



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



Technical Advisory Committee (TAC) Meeting #7 February 19, 2008, 10:00 a.m. Public Works Building, 4th Floor Conference Room ~ MEETING SUMMARY ~

TAC members present: Bea Paulus, Carl Latimer, Chris Kaselemis, Dave Zaleski, Don Freeman, Marshall Worden, Jim Meskan, Rob Soler, Sandy Elder, Tom Thivener, and Vince Catalano.

Project staff present: Janice Cuaron, Andy McGovern, Andrew Singelakis and consultant team staff Alejandro Angel, Claudia Perchinelli, Darlene Danehy, Dave Dobler, Edie Griffith-Metty, Jay Van Echo, Priscilla Fernandez and Nanette Pageau.

1. Welcome and Introductions

Janice/TDOT welcomed everyone and invited them to introduce themselves and tell of their affiliation. Edie Griffith-Metty/DMJM then explained that this meeting would be focusing on the Kino-22nd St. intersection alternatives and the traffic simulation as it relates to the alternatives. At the end of the meeting, the project team will work with the TAC to complete the decision-criteria matrix, zeroing in on the final three alternative intersection models: Single Point Urban Interchange (SPUI), Tight Diamond or Partial Cloverleaf.

This month’s meeting objective is to review the alternative modifications, based on the suggestions made at last month’s TAC meeting.

2. Overview of Three Alternatives Modifications

Edie Griffith-Metty/DMJM, provided an overview of the three Kino-22nd St. intersection alternatives, using large format poster boards displaying to the TAC members the three different models. DMJM modified the alternatives to reflect last month’s recommendations. Changes from last month are as follows:

Alternative #1 – SPUI

- Access onto the ramps has been eliminated, due to safety concerns.
- One of the elements that previously made the SPUI less effective was the through movement going southbound and northbound at the Kino/22nd intersection. This option has been eliminated, leaving motorist to simply make a left or right turn as they exit Kino Pkwy.
- The left-turn at the half signal at Cherrybell Stravenue was kept in the alternative, to allow that movement to continue.
- With the current concept, Warehouse Ave. and Campbell Ave. would form a connection that would provide access between the northwest, northeast and southeast quadrants. The team developed some options for bringing the large trucks around more efficiently where Cherrybell Stravenue and Silverlake Rd.

meet. Edie encouraged the possibility of mixing and matching of any or all of the circulation improvements, towards the design of the preferred alternative.

Alternative #2 – Tight Diamond

- DMJM eliminated the westbound left turn into Cherrybell Stravenue, which Don Freeman/PAG/RTA had previously warned the team about being a major cause of traffic movement problems for each alternative.
- Side street connections onto the ramps were also eliminated, due to safety risks.
- Lanes were also added to help the traffic move better.
- One of the CAC members mentioned that there was a lot of traffic due to people using Fairlane Stravenue and that it was becoming a nuisance. The CAC asked if it was possible to bring the traffic over to Silverlake Rd. instead.
- In this alternative, there is no direct access to the Post Office at Cherrybell Stravenue.

Alternative #3 – Partial Cloverleaf

- The team looked at the possibility of moving the connection away from Cherry Ave., over to Warren Ave., so that there would be a higher design speed on the loop ramp.
- The connection at Cherry Ave. was eliminated in this alternative.
- 22nd Street would be 7-8 ft. high at Warren Ave., in order to get over the UPRR tracks. This significantly impacts the geometry and the availability of sight distance.
- Sandy Elder/Tucson Water asked if the adjacent land could be used for redevelopment. Edie responded by saying that it can, but that there would be access issues associated with it. That land would probably only be accessible from 22nd St. The ramps' elevation increases as it moves toward Kino Pkwy.
- Rob Soler noted that in this alternative, new roadways would take some of the Post Office's secure parking lot. The team concurred.
- Don Freeman asked if the ramps on the east side would be elevated. Edie responded by saying one of the ramps would be raised to match the bridge (the on-ramp) and the other (the off ramp) would be at-grade.

Many TAC members brought up the fact that in this alternative, access to streets on the north and south sides of 22nd St. would be an issue, forcing many vehicles to make several u-turns-including delivery trucks and other large vehicles.

3. Traffic Simulation

Alejandro Angel/PSOMAS presented the revised traffic simulations to the TAC, as it relates to each of the alternatives. The TAC members began to make comments and ask questions and recommendations regarding each of the alternatives. Those comments are as follows:

Tight Diamond

A major revision to this alternative was moving access on the north side of 22nd St. to Warren Ave. Cherry Ave. is too close to the interchange and access onto 22nd at that point would result in considerable westbound weaving on 22nd St.

Another revision is a median opening for Santa Rita Ave., west of the interchange, allowing traffic to turn left and travel eastbound.

- Carl Latimer/Kalil Bottling stated that homes are located along Santa Rita Ave. and that residents currently complain if trucks drive on Santa Rita Ave. This alternative would force their trucks onto Santa Rita Ave. driving by these houses.
- The comment was made that the “tight diamond” alternative is better than it was, because with the removal of westbound left turns onto Cherrybell, there is no blockage of the travel lanes. Still, its performance is inferior to the other two alternatives.
- The elimination of the left turn at Cherrybell Stravenue for westbound 22nd St. is causing congestion at the interchange with motorists wanting to make u-turns to go back to the post office.
- Tom Thivener commented that the right turn from Warren Ave. onto westbound 22nd St. would be challenging for cyclists because of all the traffic and merging.

SPUI

- With the elimination of the northbound/southbound through movement at the SPUI, this alternative operates very efficiently.
- A challenge on this alternative is that bicyclists would have to stay on the bridge or get off on the ramps and cross as a pedestrian at the signal.
- Jay Van Echo commented that this alternative leaves a smaller footprint in a very urban area, however many retaining walls would be required.
- The SPUI was shown with a partial signal at Cherry Ave and an un-signalized median opening at Santa Rita Ave. Highland Ave was shown as right-in, right-out only.
- This alternative would provide access to the post office and to a future water facility.
- Vince Catalano commented that he would suggest changing the traffic control on Warren Ave. to 22nd St., and Cherry Ave. to 22nd St. movements from a free right turn to a stop right. He is concerned that a free right would create significant conflict with merging traffic.

Partial Cloverleaf

A major revision to this alternative was moving the east ramp farther out to the east past Cherrybell Stravenue to tie in with Warren Ave. on the north side of 22nd St. This created a north-south access point at Warren Ave., but the ramp cuts through the post office secured parking area.

- Don Freeman asked if the land within the loop ramps was accessible by vehicles – no, due to the fact that most of the ramps are above grade.
- Don Freeman is interested in the total delay numbers on new revised alternatives. Alejandro reported that the SPUI and Cloverleaf alternatives have similar delays, but that the tight diamond alternative is 25-30% worse in delay.
- Sandy Elder prefers the SPUI for connectivity.
- Don Freeman prefers the SPUI except for the weaving concerns associated with southbound Cherry.
- Vince Catalano responded that using a stop sign can solve the problem rather than a free right turn.
- Don Freeman discussed the access to the neighborhoods being relatively the same – Jay Van Echo indicated that the South Park area has similar access. The signal at Highland is only on the Cloverleaf option is the only alternative that provides better access in the northwest quadrant.
- Chris Kaselemis prefers the SPUI because of land-use opportunities.
- Andy McGovern expressed concern about way finding with the cloverleaf option.
- Jay Van Echo commented again that loop ramps are not being used anymore as transportation solutions and, in fact, many jurisdictions are removing them from older systems.

4. Results of the TAC/CAC Matrix Comparison

Edie presented the comparisons between the TAC matrix prioritization and the CAC results the team has received to date. Only 6 CAC responses have been returned and they are represented in the matrix summary. (Prioritization and summary documents are attached to this meeting summary.)

5. TAC Matrix Exercise

Jay Van Echo led the TAC in the exercise of completing the matrix as it relates to each of the three alternatives. The following comments were made:

- Business Access: Carl Latimer indicated that access off of Curtis Ave. or Highland Ave. would work for truck access. That would keep truck traffic out of the neighborhood. This would improve business access on the Diamond and SPUI alternatives. Currently, Kalil uses 19th St. to Warehouse or to Park Avenue.
- Neighborhood Access: Vince Catalano commented that the Partial Cloverleaf creates more traffic in the Millville neighborhood. Additionally, the ramps are very close to the neighborhoods on the south side of 22nd St.

- Transit: Marshall Worden/UA indicated that the UA is interested in extending the modern streetcar from the UA to the Bridges project farther south on Kino Pkwy., in the future. None of the options should affect that.
- Transit: Bea Paulus/Sun Tran indicated that ridership on #2 and #7 busses in the post office area was her main focus.
- Traffic During Construction: With the SPUI and Diamond alternatives, the ramps could be constructed first, detour traffic onto the ramps, and then build the bridge. The Partial Cloverleaf alternative would be much more difficult to construct and would disrupt traffic significantly.

The consensus among the TAC members was that the SPUI was the best alternative. The TAC members in attendance supported this with a voice vote, in the affirmative.

Janice Cuaron/TDOT commented that the project team is aware that we need to address the trucking access in the northwest quadrant and also the bicycle and pedestrian access issues. The team will begin to do that now that a specific alternative has been selected.

Janice Cuaron/TDOT indicated that the TAC would be notified of the next meeting.

~ The meeting adjourned at 11:50 a.m. ~