

Meeting Summary
City of Tucson
Ward 4 Citizen Design Review Committee (CDRC)
Sept. 26, 2007
Clements Center, 8155 E. Poinciana Drive

ATTENDEES:

Ward 4 CDRC Members

Shirley Bila, South Harrison Neighborhood Association (NA)

Rick Hanson, Civano NA

Al Wiruth, Rita Ranch NA

Ward 4

Max Torres, Aide to Vice Mayor Shirley Scott

Tucson Department of Transportation (TDOT) Staff and Consultants

Craig Saltzman, TDOT Project Manager, Southern Segment (Valencia Road to Interstate 10)

M.J. Dillard, TDOT Project Manager, Central (22nd Street to Valencia Road) and Northern (Speedway Boulevard to 22nd Street) Segments

Vince Catalano, TDOT Traffic Engineer

John Litteer, Castro Engineering Corp. Project Manager, Southern Segment

Alejandro Angel, Psomas Project Manager, Central Segment

Melanie Rice, Psomas Assistant Project Manager, Central Segment

Jan Gordley, Gordley Design Group, Public Involvement

Jamie Van Goethem, Gordley Design Group, Public Involvement

MATERIALS:

- Agenda
- Aug. 28, 2007, CDRC Meeting Summary
- PowerPoint presentations covering access management

SUMMARY:

Max Torres, Aide to Vice Mayor Shirley Scott, opened the meeting with introductions. Max said he and the team would be in touch with the CDRC members to ensure participation for future meetings. Following Max, Jan Gordley, Gordley Design Group, introduced herself and reviewed the meeting format and agenda for the evening.

M.J. Dillard, TDOT Project Manager, presented an overview of access management for the project. Houghton Road is being widened because of accelerated growth in the southeast, which is leading to traffic congestion and concerns. The Houghton Area Master Plan (HAMP) was developed for long-range planning for the area south of Irvington Road. The Arizona Department of Transportation completed its Houghton

Road Corridor Study (HRCS) that evaluated and planned for traffic on Houghton Road from Tanque Verde Road south to Sahuarita Road. The voter-approved Regional Transportation Authority (RTA) authorized the funding for a six-lane roadway.

Goals for the Houghton Road Corridor include reducing congestion, improving traffic capacity, improving safety and incorporating alternate-mode transportation options. These goals are met by widening the roadway with additional lanes, providing access management for adjacent land use and preserving traffic flow. Mobility improves with fewer signals and points of access.

Access management is the direct connection of joining land to a roadway by way of a street or driveway (including median openings). TDOT will follow a combination of the guidelines outlined in the HAMP, HRCS and the RTA plans. HAMP guidelines recommend signalized intersections spaced no closer than one mile apart, and median openings no closer than one-quarter mile apart. HRCS guidelines place primary intersections one mile apart and median openings no closer than one-half mile apart.

Alejandro Angel, Psomas Project Manager, described details regarding the Central Segment and access management. *Please see the PowerPoint presentation.* Following the Central Segment presentation, the floor was opened for questions and discussions:

- Do the HAMP guidelines apply to commercial properties on Houghton Road?
Yes. Commercial access will be limited and all new commercial zoning must follow HAMP.
- If the State land on the west side of Houghton Road between Irvington Road and Valencia Road is sold, what access guidelines must it follow?
It is currently low-density zoned. In addition, any master plan for that area will have to follow the HAMP guidelines. The State has agreed to comply with HAMP, and the City will enforce this. Jan suggested that this question be addressed as a FAQ on the Web site, and Max suggested that the City place a no-access easement along Houghton Road so builders cannot make an access point in the future when building. He also proposed placing a note on any development plans saying the builder is restricted in terms of access.
- How many parents drive their kids to Secrist Middle School from the north and from the south?
At this time, we know that there are nine buses total that go to the school: eight come from north of Secrist and one from south. It is assumed that the ratio of parents dropping students off is approximately the same.
- Many of the planned median openings would encourage people entering Houghton Road to turn left across three lanes of traffic going at 45-55 mph. Will this cause more accidents?
The added traffic lanes improve capacity, and the wider intersections with new signal timing will provide more breaks in traffic to allow vehicles to enter Houghton Road.

There are several locations in Tucson where this is safely done. It would not be fair to prohibit left turns at median openings for the minor street, nor efficient for emergency response. Drivers who are not comfortable executing the left turn from the minor street can make a right turn instead followed by a U-turn. The City also continually monitors crash records, so if a problem is detected at a given location, corrective measures are evaluated.

John Litteer, Castro Project Manager, described specific details regarding the Southern Segment's access management. *Please see the PowerPoint presentation.* Following John's presentation, the floor was opened for questions and discussion regarding the Southern Segment:

- How far east of Houghton Road will the median extend on Valencia Road?
To date, the main attention to design has been on Houghton Road. The details for design on the adjacent roads have not yet been determined. Frontage roads will be utilized where possible and practical to direct new developments to established access points on Houghton Road.

- Can the dual-path system be moved from the east side of Houghton Road to the west side to allow a shift in the alignment of Houghton Road toward the east as noise mitigation?

The placement of the Greenway on the east side of Houghton Road was previously determined, and confirmed, during the public process for the HAMP and the HRCS. Max also restated that the City will use asphalt-rubber paving as noise mitigation.

Jan wrapped up the question-and-discussion session, and confirmed that the PowerPoint presentations would be distributed through e-mail and posted on the Web site. She suggested that the next CDRC meeting be held at 6 p.m. on Wednesday, Oct. 24, 2007, and the CDRC members in attendance agreed it would work for them. At that meeting, materials for the public meeting will be presented so that CDRC members can review and respond. The project team is going to look at holding the next public open house meetings (one for each of the Central and Southern Segments) the weeks of Nov. 5 and 12, 2007.

M.J. gave an overview of the new information the project teams have to present to the public, including the recent change to a six-lane configuration, access management, roadway alignment, signalization and noise mitigation. In addition to reviewing materials for the public at the next CDRC, the team will discuss the dual-path system, alignment and intersections.

The meeting adjourned at 7:50 p.m.