

Meeting Summary
City of Tucson
Ward 4 Citizen Design Review Committee (CDRC)
Nov. 28, 2007
Clements Center, 8155 E. Poinciana Drive

ATTENDEES:

Ward 4 CDRC Members

Rick Hanson, Civano Neighbors Neighborhood Association (NA)
Daniel Weber, Civano Neighbors NA
Shirley Bila, South Harrison NA
Moon Joe Yee, Harrison East South NA
Randall Pierce, Mesquite Ranch NA
Al Wiruth, Rita Ranch NA
Rudy Lopez, Rita Ranch NA
Ken Moyes, Rita Ranch NA

Ward 4

Max Torres, Aide to Vice Mayor Shirley Scott

Guests

Roger Montemayor, Mesquite Ranch NA
Scott Lantz, Civano Neighbors NA Commercial Areas Working Group
Paul Wichman, Arizona State Land Department

City of Tucson Department of Transportation (TDOT) Staff and Consultants

M.J. Dillard, TDOT Project Manager, Central (22nd Street to Valencia Road)
and Northern (Speedway Boulevard to 22nd Street) segments
Craig Saltzman, TDOT Project Manager, Southern Segment (Valencia Road
to Interstate 10)
John Litteer, Castro Engineering Corp. Project Manager, Southern Segment
Joel Harris, Castro Engineering Corp. Project Engineer
Michelle Dodroe, Castro Engineering Corp. Project Engineer
Alejandro Angel, Psomas Project Manager, Central Segment
Jan Gordley, Gordley Design Group, Public Involvement
Arizeder Urreiztieta, Gordley Design Group, Public Involvement

MATERIALS:

- Agenda
- Oct. 24, 2007, CDRC Meeting Summary
- Public comments from Nov. 8, Nov. 15 public meetings
- Houghton Road construction sequencing principles

SUMMARY:

Arizeder Urreiztieta of Gordley Design Group opened the meeting with general announcements about schedules and materials. The next Ward 4 CDRC meeting is scheduled for Jan. 23, 2008. Arizeder introduced Jan Gordley, Gordley Design Group, who reviewed the meeting format and agenda for the evening, and invited guests or CDRC members with detailed or follow-up questions to remain after the meeting for further discussion with members of the project team.

Alejandro Angel, Psomas Project Manager, and John Litteer, Castro Project Manager, gave brief overviews of the status of the Central and Southern segments, respectively. Design Concept Reports with 30-percent plans are in the final stages before delivery to TDOT.

Alejandro and John also discussed sequencing principles. Sequencing principles will determine the prioritization of construction and improvements taking into account several factors and parameters. Sequencing principles for the Central and Southern segments are as follows:

- Prioritize areas that maximize benefits to the traveling public
 - Central Segment: 25,000 cars a day north of Escalante Road; Austin Point access; school access; widening portions of cross streets
 - Southern Segment: Old Vail Road/Mary Ann Cleveland Way intersection high priority to coordinate with new developments for one time, less expensive construction
- Minimize construction impacts and inconvenience to residents
- Be mindful of long lead-time issues (environmental and federal permitting, right-of-way and easement acquisition, coordination with Union Pacific Railroad)
- Ensure consistency with the timeline for availability of funds

Discussion also touched on funding sources and timing such as Regional Transportation Authority (RTA) and federal funding. Planning of the phases will coordinate construction with the release of various funding to develop a workable schedule and associated project speed, but will not result in any cuts in the proposed scope of project features and attributes. Subsequent discussion also covered the following considerations:

- Various agencies and developers are paying for the portions of the greenway
- Houghton Road is a high-priority project for the region
- It is estimated that the construction phasing and schedule will be finalized by March 2008

Other issues discussed are as follows:

- A stretch about 500 to 800 feet along Rita Ranch and Houghton Road potentially places the roadway at a higher level than the back wall of some adjacent houses
- The size of delivery trucks that utilize the area
- The availability and use of reclaimed water

Jan Gordley provided a brief overview of the two preceding public meetings (Nov. 8 and Nov. 15) and indicated that the project teams had received positive feedback on the way the teams are listening to concerns and responding to questions – and even about the meeting formats. Jan distributed copies of the comments from the meetings. Topics most frequently addressed in the comments:

- Speed limit. There was discussion about safety and need for higher speed limits, and discussion about the slightly higher design speed for the Southern Segment.
- Bicycle and pedestrian facilities. There are a number of pedestrian crossings planned; and those in school zones will be signalized.
- Noise mitigation. Rubberized asphalt remains the chosen method.
- Lighting. Alejandro stated that because safety is a primary concern, lighting would be provided at all signalized intersections and perhaps at median openings. Discussion followed about the advantages of non-white lighting. Craig Saltzman, TDOT Project Manager for the Southern Segment, explained the concept of the “theater effect,” which takes into account the adjustment necessary for the human eye in transitioning from ambient lighting to relative darkness. The theater effect calls for gradualized lighting to accommodate that period of adjustment.
- Transit services. Alejandro said the team would check with Sun Tran to ascertain the status of their plans and schedule. This will be completed during the design phase.

As discussion came to a close, a number of topics emerged on which more information will be provided in the near future.

Before the meeting adjourned at 7:50 p.m., Max Torres, Aide to Vice Mayor Shirley Scott, thanked the committee, consultants and TDOT for their work and dedication to the project.

The next meeting of the CDRC will be held Wednesday, Jan. 23, 2008, at 6 p.m. in the Clements Center. A reminder e-mail will be sent ahead of the date.