



Tucson Department of Transportation

**Five Points Project
Stone Avenue, Sixth Avenue
and 18th Street**

**Public Meeting Report
September 14, 2005**

Five Points Public Meeting
Wednesday September 14, 2005

Summary of Meeting Comments

Freda Johnson, Facilitator

<u>Comment</u>	<u># Heard/Repeated</u>
Support Alternative A	0
Support Alternative B	18
Support Alternative C	1
Does not support diagonal parking	4
Supports bicycle provisions	5
Supports pedestrian provisions	4
Concerned about trucks	2

Attached: Record of speaker comments

Five Points Public Meeting Wednesday September 14, 2005

Record of Speaker Comments

Freda Johnson, Facilitator

- Alternative C is most practical especially due to materials cost
- Still favor 2-way traffic, Alternative C is dangerous
- Favors Alternative B
- Likes Alternative B, concerned about sight distance
- Thanks for 18th Street open, likes Alternative B. Wants 2-way traffic. Alternative A is somewhat acceptable
- Definitely no to Alternatives A and C. Alternative B may be acceptable, it leaves the streets equal. How much over budget is B? (\$250,000) Don't the lights have to be updated?
- Would like 2-way traffic back. Alternative A would be awkward. Support 18th Street open. Five Points is a historical gateway, look for money to improve it.
- The new alternatives reflect comments made at the previous meeting. Likes Alternative B in general, which is the consensus of the stakeholders spoken to. Don't have to have rubberized asphalt. Happy that 18th is open. Concerned about diagonal parking on 17th near Primavera presented in Alternative B. Concerned about "upgrades" that are missing, lights, curbing, etc.
- One-way traffic (Alternative C) causes cars to speed. Rubber asphalt is quieter but people drive faster. Don't eliminate bike lanes. In favor of Alternative B, more calm/slow.
- NO to angle parking. No to Alternative C. Alternative B is the best plan, however cut through traffic might occur. Look at pedestrian "havens". Would like to put back lights, trees, sidewalks-look for money.
- Opposed to angle parking. Alternative B is the least offensive. Supports 2-way traffic. Would like more enforcement of truck traffic.
- Having 2-way traffic back would help small businesses and slow traffic. Will property owners be assessed? (No)
- Approves of Alternative B with some modifications. Will be preserving the "Alamo" building. Would like pedestrian crossing at 17th and does not like angle parking on 17th. Concerned about emergency vehicle access.

- Glad that 18th will remain open. Five Points is a gateway. Alternative B is the best. Rubberized asphalt is not necessary.
- Happy about 18th Street being left open. Would like to restrict trucks on 18th Street. Prefers Alternative B, especially 2-way traffic.
- Happy about 18th Street being left open and prefers Alternative B. Would like to keep the project open for further improvements.
- Supports Alternative B. What is the additional cost of rubberized asphalt? (\$400,000-\$500,000) What would pedestrian islands cost? (Less than \$10,000) Would like traffic circles at 17th/Stone and 17th/6th. Beautify the Five Points intersection. Eliminate the center left turn lane on 6th. Extend 2-way traffic north of Broadway to provide equal traffic flow once you get downtown. Prefers Alternative B. Do it right and spend the money.
- Does not like Alternative C because of Bike lane on the left. Likes Alternative B from a bike point of view.
- Prefers Alternative B, less lanes and less noise. Prefers rubberized asphalt.
- Prefers Alternative B, A is OK too. Less blacktop and more trees and pedestrians. The project is just restriping. No one-way streets. Build pop-outs.
- (Letter read) Concerned about access, angle of crosswalk and wants amenities. (Proposed speed limit is 30mph)



Tucson Department of Transportation

Five Points Project

Stone Avenue, Sixth Avenue and 18th Street

Written Comments
Wednesday, September 14, 2005

Thanks for attending this meeting. Please give us your comments on each of the alternatives presented. Use the back of this sheet to tell us about any other issues or concerns you may have.

Alternative A: 2 Lanes South & 1 Lane North on Stone Ave., 2-way Left Turn Lane

- Least Desirable plan.
- I worry about pedestrian and bicycle safety in this plan.
- Worst of the three
- Will bring trucks through residential neighborhood, will maintain high traffic flow. Impractical. Will encourage truck traffic. Odd traffic lanes. We need relief from trucks going through the residential areas. A way to discourage trucks on 18th and neighboring streets is needed. Traffic on the north/south avenues needs to be slowed down. I would prefer to see 18th kept open for auto traffic only. Strict enforcement could keep trucks out. Make both 6th and Stone 1 lane in each direction with a turn lane.
- Don't like the less than friendly to pedestrians impact.
- OK
- NO
- Not the best of the three options because of traffic and bike lane configurations.
- Unacceptable – Do not like 2 lanes south and 1 lane north on Stone.
- One-way streets facilitate speeding. Many use one-way streets as conduits to I-10 or Downtown.
- Somewhat acceptable – but difficulties lie in the increase in traffic congestion and the fact that it is less bike/pedestrian friendly. Angled parking in front of Cathedral may be problematic.
- Alternative A has the least parking which people love to park and some people park on Stone Avenue to go to the TCC for big events. Two lane and then one lane could be confusing.
- This is the most unacceptable of the three. I find it most confusing and the most dangerous.
- Prefer 2 lanes north and 1 lane south. Though it addresses higher traffic volume than alt B, this plan is not in line with residents' desires or perceived needs. Our collective experience suggests this option would be better if reversed because more traffic appears to go northbound on Sixth than south on Stone, with the exception of Broadway to Ochoa (2-3 blocks). If reversed, it may help redirect northbound traffic to Stone rather than 6th and help mitigate in-neighborhood traffic.

Alternative B: 1 Lane South & 1 Lane North on Stone Ave., 2-Way Left Turn Lane

- 2nd most desirable plan.
- I worry that this plan is not realistic. Can Stone & 6th handle projected traffic volumes in this plan? However, it does seem like a good plan for bikes and pedestrians.

- Barrio Santa Rosa's family's would like to have funding allocated to Cezar Chavez Park to make it more family friendly instead of Santa Rosa Park, which is a detention basin for water!!
- The second best after C. See C comments for whatever is built. Get rid of angle parking, it is unsafe and unnecessary.
- Inappropriate for residential area, will make it unsafe for crossing, will increase truck traffic. Least of the evils – eliminate diagonal parking.
- Could live with it.
- OK, needs less blacktop. More vegetation and historic lighting.
- It seems to be the preferred option. I have some concerns about the access from the intersection into our store.
- This is the best of the three options because it provides for two-way traffic on both Stone Ave. and 6th Ave. and it keeps 18th St. open. Some concern with the parking configuration about safety so this needs to be re-examined. Also unclear if this option addresses drainage and curbing issues which are a must regardless of which option is chosen.
- Acceptable – This option seems to meet most of the needs & desires best.
- Best of the three plans presented. Also most bicycle and pedestrian friendly. Traffic signal reconstruction a plus. 2-way traffic IS calming, people speed more on one-way streets. Diagonal parking on both sides of 17th, 16th & 15th should be discouraged. One side only for parking.
- Most acceptable. A decent compromise as it includes 2-way traffic, does not exacerbate traffic congestion and provides for both pedestrian and bike traffic.
- Most acceptable. I know there are a lot of bikers on both streets. Pedestrian traffic is friendly. I support this alternative.
- Seems to be best so far. Parking on 6th Ave. is not bad unless Academy Lofts uses only on-street parking, they should have on-site parking. Gateway-landscaping-sidewalks
- This is not my most favorite but it is one I can live with. This should make both sides happy.
- Barrio Viejo families want the city to allocate funding to the Small Cezar Chavez park to make it more family friendly.
- Option B is the best of these 3 proposals because it returns all the streets to some recognizable equal pattern consistent throughout all the south of Downtown neighborhoods. Of the 3, we (APNA) strongly favor this option. However, we are very concerned that the projected traffic volumes for these 2 streets (6th/Stone) will not be served (1800 cars per day max) on 1 lane each. We are very concerned for pedestrians (NEED raised islands at 17th, St Aug) and residents trying to get out into traffic, increased congestion and a huge spillover onto the other more residential streets, especially 4th Ave., 10th Ave. and others. Neither street will be crossable during high traffic volumes and ALL residents throughout the neighborhoods will see increased congestion. We, APNA, urge that if this proposal is developed, other mitigations should be included to direct traffic AROUND all the neighborhoods. Signs on 22nd, Park, Broadway/Congress should direct pass-through (not destination) traffic away from the residential collector streets. We are especially concerned how one-lane each way on both streets (6th/Stone) will handle anticipated traffic from the I-10 widening, etc. We urge traffic model studies to see if these streets can handle the traffic. 6th and Stone have always been arterials and are the preferred routes for higher traffic volumes (both currently and historically) than 4th Ave., etc.

We also hope this plan includes signs on south 6th Ave. at 22nd and 19th to restrict trucks to Stone (the left northbound lane) and “No Trucks Over X lbs signs on 6th Ave. at 18th St. northbound. We would encourage a change in speed limits also – lower 6th to 25mph and keep Stone at 30mph to encourage the use of Stone for pass-through traffic. When designing the parking spaces on both streets, please do on-site investigations at every driveway so residents can safely get out of their drives even if traffic volumes are high. We are very pleased that these new plans do include funds for mitigations

on 18th St. (per Jim Glock) and look forward to seeing those plans developed!

We also would encourage the DOT to look at how these new 2-way, one-lane streets will interlock with the plans being developed for the TCC/Civic/Cultural Plaza connections and projected traffic & parking solutions. We have heard plans of an east/west connector at Ochoa/12th or McCormick/13th and seriously wonder how the intersections of that proposed link will be addressed at Stone and 6th Avenues. Will later pedestrian crosswalks and/or traffic signals be needed between 18th & Broadway and if so, how will that impact their design proposal. We look forward to reviewing the next set of plans from DOT.

- Best alternative. Like others I would very much like to see a beautification of the Five Points area. Also I object to angle parking – too much parking and too dangerous. I like the neatness and easy-to-understand traffic (by bicyclists and motorists). I don't see any need for all that parking near Primavera.

Alternative C: Stone Ave. & 6th Ave., Both One-Way – Two Lanes

- Most desirable plan & within budget. In these days of “budget troubles” “A bird in the hand is better than 2 in the bush”
- This plan really doesn't address the unified desire for 2-way traffic on both 6th Ave. and Stone Ave.
- My favorite – the best and safest for pedestrians and bicyclists, especially for those crossing 6th and Stone. As least expensive, there is more money available for historic lighting, streetscape improvements and pedestrian attention.
- Least desirable. Diagonal parking inappropriate for residential neighborhood. Difficult for residents for garbage – no improvement over current situation – more traffic.
- Most desirable to me. I would recommend that the intersection (Five Points) have some clean up/flower boxes (maybe hanging on lamp posts)/clear crosswalks/maybe some decorated walls to create & change character.
- No reason to consider this at all. It is not what the neighborhoods want.
- Concerns about diagonal parking are valid. Thank you for an open 18th Street.
- Even though this is not the best option it may be acceptable if a way can be found to physically reduce traffic speed and restrict future traffic volume increases.
- Unacceptable – do not like one-way traffic on both streets.
- Worst of the plans – For a slow walker with a cane, there is no possibility of crossing 6th Avenue of Stone safely. Diagonal parking on a one-way street prevents homeowners from trash/recycle bins and is very dangerous on high-speed one-way streets.
- Not acceptable as there is no two-way traffic on Stone/6th.
- Least acceptable – Bikers will not accept it at all. It has the most parking but angle parking is dangerous.
- This is the best option. Within budget. Less noise! One-way traffic keeps moving!!
- Please don't.
- I still like one-way streets but the parking on the west side is unacceptable.
- Though “in-budget” this alternative defeats the entire purpose of the project from its inception 8 years ago. APNA has always favored a return to two-way traffic on 6th & Stone Avenues. Most residents considered this option worse than the existing pattern because the angle parking is less residential and more difficult for bikes, pedestrians, and residents using their driveways.

Additional Comments:

- It still remains a priority for the Armory Park neighborhood to implement some sort of traffic mitigation on 18th Street east of the Five Points intersection. We hope that the City will address this issue soon. Also, please keep bicycles and pedestrians in mind as a high priority.
- I feel that the materials handed out (the summary chart comparing the alternatives) were misleading. The chart clearly points toward Alternative C as the best option. Alt. C is listed as the most pedestrian friendly. As a police officer at the meeting pointed out, traffic on one-way streets moves much faster. So, I question whether this is truly the most pedestrian friendly option. Under cost, Alt C listed “within budget”. Under noise, Alt C listed “least noisy (rubberized asphalt)”. This is very misleading. During the meeting Jim Glock explained that Alt C is over budget with the use of rubberized asphalt. That info should have been much clearer in the chart.
- Marco Laos raises a good point, that 5 Points needs to be regarded and treated as a historic gateway to Downtown. Perhaps future plans can consider funding a gateway, but appropriate lighting, landscaping, and curbs must be included, as part of this project.
- Would it be possible to have bus pullouts to have traffic flow better. I know people get angry when they get behind busses. Alternative B is the most friendly of all of them. I think it would be a good idea to make every alternative “traveler friendly”.
- (Letter received) In a quick conversation today, with Ms Peggy Hutchison, Director of Primavera at 702 S 6th Avenue, she mentioned to me that it is necessary to look at the intersections of 17th and 6th Ave. and 17th and Stone Ave. and provide well-delineated crosswalks at both intersections. Many of her clients use both of those intersections as pedestrians and as drivers of vehicles and it is imperative that we provide for their safety. Peggy also mentioned that diagonal parking on 17th Street does not appear to be a good solution. Traffic congestion is already a problem on that block and it is better to not add to that confusion that sometimes occurs.
- (Letter received) In a conversation with the Rev. Father Patrick Crino, Rector of St. Augustine Cathedral, he mentioned to me that he would not be able to attend the evening meeting at Santa Rosa Rec. Center. He asked me to comment on parking at and around the Cathedral property as he had done at the previous meeting at the same rec center. Specifically, he is OK with 2-way traffic as outlined in Alternative B and the parking is also OK. He has mentioned that crosswalks in that area need to be improved and also that the intersection at S. 6th and 14th St. needs attention regularly, even though it is also a school crossing for Safford School students, it is also used by pedestrians from the Cathedral Church going to the Religious Education Center at 415 S. 6th Avenue. Please include these items in the ongoing process of putting a plan together for the entire neighborhood.
- (Letter received) I regret that I will not be able to attend the meeting at the Santa Rosa Recreation Center, this Wednesday, but I would like to express my views regarding the Five Points Intersection. Because the intersection supports a number of businesses essential to the economic needs of the area, it is necessary to maintain accessibility to those businesses. I am therefore most concerned that 18th Street not be blocked at 6th Avenue to cross traffic. In the sixteen years my business has been located at Five Points, I have never witnessed any truck traffic worth being concerned about, on 18th Street, nor a problem with fast traffic, but if either situation should materialize, increasing police

surveillance should control them. I have no specific concerns about other aspects of the project mentioned in your letter, but would agree with the consensus. Thanks for the opportunity to reply to your letter.

- (Letter received) I am part owner of the Five Points Flowers business, located at 804 S. 6th Avenue. This response is a collectively shared reply in behalf of all the owners and operators of this establishment. This property is located adjacent to the intersection of Stone Avenue, 6th Avenue, and 18th Street. This intersection has long been called by the residents of Tucson as Five Points and we have been in business at this location since February 1998. We are proud to be a part of this location as well as part of the local neighborhood of residences and small businesses. Our small business has been well received by the local community. We will not be able to attend, the development and improvement meeting scheduled for September 14, 2005. However, I am hereby submitting our concerns with the following issues. We feel that these issues will directly effect and result in an economic impact to the operation of our small business.
 1. The plans show delineation on the center medium of 6th Avenue adjacent to our location. The majority of our customers enter off of 6th Avenue and turn directly into our parking lot. Both when approaching from the north on Stone Avenue as well as approaching from the south on 6th Avenue. If the delineation shown on the plans is intended to be concrete curbs, this type of delineation will not allow vehicles to enter our parking lot when approaching from the south on 6th Avenue. Therefore, if the delineation shown for 6th Avenue is to be concrete curbs in the median as opposed to a painted median we strongly object to this design.
 2. The plans show that the pedestrian crosswalk, across 18th Street is to be diagonal as opposed to perpendicular to 18th Street. This design will interfere with the vehicles entering our parking lot from 18th Street, if the crosswalk is installed in this manner as shown on the plans. Therefore, we request that the new pedestrian crosswalk be designed and installed perpendicular to 18th Street as the crosswalk now exists.
 3. We are interested and concerned to know if this improvement project will address the reconstruction of the street curbs, sidewalks and landscaping. From our observation the pedestrian sidewalks are utilized on a continuous daily basis. It is my professional opinion that the condition of the existing sidewalks are in disrepair and in need of reconstruction.
 4. Since the start of our business we have tried to obtain a permit to install a permanent business monument sign at the northeast corner of our property. The City of Tucson, Development Services Department has requested that we delay our request until the street improvements have been completed. This issue has been ongoing for seven year and we would very much like to see the completion of these street improvements in order to try and obtain a permit for the installation of our much needed permanent business sign.

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OLD
PUEBLO *Printers*

Sept. 15, 2004

City Of Tucson
Department of Transportation
Attn: Ms Kim McKay
P.O. Box 27210
Tucson, AZ 85726-7210

Ms McKay

Please add these two comments to the other comment that I handed you last evening. I couldn't find them at that moment in my jumbled up packet of information.

I was very happy with what appears to be the right direction for the 5-Points Project as a result of last evening's meeting. The project has finally taken a very different direction. I think it is positive and is good for everyone.

Thanks for your participation.



Albert M. Elias

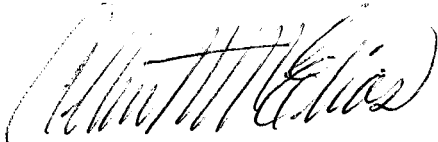
Sept. 13, 2005

To Whom It May Concern:

In a quick conversation today, with Ms Peggy Hutchison, Director of Primavera at 702 S. Sixth Avenue, she mentioned to me that it is necessary to look at the intersections of 17th and 6th Ave. and 17th and Stone Ave. and provide well delineated crosswalks at both intersections. Many of her clients use both of those intersections as pedestrians and as drivers of vehicles and it is imperative that we provide for their safety.

If she is not able to attend this meeting, she asked that I please address this subject for her and provide a written description of our conversation.

Thank you.

A handwritten signature in cursive script, appearing to read "Albert M. Elias".

Albert M. Elias

P.S. Peggy also mentioned that diagonal parking on 17th Street does not appear to be a good solution. Traffic congestion is already a problem on that block and it is better to not add to that confusion that sometimes occurs.

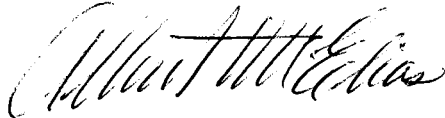
Sept. 13, 2005

To: Department of Transportation
Mr. Jim Glock, Director

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Thanks,

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Albert M. Elias