



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



Kino Parkway – 22nd Street Intersection Improvements Citizen Advisory Committee (CAC) Meeting #12 Meeting Summary

A meeting of the CAC was held from 6:00-7:37 pm on February 27, 2008 in the Multipurpose Room of the Quincie Douglas Library. In attendance were appointed members Bill Seitz, Brett Dumont, Ivo Ortiz, Les Pierce, Claire Fellows, Sandra Zepeda, Wright Thomas and George Kalil. Absent members were Schou Dirck, Jamey Sumner, Cindy Ayala and Sylvia Campoy. Staff present included Dave Dobler, Darlene Showalter, Claudia Perchinelli, Jay Van Echo, Darlene Danehy, Nanette Pageau, Priscilla Fernandez and Freda Johnson.

1. Welcome and introductions; confirm quorum

CAC Chair Ivo Ortiz opened the meeting and welcomed everyone. He turned the meeting over to moderator, Freda Johnson. It was announced that neither Edie Griffith-Metty nor Janice Cuaron could be present.

2. Review ground rules for meetings/meeting summary

Freda reviewed the ground rules that were developed at the first CAC meeting. She said that revisions had been made to the December 5, 2007 meeting summary based on comments of clarification from two members of the audience, during the call to the audience at a subsequent meeting. On a motion by Brett Dumont, seconded by Wright Thomas, the CAC approved the revised summary.

3. First call to the audience

Freda announced that this meeting would have two “Call to the Audience” sessions, one at the beginning and another at 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 speaking in public, there was comment forms available for comment and question submissions.

Harvey Encinas, of Luz Southside Coalition, read aloud a letter written to the CAC/project team, on behalf of the Luz Southside Coalition’s Project Director, Nastia Snider-Simon. The Coalition endorses removal of all billboards that could be affected by the proposed bridge project.

Bob Netherton, industrial property owner, had a complaint about the white billboard sign sitting in the middle of the parking lot on his industrial property at Cherry Ave. and 21st St. He said there were a lot of problems with the board, and he’s been trying to get it removed for years. He has even gone so far as to meet with executives at Clear Channel to have it removed, but Clear Channel cannot talk about it, because the billboard is currently under litigation with the City of Tucson. He said that the sign is home to hundreds of pigeons and that they defecate all over his property. He said he would be

willing to pay Clear Channel or the City \$50/mo just to remove the billboard. There were no other people wishing to address the CAC at this time.

4. Project schedule – DMJM Harris

Jay Van Echo distributed copies of the project schedule, which runs to September 2008. He said that project is on-track. Brett Dumont asked if the traffic report identified a preferred alignment and Jay confirmed that it did not. In response to a question from Brett Dumont, Jay said that the traffic report would be finalized in March 2008.

5. Review of billboard locations and City guidelines (29th St. Corridor Communities' letter) – City of Tucson

Jay presented an update on the situation with billboards in the project vicinity. He said that there are 11 billboards from Santa Rita Ave. to Tucson Blvd. and that the majority-if not all are owned by Clear Channel. Currently, there is ongoing litigation between the City of Tucson and Clear Channel regarding billboards and there is not yet any final judgment on the matter. Jay said that there has been no effort to avoid billboards in terms of the project. He noted that they are located on private property. He said that the project is focused on safety and roadway capacity and billboards were to be treated as private property rights as would any other improvement (i.e. house, business, etc.) on any individual property.

The billboards in question appear to be what is termed 'existing, nonconforming' structures. This means that the codes and guidelines for billboards have changed over time. He said that the team could bring up the issue of billboards, especially if there are any physical conflicts or maintenance access issues between the existing billboards and future roadway construction. Sandra Zepeda asked if there are affected billboards on any of the alignments. Jay said, yes, that there is one that would be affected for the 22nd St. Roadway under Alternative 3A. Ivo remarked that he would like to see the billboards removed and not replaced. In response to a question from George Kalil, Jay said that more billboards might be affected, once a preferred intersection alternative has been selected, specifically one at 21st St. and Cherry Ave. Wright Thomas said that the billboard at 1805 East 22nd St. is located on Union Pacific property, north of the bridge. Jay acknowledged that this particular parcel may be necessary to be acquired, due to the two-way loop road under 22nd Street along the Warehouse Avenue/Campbell Avenue alignment. Jay ended this discussion by sharing his research on the experience of Pima County with billboards on the VMO project. He said that the project removed four billboards; three were directly affected by bridge construction. The fourth billboard was removed, because access for maintenance was removed and Union Pacific would not allow revised access through their property.

6. Review and discussion of Technical Advisory Committee and CAC intersection matrix results – DMJM Harris

Jay summarized information from the Technical Advisory Committee, and he pointed out the handouts in the meeting packets that showed results of prioritization by the TAC. Overall, he said that the TAC wished to modify the alternatives for the intersection to make them more efficient. Regarding the Single Point Urban Interchange (SPUI), side connections of ramps were eliminated and three phases (of the signal) were set (by

eliminating the through movement), rather than four phases, allowing more green time for traffic on 22nd St. Regarding the tight diamond alternative, the connection at Cherry Ave. was eliminated because it was too close to Kino Pkwy, and the mid-ramp turnoffs were eliminated. Regarding the cloverleaf alternative, there was modification to allow for a higher design speed (specifically with the loop ramp to the east) since the ramps were too tight to be effective, by moving the connection from Cherry to Warren.

Sandra asked about access to the Post Office from the south. Jay said that this would be possible by a loop road people could take. Jay said that the cloverleaf option severely impacts the existing 'secure' (fenced) private parking at the Post Office. A presentation was made to show the traffic simulations for all three alternatives. Traffic shown was projected for the year 2030.

Discussion took place about the tight diamond alternative. Claire asked if ramps had been shortened. Jay said he didn't think so, but that he would check with Edie. Claire was looking at the traffic simulation and Jay clarified that the traffic simulation was only a graphic representation, so the ramps may not appear exactly as they do on the engineering drawing. In response to a question from George about Highland Ave., Jay clarified that it would be right-in and right-out turns only. He also pointed out that there is a median opening at Santa Rita Ave. west of Highland Ave. Claire observed that there is no access from the north to Cherry Ave. Ivo expressed concern about merging issues north on Kino Pkwy and the on-ramp to the Barraza-Aviation Highway. To a question regarding U-turns at the intersection, Darlene Danehy pointed out that there are dual left turn lanes provided, because of the left-turn volumes and the higher number of U-turns there. Jay concluded this discussion by saying that, from a traffic operations standpoint, the alternative works better now, but is still significantly behind the other two alternatives.

Regarding the cloverleaf, Sandra asked for clarification about the loop around and down to the Post Office and Jay described it. Ivo asked if the Post Office prefers one alternative to another. Darlene said that they do not like the cloverleaf, because it affects their secure parking. Jay said that the post office feels that all the alternatives work well for their truck traffic especially if they continue to have the slip ramp off of east-bound 22nd St. and the two-way loop connection under 22nd St. (Warehouse-Campbell connection).

Brett asked which alternative works better in terms of drainage issues. Jay said that drainage has not been studied yet, but that it is a given that the drainage issues will be solved no matter which alternative is selected. Ivo said that there is a liquor store in the easternmost loop. Jay said he thought the City had condemned the existing building with the liquor shop, however noted that the liquor store is relocating into a new building currently under construction on Cherrybell in the parking lot just west of the commercial development. Sandra asked about the status of the National Guard building. Jay said that he would be conferring with the architect, Corky Poster.

Bill Seitz said he is concerned about the parking lot in the right-of-way on Silverlake Rd., at the military property (Army Reserve). Sandra agreed, saying that there is great

concern about moving congestion problems further south. There was mention that the parking facilities for the military property may indeed be encroaching into Silverlake Rd. rights-of-way. Jay added that roadway improvements would be performed on Silverlake Rd. (and other roads to provide traffic circulation in each quadrant), and that the model showed Silverlake working well with the 2030 traffic.

Jay referred to the intersection criteria matrix in the handout package and said that six CAC members had provided their opinions about this material. Claire observed that criteria for the overpass along 22nd St. were similar between the TAC and CAC, but those results for the intersection at Kino Pkwy. are more mixed. CAC members, who had not yet submitted their views, were invited to do so. Jay mentioned that two or three more forms returned by the CAC could (or could not) change the comparative results. Additional packets were distributed to CAC members to complete as necessary.

7. Review and discuss Kino/22nd St. intersection alternatives – TDOT/DMJM Harris

Jay said that the TAC has made a recommendation. Ivo said that there might be problems with mail trucks mixing with regular traffic around the loop. Jay said that this would be true for all alternatives. Claire asked if 23rd St. just north of the Post Office could be extended to continue and to connect to Cherrybell in order to allow access to eastbound 22nd St. Jay said this is a good option, acknowledged that he had remembered this being brought up earlier, and that it will be looked at further.

Claire mentioned that the cloverleaf alternative, with an intersection at Highland Ave., would have the effect of depositing traffic on residential streets in the area. Jay concurred that with a signal at Highland Ave., additional traffic consequently will use Highland Ave.

Brett Dumont commented about his concern with the northwest quadrant of the intersection and that there needs to be a light at Highland Ave. or Santa Rita Ave. George Kalil agreed and said that there needs to be help in getting out of the area to get onto 22nd St. Jay said that with the SPUI, there is a median cut at Santa Rita Ave. Brett said that traffic from the west would complicate this and he asked that his concern be noted. Claire said that this is also a neighborhood issue about getting out onto 22nd St. Jay acknowledged this concern but noted that, with the tight diamond and the SPUI, lights at Highland Ave. or Santa Rita Ave. were not an option. Jay said that additional ideas for traffic circulation from the northwest quadrant (Millville area) could be looked at.

Ivo commented that he doesn't like the large footprint of the cloverleaf alternative. Claire asked if the South Park Neighborhood has talked about the impact of the cloverleaf on their neighborhood. Bill Seitz had left the meeting, so no response was made. Les Pierce said that the project team should revisit South Park with regard to Alternative 3 and asked if 25th or 26th Streets could be extended out to Campbell Ave. Jay said that this could be looked at and discussed with South Park representatives.

Jay summarized the presentation by saying that the SPUI works best, the cloverleaf next and the tight diamond alternative is a distant third according to the CAC's and TAC's highest rated category of "Traffic Operations After Construction". He also went on to state that the partial cloverleaf option is not an alternative that communities around the country are constructing any more and that, like the loop ramps at I-19 and Valencia Rd. that were eliminated five years ago, many jurisdictions are actively removing them because of their low speed designs and potential for accidents with vehicles going too fast. He said that the TAC has endorsed the SPUI. The completed TAC matrix was distributed to the CAC. Additionally the minutes of the TAC meeting were sent to the CAC as requested. Sandra suggested that the CAC be given time to study and absorb the information provided at this meeting before endorsing an alternative. Jay assured the CAC that this is what the project team had expected and that the following meeting would be set aside to address the TAC's recommendation of the SPUI and look to the CAC's endorsement.

8. Discuss future meeting dates

Priscilla Fernandez announced that based on her poll of CAC members, the preferred date for the next meeting is April 2, 2008 at the Quincy Douglas Library.

9. Final call to the audience

Freda Johnson again clarified that anyone may address the Committee, but responses from CAC members were not allowed due to the provisions of the Open Meeting law.

Local resident Phil Netherton commented that the traffic simulation was really great and helpful in visualizing the traffic related to this project. He also noticed that all three alternatives lead people away from businesses and that the best alternative was the SPUI. The bad part about all three alternatives is that businesses north of Cherry Ave. are not served well; i.e., they don't have a way to go east from Cherry Ave.

Local resident Al Garcia mentioned that 23rd St. west of Kino Pkwy. is only a partial street and the Urban League owns the building there. He said that he thinks the partial cloverleaf would work best for the Urban League.

Millville Neighborhood resident and business owner Roger Becksted mentioned that the businesses north of 22nd St. (east of Park Ave.) need access to 22nd St., and a stop light at Highland Ave., to get off 22nd St. in order to head east.

Audience member Joe Ornalía said that in terms of bicyclists, he noticed the flow-through ramps were missing from the newer alternative and he asked what happened to them. He also asked if we are taking into consideration the buses that block the right lanes on 22nd St. He said that he hopes to see circulation simulations for pedestrians and bicyclists at a future meeting.

There were no other people seeking to address the CAC.

10. Adjournment

The meeting was adjourned at 7:37 pm.