



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



Park Avenue Signal Task Force Meeting #3 May 25, 2011 Meeting Summary

A meeting of the Park Avenue Signal Task Force, a Subcommittee to the Citizen Advisory Committee (CAC), was held on Wednesday, May 25, 2011 from 11:30 a.m. to 12:45 p.m. at the Ward V Office.

Task Force members in attendance: Angie Quiroz, Brett DuMont, Roger Becksted, and Tim Vanderpool.

Team members in attendance: Vice Mayor Fimbres (Facilitator), Mark Kerr, Janice Cuaron, Edie Griffith-Metty, Alejandro Angel, Jose Ortiz, Nanette Pageau, Priscilla Fernandez, Greg Orsini, and Jim Glock.

Observers in attendance: Mark Crum, Claire Fellows, and John Burr.

1. Welcome and Introductions

Vice Mayor Fimbres welcomed everyone to the meeting and asked Project Manager Edie Griffith-Metty to review the agenda distributed by the project team; introductions of all attendees were made.

2. Meeting Objectives

Edie Griffith-Metty reminded the group that this Task Force (TF) was a Subcommittee to the Kino/22nd CAC, and asked the members to refer to the ground rules. The rules were listed as follows:

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

The meeting objective was that the three neighborhoods come to a consensus about the proposed neighborhood traffic mitigation related to the signal at Park Ave. and 18th St.

3. Brief History

Jim Glock began by updating the group on the recent Mayor and Council meeting that passed the intergovernmental agreement for the construction funding of this Project: Kino/22nd interchange improvements. 100% completed design plans were submitted to the City, and the final acquisitions on 22nd Street are in progress. Due to the transitions at Ward 5 in the last two years, this TF has been on hiatus, but is now active with neighborhood traffic mitigation ready to be installed in conjunction with the construction of Kino/22nd Intersection Project.

4. Outcome of Task Force Meetings

Edie Griffith-Metty gave a project background and prefaced the presentation by saying she was intent to find solutions that work for everybody on the TF. The first issue addressed was the signal at Cherry/22nd St. which will be removed due to its proximity to the Kino/22nd intersection. Removal of this signal will create circulation issues between the northwest, northeast, and southeast quadrants of Kino/22nd intersection. Because of the impact on circulation, the CAC asked the team to look at ways to improve circulation between the three quadrants. The team designed a new Campbell Ave. extension that connects Campbell Ave. to 21st St. at Warren Ave., and extended 23rd St. from Neff St. to Cherrybell Strav. to connect Cherrybell Strav. to Campbell Ave. These connections will facilitate good movement between the northeast and southeast quadrants. These two new connections still had not satisfied the northwest quadrant (Millville), so additional solutions were requested by the CAC.

After the team and the CAC looked at several options, one of which was a traffic signal on Park Ave. The CAC asked the team to form a subcommittee to discuss the possibility of the installation of a signal at Park Ave and either 18th or 19th St. This new TF was made up of the three affected neighborhoods with two representatives from each neighborhood: Millville, Armory Park and Santa Rita Park.

The team included the signal at Park Ave. and 18th St. in the Kino/22nd Intersection Improvement Project planning document, and presented it to Mayor and Council. The planning document with the signal included was approved as a package in late 2008.

The first TF meeting was held in January of 2009, and after much discussion, all TF members agreed on a signal at Park Ave. and 19th St., which included signed letters of support from each neighborhood, and a TF resolution. When it came time for the Millville TF members to gain neighborhood input, the outcome was a public preference for 18th St. instead of 19th St and Park Ave.

The TF reconvened to talk about 18th St. in August of 2009. Several important issues arose and decisions were made at that meeting. Jim Glock had been in attendance and announced that the City would endorse this new location for the signal—18th St.—if proper mitigation was provided for the neighborhoods. Pat Quinn from the Fire Dept was also there and instrumental in guiding the group through what was acceptable for mitigation in reference to 18th St. being a designated emergency route. Jim Glock had asked the team to take traffic counts of truck traffic within of the neighborhood to establish a baseline. The baseline will help determine the impact of the new signal installation on neighborhood traffic. If the baseline increases, the increase in counts will provide a justification for future mitigation.

Following the August 2009 meeting, the team was approached by Armory Park and Claire Fellows of Millville regarding traffic mitigation in their neighborhood. Two separate plans were drawn-up according to the needs expressed by the two neighborhoods, and according to the City's neighborhood mitigation process, members of the neighborhood associations were to gain at least 60% of the neighborhood buy-in via signatures in petition format. Although Armory Park was able to get all the signatures necessary, Claire Fellows was not able to gain the support needed.

Claire Fellows reminded the group that she was sure her neighborhood would be prepared to address traffic mitigation solutions if traffic increases within the Millville neighborhood after the installation of the signal.

5. Group Discussion

Alejandro Angel explained that the first truck-traffic counts in the neighborhood were taken in early November 2009. The counts were recorded at major east/west streets in Santa Rita Park Neighborhood Association and Armory Park Neighborhood Association; 17th, 18th, 19th and 20th Streets. Of all these streets, 18th had the highest traffic demand; twice as many as the other streets. Truck traffic west of the railroad tracks was lighter than expected due to the businesses instructing their truck drivers to use other routes. For instance, on 18th St. east of the railroad tracks, 193 trucks were counted per day. However west of the tracks there were nine trucks counted per day. All street-traffic counts had mirrored results with large traffic disparities east and west—or industrial to residential areas—of the railroad tracks.

Mark Kerr asked about the chronology of the counts. Alejandro Angel said the counts were taken in consecutive 48 hours at 14 different locations. Angie Quiroz asked for the traffic count report which Alejandro Angel handed to her and anyone else who needed one. This report covered total vehicle volume and truck traffic volume. Alejandro Angel's team also conducted reports to track where speeding problems occurred.

Tim Vanderpool said that Alejandro Angel is correct regarding the truck traffic and driver behaviors being disciplined around where he lives at 18th St. and 2nd Ave. He said although nine to 10 trucks per day do not seem like a high number, it is quite high to him. John Burr said that on Mapquest, truck routes are posted as 18th St. from Interstate 10. Edie Griffith-Metty added that recent research indicated this route has been changed to 22nd St. to Park Ave. to get to the industrial quadrant.

Another measure the team has taken is using signage to discourage traffic going into the neighborhoods. These signs are in place now.

Edie Griffith-Metty provided handouts of the three mitigation measures to implement within APNA (a chicane at 18th St. and Jacobus Ave. to block westbound traffic, and traffic circles at 16th St./2nd Ave. and 14th St./3rd Ave.), along with the proper signage. The double arrow signs at 18th St. and Jacobus Ave. are warning signs, meaning they are not enforceable by law but will aid in deterring unwanted through-traffic.

Angie Quiroz asked if the City had confirmed that the mitigation was in fact approved by the Fire Dept. Janice Cuaron invited the Fire Chief to today's meeting, who is well aware of this project. Alejandro Angel has an email from the Fire Chief stating the concept looked appropriate for the 20 ft. opening on 18th St. The Chief had also attended the Ward V briefing with Tucson Department of Transportation staff a few weeks past. Alejandro Angel committed to provide the information regarding the Fire Dept. review to the Ward V Office and Angie Quiroz.

Jim Glock explained the City's process of traffic planning and how it looks at neighborhood mitigation and meeting the needs of the community while working closely with and fulfilling the needs of emergency services.

John Burr said he'd already submitted his neighborhood signatures to the traffic department for the next phase.

Claire Fellows wanted to clarify that the mitigation plan only included new installations, and no removals of any existing features. She also asked if striping for the approach lanes was required at the signal on Park Ave. and 18th St. She was informed that the striping will be provided on each leg of 18th St., and it only extends onto 18th St. approximately 200 ft. from the signal.

Upon the installation of the signal, traffic counts will need to be taken with the neighborhoods. The team discussed the science of traffic counts (when is the best time?). Alejandro Angel relayed the information that traffic counts are generally performed on Tuesdays, Wednesdays, and/or Thursdays, during seasons of the year when school is in session.

Mark Kerr asked for a timeline for the project. Jim Glock said the following:

- June 9, 2011 – RTA Board of Directors will hopefully approve the funding for construction of the Kino/22nd Project.
- The Project will be put out to bid in July/August 2011
- Contractor on board September/October 2011
- Final, pre-construction CAC meeting in September/October 2011

First 6-12 months of construction include:

- Park Ave./18th St. signal installation
- Campbell Ave. to 21st St./Warren Ave. extension/connection and 23rd St. connector between Cherrybell Strav. and Neff St.
- Cherry Ave./22nd St. signal removed
- APNA traffic mitigation installation

Tim Vanderpool had concerns about neighbors impacted by trucks heading east onto 18th St. from 22nd St./4th Ave. He wanted to clarify that the issue of trucks heading east on 18th St. has not been fully resolved due to the emergency route being on that same street. He wanted to be sure that the installation of medians on 18th St. would be placed on hold until after the Park Ave. signal was installed and further studies were conducted to address that.

Tim Vanderpool just wanted to state for the record that the median at 4th Ave/18th St. is still in the contractor's documents to be installed if necessary. Edie Griffith-Metty clarified that it is marked "Not in Contract" but can be made "In Contract" by the neighborhood within the four years the petition is good for.

Tim Vanderpool asked a technical question regarding the four-way stop signs at 2nd Ave/18th St. He said eight out of 10 vehicles ignore those stop signs; are they

enforceable? Jim Glock ventured to say those stop signs were probably not warranted and therefore are ignored. The City gets requests daily if not hourly to install stop signs throughout Tucson, but stop signs have a precise science behind them and are warranted for very specific sight distance, safety, etc. Four-way yields would have been much more efficient there and offer less denigration of safety.

Eddie Griffith-Metty stated that the purpose of this meeting had been to inform all parties of the mitigation to be installed in conjunction with the new signal, and then to gain consensus from all TF members.

Janice said there was still some time for Armory Park Neighborhood Association and Santa Rita Park Neighborhood Association to come to an agreement about mitigation on 19th St. and Angie Quiroz said she couldn't present this to her neighborhood until September, due to her NA not meeting in the summer months. She would need more time than one month to complete a report on behalf of her constituents if this project was going to construction in October. Jim Glock said there was more time than that to compose a report because construction would last approximately 18 months, with the signal at Park Ave. being one of the first items to be installed.

Eddie Griffith-Metty invited Angie Quiroz to contact the team when her neighborhood was ready to work on mitigation measures. Angie Quiroz asked that she be included in any discussions pertaining to mitigation within her neighborhood boundaries.

Vice Mayor Fimbres asked each member of the TF along with Claire Fellows if they accepted the proposed mitigation plan and there were no objections.

Vice Mayor Fimbres concluded the meeting by asking everyone to contact either Mark Kerr or Priscilla Fernandez for further project information.

6. Adjournment

The meeting adjourned at 12:45 p.m.