

**Meeting Summary**  
City of Tucson  
**Ward 2 Citizen Design Review Committee**  
Houghton Road, Northern Segment: Tanque Verde Road to 22nd Street  
Nov. 3, 2010  
Tucson Eastside City Hall, 7575 E. Speedway Blvd.

**ATTENDEES**

**Ward 2 Citizen Design Review Committee (CDRC) Members**

Frank Salbego, Eastside Neighborhood Association (NA)  
Mike Collins, five homes on Houghton Road  
Paul Gegenheimer, property owner  
Dominique Drentrea, Casas de Santo neighborhood

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

M.J. Dillard, TDOT Project Manager  
Joe Vaskovic, PB Project Manager  
John Hucko, Olsson Associates  
Melissa Benton, Gordley Design Group, Public Involvement  
Alice Templeton, Gordley Design Group, Public Involvement  
Nina Borgia-Aberle, Houghton Road Corridor Art Planner

**Guests**

Julia and Lou Potter

**MATERIALS**

- Agenda
- Houghton Road Corridor public art master plan rough draft
- Meeting evaluation form
- Implementation plan map
- CDRC neighborhoods map
- Comment form

**INTRODUCTIONS**

Alice Templeton asked all present to introduce themselves and then reviewed the outstanding Parking Lot items.

**PROJECT UPDATES**

**Corridor:** The Regional Transportation Authority (RTA) is wrapping up an audit of all RTA projects. This audit resulted in the temporary suspension of Period Two projects. The Houghton Road projects are Periods One and Three, and were not suspended. The RTA had concerns about the Houghton Road Corridor projects' scopes, specifically regarding four versus six lanes, and grade-separated intersections. The original RTA scope indicated that Houghton should be improved from a two-lane roadway to a four-lane roadway between Tanque Verde and Golf Links, and Old Vail Road to Interstate 10. The rest was to be

improved to six lanes. This was based on a prior/older ADOT study that proposed the four lane locations as “interim” solutions with a wide median that would be narrowed to allow for an upgrade to an “ultimate” six lane solution when traffic counts warranted the change. The older ADOT traffic study was updated with the start of the RTA projects, and it indicated that the six lanes were warranted before the corridor would be complete, so the City is proceeding with the six lane improvements throughout. The original RTA scope also indicated that the Houghton/Old Vail and Houghton/Valencia intersections were to be grade-separated intersections. The City of Tucson does not allow grade-separated intersections.

Another issue that has come up is the local match money for the RTA projects. The next project slated for construction is the Houghton: Irvington to Valencia stretch, and Pima County has indicated that they will not have their local match for this portion of the project. The City will be working with the County and the RTA to resolve this issue.

The City of Tucson will be presenting the scope resolution information, as well as other corridor specific issues at an upcoming RTA board meeting.

The overall status of the Houghton Road Corridor is that everything is still on schedule, and we are looking to start design on two new Houghton projects ahead of schedule, if possible.

**Houghton and Broadway Intersection:** The design of this project is about 75 percent complete, and construction is scheduled for fall of 2011. Work is continuing on the Sun Tran Park-and-Ride lot.

#### **ART PLANNER UPDATE**

Nina Borgia-Aberle said the art team is coming to the end of the art planning process. Nina reviewed the public, stakeholder, CDRC and other meetings the art team attended. Nina handed out an updated public art master plan draft for Ward 2 and a button with the Houghton Road Corridor art website. She gave the updated recommendations for the corridor. The artists want to keep continuity in mind; for instance, using the same railing design for bridges throughout the corridor, including the two bridges in Project 11 (Houghton: Tanque Verde to Speedway). Also in Project 11, the artists recommended art to be placed on the east side of the street just south of the Tanque Verde Wash, perhaps using it as a gathering place. For Project Seven (Houghton: Speedway to Broadway), the artists recommended using the retaining walls; they also recommended using the medians through working with the landscape architect. For Project Three (Houghton and Broadway intersection), there is little room for art at the intersection with the proposed roadway improvements so no art recommendations were made here. The nearby Sun Tran Park-and-Ride lot has space as well as separate funding and budget for art. For Project Eight (Houghton: Broadway to 22nd), the artists recommended incorporating art in the median, along with collaboration with the landscape architect.

In the corridor plan, Nina said there are recommendations for future artists to go out and talk further with the specific neighborhoods for each project to receive more input. Nina clarified

how the funding works. The team clarified how the art master plan will work in conjunction with individual project artists.

Nina, speaking for Joe O'Connell, Houghton Road Corridor railing artist, discussed the railing design for the corridor. She presented two designs for the Flowing Water concept that was preferred among the CDRC members. Joe is currently obtaining costs for the two designs. The railings would be made out of steel tubing—the same material all City rail is made from—and would be painted in an earth-tone color that is reflected in the desert.

## **GENERAL**

- Concerns were raised about four versus six lanes. M.J. said she will bring the state study and additional technical documents to a meeting to help explain, and she will take these concerns to her boss. A request was made for Jim Glock, TDOT Director, to come to the next CDRC meeting.
- A request was made for a center turn lane to be constructed now on Houghton Road north of Broadway Boulevard.
- A concern was brought up about an inaccuracy on page five of the art master plan rough draft, regarding Richmond Place. The artist will review the reference against a map of the neighborhoods.
- A question was brought up about extending improvements to Houghton north of Tanque Verde. M.J. suggested informing the RTA.
- A question was asked about timing of construction, related to other construction projects in the area. M.J. said she would get more data about the schedule for the Tanque Verde project with the County and said they try to stagger construction.
- A request was made that if Jim Glock comes to speak to the Ward 2 CDRC, he needs to bring documents so that there is paperwork backup for what he is saying.
- A question was asked about the percentage of construction costs allotted for art. Nina clarified it is a City and a County law that mandates one percent of all project costs to be allotted for art, the RTA allots one percent of the construction costs for art.
- A question came up about getting materials in advance. Melissa Benton said she would send it with the next meeting's agenda as needed.
- A question was asked about bus stop locations. Bus pullouts will be at all the major intersections, and the team will ask Sun Tran to come to a future CDRC meeting to discuss in-depth specifics about how Sun Tran chooses where to locate bus stops.
- A question was asked about the quantity of linear feet of rail in Project Seven (Houghton: Speedway to Broadway). It hasn't been fully determined yet, but it could be between several hundred to a thousand linear feet.
- A request for better chairs at the meeting site was made.
- A question was asked regarding rubberized asphalt, and the team confirmed the road would be paved with rubberized asphalt.
- A question was asked of the artist as to how the final design on which art rail will be selected. Nina said the cost differences needed to be determined first.

**PARKING LOT:**

- Street lighting
- Rainwater harvesting
- Tree sizes
- Retainment wall
- Bus ridership (projected)
- Four versus six lanes (M.J. to bring state study and ballot)
- Where bus stops exist

**Meeting adjourned at approximately 7:15 p.m.**