

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

ATTENDEES

Ward 2 Citizen Design Review Committee Members

Frank Salbego, Eastside Neighborhood Association (NA)
Mike Collins, five homes on Houghton
Rich Hagenah, Houghton NA
Paul Gegenheimer, property owner

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
Jan Gordley, Gordley Design Group, Public Involvement
Alice Templeton, Gordley Design Group, Public Involvement

Guests

Nina Borgia-Aberle, Houghton Road Corridor Art Planner
Tom Fisher, City of Tucson Transit Services Division
Mary McLain, Sun Tran
Julia Potter, self
Eliseo Garza, self
Kent Phillips, self
Sandra Phillips, self
William Beatty, self
Sandra Beatty, self
Kirby Tatum, self

MATERIALS

- Agenda
- Comment transcription from Feb. 17, 2010, Houghton Road and Broadway Boulevard intersection open house
- Meeting summary from Feb. 4, 2010, Ward 2 CDRC meeting
- Houghton Corridor public art master plan
- Ward 2 questionnaire
- Public art master plan rough draft
- Art planner map
- Broadway and Houghton intersection Park-and-Ride frequently asked questions fact sheet
- Implementation plan map

- Public meeting evaluation form

INTRODUCTIONS

Alice Templeton asked all present to introduce themselves. Melissa Benton reviewed the outstanding Parking Lot items. The CDRC members were provided the opportunity to review the comments from the Feb. 17, 2010, Houghton Road and Broadway Boulevard public meeting.

PROJECT UPDATES

Corridor: Concept design (30 percent) is complete for the entire corridor

- The corridor art planners have been developing the art theme.
- Psomas was selected to replace Castro (out of business) for the Valencia Road to Interstate 10 segment.

Houghton and Mary Ann Cleveland Way-Old Vail Road Intersection: Will be completed in June.

Houghton, Irvington Road to Valencia: Design is 95 percent complete, with 100 percent design completion scheduled for September. Construction should begin at the end of 2010 or beginning of 2011 contingent upon right-of-way acquisitions and utility relocations.

Houghton and Valencia Intersection: This project is being accelerated so that the construction of this intersection will be completed with the Irvington to Valencia project.

Bridge over the Union Pacific Railroad (UPRR): Pima County is taking the lead and the project is about 15 percent through the design phase. This project is partially funded by federal money and will require coordination with the railroad so it may take up to five years to complete.

Bridge over the UPRR to I-10: Has received an additional \$800,000 in federal money and work on this project is beginning.

Houghton and Broadway Intersection: The design of this project is about 75 percent complete and construction is scheduled for 2011. Work is continuing on the Sun Tran Park-and-Ride lot, which will be constructed at the same time as the Houghton and Broadway intersection. An update was provided on the utility coordination efforts, drainage and the Park-and-Ride lot specifics, such as lighting and grading details.

ART PLANNER UPDATE

Nina Borgia-Aberle said the art team reviewed the corridor and discussed with engineers locations to put new art and enhance existing areas. The team has attended open houses and CDRC meetings to solicit input. She urged the attendees to spread the word about the art map and fill out the questionnaire. She referred to the map on which yellow areas indicated a first priority for public art. Each segment will have public artists. Themes will be selected for each segment.

On Houghton Road, from Tanque Verde Road to Speedway Boulevard, two bridges offer opportunity for art. There is also a lot of pedestrian railing. A recommendation was made to hire an artist to design new railing for the entire corridor. The rail must be cost-effective. On Houghton, between Broadway and Speedway, retaining walls offer primary sites for art. A secondary site would be the median. A separate art project will be at the Houghton and

Broadway Park-and-Ride site. There will be no art placed at the Houghton and Broadway intersection. On Houghton, from Broadway to 22nd Street, the primary art site would be the median, and secondary would be art railing. Nina referenced a draft document that is the beginning of the master art plan, which contains an overview, project summary and public comment. Nina sought audience questions and responded that an anti-graffiti plan is required of artists and will be considered and implemented. M.J. Dillard responded that the retaining wall at the frontage road by the five homes at the 5th Street alignment will have art on both sides of the wall.

SUN TRAN PARK-AND-RIDE UPDATE

Tom Fisher and Mary McLain were introduced, and Tom referred to a frequently-asked-questions handout they created. The Sun Tran Park-and-Ride lot is being built because of need and numerous requests for service. Five Park-and-Ride lot opportunities were identified throughout the region based on Regional Transportation Authority (RTA) planning. The Houghton and Broadway site was one of these five. Tom referenced the growth-projection map. Growth projections for the Houghton Corridor show increased densities through 2040. The Houghton and Broadway location was selected because existing service on Broadway could easily be extended to Houghton. Tom passed out an RTA map. Zoning and buffer exists for the lot. About 100 parking spaces will be available. Tom and Mary referenced safety issues regarding buses, such as limiting left turns and no backing up.

Tom said LED lighting will be in the Park-and-Ride lot from dusk to dawn. A surveillance camera will be operable at night. Artwork, landscaping lighting, water-harvesting, shelters, bus stops and a small driver restroom will be available. Two electric-car charging stations will be installed. The restrooms will not be public. Generally, Tom said, Park-and-Ride lots do not attract activity other than parking. Mary listed attributes of newer buses: cleaner, use biofuel or natural gas, security cameras, bike racks and wheelchair accessible. Park-and-Ride lots are different from transit centers; they are not hangout spots. Tom and Mary didn't have crime statistics, but anecdotally said car break-ins and other crime are rare at Park-and-Ride lots.

GENERAL

- Concerns were raised about impact to property values and amount of lanes constructed. Jan Gordley suggested going to the RTA and the Pima Association of Governments with those concerns.
- A request was made for current and projected bus ridership figures. This was added to the Parking Lot.
- Alice opened the discussion to visitor questions.
- A concern was expressed about pedestrians at the Houghton and Broadway intersection and about the bus route from Speedway to Broadway.
- A concern was expressed about current Qwest utility construction at Packard which might be in the project area. Staff will check this out.
- A request was made for greater tree density and landscaping to help with sound mitigation on the roadway.

- A truck and other vehicles are unsafely using a mound of dirt near 721 N. Houghton Road as a ramp. The City of Tucson will investigate this situation to see what solution can be reached.

PARKING LOT:

- Street lighting
- Rainwater harvesting
- Tree sizes
- Retainment wall
- Projected bus ridership

Meeting adjourned at approximately 7:15 p.m.