

**Meeting Summary**  
City of Tucson  
Ward 4 Citizen Design Review Committee (CDRC)  
Oct. 24, 2007  
Clements Center, 8155 E. Poinciana Drive

**ATTENDEES:**

**Ward 4 CDRC Members**

Bob Small, Civano Neighborhood Association (NA)  
Rick Hanson, Civano NA  
Daniel Weber, Civano NA  
Al Wiruth, Rita Ranch NA  
Michael Tone, Rita Ranch NA  
Ken Moyes, Rita Ranch NA  
Roger Montemayor (substituting for Randy Pierce), Mesquite Ranch NA

**Guests**

Barry Kitay, Whirlygig Properties, LLC  
Steve Anderson, Pima County Natural Resources, Parks & Recreation  
Glenn Hicks, City of Tucson Parks and Recreation

**City of 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  
John Litteer, Castro Engineering Corp. Project Manager, Southern Segment  
Joel Harris, 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
- Sept. 26, 2007, CDRC Meeting Summary
- PowerPoint presentations covering roadway alignment parameters/evaluation process

**SUMMARY:**

Arizeder Urreiztieta of Gordley Design Group opened the meeting with general announcements about schedules and materials and a request to the committee to enter updated contact information on the sign-in sheet. The next public meeting for the Central Segment is scheduled for Nov. 8 and the next meeting for the Southern Segment is set for

Nov. 15. Arizeder also conveyed greetings from Vice Mayor Shirley Scott's Aide Max Torres, who was unable to attend. 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.

M.J. Dillard, TDOT Project Manager, presented a short overview of access management for the project as presented at the September 26, 2007, CDRC meeting. 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 facilitating traffic flow. Mobility improves with fewer signals and points of access.

Alejandro Angel, Psomas Project Manager, presented data regarding the Central Segment and roadway alignment considerations. *Refer to PowerPoint presentation.* Later in the meeting, he previewed materials to be presented at the Nov. 8 public meeting. During the Central Segment presentation the "design vehicle" parameters were discussed. The "design vehicle" used by Psomas for the alignment was a WB-20 interstate truck with semi trailer.

Steve Anderson of Pima County Natural Resources, Parks & Recreation, and Glenn Hicks, of the City of Tucson Parks and Recreation, presented an overview of the greenway planned for the east side of Houghton Road, with discussion.

- County planning for the greenway dates back to 1988.
- Houghton Road is a 26-mile forest-district-to-forest-district facility. The alignment along the east side of Houghton Road is part of the Pima County Trails Master Plan.
- Commercial developments along the east side of Houghton Road have been required with redevelopment and/or rezoning to dedicate land/improvements for the planned east side greenway.
- The 2004 Pima County Bond Election approved of the location and the funding for the greenway along Houghton Road on the east side of the roadway.

John Litteer, Castro Project Manager, described specific details regarding the Southern Segment's access management. *Refer to PowerPoint presentation.* Discussion followed.

- How effectively is traffic noise contained by a vertical wall as opposed to an angled sideslope? The answer depends on several factors and modeling specific to the situation.
- Are portions of Houghton Road in a Federal Emergency Management Agency (FEMA)-designated floodplain? There are no FEMA floodplains in the Rita Ranch area. Proposed improvements south of Rita Ranch, which include raising the Houghton Road/Old Vail Road intersection, will effectively remove an area east of Houghton Road from the floodplain.

M.J. Dillard re-emphasized the status of Houghton Road as a scenic corridor under the Houghton Area Master Plan.

Roger Montemayor presented the project team with a position paper on behalf of the Mesquite Ranch NA and asked that it become part of the record of public comments on the project. He discussed one of the requests in the paper: a median opening for turns onto Forest Glen Street.

There was further commentary about signalization, with focus on the signal at Bilby Road.

Jan asked CDRC members whether there were remaining questions and concerns, and there was agreement that individual discussions with project team members would immediately follow adjournment. She confirmed that the PowerPoint presentations would be posted to the project Web site, and that for the next meeting the team would provide to the committee the public comments received at the Nov. 8 and Nov. 15 public meetings.

The next meeting of the CDRC will be held Wednesday, Nov. 28 at 6 p.m. in the Clements Center. A reminder e-mail will be sent ahead of the date.

The meeting adjourned at 8:20 p.m.