



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



Kino Parkway – 22nd Street Intersection Improvements Citizen Advisory Committee (CAC) Meeting #11 Meeting Summary

A meeting of the CAC was held from 6:00-7:45 pm on January 30, 2008 in the Multipurpose Room of the Quincie Douglas Neighborhood Center. In attendance were appointed members Bill Seitz, Claire Fellows, Cynthia Ayala, Ivo Ortiz, Jamey Sumner, Les Pierce, Sylvia Campoy, and Wright Thomas. Absent members were Brett Dumont, Dirck Schou, George Kalil and Sandra Zepeda. Staff present included Janice Cuaron (City of Tucson) and consultant team staff Alejandro Angel, Angela Stith, Claudia Perchinelli, Darlene Showalter, Dave Dobler, Edie Griffith-Metty, Freda Johnson, Jay Van Echo and Nanette Pageau.

1. Welcome and Introductions; Confirm Quorum

Ivo Ortiz, CAC Chair, welcomed everyone and opened the meeting. He said that a quorum of members was present and turned the meeting over to moderator, Freda Johnson. Freda asked the CAC, Project Team and audience observers to introduce themselves. Following this, she announced that the meeting would need to conclude by 7:45 pm in order to accommodate the library closing time of 8:00 pm.

2. Review Ground Rules for Meetings/Meeting Summary

Freda reviewed the ground rules developed at the first CAC meeting. She asked if anyone had questions or concerns regarding the December 5th Meeting Summary notes. Angela announced that she had extra copies available.

3. New Call to the Audience Format

Freda announced that this meeting would have two Call to the Audience sessions, one at the beginning and another towards the end of the meeting. She explained to everyone that per public meeting laws, this is when the observers would have a chance to speak but the CAC is not allowed to respond. Freda also noted that if someone was not comfortable in speaking before a public audience, there were comment forms available for comment and question submissions.

4. Call to the Audience

Al Garcia, a South Park neighborhood resident, congratulated the CAC and project team on the success of the January 23, 2008 project open house. He commented on the large number of attendees and the availability of information.

Pat Martin a resident of the Myers neighborhood read a letter on behalf of the 29th Street Communities, that had been emailed to Ivo and Janice that afternoon. Pat said the letter would also be mailed via regular mail to Ivo and Janice. Copies of the email were handed out to the CAC and project team. Multiple neighborhood residents signed the letter which focused on a request to remove all billboards along the project.

Ed Flores, a Barrio Centro resident, stated his support of the 29th St. Communities letter requesting removal of the billboards.

5. Project Schedule – DMJM Harris

A revised project schedule was available to all attendees. Edie Griffith-Metty said that assuming endorsement of a preferred alternative, the alternative alignment report for 22nd Street is being pushed forward rather than have it delayed to coincide with the intersection alternative alignment report. The Environmental Design Mitigation Report for 22nd Street is also being pushed forward, and the date for the ED&MR for the intersection has been moved out as well.

6. Review and Discuss matrix selection method and the resulting alternative

Janice thanked the CAC members who attended the recent open house. She noted some of the different information stations at the open house; display of alternatives for the widening of 22nd St. from Kino Pkwy to Tucson Blvd., display of alternative for the intersection, Business Assistance, Real Estate, and 22nd St. Widening from I-10 East to Kino Blvd. Janice communicated that the team received a great deal of helpful feedback from attendees, especially from business and real estate interests. A summary of comments made was distributed to those present. It was reported that there was a total of 87 attendees, including 65 representatives of the public.

Jay thanked Mr. Garcia for his kind words. He explained that the open house was not originally part of the project's schedule but the City thought it was appropriate to continue to engage and update the public on how the project is progressing. Jay thanked the CAC members that attended, for engaging the public, providing the public a chance to meet their respective representative, listening to feedback and helping the team answer questions. Jay referred to a handout listing open house comments received via comment forms or verbally at the stations. He asked the CAC to review the comments to get an understanding of the public's views and use this information when completing the upcoming intersection evaluation matrix. Sylvia Campoy commented that she learned a lot at the open house. Les Pierce asked for clarification on how the "verbal" comments were taken and Nanette said that they were heard and then documented by a team member on large sheets of paper placed at the two Alternative stations.

7. Review and Discuss Technical Advisory Committee's (TAC) 22nd St. Widening to Tucson Blvd. Recommended Alternative

Eddie provided a brief history of how the 22nd Street alignment alternatives were developed and explained the five adjustments to alternative 3 (northern widening) that created the TAC's recommended alternative 3A. She also mentioned that this alternative allows traffic to be maintained on the bridge during construction.

Ivo asked if the billboards along the widening section would be impacted by alternative 3A and therefore removed. Eddie said that the team had not focused on the billboards as part of the alternative formations so would have to research all the billboard locations but thought that the one by the Union Pacific Railroad (UPRR) may be impacted, but the one next to Automated Presort probably would not be impacted.

Jay noted that the billboards are on private property so they will be contacted in the same manner that property owners are being contacted.

Claire asked with regard to the TAC summary discussing the connection between 22nd Street and Barraza-Aviation Parkway if there would be no left turns off Aviation. Jay responded that none of the alternatives would preclude a planned future connection between 22nd St. and Barraza Aviation Pkwy.

Alejandro commented that as presented in a previous CAC meeting, the three future interchanges (Kino-22nd, Kino-Barraza and 22nd-Barraza) would complement each other to serve all movements. The highest demand at the 22nd Street and Aviation connection will be for left turns from Aviation onto 22nd in both directions.

Sylvia commented that functionality of the intersection was a key concern but so is aesthetics. She requested the team to find out more about what could be done to remove the billboards.

Ivo asked if the bridge design would include barriers on the sides and if these would incorporate artwork. Jay said that there would be "safety screens" and artwork would be incorporated into them. Eddie added that this was the role of Barbara Grygutis, the Project Team Artist. Dave added that there are specific bridge enclosure requirements that need to be addressed. He noted that typically the barriers are fencing with artwork adhered to them but, as discussed in previous CAC meetings, this project will have the artwork integrated as part of the bridge design. Jay added that as the project moves forward, artwork design discussions will resume and a charette will be scheduled.

Ivo asked what would happen to the current landscape plants. Eddie said that normally there is a process to identify salvageable and reusable plants. Darlene added that most of the mature plants on this project are in the roadway medians, which makes it difficult and costly to salvage. She also noted that the landscape plants are not native so there is no requirement to save them but Ivo's request would be kept under consideration.

Jamey mentioned that there are a number of billboards currently included in a lawsuit with the City and Clear Channel Communications, Inc. so maybe some of these along 22nd St. are part of the suit and asked the team to look into this. Jay commented that there

will be opportunities to tweak the design as the roadway recommendation is integrated with the intersection alternatives.

Freda asked if there were any further questions or comments and if there were objections to accepting the TAC's recommendation of alternative 3A.

Les said it was acceptable to her.

Sylvia asked if we could move this question until after the second call to the audience. Her concern was that she was a new CAC member and would like to hear if the audience had any concerns now that they have been listening to the 3A explanation. Freda answered that she was not sure if agenda items could be moved out of sequence.

Claudia noted that 3A was not just developed by the TAC but was also a suggestion to minimize conflicts and costs with UPRR. Claire said that she had been at the open house and did not hear anyone comment that they were opposed to alternative 3A. She felt that of the three alternatives, it was the best.

Bill Seitz noted that the main concern from the South Park neighborhood was regarding traffic flow before and after construction. He noted that the South Park Neighborhood supports 3A.

Janice explained that the goal tonight is to understand if the CAC will also recommend alternative 3A so that the project can continue to move forward. She noted that at some point, the recommended alternatives for the 22nd St. widening from Kino Pkwy to Tucson Blvd. and the Kino Pkwy/22nd St. intersection, would go before the Mayor and Council for their approval.

Jay added that this recommended alternative is currently just alignment. As the project continues, the other issues surrounding the alignment will still be open for input. At this time, the team is just looking for an endorsement to move forward and move on to start looking at details. He mentioned that the TAC endorsed alignment 3A based upon access, alignment, UPRR input, neighborhood and business impact and the coordination with the intersection.

Cindy Ayala moved for the CAC to endorse Alternative 3A of the 22nd St. widening from Kino Pkwy to Tucson Blvd. Jamey Sumner seconded the motion

Freda then called for discussion, there being none, called a question and the motion carried. (Les, Claire, Cindy, Jamey, Bill and Sylvia were in favor. Ivo and Wright were opposed, both stating that they would like to know more about how 3A relates to the intersection before they stated favorability). The motion passed six to two. Alternative 3A is endorsed by the CAC.

Jay stated that all three of the 22nd St. widening alternatives are able to match-up with all three of the intersection alternatives.

8. Presentation and discussion of Kino/22nd St. intersection traffic modeling

Alejandro presented traffic modeling simulations for each of the three intersection alternatives. He began by stating that each alternative modeling area was from Broadway Boulevard to I-10 along Kino Parkway and from Park Avenue to Tucson Boulevard along 22nd Street.

Jay noted that the modeling was done as if a 22nd St./Barraza Pkwy connection has been constructed and using traffic volumes out to year 2030. He stated that the Pima Association of Governments (PAG) traffic model is regional so we are not just looking at this project area's impact. He also said that the simulations being shown are at peak traffic period 4:30 pm.

Alejandro first presented the Tight Diamond and noted it will have two signals but no signal at Cherry Ave. because the Cherry Ave./22nd St. intersection is too close to the Kino Pkwy intersection. It is currently about 500 ft. away and with the diamond alternative would be less than 300 ft. He also said that there are issues with those turning left off 22nd St. onto Cherry to visit the post office. The few gaps in opposing traffic would force them to wait, which finally resulted in left turning vehicles blocking the travel lanes on westbound 22nd Street. Alejandro also pointed out that this alternative was ranked the lowest of the three in traffic circulation due to it having the longest delays.

Ivo noted he is concerned with the left turn issue at Cherry. Comment was also made that there are some dangerous situations for bicyclists and pedestrians.

Jay reiterated that the Cherry intersection issue is due to it being physically too close to Kino's intersection.

Alejandro next presented the Single Point Urban Interchange (SPUI) that has one traffic signal and ramp turnouts similar to the diamond to provide local connectivity and circulation. The team is currently looking into whether these connections can be maintained while meeting driver expectancy, vertical alignment and site distance requirements. There would also be a half-signal at Cherry to allow westbound left turns from 22nd Street to go into the post office. There would be no left turns out from Cherry in this alternative.

Jay noted that in all the intersection alternatives, any redundant movements have been removed.

Alejandro next addressed pedestrian and bicycle traffic and noted that the gore areas in the on/off ramps do cause circulation complexity and that the team has not come up with a solution yet but they are pursuing some options that will be investigated in subsequent phases of design. He continued to explain that this alternative has similar ramp turnouts as the Tight Diamond alternative and that weaving traffic is an issue on Kino Parkway

between the the on-ramp from 22nd Street and the off-ramp at Barraza-Aviation. Therefore, it is anticipated that the northbound right turn at Kino-Barraza was shown as being removed. This movement will be replaced by a new eastbound right turn ramp from 22nd Street at Barraza. He noted that with the SPUI alternative the westbound vehicles on 22nd would not stop at Cherry, but eastbound traffic would have to stop so the westbound traffic could make a left onto southbound Cherry.

Ivo asked how northbound Kino traffic would access Barraza to go south on Barraza.

Alejandro said that vehicles would need to get off Kino at 22nd St. then from 22nd St. access Barraza and that this was actually a shorter distance than if there was access from Kino to Barraza.

Claire asked what the effect would be if the external road south of 22nd St. to Cherry, and since people going southbound on Cherry can only go right, will it be complicated with traffic backing up?

Jay said that the TAC had asked that same question. Yes, but only with the diamond, not with the SPUI design.

Alejandro noted that none of the alternatives are perfect. They all have different limitations so we need to choose the best one.

Jay said that Cherry does impact circulation but it is not a fatal flaw in the SPUI design as it is in the Tight Diamond. Currently, the SPUI simulation allows through movements from Kino at the 22nd Street ramps to serve the traffic to and from the turnout connections. Since this degrades the performance of the SPUI, and the ramp connections may need to be removed, the team will likely evaluate the SPUI without the through movements.

Claire asked if the traffic model took into account future development on all four corners of the intersection. Alejandro said yes.

Alejandro next described and presented traffic modeling on the Partial Cloverleaf alternative. This alternative is different from the other two because it is designed with a full traffic signal at Cherry and at Highland. He noted that this design has the best traffic flow and uses the City's current right of way land. It also provides access to Kino further south, so there are no weaving issues with the Barraza/Aviation-Kino interchange.

He said that the TAC had concerns regarding the ramp radiuses. He felt that this issue could be mitigated because of the low speed on Kino (compared to freeway interchanges) and by providing deceleration and acceleration lanes to merge traffic. Alejandro said the TAC also requested the team look at realignment of the ramps to increase the radius, change required speeds and provide different access to the neighborhoods and businesses.

Alejandro also pointed out that the post office liked this alternative because it provided delivery truck access at the back of their building and not on Cherry but noted it may be more challenging for customers. It would be similar to the traffic control access that the post office uses on tax day.

Claire asked how this alternative compared with the other two for bike and pedestrian use.

Alejandro said that the cloverleaf had the same pedestrian and bicycle issues as the diamond and SPUI and that it was his opinion that it is preferable to have pedestrians and bicycles use the ramp instead of trying to cross the path of vehicles to take the bridge. He suggested they use the off ramps and then merge back onto Kino on the other side of the bridge.

Claire suggested that the team look at making four bridges for bicyclists and pedestrians such as the Snake and Basket bridges, instead of forcing bicyclists to use the ramps.

Alejandro said those would be very costly but could be evaluated.

Ivo said that he was concerned with the cloverleaf design and the possibility of closing Cherry for the post office access. He said that the cloverleaf has a very big imprint and affects the South Park neighborhood. Jay answered that the team is listening to everyone's views and that the TAC and post office are also partners on this project so due to their requests, that is why closing Cherry has been considered.

Les asked if the access road under 22nd at the railroad would be a two-way road and Edie responded yes.

Les also suggested that the left over land be used as water retention basins for drainage issues.

Claire asked if there were other ways the land inside of the ramp loops could be used. Edie said that there is limited access to the land and therefore limited development opportunities. Staff commented that whatever was done inside the cloverleaf, access would need to be right in and right out.

Jamey stated that he prefers the SPUI and that it is similar to the I-19 and Valencia design. He felt that the cloverleaf design worried him and that the post office access should not dictate the project.

Bill Seitz told the group that as a cyclist, he is concerned with being routed to use the off ramps instead of the bridge. He does not prefer the cloverleaf design because the extra distance to be traveled on the on/off ramps. Bill said that the most dangerous place for a cyclist is intersections and especially moving from a completely stopped position. He requested that the number of intersections that a bicyclist has to cross be minimized and asked the project team to consider not only the slow speed bicyclist, but also the bicyclist

traveling between 15 and 20 mph as their individual needs are different and should be considered.

Wright said that now after seeing the traffic simulation of the three alternatives, his concerns about Alternative 3A are alleviated.

9. Review and discussion of Kino/22nd St. intersection alternatives

Edie handed out a matrix listing different design criteria and asked the CAC members to prioritize the criteria and under each criterion, choose the most critical subcategory. She asked that the matrices be returned by February 6th in the accompanying stamped addressed envelopes. In response to a question, it was agreed that names on the matrices are optional.

10. Discuss future meeting dates

Janice announced that the next meeting would be February 27, 2008.

11. Call to the Audience

Freda Johnson again clarified that anyone may address the Committee but response from members was not appropriate in order to respect the provision of the Open Meeting law.

Eddie Flores from Barrio Centro asked if the billboards are on private property, do the property owners get paid for their use?

Marcos Rodriguez from Parkway Terrace told the team that there has been a great deal of work done on the designs but he would like to know when there will be more discussion or review on the effect the designs will have on the neighboring houses. He also noted a need for a correction to the previous meeting summary of December 5, 2007.

Alicia Heiserer from the Bicycle Advisory Committee, asked for a correction to the December 5, 2007 meeting summary regarding her affiliation which was incorrectly listed. She also noted that she liked Claire's suggestion of bicycle and pedestrian bridges and referenced the underpass on Aviation Highway as an example of a good design. She also stated that the team needs to remember that cyclists are going to choose (have the right to choose) not to get off at the ramps and will use the bridge even if we would rather they did not.

Jeannette Seitz from the South Park neighborhood pointed out that the Silverlake and Kino intersection traffic volume may increase because the Armory is giving up their land for development. She also pointed out that Silverlake was in need of improvements. She also noted that she would not like to see utility companies such as Tucson Water use the vacant City land and that it should be maintained as open space.

Eddie asked if anyone knew why the Cherrybell post office was the only location you could drop off your taxes.

Abe Marques from Ward 5 noted that the team needs to know the number of commercial vehicle traffic outside of the Millville neighborhood (going to the post office). He noted that there is more commercial and neighborhood traffic using Fairlane than there used to be as a result of a recent detour. Now people know of another way to get around and are using the old detour route and this type of traffic change needs to be considered on this project.

The meeting was adjourned at 7:45 pm.