



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



## Technical Advisory Committee (TAC) Meeting #9 January 27, 2009 - 10:00 a.m. Public Works Building, 4<sup>th</sup> Floor Conference Room ~ MEETING SUMMARY ~

**TAC members present:** Dave Zaleski, Jose Ortiz, Carl Latimer, Chris Kaselemis, Don Freeman, Jim Meskan, Patrick Duncan, Rob Soler, Deanna Mohr, Diahn Swartz, Connie Yazzie, Andy McGovern, Jim Glock and Tom Thivener.

**Project staff present:** Janice Cuaron, Claudia Perchinelli, Alejandro Angel, Darlene Showalter, Dave Dobler, Nathan Hartke, Jay Van Echo, Priscilla Fernandez and Nanette Pageau.

### 1. Welcome and Introductions

Janice Cuaron/TDOT welcomed everyone and invited the attendees to introduce themselves. Introductions were made and Jay Van Echo/AECOM explained that he would be presenting today’s information in Edie Griffith-Metty’s place, due to Edie being home sick. She sends her apologies to everyone. Jay pointed out that the previous TAC meeting on January 13, 2009 addressed lane width, access, and traffic circulation issues, and that today’s meeting would solely address pedestrian and bicycle issues at the intersection of Kino Pkwy/22<sup>nd</sup> St., and the portion of 22<sup>nd</sup> St. being widened between Kino Pkwy and Tucson Blvd.

### 2. Pedestrian and Bicycle Circulation

Jay/AECOM provided large-format photos of the Kino Pkwy/22<sup>nd</sup> St. alignment and the widening project alignment for the group to reference. He also displayed a board with bicycle and pedestrian counts on 22<sup>nd</sup> Street, Park Ave and the counts on Barraza-Aviation Highway’s mixed-use paths. Jay reiterated that the Citizen Advisory Committee (CAC), and City of Tucson Council members had requested that pedestrian and bicycle circulation issues be addressed in this project.

Jay began his presentation providing pedestrian/bike count results taken within the project area. The counts were recorded from 6:00 a.m. to 6:00 p.m. during a two-day period and the average results are as follows:

#### 22<sup>nd</sup> Street at Kino Parkway

- Eastbound pedestrians – 18
- Westbound pedestrians – 12
- Eastbound bicyclists – 15
- Westbound bicycles - 17

#### 22<sup>nd</sup> Street, Kino Parkway to Tucson Boulevard

- Eastbound pedestrians – 7
- Westbound pedestrians – 6
- Eastbound bicyclists – 4
- Westbound bicycles – 4

#### Kino Parkway at 22<sup>nd</sup> Street

- Northbound pedestrians – 2
- Southbound pedestrians – 6
- Northbound bicyclists – 23
- Southbound bicycles – 14

#### Barraza Aviation Highway Multi-use Paths

- Eastbound pedestrians – 6
- Westbound pedestrians – 7
- Eastbound bicyclists – 43
- Westbound bicycles – 54

Tom Thivener asked if the bicycle counts noted whether the bicycle paths or sidewalks were used on 22<sup>nd</sup> Street. Andy McGovern said the sidewalks were mostly used.

Jay proceeded to continue his presentation by showing PowerPoint slides of the Single Point Urban Interchange (SPUI) at Kino Pkwy/22<sup>nd</sup> St. These slides showed striped bicycle lanes on 22<sup>nd</sup> Street, Kino Parkway and all on and off ramps. Bicyclists that exit Kino Parkway onto 22<sup>nd</sup> St. would need to get off their bicycles and use the crossing mechanisms, as pedestrians. Alejandro Angel/Psommas said there could be two ways pedestrians could cross north and south: timed-interval mechanisms or crossings similar to those of a Pelican, (a median, a short walk and then continued crossing). For the timed intervals, all east-west traffic would have to stop, but with a Pelican traffic would not need to stop. Jay said that there are similar SPUI and pedestrian configurations along State Route 51 in Phoenix, at Indian School Road and at Thomas Road, and the crossings are at grade at the intersections.

Tom Thivener asked if this project would install the green, non-slick thermoplastic sheets in the bike lanes. Jay said the team hadn't gotten that far yet, but that the project would incorporate whatever elements mandated by the City of Tucson.

Deanna Mohr asked if there would be new bus pullouts near the intersection. Jay said that most likely all stops would be far-side pullouts and that the team would meet with SunTran to develop locations.

Andy McGovern said that Kino Parkway might very well become an expressway to the airport, due to the non-stop travel feature over 22<sup>nd</sup> St. from Barraza-Aviation Highway. We could also anticipate more bike and pedestrian travel to and from the University of Arizona.

Jay referenced the slides showing different types of possible multi-use paths over 22<sup>nd</sup> Street, at the intersection. Connections to the Barraza-Aviation multi-use paths are desirable, both to the team and the TAC members. Dave Dobler/Structural Grace said

that due to the massive size of the Kino Parkway overpass, significant grade differences, and locations of the ramps, designing multi-use paths that connect seamlessly to the Barraza-Aviation multi-use paths is going to be difficult. It was also noted that the existing pedestrian bridges in the city do not get much use as pedestrians opt to jaywalk across the street instead.

Heavy discussion took place regarding the multi-use switchback designs at the western and eastern access points of the 22<sup>nd</sup> Street structure over Barraza-Aviation. Bicyclists would have the option of either staying on the bike lanes on 22<sup>nd</sup> St. going over Barraza-Aviation Highway, or they could exit onto the multi-use path to access either the Barraza-Aviation path or access side streets. Connections to Campbell and Cherrybell tying into 22<sup>nd</sup> Street paths were also possibilities. North and south crossing on 22<sup>nd</sup> St. would be possible using pelicans, and increasing the median width for safety. Bicyclists would have the choice of using the bicycle lanes or the sidewalks.

Tom Thivener proposed a new cross-section for the Barraza-Aviation Bridge in which a multi-use path is separated from 22<sup>nd</sup> Street by a barrier.

Don Freeman mentioned that due to heavy traffic on both Kino Parkway and 22<sup>nd</sup> Street, leisure-type bicyclists might want to use the lowered multi-use paths; however there would be substantially more pedaling involved with the switchback designs and grade differences.

Jay summarized this discussion by saying that there are several bike/pedestrian options for the team to analyze on 22<sup>nd</sup> Street. Bike lanes could stay at grade with all facilities striped for bike lanes, and they can go in any direction necessary. The unresolved issues lie in bicyclists getting across the ramps at the SPUI and the structure over the UPRR tracks. More creativity, time and research need to be given to these issues, and we will continue to search for and model similar structures and ramps that solve these issues.

Regarding the switchbacks and multi-use paths, the City would need to be Americans with Disabilities Act (ADA) compliant, which typically includes guard rails, easily accessible wheelchair ramps, width requirements, etc.

Jay concluded the meeting by thanking the TAC members for lively and valuable input, and said AECOM would begin re-designing the bike/pedestrian connections and ramps with more creativity and ease of circulation. The next TAC meeting will include answers to the questions posed today, and will also include the CAC members' input gathered at the next CAC meeting on February 26, 2009.

### **3. Next Meeting**

Janice Cuaron/TDOT indicated that the next TAC meeting would probably be in March, and the team will contact the TAC members once a date is chosen.

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