



City of Tucson Department of Transportation (TDOT)
Ward 4 Citizen Design Review Committee (CDRC)
Wednesday, Aug. 23, 2017, 5:30 to 7 p.m.
Clements Center, 8155 E. Poinciana Drive, Tucson, AZ

Meeting Summary

ATTENDEES

Ward 4 CDRC Members

Shirley Bila, South Harrison Neighborhood Association (NA)
Rudy Lopez, Rita Ranch NA
Keith Miller, Mesquite Ranch NA
Ken Moyes, Rita Ranch NA
Ed Thibodeau, South Houghton NA
Al Wiruth, Rita Ranch NA
Moon Joe Yee, Old Spanish Trail NA

City of Tucson (COT)

Teresa Smith, Ward 4 Staff

TDOT Staff and Consultants

Fred Felix, TDOT City Engineer
Michael Marietti, TDOT Project Manager
Michael Graham, TDOT Public Information Officer
Austin Wesnitzer, TDOT Project Manager
Sean Samsel, Psomas Project Manager
Brent Bartz, Psomas Project Engineer
Chenggang Zhang, Psomas Project Engineer
Jan Gordley, Gordley Group
Lori Lantz, Gordley Group
C.T. Revere, Gordley Group

Guests

Ailene Yee, Old Spanish Trail NA
T.C. Thibodeau, South Houghton NA

MATERIALS

- Agenda
- Implementation plan map
- CDRC neighborhoods map
- Meeting evaluation form
- Comment form

- Fact sheets - Houghton Road: 22nd to Irvington; Houghton Road: Valencia to Mary Ann Cleveland Way; Houghton Road Corridor
- Oct. 17, 2016, Ward 4 CDRC meeting summary

WELCOME, INTRODUCTIONS AND MEETING PROTOCOL

Jan Gordley opened the meeting and thanked everyone for coming, recognizing the hard work and contributions of the Ward 4 CDRC members since they began meeting almost 10 years ago, in 2007. Almost 40 CDRC and public meetings have been held during this time. Jan also thanked Ward 4 and Teresa Smith for their ongoing assistance and arranging for meeting space. Jan noted that Michael Marietti, new Houghton Road COT Project Manager, was unable to attend tonight's meeting. She asked the Psomas team and the rest of the attendees to introduce themselves. Lori Lantz reviewed the rules of the meeting to ensure a smooth process.

PROJECT UPDATES

Updates on the Houghton Road Corridor projects progress since the last public meeting in March 2017 included:

Houghton Road: Bridge over the Union Pacific Railroad (UPRR)

Austin Wesnitzer, TDOT Project Manager, presented an update on this project.

- This project started construction in April and is on schedule for completion in 24 months.
- Traffic continues to use the existing bridge while a three-lane structure is constructed to the east of the current bridge.
- The new bridge will be approximately the same height as the existing one, however approaches are raised so visibility is improved for safety.
- Traffic should shift to the new structure around December, then the old bridge will be removed and the second structure will begin construction.
- Once the Bridge and the Houghton Road: Interstate 10 to UPRR projects are complete, the planned alignment of the projects will allow the roadway to connect and traffic to merge smoothly with the bridge.

- The completed bridges will have three travel lanes with bicycle lanes on each bridge, a multi-use path on the east bridge and a sidewalk on the west bridge, to match the rest of the Houghton Road project improvements.

Houghton Road: UPRR to Interstate 10

Brent Bartz, Psomas Project Engineer, presented an update on this project.

- This segment of Houghton Road improvements is about 1.2 miles long and will have six travel lanes, bicycle lanes in each direction, and a six-foot asphalt sidewalk on the east side.
- Construction is expected to begin in early 2018 and is anticipated to take approximately 18 months to complete.
- Bike lanes will end where construction stops and will connect in the future to the Arizona Department of Transportation (ADOT) reconstruction of the Houghton Road Interstate 10 traffic interchange.
- The roadway design is being coordinated with ADOT improvements at the Interstate 10 traffic interchange.
- ADOT interchange reconstruction is programmed for 2021.
- In the meantime, temporary signal construction is planned at the interchange.

Houghton Road: 22nd Street to Irvington Road

Sean Samsel, Psomas Project Manager, presented an update on this project.

- This project will include six lanes of travel, bicycle lanes in each direction, curbed outside edge and medians, bus turnouts, sidewalk on the west side and a multi-use path on the east side to match the other Houghton improvements.
- A PELICAN pedestrian signal will be added at Secrist Middle School, along with bus storage and circulation improvements. The school principal was consulted about circulation patterns and is pleased with the new plans.
- Widening, turn lanes and traffic signals are included at Old Spanish Trail, Golf Links Road and Escalante Road.
- Design features include drainage improvements for all-weather access, lighting and public art.

- Improvements will be made to the existing Pantano Wash bridge, and an additional span will be constructed to the east of the current one.
- Design is currently at 60%, and active efforts on the design plans are expected to resume in 2019.
- Construction is anticipated to start in 2022.
- The walking path on the east side currently ends at Irvington, but is included in this project and when complete will stretch the entire length of Houghton from Valencia to Broadway.
- Retaining walls are planned in some areas but no noise walls.
- School traffic goes through the neighborhood behind Secrist, but Ward 4 can work with Tucson Unified School District (TUSD) to notify parents not to take that route.
- Improvements should help alleviate traffic issues.
- A request was made for an arrow turn light at Escalante, and also at Rita Road. Ward 4 staff will look into this.

Houghton Road: Valencia Road to Mary Ann Cleveland Way/Old Vail Road

Sean Samsel, Psomas Project Manager, presented an update on this project.

- Design of this section is just starting, so this is a good time for input. CDRC and public meetings are planned at 60% and near final design. The committee requested a CDRC meeting at 30%.
- Work on design began in July 2017, and is expected to take 24 months.
- Primary design features include tying into completed intersections at Valencia Road and Mary Ann Cleveland Way/Old Vail Road.
- Traffic studies will determine turn lane and signal arrow timing and needs.
- Rita Road intersection will have a traffic signal and road widening.
- Features will include six travel lanes, bicycle lanes in each direction, sidewalk on one side of the road, and a multi-use path on the other side.
- CDRC and public input will be requested on placement of the multi-use path on the west side of Houghton Road, nearer to most residents of Rita Ranch, or on

the east side, which would be more cohesive, as that is the location along the rest of the corridor.

- The committee asked about a berm at Old Spanish Trail to redirect water flow.
- A drainage study will review flooding issues reported at Rita Road intersection and existing dip sections; design standards will be for a 100-year event.
- Access design will be compatible with planned future access to Esmond Station Regional Park when fully built out with 11 sports fields; currently the Park is partly funded with access only from Mary Ann Cleveland Way. The committee noted that a dirt access road will need to be lowered, and the design team is aware of this concern.
- The committee requested a reclaimed water line for Park use. The design team will relay this request during coordination with Tucson Water and Pima County Parks. It is possible that sleeves could be added for a future water line if requested by COT/Tucson Water.
- Sidewalk and lighting to complete the connection on Old Vail Road will be included in this project.
- The committee was concerned about the section of sidewalk needed on Old Vail Road, and the length of time to complete this, requesting it be expedited.
- The design team will work with the Rita Ranch Neighborhood Association on replacing monuments on Old Vail Road and make efforts to avoid impacts to existing monuments.
- An artist will be selected for the public art project after 60% design.
- The committee requested a review of notes from a walk-through of the area with the design team that was done years ago.
- Traffic monitoring occurs from 6 to 9 a.m. and 4 to 7 p.m. The committee suggested monitoring when schools get out at 2 p.m. or later. Ward 4 will send the school release times to the design team, as they are staggered.
- Concern was expressed about the landscaping, since some areas on the segment to the north have become quite overgrown. The grass seed mix planned for use for stabilization against erosion has been altered to include shorter grasses.

- Fires in the overgrown areas have caused concerns, and discussion ensued about types of landscaping available to look more groomed.
- Ward 4 staff mentioned that they met with the TDOT Director and City Manager about landscaping and this will look different going forward. Maintenance workers are working on cleaning up the landscaping.
- The committee discussed curbing and low medians for water harvesting.
- The design team is studying access at Rita Road, where traffic sometimes gets backed up. More details will be available as design progresses.

PARKING LOT

Lori Lantz added items to the parking lot during the meeting, including:

- Public art, retaining wall in 22nd to Irvington project
- Turn arrow at Escalante requested
- Pipe for reclaimed water near Esmond Station Park (Valencia to Mary Ann Cleveland Way)
- Frequency of meetings
- Curbing on the median
- Will roadway stand up until construction? Deteriorated streets are potholed, especially just north of Rita Road

VISITOR COMMENTS

There were no visitor comments.

ADJOURNMENT

The meeting was adjourned at 7 p.m. Team members brought project roll plot maps and 60% plans for the 22nd to Irvington segment so attendees could ask individual questions about specific areas following the meeting.