



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



Technical Advisory Committee (TAC) Meeting #10

March 24, 2009 - 10:00 a.m.

Public Works Building, 4th Floor Conference Room

~ MEETING SUMMARY ~

TAC members present: J.T. Fey, Dave Zaleski, Jose Ortiz, Carl Latimer, Chris Kaselemis, Jim Meskan, Alex Bendyna, Rob Soler, Diahn Swartz, Andy McGovern, and Tom Thivener.

Project staff present: Janice Cuaron, Claudia Perchinelli, Alejandro Angel, Darlene Showalter, Dave Dobler, Nathan Hartke, Darlene Danehy, Freda Johnson, Edie Griffith-Metty, Mike Lichtenstein, 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 Edie Griffith-Metty 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/22nd St., and the portion of 22nd St. being widened between Kino Pkwy and Tucson Blvd.

Edie/AECOM provided large-format photos of the Kino Pkwy/22nd St. alignment, the widening project alignment, as well as large handouts and a PowerPoint presentation for the group to reference.

2. Update on Reduced Lane Widths According to the City of Tucson

Edie began by saying that Mayor and Council gave direction to use 11-ft travel lanes and 6 ft wide bike lanes on 22nd Street and Andy McGovern said the City has informally mandated 11-ft wide travel lanes and 6-ft wide bicycle lanes on future projects. This means the widening of 22nd Street will need to be in concurrence with these guidelines. Dave Zaleski added that Pima County’s standard lane width would also be 11-ft with a 13-ft inside lane.

3. Improve Traffic Circulation – 21st Street Ramp Connection

Edie referred everyone to an 11”x17” handout of a rendering of the 21st Street ramp connection, as well as the new bike/pedestrian connection. She said that for a design speed of 35 mph on the southbound off-ramp, the required sight distance of 385-ft is available. In addition, a clear line of sight for the vehicles on 21st Street stopped at the ramp can be maintained to meet the sight visibility triangle requirements. In reference to the 21st Street connection to the off-ramp, the team considered a cul-de-sac on Curtis Avenue north of 21st Street to avoid potential backups caused by vehicles wanting to turn north onto Curtis. Carl Lattimer of Kalil Bottling was concerned with where the cul-de-

sac would be placed because there are 50-ft trucks parked on the vacant land east of Curtis, and they already hangout into the streets. He was concerned that the bulb of the cul-de-sac may limit where trucks could park. He mentioned that Kalil Bottling had permits with the City to park on the vacant land. Andy McGovern/TDOT clarified that there would be no right-turns onto 21st Street from the ramp. Only right turns onto the ramp from 21st Street would be allowed. Carl also was curious how much of that lot the City would take from the property owner (partial or total take). He also mentioned that now that most of Tucson Alternator's business has moved to Mexico, Kalil Bottling generates most of the traffic in the northwest quadrant of 22nd Street/Kino Parkway (from 21st Street, north).

Alejandro Angel/Psomas showed the group a traffic simulation of the single point urban interchange (SPUI) at Kino/22nd via the video projector. His simulation helped everyone visualize the ramp traffic queue and how it's connected to all surrounding traffic (i.e. Kino/22nd, 36th/Kino, Murphy's Overpass, 21st Street, etc). The TAC members concurred that the connection from 21st Street to the Kino off-ramp was appropriate. The team will pursue the design of the connection, and will evaluate the best way to create a cul-de-sac for Curtis to the north.

4. Reduce Number of Lanes on Kino Parkway

At the previous TAC meeting on January 27, 2009, TAC members asked the project team to take a closer look at how a reduction in the number of lanes on Kino Parkway impacts the traffic operations. Edie said that after much research, the reduction of lanes would actually be much safer by providing lane-balance, safer conditions on the ramps (eliminates the need for merging and a lane-weaving distance), and would save the project over \$2 million in material and structure costs, as well as avoiding modifications to Murphy's Overpass.

Alejandro referred back to his traffic simulation/modeling on Kino Parkway, which showed Kino's four lanes (two lanes in each direction) with 3500 vehicles traveling during peak hours. Two-thirds of the volume stays on the bridge while one-third exits Kino onto 22nd Street. This modeling will need to be shown to the CAC members at their next meeting, showing that six lanes (three in each direction) on Kino going over 22nd Street, isn't necessary because it's non-stop travel. Alejandro said that signage would be similar to Arizona Department of Transportation (ADOT) overhead signs.

Dave Zaleski said that emergency vehicles would need access around/through traffic; therefore the team may want to consider adding wider shoulders. A few TAC members expressed concern toward traffic heading north on Kino wanting to weave to the right to exit Kino and head east onto Barraza-Aviation Highway. Andy said that there was plans to remove the Barraza-Aviation Highway off-ramp and install an intersection signal there.

Alex Bendyna/TUSD cautioned the team not to solely base decisions on cost issues, because if lanes need to be added in the future, it'll cost the team less to construct it now rather than reconstruct later at a much greater cost. Alejandro added that lane reductions over bridges and overpasses are a common practice across the nation. Darlene asked what

the lane widths would be on Kino. Alejandro said the inside lane would be 14-ft wide, middle lane would be 12-ft and the shoulder would be 8-ft wide. TAC members all concurred to keep in mind that if an additional lane needed to be added in the future, adding it to a bridge is much easier than dealing with right-of-way issues on land.

Nanette Pageau/Kaneen Advertising & PR asked Alex if there were any issues for the TUSD buses to access their yard. Alex said it's not an issue now and shouldn't pose an issue after construction. He said the bridge over the UPRR tracks has been weight-restricted for a while, outlived its safety, and buses (TUSD and SunTran) look forward to traveling over the new one.

After heavy discussion, TAC members were asked to come to a consensus for a reduction from three to two lanes on Kino Parkway. There was no opposition.

5. Bike and Pedestrian Circulation

- **At-grade crossing at the Kino/22nd SPUI**

Edie explained that the following bike/ped paths being shown were still in the conceptual phase, but are making great progress. The first access points discussed were crossings at the SPUI. Jay Van Echo said that he made several site visits in Phoenix to similarly designed intersections with bike/ped features. He said the most effective bike/ped crossings were signalized and only stopped the affected traffic momentarily, and allowed the bike/ped and vehicles enough site distance for safety. Tom Thivener asked how to cross bikes/peds safely north/south on 22nd Street. Jay said it would be a curb design issue as well as needing to time the red/green lights just right.

Alejandro said that the optimal option would be a signalized crossing with a median refuge. Many said this option would require a closer look at the geometry of all access points. Andy said he'd like the team to look into Alejandro's suggestion of a signalized crossing with a median refuge, and that an at-grade crossing may be possible. Andy said the City wants to keep bicyclists on their bikes as much as possible (less dismounts are desirable). The Campbell Avenue Project has the best bike example of this desired, continuous motion.

- **Bike/Pedestrian access on Kino Bridge over 22nd Street**

The next option for bicyclists is designed for them to either exit or continue on the Kino Parkway Bridge. It is a hook-shaped ramp that will allow the bicyclist to exit the Kino Bridge safely by going down and around the hook and then stop to assess the oncoming traffic situation before proceeding. It is somewhat of a bicycle refuge. This option is used in places like Portland, Oregon and even here in Tucson on the Starr Pass Project.

The group wondered if there would be some type of striping and signage for both the bicyclist and for motorists' visibility. Diahn said it was important to keep in mind the type of bicyclist (commuter, leisure, advanced/competitive, etc) using this option. Dave Zaleski said that this ramp should have a yield sign or some sort of decorated pavement—not striping.

The group expressed their appreciation for the team's creativity in coming up with this concept, and that the ramp provides the public with safety options. Edie asked the TAC if the team could move forward with this design/concept and the TAC all agreed.

- **Bike/Pedestrian access over UPRR/ADOT**

Edie said that the bike/pedestrian access on the new structure over the UPRR tracks is still in the concept phase, but that the designs that Dave Dobler of Structural Grace has put together are unique, creative and still need the approval of Tucson Police Department (TPD). Eventually these paths will need to meet the paths to the Barraza-Aviation multi-use path, and Tom Thivener said he'd really like it if it met with the Dave Bell Path too.

Dave Dobler said that his designs should meet the needs of the CAC, community and project—if not exceed them. This concept is fundamentally a suspended steel structure with a concrete deck in the center of the twin vehicular bridge decks. The center structure connects to grade at east and west ends of the bridge underneath the bridge and has the potential to activate otherwise unused areas. The structure would vary in height above the ground as it passes between the bridge decks and could be as high as 35-ft in the air (same height as the vehicle bridge) and the suspended structure would be about two blocks long as compared to the vehicle structure which is about 5 blocks long.

Dave also reiterated the importance of enhancing the 'people' or 'human' experience as much as possible, due to the massive size of the structures. A TAC member asked what the distance was between the two spans and Dave said about 15-ft. Another member asked about emergency/bike lanes on the bridge. Dave said there would be a \$9 million savings just by adding 7-ft instead of 6-ft emergency/bike lanes on the bridge. The cost is approximately \$252/sq.ft. per lane.

There were several concerns regarding visibility of the public using these bike/ped paths within the structure. Dave said that certain views were visible by the public and some weren't. Dave Zaleski stressed the importance for the City to address safety needs of the bicyclists and pedestrians, as they pertain to peak hours of use. Dave Dobler said that TPD would provide them input on the safety of these ramps. Another member stressed the importance of lighting on the ramps.

Dave Zaleski pointed out the danger of allowing bikes/peds to cross the temporary bridge during construction. The team said they would discourage bikes/peds to cross it, however, if need be, the project would provide a pilot car or shuttle during construction. Duration of construction would be approximately 16 to 18 months, but would be shorter if it weren't for the time-consuming process of working with UPRR.

The group agreed to the team's continuation of researching this bike/ped option, and then come back to the TAC with substantial models and TPD's reaction.

6. Adjournment

The meeting adjourned at 12:45 p.m.