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WELCOME & SIGN-IN

Welcome to the Sentinel Peak Open House

Please sign in, talk with us, and browse the information located at stations around the room:

STATION 1: Welcome & Sign-In

STATION 2: Sentinel Peak Park Overview

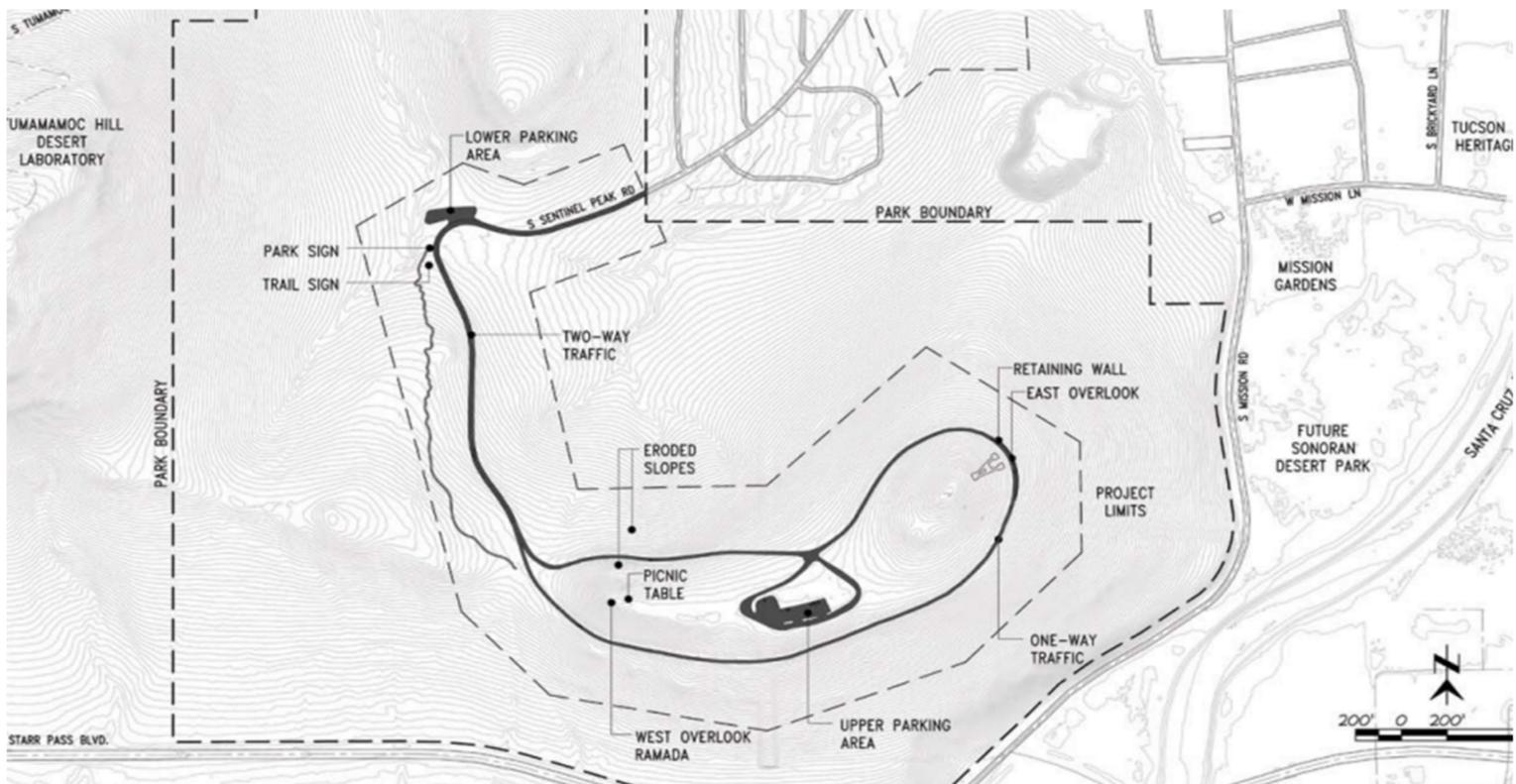
STATION 3: What We've Heard So Far

STATION 4: Safety Review Findings

STATION 5: Take the Survey

2 OVERVIEW

Sentinel Peak Park: Present & Future



PLANNING CONTEXT

- **Sentinel Peak Park Master Plan**, adopted Dec 2010; revised 2013
- **Impact Fee Project** at Sentinel Peak Park
- **Prop 407 PARKS + CONNECTIONS** Improvements

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WHAT WE'VE HEARD

Neighbors and community members have shared preferences, ideas, and concerns regarding Sentinel Peak Park. Our planning builds upon these comments and considerations.

PERSONAL SAFETY & TRAFFIC SAFETY CONCERNS

"Anyone who lives near, walks, rides a bike, or drives on Sentinel Peak Road has witnessed drinking, drug use, discharging of weapons, defacing rocks or saguaros, breaking glass, and reckless driving, even drag racing, up and down the road." - Ward 1 Resident

"I am always worried about being hit by speeding cars &/or intoxicated motorists on that road. If I didn't have to worry about that, I'd go much more." -Survey Respondent

"Living along Sentinel Peak Road, it sounds like a drag strip much of the time. Revving engines and cars/motorcycles racing each other up and down the mountain, cars passing each other in oncoming lanes, booming music at all hours of day and evening (sometimes during the night). Gunshots are regular occurrences from cars leaving the park, racing away before any police could possibly respond." -Survey Respondent

TRASH & VANDALISM CONCERNS

The last time I was at Sentinel I was shocked at the amount of TRASH! This park is well loved and I don't believe you should change much except create a more aesthetically pleasing environment to teach the history and love of the desert. -Survey Respondent

"I live at the base of the mountain and clean the round about near my home and pick up trash, aluminum beer cans, mini liquor bottles and silver cylinders." -Survey Respondent

TUCSON POLICE REPORTED INCIDENTS

Tucson Police Dept provided a summary of incidents reported in and around Sentinel Peak Park over a 6-month period (April 29 to Oct 27, 2018)

- 173 reported incidents
- 1 incident reported per day
- Incidents: alarms, shootings, burglaries, vehicle brake-ins, collisions, etc.

4.1

SAFETY REVIEW

DATA COLLECTED & EVALUATED

(1) ROAD SAFETY ASSESSMENT

OVERVIEW: Observational study led by a safety review team

SAFETY REVIEW TEAM: Tucson Dept of Transportation, Police Dept, Parks & Rec Dept, City Manager's Office, Pima Association of Governments, and Friends of Sentinel Peak Working Group

OBSERVATION PERIODS: (1) Oct 29, 9AM - 12PM, (2) Oct 30, 2018 5-7PM

OUTCOME: Recommendations for short, mid, and long-term improvements

(2) TRAFFIC COUNTS

LOCATIONS: (1) Sentinel Peak Rd, and (2) S Cuesta Ave

TIME PERIOD: Nov 7 - 13, 2018

KEY FINDINGS

- Average weekday count: 256 cars
- Average weekend count: 441 cars
- Busiest time for cars: 4pm to 6pm

(3) SPEED STUDY

LOCATIONS: (1) Sentinel Peak Rd; (2) S Cuesta Ave

TIME PERIOD: Nov 7 - 13, 2018

KEY FINDINGS

- 20% of drivers traveled 35-50 mph on Sentinel Peak Rd
- 66% of drivers traveled 25-34 mph on Sentinel Peak Rd

(4) TRAFFIC CRASHES ON SENTINEL PEAK RD

DATA SOURCE: Tucson Police Department provided a summary of traffic collisions reported on Sentinel Peak Road from 2011 through 2018

KEY FINDINGS

- 14 crashes report (2011 - 2018)
- 1 fatal collision (bicyclist) and 1 injury collision (driver)
- 12 property damage only (PDO) collisions (drivers)
- 7 hit-and-run collisions (PDO)
- 3 DUI collisions

(5) TUCSON POLICE REPORTED INCIDENTS

DATA SOURCE: Incidents reported to Tucson Police in and around Sentinel Peak Park over a 6-month period (April 29 to Oct 27, 2018)

KEY FINDINGS

- 173 reported incidents
- 1 incident reported per day
- Type of incidents reported: alarms, shootings, burglaries, vehicle brake-ins, collisions

(6) PUBLIC SURVEY

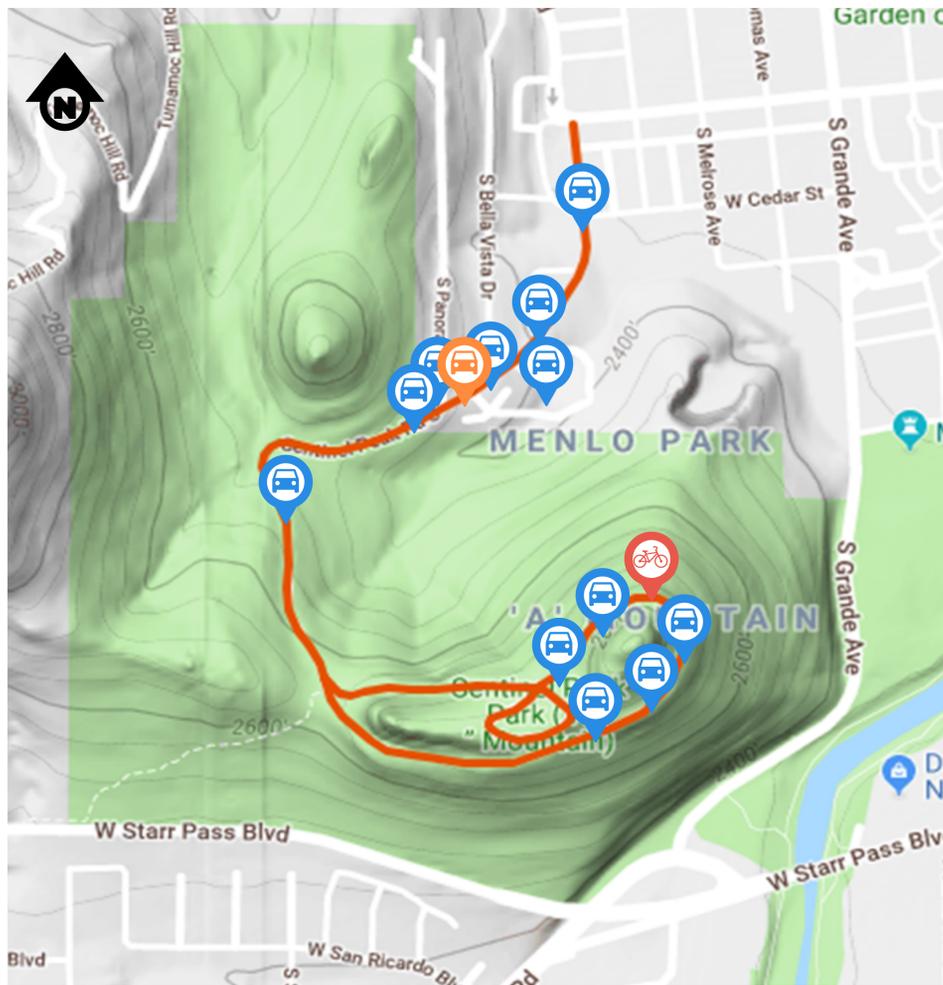
ONLINE SURVEY: Available in English & Spanish from March 7 - April 30, 2019

INTERCEPT SURVEY: Volunteers are conducting on-site surveys through the end of March

NEXT STEPS: Use public input to inform changes and improvements in the park

4.2 SAFETY & TRAFFIC CONDITIONS

TRAFFIC CRASHES (2011 - 2018)



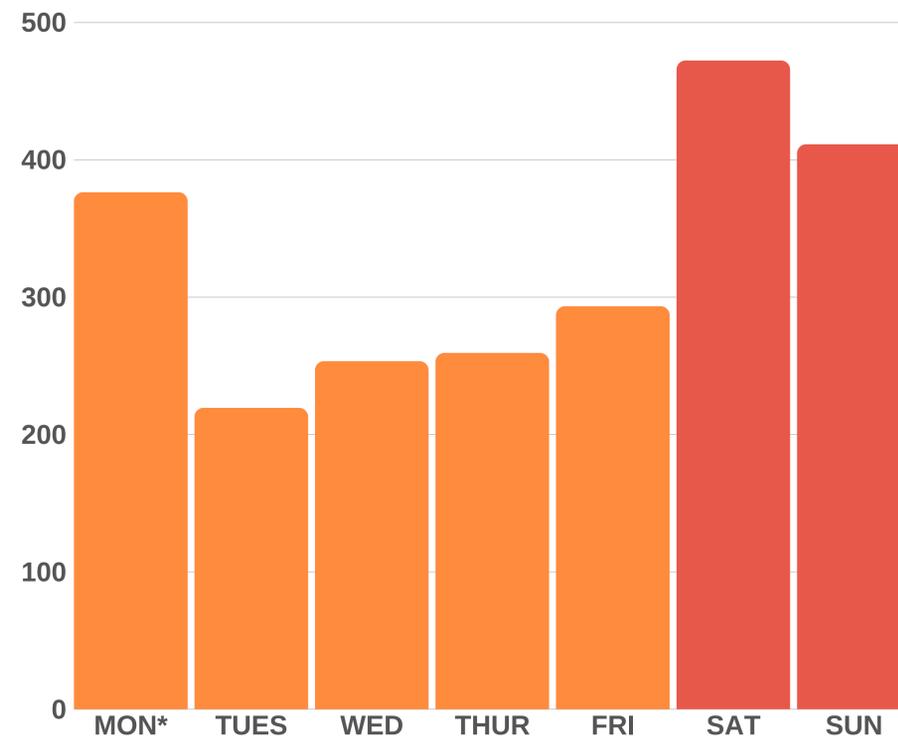
FINDINGS:

- 12** 'property damage only' (PDO) crashes
- 1** injury collision (driver)
- 1** fatal collision (bicyclist)
- 7** hit-and-run crashes (PDO)
- 3** DUI related crashes

TRAFFIC COUNTS (Nov 7 - 13, 2018)

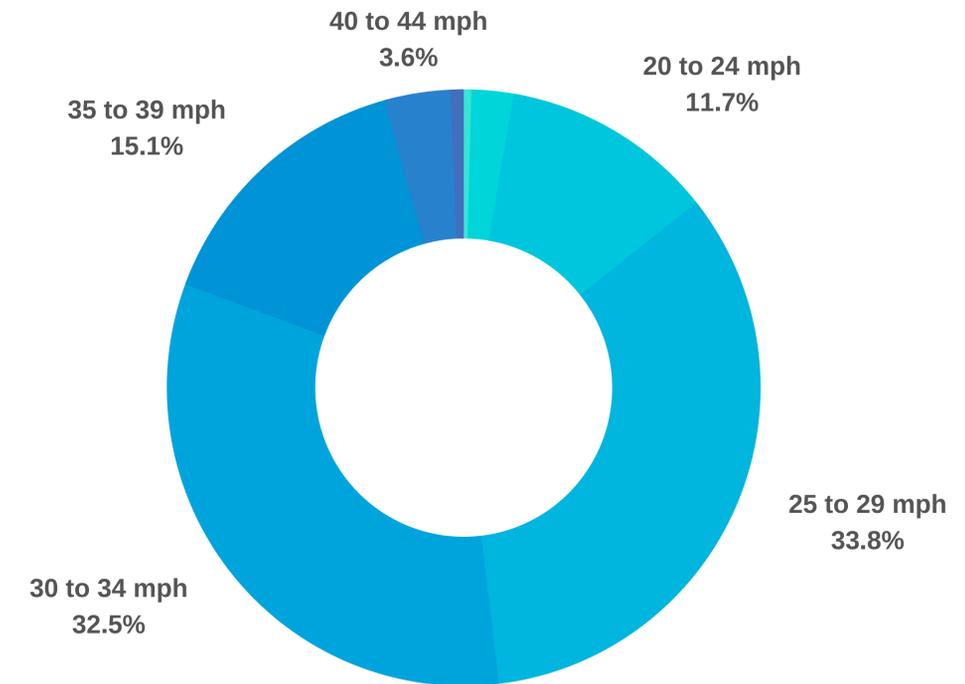
FINDINGS: Sentinel Peak Road

- Average weekday count: 256 cars
- Average weekend count: 441 cars
- Highest car volumes: 4pm to 6pm



*VETERAN'S DAY

SPEED STUDY (Nov 7 - 13, 2018)



FINDINGS:

- Posted speed limit is 15 mph
- 20% of drivers traveled 35-50 mph on Sentinel Peak Rd
- 66% of drivers traveled 25-34 mph on Sentinel Peak Rd

4.3 SAFETY REVIEW: RECOMMENDATIONS

SHORT-TERM (1 YEAR)

- (1) Remove RIGHT TURN ONLY sign along southbound Cuesta/Cedar
- (2) Rotate STOP sign at Sentinel Peak/Silverbell to proper angle.
- (3) Install KEEP RIGHT sign on uphill approach to 'Y'
- (4) Existing speed limit sign on uphill approach to 'Y' is on the left (wrong) side of the road.
- (5) Install additional (both sides) DO NOT ENTER and WRONG WAY signs at the downhill road segment at the 'Y'
- (6) Add advance curve warning sign for downhill approach.
- (7) Consider Two-Direction Large Arrow Sign (W1-7) on far-side of intersection, intended to be visible for downhill approach.
- (8) Include lane markings and directional signs where the outbound loop road meets the upper parking lot entrance and exit lanes. Include parking lot directional signs.
- (9) Separate the DO NOT ENTER and STOP signs at the upper parking lot exit road. Add an additional DO NOT ENTER sign on the other side of the roadway.
- (10) Include NO RIGHT TURN sign on the STOP sign, upper parking lot exit road.
- (11) Add DO NOT ENTER signs where upper parking lot entrance meets the parking area
- (12) Add directional exit signs for the upper parking lot.
- (13) Replace ONE WAY arrow that is visible when exiting the exit driveway for upper parking lot.
- (14) Replace worn and painted object markers on both gates.
- (15) Install new reflective markings on the inside of the top gate (to warn bicyclists when gate is closed).
- (16) Consider curve warning signs at appropriate locations.
- (17) All maintenance items on report.

MID-TERM (1 - 3 YEARS)

- (1) Add speed hump/speed table between Cedar and Congress St.
- (2) Support neighborhood efforts to add a traffic circle and green infrastructure at/near Cedar and Cuesta Avenue.
- (3) Turn the asphalt area at the base of the Loop Rd into a desert landscaped area.
- (4) Consider warrants for guard rail.
- (5) Consider flexible delineators along/near curve edge line for downhill approach.
- (6) Install edge line markings along the upper parking lot exit and entrance roads. Consider a 10-foot marked lane to result in a paved shoulder area for pedestrians.
- (7) Consider pedestrian and bicycle warning signs at various locations along the park roads. These can be creative.
- (8) Consider shared lane markings where appropriate.

LONG-TERM (3+ YEARS)

- (1) Consider mumble strips (possibly inverted) along Sentinel Peak Rd, between speed humps. Discussion with neighbors needed.
- (2) Confirm lanes widths and consider 10-foot lanes to maximize shoulder space.
- (3) Consider diagonal parking lot stall markings to reinforce the exit direction.
- (4) Depending on the result of the hours/time of day discussion, consider modest lighting in the upper parking lot to help crime reduction.
- (5) If "day of the week" road closures are implemented, consider the potential impacts of overflow parking at the lower lot. Consider reconfiguring the lower lot so that traffic can loop through the lot..



Additional signage recommended to reinforce one-way road.



Steep drop-off demonstrated here.



Guard rail segments, better object markers, and/or delineators recommended to better guide vehicles in the narrow road.

5 TAKE THE SURVEY

WHAT ARE WE CONSIDERING?



ALTERNATIVE 1: Keep Existing Conditions

Sentinel Peak Road is currently open to people walking, biking, and driving from 9am to 8pm Mon - Sat, and 9am to 6pm Sun. For two hours each morning - 7am to 9am - the gate at the bottom of the park is closed to cars, and the park can only be accessed walking/biking up the road.

ALTERNATIVE 2: Car-Free 2-3 days per week

Sentinel Peak Park Road is car-free 2-3 days each week and open to all modes (motor vehicles, walking, and biking) for 4-5 days each week. While the park is car-free, the gate at the bottom of the park would be closed.

ALTERNATIVE 3: Car-Free Half Days

Sentinel Peak Park Road is car-free for half of the day and open to all modes (driving, walking and biking) for the other half. While the park is car-free, the gate at the bottom of the park would be closed.