

Meeting Summary
City of Tucson
Ward 2 Citizen Design Review Committee (CDRC)
Houghton Road, Northern Segment: Tanque Verde Road to 22nd Street
March 2, 2009
Tucson Eastside City Hall, 7575 E. Speedway Blvd.

ATTENDEES:

Ward 2 CDRC Members

Mike Collins, homeowner representing five homes north of Fifth Street, on the west side of Houghton Road

Dominique Drentea, representing Casas de Santo neighborhood

Nancy Fahringer, interested property owner

Paul Gegenheimer, interested property owner

Staff

Katie Maass, Ward 2

M.J. Dillard, City of Tucson Department of Transportation (TDOT)

Joe Vaskovic, Jay Koesters, Chris Hale; PB

Britton Dornquast, Regional Transportation Authority (RTA) MainStreet Business Assistance Program

Barb Alley, Jan Gordley, Arizeder Urreiztieta; Gordley Design Group

Guests

Cornell Drentea

Eliseo Garza

Sheila Norris

HANDOUTS PROVIDED

- RTA brochures
- Summary of June 11, 2008, Ward 2 CDRC meeting
- Agenda
- Houghton Road Corridor Implementation Plan 2009-2019

INFORMATION

Overview of Houghton Road Corridor progress, by segment

Design Concept Report (DCR) and 30 percent plan effort:

- | | |
|--|--------------------|
| • Southern: Interstate 10 to Valencia Road | COMPLETE |
| • Central: Valencia Road to 22nd Street | COMPLETE |
| • Northern: Speedway Boulevard to 22nd Street | COMPLETE |
| • Northern: Tanque Verde Road to Speedway Boulevard | IN PROGRESS |

Adjacent projects, with anticipated construction start dates:

- Speedway Boulevard: Camino Seco to Houghton Road; 2010-2011
- Tanque Verde Road: Catalina Highway to Houghton Road; 2011
- Broadway Boulevard: Camino Seco to Houghton Road; 2018
- 22nd Street: Camino Seco to Houghton Road; 2022

Houghton Road Corridor Implementation Plan (see handout)

The implementation plan shows the anticipated sequence and schedule of construction.

- Sequencing reflected in the Implementation Plan is based on a number of criteria, including critical need, permitting timelines and funding.
- The Broadway Boulevard intersection is scheduled for improvements in 2011.
- Construction-related impacts on the flow of traffic are not anticipated to be severe because of the amount of space available to reroute traffic.

Speedway Boulevard to 22nd Street:

- The City is still working to refine and discuss access options with five homeowners along the west side of Houghton Road just north of Fifth Street.
- Access alternatives will be discussed with stakeholders in or near the Safeway Plaza at the Broadway Boulevard intersection.

Tanque Verde Road to Speedway Boulevard:

- New bridges will be added on the west side of the existing bridges at the Tanque Verde Wash and the Aqua Caliente Creek to accommodate the new four-lane roadway. The existing bridges were originally offset to the east to allow for the future expansion.

Lighting

The committee was asked for their opinion about adding traffic lighting to the project.

The discussion on street lighting included:

- Both objective and aesthetic criteria, including safety and lighting that some may see as being too close to homes.
- TDOT adheres to the local Dark Skies ordinance.
- There currently are no plans to lay conduit during construction to accommodate possible future lighting.
- As opposed to roadway lighting, it may be possible to provide lighting for bicyclists and pedestrians.
- Houghton Road's designation as a scenic corridor affects lighting options.

Number of Lanes

There was a discussion about the number of lanes needed for this area. Comment points were as follows:

- TDOT has considered reducing the number of lanes from six to four between Speedway Boulevard and Broadway Boulevard, and traffic studies indicate that this area will need six lanes to accommodate the projected future traffic numbers.
- It would waste resources to complete an area of Houghton Road with four lanes, only to have to return again to add lanes due to rising demand.
- The number of lanes built will not change the number of cars anticipated to use this area. Widening to six lanes can reduce idling, fumes and congestion.
- Further substantiation of traffic numbers was requested.
- The CDRC asked for criteria and sources for traffic counts: projections are based on census data; land-use plans; area growth trends and history; and plans for development.

- More information on traffic projections would be provided, but it would take some time to gather the requested information.
- Whether there are six lanes or four lanes, the roadway cross-section and proximity to homes would be the same; in the four-lane design, the median would contain the space for two more future lanes.
- A brief discussion on property values centered on the theory of psychology affecting home sales in an area designated for construction. Southern Arizona Home Builders Association and Tucson Association of Realtors were cited as potential sources of information.

Public Involvement:

- Jan encouraged committee members to voice any needs or feelings underlying their concerns and requests. This would help the project team better understand issues involved and identify possible solutions.
- The group was reminded that, due to many considerations such as safety and engineering design guidelines, not all project attributes are put up for a vote by the CDRC. Lighting, landscaping and public art are areas in which the CDRC could exercise greater impact.

Next Steps:

- A public meeting on the project is planned for March 24 at 6 p.m. at Eastside Baptist Church, 9000 E. Speedway Blvd.
- The next meeting of the Ward 2 CDRC is anticipated in late spring.

The meeting was adjourned at 6:58 p.m.