

February 4, 2016

Thomas Wills  
President, EL GHEKO Neighborhood Association  
6925 E Kingston Dr.  
Tucson AZ 85710

Mr. Wills:

At your request, my office arranged for a meeting between members of your neighborhood association and Zelin Canchola from the Department of Transportation. We met on January 6<sup>th</sup>.

Mr. Canchola and our office followed up with Andrew McGovern from the department. They sent both you and our office several specific responses. For the benefit of your neighbors, I have included them below:

Rosewood/Kolb - Traffic Engineering will conduct a turning movement count and crash analysis for the intersection of Kolb Road and the east leg of Rosewood. The turning movement count will inform us as to how many people are using the intersection during the peak periods. The crash analysis will tell us if there's unsafe driving occurring that we need to address. Note that we wait until after the snowbirds have left (spring break), so as to reflect normal conditions. Also, we will most likely only focus on the 4-6 pm time period, as that's typically the heaviest time of travel. Finally, the turning movement count will give us information needed to determine if some sort of median treatment (full closure, partial closure, etc.) is warranted.

*[Mr. McGovern has changed the timing on the study. See below.]*

Fifth/Kolb - Traffic Engineering will conduct a traffic signal warrant analysis for this intersection. Traffic signal warrant analyses look at turning movement volumes (both on the major street and on the minor street), delays experienced by motorists on the minor street, and crash history. Again, this study will be performed after spring break.

Gateway Circle extension - There are several hurdles to accomplishing this extension. First, most of the extended roadway lies on private property, so the necessary right-of-way would need to be purchased. Second, traffic that doesn't currently exist would be introduced to the 8 or 9 houses that back up to Fifth Street. Finally, other than HURF for operating and maintenance expenses, TDOT's funding comes from regional sources (PAG, RTA) and this project would not be eligible for those funds.



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WARD 2 COUNCIL OFFICE  
PAUL CUNNINGHAM  
COUNCILMAN

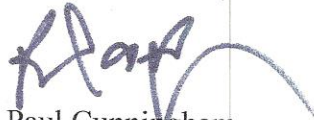
Both Gateway Circle and Center Drive (the name of the roadway when it gets north of Fifth Street) are private property, and therefore extending it south to meet with Fifth Street for an additional access point is not feasible.

Speedway/Finance Center Drive - The pork chop island on Finance Center Drive is in place to force exiting motorists to turn right. While removing this island would increase options, Traffic Engineering does not recommend this. Obviously, this is a very busy section of roadway with several access points, and the pork chop island gives us some control over vehicular movements. Allowing left turns out of Finance Center Drive would increase conflict points and driver confusion trying to navigate through this section of Speedway.

In response to your concern with the timing of the study, Andrew McGovern has agreed to move the time to late February/early March. His hope is that this will still capture winter visitor traffic.

Thank you!

Sincerely,

A handwritten signature in blue ink, appearing to read 'Paul Cunningham', with a large, sweeping flourish extending to the right.

Paul Cunningham  
Ward 2 Council Member