

Tammy Cloud-McMinn

From: michael ajdour <michaelajd@yahoo.com>
Sent: Tuesday, January 9, 2024 9:44 AM
To: City Clerk
Subject: Item 14 1/9/24 - barrio traffic calming

All Receive - Agenda Item # 14
For the Information of the:
CITY COUNCIL
Date 1/9/24 CA ☒ CC ☒
CM ☒ ACM ☒ DCM (3) ☒

Dear Mayor Blackburn & council,
Happy 2024!

Thank you for kicking off the new year by getting to this topic.

Your agenda states that tonight you'll choose between 2 options for the intersections at Palm&Harding and Magnolia&Madison.

As someone who lives by the intersection of Palm & Madison, I'd like to remind you that there is a 3rd and most rational option.

ACTUALLY IMPLEMENT THE TRAFFIC CALMING ALREADY AGREED ON BEFORE DECIDING MORE IS NEEDED.

When the city was actually "working with the barrio community to develop a plan", we stated over and over that reversing a few stop signs to stop traffic on the long north-south stretches of road instead of the short east-west ones would effectively calm traffic. We also agreed that trying inexpensive bulb-outs at the proposed traffic circles before breaking ground was a smart way to go.

"Other street design features to encourage safe behaviors" that reduce our on street parking do not need to be tossed into the mix at this time just because there are federal funds (that can also be used on safety lighting!) available. The barrio is not the petri dish for the City traffic engineers.

Don't reduce the barrio on street parking.

The police need it at Palm&Harding. Neither option will be effective in "encouraging safe behaviors" at the facility by that intersection! Unless there are plans to close Magnolia Manor, the on street parking is needed. We already have Magnolia Manor residents who park in front of our house on a routine basis.

BIG THANKS TO COUNCIL for voting in the 4 way stop at Oak & Madison last year.

Although as of last night, nothing has been done. How hard can it be to actually implement putting in 2 signs??

Please put the brakes on traffic & engineering experimenting in our very few square blocks. At least implement a few of the changes first. As a resident on Madison, I'd bet the 4 way stop & one traffic circle would do the job for this street. There will be a lot of gravy presented to you tonight by traffic & engineering on this because of the federal funds. If you really want to "encourage safe behaviors", steer those funds towards lighting, especially on Roosevelt, where it is incredibly dark.

Also, check with the police re: where lighting will encourage safe behaviors. You will get unbiased info you need on where best to spend the Federal funds as police are not hopping on the gravy train for them.

Increasing density & reducing on street parking creates problems instead of solving them in a neighborhood where many residents drive trucks to work. The independent plumber, pool cleaner, & roofer are not going to be able to bike to all their jobs.

It is your role to see that these federal funds are spent wisely. Not to cram a "circle quota" into a few square blocks.

Thanks,

Julie Ajdour

Tammy Cloud-McMinn

From: Jeffrey Pearson <jocdoc@medicine-in-motion.com>
Sent: Tuesday, January 9, 2024 9:01 AM
To: City Clerk
Subject: Tonight's council meeting: Traffic modifications at Harding & Palm
Importance: High

We are unable to attend tonight's meeting, but we want to share our thoughts regarding the proposed project to slow traffic on Harding between Palm St. and Avocado Lane.

We would be directly impacted by either of the proposed plans as we live at 880 Avocado Lane, on the corner of Harding and Avocado, with our driveway on Harding.

That being said, we would greatly prefer the second option i.e. to create medians as described. This section of Harding is particularly dangerous for us as - besides the speeding issue - the parking of the cars along our fence way makes exiting our home very dangerous. Cars are nearly always parked there and they obscure our view of the street coming from the direction of Chase Field and we've had some near misses. Eliminating the parking along this section would make our driveway much safer.

[Because of this current danger, we've been driving our vehicles over the curb on Avocado (where the residence's old driveway used to be located) so that we can safely enter Harding from Avocado Lane without impairment of view. We've even placed a request with traffic planning to paint this small section of our curb red to prevent parked cars from blocking our ability to use this space as an exit. Their response is still pending.]

Thank you for your time and consideration.

Sincerely,

Dr. Jeff and Laurie Pearson
760-445-6487 cell

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