



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



Kino Parkway – 22nd Street Intersection Improvements Citizen Advisory Committee (CAC) Meeting #21 Meeting Summary

The 21st meeting of the CAC was held on Thursday, February 26, 2009, from 6:00 p.m. to 7:45 p.m. at the Patrick K. Hardesty Midtown Center, at 1100 South Alvernon Way. In attendance were appointed CAC members Ivo Ortiz, Claire Fellows, Dirck Schou, Elaine Ward, Sandra Zepeda, Les Pierce, Jamey Sumner and Wright Thomas. Absent were members Sylvia Campoy, George Kalil and Brett Dumont. Project staff present included Janice Cuaron, Edie Griffith-Metty, Jay Van Echo, Claudia Perchinelli, Dave Dobler, Darlene Showalter, Barbara Grygutis, Darlene Danehy, Priscilla Fernandez and Freda Johnson. Also in attendance was Abe Marques, Ward V City Council office.

1. Welcome and introductions; confirm quorum

Chairman Ivo Ortiz called the meeting to order at 6:00 p.m. and turned the meeting over to moderator Freda Johnson. Freda announced that a quorum was present and invited all attendees to introduce themselves and state their affiliations.

2. Review ground rules for meetings/meeting summary/agenda item order

Freda reviewed the ground rules and acknowledged the summary of the previous CAC meeting on December 4, 2008. She asked for consent to modify the agenda to address agenda item #6 after item #8. There was no objection to this request.

3. First call to the audience

Observers present were invited to make comments to the CAC. Freda reminded everyone that according to Tucson's Open Meeting Laws, response from the CAC or staff would not be permitted. No one asked to address the CAC at this time. People were reminded that there is a second Call to the Audience later in the meeting.

4. Project schedule

Edie Griffith-Metty distributed copies of an updated project schedule. She said that there would be a special design workshop called a Charette, for the CAC in April, followed by a regular CAC meeting in May. The last CAC meeting for this phase would be in June. Subsequently, in the design phase, there might be two more CAC meetings.

5. Project updates on Kino Parkway/22nd Street intersection and widening to Tucson Boulevard; Park Avenue Signal Subcommittee meeting; Technical Advisory Committee meetings

Edie said that the intersection improvements are being addressed and things are moving along smoothly. Regarding the Park Avenue Signal Subcommittee meeting, January 21,

2009, the topic was to choose which intersection on Park Avenue (18th or 19th) would be the better location for a signal. The group agreed to a signal at 19th Street and Park Avenue, with one change request from Millville to eliminate medians south of 19th Street. After the meeting, there was a request from the Millville Neighborhood's Vice President Brett Dumont to eliminate the median 115 feet south of 18th Street. Edie said that the team, along with traffic engineers, is currently evaluating this request.

Claire Fellows asked if u-turns would be allowed at 19th Street. Edie said that cars could, but trucks could not. There were concerns made that motorists would attempt 'short cuts' through the adjacent Armory Park and Santa Rita neighborhoods. Ivo asked if Kalil Bottling was represented at the Subcommittee meeting and if the 19th Street option is acceptable. The response from team members present at the Subcommittee meeting was that Millville neighborhood preferred the full signal at 19th Street and that the team received a formal email from George/Millville stating that. Staff said that traffic calming options could be looked at in order to prevent short cuts through the adjacent neighborhoods. Janice Cuaron said that the City is committed to evaluate conditions and that issues can be taken back to the Subcommittee.

Edie reported on activities of the Technical Advisory Committee (TAC). She said that issues under consideration include reducing lane widths to 11-feet; connecting 21st Street to the off-ramp on the Kino Parkway/22nd Street Single Point Urban Interchange (SPUI); and, the possibility of fewer lanes on Kino Parkway. She said that the TAC is okay with 11-foot lanes but the other topics were tabled until discussions take place about pedestrian and bicycle circulation and additional modeling can be provided.

The TAC agreed to an at-grade crossing on 22nd Street for bicycles and pedestrians. Jay Van Echo said that there would be much more consideration of bicycle and pedestrian issues at TAC meetings in March with results brought back to the CAC in April. He also said that with regard to the 22nd Street Bridge over the Union Pacific Railroad (UPRR) yard, there are options to reconfigure the roadway. He acknowledged that an outside bike lane is going to be daunting for bicyclists to ride, so other options are being considered. He clarified that consideration of a reduction of lanes would only be on the Kino Parkway Bridge.

Ivo asked if the Barraza-Aviation bike path would connect to 22nd Street at Wilson Avenue in the Parkway Terrace Neighborhood, south of 22nd Street. Jay states that the existing connection at Wilson Avenue will remain. Claire asked if having two lanes at Kino Parkway complicates the bike lanes. Jay said that bikes still have to cross a lane of traffic and the safety engineering will be applied to make it work. Jamey Sumner said he has many concerns, especially about lane reductions on the Kino Bridge. He also asked about what future projections are being considered. Jay responded that there is a 30-year horizon for traffic projection. Janice commented that the TAC wanted additional lane-reduction modeling completed and presented to the TAC, project team, and CAC members before proceeding.

Bill Seitz said that he advises against lane reductions on the Kino Bridge. He said that there is a large volume of vehicles going north and south on Kino Parkway and that adds a safety concern. Elaine Ward said that reducing the number of lanes on Kino Parkway Bridge might not make sense because of new developments at 36th Street and Kino Parkway, including Costco. The group was reminded that the TAC members would address this issue at its March 24, 2009 meeting. Jamey asked what would happen if the CAC opinions differ from the TAC. Janice said that we would continue to work together until we work out all the issues. Finally, Sandra Zepeda added that there were many last minute changes based on traffic decisions at the Murphy Overpass, and that design issues need to address how motorists make decisions. Jay thanked the group for their good comments.

6. Bridge architecture development

Dave Dobler provided an overview of the team's approach to bridge architecture, art and landscape architecture. He would describe the bridge architecture concepts, Barbara Grygutis would describe art integration and Darlene Showalter would describe the development of the landscape architecture concepts. He reviewed what had been done to date: design criteria, the Structure Selection Report, art design criteria, the art theme and landscape architecture design criteria. He said that the recommended bridge structure is a poured in place box type, slender across its spans, with poured in place concrete at both ends and a pre-cast drop in section in the center. The total length of the bridge is 345-feet and the clear dimension to the bottom of the structure is approximately 18-feet. Dave described the fundamental bridge architecture concept as one that retains slenderness of structure, emphasizes the horizontal, reduces scale under the bridge for the pedestrian and capitalizes on the twin deck geometry with opportunities for light between decks.

7. Update on project art

Barbara Grygutis summarized themes collected from CAC comments at a couple of prior meetings. She said that the comments were distilled into a natural flora concept emphasizing the structure of plants. She said that the art form reflects the basic structure of the saguaro. Her concept is to create perforated metal sculptures and pedestrian railings that are transparent. They would be lit at night from inside and all light will conform to City of Tucson lighting codes.

8. Summary of landscape architecture/streetscape design

Darlene Showalter presented her ideas for landscape architecture and streetscape design and she reviewed the functions of the various elements. Dave Dobler said that there would be three-dimensional modeling (termed 'sketch-up') to illustrate how the bridge, sculptures and landscape architecture design all fit together. Questions and comments were invited following the presentations.

A CAC member asked how tall the sculptures would be. Barbara said 30-feet at the most. Comment was made that the approach is really impressive. Claire asked Barbara about what the colors of the elements would be. Barbara said color has not been dealt with yet but could be during the Charette (the special workshop). Les Pierce referred to the perforated metal as seen at the Pennington Street Garage and asked if color could be

inserted into the perforated metal. She also asked that the 3-D modeling presentations show where bike lanes are. Barbara said she would take all these things into consideration as they move forward.

Sandra Zepeda commented in favor of introducing more desert vegetation into the project area. Ivo said that trees would be needed for shade for pedestrians. Darlene said that a balance would be created in the landscape. Jamey said that he really likes the art concept and that the fluted columns are elegant. He said that trees are appropriate in certain areas. Dirck said that the desert plant structure is good and that he likes the saguaro columns and the overall design was impressive. He said he was concerned about the cost for all this.

Elaine asked if lighting would be solar powered. Jay said solar powered fixtures are not as progressive as we think they may be, and that they are not cost-effective or maintenance-friendly at this economic juncture. Barbara said solar-powered technology would require a high level of maintenance and that she recommends LED (which stands for Light Emitting Diode) devices that are low consumption fixtures. Jamey asked if lighting could be introduced into the deck. Barbara said that this was a great idea and definitely something to consider at the Charette. Ivo asked if the concepts would extend along 22nd Street. Response was made that this will happen and set the precedent for the UPRR structure and the streetscape, which would be shown in the Charette.

Dave wrapped up things by saying that there would be a higher level of detail at the CAC workshop at the end of April focusing primarily on the Kino-22 intersection although with fundamental concepts for the UPRR structure and east 22nd Street segment shown. He said that there would be an informational packet provided to the CAC and there would be homework assigned to prepare for the Charette.

9. Final call to the audience

Freda reminded the guests that they could address the CAC but response would not be made. Maggie Gerring said that there couldn't be too many trees (expressed a strong desire for more, rather than less trees) in order to mitigate noise and visual impacts. She observed that traffic goes more slowly on 22nd Street but goes much faster on Kino Parkway. Jeannette Seitz said that she is very pleased with the design and materials and that there be no rust incorporated in the structures. Marcos Rodriguez said that he likes the concept and the neat design. He said he would like to see more detail about pedestrian and bike circulation. He wondered how it would all fit with the UPRR Bridge. He advocated a need for more trees. He asked when there would be discussion about the railroad? He asked if agendas could be more specific and he wondered if observers could come to the Charette. This concluded the final call to the audience.

10. Adjournment

By general agreement at the invitation of Ivo Ortiz, the meeting was adjourned at 7:47 p.m.