



KINO PARKWAY – 22ND STREET INTERSECTION & WIDENING TO TUCSON BOULEVARD



Park Avenue Signal Subcommittee Meeting #1 January 21, 2009 Meeting Summary

A meeting of the Park Avenue Signal Subcommittee, a Subcommittee to the Citizen Advisory Committee (CAC), was held on Tuesday, January 21, 2009 from 12:00 p.m. to 1:30 p.m. at the Public Works Building. Subcommittee members in attendance included Angie Quiroz, Brett DuMont, Roger Becksted, Chris Stebe and Tim Vanderpool. Team members present included Nanette Pageau (meeting facilitator), Janice Cuaron, Edie Griffith-Metty, Alejandro Angel, Jose Ortiz, Priscilla Fernandez, and Darlene Danehy. Observers present included Abe Marques, Les Pierce, Claire Fellows, and John Burr.

1. Welcome and introductions

Nanette Pageau welcomed everyone to the meeting, and informed them that she would be the meeting facilitator in the place of Freda Johnson who was absent due to medical reasons. Nanette asked everyone to introduce themselves and specify whether they are a committee member and identify what neighborhood they represent. For those who were observers, she asked that they share their role in the project. The following introductions were made:

- Alejandro Angel/Psomas – Traffic engineering for the project
- Darlene Danehy/Psomas - Traffic engineering for the project
- Jose Ortiz/City of Tucson – Department of Transportation traffic engineering
- Priscilla Fernandez/Kaneen – Community outreach and meeting summary
- Janice Cuaron/City of Tucson – Department of Transportation Project Manager
- Edie Griffith-Metty/AECOM – Project Manager
- Chris Stebe/Subcommittee – Armory Park neighborhood and 22nd St. Corridor Citizen Oversight Committee (COC) member
- Angie Quiroz/Subcommittee – Santa Rita Park neighborhood President
- Roger Becksted/Subcommittee – Millville neighborhood
- Brett DuMont/Subcommittee – Millville neighborhood Vice President and Kino/22nd CAC member
- Tim Vanderpool/Subcommittee – Armory Park neighborhood
- Abe Marques/Ward V – Council Member Leal's Office
- John Burr/Observer – Armory Park neighborhood
- Claire Fellows/Observer – Kino/22nd CAC member and resident near future signal
- Les Pierce/Observer – Kino/22nd CAC member and President of Arroyo Chico neighborhood

Nanette stated that today's meeting would consist of understanding the history of the 22nd Street projects, design elements of the intersection at Kino Parkway/22nd Street, discuss the Park Avenue signal alternatives to be presented by Psomas and AECOM,

have open discussion and then reach a resolution within a one to two meeting timeframe. She indicated that the team wanted to be sure each neighborhood had equal input on the signal alternatives.

2. Subcommittee ground rules and objectives

Nanette asked the committee members if it was ok to use the Kino Parkway/22nd Street intersection CAC's already established ground rules, instead of spending too much time brainstorming rules that may already mirror the existing ones. Hearing no objections, Nanette asked the members to refer to the ground rules displayed on the wall. The rules were listed as the following:

- Respect
- Agree to disagree
- Resist the urge to interrupt
- Cell phones off
- No side conversations
- One person speaks at a time.

Nanette wanted to clarify that the neighborhood presidents were asked in early December 2008 to provide the group with two representatives, and there was concern that Angie Quiroz was the only representative from SRPNA without a second member. Angie confirmed that she was not able to find anyone else to join her on the committee. She asked if there was still time to recruit someone from her neighborhood, and the team told her it was not too late, however the team was hoping to reach a consensus at today's meeting.

Nanette reiterated that it would be the responsibility of the subcommittee members to inform their constituents of today's meeting and outcome.

3. Project history and overview

Janice Cuaron gave the committee a brief history of the project, and how the project led the group to today's meeting. 22nd Street improvements are mandated by the Regional Transportation Authority (RTA) vote that the citizens of Pima County passed in May 2006. The entire 22nd Street corridor starts at Interstate 10 (I-10) and ends at Tucson Boulevard. Due to the magnitude of the corridor's improvements, the City segmented the corridor into three projects: I-10 to Kino Parkway, the Kino Parkway/22nd Street intersection improvements, and the widening of 22nd Street between Kino Parkway and Tucson Boulevard.

A single body called the CAC, which has been working for over two years on these projects, oversees the Kino Parkway/22nd Street intersection and widening to Tucson boulevard projects. In 2008, Mayor and Council approved both alignments for these projects. Due to Kino Parkway/22nd Street's future grade-separated interchange changing the way motorists access the surrounding quadrants, specifically the Millville

neighborhood (northwest quadrant of the intersection), the CAC asked the project team to look at improving business and residential access and circulation within this quadrant. The Millville neighborhood specifically asked the City to add the installation of a signal on Park Avenue at 19th Street into the cost of the intersection improvement project.

The project team presented this proposed signal idea to the CAC members, Santa Rita Park Neighborhood Association (SRPNA), Millville Neighborhood Association (MNA), and the Armory Park Neighborhood Association (APNA) in order to gather equitable input from all three impacted neighborhoods. After all these individual meetings, the project team was asked to analyze the installation of a signal on Park Avenue at both 18th and 19th Streets, and the consensus was to form a subcommittee made up of two representatives of each neighborhood, to discuss solutions for where the signal should be installed, what type of signal to install, and any related issues associated with this signal.

Abe Marques added that there was a request by the MNA to add a signal at Santa Rita Avenue/22nd Street, but the CAC decided that a signal on Park Avenue might be more accessible for all the commercial vehicles, in addition to spacing and warrant issues at Santa Rita. MNA also asked the team to add a connection at 21st Street and the Kino Parkway off-ramp. Janice said that since the signal at Santa Rita Avenue/22nd Street was no longer an option, the team, the Technical Advisory Committee (TAC), with the help of this subcommittee, and the CAC, would continue investigating the best solutions for circulation.

4. Traffic signal alternatives

Alejandro Angel started his presentation by pointing out the four large traffic signal alternative photos placed on the wall of the conference room: 18th Street partial signal, 18th Street full signal, 19th Street partial signal and 19th Street full signal. He also pointed out the large graphic of the Kino Parkway/22nd Street intersection with surrounding neighborhood boundaries and access routes. He showed the group the various access routes that businesses and residents would use to enter and exit their neighborhoods in order to travel to Broadway Boulevard, 22nd Street, Kino Parkway, Park Avenue and Barraza-Aviation Highway.

Along with these various routes, he told the group the traffic counts taken on Park Avenue at both 18th and 19th Streets. During one day, most vehicles use 18th Street to enter and exit the northwest quadrant, although some truck traffic uses 19th Street. According to traffic counts, less than 20 southbound vehicles enter Millville using 19th Street during the peak hour, while more than 80 vehicles use 18th Street. Alejandro asked Brett if these counts reflected Millville's observations and Brett concurred with Alejandro.

Alejandro said this Park Avenue signal has two major issues to work out: access for trucks navigate through Park Avenue, and how it will affect the residential properties in the area. We want to find the solution that will best improve circulation once the Single Point Urban Interchange (SPUI) is in place at the Kino/22nd intersection.

Edie Griffith-Mettey explained the different design elements of each of the four alternatives. The full signal at 19th Street would mean closing the intersection at 18th Street/Park Avenue with a median, in order to force traffic to use 19th Street; otherwise, the existing traffic on 19th street would not meet signal warrants by itself. It will allow through movement east to west, and right and left turns in each direction. The 19th Street partial signal would not allow for through movement from 19th Street headed west across Park Avenue, but it does allow for north and southbound travel, as well as left and right turns in all directions.

Brett DuMont said that he spoke for the MNA when he says that a high percentage of the traffic volume can be attributed to the employees of businesses in the northwest quadrant, and the safety of their employees is of big concern to MNA. The full signal at 19th Street/Park Avenue is MNA's preferred alternative. He said Kalil Bottling is the largest distributor in the northwest quadrant, and Superior Steel and Tucson Pima Fruit & Produce are one of the larger businesses west of Park Avenue, and we need to consider what options are best for those truck drivers while avoiding impacting residents.

Edie pointed out that bicycle and pedestrian safety would be important elements at whichever alternative chosen. Tim Vanderpool added that a car at 18th Street/Park Avenue about a month ago struck a young girl riding a bike and that the high accident rates and low visibility headed south on Park Avenue from Broadway Boulevard need to be taken into account.

Roger Becksted said that his preference would be the full signal at 19th Street/Park Avenue and that the through movement on 18th Street should be left the way it is (without a median). He said he did not understand why 18th Street's east-west movement would have to be stopped. Abe answered him by saying if he was traveling down Park Avenue and came to a signal at 19th Street, but saw that most turning traffic was using 18th Street instead, then that would tell him the signal at 19th Street was not necessary. It's important to force traffic down one street (the street it's already using) and minimize traffic in residential areas.

Abe Marques wanted the group to understand what the term "warrants" meant. Alejandro said it was how signals are warranted or justified—a legal term. He said that there are approximately 20,000 vehicles per day traveling Park Avenue and that too many traffic signals would stop traffic unnecessarily. Signals along any roadway need to be justified with items such as traffic counts, minimum distance between other signals, safety concerns, etc.

Tim Vanderpool said that several years ago the residents on 18th Street filed a formal complaint about the heavy truck travel and commuters from the University of Arizona on 18th Street, which is predominantly residential. The residents asked truck drivers to use 19th Street as an alternate route. The majority of this truck travel is generated by MNA businesses. Brett stated there are 160 trucks per day (typically in the early morning) that use 19th Street and Park Avenue as a major route. Brett said that in the consideration of

MNA's neighbors and a safety standpoint, 19th Street/Park Avenue is the ideal location for a signal.

Observer John Burr asked for a quick update on the circulation details of Cherrybell after the SPUI is constructed, so that he can better understand all quadrant circulation aspects. The team updated him and summarized by saying there would no longer be a full signal at Cherrybell/22nd St. and traffic using this existing signal would need to use an alternate route. Alejandro added that the team was accommodating MNA as best as they can with two improved access points: Park Avenue signal and 21st Street ramp connection.

Chris Stebe asked if anyone had considered the residents in Barrio Metalico and the Icehouse Lofts, and areas where the higher density is residential. MNA is not solely industrial. Brett DuMont said that he has spoken with Icehouse Loft residents and they prefer the signal at 19th Street/Park Avenue because it would cut-down traffic in their neighborhoods. He then said that present resident of 18th Street/Fremont Avenue, Claire Fellows, could address her views on traffic issues.

Abe Marques said that 20 years ago the concept of connecting APNA and MNA was realized by constructing a bridge along 16th St. over Park Ave. Today, this bridge is somewhat utilized, but not to its original intent, due to its traffic disturbing residents. Claire Fellows says the bridge is great for traveling toward downtown Tucson. Abe also informed the group that the Five Points intersection improvement project has opened up access at 18th Street to I-10, which could more than likely become a major thoroughfare soon. This means Google Maps may direct more motorists to use 18th Street, and Tim Vanderpool said it was true and he doesn't like that possibility since the residents on 18th Street have made it clear they'd prefer no truck access on their street.

Angie Quiroz said that after hearing from APNA and MNA, she will agree with what they think is best for their neighborhoods and businesses. She said SRPNA is less impacted by the signal than the MNA and APNA. She also said the City should build a full signal at 19th Street/Park Avenue without a median at 18th Street/Park Avenue, and then evaluate the need for the median at 18th Street, because there may not be a need for the median there.

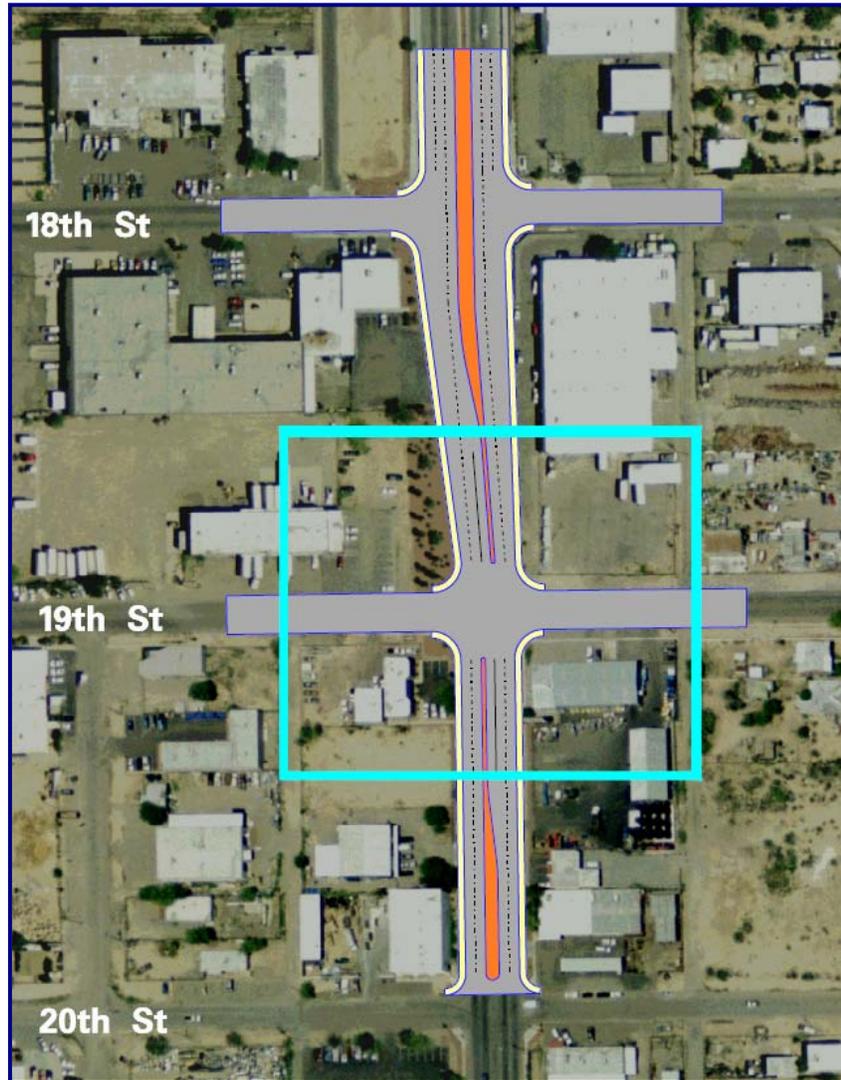
Brett stressed that MNA still would like a full signal at 19th Street/Park Avenue as shown on the large display board, even if it included a median across 18th Street.

John Burr said that in his past experience with roadway improvement projects, what seems to work on paper doesn't always work perfectly after construction. He said he'd like to see mitigation funds available to neighborhoods to deal with unanticipated problems (i.e. more traffic than anticipated, etc).

Janice Cuaron agreed that mitigation funds for neighborhood impacts was a good idea and she didn't see why this could not happen. She also noted that the committee members had not addressed any other alternatives presented (18th St./Park Ave. partial and full

signal, and the partial signal at 19th St.), so she asked the committee if they wanted to discuss any others.

Hearing none, Janice suggested that the committee come to a consensus on the full signal at 19th St./Park Ave. All members of the subcommittee agreed without discussion. Signal chosen:



The project team reminded the subcommittee that this signal would be included in the Kino/22nd St. project package, which ultimately needs the support of the Mayor and Council Members.

Chris Stebe asked the project team for traffic models of the four alternatives presented, in order to find the best solution for both the neighborhoods and truck access. Alejandro said these four alternatives presented were the product of the traffic counts completed, and that the solution is found in the best east/west and north/south movements.

Nanette asked that subcommittee members go back to their neighborhoods and present to them information presented today. The large display boards could be used in their neighborhood presentations for ease of understanding. Abe offered to pick-up and drop-off the displays to each neighborhood prior to neighborhood association meetings. Brett said MNA would draft a letter of support for the full signal at 19th St./Park Ave. and submit it to Janice.

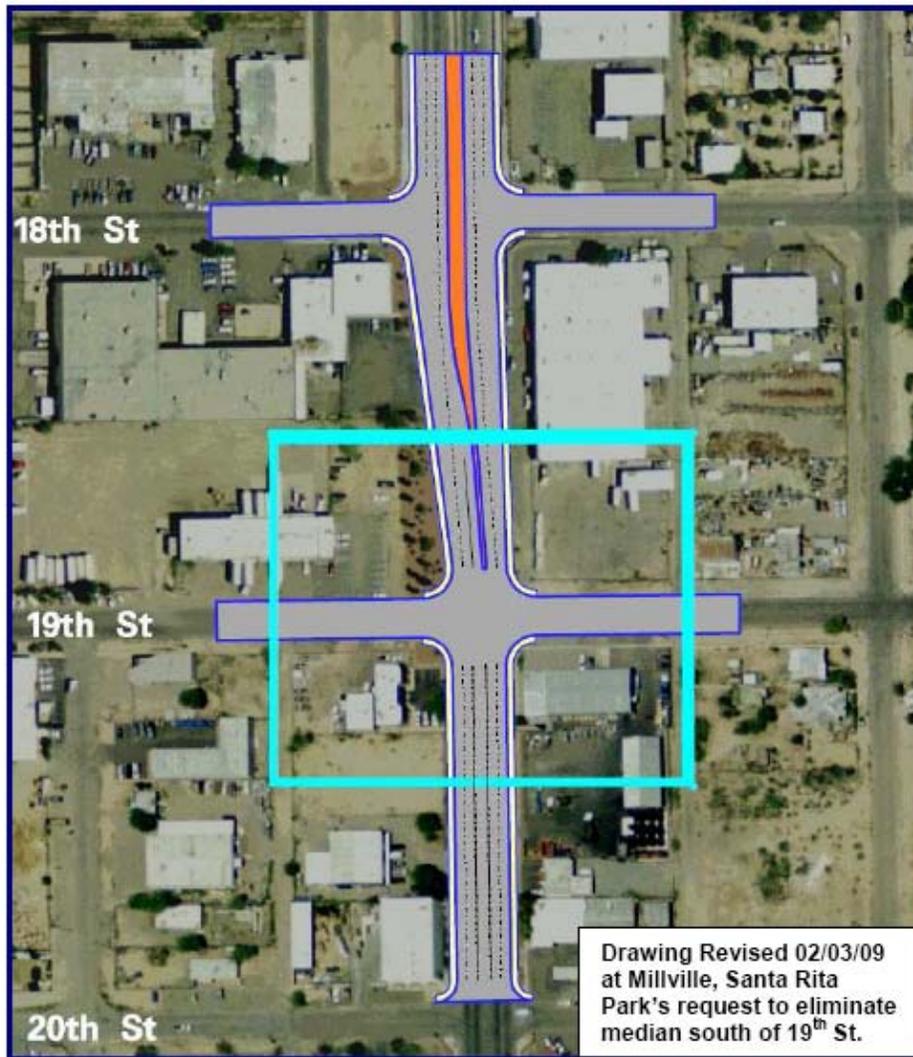
Chris Stebe said that a one-paragraph resolution should be drafted on behalf of the subcommittee stating what was decided today, and should be presented to the CAC for endorsement—possibly as soon as February 26, 2009. Janice told the committee members a resolution would be drafted by the team on behalf of the subcommittee, and sent to them for approval.

Nanette and Janice thanked everyone for attending the meeting, and for providing their valuable input. The meeting adjourned at 1:30 p.m.

Addendum to Summary for Park Avenue Signal Subcommittee Meeting #1

Request for Revision of Full Signal at 19th St. / Park Ave.

1. This addendum includes the revised design of the full signal at 19th St. / Park Ave. alternative, at the request of the Millville and Santa Rita Park neighborhood associations. The request was made to eliminate the median south of 19th St. for ease of business access on Park Ave., south of 19th St. Following is the revised graphic sent to the subcommittee members for approval on February 6, 2009:



2. February 11, 2009 - Another request was made by Millville to evaluate ending the median 115 ft. south of 18th Street. This request is currently under review by the City of Tucson Traffic Department.