



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



Technical Advisory Committee (TAC) Meeting #8 January 13, 2009 10:00 a.m. Public Works Building, 4th Floor Conference Room ~ MEETING SUMMARY ~

TAC members present: Jose Ortiz, Carl Latimer, Chris Kaselemis, Don Freeman, Jim Meskan, Rob Soler, Deanna Mohr, Diahn Swartz, Connie Yazzie and Tom Thivener.
Project staff present: Janice Cuaron, Andy McGovern, Claudia Perchinelli, Darlene Danehy, Dave Dobler, Nathan Hartke, Edie Griffith-Metty, Priscilla Fernandez and Nanette Pageau.

1. Welcome and Introductions

Janice/TDOT welcomed everyone and invited the attendees to introduce themselves. Edie Griffith-Metty/AECOM then explained that this meeting would be to focus on specific details of the Kino-22nd St. intersection and widening to Tucson Boulevard alignments approved by Mayor and Council. These details include reduced travel lane widths on 22nd Street, the 21st Street connection to the Kino off ramp, and the possibility of reducing the number of lanes from three to two on the Kino Parkway overpass.

Edie began her presentation by updating the group on the progress made since the previous TAC meeting in February 2008. With the endorsement of the TAC and Citizen Advisory Committee (CAC) members, the single point urban interchange (SPUI) Alternative 1, and the Alternative 3A alignment to widen to the north on 22nd Street between Kino Parkway and Tucson Boulevard, were approved by Mayor and Council on November 18, 2008. After receiving additional input from the CAC regarding these two alignments, the project team needed to meet with the TAC members to discuss ways to improve mobility, access and safety.

Edie also reminded the group to attend the upcoming TAC meeting on January 27, where the issue of pedestrian and bicycle circulation will be discussed.

2. Reduced Lane Width

Edie Griffith-Metty/AECOM provided a large photo of the Kino Pkwy/22nd St. alignment for the group to view. Mayor and Council requested that the project team look at ways to reduce roadway lane widths and increase the bicycle lane width along 22nd Street, in order to mitigate safety concerns. This would mean having an inside lane width of 11' with a 1' space between the curb and travel lane, a middle lane width of 11', an outside lane width of 11', and a 6' bicycle lane.

Don Freeman asked why the City wanted narrower traffic lanes. Edie stated that narrower traffic lanes would help to slow down traffic. Wider traffic lanes usually lead to motorists traveling at higher-than-posted speeds, due to more open space and feeling of traveling on a highway. The project team met with the City's Bicycle Advisory Committee (BAC) and the BAC members requested narrower traffic lanes, which slow down traffic speeds and provide a safer environment for bicyclists.

The BAC expressed a need to mitigate traffic speeds, which led to the team discussing 10', 11' and 12' lanes. Reducing the lane widths from 12' to 11' would decrease traffic speeds and does not increase accidents significantly, but if the lanes decreased to 10' in width, traffic speeds dramatically decrease while the probability for accidents significantly increases. Several TAC members agreed that the 12' lanes that make up the Barraza-Aviation Highway cause motorists to travel at higher-than-posted speeds, due to the roadway's perceived 'freeway' feel.

Andy McGovern/TDOT mentioned that lane width reductions for the purpose of slowing traffic speeds are a trend in many urban areas, and the City of Tucson will look at lane width reduction on all future roadway projects. He said that Grant Road's lane widths are going to be 11', and the Mayor and Council asked this project team to look at Grant Road's cross-sections in order to keep all the design of the Corridors and major arterials consistent. Andy concluded by saying there are no federal dollars used on this project.

Rob Soler/USPS asked if there were any projects in Tucson that use 10' lanes. Andy McGovern said that there are several 10' lanes on Tucson roads. Here he mentioned three areas: Broadway Boulevard between Euclid Avenue and Campbell Avenue, 6th Avenue between 19th Street and Irvington Road, and on Alvernon Way between Speedway and Broadway Boulevards.

Although on January 27, the TAC members will meet again to discuss bicycle and pedestrian issues, the group mentioned that in Tucson, bicycle lanes are generally 5' wide. It's important to make the bicycle lanes on 22nd Street at least 6' wide, so that vehicles can have an emergency refuge, if needed. The group agreed to table any further bike/pedestrian discussion for the next meeting.

Andy said that the size of the proposed cross-section for 22nd Street would be approximately 80' wide. Edie then asked the TAC members about what their thoughts were regarding the 11' lanes. Don said that he felt comfortable with what the City felt was the right decision. Edie mentioned that according to the American Association of State Highway and Transportation Officials (AASHTO) standards, lanes should be between 10.5' to 12' wide. Andy also mentioned that the City's Broadway Corridor improvement project, lane widths will most likely be kept under 12' between Euclid Avenue and Country Club Road.

Edie asked the TAC members for a consensus for 11' lane widths on 22nd Street. Hearing no other comments, the group agreed that 11' lanes were the best option.

3. Improve Traffic Circulations: 21st Street Ramp Connection

Eddie said that the CAC members had expressed an interest in a possible connection to the southbound Kino Parkway off ramp at 21st Street. The purpose of this off ramp connection was to provide the northwest quadrant more access in and out of its heavily industrialized area. In Eddie's presentation, she showed several designs of the 21st Street connection to the off-ramp, which included several constraints. The connection could include a right turn off the ramp into 21st Street, and a right out of 21st Street, onto the ramp (headed south). This would provide eastbound access onto 22nd Street at the SPUI signal. This connection can be provided, but it comes with a sacrifice to the vertical alignments of the ramp and Kino Parkway. Kino Parkway and the Murphy Overpass' current design is what will govern how the ramp will function.

Eddie showed examples of various different longitudinal slopes—gentle, steep, very steep—for the off ramp, and the steeper the slope, the faster the movement of traffic. Andy McGovern wasn't completely sure of the right turn onto 21st Street off the ramp, due to motorists traveling too fast on the ramp and then slowing way down to turn onto 21st Street. One member asked why this right turn in and out was so important, and Eddie explained that the Millville neighborhood makes up the northwest quadrant, which is a heavily industrialized area that requires a truck route that can easily access Kino Parkway, 22nd Street and Park Avenue.

On January 21, 2009, this project team will meet with Millville, Armory Park and Santa Rita Park neighborhoods to discuss putting in a signal at Park Avenue and 19th or 18th Street. This may solve much of the access issues, however we know Millville would like an additional connection out of the quadrant to ease up unwanted traffic within the residential streets of Millville.

Carl Latimer/Kalil Bottling said that the team needed to take into consideration the 185 businesses in the Millville neighborhood. His main concern was that the project team makes it as easy as possible on all 300 of Kalil's employees to get in and out of the quadrant safely, and they want to do it with the least amount of impact to the residents as possible. Carl liked the ramp access at 21st Street, but he also had the same concerns that the team did regarding the speed at which traffic exits the ramp. He said that in regards to the Park Avenue signal options at either 18th or 19th Street, he prefers 19th Street due to 18th Street being in very close proximity to Broadway Boulevard, and could cause too many vehicles to pile-up at 18th Street, as they travel southbound from Broadway Boulevard. Carl also stated that he'd like it if there were a signal at Santa Rita and 22nd Street because it connects all the quadrants. It allows for less impact to area residents.

Eddie addressed Carl's recommendation about the signal at Santa Rita/22nd Street, and said that a signal there would be too close to the Park Avenue and Kino Parkway signals, due to the City of Tucson's policy of ½ mile spacing of signals. This would not warrant a signal and would hinder rather than help traffic flow on 22nd Street. The City believes that both the Park Avenue signal and the 21st Street access would benefit access issues today. Andy McGovern said that the median at Santa Rita and 22nd Street would be wide enough

for a vehicle to wait and cross to head east on 22nd Street from Santa Rita. The signals at both Park Avenue and Kino Parkway, on 22nd Street, would offer traffic spacing as well.

Don Freeman asked what the speed limit would be on the off-ramp and Edie said it'd be 40 miles per hour. Don asked if it should be considered a ramp or a frontage road, and Andy McGovern said that ADOT is very conservative about roadways having access to frontage road systems, and he said that this ramp connection is still being reviewed to ensure safety and efficiency.

Diahn Swartz and Andy were both wondering if there was some way to redesign the right turn from the southbound off-ramp onto 22nd Street, so that the taper that separates the eastbound from the westbound traffic, would start earlier. Andy said there was a possibility for trucks to turn right onto the ramp from 21st Street. Carl said to keep in mind that large trucks (not just commuter vehicles) would be turning onto the ramp from 21st Street. There was much discussion about the safety and ability to get trucks from 21st Street across the ramp into the left-turn lane.

Carl Latimer stressed the importance of the 21st Street connection, because if there will not be a signal at Santa Rita/22nd, then trucks will not be able to head east on 22nd Street. Andy said that Carl is only referring to the current condition and needs to think of how the circulation will improve once the signal at Cherry is removed and a six-lane roadway is constructed which will naturally create bigger gaps in traffic. Once the SPUI is in place at Kino/22nd, and a wider median on 22nd Street is used, safe left turns from southbound Santa Rita to eastbound 22nd Street will be possible much more than how it is now.

Chris Kaselemis asked how Kalil's trucks currently head east, and Carl said they either take 19th Street to Park Avenue and take a right to head to Broadway Boulevard and then head east, or use Warehouse to Cherry.

Don Freeman asked if there were any similar configurations for the ramp and SPUI combination, anywhere in Phoenix or Tucson. Edie said that Jay Van Echo/AECOM did not find anything similar in Phoenix. Andy said the connections at the Cortaro Rd. and I-10 location were similar, using a frontage road system.

It was agreed that the 21st Street ramp connection needed further study and analysis. Additionally, Edie concluded by letting the TAC members know that the team would look to provide computer modeling of this ramp at an upcoming TAC meeting.

4. Reduce Number of Lanes on Kino Parkway

Edie Griffith-Metty/AECOM said that in order for the project team to save on cost, the number of lanes on Kino Parkway could be reduced from three lanes in each direction, to two. Edie showed examples of a three-lane roadway and a two-lane roadway, both with on and off ramps at the intersection of Kino Parkway and 22nd Street. The three-lane roadway, plus on and off ramps, would mean reconstructing the already existing, three-lane Murphy's Overpass. In order to build onto the existing structure, while fulfilling the

RTA mandate (median, pedestrian/bike lanes, transit, etc) and reducing costs, we could possibly reduce the roadway to two lanes in each direction.

As travelers head northbound on a three-lane Kino Parkway, from Silverlake Rd, and just before the vehicle approaches the Kino/22nd intersection, an off-ramp will allow travelers to exit Kino Parkway to either head east or west on 22nd Street. This off-ramp means eliminating the right travel lane, leaving two lanes moving traffic northbound over the intersection. As motorists cross over the intersection on the Kino Bridge, an on-ramp will appear to the right, allowing traffic to enter Kino Parkway (from 22nd Street), connecting that lane to the third lane that already exists on Murphy's Overpass.

Andy McGovern stressed the fact that Kino Parkway will no longer have a signal, but continuous movement; therefore two lanes in each direction may be sufficient.

A TAC member asked how much of a cost savings there would be with the reduction of one lane in each direction. Claudia Perchinelli/Structural Grace said that the cost per lane is approximately \$300,000, so a lane reduction on each side would save the project over half a million dollars.

Janice Cuaron asked if Kino Parkway was a Pima County facility, and if so, would the County be opposed to the lane reduction. Andy said that the County earmarked \$10 million this project. Although the Pima County TAC representative was not present today, we would like to have their input on this proposal.

Eddie stated that this concept is still in the preliminary stages of design and that modeling these alignments would be necessary.

5. Next Meeting

Janice Cuaron/TDOT indicated that the next TAC meeting would occur on Tuesday, January 27, 2009 at 10:00 a.m. in the 4th floor conference room of Public Works. Discussion will solely consist of the pedestrian and bicycle circulation issues.

~ The meeting adjourned at 11:18 a.m. ~