



**22<sup>ND</sup> STREET CORRIDOR**  
**Joint Meeting of the Citizen Oversight Committee (COC)**  
**& Technical Advisory Committee (TAC) – COC Meeting #2**  
***Bus Tour Meeting Summary***

The Citizen Oversight Committee (COC) met on Saturday, January 24, 2009, from 8:30 a.m. to 12:30 p.m. at the Santa Cruz Church, 1220 S. 6<sup>th</sup> Ave.

**COC members present:** Brett DuMont, Jeanne Grant, Kathy Sutherland, Chris Stebe, Roy Schoonover, Peggy Hutchison, Barbara Cariño, Ralph Lares, Claire Fellows, Brian Flagg, John Carlson, Sandra Leal, Lucy Valdez, and Ernie Lujan.

**COC members absent:** Pedro Gonzales and Fred Sowerby.

**Technical Advisory Committee (TAC) members present:** Alex Arevalo, Emily Dawson, Ron Lee, Walker Smith, Pat Terry, Tom Thivener, Andrew Singelakis, Jim Glock, Artie Valenzuela, and Peg Weber.

**Guests present:** Angela Quiroz (Santa Rita Park Neighborhood Association President) and Roger Carrillo (Ward VI staff).

**Project team members present:** Janice Cuaron, Jay Van Echo, Greg Orsini, Leslie Dornfeld, Ximena Zamora, Jana McKenzie, Ma'in Krunz, Felipe Ladron de Guevara, Bob Vint, Nanette Pageau, and Priscilla Fernandez.

**Breakfast and Visiting - 8:30 to 9:00 a.m.**

Attendees enjoyed coffee, juice and pastries and visited.

**Board Bus, Welcome and Introductions - 9:00 a.m.**

Attendees boarded the bus and were welcomed by Janice Cuaron, TDOT Project Manager. Jim Glock, TDOT Director, thanked the group for attending the tour and gave a brief overview of the Regional Transportation Authority (RTA) mandate, including the 22<sup>nd</sup> Street Corridor project that is listed as no. 19 in the RTA brochure.

Introductions were made and Jay Van Echo, AECOM Project Manager, referred to the Corridor Map handout, and provided an overview of the tour.

**Key Stops and Issues Discussed During the Corridor Walk/Bus Tour – 9:30 a.m. to 12:30 p.m.**

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22nd Street from Interstate 10 / El Paso & Southwestern RR Greenway (Greenway) to 10<sup>th</sup> Avenue

- Greenway connections.
- Alley connections.
- Residences.
- Pedestrian / bike crossings.

**STOPS:** Empty lot near Greenway project. The group walked on 11<sup>th</sup> Avenue, between 22<sup>nd</sup> Street and 23<sup>rd</sup> Street and then walked east along alley, then north to 22<sup>nd</sup> Street.

**DISCUSSION:** There is a need for the Greenway to go under 22<sup>nd</sup> Street for bikes and pedestrians. There is also a need for rest stops. Holiday Mart is considered a landmark within the neighborhood. A COC member said that we cannot lose what we have, but rather provide opportunities to bring more of these types of local services i.e., convenient stores, dry cleaners, etc. Peggy Hutchison requested that the team look at ways to harvest water, as well as keeping sustainability at the forefront of the project. There was discussion among several participants that perhaps some of the cross streets can be closed down by using cul-de-sacs to keep cut thru traffic from occurring. Other discussions included providing safe crossing of 22<sup>nd</sup> Street at other locations besides the major intersections at signals. Perhaps the City can look at crosswalks, etc.

#### **22<sup>nd</sup> Street from 9<sup>th</sup> Avenue to 6<sup>th</sup> Avenue**

- Alley connections.
- Opportunities for redevelopment of vacant lots.

**STOPS:** Walked east along sidewalk on 22<sup>nd</sup> Street, passed Santa Cruz Church property. Back on bus at corner of 22<sup>nd</sup> Street and 6<sup>th</sup> Avenue.

**DISCUSSION:** Bob Vint explained that Santa Cruz Church (built in 1918) is listed as a National Historic Landmark. The listing includes the church, the Parish Hall, the church offices & convent, as well as the compound wall around the property. There is an existing outdoor shrine on the inside of the wall right at the southwest corner of W. 22<sup>nd</sup> St. and S. 6<sup>th</sup> Ave.

#### **22<sup>nd</sup> Street between 6<sup>th</sup> Avenue to 4<sup>th</sup> Avenue**

- Historic preservation / interpretation opportunities.
- Alley connections.

**DISCUSSION:** In the existing conditions, between 6<sup>th</sup> Avenue and 4<sup>th</sup> Avenue, the bike lane on the south side of 22<sup>nd</sup> Street transitions to ZERO feet wide (unsafe for bicyclists). Barbara Cariño asked that 22<sup>nd</sup> Street not be as curved as much as 4<sup>th</sup> Avenue. It was also noted that the existing sidewalk is very narrow and close to the roadway.

#### **22<sup>nd</sup> Street between 4<sup>th</sup> Avenue to Union Pacific Railroad (UPRR)**

- Residences on south side of 22<sup>nd</sup> Street
- Effect of bridge or underpass on Arizona Department of Transportation (ADOT) offices and residences.
- Design opportunities at crossing.

**STOP:** On 3<sup>rd</sup> Avenue near 22<sup>nd</sup> Street. Walked east along 22<sup>nd</sup> Street to 2<sup>nd</sup> Avenue.

**DISCUSSION:** Jim Glock called attention to a white bicycle standing at the corner of 3<sup>rd</sup> Avenue and 22<sup>nd</sup> Street, and explained the ‘Ghost Bike’ program (from [www.Ghostbikes.org](http://www.Ghostbikes.org): “Ghost Bikes are small and somber memorials for bicyclists who are killed or hit on the street. A bicycle is painted all white and locked to a street sign near the crash site, accompanied by a small plaque. They serve as reminders of the tragedy that took place on an otherwise anonymous street corner, and as quiet statements in support of cyclists’ right to safe travel. The first ghost bikes were created in St. Louis, MO, in 2003, and they have since appeared in nearly 75 cities throughout the world. For those who create and install the memorials, the death of a fellow bicyclist hits home. We all travel the same unsafe streets and face the same risks; it could just as easily be any one of us. Each time we say we hope to never have to do it again – but we remain committed to making these memorials as long as they are needed.”)

Several COC members expressed concern for the preservation of the historic homes on the south side of 22<sup>nd</sup> St. across from Santa Rita Park. The homes date from the teens through the 20s, 30s, 40s and 50s of the 20<sup>th</sup> Century. Bob Vint explained that although the homes are old enough and significant enough for listing as historic properties, they are not yet listed.

#### **22<sup>nd</sup> Street at South Park and Millville Neighborhoods**

- Borton School – pedestrian access / school safety / safe routes / Tucson Unified School District (TUSD) bus cooperation.
- Redevelopment / redesign / interpretation opportunities.
- South Park connections.

**STOPS:** Borton Elementary School, vacant lot at 22<sup>nd</sup> Street just east of Park Avenue, and City right-of-way at Kino Parkway and 22<sup>nd</sup> Street.

**DISCUSSION:** Mosquitoes are a major problem, caused by the standing water in the 18<sup>th</sup> Street Wash that runs along the track and also behind the Head Start Building. In regards to Borton School, TUSD utilizes the school as a major bus transfer location for many students, including those who do not attend Borton School. TUSD amenable at looking at relocating or modifying its bus transfer location. There is a bird sanctuary at the corner of 24<sup>th</sup> and Tyndall called BELLA where children go and learn about science, water and animals. It is part of TUSD Borton School site.

Jay gave an update on the Kino Parkway/22<sup>nd</sup> Street intersection improvement and widening to Tucson Boulevard, prior to reaching the intersection. After he spoke, Claire Fellows mentioned that South Park Neighborhood Association is very interested in residential and commercial development within their neighborhood.

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#### **22<sup>nd</sup> Street and Kino Parkway**

- Bike route connection to Kino Parkway.

- Kino Parkway / 22<sup>nd</sup> Street interchange.
- Redevelopment opportunities.

#### **Millville Neighborhood**

- Vacant lots for shared business parking and secondary access.
- Businesses / parking / pedestrian access.

#### **Southeast Corner of Santa Rita Park at UPRR/22<sup>nd</sup> Street**

- Pedestrian and bike connections.
- Opportunities with Park and UPRR right-of-way and roadway right-of-way.
- Conserving trees, and Park redesign opportunities.

**STOP:** Driveway between Santa Rita Park and UPRR tracks. After discussions on bus, attendees exited and walked to east edge of Santa Rita Park.

**DISCUSSION:** Kathy Sutherland of Parent Child Centers (Headstart) expressed concern about possible loss of access and parking at their offices (immediately adjacent to UPRR on east) under either scenario (overpass or underpass). A COC member made the comment that Santa Rita Park needed playground equipment, or some sort of fountains (waterworks). An attendee also pointed out that there is a high population of “skateboard kids” at Santa Rita Park.

Peg Weber added that Santa Rita Park needs a master plan to go with 22<sup>nd</sup> Street. If the pool were removed, the closest one is located at the Quincie Douglas Neighborhood Center, and that maybe Santa Rita Park could have interactive fountains. She said that water drainage solutions are a possibility, and that a compound for storage of equipment needs to be relocated, but a possible location is still unresolved.

There was a comment/concern about the maintenance of the railroad right-of-way and who had the responsibility for the weeds, standing water/drainage, and debris.

#### **Santa Rita Park and Barrio Santa Rosa**

- Opportunities for neighborhood enhancement.
- Greenway / Kino Parkway connection.

**STOP:** Near Drachman School on Meyer Avenue.

**DISCUSSION:** Angie Quiroz gave a brief history of the Santa Rosa Neighborhood, La Reforma Housing and Urban Renewal. Leslie Dornfeld explained the difference between ‘redevelopment’ and ‘renewal’.

Roger Carrillo (Ward 6 Council office) said there used to be Chinese markets all over the neighborhood. Holiday Market is the last of these. These markets can be good to neighborhoods because they are a neighborhood amenity. There are others that can cause problems due to the alcohol sales.

**Drachman Primary School**

- Opportunities for neighborhood enhancement.
- Greenway / Kino Parkway connection.
- Effect of roadway on Drachman Primary School.

**STOP:** Drachman School parking lot.

**DISCUSSION:** Tom Thivener talked about the importance of Safe Routes to schools.

**Conclude Tour and Lunch – 12:30 p.m. to 1:30 p.m.**

The tour concluded at 12:30 p.m., and attendees were invited to enjoy lunch at the Church's Carmelite Hall, immediately following the tour.

~ End of Summary ~