



22ND STREET CORRIDOR
Citizen Oversight Committee (COC) Meeting #6
June 11, 2009 • 6:00 p.m. • Meeting Summary Draft

The sixth meeting of the Citizen Oversight Committee (COC) for the 22nd Street Corridor project took place from 6-8:00 p.m. at the Santa Rosa Center, 1080 South 10th Avenue.

COC members in attendance were John Carlson, Brett Dumont, Barbara Cariño, Brian Flagg, Rick Parlett, Pedro Gonzales, Jeanne Grant, Peggy Hutchison, Roy Schoonover, Sandra Leal, Ernie Lujan, Ralph Lares, Lucy Valdez, Fred Sowerby, and Kathy Sutherland.

Absent COC members were Claire Fellows and Chris Stebe.

Project staff in attendance was Janice Cuaron, Jay Van Echo, Justin Smith, Nanette Pageau, Priscilla Fernandez, Freda Johnson, Bob Vint, Leslie Dornfeld, Ximena Zamora, Britton Dornquast, and Abe Marques (Ward V Council Office).

1. Welcome, introductions, announcements, and confirm quorum

Chair, Sandra Leal called the meeting to order and welcomed everyone to the meeting, stating that a quorum was present and invited everyone present to introduce themselves.

2. Review ground rules for meetings, meeting summary and agenda order

Freda Johnson, moderator, reviewed the ground rules established at the first COC meeting by the members. The meeting summary from the May 14 COC meeting was acknowledged. Freda Johnson said that the project team wanted to combine items 5 and 6 and she asked that item 4 be deferred until the next meeting when Jim Glock would be present to explain the RTA funding. There were no objections to these adjustments to the agenda. COC member Brian Flagg raised the issue of costs doubling on the RTA project on La Cañada Road. This had been reported in the May 30, 2009 Arizona Daily Star. Jay Van Echo said that it was his understanding that there were significant unforeseen environmental issues in that project. Janice Cuaron said that she would report this issue to Jim Glock.

3. Call to the audience

Sandra Leal invited members of the audience to address the COC. No one addressed the COC.

4. RTA project funding – City of Tucson Department of Transportation

This item was tabled until the July 9, 2009 COC meeting.

5. Overview of land use planning framework – Leslie Dornfeld, EDAW-AECOM

6. Presentation of roadway options – Jay Van Echo, AECOM

Sandra Leal reported a request from the project team to hold questions and comments until the presentation is complete. Jay Van Echo began the presentation with a summary of work done at the May COC meeting when different cross-sections (minimum, medium and wide) were presented with templates that were manipulated on the aerial maps of the project area. He said that the team is proposing three alternative cross-sections including some with frontage or service roads. All of them hold the south right-of-way line and none of the options require taking homes on the south side of 22nd Street. Mr. Van Echo for emphasis even repeated that 'no homes need be taken on the south side of the street with any of the options. Using illustrations in a PowerPoint presentation, Jay Van Echo showed that each of the different cross-sections impacts the same number of parcels; just to a different degree.

Leslie Dornfeld introduced herself and her associate Ximena Zamora who are working on the land-use component of the project. A land-use framework she explained will be ideas on how private (and public) landowners may be able to build or improve their land that will be adjacent to the new roadway. She said she had attended the bus and walking field trip and has observed all of the COC meetings. She said that her work boils down to finding ways for this roadway to benefit residents and businesses in the area and all the land adjacent to the roadway. She said she would present the framework for various land-use options and that she wanted feedback from the COC at this meeting. She said that the land-use concepts work for all of the cross-sections under consideration. Leslie went on to explain that the presentation would show all cross section and alignment options), with also some examples of drawings at particular locations (renderings), and photographs showing existing similar roads in the Tucson area.

In response to Peggy Hutchison's comments, Leslie Dornfeld agreed to modify her PowerPoint language with reference to parks (enhance, not conserve) and to add bicycle safety in addition to pedestrian safety, per Roy Schoonover. Leslie Dornfeld described the 'Green Streets' theme to emphasize nature, connect parks to the Greenway and utilize alleys on the south side and parallel roads on the north side.

Leslie Dornfeld said that overall, the land-use concept is based on Districts that reflect the ideas of residents expressed to date. The westernmost District is proposed as the Neighborhood District, the Park District is located in the middle of the Corridor and includes the park, and the Commerce/Mixed-Use District is located to the east and includes the Millville area. Leslie Dornfeld went on to explain the idea of the Districts and how the different road sections would help define them.

A COC member asked about the amount of vacant land in the Corridor. Leslie Dornfeld had reported it to be 21% and said that she would document the amount of square footage of vacant frontage along 22nd Street and verify if the figure includes

parkland. Brian Flagg asked if the project would not be ripping down houses. Jay Van Echo said that this has not been decided, but based on the existing minimal right-of-way that the current 22nd Street was in, that there would be structures (homes and business) taken. Brian Flagg asked why the bike lane on the minimal cross-section is 7-feet wide. Jay Van Echo replied that it is for safety reasons due to using narrower roadway lanes (11'). Brian Flagg asked if it could be 5-feet with 1-foot for a buffer. Jay Van Echo said yes. Jay Van Echo clarified aspects of the minimal cross-section by pointing out that by City policy there would be no backing out onto 22nd Street so the City would need to purchase rights to access from all residential properties that front 22nd Street by eliminating all driveways and improve alleys behind these properties so that people would access their homes from the alley, not 22nd Street. He explained that roadway option and land use opportunities later in the presentation would begin to show some examples of alley improvements. Jay also mentioned that there was a cost to this and consequently additional costs to the 'minimum' cross section option. Leslie Dornfeld added that, for the minimal cross-section the sidewalk would be 5-feet, and there would be no driveway cuts. She said that some landscaping would be possible and showed an example on Speedway Boulevard near Swan Road.

Jay Van Echo and Leslie Dornfeld continued by describing the medium cross-section of 120 feet width. This would have a frontage or service road option, and a 9-foot pedestrian area. An example of this was shown along Silverbell Road just north of St. Mary's Road where there is a 20-foot median as well as a 20-foot service road separating homes from traffic along the roadway. They proceeded to describe the wider cross-section, which Mayor and Council had directed the team to examine. Jay Van Echo said that more amenities are possible with this option between the roadway itself and adjacent properties as well as keeping adjacent property physically further away from the new roadway. Again, Jay reiterated and emphasized that impacts for this cross-section affect the same number of properties as the minimal cross-section.

In response to a COC question, Leslie Dornfeld said that there could and most likely would be some mixing of cross-sections in this project. She explained the concept of making the frontage/service road into a pedestrian or 'Paseo' zone so that cars would go more slowly and share the area with pedestrians. An example of this was shown on Campbell Avenue near the University of Arizona Hospital where there is a service road in a residential area. Bob Vint explained that this 'Paseo' concept has been implemented in Mexico, Spain and South American cities, and as Ms. Dornfeld explained in Europe where it is known as a 'woonerf'. The concept, Leslie went onto explain, is a low speed transportation corridor where all modes of transportation (car, bicycle, and pedestrian) have an equal footing and importance. A 'Paseo' layout could incorporate the placement of landscaping and street furniture into the frontage road area, while maintaining existing driveways, thereby lower driver speeds and creating a shared roadway.

Ximena Zamora reviewed the components of the Neighborhood/Commerce District. She said that the objective would be to maintain and enhance businesses that serve the neighborhood and gave an example of how the Holiday Mart business might be relocated along the new roadway and continue to serve as a neighborhood and future 'Greenway' amenity. She said that the medium cross-section affords opportunity for more buffer areas in front of commercial buildings. For the wide cross-section, there are even more opportunities for trees, shade, public open space, public art and possible redevelopment. Ximena showed several 'Sketch-up' examples of each option. Leslie Dornfeld said that an economist on the project team would look at opportunities for low-income housing. She thanked the COC for their attention to the presentation and invited questions and comments.

Brian Flagg said he doesn't want 22nd Street to become a freeway and wants the roadway as narrow as possible and asked why there is a big huge green median. Jay Van Echo said that the 20-foot median allows for opposing left hand turns and it preserves sight distance needed for safe turns. It also provides a pedestrian refuge and a 'greener' street. Jay Van Echo showed photographic examples of medians like the one proposed on 22nd Street that allows for safer left turns and examples reduced median widths. He pointed out what he called 'sight distance' examples and drivers being able to see 'past' oncoming left turn vehicles to make a safe left turn. Brian Flagg asked if there would be pedestrian crossings at 3rd and 5th Avenues. Jay Van Echo responded by showing examples of the HAWK, Toucan and Pelican pedestrian crossings. Jay also explained that after an alignment and cross section is selected by the TAC, endorsed by the COC, and approved by the M&C, detailed design like improved pedestrian crossings will be developed in concert with the COC and TAC. Brian Flagg said he likes the bargains of the Holiday Mart, and asked if the owner would be bought out. Jay Van Echo stated that it is impacted with each cross-section option. Brian Flagg added that he didn't like the drawings shown in the presentation. Pedro Gonzales took exception to the comment about making the area look better. He said we think it looks good now. With regard to the Holiday Mart, Pedro Gonzales said that he doesn't want it to leave the barrio. Leslie Dornfeld said that the intent is to relocate people in the same area should that be what the owner wants.

Kathy Sutherland said that she likes the Park Concept but wondered how it will work with an underpass or overpass at the railroad track. She also asked about what the speed limits would be on the new roadway. Jay Van Echo said that options for going over or under the railroad would be presented at the next meeting. The proposed speed limit would be posted at 35 mph but designed for 40 mph. Kathy Sutherland asked if the City would rebuild the Holiday Mart. Jay Van Echo responded by saying that the City will only build the roadway but it can encourage or allow developments the neighborhoods want and that is the purpose of the land-use framework study. Ralph Lares asked for clarification about what happens if people are vacated from their property and want to re-build. Jay Van Echo said that the private property owners select architects or builders, and make their own decisions, as it is private property, not the City. Our project is to follow the RTA program and

develop the best possible 22nd Street roadway option and hopefully the \$100+ million the RTA spends on the roadway will generate private (residential, business, vacant) landowners to build on their property adjacent to this new improved roadway. Brett DuMont asked what the reception has been after talking to the people who live/work on the north side of 22nd Street. He asked if businesses would have priority. Britton Dornquast said yes. Brett asked about what can be done for people of low income in residential areas who might be displaced. Leslie Dornfeld said that an economist on the project team would look for possible opportunities to replace low-income housing, however ultimately it would be up to the landowner to develop it. Peggy Hutchison observed that there will be environmental impacts on people with smaller buffers and it will be harder on people adjacent to the new roadway.

Bob Vint clarified that the land use concepts are meant to enhance the neighborhoods and the drawings and architecture should not be taken literally. Ernie Lujan asked if there is a feel for what people will do on the north side. Jay Van Echo said from what he has heard that locals want to look at other locations in the Corridor to relocate their businesses that will be affected by the road improvements. Ernie Lujan asked how many people on the north side had been talked to about the project. Jay Van Echo said he wasn't sure of the numbers but that a majority of the affected property owners have been talked to and all have been sent correspondence offering opportunities/invitations to meet. In response to another question, Jay Van Echo said that Wells Fargo has not responded to invitations to meet and that they (and most national firms – like 7-11) typically wait until an alignment has been chosen before meeting with City representatives.

Brett DuMont said that businesses are given the opportunity to relocate and he hopes that any low-income housing displaced be replaced. He also questioned if RTA funds would cover choices in relocations if the wider cross-section were chosen. Jay Van Echo said he didn't know and there is no full cost estimate done yet. He said that it is not out of the question for the City to fund some of the amenities to make it livable. He added that what happens at the railroad will affect costs.

Janice Cuaron said that the City is committed to funding the roadway. She said that the role of the City Council is to approve a cross-section for 22nd Street as they did on Grant Road. She said that there are other sources of funding available and the objective is to build the best roadway possible for 22nd Street and that the 22nd Street Corridor is no less deserving than the Grant Road Corridor, which has the wider cross-section with many amenities. Brian Flagg asked if the project team has been talking to tenants and landlords. Jay Van Echo said that contacts have been with property owners, and some tenants, on both sides of the roadway. Ralph Lares asked if there could be a short summary of responses from property owners. Jay Van Echo said that it is a confidentiality issue but a summary of the dates the team spoke to property owners is possible.

Roy Schoonover said that we should build the best roadway possible, and that it is critical to do it right. He added that it is vital for safety that bike lanes be 7-foot wide. He said that 11-foot lanes for cars slow traffic down. He said he wants 22nd Street to be as nice as Grant Road. Pedro Gonzales asked if the same concept on 22nd Street is that on Grant Road. Jay Van Echo said yes, but their medians are narrower and they have special provisions for indirect left turns (Michigan left turns) that would not work on 22nd Street due to traffic signal spacing and right-of-way requirements.

Jeanne Grant asked what the time limits were for those needing to relocate, in this process. Jay Van Echo said that the time limits were as follows: the RTA monies become available in 2012 with construction anticipated to begin then and by year 2021, the project should be completely built including all three bridges. Jay Van Echo said that the project team is talking to people but the ultimate authority is the Mayor and Council and approval of the cross-section is anticipated by October 2009. Sandra Leal said that the committee needs to agree on an alignment, as a group. Ralph Lares said it couldn't be dragged out because time is of the essence and it's a decision that needs to be made soon. Jay Van Echo again said that there are three options with no homes taken on the south side of 22nd Street and that this is in accordance with what the team has heard from the COC and the public. Brian Flagg said that in order for an intelligent decision to be made, Angie Quiroz should present her plan for the Santa Rita Park Neighborhood Association and that more information from businesses should be gathered.

Kathy Sutherland asked if the intent was to go north, in terms of the alignment. Jay Van Echo said yes, that is the alignment and he asked if the team is going in the right direction. He said in July there would be an alignment presented again holding the south right of way line, again reiterating no homes being taken on the south side of the street, and with various cross-sections. Bob Vint commented that the opportunity to enhance pedestrian circulation is a first for Tucson and the 'Paseo' concept has great merit to improve the livability of neighborhoods and businesses.

7. Additional discussion items: Environmental study; Santa Rita Park Neighborhood Association plan

Pedro Gonzales said that at least 15 minutes is needed for the topic of environmental justice and that his view is that it is more than noise or construction impacts. He asked that the item be tabled until the next meeting. It was agreed to allot 15 minutes to the plan proposed by the Santa Rita Park Neighborhood Association.

8. Discuss future agenda items and meeting dates

By general agreement, it was requested that Jim Glock be present for the discussion of environmental justice. Brett DuMont moved and Fred Sowerby seconded a motion that AECOM is going in the right direction regarding the alignment and holding the south right-of-way line. The motion passed unanimously.

9. Call to the audience

Chair, Sandra Leal invited people in the audience to address the COC.

- Demion Clinco, Santa Rita Park Neighborhood, said that 22nd Street is the shortest distance between State Route 210 and I-10 and that it is a major arterial. He asked that traffic be mitigated along 22nd Street.
- Arturo Rodriguez had two comments, the first being about the importance of street lighting at night. He said that people die or are hit by cars, and that cars race on 22nd Street. He didn't see streetlights in the presentation. His second comment was about how 22nd Street divides north from south. He said there is no actual engagement for people with the park, and asked how the median would make it easier. He asked how this new Corridor could be more unifying and less dividing and how the park could be more accessible to people south of 22nd Street. He went on to explain his large family of young cousins and a desire to be able to utilize the park better without the dangers of 22nd Street..
- Brett DuMont asked if walkways over the Corridor could be utilized.
- Raul Ramirez, 22nd Street homeowner, said that the City has made a commitment to dollars but limiting factors are the alignment and money needed. He said that there would be cost savings to the City if the parks were used. He said that how property owners feel is very important. He said that when he was on a Tucson Unified School District Desegregation Committee, they went out and talked to the people and that it would be important to do a survey to get information that isn't filtered. He spoke about the importance of safe connections between the north and south sides of 22nd Street especially at Santa Rita Park. Maybe a crosswalk over the road would be good. He said that talking about environmental justice is a valuable idea, and that having a discussion about it is important.
- Angie Quiroz affirmed that she would need 15 minutes at the next meeting for the presentation of the Santa Rita Park plan for the Corridor.
- Sandra Silva, homeowner in the project area, said that property owners and businesses are going through a lot now and she has not been contacted. Abe Marques said that the office of Council Member Steve Leal would contact her.
- Arthur Rodriguez spoke a second time and asked about urban art as a means to make Tucson prettier. He said that murals and graffiti are art and the project should take account of this and create spaces for youth to express themselves. Maybe an opportunity at the park could be made for this expression.

10. Adjournment

Ernie Lujan moved that the meeting be adjourned at 8:10 p.m. and Brett Dumont seconded the motion, which passed unanimously.