



# KINO PARKWAY – 22<sup>ND</sup> STREET INTERSECTION & WIDENING TO TUCSON BOULEVARD



## Park Avenue Signal Subcommittee Meeting #2 August 25, 2009 Meeting Summary

A meeting of the Park Avenue Signal Subcommittee, a Subcommittee to the Citizen Advisory Committee (CAC), was held on Tuesday, August 25, 2009 from 12:00 p.m. to 1:45 p.m. at the Public Works Building.

**Subcommittee members in attendance:** Angie Quiroz, Brett DuMont, Roger Becksted, Chris Stebe and Tim Vanderpool.

**Team members in attendance:** Freda Johnson (facilitator), Janice Cuaron, Edie Griffith-Metty, Alejandro Angel, Jose Ortiz, Nanette Pageau, Priscilla Fernandez, and Darlene Danehy.

**Observers in attendance:** Abe Marques (Ward 5 Office), Lorraine Hernandez (Ward 6 Office), Claire Fellows, Andrea Nuñez, Deputy Fire Chief Pat Quinn, Ivo Ortiz, and John Burr.

### 1. Welcome and introductions

Freda Johnson welcomed everyone to the meeting. She reviewed the agenda that the project team handed out, and introductions of all attendees were made.

### 2. Meeting objectives

Freda reminded the group that this committee was a Subcommittee to the Kino/22<sup>nd</sup> CAC, and asked the members to refer to the ground rules displayed on the wall. 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 objectives were that the three neighborhoods come to a consensus about the proposed signal on Park Ave.

### 3. Update on events since last Subcommittee meeting

Edie Griffith-Metty began updating the group on what has taken place since the last meeting in January 2009. Earlier this year, the three neighborhoods generated letters of support on behalf of their neighborhoods for a full signal at 19<sup>th</sup> Street and Park Ave. Millville representatives then wanted to reconsider a full signal without a median at 18<sup>th</sup> Street.

At the June Millville Neighborhood Association (MNA) meeting where the team was invited to present the issue, George Kalil initiated the change on behalf of MNA, that the

preferred signal would be at 18<sup>th</sup> St. rather than 19<sup>th</sup> St. Brett DuMont said that MNA invited the entire community to that meeting, and during the meeting MNA unanimously approved the full signal at 18<sup>th</sup> St. MNA would have endorsed a signal at 18<sup>th</sup> St. sooner but needed the support from the neighborhoods first. Brett reiterated that MNA wants a signal at 18<sup>th</sup> St. that includes mitigation for the adjoining neighborhoods. Brett said there was a 34 to 4 vote in favor of a signal at 18<sup>th</sup> St. at a meeting prior to the MNA meeting.

Tim Vanderpool said he needed clarification from Brett as to whether that unanimous vote was done at the MNA meeting or MNA board meeting, because he never read in any meeting minutes of a unanimous vote from the MNA board, nor did he see it in any meeting minutes. He questioned Brett whether holding a board meeting without notice, voting and not posting the minutes was a violation of Arizona Open Meeting Laws. Tim also reminded him that all three neighborhoods (Armory Park, Santa Rita Park, and Millville) came to a consensus on the signal being placed on 19<sup>th</sup> St.

#### **4. Overview of Alternatives at 18<sup>th</sup> Street/Park Avenue**

Edie showed the four original large-format graphics of the 18<sup>th</sup> St. full and partial signal options and the 19<sup>th</sup> St. full and partial signal options. Jim Glock interjected and said that the Tucson Department of Transportation (TDOT) prefers a signal at 18<sup>th</sup> St. with any and all mitigation Armory Park needs. TDOT believes 18<sup>th</sup> Street is a good route for bicyclists, pedestrians, retail and residential, and it's a quick access to Warehouse Ave. Tim Vanderpool said that it is not Armory Park's desire to have a signal at all, but that they are open to considering mitigation west of the railroad tracks.

#### **5. Group discussion**

Abe Marques gave a brief overview of this signals' history, and that this issue had been a 15+ year issue. He said that truck drivers use 18<sup>th</sup> Street as if it were a thoroughfare that can take trucks from Interstate 10 (I-10) to Country Club very easily. He said he was concerned that a signal at 18<sup>th</sup> Street would encourage a thoroughfare. He has attended many meetings with the three affected neighborhoods about this issue for many years, and feels that 18<sup>th</sup> Street at the tracks needs to be closed, blocked-off, have breakaway gates, etc. Speed bumps already exist on 18<sup>th</sup> Street and trucks don't like them.

Tucson Fire Department Deputy Chief Pat Quinn said he's open to solutions just as long as access provided does not impede their response time. He said he does not like roundabouts, and prefers speed tables to speed bumps. Speed tables cost more money, but don't damage their trucks' pumps, suspension and equipment in general.

Tim Vanderpool said that he lives right on 18<sup>th</sup> Street and sees many trucks using 18<sup>th</sup> Street daily, regardless of the traffic calming and signage posted to deter trucks. Angie Quiroz said she sees trucks in her neighborhood too.

Pat Quinn said that until something viable is brought to the department, 18<sup>th</sup> Street would remain a dedicated fire route.

Alejandro Angel asked if Armory Park residents would support an 18<sup>th</sup> Street closure. John Burr said that he'd have to address that at the Sept. 8 Armory Park Neighborhood

Association meeting, and gain the input of all its residents. He said that Armory Park is the oldest neighborhood association in Arizona (according to federal standards), and there used to be a four-lane roadway with a posted speed of 45 miles per hour going through the neighborhood until too much vibration from the abundance of traffic caused the historic homes to crumble. This is why Armory Park wants to ensure the fewest trucks near their homes.

Roger Becksted said that at the Fimbres campaign event he spoke with Jay who said he already had a plan for this issue. Edie clarified that Jay was likely mentioning that various measures are available, but no plan has been prepared. Claire Fellows said she was at the MNA meeting where George Kalil announced the switch from 19<sup>th</sup> St. to 18<sup>th</sup> St. She said that there were people there who did not want a signal at all, but didn't feel the people who voted for the signal knew about the 'no signal' option. Tim Vanderpool agreed and added that the Icehouse Loft residents were not concerned about the signal at 19<sup>th</sup> St., but more about the median at 18<sup>th</sup> St.

Alejandro presented traffic calming examples for the group to consider for traffic mitigation purposes. Some of these examples included speed humps, speed tables, roundabouts, neckdowns, central island narrowing, chicanes, chokers, and even additional signage. Pat Quinn said that with some of these traffic calming measures (chicane in particular), street parking would not be possible, because TFD needs at least 12-ft lanes to make the street wide enough to be considered a designated emergency route. Alejandro added that it might force some people to park on Jacobus, and John Burr said to keep in mind that Jacobus is a road with many residents on it, and shouldn't be seen as an alley.

Edie asked Pat how high of a clearance TFD trucks need, and Pat said at least 12-ft. Jim Glock added that during TDOT's efforts in planning traffic mitigation for the 5 Points intersection (with Annie Laos and Albert Elias, Sr.), there were talks about an archway into the neighborhood that would be low enough to discourage trucks from using the street. He said something like this could happen in Armory Park—perhaps a decorative archway that reads “Welcome to Armory Park.” This archway would act as a height restriction for large trucks.

Chris Stebe said he prefers providing more signs to traffic calming features. Signs that read “alternate route” or “bicycle boulevard” in order to discourage industrial use. Tim said that most of the traffic is coming from 22<sup>nd</sup> Street, north on either 4<sup>th</sup> or 6<sup>th</sup> Avenue. Brett said he agrees on Chris' sign idea and says they should be displayed in such a way that truck drivers will notice them with plenty of time to adjust their routes. Pat Quinn reminded everyone that 22<sup>nd</sup> Street construction would just exacerbate this neighborhood problem.

He did add, however, that he would work with the committee to find creative solutions that will allow his workforce to keep to their four-minute response times.

Tim Vanderpool said that this issue is not Armory Park's dilemma; it's the City and Millville's problem. We're not the ones who want the signal, Millville wants the signal, so they should be the ones to come up with ways to mitigate these issues. John Burr

asked if the signal needed to be constructed before or after the Kino/22<sup>nd</sup> interchange was built.

Abe added that it was imperative that a signal be placed on Park Avenue because pedestrians/bikes/truck traffic need a safe way to cross Park Ave. Tim said he is against a signal at 18<sup>th</sup> Street. Roger Becksted said that TDOT endorses a signal at 18<sup>th</sup> St., so either a signal or even a semi-diverter should go in. Tim said semi-diverters don't work and that he can show the tire marks from where trucks disregard their purpose and go over them. Alejandro added that, unfortunately, people will continue to break traffic laws and we can't stop them.

John Burr suggested that we all go back to all affected neighborhoods—including Barrio Viejo and Santa Rosa—because they will be impacted by the traffic heading west. Claire Fellows said that she lives in a mixed-use neighborhood, primarily residential, and she wants to state for the record that she is requesting similar truck mitigation for her neighborhood (on Fremont Ave. between 17<sup>th</sup> and 21<sup>st</sup> Streets), even though she believes she will be denied this mitigation. She believes that a signal on Park Ave. will encourage more truck traffic. Angie Quiroz too requests similar mitigations for her neighborhood on 19<sup>th</sup> and 20<sup>th</sup> Streets.

Chris Stebe suggested to the team to tell Mayor and Council, and maybe the City's Information Technology (IT) department, to work with Google Maps and MapQuest to change their routes from 18<sup>th</sup> Street to 22<sup>nd</sup> Street and also work with the businesses that employ these truck drivers to get them to use an alternate route. He feels the City has to make this happen. Janice Cuaron said she would work with the IT department to change the routes. Tim Vanderpool said the biggest problem is the GPS units, and not necessarily Google or MapQuest.

Jose Ortiz suggested to the group that since a resolution cannot be reached on this signal, maybe a subcommittee should be formed. After much talk about this idea, the group decided that this Subcommittee was capable of reaching a consensus, but that more outreach and input from the neighborhoods was needed now that TDOT endorsed the signal at 18<sup>th</sup> Street.

Tim Vanderpool said that the next meeting needed to include TPD and the need for them to issue more traffic violations on 18<sup>th</sup> Street. No one seems to be enforcing their neighborhood.

Brett Dumont said that we couldn't stop people from picking their preferred routes. 22<sup>nd</sup> Street construction will create more closures and restrictions. Brett made a motion to approve a signal being placed at 18<sup>th</sup> Street that included all necessary mitigation in the adjoining neighborhoods and it was seconded. After much discussion about the purpose of the subcommittee and it being formed so that the neighborhoods could come to a consensus (not a majority), he withdrew the motion and the second agreed.

The members of this Subcommittee were to go back to their neighborhoods, gather input, and then the City would call another Subcommittee meeting to further discuss the issue until a consensus can be reached. Once the Subcommittee members submit their letters of

support on behalf of the neighborhoods, the project team will bring them to the CAC members for their formal endorsement. Janice thanked everyone for attending the meeting and participating in this important discussion.

The meeting adjourned at 1:45 p.m.