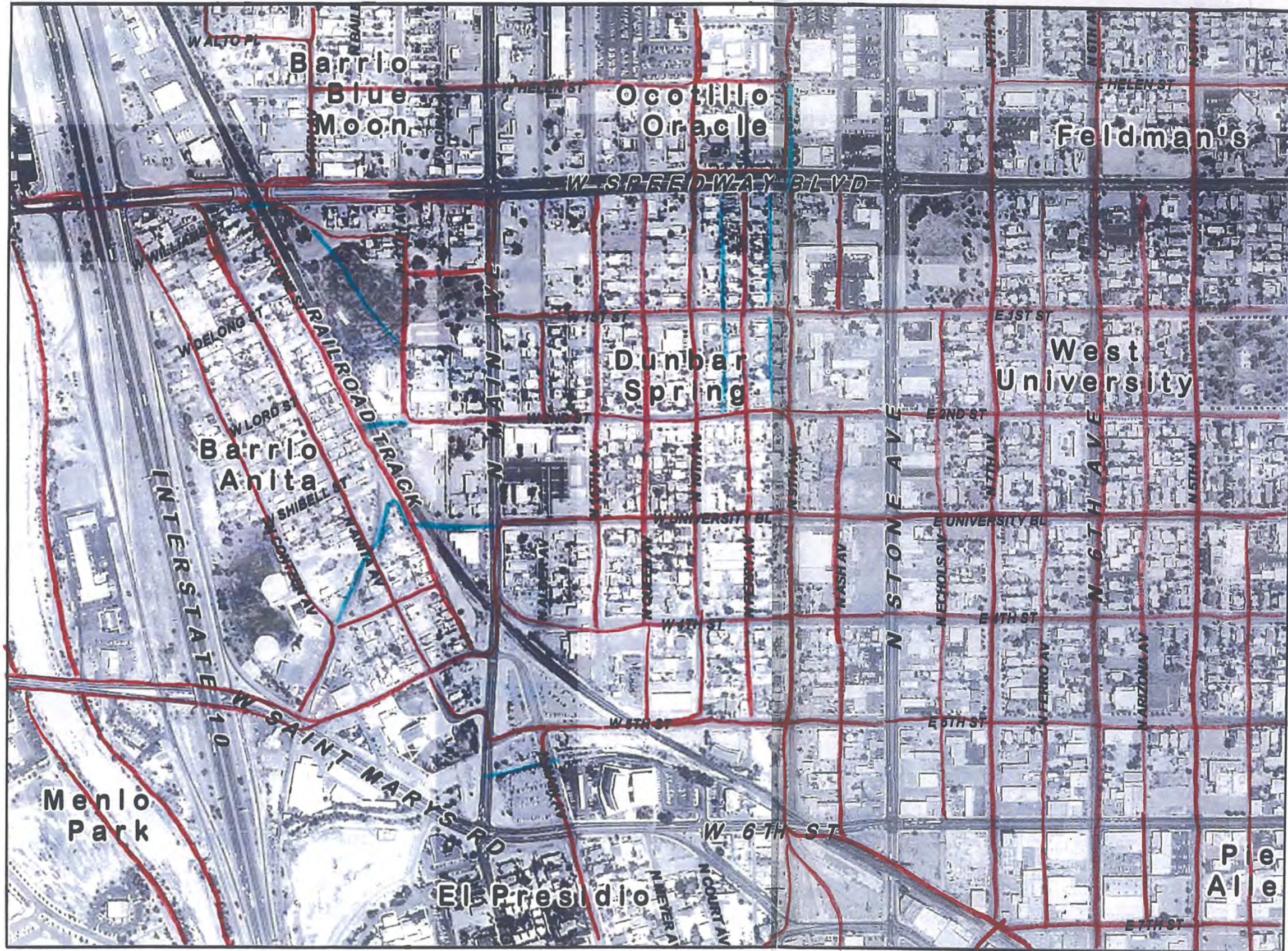
- * ADA ramps from street R.O.W. at every intersection
- * Advocate for downtown bike/ped infrastructure network
- * Stabilized earthen footpaths in R.O.W. as alternate to concrete
- * Reduce Main to 2-lanes + turn lane



AERIAL MAP



DUNBAR SPRING NEIGHBORHOOD ASSOCIATION



OFTEN USED ROUTES:
BY BICYCLISTS &
PEDESTRIANS

OFTEN USED ROUTES
JUST BY PEDESTRIAN

*note not by counts or
frequency but
anecdotal information

DUNBAR SPRING NEIGHBORHOOD ASSOCIATION



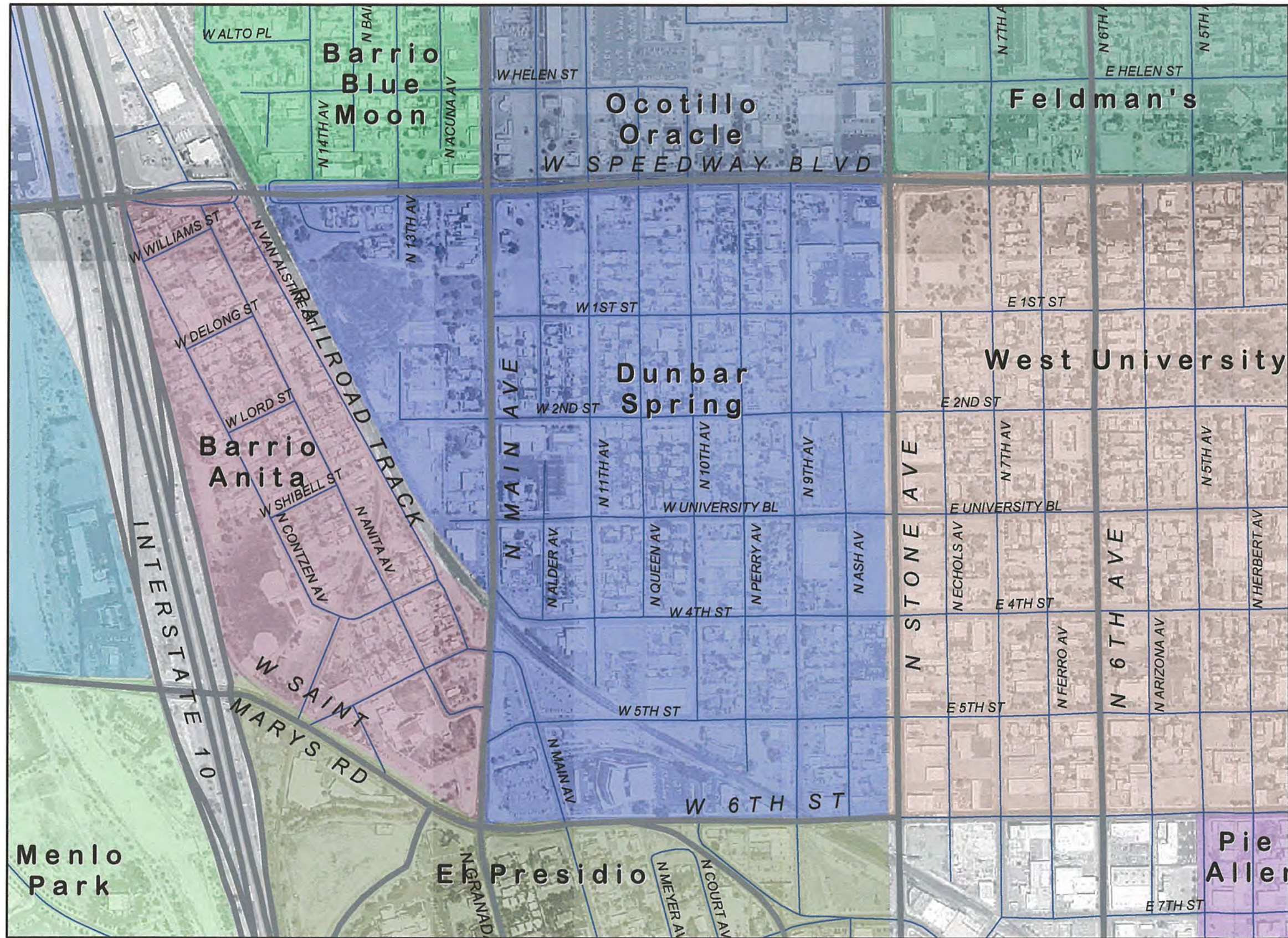
1998 Aerial Photo
Pima Association of Governments
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AERIAL PHOTOGRAPH

PLANNERS SINCE 1972

0 250 500 1,000
Feet

DUNBAR SPRING NEIGHBORHOOD ASSOCIATION



LEGEND

- MAJOR STREETS
- STREETS

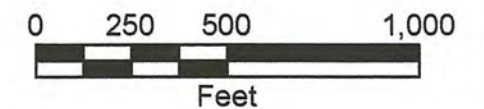
HOME OWNER'S ASSOCIATION

- Barrio Anita
- Barrio Blue Moon
- Barrio Hollywood
- Dunbar Spring
- El Presidio
- El Rio Acres
- Feldman's
- Menlo Park
- Ocotillo Oracle
- Pie Allen
- West University

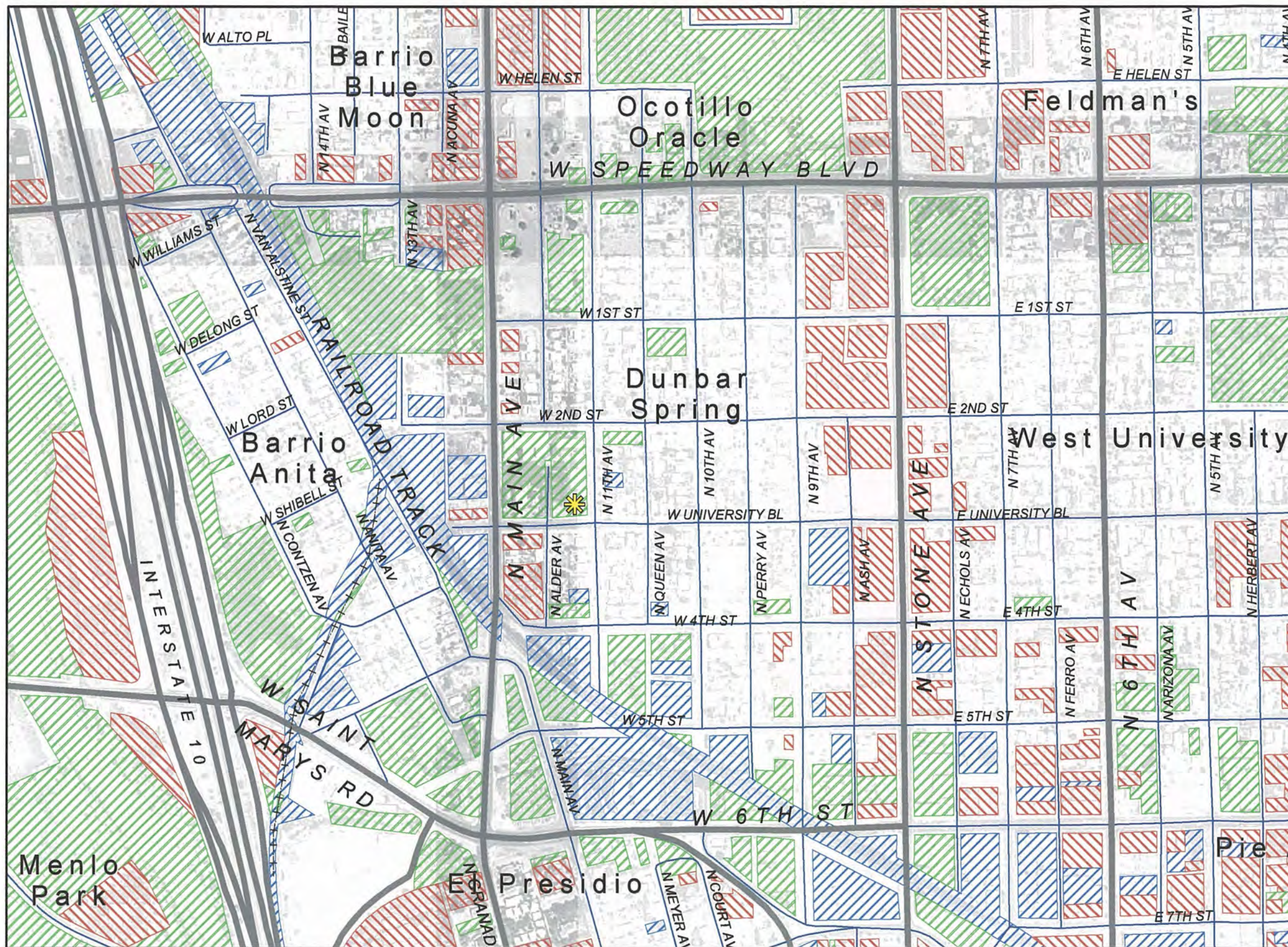
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NEIGHBORHOOD MAP



DUNBAR SPRING NEIGHBORHOOD ASSOCIATION



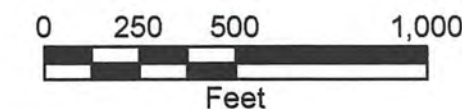
LEGEND

- MAJOR STREETS
- STREETS
- ▨ COMMERCIAL- 1993 Land Use
- ▨ INDUSTRIAL- 1993 Land Use
- ▨ PUBLIC- 1993 Land Use
- ++ ABANDONED RAILROAD SPUR
- ★ DUNBAR SPRING COMMUNITY GARDEN

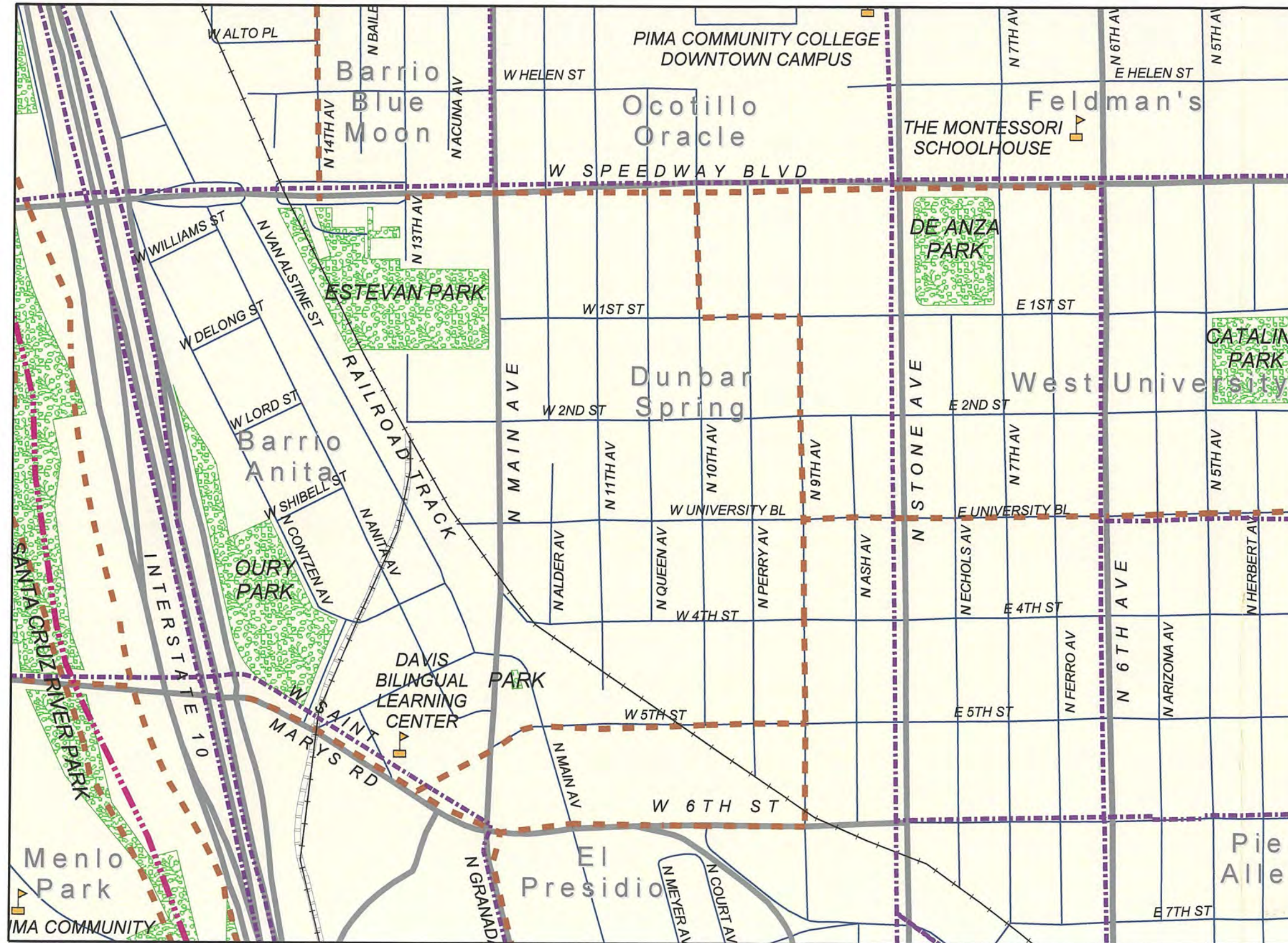
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LAND USE MAP



DUNBAR SPRING NEIGHBORHOOD ASSOCIATION

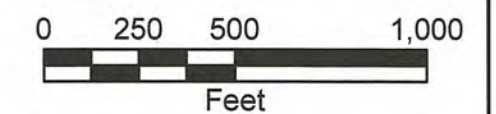


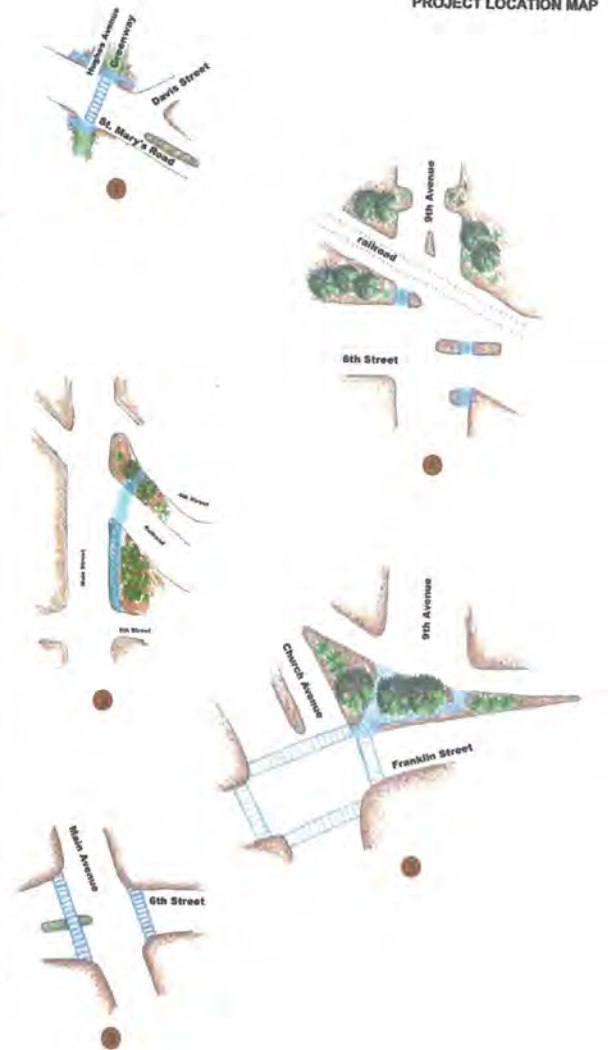
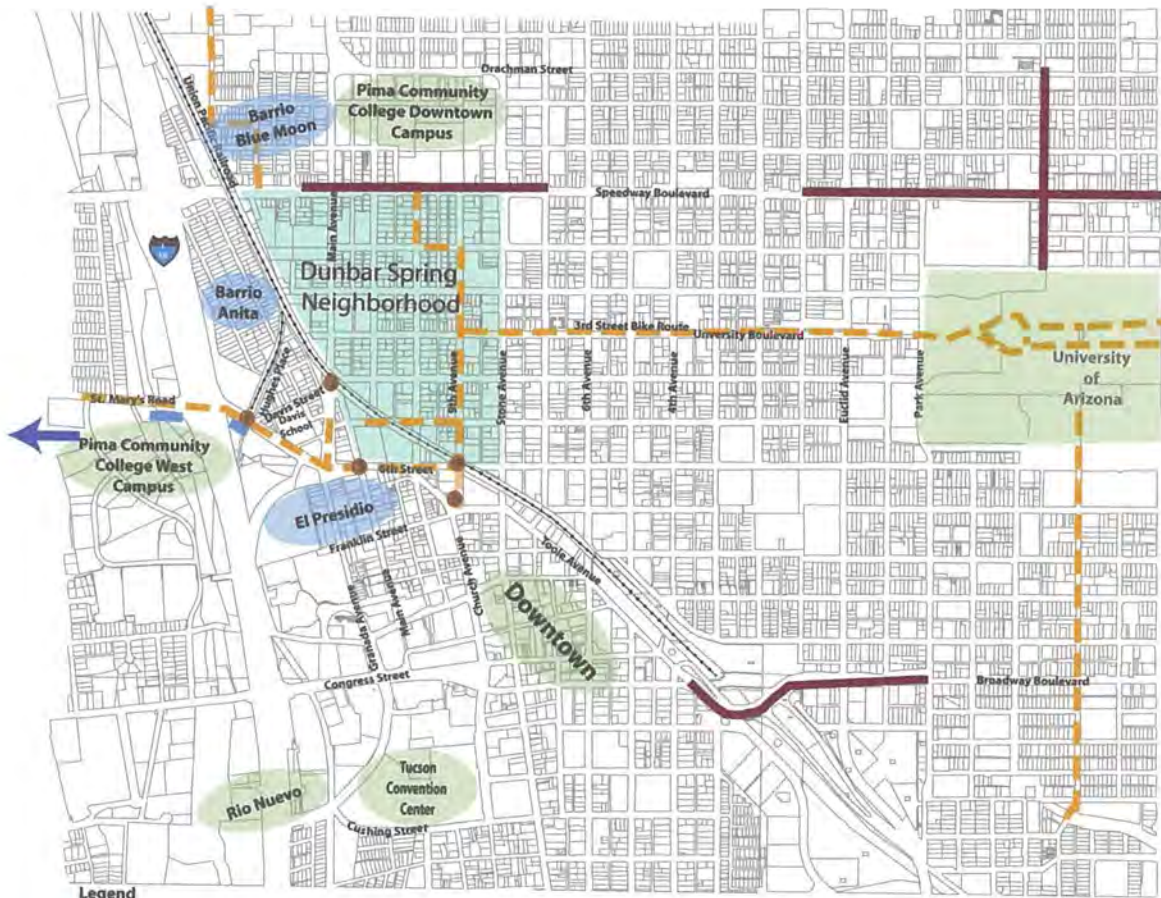
LEGEND

- SCHOOLS
- RAILROAD
- ABANDONED RAIL SPUR
- SANTA CRUZ RIVER TRAIL
- BICYCLE ROUTES
- BUS ROUTES
- MAJOR STREETS
- STREETS
- TUCSON PARKS



SCHOOLS, PARKS, & ROUTES MAP







Existing: Looking south from 4th Street. Missing ramp and sidewalk south of 4th Street on either side at the Union Pacific Railroad tracks on east side of Main Avenue, westerly edge of Dunbar-Spring Neighborhood, and eastern edge of Barrio Anita Neighborhood.



Proposed: Ramp and sidewalk filling in gap between 4th Street and the Union Pacific Railroad tracks in the foreground and between the tracks and the end of the existing sidewalk in the background.



Existing: Looking north across St. Mary's Road toward Hughes Place. General location for the proposed crosswalk to continuous sidewalk along St. Mary's Road to the west. This sidewalk will connect with existing sidewalks in the Barrio Hollywood Neighborhood west of the Santa Cruz River. The crosswalk will also be available to serve a proposed City of Tucson greenway along the old railroad spur. In the photo above, this spur is within the area of trees on the east side of Hughes Places.



Existing: 9th Avenue north of Franklin Street looking toward the intersection of Franklin Street and Church Avenue. Note the gravel-filled raised island blocking passage of pedestrians and bicyclists. This project would provide ADA curb cuts and additional sidewalks across the island, allowing more direct connection to the intersection of Franklin Street and Church Avenue for users heading downtown along 9th Avenue from the Dunbar-Spring Neighborhood.



Existing: The wide expanse of 9th Avenue leading directly from Dunbar-Spring Neighborhood to downtown is clearly seen in this photo. While an attractive direct route for pedestrians and bicyclists, the unrestricted wide pavement leads to conflicts between autos and other users. This project would narrow 9th Avenue north and south of the crossing of the Union Pacific Railroad tracks and 6th Street, and provide refuge islands for pedestrians and bicyclists approaching and waiting to cross the track and arterial street. (See diagram included on project map page.)

Building Bridges

Connection Opportunities Workshop



Sunday, January 30, 2005
10:00 a.m – 12:00 p.m.

Meet @ Tucson/Pima Women's Commission Building
(Also location of Planners Ink office)
240 N. Court Ave. (SE corner of Court & Church)

A Dunbar Spring Neighborhood Weed & Seed Grants Project

This project is to create safe walking and bicycling routes
to surrounding neighborhoods



**Come Join Us to
Brainstorm Possible Connection Opportunities to
Areas that Currently are Crossing Barriers**



Stone Avenue Corridor Improvements in the Works

by Janice Miller, City Planning Department

1) With the recent demolition of the bank building on the southwest corner of Speedway and Stone, the City will move forward with the construction of a bus pullout. That should start in the next several weeks. The City is hoping to enter into a public/ private redevelopment partnership for the remaining site. The owners of the Best Western are selling their properties surrounding the site (to the south and to the west). The City would like to partner with whomever purchases those properties to create an opportunity for a mixed-use development consistent with the recommendations from the Stone Avenue Corridor.

2) The design of the Stone Avenue streetscape enhancements from 6th - 1st Streets are expected to be finished in November. We are waiting on final waterline modifications and Bob Vint's bus shelter plans. We expect to go out to bid in January 05 with construction commencing in April or May. The project includes new asphalt, new sidewalks, new curbs with curb-cut closures, reduced travel lane widths for wider shoulder area for bikes, landscaped median islands, street trees and landscaped nodes at the intersections of local streets with striped parking on local streets to the alley, and two artist-designed bus shelters.

The City will involve the Stone Avenue Task Force and the Dunbar/Spring neighborhood in all levels of planning & design of any proposed development at the site. Additionally, the City is renewing its contract with the firm Parsons Brinckerhoff to finish design of the Speedway/Stone

Building Bridges Project Update

by Jonathan Crowe

A new neighborhood project has just started that will identify the barriers to bicycling and walking, and recommend improvements to make it easier and safer to get around without driving. A local planning firm, Planner's Ink, is working with the neighborhood to identify barriers and recommend improvements to building connections into and out of our neighborhood. At the end of the study, Planner's Ink will draft a final report with recommendations for specific projects.

The Building Bridges project kicked off at our neighborhood association meeting of October 25th. At that meeting, Irene Ogata from Planner's Ink made a short presentation about the project and asked for neighborhood help to identify problem areas and barriers to getting into and out of the neighborhood on foot or on bicycle. Below is a list of questions for everyone to think.

Building Bridges Questionnaire:

1. What are the top 3 locations you see as barriers that make it difficult, unsafe, or impossible to ride a bike or walk to nearby destinations? - you may list more than 3, but please identify the top 3 locations that should be addressed immediately.

2. How can we improve bicycle and pedestrian connections into downtown, Barrio Anita, Blue Moon, West University, west side neighborhoods west of I-10 and Pima Community College?

3. What do you think about reducing Main Avenue from 4 lanes to 2 lanes with a center turn lane and bike lanes on either side?

4. What are the top three locations where speeding traffic is a problem?

5. How should cut-through and speeding traffic on 4th Street during trains be addressed?

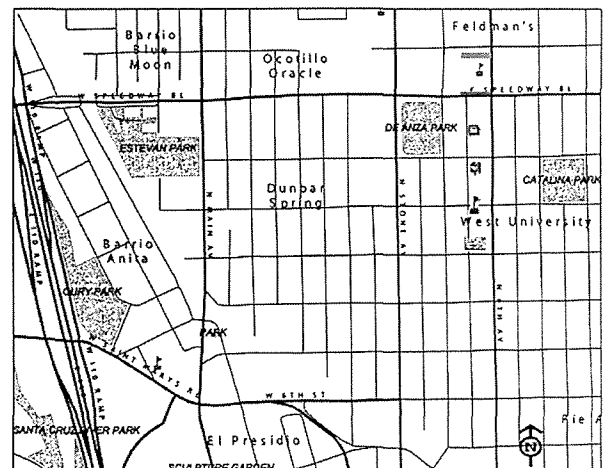
6. Where are the top 3 locations where signals (either timed or bike or pedestrian activated) be located?

7. Do you have any suggestions how to make the 9th Avenue at 6th Street crossing a safer crossing?

Please submit ideas and suggestions, or if you would like to be involved to:

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Irene Ogata • 882-8177 • irene@planink.com
240 N. Court Avenue, Tucson, AZ 85701 • Fax 882-8465



Building Bridges Questionnaire (Newsletter Oct 2004)

5 respondents

1. Top 3 locations:
 - Main b/t 4th & 6th
 - 7th Ave & 6th
 - 9th Ave & 6th St. (x2)
 - 6th St & 9th Ave. RRX
 - lack of bike lane on 6th St btwn Main & Euclid
 - 10 Ave & 4th St. intersection
 - University Ave/Third St begin process of closing to vehicles as thru U of A + east of U of A
 - Univ, Main + railroad crossing
 - No good xing of Main to estevan Park,
 - No good xing of 6th to downtown
 - RR tracks
2. Improve Bicycle and pedestrian connection:
 - Bike lanes on Stone from University to Drachman (and further down Stone)
 - A speed bump on Main to slow traffic down near 4th + 5th St. would make it easier to get to Barrio Anita and the River Paths
 - A crosswalk at 7th Ave and 6th St. would help make it safer and easier to reach Ortiz, Toole Ave. venues and downtown
 - More bike lanes,
 - Bike/ped traffic signals
 - Traffic circles . . .
 - Slow traffic down
 - Strategic building of at least 2 bike/ped bridges + consider El Paso Southwest Greenway Project
 - Crosswalks w/ signs, maybe activated signals
3. Reducing lanes on Main
 - I think this is a great idea, especially in the blocks where Main meets 6th St.
 - That is a WONDERFUL idea. We are in full support.
 - Great idea + Businesses have expressed bringing back on street parking for years.
 - Great idea
 - Great idea, but what about rush hour vehicular traffic?
4. Top 3 locations – traffic is a problem
 - 1st St and Stone, crossing to Deanza Park
 - Main at 4th+5th St
 - 6th St b/t Main & I-10
 - 2nd St and 4th St
 - 9th Ave.
 - 4th St.
 - 2nd St.
 - Main St.

- 4th St. when trains block Main
 - same with 5th St.
5. Addressing cut-through traffic
- A speed bump b/t 10th Ave + 9th would help. The speed bump b/t 10th Ave and Main really helps to slow traffic down before 10th Ave. but not after
 - Traffic circle or 4-way stop sign at 10th and 4th St.
 - Sign stating no left turns when train is crossing & gate closes or light flashes when trains crossing
 - Not with speed bumps. Maybe 25 mph speed limit signs and "PLEASE DRIVE SLOWLY" signs
6. Top 3 locations – signals
- 9th Ave + 6th St. (x2)
 - Main + 6th St
 - 7th Ave + 6th St.
 - Speedway @ 10th Ave (x2)
 - Stone @ 5th St.
 - Main @ 1st St. (x2)
 - Main @ University
7. Suggestions:
- At least paint in a crosswalk this intersection is confusing
 - Resurface the huge bumps next to the rails; slow down westbound traffic (yield to peds/bikes sign?)
 - Abandon Barraza-Aviation Parkway in the downtown area; naturally daylight Tucson-Arroyo @ 9th Ave to Barrio Anita – Close 9th Ave to vehicles 1 block north & south of 6th Ave & build ped/bike bridge over the wash, railroad + 6th Ave.
 - Warning signs (and those huge ridges of asphalt along RR tracks should be removed) cross walk

Building Bridges



A Dunbar Spring Neighborhood Weed & Seed Grants Project

This project is to create safe walking and bicycling routes
to surrounding neighborhoods



Come Join Us for
A Bike Ride to **IDENTIFY** and **DISCUSS**
Areas that Currently are Crossing Barriers



Sunday, November 28, 2004

10:00 a.m – 12:00 p.m.

Meet @ Dunbar Spring Community Garden
(northwest corner W. Univ. Blvd. & N. 11 Ave.)

Building Bridges

Bike Ride #2



Sunday, December 12, 2004
10:00 a.m – 12:00 p.m.

Meet @ Dunbar Spring Community Garden
(northwest corner W. Univ. Blvd. & N. 11 Ave.)

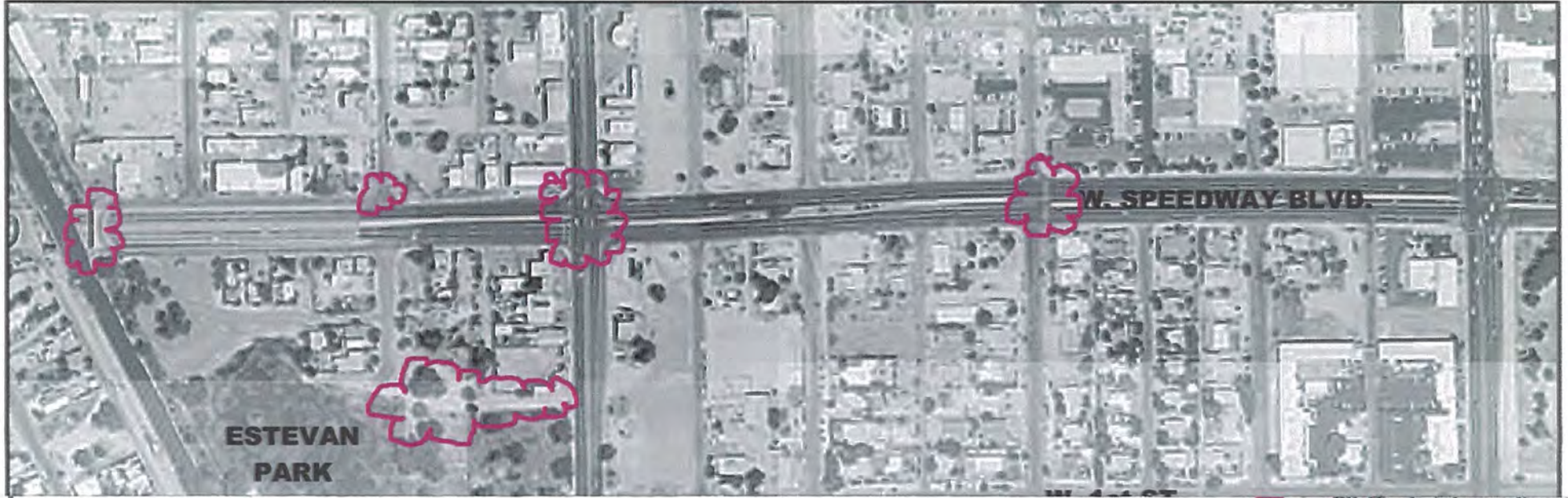
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to surrounding neighborhoods



Come Join Us for
A continuation from Nov. 28, 2004 Bike Ride
A Bike Ride to IDENTIFY and DISCUSS
Areas that Currently are Crossing Barriers



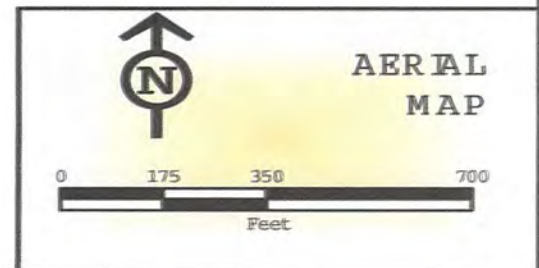


NOTES



Areas identified by neighborhood residents as areas of conflict
Sites visited during bike ride 11/28/04 and 12/5/04

9th/Toole intersection



Dunbar Spring Building Bridges Weed & Seed Grant

Bike Ride/Meeting

November 28, 2004 & December 12, 2004

Riders:

November 28, 2004

Brad Lancaster
Anastasia
Karen
Matt Zoll
Tom Fisher
Ignacio
Natasha
Trace Tang
Judy (?)
Irene Ogata
Paige Winslett

December 12, 2004

Brad Lancaster
Jonathan Crowe
Steve Farley + daughters
Regina Kelly
Karen
Ian
Ignacio
Eric
Natasha
Greg
Janice
Daphne
Kari Adam
Natalie
Shannon

Overview by Brad Lancaster, Tom Fisher, Matt Zoll, Irene Ogata:

- This neighborhood is in central area
- Lots of activity happening – including
 - Barazza-Aviation Design
 - Greenway Pathway initiative
- This is opportunity to be pro-active and document how residents would like to neighborhood to develop
 - Create pathways to surrounding neighborhood
 - Accessibility by bike, walking, physically challenged
- Purpose of project
 - Identify and work on linkages/bridges to surrounding neighborhood and continuation to destinations such as schools, university, downtown, parks, friends
- Purpose of the bike ride:
 - Identify most likely ideal crossing areas that currently are difficult crossings
 - Begin discussion on possible solutions/alternatives – both short term and long term possibilities
- A few existing assets:
 1. Dunbar Spring has an existing grid system of streets – this provides better opportunities for crossing solutions, and possibilities of where to cross
 2. Dunbar Spring is centrally located: connect w/ University, PCC, Downtown, historic neighborhoods

3. Local neighborhood network of streets
 4. Can develop program similar to Berkeley's of 'bike boulevards'
 5. Number of workable traffic calming solutions:
 - Circles
 - Bulb-outs
 - Landscaping
 - Signage
 - Lighting
 - Crossing: Pelicans, Twocans, Hawks, etc.
 6. Bike community & public jurisdictions will consider counter-flow pathways
 7. In Dunbar Spring = history of community working together w/ the building of the Community Gardens, the Center, auditorium, the playground
 8. Univ. Blvd. is a designated bike route w/ improvements = would like to continue that route/designation through the neighborhood (rather than the 2nd currently designated as the route)
 9. Partnership w/ BICUS
- A few ideas to start:
 1. Integrate history w/ pathways
 2. Mile markers to illustrate distances (or analogous to program in England correlating relative distances between planet

Intersections visited & their respective comments

- Estevan Park:
 - Where to create pathway?
 - Along western edge next to RR tracks
 - Eastern location around great mesquite tree, east of ball field
 - Potential crosswalk at Main/1st (especially w/ Salvation Army moving east of Main on 1st)
 - From north area, connection to Speedway, one-way roadway crossing parallel to RR tracks over Speedway
 - Potential area for contra-flow bike/ped pathway (even tho has one-way traffic in this area; traffic is minimal)
 - This is potential crossing across Speedway to Blue Moon neighborhood
 - Working w/ City to resolve some issues regarding property ownership along the Greenway project
 - Currently 'wildcat' crossing exists between west end of 2nd and Greenway abandoned spur line over the active RR tracks
 - Neighborhood person verbalized need for speed bumps on 2nd between Main Ave./RR tracks
 - At nw corner of 2nd / 13th is the former Splinter brothel – oldest adobe structure
- Speedway crossing:
 - Utilize roadway running parallel to RR tracks
 - Sidewalk does exist along Speedway underpass (to RR tracks & I-10) to connect to Barrio Anita → no curb cuts for bike/wheelchair/buggy stroller access onto sidewalk
 - Existing crosswalk by St. Elizabeth of Hungary (N 10th Blvd):

- No direct connection at this crosswalk from the north (goes through parking lot); need to cut around dumpster in parking lot
 - Difficult to move crosswalk to 9th or Perry, due to distance from traffic light at Stone/Speedway
 - This may be ideal location for crossing design similar to 3rd /Alvernon that will be constructed by COT w/in next year
- Create Bike Boulevards along
 - University Blvd
 - Continue bike path west to RR tracks (have official bike map show designation along Univ. from 9th to RR tracks)
 - Potential underpass (?) at RR track to connect to Barrio Anita
 - Pelican crossing on Main @ Univ. or Twocan crossing similar to Univ @ Stone
 - 9th Ave.
- 6th St. / 9th Ave. / RR tracks
 - Asset: design of Railroad Park and associated traffic calming elements north of 6th St (i.e., bulb-outs, on-street parking, narrowing of roadway); concerns verbalized regarding angled parking
 - Bicus
 - Existing businesses (including Alamo woodworkers)
 - Getting across 6th + RR tracks makes it doubly difficult crossing
 - Barazza-Aviation has a bike path parallel to 6th
 - An area has been painted along centerline of 6th to create a sort of refuge area for ped-bike crossers (David Gehry's painted triangle – could be dangerous)
 - South of 6th – along 9th to intersection of Toole/Franklin (triangle)
 - Create bridge or underpass?
 - 2 pathways: (1) ped = along sidewalk (2) bike = cross tracks at grade
 - bike = cross to median (RR arm) & merge into vehicle lane = extend median/island further west (would prohibit left turn onto 9th from 6th)
 - cross as close to existing east curb area as possible
 - potentially ideal location for Pelican crossing
 - abandon section of 9th south of 6th = resurface and remove existing tracks; enhance this area as ped/bike entrance into downtown
 - create a round-about (eliminate triangle)
- Main Street in El Presidio & adjacent to UA facility
 - No trees in median due to sewer
 - Could have been designed to integrate water harvesting principles a bit stronger (i.e., swales in median)
 - Can have direct link to Barrio Anita if open Alameda to the west to River Park
 - Keep RR crossing along 5th to provide access to Dunbar Spring = important for bikes and ped's
 - Main Ave, between 4th & 5th, crossing the RR tracks = should have pathway on either side of Main
 - West side of Main, south of RR tracks, small undeveloped plot of land = create pathway, connect to Davis Elementary

- Potentially long term = eliminate crossing on Main @ Old Main & Davis
- Hughes @ St. Mary's
 - Remove tracks in 6th (in front of Wildcat Storage facility)
 - ?? Barrio Anita plans showing bridge over 6th (vs @ Davis) west of Oury Park
 - ?? plans for condo's east of Hughes
 - potential for refuge island at Hughes intersection
 - Greenway Project:
 - Working w/ City & Manning House to gaining R.O.W to continue pathway south of St. Mary's

INPUT FROM BUILDING BRIDGES BIKE RIDE 12-10-04
As taken by Brad Lancaster

Some of those in attendance:

Irene Ogata – Planners Ink, Brad Lancaster – Dunbar/Spring, Kerry Adams – Barrio Anita, Greg Robbbaro – Iron Horse, Ignacio Rivera De Rosales – BICAS and Iron Horse, Shannon Scott – Menlo Park, Regina Kelly – Blenman/Elm, Susan Hutzler- Dunbar/Spring, Karen Greene – Dunbar/Spring, Natasha Winnik – Dunbar/Spring, Daphne Madison – Barrio Viejo and El Paso SW Greenway, Steve Farley – Blenman/Elm, Ian Fritz – Dunbar/Spring, Greg Dudley, Jonathan Crow – Dunbar/Spring, Eric, Zoe, and Andres Freund – El Presidio, Natalie Shapiro, Sky Jacobs – Dunbar/Spring

SOME OF THE COMMON ROUTES BIKE RIDE PARTICIPANTS CURRENTLY USE THROUGH DUNBAR/SPRING AND CONNECTING WITH OTHER NEIGHBORHOODS:

- Dunbar/Spring – downtown
9th Ave, across 6th, to Ash Alley
- Dunbar/Spring - West University
cross 6th ST. at 9th Ave, then take dirt path along the north side of railroad tracks
- Dunbar/Spring to downtown/Barrio Viejo
take Stone Ave. underpass, especially if train is on tracks.
- Dunbar/Spring – Barrio Anita
Main Ave along sidewalk to Davis St.. Sidewalk needs to be widened. Crossing of tracks is difficult.
- U of A – Barrio Anita
University Blvd to Main Ave. to Anita
Or University Blvd, down to 4th St., then on to Anita
- Dunbar/Spring – West Side
Along St. Mary's to Davis St. in Barrio Anita, up Main Ave. to 4th Street or Univeristy Blvd. Crossing St. Mary's to get into St. Mary's is often very difficult due to heavy car traffic.

9TH AVE AND 6TH ST.

- Existing Area assets include BICAS, Lucky St. Studios, the Alamo Woodworkers Co-op, Originate Natural Building Materials, RR platform/performance space during All Souls Procession
- Potential future area assets include Barranza/Aviation bike route paralleling RR tracks, housing and performance space proposed by Historic Warehouse Master Plan
- It is a well-used bike/ped route into downtown.
- Railroad track crossings are difficult. The heaved asphalt where it meets the rubberized track crossing is problematic.
- The railroad track lights and median provide an unofficial pedestrian refuge that could be enhanced by widening it and providing signage. A painted crossing is needed.
- Signage says no left turns are allowed into or from 9th Ave., but there is no enforcement and infrastructure does not present a barrier to such turns by cars.
- The width of 9th Ave at the tracks is extremely wide and there is no refuge for bicyclists or pedestrians waiting to cross.
- Barranza/Aviation plans show 6th St. changing to an underpass to travel beneath the tracks. There is also supposed to be a bike route paralleling the tracks, but bike ped crossings across the tracks and 6th are unclear on the plans.
- We are looking to get improved infrastructure into future plans, but also improve the infrastructure NOW. We do not want to be dependent upon the implementation of problematic plans such as Barranza/Aviation.
- 9th Ave could be narrowed by creating diagonal parking on either side with bulb outs narrowing the road and delineating the parking.

- A plan for a park has been done with the help of Planners' Ink for the vacant lot on the west side of 9th Ave, north of the tracks. John Laswick initiated this. The park could also build on art/performance space of Lucky St. studios, the Warehouse plan, and the railroad platform south of the intersection.
- There is a wildcat path paralleling the railroad tracks (north side of tracks) that allows for easy crossing of Stone Ave by bicyclists and pedestrians. This path is on railroad ROW.
- The landscaped earthen path south of Lucky St. studios is a plus, but its east end stops at a steep curb. An ADA-compliant ramp is needed there.
- When waiting to cross 6th St. at 9th Ave. some folks prefer wait in the middle of 9th Ave where artists have created a white triangle. Other folks prefer to wait next to the curb. A bike lane with refuge island could be placed to the left of a right turn lane for cars on 9th Ave.
- It was suggested a pelican crossing could be placed west of the RR tracks at St. Mary's and 9th Ave so bicyclists and pedestrians could cross 6th St. (heading north) while cars are waiting for the train to pass.
- To narrow 9th Ave, the street could be striped with a center line.

9TH AVE AND 6TH ST TO TOOLE AVE. VIA 9TH AVE.

- Abandoned tracks south of live RR tracks on 9th Ave should be removed as they create a hazard for bicyclists.
- Many bicyclists cut across parking lot east of the abandoned RR platform to Ash Ave. alley when heading downtown to avoid the confusing Toole/9th Ave intersection. Maintain this route.
- The Toole/9th Ave intersection MUST be designed with the 9th Ave./6th St crossing. Currently, the Toole/9th Ave intersection is confusing and dangerous. Many bicyclists illegally ride along the sidewalk as there is no other clear path.
- At Toole and 9th Ave. it was suggested the concreted curbed island in the middle of the intersection could be expanded to narrow Toole and cover the striped painted lines that supposedly narrow the route now. Parallel bike and pedestrian paths could then cross the island to Franklin. The bike path could then merge with Franklin.
- Another suggestion – remove the curving westbound, curving right turn lane onto Toole/Church. Then turn the intersection into a 4-way intersection rather than the current 5-way.
- The intersection could be turned into a roundabout.
- 9th Ave could be made a one-way street for cars, only allowing traffic to move north. A contra flow path for bikes only could allow bikes to travel in both directions.
- Make 9th Ave a bike/ped street closed to cars. Removeable barriers would still allow firetruck and special event access.

OLD MAIN/6TH ST.

- Assets in this area include BBQ restaurant and day care on SW corner
- This is a direct link between Dunbar/Spring and El Presidio
- This is also a fairly direct link between Barrio Anita and El Presidio via Old Main and 5th St.
- There are two existing painted crosswalks at this intersection.
- The El Presidio side of this intersection is very nice and bike/ped friendly with landscaped, street-narrowing medians, and sidewalks with shade trees. The Dunbar/Spring side looks like a blighted and neglected prison parking lot.
- U of A students are starting to park in the parking lots on the north side of 6th, then riding bikes or taking shuttle to U of A.
- There are curb cuts/ramps at the sidewalk.
- A pedestrian refuge island could make the crossing safer and help El Presidio calm vehicular traffic into neighborhood. Westbound vehicles could still turn left into businesses via their parking lot.

MAIN AVE./RAIL ROAD TRACKS

- Suggestion – on east side of Main Ave. create a bike and pedestrian path in the ROW off the street that would extend from 4th Street to the crosswalk at Davis. The RR crossing could be widened to accommodate this path. The path would enhance the Dunbar/Spring – Barrio Anita link. Shade path with native shade trees.
- Suggestion – Install a refuge island on Main Ave. at Davis. There is currently a crosswalk, and left hand turns are prohibited from Main Ave. onto Old Main (south/east bound).
- Suggestion – re route 5th St. on the east side of Main Ave to link directly across from 5th St. on the west side of Main Ave. People take 5th to avoid Main Ave and the tracks. This also links Barrio Anita to El Presidio via Old Main.
- Suggestion - Landscape vacant lot north of Davis and west of Main Ave with native shade trees.
- If a crossing from the west end of University Blvd is created over the tracks into Barrio Anita, then a lighted crossing at Main Ave. and University Blvd would work very well.
- Suggestion – look into an at-grade crossing of tracks on the east end of University Blvd. Note, this may start the horn blowing from the trains further north along the tracks.

WEST SIDE CONNECTION VIA ST. MARY'S

- St. Mary's can be difficult to cross into Barrio Anita/Davis Street when heading east due to heavy car traffic.
- A refuge island could be helpful.
- A link to the proposed El Paso SW Greenway would greatly expand the options for pedestrians and bicyclists
- Railroad tracks where they cross 6th St./St. Mary's should be removed as they pose a hazard to bicyclists.

HUGHES/DAVIS/ST. MARY'S

- Current and potential future assets
 - Wildcat storage complex to include studios, shops, and café
 - Davis School
 - Oury Park
 - El Paso SW Greenway connection and St. Mary's crossing
- Remove tracks in 6th St.(in front of Wildcat Storage facility) – they are an obstacle for bikes.
- East-bound cyclists wanting to cross St. Mary's and ride into Barrio Anita via Davis must often wait a long time due to heavy car traffic.
 - ?? Barrio Anita plans showing bridge over 6th (vs @ Davis) west of Oury Park
 - ?? plans for condo's east of Hughes
 - potential for refuge island at Hughes intersection
 - Greenway Project:
 - Working w/ City & Manning House to gaining R.O.W to continue pathway south of St. Mary's
- Suggested the existing bike lane be widened.

I-10 AND ST. MARY'S

- Finish painting bike lanes from Santa Cruz bridge to I-10 on both sides of St. Mary's.
- Consider coloring bike lanes to make them stand out more. Cars turning on and off frontage road tend to ignore them currently.

NEW I-10 BIKE/PED CROSSING IDEAS

- Menlo Park to El Presidio

Menlo Park and El Presidio Neighborhoods have discussed potential non-motorized vehicular crossings beneath or over both I-10 and the frontage roads from Alameda to Alameda or Franklin in El

Presidio to Alameda in Menlo Park. These crossings would also link to the proposed El Paso SW Greenway east of I-10 and the Santa Cruz River pathway west of I-10.

- Barrio Anita to Barrio Hollywood

A potential route for a bike/ped crossing beneath or over both I-10 and the frontage roads could be located from Heron Street in Barrio Hollywood to Delong or Lord Streets in Barrio Anita. Public parks abut the river and link with the river park.

WILDCAT PATH ALONG RAILROAD TRACKS

From Karen Greene:

My friend Noah in West University, indicated that he has a shop down near 17th st. farmer's market and that it's really fast if he rides his bike parallel to the train tracks to get from say 7th ave. to his shop. The train folks yell at him not to do this, but he said it's faster to bike to his shop this way than drive his truck. Just an area I hadn't thought of as a potential biking destination that maybe we can just look into with this study. It would be great to have a direct path to the farmer's market on bike.

NEIGHBORHOOD PERIMETER SIDEWALKS

- These comments were emailed from Dunbar/Spring resident Chi: i missed the neighborhood bike ride, but I like to suggest that we should check the ramps along stone ave. as far as i know, there are no ramps at northwest and southwest corners of stone and 1st within the neighborhood, i think it is not a big deal if the sidewalks don't have ramps, but along the main streets such as stone, speedway, 6th st., main, there should be ramps and clear sidewalks.

DAVIS ELEMENTARY LINKS

From Karen Greene:

I talked with my friends in West University who bike/walk their son to Davis to get their routes. Judy usually walks their younger son in a stroller, crosses Stone at University then goes down 9th Ave. to either 4th or 5th street. She definitely moves off of University. She stays on the street that gets her to the crossing guard at Main (I think it's at 5th street). Noah rides the bike for two, crosses Stone at University and stays on University until the closest alleyway to Main and cuts down to 5th st. to cross with the crossing guard. He indicated the train can definitely be an issue if they are just a few minutes off schedule, there are usually trains in both directions at about 8 in the morning.

RESOURCES

- Pre-fabricated steel truss bridges <http://www.steadfastbridge.com>

- Berkeley bicycle boulevards

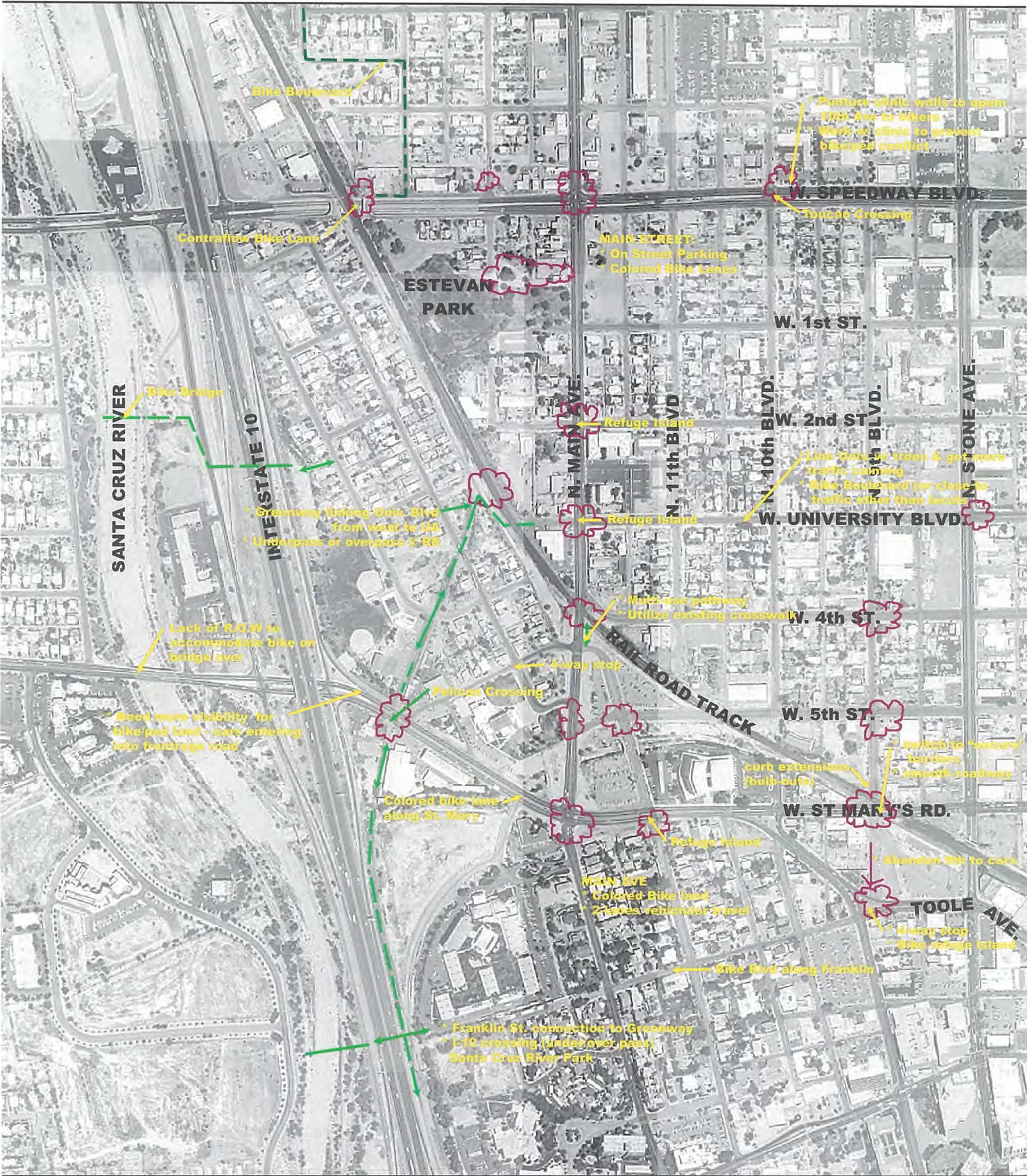
<http://www.ci.berkeley.ca.us/Planning/advplan/bikes/bikeblvd/welcome.html>

- Human Powered Transportation Committee of the American Society of Civil Engineers

<http://civic.rutgers.edu/~kbarrett/asce-hpt/>

BRIDGING NEIGHBORHOODS

SOLUTION	Crosswalk	Pelican	Refuge Island	4-Way Stop	Toucan	Bulb-out	Contra-flow Bike Lane	Ped/Bike Bridge
INTERSECTON								
Speedway/RR							X	X
Speedway/Main	X							
Speedway/10th					X			
Main/2nd			X					
Main/W. University			X					
Main/RR	X							
Main/5th	X							
Main/St. Mary	X							
5th/Old Main	X							
5th/Greenway Path		X						X
St. Mary/Old Main			X					
St. Mary/9th			X			X		X
9th/5th								
9th/4th								
9th/Toole Ave. *								
Stone/W. Univ.								
Notes:								
* Abandon 9th Ave. between St. Mary's & Toole and create pedestrian/bike pathway; Tee Toole Ave. into Church								



NOTES

- ✿ Areas identified by neighborhood residents as areas of conflict. Sites visited during bicycle ride 11/28/04 and 12/05/04.

Yellow notes: comments during 1/29/05 workshop 2

- * ADA ramps from street R.O.W. at every intersection
- * Advocate for downtown bike/ped infrastructure network
- * Stabilized earthen footpaths in R.O.W. as alternate to concrete

