



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the Members of the Silverbell Road Task Force and to the general Public that the Silverbell Road Task Force will hold the following meeting which will be open to the public:

SILVERBELL ROAD TASK FORCE WEDNESDAY, NOVEMBER 4, 2009

MEETING NOTICE

The Silverbell Road Task Force (SRTF) will conduct a meeting on Wednesday, November 4, 2009, at 5:30 p.m. at the Silverbell Golf Course Clubhouse, 3600 N. Silverbell Road. All meetings are open to the public.

AGENDA

- 1. Call Meeting to Order – Confirm Quorum**
- 2. Introductions of SRTF Members and Project Team**
- 3. Establish Ground Rules for Task Force Meetings**
- 4. Staff Reports and Presentations to SRTF**
 - **SRTF Roles and Responsibilities**
 - **Project Overview and Timeline**
 - **Update on Tasks to Date**
- 5. Next Steps**
 - **Items for Future Meetings**
 - **Future Meeting Dates**
- 6. Call to the Audience**
 - **Please state your name and group that you represent**
- 7. Adjournment**

-- Action May be Taken on Any Item --

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by calling Evelyn at 885-9009. Please allow ample time to make these arrangements.

This is a project of the Regional Transportation Authority (RTA). The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

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Silverbell Road Task Force

Wednesday, November 4, 2009

Summary of Meeting #1

The first meeting of the Silverbell Road Task Force (SRTF) took place from 5:35 to 7:10 pm at the Silverbell Golf Course Clubhouse, 3600 North Silverbell Road. In attendance were all members of the Task Force: Robert De La Cerda, Kendall Elmer, Sandy Fagan, Judith Meyer, Barbara Whitaker, Midge Hardy, Frank Stryker, Bradley Lang, Wain Cooper, Michael Mencinger, Angela Wagner-Gabbard, Julie Prince, Gale Marsland, Josh Wright and Hurvie Davis. Also present were Andy Dinuer, Project Manager for the City of Tucson, Jim Schoen, Project Manager for the Kittleson consultant team, Jason Simmers (Kittleson), Nanette Pageau and Evelyn Urrea (Kaneen Advertising), Freda Johnson (Rillito Consulting Group) and Britton Dornquast (RTA Main Street Program).

1. Call Meeting to Order – Confirm Quorum

Freda Johnson, meeting moderator, welcomed everyone and announced that a quorum was present. She said that her role is to be a neutral facilitator for meetings of the task force, make sure that everyone is heard and keep the meeting on schedule.

2. Introductions of SRTF Members and Project Team

Members of the Task Force introduced themselves and told about their affiliations and interests. Project Team members Andy Dinuer and Jim Schoen introduced themselves as well. Freda Johnson announced that at the next meeting a representative from the Tucson City Clerk's office would be present to explain the Open Meeting Law under which Task Force meetings would operate. In addition, she said that a Chair and Vice Chair for the Task Force could be elected. She reminded everyone that her role as moderator would allow officers of the Task Force to participate fully in discussions. She said that a list of Task Force members with contact information (address, phone, e-mail) was circulating and members were invited to cross out any contact information that they did not wish to release publicly at meetings and on the project web site.

3. Establish Ground Rules for Task Force Meetings

Freda introduced this item by saying that the objective is to identify ground rules by which Task Force meetings would be run. She said they would not be her suggestions but should come from the group. People made suggestions that were written down on poster paper and, by general agreement, the ground rules were accepted:

- One person speaks at a time after being recognized by chair/moderator
- Treat one another with respect
- Maintain order of agenda
- Give notice if one is going to be late or absent

- Everyone provides input
- No ad hominem attacks - go for issues, not people

4. Staff Reports and Presentations to SRTF

SRTF Roles and Responsibilities
 Project Overview and Timeline
 Update on Tasks to Date

Jim Schoen gave information about the project scope in a power point presentation. During this, he referred the Task Force members to their project notebooks, which included a fact sheet about the project and a proposal for the Task Force to operate by consensus decision-making. Subsequently, it was agreed by staff to provide a copy of this presentation to Task Force members. Jim invited comments and questions following his presentation about the Task Force role and responsibilities. Brad Lang asked if it was true that the Task Force can express opinions but agencies will make decisions. Jim Schoen said that what we collectively agree on would be moved forward in the Design Concept Report. Andy Dinauer said that Task Force recommendations would be documented untouched by staff. It was also said that there are standards for the roadway and safety considerations that will need to be addressed. Barbara Whitaker spoke in favor of desert colors being used in any concrete structures and that she was concerned this might be costly. Andy said that colored concrete can be cost effective in drainage structures and he also acknowledged that there are unique challenges in this project. In response to other questions, Andy said that experts would be brought in to inform the Task Force. Examples are drainage and archaeology. Jim said that cost evaluations would be presented on alternatives as we proceed.

Discussion continued with a request that equestrian users and access be made part of the givens in this project. The total budget was announced as \$57 million. Angela Wagner-Gabbard asked if construction would be done in segments and how would the budget be handled if the northern half of the project doesn't occur until 2022. Andy said that his best guess is to split the project in half and set aside funding for the northern segment. He said that the \$57 million figure was an estimate by the Regional Transportation Authority (RTA) based on per mile costs. In response to a question from Josh Wright, Andy clarified that the Task Force could make recommendations on a policy level and on what the second half of the project would include. Brad Lang said he is interested in knowing what the plan is to preserve the Camino del Cerro bridge crossing and if it's possible to divert some traffic to Camino del Cerro. Andy acknowledged that there is much activity in that portion of the corridor. He said that the design flow volume for the Santa Cruz River has increased and that bank stabilization is possible. He said that Arizona Department of Transportation is working on the interchange of Prince and Interstate 10 and that it is planned that cross streets, including Ruthrauff Road, Prince Road, and Ina Road will go over both I-10 and the UPRR. Hurvie Davis suggested that the 'givens' slide in the power point presentation should be modified to include the Sunset Bridge connection in Phase 3. Andy advised that phasing of all RTA projects is being evaluated. Any corridors connecting to Silverbell are open for discussion. Jim said

that there would probably be a public process for evaluation of the Sunset Bridge. Hurvie Davis asked what the land use patterns were based on, i.e. on current zoning or general plans of each of the jurisdictions. Jim said that traffic projections were based on the PAG regional travel demand model which utilizes the existing zoning to determine the amount of traffic that will be generated. Hurvie also asked about the design concept and if it had a specific speed limit associated with it and what those speed limits are based on. Jim said that the alignment of the roadway reflects the safety required for that design speed. The lower the design speed, the greater curves you can have on the roadway.

Frank Stryker observed that going north on Silverbell, the utilities are on the west side of the roadway and since the City of Tucson and the Town of Marana own land on the east side, why not move the road over to the east. Andy acknowledged that this is a possibility. Midge Hardy commented that her business, which is on Silverbell, would be greatly affected if the roadway is more to the west.

Staff agreed to provide copies of the power point by e-mail to the Task Force and be put on the project web site for the general public. In general, Jim Schoen committed to providing information to the Task Force two weeks ahead of meetings. Sandy Fagan pointed out that there is open space on the west side of the roadway and that it is important to preserve this.

5. Next Steps

Items for Future Meetings Future Meeting Dates

Jim Schoen identified drainage and flood plain alignments as topics to be addressed at the next meeting. He said that monthly meetings are anticipated. Angela Wagner-Gabbard said that 6 pm would be a better start time for her and others agreed to this. It was also agreed to end meetings promptly at 7:30 pm. Frank Stryker asked if it would be appropriate to have subcommittees. Andy said that he didn't know but it might be reasonable to consider. Julie Prince said she is interested in the topic of gutter pans that are an obstacle to cyclists. For future agendas, Freda said that a section on 'announcements' would be added.

By general agreement, future meetings would be held on the first Wednesday of the month and the next meeting was confirmed to take place from 6-7:30 pm on Wednesday, December 2, 2009.

6. Call to the Audience

Freda asked for a show of hands from the audience as to who would like to address the Task Force. She reminded everyone that under the Open Meetings Law, response may not be made to any speaker by either staff or the Task Force. Three people indicated interest in addressing the Task Force.

A. Julian Hadland asked when the survey on traffic density had been done in relationship to the I-10 construction.

B. Cindy Davis of Sweetwater Reserve commented that she was very impressed with the efforts of everyone involved with the project. Additionally, she asked that they look at the skewed intersections and hopefully improve the design.

C. Jeannette Hanby of Milagro asked the Task Force to consider alternate modes with this project because many people walk, bike, ride horses. Also, she hoped a bus system would be included that would not impede alternate modes and that possibly a tunnel would be considered for the wildlife crossings.

7. Adjournment

By general agreement, the meeting was adjourned at 7:10 pm.



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the Members of the Silverbell Road Task Force and to the general Public that the Silverbell Road Task Force will hold the following meeting which will be open to the public:

SILVERBELL ROAD TASK FORCE WEDNESDAY, DECEMBER 2, 2009

MEETING NOTICE

The Silverbell Road Task Force (SRTF) will conduct a meeting on Wednesday, December 2, 2009, at 6:00 p.m. at the Silverbell Golf Course Clubhouse, 3600 N. Silverbell Road. All meetings are open to the public.

AGENDA

- 1. Call Meeting to Order – Confirm Quorum**
 - 2. Introductions of SRTF Members and Project Team**
 - 3. Announcements**
 - 4. Consideration of Electing a Chair and Vice Chair**
 - 5. Staff Reports, Presentations and Discussion**
 - a. Traffic Report Q & A**
 - b. Cross Section Alternative**
 - c. Path Connectivity Concepts**
 - d. Alignment Alternatives**
 - 6. Next Steps**
 - a. Future Meeting Dates**
 - 7. Call to the Audience**

Please state your name and group that you represent (3 minutes each)
 - 8. Adjournment**

-- Action May be Taken on Any Item --
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Silverbell Road Task Force

Wednesday, December 2, 2009

Summary of Meeting #2

The second meeting of the Silverbell Road Task Force (SRTF) took place from 6:00 p.m. to 7:50 pm at the Silverbell Golf Course Clubhouse, 3600 North Silverbell Road.

In attendance were these members of the Task Force: Robert De La Cerda, Kendall Elmer, Judith Meyer, Barbara Whitaker, Midge Hardy, Frank Stryker, Michael Mencinger, Angela Wagner-Gabbard, Julie Prince, Gale Marsland, Josh Wright and Hurvie Davis. Sandy Fagan, Bradley Lang and Wain Cooper were absent. Also present were Andy Dinauer, Project Manager for the City of Tucson, Jim Schoen, Project Manager for the Kittelson consultant team, Jason Simmers (Kittelson), Evelyn Urrea (Kaneen Advertising), and Freda Johnson (Rillito Consulting Group).

1. Call Meeting to Order – Confirm Quorum

Freda Johnson, meeting moderator, welcomed everyone and announced that a quorum was present.

2. Introductions of SRTF Members and Project Team

Members of the Task Force introduced themselves and told about their affiliations and interests. Project Team members Andy Dinauer and Jim Schoen introduced themselves as well as did members of the audience, including representatives from Pima County and the Town of Marana.

3. Announcements

Freda introduced this item by saying that the City Clerk was unable to attend this meeting of the Task Force but could do so at a future meeting to clarify procedures required under the City of Tucson's Open Meeting Law. Barbara Whitaker suggested that subcommittees be formed for Task Force members who wished to delve in more deeply into topics. Freda acknowledged that a summary of the first Task Force meeting had been distributed. She said that observers are invited to fill out meeting comment forms as well as address the Task Force during the Call to the Audience. Freda concluded the item with a review of meeting ground rules established by the Task Force on November 4, 2009.

4. Consideration of Electing a Chair and Vice Chair

Freda announced that every committee working on Regional Transportation Authority (RTA) does it differently and that some have chairs and some don't. In response to a question, she said that a chair could open and close the meetings and represent the Task

Force in front of elected officials in the three jurisdictions from time to time. By general agreement, the Task Force requested that this topic be addressed at a future meeting after hearing from the City Clerk's representative.

5. Staff Reports. Presentations and Discussion

Jim Schoen gave information about the project scope in a Power Point presentation. He invited questions and discussion after each of the subtopics. The reports were as follows: Traffic Report, Cross Section Alternative, Path Connectivity Options and Alignment Alternatives.

Following the Traffic Report presentation, Gale Marsland asked about transit and alternate modes of travel. Jim said that all modes would be covered in addition to vehicular travel. Barbara Whitaker said that access and turn lanes are important issues to her. In response to another comment, Jim said that the multiuse path can be more than for walkers and cyclists, but generally it would be used for non-motorized travel. Angela Wagner-Gabbard asked about how lighting would comply with the 'Dark Skies' initiative and why there is no lighting indicated north of Goret Road. Andy Dinauer said that continuous roadway lighting is typically considered to address safety considerations, especially in commercial areas. He said that the City of Tucson installs continuous roadway lighting on arterials but Pima County and the Town of Marana typically do not. The City addresses lighting by using shielded and lighting that shines down and the fixtures that are used are dark skies compliant. Scott Leska from the Town of Marana said that 'Dark Skies' compliance in Marana applies to private development.

Comment was made that the 'segway' vehicle is motorized and that people who own them are not sure where they can travel. Jim said that the right-of-way for the multiuse path needs to be clarified and this information will be provided to the Task Force. Scott said that in Marana segway vehicles are OK on a multiuse path within curbed areas.

Andy Dinauer summarized the projected volumes that dictate the number of lanes in each direction and asked if there is agreement by the Task Force on this recommendation. Kendall Elmer said that the Task Force is in agreement with this information. Jim characterized it as being a four-lane, divided roadway with left turn median openings allowed at specific locations and right turn lanes in each direction at signalized intersections. Julie Prince said she is interested in more clarity about bike lanes and that there be adequate signage for cyclists. Midge Hardy expressed concern about access to her property and the ability of people to turn into and out of her property. Jim said he would sit down with her to work out details of turning movements at that location. Judith Meyer observed that equestrian access and ability of horse trailers to turn into Columbus Park is important.

Jim presented information about cross sections and said that components include a) the median, b) the travel way and c) the shoulder. A typical cross section was presented on a board. Jim said that the minimum standard for all three jurisdictions is 20 feet and that this allows for safe u-turns and left turn staging. He pointed out that Marana requires

outside curbs. The City of Tucson evaluates cross sections on a case-by-case basis. Jim pointed out that an uncurbed median is not necessarily lower in cost though it may provide a rural feel. He asked the group if the team is on the right track with curbed medians throughout. By general agreement, the answer was yes. Judith asked about how water harvesting will work with curbed medians. Andy said that water that falls on the median would be captured there.

A question was asked about who maintains roadways. Andy said that there are intergovernmental agreements between the jurisdictions and maintenance responsibilities are shared in some instances where it makes sense to do so. Regarding the travel way, an 11-foot lane is proposed on the outside and a 12-foot lane is on the inside. Regarding bike lanes, there is variation. For example, Marana specifies a 7-foot lane and calls it a 'multiuse lane'. There is a recommendation for a 1-foot gutter pan, the cement area next to the curb. Frank Stryker observed that many cyclists use Silverbell and a 1-foot gutter is not adequate. He urged that a wider lane would be better. Julie pointed out that a 6-foot lane is preferred by the Bicycle Advisory Committee. She said that safety is an issue as is the ability of riders to be traveling side-by-side. A 7-foot lane with a 2-foot gutter pan would be better. Angela asked how a gutter pan affects water harvesting. Jim said that a gutter pan preserves the life of the pavement. He acknowledged the desire to have wider bike lanes. Andy said that a 6-foot lane would apply to the City of Tucson section and Rick Ellis from Pima County concurred and said that if it's wider, drivers will use it as a turn lane which compromises safety. Pima County and the Town of Marana have compromised on a 6' wide bike lane consisting of 5' of asphalt and a 1' gutter pan. Angela observed that the City doesn't require a gutter pan but Marana and Pima County do. She said that she is concerned about space and by the budget impact. Julie said that costs should consider lives saved with safer facilities for cyclists. Several people spoke in favor of encouraging cycling in the Silverbell corridor.

Discussion took place about whether or not shoulders should be curbed. In Marana, they will be curbed but in Tucson and Pima County they are not necessarily done that way. Pros and cons of curbed vs. uncurbed were reviewed. Some preferred uncurbed because it enhances the rural feel of the area. Jim said that from Goret to Sunset, uncurbed sections can be considered.

Jim summarized aspects of path connectivity in the project. He said there would be a 10-foot multiuse pathway on the east side with some sidewalk on the west for pedestrian connectivity to signalized intersections. Equestrians would cross at intersections with push buttons to activate signals. Judith said she wonders about the advisability of this. Gale Marsland pointed out that a map showing trails shows an existing trail crossing her property. It was clarified that the trails depicted reflect work done by the Pima Trails Association. Staff acknowledged Gale's concern and said they would work to clarify the situation since consent had not been sought or received from the property owner.

Criteria for a roadway alignment were reported and discussed. Jim said that nothing can be built in a floodway and that although the flood plain is wider, building is possible in some cases. Staff said that agreement would be sought on the list of criteria at the next

meeting. Judith said that she would like to know what the cost differences are between curbed and uncurbed sections along the roadway.

6. Next Steps – Future Meeting Dates

By general agreement, the first Wednesday of January would be the date for the next meeting of the Task Force.

7. Call to the Audience

One person rose to address the Task Force, Julian Hadland, who reported his concern about the well being of elderly residents in the corridor. He pointed out the difference between Silverbell, which is near the I-10 corridor and River Road. He reminded everyone that the RTA language says that up to four lanes are desired on Silverbell and he said he prefers a three-lane scenic roadway with a center turn lane. He said that he is still not satisfied with the width of bike lanes and that he is still interested in learning the dates of traffic surveys done for this project.

8. Adjournment

By general agreement, the meeting was adjourned at 7:50 pm.



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the Members of the Silverbell Road Task Force and to the general Public that the Silverbell Road Task Force will hold the following meeting which will be open to the public:

SILVERBELL ROAD TASK FORCE WEDNESDAY, JANUARY 6, 2010

MEETING NOTICE

The Silverbell Road Task Force (SRTF) will conduct a meeting on Wednesday, January 6, 2010, at 6:00 p.m. at the Silverbell Golf Course Clubhouse, 3600 N. Silverbell Road. All meetings are open to the public.

AGENDA

- 1. Call Meeting to Order – Confirm Quorum**
- 2. Introductions of SRTF Members and Project Team**
- 3. Announcements**
- 4. Review of Open Meeting Laws – Representatives from City Clerk's and City Attorney's Offices**
- 5. Staff Reports, Presentations and Discussion**
 - a. Cross Section Follow Up**
 - b. Corridor Alignment Alternatives**
 - c. Signalized Intersection Alternatives**
- 6. Next Steps**
 - a. Future Meeting Dates**
- 7. Call to the Audience – Please state your name and group that you represent**
- 8. Adjournment**

-- Action May be Taken on Any Item --

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Silverbell Road Task Force

Wednesday, January 6, 2010

Summary of Meeting #3

The third meeting of the Silverbell Road Task Force (SRTF) took place from 6:00 to 7:50 pm at the Silverbell Golf Course Clubhouse, 3600 North Silverbell Road. In attendance were the following member representatives of the Task Force:

Wain Cooper, Regional Transportation Authority
Kendall Elmer, Pima County Neighborhoods
Barbara Whitaker, City of Tucson Neighborhoods
Sandy Fagan, City of Tucson Neighborhoods
Frank Stryker, City of Tucson Businesses
Bradley Lang, City of Tucson Businesses
Michael Mencinger, Regional Transportation Authority
Angela Wagner-Gabbard, Town of Marana Neighborhoods
Julie Prince, City of Tucson-Pima County Bicycle Advisory Committee
Gale Marsland, Pima County Businesses
Josh Wright, Town of Marana Businesses

SRTF members Hurvie Davis, Robert De La Cerda, Midge Hardy and Judith Meyer were absent.

Also present were Project Team members:

Andy Dinauer, Project Manager, City of Tucson
Jim Schoen, Project Manager, Kittelson & Associates
Jason Simmers, Lead Engineer, Kittelson & Associates
Rick Ellis, Pima County Transportation
Scott Leska, Town of Marana
Jose Ortiz, City of Tucson Traffic Engineering
Freda Johnson, Meeting Moderator, Rillito Consulting Group
Nanette Pageau, Community Outreach, Kaneen Advertising & Public Relations
Evelyn Urrea, Community Outreach, Kaneen Advertising & Public Relations

1. Call Meeting to Order – Confirm Quorum

Freda Johnson, meeting moderator, welcomed everyone and announced that a quorum was present.

2. Introductions of SRTF Members and Project Team

Members of the Task Force introduced themselves as did Project Team members. All jurisdictions were represented.

3. Announcements

Freda Johnson reviewed the Task Force meeting ground rules.

4. Review of Open Meeting Laws – Representatives from City Clerk's and City Attorney's Offices

Deborah Rainone, City Clerk's Office, summarized requirements for record keeping, meeting protocol, and voting. She said that a legal action report is required following the meeting. She reminded the group that a quorum is required for a meeting to take place and that minutes of meetings should be approved and posted. Dennis McLaughlin, City Attorney's Office, reminded the group that discussion could take place only on items on the agenda. Members of the Task Force may not talk to one other about the project outside of the committee meeting, but may talk with the designated staff member between meetings. Andy Dinauer is the staff contact. Dennis advised that e-mails can be a problem and that one member should not e-mail all the other members at one time because this constitutes a quorum. He said that there is a handbook provided to Task Force members in their membership packet as a reference. Subcommittees are permitted but they must also follow all Open Meeting Laws.

5. Staff Reports, Presentations and Discussion

a. Cross Section Follow Up

Before going over the proposed Cross Section alternatives, Jim Schoen of Kittelson & Associates acknowledged questions asked by Task Force members at the December meeting as follows:

Regarding the type of vehicles that may be used on a multi-use path, any non-gas motorized vehicle within a certain weight, which includes segways, may use the multi-use path.

Regarding the problem of horse trails designated on private property by Pima Trails, they do not have an answer on that yet, but as soon as they do, they will get that information to the TF members.

Regarding street lighting between Grant and Goret recommended in the Traffic Report, continuous roadway lighting from Grant Road to Goret Road is included in the City of Tucson Illumination Program, but they will follow up with the City to be sure that lighting will be required to be installed during the initial construction, or if it can be installed at a later date.

Jim presented information regarding the proposed cross sections. A handout was provided to the members with cross sections from Grant to Goret, from Goret to Sunset and Sunset to Ina Road. From Goret to Grant, Jim said that a 6-foot bike lane is specified with a vertical curb and no gutter. He said that the west side of the roadway could go uncurbed from Goret to Sunset. From Ina to Sunset, Jim said that there is no change from the proposed bike lane of 5 feet of pavement plus 1 foot for the gutter and curbs on both sides. Julie Prince said that she prefers bike lanes to be 6 feet of pavement for safety reasons and because Tucson is seeking Platinum certification from the League of American Bicyclists. She said that she appreciates that the Town of Marana reduced the gutter pan area to 1 foot.

Brad Lang commented that Tucson is supposed to be a bicycle friendly city. He urged that wildlife considerations be addressed as well as scenic aspects of the roadway. Jason Simmers, also from Kittelson, commented that there needs to be flexibility in terms of how shoulders are treated. Brad asked if there would be a HAWK pedestrian crossing south of Introspect since students need to cross there. Jim Schoen said that certain warrants need to be met to install a HAWK crossing and that the evaluation of a HAWK signal at this location has been recommended in the traffic report and would occur as part of the final design effort. Barbara Whitaker asked if there would be two lanes on either side of the median. The response was yes and that there would be turn lanes at medians. Wain Cooper said that in other cities, the median width is 16 feet and that value engineering needs to be done to challenge criteria. Staff said that the wider median is needed to accommodate u-turns by a variety of vehicles including vehicles with horse trailers.

Frank Stryker addressed the situation in the section from Grant to Goret where there is a 6-foot sidewalk immediately behind the curb. He feels that this presents a safety problem. Jim noted that the team would look at possibly moving the sidewalk further away from the roadway if there is sufficient room. Mr. Stryker also inquired about where the new roadway would tie into the existing elevation. Staff noted that within the 20-foot clear zone from the roadway travel lane, the slopes had to be relatively flat, however, beyond that the slopes could be steeper to tie into the adjacent property. Once the roadway profile has been determined, the project team will be able to determine where the new roadway will tie in.

Kendall Elmer acknowledged the need for the 20-foot median for turnarounds but asked if there is an opportunity of exceptions in long areas where there are significant distances between median breaks. Staff indicated that they would look into this design option and confer with each agency. Angela Wagner-Gabbard asked if there would be cost savings by narrowing the median in some areas. Staff said that savings would not be significant if the median is only narrowed a few feet.

Brad said he is concerned ~~about tractor trailers along Silverbell and asked if they could be restricted.~~ *that restrictions against tractor trailers be kept and there be no short cuts by these vehicles through residential areas.* (The italicized language reflects the requested changes.) Andy Dinauer said agencies can consider truck restrictions, however businesses along Silverbell do require deliveries from large trucks. Gale Marsland commented that some businesses along Silverbell take deliveries by 18-wheel trucks. Wain said that it would be helpful to illustrate turning movements for different vehicles. Jim indicated that staff would provide the CTF with U-turn paths of pedestrian and truck-trailer combinations to illustrate the need for the wider median.

Julie asked about the rationale for having 5-foot bike lanes from Sunset to Ina. Scott Leska, Town of Marana, said it was a compromise with Pima County to keep the roadway consistent with 6-foot bike lanes and also include gutter. Kendall and Barbara agreed with the need for a wider bike lane in the Marana stretch. Kendall asked about the treatment on the west side of the roadway between Goret and Sunset. Staff said that that area could be curbed or not. Frank Stryker commented that with the consensus process for the Task Force, a quick decision doesn't seem possible and he asked if

consensus could be taken at the next meeting. Kendall said he agrees with Frank. Angela asked if the bike lane is expanded, where would the extra feet come from. Staff said it would come out of the shoulder. Kendall asked if the proposed cross-sections come out of existing right-of-way (ROW). Staff said that additional right-of-way would be required in some areas.

Andy Dinauer asked the Task Force to reflect on the cross sections and come back to the next meeting to talk more about them. In the meantime, the jurisdictions will confer with each other about what is possible regarding bike lane width and median width.

b. Corridor Alignment Alternatives

Jim Schoen reviewed the alignment criteria presented at the December meeting. He clarified the difference between the floodway (no intrusion permitted) and the flood plain (building allowed as long as it is constructed at least 1 foot above the flood plain and does not negatively impact the flood plain area.). In response to a question about who defines the flood plain, Jim said that it is FEMA based on studies done by Pima County Flood Control District. Pima County is performing a study of the Santa Cruz River to remap the flood plain.

Wain asked if there would be mitigation measures announced or published with regard to archaeology. Andy Dinauer said that the archaeological process drives this project. Most of the CTF members present were in agreement with the proposed prioritized alignment criteria.

Jason Simmers reviewed characteristics of the alignments by segment using a Power Point presentation. The exhibit's colors were explained with red showing the center line and outside curb lanes, yellow signifies the back edges of sidewalks, thinner purple shows existing ROW, and orange indicates new ROW needed.

From Grant to Goret, the new roadway will remain on the existing centerline in order to eliminate impacts on adjacent residential and commercial properties. Jason said that from Goret to the golf course, a 10-foot shift to the east is possible, however, drainage issues limit some opportunities. In response to questions, he said that there would not be right turn lanes into subdivisions and that bus pullouts have not yet been identified except at Grant Road. Jim noted that the project team has talked with Sun Tran about potential locations for future bus pullouts and none are currently planned. However, room will be preserved for bus pullouts at signalized intersections.

From the golf course up to Sweetwater, the 10-foot shift to the east continues. This shift is intended to reduce/eliminate impacts on properties and hillsides to the west. From Sweetwater to Camino del Cerro, the project team is proposing a shift to the east of approximately 35 feet to avoid private property and hill sides.

Andy Dinauer said that maps showing the proposed alignment will be provided to the TF members to study prior to the next meeting. A series of 11 x 17 sheets will be provided. He indicated that the project team will take extra time at the next meeting so that the CTF clearly understands the proposed alignment. Jim Schoen said that electronic copies

would be provided to everyone on the Task Force and hard copies could be provided to those that requested them. Several people commented that they did not receive minutes of the December meeting via e-mail and that they wished to approve the minutes at future meetings.

Because of the lack of time, the second half of the roadway alignment presentation on Agenda item 5.b. will be continued at the next meeting along with item 5.c. Signalized Intersection Alternatives.

6. Next Steps

a. Future Meeting Dates

By general agreement, the next meeting was announced for February 3, 2010.

7. Call to the Audience

Julian Hadland spoke on behalf of the elderly in the Silverbell corridor. He expressed concern about loss of property, u-turns and said that he prefers a center turn lane instead of the raised curbed median. He encouraged limiting vehicle weight limits on the roadway.

Brad Argue commented on a new development south of the golf course regarding aesthetics and turn lanes. He said he hopes new developments will honor the aesthetics being considered in the roadway project.

Lisa White said that she is an impacted homeowner and asked if the 4-lane roadway has already been decided and asked if so, when it was set in stone. She asked why there is no center turn lane. She said there should be a subcommittee and that she wants to get the same information that the Task Force gets.

8. Adjournment

By general agreement, the meeting was adjourned at 7:50 pm.



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the Members of the Silverbell Road Task Force and to the general Public that the Silverbell Road Task Force will hold the following meeting which will be open to the public:

SILVERBELL ROAD TASK FORCE WEDNESDAY, FEBRUARY 3, 2010

MEETING NOTICE

The Silverbell Road Task Force (SRTF) will conduct a meeting on Wednesday, February 3, 2010, at 6:00 p.m. at the Silverbell Golf Course Clubhouse, 3600 N. Silverbell Road. All meetings are open to the public.

AGENDA

- 1. Call Meeting to Order – Confirm Quorum**
- 2. Introduction of SRTF Members and Project Team**
- 3. Approval of SRTF Meeting Summary of January 6, 2010**
- 4. Announcements**
 - a. Review of Task Force Ground Rules**
- 5. Selection of Silverbell Road Task Force Chair and Vice Chair**
- 6. Staff Reports, Presentations and Discussion**
 - a. Continuation of Corridor Alignment Alternatives**
 - b. Signalized Intersection Layouts**
 - c. Bike Lane and Median Width Discussion**
- 7. Next Steps**
 - a. Future Meeting Dates**
- 8. Call to the Audience – Please state your name and group that you represent**
- 9. Adjournment**

-- Action May be Taken on Any Item --

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by calling Evelyn at 885-9009. Please allow ample time to make these arrangements.

This is a project of the Regional Transportation Authority (RTA). The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

www.silverbellroad.info

Silverbell Road Task Force Wednesday, February 3, 2010

Summary of Meeting #4

The third meeting of the Silverbell Road Task Force (SRTF) took place from 6:00 to 7:40 p.m. at the Silverbell Golf Course Clubhouse, 3600 North Silverbell Road. In attendance were the following member representatives of the Task Force:

Wain Cooper, Regional Transportation Authority
Kendall Elmer, Pima County Neighborhoods
Barbara Whitaker, City of Tucson Neighborhoods
Sandy Fagan, City of Tucson Neighborhoods
Frank Stryker, City of Tucson Businesses
Bradley Lang, City of Tucson Businesses
Michael Mencinger, Regional Transportation Authority
Angela Wagner-Gabbard, Town of Marana Neighborhoods
Julie Prince, City of Tucson-Pima County Bicycle Advisory Committee
Gale Marsland, Pima County Businesses
Hurvie Davis, Town of Marana Neighborhoods
Robert De La Cerda, City of Tucson Neighborhoods
Midge Hardy, City of Tucson Businesses
Judith Meyer, Pima County Neighborhoods

SRTF member Josh Wright was absent.

Also present were Project Team members:

Andy Dinauer, Project Manager, City of Tucson
Jim Schoen, Project Manager, Kittelson & Associates
Jason Simmers, Lead Engineer, Kittelson & Associates
Scott Leska, Town of Marana Public Works
Rick Ellis, Pima County Department of Transportation
Jose Ortiz, City of Tucson Department of Transportation
Freda Johnson, Meeting Moderator, Rillito Consulting Group
Evelyn Urrea, Community Outreach, Kaneen Advertising & Public Relations

1. Call Meeting to Order – Confirm Quorum

Freda Johnson, meeting moderator, welcomed everyone and announced that a quorum was present.

2. Introductions of SRTF Members and Project Team

Members of the Task Force introduced themselves. Project Team members Andy Dinauer and Jim Schoen introduced themselves as well as did the representatives from Pima County and the Town of Marana.

3. Approval of SRTF Meeting Summary of January 6, 2010

Brad Lang requested clarification of his remarks as reported on page 3, paragraph 4 and asked that a correction be made to the effect that he is concerned that restrictions against tractor trailers should be kept and that there be no short cuts by these vehicles through residential areas. By general agreement, the minutes were accepted by the Task Force as modified.

4. Announcements

Freda Johnson reviewed the Task Force meeting ground rules. Jim Schoen announced that there have been meetings with property owners in the project area. Andy Dinauer reviewed the role of the Task Force emphasizing that there are fixed elements in the project that have been established by the Regional Transportation Authority. Judith Meyer said that the Task Force will not be making decisions, but would provide input on issues of interest or concern. Andy confirmed this. Jim Schoen reported that he had investigated the situation on private property where a trail had been indicated on a map through the Pima Trails Association. He said that it is not an official trail and that property owners are not required to allow hikers or equestrians to use it or to maintain it however Pima Trails requests that property owners allow designated trail use.

5. Selection of Silverbell Road Task Force Chair and Vice Chair

Discussion took place about the advisability of selecting a chair and vice chair for the task force. In general, people said they didn't feel the need for these officers. Andy Dinauer said that the topic could be revisited in the future. He also said that inquiries from the press or media could be referred to him as project manager. It was clarified that anyone on the Task Force should feel free to talk to media representatives. Angela and Julie said that they each have had extensive experience with the media and could help out if needed. By general agreement, the Task Force accepted the arrangement whereby Freda Johnson will moderate meetings.

6. Staff Reports, Presentations and Discussion

Jim Schoen reviewed the corridor alignment alternatives from the point where discussion ended at the January meeting. Copies of maps had been distributed to Task Force members prior to this meeting. Jim invited questions about the southern portion of the project. Angela asked about the status of four residences in the upper left corner of sheet 16. Andy said that the property has been rezoned and approved by Mayor and Council of the City of Tucson. Jim said that the project team had met with the property owner early in the project to discuss right-of-way impacts and access requirements. He indicated that the project team will meet with the property owner again as the preliminary alignment is developed. Gale asked questions about all the power poles and water lines in the project area. Jason Simmers said that by shifting the roadway to the west slightly, many power poles are avoided, however poles will need to be relocated. Jim noted that TEP will need

to relocate these poles and that it is unlikely that the power lines will go underground considering the high voltage (137 thousand volts) and the high cost of undergrounding compared to overhead lines, which would have to be born solely by TEP. Jason acknowledged the presence of large water lines under the east shoulder of the roadway. Gale asked about curb returns at driveways; Jim said that curb returns will be provided at all side streets and commercial driveways. Curb depressions will be provided at individual residential driveways. Wain Cooper expressed concern about handling traffic during construction and that he would like this added to the list of project criteria. Barbara Whitaker asked about the status of the Estes property on sheet 14 and asked if there was an approved drainage easement. Jim said that the planned Estes property improvements have been incorporated into the roadway improvements and that the drainage easement will not be affected. Barbara said that on sheet 13 there is a blind spot coming out of Neosha. Jim acknowledged that this location is a particular concern due to limited sight distance and that the roadway improvements, which will include not only straightening the roadway, but eliminating the dip, will provide adequate sight distance and significantly improve safety. Judith Meyer asked about the Tucson Electric Power (TEP) right-of-way and substation as shown on sheet 12. Jim said that the substation is scheduled to be removed by TEP, likely in conjunction with the Silverbell Road construction. Judith said that she would like to see as many trees along Silverbell as possible. Jim noted that in the design phase of the project, all trees and vegetation that will be impacted by the roadway widening will be inventoried and assessed for salvage potential. Trees, cactus, and other shrubs that can be salvaged will be replanted as part of the project landscaping. Kendall Elmer inquired about the development on the east side of the road north of Goret up to the golf course. He wondered if there is a timetable for development. Andy said he doesn't know of a timetable but the property owner can begin whenever they want.

Jim Schoen said that based on the comments and questions, he believes there are no fatal flaws in the proposed alignment for the southern section and thanked the Task Force for its input. He invited Jason Simmers to run through the northern section of the project beginning at Ina and going south to Camino del Cerro. In the area from Ina to Abington, some right-of-way will be needed from Pima County. From Abington to Belmont, Jason said that some right-of-way is needed on the west side. He said that there is a frontage road in this area. In discussion of the roadway from Belmont to the south there would be a 35-foot shift to the east. He said that the Town of Marana and Pima County own land throughout this area and the boundary is not absolutely clear because of the checkerboard pattern of land ownership. Judith Meyer said she would have a concern if the Task Force consensus is to take private land ~~as necessary~~. *any more than necessary*. (The italicized language reflects the requested changes.) Jason responded by saying that acquiring private property will be avoided wherever possible. Andy elaborated by saying that the City of Tucson has a process for acquiring private property and, as a rule, it does not escalate to condemnation. Jason said that the proposed roadway shift to the east is specifically intended to avoid private property. Angela asked where the flood plain line is. Jason pointed it out and said that the road would be elevated at these locations in order to bring it out of the flood plain. Jason continued by describing that there would be little or no change in the roadway alignment in the vicinity of Orange Grove and

Panorama. He said that moving south from Benjamin to Sunset, there is a narrow bridge to the north of the frontage road. Angela asked if acquisition costs at current market value have been established. Jason said not yet because they need to know the square footage needed. Andy said that he believes the costs of acquisition will be fairly small in terms of privately held parcels. Angela asked how the Task Force can best budget for the proposed alignment. Jim responded by saying that while acquisition costs have not yet been determined, the team is basing the alignment on its understanding of the relative costs to acquire different properties (i.e. undeveloped/developed residential, commercial, and industrial). Jason added that the team is working to get the cheapest alignment, which is why the proposed roadway alignment is shifted to the east to avoid buying residential property. Jim said that as adjustments in the alignment are made at different locations, this information will be brought back to the Task Force. In response to a question, Andy said that the project in the vicinity of Sunset will need to fit in with a separate RTA project to place a bridge at Sunset.

Angela had questions about the height of the 100-year flood event in the vicinity of Sunset Road. Staff said that in this area the flooding is 4 feet deep and the road would need to be raised at least five feet. Brad asked if there were plans to balance property acquisition with archaeological protection and other components of the project. Jason said that the proposed alignment is intended to strike a balance. Brad said that he is concerned about opportunists buying up property in the project area. Andy said that once an alignment has been established and adopted by each jurisdiction, that will restrict opportunists.

Barbara said that she supports the roadway alignment criteria that lead off with safety, floodway issues, minimizing private property acquisition and minimal impacts to slopes on the west side of the roadway. Frank Stryker said that he likes the aesthetics of Silverbell south of Grant. Judith said that she would like to see more vegetation than walls. Jason said that there will be some cuts into slopes in the south section of the roadway. Kendall Elmer asked about the status of the Sunset Road Bridge. Andy said there could be significant channel work and the bridge could be up to 15' high. Pima County is overseeing the Sunset Road project, which is scheduled to be constructed in the 2017-2021 RTA implementation period. Jim noted that the initial evaluation of a new Sunset Road crossing will be getting underway in the next 2-3 months and that the location of the Sunset Road connection will have a significant impact on the elevation of Silverbell Road. Jason continued by describing some alternatives at the Silverbell Nursery and more detail will be brought to the Task Force.

Andy said he would like to know if the Task Force validates the approach on the proposed alignment. Several people said they support it. Barbara said that she supports the criteria and appreciates the effort made to meet with property owners. By general agreement, the Task Force supported the proposed alignment and continued discussion of any variations developed by staff.

Discussion took place about the bike lane and median widths. Jim referred to his memo to the Task Force outlining a consistent 6-foot paved bike lane surface throughout the

length of the corridor. A 1-foot gutter will be added between Sunset Road and Ina Road, per Town of Marana requirements. Several people spoke in favor of this change. Julie thanked Pima County and especially the Town of Marana and said that the Bicycle Advisory Committee supports the continuity of the bike lane. Julie also noted that the BAC supports raised outside curb throughout the entire corridor. Jim referred to the proposed median width of 20 feet as being a compromise between the jurisdictions and that all three jurisdictions will require a continuous 20-foot width. Jim also noted that the 20-foot median is necessary to allow for u-turns and to provide an adequate refuge area for vehicles entering Silverbell Road from a side street or driveway.. Hurvie Davis said he appreciates efforts made to reconcile differences among the jurisdictions with different standards. He said that the key things are to protect public safety and public money. Brad commented that the pedestrian path on the east side is not a sidewalk and he wondered if this path could be extended into the Town of Marana. Jim clarified that both Pima County and the Town of Marana allow for a 20-foot median in scenic roadways and that the Town could extend the path. By general agreement, the bike lane width and the median width proposals were accepted by the Task Force.

The issue of signalized intersection layouts was postponed until the next Task Force meeting.

7. Next Steps

The next meeting of the Task Force was announced to be March 3, 2010.

8. Call to the Audience

Herb Havens, who owns the mobile home park just south of the Silverbell Nursery noted his frustration about lack of coordination from the project team regarding the impacts of the proposed alignment to his property. (Note: This property owner was the first one contacted to discuss impacts to his property which he is planning to redevelop, right-of-way requirements associated with the roadway widening, and access).

Julian Hadland addressed the Task Force on behalf of elderly residents who wish to keep the Silverbell character intact. He said that Calle Concordia is a good model in that it is scenic with no curbs or medians and it's a safe street.

9. Adjournment

By general agreement, the meeting was adjourned at 7:40 p.m.

Draft



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the Members of the Silverbell Road Task Force and to the general Public that the Silverbell Road Task Force will hold the following meeting which will be open to the public:

SILVERBELL ROAD TASK FORCE WEDNESDAY, MARCH 3, 2010

MEETING NOTICE

The Silverbell Road Task Force (SRTF) will conduct a meeting on Wednesday, March 3, 2010, at 6:00 p.m. at the Silverbell Golf Course Clubhouse, 3600 N. Silverbell Road, Tucson, Arizona. All meetings are open to the public.

AGENDA

- 1. Call Meeting to Order – Confirm Quorum**
- 2. Introduction of SRTF Members and Project Team**
- 3. Approval of SRTF Meeting Summary of February 3, 2010**
- 4. Announcements**
 - a. Review of Task Force Ground Rules**
- 5. Staff Reports, Presentations and Discussion**
 - a. Signalized Intersection Layouts**
 - b. Access/Median Island Openings (southern section)**
 - c. Drainage Crossings (southern section)**
 - d. Roadway Profile (southern section)**
- 6. Next Steps**
 - a. Future Meeting Dates**
- 7. Call to the Audience – Please state your name and group that you represent**
- 8. Adjournment**

-- Action May be Taken on Any Item --

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by calling Evelyn at 885-9009. Please allow ample time to make these arrangements.

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Silverbell Road Task Force

Wednesday, March 3, 2010

Summary of Meeting #5

The fifth meeting of the Silverbell Road Task Force (SRTF) took place from 6:00 to 7:35 p.m. at the Silverbell Golf Course Clubhouse, 3600 North Silverbell Road. In attendance were the following members of the Task Force:

Kendall Elmer, Pima County Neighborhoods
Judith Meyer, Pima County Neighborhoods
Barbara Whitaker, City of Tucson Neighborhoods
Sandy Fagan, City of Tucson Neighborhoods
Frank Stryker, City of Tucson Businesses
Bradley Lang, City of Tucson Businesses
Michael Mencinger, Regional Transportation Authority
Julie Prince, City of Tucson-Pima County Bicycle Advisory Committee
Gale Marsland, Pima County Businesses
Hurvie Davis, Town of Marana Neighborhoods
Robert De La Cerda,
Midge Hardy, City of Tucson Businesses
Josh Wright, Town of Marana Businesses

SRTF members Wain Cooper and Angela Wagner-Gabbard were absent.

Also present were:

Andy Dinauer, Project Manager, City of Tucson Department of Transportation
Jason Simmers, Project Engineer, Kittelson and Associates
Jose Ortiz, Traffic Engineer, City of Tucson Department of Transportation
Freda Johnson, Meeting Moderator, Rillito Consulting Group
Evelyn Urrea, Community Outreach, Kaneen Advertising & Public Relations

1. Call Meeting to Order – Confirm Quorum

Freda Johnson, meeting moderator, welcomed everyone and announced that a quorum was present.

2. Introductions of SRTF Members and Project Team

Members of the Task Force introduced themselves, as did guests in the audience.

3. Approval of SRTF Meeting Summary of February 3, 2010

Discussion took place about the language correcting Brad Lang's request to clarify that large trucks should be kept off Silverbell and not diverted to adjacent neighborhoods. It was reported that the February minutes have been corrected and posted on the web site. Frank Stryker commented that tractor-trailers would come and go out of the Silverbell

Nursery. Brad said his intent is to make things safe and that he understands that there will need to be business deliveries. Judith Meyer asked to correct the record in the middle of the bottom paragraph of page 3 of the February minutes. She asked that the sentence attributed to her read as follows: "Judith Meyer said she would have a concern if the Task Force consensus is to take private land *any more than necessary*." (The italicized language reflects the change.) By general agreement the February minutes were approved as modified.

4. Announcements

Freda Johnson reviewed the Task Force meeting ground rules. Sandy Fagan said that news coverage has occurred about the possibility of the City Manager seeking to sell open space land along Silverbell Road to generate revenue. Staff responded that this would be checked out and the Task Force would be kept in the loop. Kendall Elmer requested further discussion about the centerline of the roadway and any takings of private right-of-way. He said it is important to clarify exactly what impacts might occur. Andy Dinauer said this topic could be addressed at the next meeting of the Task Force, or perhaps in another month or two.

5. Staff Reports, Presentations and Discussion

Jason Simmers, Kittelson and Associates, presented information about the four signalized intersections in the southern portion of the project area. These are at El Camino del Cerro, Sweetwater, Goret, and Grant. He said that each has left-turn lanes with a raised median on Silverbell and right-turn lanes along with a 6-foot bicycle lane. He provided handouts showing maps of each of the intersections. He said that the 6-foot median might not be planted because it is too narrow. If it is planted, plants would need to be less than 30 inches to allow for good sight distance. Brad asked about right turns and Jason responded that traffic would merge across the bike lanes to make right turns. Gale Marsland asked how many cars would be stacked going left off of Silverbell at Sweetwater. Jason said there would be space to store 6 to 8 vehicles. Julie Prince commented that she would also like to see bike lanes on the side streets at intersections. Jason commented that the bike lanes on the side streets taper back to match the existing roadway configuration. On the west leg of El Camino del Cerro, Jason indicated that widening to provide an eastbound bike lane on the west leg would have private property impacts. Julie asked if the area where the raised median exists could be ~~reduced~~ *removed* to make room for a bike lane at the roadway edge. (Language in italics reflects requested changes.) Jason said that he would look into this.

At the Sweetwater intersection, Judith Meyer asked for clarification about the Unisource facility. Jason said that TEP is still indicating that it will be gone. Gale said that the 10-foot multipurpose lane is not shown. Andy commented that the road to the east might be expanded. Judith referred to lines on the maps that denote encroaching on a facility. Jason said this would be clarified.

At Goret, the same intersection configuration exists with exclusive left turn lanes. Frank Stryker asked about the possibility of landscaping at the northwest corner of the intersection. Andy said that this is possible and will be addressed in a vegetation plan. Gale said she sees no bike path there and Jason responded by saying that there would be striped shoulders on Goret to match the existing roadway configuration. He said he would check on this east of Goret. In response to a question from Brad, Jason said that the aerial map is from 2009.

For Grant Road, Jason reported that there would be dual left turns at the intersection and a bus pullout in the vicinity of the bank at the southeast corner of the intersection. Andy said that there is a possibility of a bus pullout on the west side of the intersection on Grant. Barbara Whitaker asked if there would be bus pullouts all along Silverbell. Jason said there would be none north of Goret. Andy said that 12 feet of pavement is required for bus pullouts. Julie asked about the status of a bike lane west on Ironwood Hills Drive. Jason said that existing striping would be maintained. Robert De La Cerda commented that there is an awkward placement of a bus stop on Grant just north of Silverbell. Andy said that an exclusive right-turn lane would be added there. Julie said that bicycle training rides often stage at the shopping center at the intersection. Gale asked that more information be provided about bus stops along the project area and requested that this topic be added to a future agenda.

Jason introduced the topic of access and median island openings. He provided handouts for the Task Force. He explained some of the terms used to describe access and median openings. He said that full access means right turns in and out and left turns in and out, and restricted access means left turns in but no left turns out, and right turns in and right turns out. He said that the criteria consist of safety, meeting arterial standards, traffic volumes, full median openings where possible, frequent U-turn opportunities and optimization of opportunities for median landscaping. Frank asked Jason to confirm that there would be a full median opening at the Silverbell Nursery. Jason did so. Hurvie Davis asked if standards for medians are in compliance. Jason said it has been a balancing act to meet the 660-foot requirement. Andy clarified that a 'design exception' would be issued and pointed out that there is a particular challenge at the Safeway Center on the west side of Grant and there would be a slight shift in the roadway alignment of Silver Sun. ~~Judith discussed the church near Camino Del Cerro where a full access median is shown but had indicated that the a traffic engineer informed them that this was a safety concern because it was too close to the intersection and should be right in and right out only. She requested that the City re-evaluate this.~~ Judith Meyer clarified her comments regarding the church driveway south of Camino del Cerro indicating the following: *At the time the church was being built, the Tucson Mountain Association was advised by a traffic engineer that it should be a right in, right out access only, for safety reasons. At that time, the TMA felt that 'it is unconscionable to make only right-in and right-out turns because there is no room for a person to perform a u-turn to get to the church coming from the north'. Now that a raised median is being proposed with 2 lanes in each direction, she is requesting that the issue of having a right in, right out only access be reviewed again.* (Language in italics reflects requested changes.)

Andy commented that the north bound to westbound movement is accommodated there and that it is similar to the configuration at the post office at Speedway and Silverbell. He said that he would look at the situation. He pointed out that the church property is in the County and the roadway is in the City. Jason agreed to revisit the church median access situation.

Frank asked about the possibility of small planters as medians between Grant and Goret. Jason reviewed the median configurations to point out where vegetation might be possible. Kendall raised the issue of Placita Sombra Chula shown on sheet 14 of the handout. It is north of Goret with 1st Street to the south. Andy said that he had met with Estes representatives to discuss reconfiguring the entryway. He said that left turns would be ok out of that subdivision. Someone said that the northwest corner of Goret and Silverbell is not City of Tucson property. Andy said that there are talks going on with the property owners.

Drainage crossings were reviewed and discussed by Jason. He said that this topic is a preview of more detail on drainage issues at the next meeting. He said that he wanted to clarify terminology. In general, Jason said that drainage crossings have the purpose of getting water under the roadway via pipes, culverts and bridges. Inlets and outlets consist of aprons, drops and channels. The PowerPoint presentation he showed will be posted on the web site. Gale asked if drainage crossings would accommodate wildlife. Jason said yes, and that would be discussed at the next meeting. Hurvie asked about vegetation in drainageways. Andy said this could be touchy. He said that the County and the Corps of Engineers are working to remove vegetation in areas designed for no vegetation. He said that a larger channel is needed where vegetation exists. Jason said that flows, flow velocities, and erosion are all part of the balancing act. Andy pointed out that the Corps of Engineers has jurisdiction on some watersheds and that they like sandy-bottomed watercourses.

6. Next Steps

The next meeting was announced for April 7. In response to a question, it was stated that the Task Force would meet throughout the summer. Jason presented another handout at this point illustrating the Silverbell Profile comparing the existing roadway grade and construction centerline with the proposed finished grade and construction centerline. He clarified that the grid in the handout stretches the vertical distance from 5 feet to 50 feet going east to west.

7. Call to the Audience

John Clark spoke about the median access between Camino del Cerro and Hills of Gold. He was concerned about the distance he would be required to travel to get to a location to make a U-turn.

Julian Hadland spoke on behalf of the elderly regarding safety and the overall budget crisis. He said that he is concerned about how fire trucks and other emergency vehicles

will make passage if both the shoulder and median are curbed. He said the friendly engineers from Marana said that there is a central turning lane north of Ina road on Silverbell road, so that if there is a real need for a median it can be installed later. He made comment about the minutes of the last meeting with reference to Calle Concordia having a large school, Canyon del Oro High School, adjacent to the roadway.

8. Adjournment

The meeting was adjourned at 7:35 pm.



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the Members of the Silverbell Road Task Force and to the general Public that the Silverbell Road Task Force will hold the following meeting which will be open to the public:

SILVERBELL ROAD TASK FORCE WEDNESDAY, APRIL 7, 2010

****MEETING NOTICE – PLEASE NOTE CHANGE IN LOCATION****

The Silverbell Road Task Force (SRTF) will conduct a meeting on Wednesday, April 7, 2010, at 6:00 p.m. at Luz Academy Cafeteria, 2797 N. Introspect Drive, Tucson, Arizona. All meetings are open to the public.

AGENDA

- 1. Call Meeting to Order – Confirm Quorum**
- 2. Introduction of SRTF Members and Project Team**
- 3. Approval of SRTF Meeting Summary of March 3, 2010**
- 4. Announcements**
 - a. Review of Task Force Ground Rules**
- 5. Staff Reports, Presentations and Discussion**
 - a. Status Update on Concerns from March SRTF**
 - b. Continuation of Drainage Crossings Discussion**
 - c. Wildlife Crossing Discussion**
 - d. Landscape/Water Harvesting Introduction**
- 6. Next Steps**
 - a. Future Meeting Dates**
- 7. Call to the Audience – Please state your name and group that you represent**
- 8. Adjournment**

-- Action May be Taken on Any Item --

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by calling Evelyn at 885-9009. Please allow ample time to make these arrangements.

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Silverbell Road Task Force Wednesday, April 7, 2010

Summary of Meeting #6

The sixth meeting of the Silverbell Road Task Force (SRTF) took place from 6:00 to 7:50 p.m. at Luz Academy, 2797 N. Introspect Drive, Tucson, Arizona. In attendance were the following members of the Task Force:

Kendall Elmer, Pima County Neighborhoods
Judith Meyer, Pima County Neighborhoods
Barbara Whitaker, City of Tucson Neighborhoods
Sandy Fagan, City of Tucson Neighborhoods
Frank Stryker, City of Tucson Businesses
Bradley Lang, City of Tucson Businesses
Michael Mencinger, Regional Transportation Authority
Julie Prince, City of Tucson-Pima County Bicycle Advisory Committee
Gale Marsland, Pima County Businesses
Hurvie Davis, Town of Marana Neighborhoods
Robert De La Cerda,
Midge Hardy, City of Tucson Businesses
Wain Cooper, Regional Transportation Authority
Angela Wagner-Gabbard, Town of Marana Neighborhoods

SRTF member Josh Wright, representing Town of Marana businesses, was absent.

Also present were:

Andy Dinauer, Project Manager, City of Tucson Department of Transportation
Jim Schoen, Project Manager, Kittelson and Associates
Jason Simmers, Lead Engineer, Kittelson and Associates
Jose Ortiz, City of Tucson Department of Transportation
Yuri Mereszczak, Kittelson and Associates
Darlene Showalter, McGann Associates
Rick Ellis, Pima County Department of Transportation
Bill Zimmerman, Pima County Regional Flood Control
Jose Ortiz, City of Tucson Department of Transportation

1. Call Meeting to Order – Confirm Quorum

2. Introductions of SRTF Members and Project Team

Members of the Task Force and Project Team introduced themselves.

3. Approval of SRTF Meeting Summary of February 3, 2010

Several corrections to the March meeting minutes were requested. The SRTF conditionally approved the March meeting minutes with the requested corrections. Revised minutes will be forwarded to the SRTF with the April draft minutes.

4. Announcements

a. Review of Task Force Ground Rules

Jim noted that a status report for the RTA program was available and encouraged the CTF members to pick one up.

The next round of project open houses is being scheduled for the 2nd week of June.

5. Staff Reports, Presentations and Discussion

a. Status Update on Concerns from March SRTF meeting

- **Bus stops and future routes** - Representatives from SunTran have been invited to attend the May meeting to discuss future routes and bus stops within the Silverbell corridor.
- **Right-of-way requirements** - In May, the preliminary roadway design we will be far enough along to provide a fairly clear understanding of right-of-way impacts. The Project Team will meet with all property owners to discuss potential right-of-way impacts. The impacted properties will be provided to the CTF in advance of the June meeting
- **Median opening south of El Camino del Cerro at the church** - City of Tucson Traffic Engineering has been asked to take a closer look at the proposed median opening located some 400 feet south of the signalized intersection to determine if it will adversely impact traffic operations or safety. The Project Team is also looking at the possibility of moving the church driveway and median opening further south; however that will depend upon the drainage culvert required just south of the current driveway location. Operationally, the Project Team feels that providing a median opening closer than 600 feet to the signal, which is the City's desired minimum distance, will reduce potential long queues of U-turning vehicles that may occur at the next median opening to the south if a median opening is not provided. The City's response on this item will be forwarded to the CTF at the next meeting.

b. Wildlife Crossing Discussion

- Jim provided a summary of the results of the wildlife crossing study that was prepared for the Silverbell Corridor by SWCA, an environmental consultant on the Project Team.
- The study was performed to identify wildlife movement within the corridor, identify impacts of widening the road on various species, and define potential mitigations to appropriately address wildlife crossing needs.
- A draft report has been prepared and is being circulated for agency review. Once the report has been finalized, likely in May, it will be posted on the project website.
- The study results and recommendations were summarized as follows:
 1. 5 priority wildlife crossing corridors were identified; 3 in the north section and 2 in the south section
 2. The study identified the focal species as the bobcat. Several CTF members questioned why the bobcat was selected over other larger species such as the mountain lion, coyote, javalina. Jim indicated that he could not answer that question and would have the environmental consultant attend the next meeting to respond to specific questions regarding the study approach, results, and recommendations.
 3. The study made several recommendations regarding drainage crossings, including slight increases to culvert sizes at several locations, replacing box culverts at 3 locations with bridges, and the addition of small pipe culverts to accommodate some smaller

species. Several CTF members are concerned that smaller pipes (24") could present a safety hazard to children.

- i. Install dense vegetation at culvert inlets and outlets and sparse vegetation along the roadway.
- ii. Install fencing at selected locations to channel wildlife to larger culverts. The CTF requested more information on the proposed fencing, including height, type, color, distance from the roadway, and treatment at driveways. Jim indicated that this information will be discussed in the report. Rick Ellis, who participates on the RTA wildlife linkage subcommittee, indicated that previous studies have shown that fencing is an effective technique. The RTA has commissioned a study to evaluate wildlife fencing in Pima County. Gale wondered how fencing would be handled at driveways. Jim indicated that there would need to be breaks in the fencing at driveways and side streets, however the fencing would likely extend some distance up each driveway or side street. Barbara noted that while the study supports the use of fencing, it could be devastating to the aesthetics of the corridor. Angela suggested that the impact on aesthetics could be mitigated by painting the fence and by using landscaping to hide it.
- iii. Keep street lighting at least 200 feet from each culvert crossing.
- iv. Provide ramps at drop inlets that will provide a more gradual entry into a culvert.

Although not related to wildlife crossings, Brad expressed concerns about maintaining the landscape so that weeds do not get out of control like has occurred on the section of Silverbell south of Grant. Andy indicated that landscape would be maintained, however that the frequency of maintenance has been significantly impacted by budget cuts. Brad also noted that he was unclear on the difference between a raised 6" curb and header curb and why the 6" curb had been selected for Silverbell. Members of the Project Team noted that a raised 6" curb provides better separation between on-coming traffic and prohibits drivers from cutting across the median at any location. Header curb does not provide an adequate barrier and will result in greater maintenance of median landscape. Judith noted that the committee came to a consensus on their preference of raised curb over header curb at a previous meeting.

c. Continuation of Drainage Crossings Discussion

- Design criteria – Jim summarized the criteria that the Project Team is following to determine appropriate the size and type of drainage culverts and channels needed to handle drainage within the corridor.
 1. Culverts need to provide sufficient capacity to carry the 100-year storm event under road. The 100-year storm event essentially defines the volume of runoff that each agency requires for roadway drainage facilities.
 2. Flood limits upstream and downstream of the culverts cannot increase on private property. There is some flexibility to increase flooding limits on public property, although it is not desirable.
 3. Minimize permanent impacts to washes under the jurisdiction of the U.S. Corps of Engineers. Permanent impacts include placement of culverts and hard surfaces at culvert inlets and outlets, grading and removal of existing riparian vegetation.
 4. Protect culvert inlets/outlets from erosion. This is typically done using concrete or rip-rap aprons.

5. Minimize project costs by reducing the increase in roadway elevation, use of drop inlets, and minimize the size of culverts.
 6. Reduce ROW needs by using hard surfaces for channel slopes and bottoms, if possible. Keeping washes completely natural could require more right-of-way.
- Review of a drop inlet structures – Jim provided an example of a drop inlet structure and explained why we will need to utilize them on many of the culverts on Silverbell Road. He noted that the primary reason is to minimize the amount that the roadway elevation will need to be raised. In order to better accommodate wildlife the Project Team will look at the possibility of minimizing the slopes of the inlets, however we will need to be cautious of the permanent impacts on each wash, which the Corps wants to minimize. Michael was concerned that the drop inlets need to be designed to accommodate maintenance. Jim noted that the drainage design will be reviewed by agency maintenance staff to identify potential problems. He also noted that one benefit of a drop inlet is that it increases the velocity of water entering a culvert which flushes out sedimentation. Wain asked whether additional right-of-way will be required for culvert maintenance. Jim responded that drainage easements will be acquired, as necessary, to allow for access to the culverts for maintenance purposes.
 - Review of drainage crossings – Jim spent a few minutes presenting the preliminary drainage designs for the larger washes within the corridor. He noted that the sizes of several culverts were increased based on the recommendations of the wildlife crossing report.
 1. Sweetwater wash – 6 cell box culvert with each cell 10' x 5'
 2. Roger Wash – 6 cell box culvert, with each cell 12' x 8'
 3. Trails End Wash – 4 cell box culvert with each cell 12' x 8'. The initial inlet to this culvert included a wide concrete collector channel, however, after further analysis, the Project Team is evaluating other options to eliminate the collector channel. These options include simply adding pipe culverts on each side of the box culvert. Gale asked about the impact of the proposed culvert on a large well-established Palo Verde located within this wash. Based on the location of the tree just west of the existing roadway, it appears that this tree will need to be removed. Darlene added that salvage and relocation of such a large Palo Verde is typically not successful as the roots are very spread out within the sandy wash.
 4. Adjacent to the golf course driving range, it appears that the proposed channel can be natural (i.e. sandy bottom). A small berm between the channel and the driving range will be needed to prevent the range from flooding.
 5. De Oeste Wash – two short bridges instead of box culverts are proposed. The bridges will provide the necessary capacity as compared to a multi-cell box culvert. Midge questioned why a bridge is being proposed north of Neosha, when a large volume of storm runoff at this location has not been observed going back to the 1983 and 1993 floods. Jim noted that the Project Team has evaluated this drainage area in significant detail and the results indicate that in the 100 year event, runoff will break out of the wash upstream of Silverbell Road, and cross Neosha to the north. He indicated that this drainage area and the proposed solution may have to be revisited.
 6. Speedway Wash - the existing box culvert will be extended
 7. Nursery Wash – a single cell, 10' x 4' box but will be required. The wash running through the Silverbell Nursery property will need to be a hard channel in order to minimize right-of-way requirements.

8. Wain asked whether parallel channels along the roadway will be required to capture and carry runoff from adjacent slopes to nearby washes. Jason indicated that in some locations, natural parallel channels will be provided for this purpose.

d. Landscape/Water Harvesting Introduction

Darlene Showalter of McGann Associates, presented an outline of the process followed to develop an appropriate landscape concept for the Silverbell corridor. She identified differing character, landscape, and visual features within the corridor. From Goret to Grant, the character is more urban and as such landscaped buffers between the roadway and residential/commercial properties are relatively narrow. She identified the existing plant communities along Silverbell Road. Existing visual features include sheltering hills to the west and expanding vistas to the east. In some areas, existing residential development entrances tend to be disjointed. Darlene also introduced landscape opportunities and constraints to consider, including:

- Plant species selection will primarily focus on the use of native or near native plants. Near native plants are those that are not common to the Sonoran Desert, however are commonly used within the Tucson basin.
- Landscape maintenance needs will be a significant issue. Rick Ellis noted that recently, Pima County has been minimizing median landscaping to reduce irrigation and maintenance requirements and costs.
- Concern for water conservation – 2 types of irrigation will be used, including low water drip and water harvesting techniques. Depressed medians will capture and hold water within the median. Check dams placed in parallel drainage channels within the shoulder and at the bottom of slopes will slow water and allow more of it to percolate into the soil. Frank questioned whether it is actually water harvesting if pavement runoff is not being diverted into the medians. Andy noted that in the past, medians were graded with a crown and no water was captured. The use of depressed medians can harvest significant amounts of water.
- Various fill slope treatments will be utilized, including seeded slopes and exposed rock surfaces. Use of differing rock shapes and colors can significantly improve the aesthetics of exposed rock slopes. Angular shaped rock is currently popular.

Over the next several meetings, Darlene will be discussing various landscape elements and will be asking the CTF to provide input on which features within the corridor should the landscape concept highlight, preferred plant and hardscape materials, and water harvesting techniques. Several CTF members provided the following thoughts base on Darlene's initial discussion.

Angela likes riprap; prefers more natural looking materials and plants but would like to see a range of color added to the palette

Barbara agreed with Angela, also likes the "boulder" rock look and wondered if vegetation could be put in the narrow part of the medians. Andy noted that smaller shrubs that do not impact site visibility can be planted in these medians as long as they are not narrower than 4 feet.

Judith would like to use dense shrubs to hide some of the undesirable views east side of Silverbell. Jim noted that this is an example of a potential conflict between corridor interest is to minimize vegetation between culverts to better protect wildlife vs. providing vegetation screening. Input from the CTF will be important on this issue.

Julie asked how they predict future trends in landscape appearance? Darlene's tendency is to try and match existing so that the landscape that is installed on Silverbell does not go out of style.

Brad asked if there is a limitation to tree size. He noted difficulty in seeing kids in median on the section of Silverbell south of Grant. Andy noted that the landscaping on that section of Silverbell is very dense and is not allowed by the City anymore. We need to adhere to sight visibility requirements and tree canopies cannot extend into the roadway more than 2 feet.

Darlene noted that mitigation of impacts to vegetation in the wash areas needs to primarily use plants that are existing in project area, although they can be supplemented by other drought tolerant plants on the approved list.

Gale would like shade trees along pathway. Darlene noted that desert trees don't require much maintenance and also beneficial to wildlife. This means more trees less shrubs.

Wain said that engineers usually use straight lines and slopes - can we try to randomize or vary landscape and elements in the shoulders. Jim indicated that the bottom the slopes could vary somewhat to eliminate the straight line. Darlene added that while most of the water harvesting will occur outside of the multiuse path, there may be some areas where the path can meander and allow some harvesting between curb and sidewalk

Angela – We should try to maintain consistency throughout the corridor

Julie likes the look of the wildflowers planted along the shoulders of Silverbell north of Ina.

Jim noted that the landscape discussion will continue at the May SRTF meeting.

6. Next Steps

The topics to be addressed at upcoming meetings were announced:

May – transit, environmental clearance, landscaping and water harvesting, wildlife crossing study, project costs

June – north section alignment and access

July – Jim suggested that the CTF take a summer recess. All agreed and as such no meeting will be scheduled.

7. Call to Audience

Julian Hadley, speaking on behalf of the elderly, is concerned about the budget crisis and safety. He thanked Darlene for her presentation. Budget - On the section of Silverbell from Ina to Cortaro, a paved center lane was used and is low cost to install and maintain. Safety - Currently, emergency vehicles drive along the shoulders of the road. He questioned how traffic is going to make way for emergency vehicles with median curbs and shoulder curbs in place.

8. Adjournment

Meeting adjourned at 7:50 p.m.



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the Members of the Silverbell Road Task Force and to the general Public that the Silverbell Road Task Force will hold the following meeting which will be open to the public:

SILVERBELL ROAD TASK FORCE WEDNESDAY, MAY 5, 2010

MEETING NOTICE

The Silverbell Road Task Force (SRTF) will conduct a meeting on Wednesday, May 5, 2010, at 6:00 p.m. at the Luz Academy, 2797 N. Introspect Drive, Tucson, Arizona. All meetings are open to the public.

AGENDA

- 1. Call Meeting to Order – Confirm Quorum**
- 2. Introduction of SRTF Members and Project Team**
- 3. Approval of SRTF Meeting Summary of April 7, 2010**
- 4. Announcements**
 - a. Review of Task Force Ground Rules**
 - b. Reminder of July meeting cancellation**
 - c. Property owner meetings being scheduled**
- 5. Staff Reports, Presentations and Discussion**
 - a. Bus Routes/Plans Discussion**
 - b. Wildlife Crossing Discussion**
 - c. Landscape/Water Harvesting Discussion**
 - d. Preliminary Project Costs**
- 6. Next Steps**
 - a. Future Meeting Dates – Wednesday, June 2, 2010**
- 7. Call to the Audience – Please state your name and group that you represent**
- 8. Adjournment**

-- Action May be Taken on Any Item --

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by calling Evelyn at 885-9009. Please allow ample time to make these arrangements.

This is a project of the Regional Transportation Authority (RTA). The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTA mobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

www.silverbellroad.info

Silverbell Road Task Force Wednesday, May 5, 2010

Summary of Meeting #7

The seventh meeting of the Silverbell Road Task Force (SRTF) took place from 6:00 to 8:00 pm at the Luz Academy, 2797 North Introspect Drive. In attendance were the following members of the Task Force listed with the groups they represent:

Wain Cooper, Regional Transportation Authority
Kendall Elmer, Pima County Neighborhoods
Judith Meyer, Pima County Neighborhoods
Barbara Whitaker, City of Tucson Neighborhoods
Sandy Fagan, City of Tucson Neighborhoods
Frank Stryker, City of Tucson Businesses
Michael Mencinger, Regional Transportation Authority
Angela Wagner-Gabbard, Town of Marana Neighborhoods
Julie Prince, City of Tucson-Pima County Bicycle Advisory Committee
Gale Marsland, Pima County Businesses
Hurvie Davis, Town of Marana Neighborhoods
Robert De La Cerda, City of Tucson Neighborhoods
Josh Wright, Town of Marana Businesses
Midge Hardy, City of Tucson Businesses

SRTF Member Bradley Lang, City of Tucson Businesses, was absent.

Also present were the following members of the Silverbell Road Project Team:

Andy Dinauer, Project Manager for the City of Tucson
Jim Schoen, Project Manager for the Kittleson consultant team
Jason Simmers, Lead Engineer, Kittleson and Associates
Rick Ellis, Project Manager, Pima County Department of Transportation
Freda Johnson, Meeting Facilitator, Rillito Consulting Group
Evelyn Urrea, Community Outreach, Kaneen Advertising & Public Relations
Darlene Showalter, Landscape Architecture, McGann and Associates
Geoff Soroka, Environmental Surveys, SWCA

1. Call Meeting to Order – Confirm Quorum

Freda Johnson, meeting moderator, welcomed everyone and announced that a quorum was present.

2. Introductions of SRTF Members and Project Team

Members of the Task Force introduced themselves. Project Team members Andy Dinauer and Jim Schoen introduced themselves as well as did others on the project team.

3. Approval of SRTF Meeting Summary of April 7, 2010

Comments of clarification were made about the March 2010 meeting minutes.

Judith Meyer clarified her comments regarding the church driveway south of Camino del Cerro indicating the following: At the time the church was being built, the Tucson Mountain Association was advised by a traffic engineer that it should be a right in, right out access only, for safety reasons. At that time, the TMA felt that 'it is unconscionable to make only right-in and right-out turns because there is no room for a person to perform a u-turn to get to the church coming from the north'. Now that a raised median is being proposed with 2 lanes in each direction, she is requesting that the issue of having a right in, right out only access be reviewed again.

Julie Prince said that on page 2 of the March minutes, the text reads 'reduce the raised median' and she had said to 'remove' it.

The April 7, 2010 meeting minutes were accepted by general agreement as written.

4. Announcements

a. Review of Task Force Ground Rules

Freda Johnson reviewed the Task Force meeting ground rules.

b. Reminder of July meeting cancellation

A reminder announcement was made that the July Task Force meeting is cancelled for summer recess.

c. Property owner meetings being scheduled

Jim Schoen announced that there would be more meetings with property owners in the project area.

5. Staff Reports, Presentations and Discussion

a. Bus Routes/Plans Discussion

Jim Schoen commented on the status of the March Task Force issues and confirmed that staff will meet with all affected property owners and would also review the situation about a median opening at the church near Camino del Cerro.

He introduced Tom Fisher who is with the City of Tucson's Transit Division. Tom's counterpart at Sun Tran, Bea Paulus, was present in the audience and she was introduced as well. Tom said that currently Silverbell Route 21 provides fixed route service from downtown up to Goret where the bus needs to turn around. This is a challenge because the bus is 40 feet long. He referred to a "G" shelter to be placed at Goret and that this design allows for advertising which helps defray maintenance and trash pickup costs. However, he said that Silverbell is a scenic corridor and advertising at bus shelters is not permitted. Tom reported that ridership is not growing rapidly but he believes there is a market for increased ridership in the future as new developments are built. He said that some requests have come to his attention from people north of Goret but at present there are no plans to extend the line.

In planning the Silverbell corridor, Tom confirmed that right-of-way needs to be set aside for bus pullouts and bus stops. He said that roughly 12 feet is required for a pullout and a concrete pad between the curb and the shelter. It is required by the American Disabilities Act (ADA) to provide this access. He said that pullouts and stops are anticipated at major

intersections. Judith Meyer said that people waiting on the east side of Silverbell will need shade to protect them from the sun in the mornings. Tom said that there would be a narrower roof to stay within the public right-of-way. Gale Marsland pointed out that the new ballpark is to open soon and kids will need to get there. She asked what it would take to extend Route 21 north past Goret. Tom said that requests are sent up the ladder in the Department of Transportation but that constraints exist because the RTA has established routes and service and with recent budget cuts, things are even worse. However, Tom suggested that citizens go to their elected officials and work through the neighborhoods.

Bea Paulus commented that the location of the request matters. She said that it costs \$5.00 per service mile for Sun Tran to add service. Barbara Whitaker asked if there could be flexibility as to locations for bus pullouts. Andy Dinauer said that some rezonings require the developer to provide service dollars for fixed transit pullouts. Staff will look at sources of funds for these kinds of services but he advised that this route on Silverbell competes with routes all over town. Andy pointed out that the design team needs to find space for pullouts on the far sides of intersections. Sandy Fagan asked if Sun Tran coordinates with school buses. Tom said yes, that this takes place. Angela Wagner-Gabbard asked who pays for bus pullouts. Andy said that transit dollars are used and that pullouts and stops are put in during construction. Andy acknowledged that the school buses stop in through lanes along La Cholla and La Canada and this creates confusion. It was noted that school bus stops change now and then. Sandy said he hopes that bus stops can be put into subdivisions. Other sources of funding include bonds, RTA funds and impact fee dollars. Julie asked if bike lanes would be uninterrupted. The response was yes.

b. Wildlife Crossing Discussion

Geoff Soroka from SWCA said that results of environmental studies showed that there are five priority wildlife corridors in the project area. He said that the bobcat was chosen as the focal species because it is appropriate in an urban project area and that the mountain lion would not be appropriate according to Arizona Game and Fish. He reported that drainage crossings and wildlife needs are compatible. Fencing would be approximately 8 feet high in order to funnel wildlife into crossings. He said that deer have trouble scaling a fence at this height though a mountain lion can scale most anything. Pipe culverts are good for lizards, rodents and smaller creatures such as the round-tailed group squirrel. There would be vegetation treatments at culvert inlets and outlets along the roadway. Sandy Fagan asked about javelinas. Geoff said that javelinas are less likely to use certain areas though they do OK with riprap.

Judith Meyer said that she doesn't understand why the bobcat is the focal species. Geoff said that it lends itself to this type of project, which is 7.5 miles long. If we see more deer and mountain lions, that might change our plans and we would accommodate them. Judith said that it is important to value species with fewer appearances in order to protect them. She said that it sounds reasonable not to have crossings at fifty locations. In response to a question from Angela, Geoff said that chain link fencing would be used. They would look for open spaces and connect them and private property would be avoided. Frank Stryker asked if there are examples of this type of fencing. Jeff said that there are some crossings along Oracle. Andy Dinauer said fencing is being looked at along Houghton Road. He asked if lengths of 8-foot chain link fencing are worth it. And that he is looking for feedback. Angela said that a mesh fence could be put in but what is best for wildlife might have negative aesthetic

consequences. Andy said he looks for a recommendation from the Task Force and it's possible to go without fencing at first. Geoff concurred and suggested that conditions of wildlife could be monitored to see if there is a problem and then act.

Kendall Elmer said the wildlife crossings are a big element in the project and asked what kind of survey had been done. Geoff said that an initial assessment was made based on a road kill database. Midge Hardy recommended hog fencing which has big squares. She said she has seen deer at her place but they don't cross Silverbell. Julie asked about RTA studies and the timeline for them. Jeff said that a baseline survey is anticipated in June. Rick Ellis, Pima County, said later this year there will be a full regional study. Wain Cooper said that he prefers a chain link fence that is coated with black vinyl in a 2-inch format. Judith reiterated her desire for consideration of species with fewer appearances. Jeff said that trends can be looked at over time and adaptive management practices can be instituted with fencing coming later. He acknowledged the concerns people have about fencing. Andy reported that there are Wildlife Linkages Funds in the RTA and this can be a source of funding for bridges and fencing.

c. Landscape/Water Harvesting Discussion

Darlene Showalter, McGann and Associates, presented information as a continuation of the discussion at the April meeting. She said that one issue is that of cut slopes and how they should be treated, and another issue is to clarify what types of vegetation would be appropriate in medians. She advised that safety standards would be followed as to the vegetation in medians. Kendall Elmer said he is aware that under Pima County regulations, tree plantings in medians are discouraged. Darlene said that she can evaluate where trees in medians might be appropriate but the issue is that there be no interference with sight distances for drivers and pedestrians. Andy Dinauer said that he is aware the County does not like to see trees in uncurbed Medias especially along River Road. Rick Ellis, Pima County, confirmed that for safety reasons, visibility is important. Rick continued by saying that larger vegetation should be kept at the sides of roads and that the County has limited ability to maintain vegetation in medians.

A discussion of roadway aesthetics took place and Darlene explained some of the options available for consideration. The sides of roadways could be extended into slopes on the south end of Silverbell. Jason Simmers suggested that this would be feasible south of Sweetwater. Darlene explained concrete retaining walls and soil nail walls. Frank asked why railings at the tops of slopes exist in some places but not in others. Darlene explained that agreements are developed with property owners and the placement of railings depends on the nature of the use on the other side of the wall. She continued with an exhibit of how slopes would look with a 1:1 ratio, a 2:1 ratio and 3:1 ratio and a 4:1 ratio and presented examples of what these treatments would look like. She said that vegetation can be used effectively with 3:1 and 4:1 ratios. Barbara expressed disappointment at the tumbleweeds that have appeared at Goret and asked that this be addressed. Andy Dinauer said this would be addressed and the issue is what does the Task Force like in that area and that staff needs direction about preferred options for treatment of cut slopes. Frank said it would help to know costs of different options. Jason advised that the soil nail treatment is the most expensive and if it occurs on private property it could be as much as \$40 per square foot. Frank said he thought a more vertical treatment would be likely in instances where private property is involved. Jason agreed and said that more slopes may be appropriate on City of Tucson property. In response to a question from

Frank, Jason said that plant preservation rules would be followed. Wain asked for budget estimates for types of treatments. Andy said that cut slopes allowing irrigation could be reseeded and mulched. Jason said that approximately 10-12 locations are identified as areas for treatment and that height and length of walls would vary in those settings. In general, Jason observed that some on the Task Force prefer revegetated slopes. Some Task Force members said that every situation is different and more vertical slopes would be good where private property is concerned. Frank said he doesn't think slopes should be reseeded. Andy asked if there is anything among the options that should be off the table. Barbara said that she is opposed to the type of clear cut/angled sloping down on the corner of Silverbell and Goret. This sloping has existed now for a few years and nothing has grown with the reseeded except tumbleweeds. It looks unnatural, especially along a scenic roadway. She supports that cut hillsides not be reseeded and angled but finished consistently along the roadway such as soil nail walls. Frank said that he likes the look of things south of Grant and he would like to see consistency in a transition from south to north along Silverbell. Kendall said that vegetated slopes are appealing to him and that he doesn't want to see any fake rock walls.

Darlene continued with some ideas about themes along the roadway. She presented examples of a tree palette, accent plants, and color at corners.

d. Preliminary Project Costs

Jim Schoen said that the gross total costs come to \$57 million. Planning and design accounts for \$6 million, construction amounts to \$32-40 million and right-of-way are undetermined at this time. It would cost about \$8 million per mile in today's dollars. And in the future it might come to \$10 million per mile. As for archaeological recovery, there is a rough estimate of \$12 million for the entire corridor. Regarding the northern sector of the project, the costs are undetermined. Angela commented that we are already over budget. Andy said that revenues are from the tax. Jim said that costs for archaeological recovery would be discussed in the future. Andy affirmed that the RTA will not allow the southern end of the project to raid what's needed for the northern end. He said that this will be a reasonable and efficient project, not a 'Cadillac'. He said that there are other sources for funds including bonds, impact fees and the gas tax. In future, Jim Schoen said that more information would be provided on the northern section, including alignment, access and drainage.

6. Next Steps

Freda announced that the next Task Force meeting would be held on June 2, 2010. Jim Schoen said that at that time

7. Call to the Audience

Julian Hadland indicated that he was speaking on behalf of elderly residents on the Silverbell corridor with emphasis on the issue of safety. Virtually all his neighbors do not want a curbed median. They would prefer a center turning lane as on Silverbell Road north of Ina Road and as on the improved Camino del Cerro which virtually all the neighbors like. If there must be a median they do not want it curbed. A curbed median is less safe. He submitted three examples. Regarding emergency vehicles, he recently witnessed a situation around 5 p.m. where emergency vehicles were significantly slowed down just east of I-10 on Cortaro Farms Road which has a curbed shoulder and a curbed median. Conversely again around 5 p.m. on Prince Road which has no curbed median,

emergency vehicles drove along the center turning lane to drive swiftly through rush hour traffic. Then today, May 5, 2010 at 8:21 a.m. at the Ruthrauff at La Cholla intersection, an emergency vehicle going east was significantly slowed down and drivers could not move out of the way because drivers did not want to drive over the sidewalked curb. He spoke to Bradley Lang, who everyone knows, and he asked Julian to convey four points to the task force. He has no ulterior motives but believes 1) the current character of Silverbell Road should be preserved for future generations; 2) for consistency, Silverbell Road, from Grant Road to Ina Road should be like Silverbell Road north of Ina Road; 3) a central turning lane is low maintenance; and 4) regarding animal crossings, will animals congregate among the vegetation on the median, or will animals seek out the animal crossings a mile or so away from its intended crossing points. It would be good to have answers to these questions. Regarding the discussion on transit and school buses, as you all know on undivided roads, unlike on River Road between La Cholla and La Canada Road which was mentioned earlier by Andy Dinauer, traffic in both directions must stop for school buses.

No others came forth to address the Task Force.

8. Adjournment

By general agreement, the meeting was adjourned at 8:05 pm.



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the Members of the Silverbell Road Task Force and to the general Public that the Silverbell Road Task Force will hold the following meeting which will be open to the public:

SILVERBELL ROAD TASK FORCE WEDNESDAY, JUNE 2, 2010

The Silverbell Road Task Force (SRTF) will conduct a meeting on Wednesday, June 2, 2010, at 6:00 p.m. at Luz Academy Cafeteria, 2797 N. Introspect Drive, Tucson, Arizona. All meetings are open to the public.

AGENDA

- 1. Call Meeting to Order – Confirm Quorum**
- 2. Introduction of SRTF Members and Project Team**
- 3. Approval of SRTF Meeting Summary of May 5, 2010**
- 4. Announcements**
 - a. Review of Task Force Ground Rules**
 - b. Reminder of Open Houses on June 7th and 9th**
 - c. Reminder of July Task Force Meeting Cancellation**
- 5. Staff Reports, Presentations and Discussion**
 - a. Archeology/Environmental Clearance Process**
 - b. Review of Proposed North Section Roadway Alignment**
 - c. Right of Way Impacts Update**
- 6. Next Steps**
 - a. Future Meeting Dates**
- 7. Call to the Audience – Please state your name and group that you represent**
- 8. Adjournment**

-- Action May be Taken on Any Item --

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Silverbell Road Task Force Wednesday, June 2, 2010

Summary of Meeting #8

The eighth meeting of the Silverbell Road Task Force (SRTF) took place from 6:00 to 8:00 p.m. at the Luz Academy, 2797 North Introspect Drive. In attendance were the following members of the Task Force:

Wain Cooper, Regional Transportation Authority
Kendall Elmer, Pima County Neighborhoods
Judith Meyer, Pima County Neighborhoods
Barbara Whitaker, City of Tucson Neighborhoods
Sandy Fagan, City of Tucson Neighborhoods
Michael Mencinger, Regional Transportation Authority
Angela Wagner-Gabbard, Town of Marana Neighborhoods
Julie Prince, Tucson-Pima County Bicycle Advisory Committee
Gale Marsland, Pima County Businesses
Robert De La Cerda, City of Tucson Neighborhoods
Josh Wright, Town of Marana Businesses
Midge Hardy, City of Tucson Businesses
Bradley Lang, City of Tucson Businesses

Absent were SRTF members Frank Stryker, City of Tucson Businesses, and Hurvie Davis, Town of Marana Neighborhoods.

Also present were members of the Silverbell Road Project Team:

Jim Schoen, Project Manager, Kittleson & Associates consultant team
Jason Simmers, Lead Engineer, Kittleson & Associates
Rick Ellis, Project Manager, Pima County Department of Transportation
Scott Leska, Project Manager, Town of Marana
Darlene Showalter, Landscape Architect, McGann and Associates
Jonathan Mabry, Historic Preservation Officer, City of Tucson
Freda Johnson, Meeting Facilitator, Rillito Consulting Group
Evelyn Urrea, Community Outreach, Kaneen Advertising and Public Relations

1. Call Meeting to Order – Confirm Quorum

Freda Johnson, meeting moderator, welcomed everyone and announced that a quorum was present.

2. Introductions of SRTF Members and Project Team

Members of the Task Force introduced themselves as did members of the Project Team. Observers were also asked to introduce themselves.

3. Approval of SRTF Meeting Summary of May 5, 2010

Comments of clarification were made about the March 2010 meeting minutes. Barbara Whitaker asked that the record be changed to accept her statement that she “is opposed to the type of clear cut/angled sloping down on the corner of Silverbell and Goret. This sloping has existed now for a few years and nothing has grown with the reseeding except tumbleweeds. It looks unnatural, especially along a scenic roadway. She supports that cut hillsides not be reseeded and angled but finished consistently along the roadway such as soil nail walls.” The May 5 meeting minutes were accepted by general agreement as modified.

4. Announcements

- a. Freda Johnson reviewed the Task Force meeting ground rules. Jim Schoen announced that there were more meetings with property owners in the project area.
- b. The Task Force was reminded of the June 7 and 9 open house meetings on the project.
- c. A reminder announcement was made that the July Task Force meeting would be cancelled.

5. Staff Reports, Presentations and Discussion

a. Archaeology/Environmental Clearance Process

Topics under this item included Archaeology/Environmental Clearance Process, Review of Proposed North Section Roadway Alignment and Update on Right of Way Impacts. Jim Schoen presented an overview of these topics in a power point presentation, copies of which were distributed to the Task Force. Regarding the archaeology investigation, Angela Wager-Gabbard asked what the basis for identifying sensitive areas is. Response was made that studies were done and many sites were identified including a large village. The process applies to private property as well. Brad Lang asked about archaeological findings in the area in Marana from Cortaro to Ina Road. Scott Leska said that study and mitigation was done and the biggest archaeological site in Arizona was identified. Three hundred remains were found as well as 11,000 artifacts. Scott said that this is a continuing issue and information is still being processed.

The area needs to be cleared completely before construction can begin. Angela asked if this activity pushed over the timeline. Scott said no, that the contractor was tied to a one-year process. Judith Meyer asked if mammoth bones had been found at the streetlight at Sweetwater. Scott said that he didn't know. Wain Cooper asked about the extent of archaeological investigations. Jim Schoen said that the limit of work is within the roadway footprint. Wain asked if the \$12 million estimate includes everything. Jim said that it's the best estimate of what it will take to clear everything before construction. Jim continued by reviewing the timeline that includes construction of the south section of the corridor in the fall of 2013. Angela asked about the costs to identify and mitigate the archaeological work in Marana. Scott said approximately \$2-2.5 million from Cortaro to Ina in 2008 dollars. Angela said that she thought the \$12 million for Silverbell might be a conservative estimate.

b. Review of Proposed North Section Roadway Alignment, and
c. Right of Way Impacts Update

Jason Simmers presented an overview of the north section roadway alignment from Camino del Cerro up to Ina Road. In the first section he said the roadway would shift 30-40 feet to the east. Because of flood plain issues, Jason said that the roadway would be raised as much as 10 feet about ½ mile north of Camino del Cerro. The average in this vicinity would be 5-6 feet. Julie Prince asked why the roadway was not elevated at the Camino del Cerro intersection. Jason said because that project added shoulders and some paving but the Silverbell project is a total reconstruction. Going north, Jason pointed out that some trailers on the east side would be taken. He noted that up towards Sunset the Santa Cruz River is very close to the roadway and this project cannot impact the floodway. He reported that another RTA project would address a Sunset connection and a new bridge over the Santa Cruz.

Continuing northward up to Orange Grove Road, Jason said that there are a lot of poor sight lines and the roadway would shift 100 feet to the east. He said that the Idle Hour Wash drains in this area near Benjamin Road. In this area Portland Cement owns a lot of land in this area. Elevation change would be between 2-4 feet. Jason continued by describing the area near Orange Grove Road where there are private properties on the west side of Silverbell. It is proposed that an existing frontage road would be removed and a third lane would be added to the east side to function as a right turn lane. On the west side, walls are likely to protect private property. Just past the developed area, Jason noted the existence of an arch and that bridge options and culverts are options to be considered. The rest of the way north there is much County-owned land. The project ends just south of Ina Road.

Gale Marsland asked about the status of the floodplain in the northernmost area. Justin said that it snakes in and out. Angela asked about meetings with property owners. Jason said that there was not a lot of concern heard since there would be minor impacts at most. He said that the team had met with most property owners in the heavily impacted area. Brad Lang commented that up in the Phoenix area, the Salt River Project dammed the river. Jim Schoen said that this is an option except that the US Army Corps of Engineers would not approve channelization of this section of the Santa Cruz River because the rules have changed. Jason summed up by saying that with regard to access, the team used the same criteria as was set for the south end. Jason distributed handouts of the entire corridor that show roadway elevations. Judith Meyer commented that the roadway is not raised as much in the south end. Jim said that in August there would be more discussion about slopes and walls and what the tradeoffs are. He said that the 'f' symbol on the handout means fill and 'c' means cut.

Gale Marsland raised the issue of fencing for wildlife. She said that she has concerns about a straight ugly wall going up. She urges that wildlife be celebrated and maybe tie it in with cultural resources such as a trail and public education. Further, Gale suggested that the project could tie in to other sources of funding. Jim said that 1% of the project cost will go to public art and interpretive education could be part of this. The public artist will work with the project team and the jurisdictions later in the process. Rick Ellis, Pima County, said that there are visions for this entire segment of

the town. Judith Meyer said that there is a public artist working with development of ball fields at Camino del Cerro. Julie Prince asked if this project could tie in with the educational obelisks in Marana at a new park there.

Brad Lang asked if the Task Force could be given a list of consensus decisions in chronological order. Staff said that this could be done.

6. Next Steps

It was announced that the next meeting of the Task Force would be August 4.

7. Call to the Audience

Betsy Blaylock from the Agua Dulce neighborhood, expressed thanks for asking Task Force members to stand when they introduced themselves.

Julian Hadland, speaking on behalf of elderly residents of the Silverbell Rd. Corridor, has two main concerns: SAFETY and BUDGET CRISIS. SAFETY: Have there been many accidents at the exit/entrance to Chevron and Jack-in-the-Box at the Camino del Cerro/I-10 intersection? If not, why is there a need for a “right turn exit only” out of the church at Camino del Cerro and Silverbell Rd.? Some of my neighbors said: “That is crazy!” Does this CHURCH have HIGHER TRAFFIC DENSITY than the CHEVRON GAS STATION? Why is there a NEED for a CURBED MEDIAN when, as Mr. Andy Dinauer kindly pointed out last month with reference to school bus stops on River Rd. between La Cholla and La Canada? DIVIDED roads are LESS SAFE regarding school bus stops. This is because school children do NOT understand the difference between DIVIDED roads and UNDIVIDED roads. COST: A CENTRAL TURNING LANE is SAFER, as well as LOWER COST and LOWER MAINTENANCE. On Silverbell Rd. south of Grant Rd. at least TWENTY TREES are OVERHANGING (from the CURBED MEDIAN) Silverbell Rd. by OVER TWO FEET. Is COST the reason these trees in the MEDIAN are NOT being properly MAINTAINED? IF there must be a MEDIAN, why not design it like Calle Concordia (photos available from yesterday’s Daily Star) with a slight incline, enhancing drainage and water-harvesting, onto the Uncurbed MEDIAN? SAFETY: On Wednesday May 26th, 2010 at 9:44 AM, an EMERGENCY VEHICLE in an EMERGENCY drove along the CENTRAL TURNING LANE on La Cholla Blvd. just south of MAGEE Rd. for about one hundred yards, to drive through traffic. This LIFE-SAVING action is NOT POSSIBLE where a road has both CURBED SHOULDERS and a CURBED MEDIAN. My final point is that ... Please remember that if a CONSENSUS is obtained, when those contributing to the CONSENSUS are NOT FULLY INFORMED, then that CONSENSUS is NOT VALID.

8. Adjournment

The meeting was adjourned at 7:15 p.m.



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the Members of the Silverbell Road Task Force and to the general Public that the Silverbell Road Task Force will hold the following meeting which will be open to the public:

SILVERBELL ROAD TASK FORCE WEDNESDAY, AUGUST 4, 2010

The Silverbell Road Task Force (SRTF) will conduct a meeting on Wednesday, August 4, 2010, at 6:00 p.m. at Luz Academy Cafeteria, 2797 N. Introspect Drive, Tucson, Arizona. All meetings are open to the public.

AGENDA

- 1. Call Meeting to Order – Confirm Quorum**
- 2. Introduction of SRTF Members and Project Team**
- 3. Approval of SRTF Meeting Summary of June 2, 2010**
- 4. Announcements**
 - a. Review of Task Force Ground Rules**
- 5. Staff Reports, Presentations and Discussion**
 - a. Review of Public Meeting Comments**
 - b. Soil Nail Wall vs. Graded Slope Discussion**
 - c. Landscape Theme Discussion**
 - d. General Roadway Q&A From the Task Force**
- 6. Next Steps**
 - a. Future Meeting Dates**
- 7. Call to the Audience – Please state your name and group that you represent**
- 8. Adjournment**

-- Action May be Taken on Any Item --

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by calling Evelyn at 885-9009. Please allow ample time to make these arrangements.

This is a project of the Regional Transportation Authority (RTA). The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

Silverbell Road Task Force Wednesday, August 4, 2010

REVISED Summary of Meeting #9

The ninth meeting of the Silverbell Road Task Force (SRTF) took place from 6:05 to 7:55 p.m. at the Luz Academy, 2797 North Introspect Drive. In attendance were the following members of the Task Force:

Wain Cooper, Regional Transportation Authority
Hurvie Davis, Town of Marana Neighborhoods
Kendall Elmer, Pima County Neighborhoods
Michael Mencinger, Regional Transportation Authority (revision - name added as attending)
Judith Meyer, Pima County Neighborhoods
Barbara Whitaker, City of Tucson Neighborhoods
Sandy Fagan, City of Tucson Neighborhoods
Angela Wagner-Gabbard, Town of Marana Neighborhoods
Robert De La Cerda, City of Tucson Neighborhoods
Midge Hardy, City of Tucson Businesses
Bradley Lang, City of Tucson Businesses
Frank Stryker, City of Tucson Businesses

Absent were SRTF members Gale Marsland, Pima County Businesses, Julie Prince, Tucson-Pima County Bicycle Advisory Committee, ~~Michael Mencinger, Regional Transportation Authority~~, and Josh Wright, Town of Marana Businesses.

Also present were members of the Silverbell Road Project Team:

Andy Dinauer, Project Manager, City of Tucson Department of Transportation
Jim Schoen, Project Manager, Kittleson & Associates consultant team
Jason Simmers, Lead Engineer, Kittleson & Associates
Rick Ellis, Project Manager, Pima County Department of Transportation
Scott Leska, Project Manager, Town of Marana
Darlene Showalter, Landscape Architect, McGann and Associates
Evelyn Urrea, Community Outreach, Kaneen Advertising and Public Relations

1. Call Meeting to Order – Confirm Quorum

2. Introductions of SRTF Members and Project Team

Members of the Task Force introduced themselves as did members of the Project Team. Observers were also asked to introduce themselves.

3. Approval of SRTF Meeting Summary of June 2, 2010

The June 2, 2010 SRTF meeting summary was accepted with no changes.

4. Announcements

Jim Schoen reviewed the Task Force Ground Rules with the members. Jim also addressed the issue of the Jehovah Witness Hall median opening location. The City has approved a median opening further south about 600 feet from Camino del Cerro which will allow for better access onto the church property. They will also be modifying the drainage there. Frank Stryker brought up the issue of overflow parking at the church. He has seen up to 100 cars park outside the church's fence along both the west and east sides of Silverbell. Judith Meyer said that the number of seats in the church dictated the number of parking spaces per the zoning code and the church did meet that. The County advised them that there could not be overflow parking on the dirt road that runs behind the church because emergency vehicles would not be able to pass, however, it seemed to her that the City did not hold the church to the same restrictions. Andy Dinauer said that the City did not have jurisdiction because City property is on the opposite side of Silverbell, but he will look into the zoning code violation. Hopefully the road improvements there will eventually resolve the church's overflow parking problems.

5. Staff Reports, Presentations and Discussion

a. Review of Public Meeting Comments

Jim Schoen summarized the comments from the two public meetings held on June 7 and June 9. Both meetings were well attended and there was good feedback. Comments that led to group discussion were:

- Landscaping: Jim said that there were contradictory comments from the public asking the team "to create a finished look but maintain a rural feel" – they'll try to work on that. ~~Hurvie Davis~~ *Mike Mencinger* (italicized text reflects requested changes) commented about the problems of maintaining roadway landscaping with budget cuts and trimming survivability. Andy said that staff is trying to maximize water harvesting and choosing drought-tolerant, low-maintenance vegetation. Most roadway projects have a temporary irrigation system during the landscaping establishment period and then the irrigation is pulled out and plants are on their own. Brad Lang asked if animals would gravitate toward medians that are heavily landscaped crossing the road to get there. Frank Stryker said that would naturally happen if there is a lot of shrubbery. Kendall Elmer said it would be a bad investment to install so much landscaping that can't be cared for because of budget cuts and mentioned the jail inmates who are presently being utilized to assist with maintenance of some of the City's landscaping. Andy said that new landscaping maintenance by the City can go as long as three years and that the City has certified arborists and an urban forester on staff to educate those who might be assisting with maintenance of the landscaping.
- Cultural: There was a comment about having interpretive spots along the roadway for the archaeology. Jim said that is something that they will work on as the project moves forward as part of the art component.
- Environmental impacts: There were requests to minimize wildlife impacts and designers will certainly plan to do that.
- Access: There were requests to maintain access for all modes; sometimes that can't be done, but they will whatever they can. Residents along Silverbell Road were concerned about access impacts to their driveways and that they will have to make U-turns to get to their homes. The team can to modify the median to reduce some of those impacts.

- Roadway Design: The signalized intersections are skewed because Silverbell is designed at an angle. There was a request asking them to redesign all intersections to make them all sit at a 90-degree angle but that won't be able to be done in this project.
- Noise walls: Later in the meeting, Jason Simmers from Kittelson briefed the Task Force on this subject and possible ways they could do that.

Judith Meyer mentioned the comment about small reptiles and desert tortoises crossing the road. Jim spoke to wildlife folks about cutouts in the median but they're not sure if that would help. It's been suggested that smaller pipes, not intended for drainage, might mitigate the problem and accommodate those types of reptiles. Angela Warren-Gabbard brought up the size of the animal culverts and read someone's comment asking how the City will control people from going down in the larger culverts to create homeless camps. Andy suggested that any homeless camps should be reported to law enforcement and they will work to relocate anyone living there.

a. Soil Nail Wall vs. Grade Slope Discussion

Jason Simmers from Kittelson discussed locations where there are existing hills that will require a soil nail wall, cut slope or a concrete wall. There are 16 locations on the south end of Silverbell and 10 locations on the north end with Camino del Cerro being the dividing roadway. The slope option is not appropriate for private property and those hills will have soil nail walls. The slope option is acceptable for public property because the City will not have to purchase any right-of-way. Asked about the difference of cost for each option, Jason explained that with the soil nail wall, the biggest cost is the wall itself and putting the concrete on that face. The dirt that is excavated from the slope is not really a project cost because the dirt will be used elsewhere. The cost for the slope is for re-vegetating it and installing and maintaining the temporary irrigation system for up to three years. Re-vegetation on this project will include trees, shrubs, native plants with irrigation; they won't just spray a seed mix. A rough estimate of the cost of doing cut slopes is about 40% of the cost of doing soil nail walls. It would be \$180,000 to do the soil nail walls versus ~~\$170,000~~ *\$70,000* (italicized text reflects requested changes).

Barbara Whitaker asked Andy Dinauer about the recent articles regarding the RTA's concerns about costs for projects because a lot of the Task Force's decisions will be based on available funding. The estimates for the RTA were prepared by consultants and for the Silverbell project, the RTA only funded the project at 40% of the consultant's estimate which was over \$4,000,000 less. However, this project is funded from several sources including RTA dollars and the City's and County's pledges for additional dollars through impact fees or bond money. The City is solid with reserved impact fees for this project, but he is not certain of the County's position on funding. He also added that if they need a slope easement from private property, that cost is not necessarily included at this point. The original project cost estimate by consultants was just an estimate based on other similar projects and roadway construction categories. Angela Gabbard-Wagner stressed the issue of cost because at the last meeting the estimates given for just the south portion of the project did not even include the costs for archaeology and already costs topped the amount of the budget for the entire project, not just the south section. Andy said that when the RTA auditor's report comes out, they will have to go before the RTA board and discuss the specific costs of this project.

Jim asked the Task Force for their thoughts about what they would like the designers to consider based on the slope discussion. Wain Cooper thinks it would depend on how much it would cost to purchase a slope easement and would like some irregularity built into the project. He thinks that would be more appealing to the public and would not be as monotonous. Frank feels that the slopes would be more appropriate rather than the cuts where possible and agrees with Wain on showing irregularity to make the area look more rural. Angela said the soil nail walls look nice but because of the cost, if there's a way to make the slopes look better that would be alright. Judith and Barbara said the soil nail walls look nicer and they like consistency. Brad feels that something artificial may be vandalized and would prefer the rural feel and non-uniform look of the slopes.

Asking for some direction on this subject, Andy asked the Task Force for their preferences on slope treatments at this time. Some members felt that guaranteed irrigation for new landscaping with nursery plants and reseeding on the slopes that are cut for at least three years is acceptable at this time. Other members felt that sometimes cutting 100 feet into the slopes, even with re-vegetation, would not look good and they would prefer the soil nail walls. The Team will come back with more options to discuss at future meetings.

b. Landscape Theme Discussion

Darlene Showalter of McGann and Associates landscapers presented various landscaping options reviewing. The Task Force was very pleased with the options and now looks forward to working with these landscaping possibilities. For the PowerPoint presentation go to http://www.silverbellroad.info/documents/Silverbell_Landscape_Themes.pdf

c. General Roadway Q&A from the Task Force

Andy Dinauer said that when the RTA audit results come out in September, if he doesn't notify the members first, they will probably read about it in the paper.

Kendall Elmer asked about entry in the minutes regarding the southernmost part of the project beginning construction in early 2013 which he thought was early. Andy said things really won't start rolling until 2014 because of the archaeology.

Brad Lang brought up installing a HAWK on Silverbell at Introspect Drive for all the students who are dropped up by public buses and cross the road to attend Luz Academy. Andy said that the need for a HAWK will be addressed in the final design plans.

6. Next Steps

It was announced that the next meeting of the Task Force would be Wednesday, September 1.

7. Call to the Audience

(Herb Havins) He owns the trailer park property that is one of the most severely impacted properties and has yet to be contacted by a member of the design team to discuss design elements. These elements have changed radically since they were originally presented so he would appreciate more contact in this regard.

Julian Hadland, speaking on behalf of elderly residents of the Silverbell Rd. corridor: Several of the SRTF members referred to an article in the Arizona Daily Star of July 18th, 2010. It indicated that the RTA road improvement projects may have to be REDUCED BY 25%. Is it not time to FINE-TUNE the proposed design for the Silverbell Rd. of the future? Is it not time to REDUCE the CONSTRUCTION COSTS and future MAINTENANCE COSTS? Is it not time to MINIMIZE DANGER, without educating school kids and teenagers to what may be an unreasonable degree, and IMPROVE THE EASE with which EMERGENCY VEHICLES can travel along Silverbell Rd.? (You have probably heard about the death of Brandon Schultz. I will not go into the details here.) A CENTRAL TURNING LANE, NOT A CURBED MEDIAN, as is already established on Silverbell Rd. north of Ina Rd., would achieve these aims. See my statements at previous SRTF meetings for details of supporting evidence. Thank you for listening.

8. Adjournment

The meeting was adjourned at 7:55 p.m.



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the Members of the Silverbell Road Task Force and to the general Public that the Silverbell Road Task Force will hold the following meeting which will be open to the public:

SILVERBELL ROAD TASK FORCE WEDNESDAY, SEPTEMBER 1, 2010

The Silverbell Road Task Force (SRTF) will conduct a meeting on Wednesday, September 1, 2010, at 6:00 p.m. at Luz Academy Cafeteria, 2797 N. Introspect Drive, Tucson, Arizona. All meetings are open to the public.

AGENDA

- 1. Call Meeting to Order – Confirm Quorum**
- 2. Introduction of SRTF Members and Project Team**
- 3. Approval of SRTF Meeting Summary of August 4, 2010**
- 4. Announcements**
 - a. Review of Task Force Ground Rules**
- 5. Staff Reports, Presentations and Discussion**
 - a. Retaining Walls vs Graded Slope Discussion – (Follow up from previous meeting)**
 - b. Landscape Concept Discussion – (Continued from previous meeting)**
- 6. Next Steps**
 - a. Future Meeting Dates**
- 7. Call to the Audience – Please state your name and group that you represent**
- 8. Adjournment**

-- Action May be Taken on Any Item --

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by calling Evelyn at 885-9009. Please allow ample time to make these arrangements.

This is a project of the Regional Transportation Authority (RTA). The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

Silverbell Road Task Force Wednesday, September 1, 2010

Summary of Meeting #10

The tenth meeting of the Silverbell Road Task Force (SRTF) took place from 6:10 to 7:30 p.m. at the Luz Academy cafeteria, 2797 North Introspect Drive. In attendance were the following members of the Task Force:

Wain Cooper, Regional Transportation Authority
Kendall Elmer, Pima County Neighborhoods
Judith Meyer, Pima County Neighborhoods
Barbara Whitaker, City of Tucson Neighborhoods
Sandy Fagan, City of Tucson Neighborhoods
Angela Wagner-Gabbard, Town of Marana Neighborhoods
Robert De La Cerda, City of Tucson Neighborhoods
Midge Hardy, City of Tucson Businesses
Bradley Lang, City of Tucson Businesses
Frank Stryker, City of Tucson Businesses
Julie Prince, Tucson-Pima Bicycle Advisory Committee
Josh Wright, Town of Marana Businesses
Gale Marsland, Pima County Businesses

Absent were SRTF members Michael Mencinger, Regional Transportation Authority, and Hurvie Davis, Town of Marana Neighborhoods.

Also present were members of the Silverbell Road Project Team:

Andy Dinauer, Project Manager, City of Tucson Department of Transportation
Jim Schoen, Project Manager, Kittleson & Associates consultant team
Jason Simmers, Lead Engineer, Kittleson & Associates
Rick Ellis, Project Manager, Pima County Department of Transportation
Darlene Showalter, Landscape Architect, McGann and Associates
Freda Johnson, Meeting Facilitator, Rillito Consultants
Evelyn Urrea, Community Outreach, Kaneen Advertising and Public Relations

1. Call Meeting to Order – Confirm Quorum

Freda Johnson, meeting moderator, welcomed everyone and announced that a quorum was present.

2. Introductions of SRTF Members and Project Team

Members of the Task Force introduced themselves. Project Team members Andy Dinauer and Jim Schoen introduced themselves as well as did others on the project team. Observers introduced themselves.

3. Approval of SRTF Meeting Summary of August 4, 2010

A correction was requested by Wain Cooper regarding the cost estimates for slopes compared to cost estimates for soil nail walls. He asked that the estimate for cut slopes should be corrected to show \$70,000, not \$170,000. This appears on page 3 in the last sentence of item b. Soil Nail Wall vs. Grade Slope Discussion. By general agreement the minutes were accepted with this modification.

By email, Michael Mencinger also asked that a revision be made to the August 4 minutes attributing comments to him, and not Hurvie Davis, as follows: ~~Hurvie Davis~~ *Mike Mencinger* (italicized text reflects requested changes) commented about the problems of maintaining roadway landscaping with budget cuts and trimming survivability.

4. Announcements

a. Review of Task Force Ground Rules

Freda Johnson reviewed the ground rules established at the first meeting of the Task Force.

5. Staff Reports, Presentations and Discussion

b. Landscape Concept Discussion

By general agreement, the discussion of landscape concepts was addressed first. Darlene Showalter reviewed the themes that had been presented at the August meeting. She said that she recommends merging the four elements into median nodes and use of classic pavers. In response to a question, she said that there is not a big difference in cost between standard pavers and other patterns. Barbara Whitaker said that she likes the patterns, as did Wain Cooper. Frank Stryker asked if pavers were absolutely necessary and wanted to know why they are better than plantings. He said that it appears that 80% of medians will be in nodes or noses. Andy Dinauer said that they are not necessarily continuous and that areas narrower than four feet will not be used for planting. Judith Meyer said that there should be decent looking pavers where we cannot have plants. Darlene clarified that within unincorporated Pima County it is required to have 100 feet of paving on bull noses. Plant height is limited at bull noses because it is a visibility issue.

Several people said that they like the effect of plants in medians and suggested that plants be used wherever possible. At the same time, people said they understand the need for good visibility and that safety is important not only for drivers but for animals. Brad Lang asked that the Task Force be given a better perspective on what the long-term maintenance impacts will be. In response to discussion about plants, Darlene said that vegetation would be maximized wherever possible. Discussion continued about the importance of colors that blend with the surrounding soil and that there be consistency throughout the project area. There was strong sentiment to minimize use of white with a preference for the natural colors of the terrain. Judith Meyer asked if medians would be a good location for public art. By general agreement, the plant themes presented were accepted by the Task Force. Darlene presented concepts for pedestrian node designs that included an eroded wall image, a bobcat footprint and water and geology images. All of these themes were deemed acceptable but several people spoke about the importance of emphasizing natural colors and simplicity in design. In response to a question, staff replied that there are between 10-15 pedestrian nodes

throughout the project area. Gale Marsland asked that there be shade and trees at pedestrian nodes. Staff said that the Design Concept Report would reflect the Task Force preference for natural colors and simplicity of designs.

There was a brief discussion about the nature of the multiuse path. Staff clarified that there will be some separation except in those situations where it will be next to curb around drainage structures. It was clarified that it would be asphalt, not concrete.

Darlene said that plants are being reviewed and there is a good selection that would require low water use. She said that invasive species will be addressed, especially the buffel grass problem. There was general and enthusiastic agreement about the approach that Darlene had presented for landscaping.

a. Retaining Walls vs. Graded Slope Discussion

Jim Schoen reviewed the differences between slopes or walls and said that he and the project team are looking for consensus from the Task Force on applications of these techniques. He pointed out that there is a 40% difference in cost between the two applications with the soil nail walls being more costly. Judith Meyer said that overall in the south half the cost difference is probably about \$500,000 and that is out of a \$40 million project. She said that the tradeoff is between costs and aesthetics. Some people said they don't care for the look of soil nail walls because they look artificial. Jason Simmers suggested that there could be contouring of walls across from the golf course. At the same time, Barbara Whitaker said that she wants to see soil nail walls in that area. Angela Wagner-Gabbard suggested that a compromise could be reached. Jason said that shorter walls could be applied in that area. Jason said that sloping back in the vicinity of the golf course is proposed because soil is needed for fill in other areas.

Judith Meyer pointed out that in Pima County the slope ordinance requires terracing. Jason said that the ordinance would likely require a 3:1 ratio but this project is proposing a flatter 4:1 ratio. There was general agreement that for private properties, walls would be incorporated and for public property both a wall and slope combination would be applied to reduce the grading impacts but still provide additional soils for fill. Plus recontouring the slopes, maybe with mini-benches, will be considered.

6. Next Steps

Jim Schoen said that preliminary plans for the southern section would appear in the Design Concept Report and that this report would be given to the Task Force for review in October. It was proposed that the next meeting of the Task Force take place in November. He added that if there would be a report or statement or a letter from the Task Force this would be documented in the report. In response to a question from Wain Cooper, Jim said that the contents of the Design Concept Report summarize traffic needs, cost estimates, drainage and a recommendation for the landscape theme. Barbara asked that the document be sent to the Task Force. Angela commented that she would like to get public feedback before final comments are developed from the Task Force.

In summary, Jim said that the Design Concept Report would be sent to the Task Force in mid October and then there would be public meetings at the end of October. The next Task Force meeting would take place the first Wednesday in November.

7. Call to the Audience

(Copied from Mr. Hadland's typed notes) Julian Hadland, speaking on behalf of elderly residents, among others, of the Silverbell Rd. Corridor: First I would like to draw your attention to some omissions from the minutes of the previous two meetings.

At the meeting of June 2nd 2010 Mr. Jim Schoen said, **"If it is not clear that a consensus was reached on certain items, we can go back and review them."**

At the meeting of August 4th, 2010, in reply to a question about a HAWK crossing, Mr. Andy Dinauer replied: **"I have already answered that question a hundred times."**

(Per review of the taped meeting minutes Andy Dinauer said: "I'm going to answer that one more time for you. This is the third time I have answered this. We will address the need for a HAWK when we are doing the final design plans...")

And then, about thirty seconds later, Mr. Andy Dinauer said: **"Is the school [Luz Academy] even going to be in existence when the project is completed?"**

(As far as the "existence of the Luz Academy", Andy Dinauer's statement was in the context of the City of Tucson needing to address the warrants of the crossing during the final design rather than during the 30%/DCR phase because many things could change along the corridor before construction actually begins in 2013.)

It would be appreciated if these omissions could be included in the minutes.

It is sad that some of those with responsibilities on the SFRT are not willing to make reasonable accommodations.

I have recently spoken to several more, even less elderly, residents who have affirmed that a **disproportionately large percentage of accidents are caused by drivers doing U-turns on divided roads, especially if the drivers' vision is obscured by trees and bushes in the curbed median.**

Do the members of the SFRT wish to be responsible for an increased number of accidents on Silverbell Rd?

It seems that some of the members of the SFRT are not listening to these words from the audience. However, *to those who intend to take action based on these words, I thank you for listening.*

8. Adjournment

(The above is a summary of the September 1, 2010 Silverbell Task Force meeting, not verbatim minutes.)



Pursuant to A.R.S. § 38-431.02, notice is hereby given to the Members of the Silverbell Road Task Force and to the general Public that the Silverbell Road Task Force will hold the following meeting which will be open to the public:

SILVERBELL ROAD TASK FORCE WEDNESDAY, DECEMBER 1, 2010

The Silverbell Road Task Force (SRTF) will conduct a meeting on Wednesday, December 1, 2010, at 6:00 p.m. at Luz Academy Cafeteria, 2797 N. Introspect Drive, Tucson, Arizona. All meetings are open to the public.

AGENDA

- 1. Call Meeting to Order – Confirm Quorum**
- 2. Introduction of SRTF Members and Project Team**
- 3. Approval of SRTF Meeting Summary of September 1, 2010**
- 4. Announcements**
 - a. Review of Task Force Ground Rules**
- 5. Staff Reports, Presentations and Discussion**
 - a. Review project status (schedule, budget)**
 - b. Discussion of recommended design concept**
- 6. Next Steps**
 - a. CTF response to design concept (if necessary)**
- 7. Call to the Audience – Please state your name and group that you represent**
- 8. Adjournment**

-- Action May be Taken on Any Item --

Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by calling Evelyn at 885-9009. Please allow ample time to make these arrangements.

This is a project of the Regional Transportation Authority (RTA). The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

www.silverbellroad.info

UNAPPROVED BY SRTF

Silverbell Road Task Force Wednesday, December 1, 2010

Summary of Meeting #11

The eleventh meeting of the Silverbell Road Task Force (SRTF) took place from 6:00 to 8:00 p.m. at the Luz Academy, 2797 North Introspect Drive. In attendance were these members of the Task Force:

Wain Cooper, Regional Transportation Authority
Kendall Elmer, Pima County Neighborhoods
Judith Meyer, Pima County Neighborhoods
Barbara Whitaker, City of Tucson Neighborhoods
Sandy Fagan, City of Tucson Neighborhoods
Angela Wagner-Gabbard, Town of Marana Neighborhoods
Julie Prince, Tucson-Pima Bicycle Advisory Committee
Gale Marsland, Pima County Businesses
Robert De La Cerda, City of Tucson Neighborhoods
Josh Wright, Town of Marana Businesses
Midge Hardy, City of Tucson Businesses
Frank Stryker, City of Tucson Businesses
Bradley Lang, City of Tucson Businesses
Michael Mencinger, Regional Transportation Authority
Hurvie Davis, Town of Marana Neighborhoods

Also present were members of the Silverbell Road Project Team:

Andy Dinauer, Project Manager, City of Tucson Department of Transportation
Jim Schoen, Project Manager, Kittleson & Associates consultant team
Jason Simmers, Lead Engineer, Kittleson & Associates consultant team
Evelyn Urrea, Community Outreach, Kaneen Advertising and Public Relations
Freda Johnson, Meeting Facilitator, Rillito Consulting Group
Darlene Showalter, Landscape Architect, McGann and Associates
Rick Ellis, Project Manager, Pima County Department of Transportation
Scott Leska, Project Manager, Town of Marana

1. Call Meeting to Order – Confirm Quorum

Freda Johnson, meeting moderator, welcomed everyone and announced that a quorum was present.

2. Introductions of SRTF Members and Project Team

Members of the Task Force introduced themselves. Project Team members Andy Dinauer and Jim Schoen introduced themselves as well as did others on the project team. Observers introduced themselves.

3. Approval of SRTF Meeting Summary of September 1, 2010

The minutes were accepted without objection. Judith Meyer asked how long tapes of meetings would be kept.

4. Announcements and Review of Task Force Ground Rules

Freda Johnson reviewed the ground rules established at the first meeting of the Task Force. Jim Schoen said that no major issues were raised at the project open house meetings held on October 19th and 21st.

5. Staff Reports, Presentations and Discussion

Jim Schoen said that the main topic at this meeting was the Recommended Design Concept Report and he invited comments and questions about the contents. He said he had received some comments already. Judith Meyer observed that the project is funded at \$58 million but the needs amount to \$98 million. Jim acknowledged the substantially higher project cost, however, each of the three agencies have confirmed that they are committed to the proposed design concept and will identify additional funding to make up the shortfall, including impact fees and future HURF funds. Andy Dinauer reported that funding needs for archaeological work has been identified at approximately \$12 million. He said that \$8 million has been requested from the RTA already to get started on the archeological recovery. He said that the RTA had reduced the overall project cost by \$4 million prior to going to the voters and that the City of Tucson is waiting for an explanation for this reduction. Andy continued to say that by 2012, the project is poised to move forward. Value engineering is being considered among other approaches to reduce costs wherever possible. He said that the project is in good shape and that all three jurisdictions are supportive of the project.

Frank Stryker commented about how far apart the two sections (north and south) are in terms of planning and implementation. Andy said that the design for the south end of the project is being completed to the 30% level and the north portion to the 15% level as part of this design concept phase. He said that the north end would not be short changed. Jim Schoen reminded the Task Force that archeological clearance for the north section will likely occur much sooner than the planned construction. With the horizontal alignment of the roadway established, it will be possible to do the archaeological recovery for the entire roadway all at once. A question was asked when easements or right-of-way would be purchased on the north section. Andy noted that right-of-way is typically acquired as needed, however, some advance right-of-way purchase might occur. In response to a question about whether the project construction is delayed, staff said, yes, about a year, and that initial construction is anticipated in 2013. Andy reminded the group that the final design for the roadway will follow the preliminary design provided in the Design Concept Report (DCR).

Brad Lang asked about the nature of the ten-foot-wide pedestrian/multipurpose path on the east side of the roadway. Staff responded that the path will be a 10-ft wide asphalt

from Ina Road to the Silver Creek subdivision and from there, south to Grant, it would be a 6-ft wide concrete sidewalk.

Gale Marsland commented on the absence of meandering for the multiuse pathways and said that the Task Force had wished for more that. Jim said that some meandering was possible, but that doing so would increase the footprint and cost of the roadway. Gale observed that water harvesting seems weak in the document. Jim said this can be strengthened and more exhibits relative to landscaping and water harvesting will be added. Gale asked if the jurisdictions would get copies of all Task Force minutes so they will know what is really important to them. She asked that statements in the report highlight what matters most to the Task Force.

Angela Wagner-Gabbard said that with regard to retaining walls, the Task Force preferred soil nails. Staff said that there are options for retaining wall types, however, the appearance could be the natural rock look regardless of the type of wall. The Task Force's preference will be acknowledged in the DCR.

Judith Meyer asked if there might be spokespersons from the Task Force to represent the group when the project is discussed at each of the three jurisdictions. She said that there are three topics of importance: landscaping, crossings for wildlife and soil nail walls for retaining walls. Angela said that she would be willing to go to the Marana meetings. Andy Dinauer said that notices of any meetings would be sent to the Task Force and that anyone may speak. Judith Meyer reiterated the need for follow up and commitment from this group. Brad, Judith, Gale and Barbara all volunteered to be advocates for the Task Force and that talking points should be developed and posted on the web site. Barbara Whitaker noted that some people want two lanes but the RTA mandates four lanes with a median. Andy affirmed Barbara's conclusion and said that in order to change the four-lane concept, the project would need to be taken back to the voters of the region.

Sandy Fagan said that the design concept report needed to cite the list of ancillary studies that were performed. Angela asked if links to those documents could be provided. Jim noted that the technical documents prepared as part of the design concept are listed in the overview of the DCR as well as in the references section. It was suggested that the technical documents be posted to the web site, however, Jim indicated that several of these documents, especially the drainage reports, are very large and posting them would not be very feasible. Andy noted that each agency as well as Kittelson & Associates will retain copies of all project reports.

Brad raised the question about the RTA policy regarding curbed and uncurbed medians. Andy said that the agencies prefer to use curbed medians on arterial roadways because it controls cut-through traffic and improves safety.

Julie said that on page 35 of the draft DCR the discussion on safety notes that one of the benefits of raised curb is that it improves safety for cyclists. She asked that there be differentiation between the safety of cyclists and pedestrians using the multi-use path and cyclists using the bicycle lane on the roadway. Many cyclists within a bicycle lane do

not feel safer with an outside curb. Jim indicated that this would be noted. Jim added that comments on the draft DCR from the CTF members would be welcome until December 20th. Judith Meyer said that she is willing to be a spokesperson for the CTF but wants others to commit. Jim asked that any letters that CTF members would like included in the final DCR should also be provided by December 20th.

Kendall Elmer said that the DCR does a good job documenting what they discussed. He said that Section 8 of the DCR is a vital element of the report with the summary of Task Force actions. He suggested that this section be expanded to provide more detail on CTF preferences and feedback. Barbara said she supports designating a spokesperson and to having the Task Force talking points on the web site.

Andy said that the project team has completed its work in terms of the open meeting law. Frank asked about the future process and whether Darlene Showalter would be involved to provide landscape concept continuity. Julie commented that the bike lane, as described in Section 8, needs to specify six feet of asphalt. Jim indicated he would do this. Angela read a communication from a resident at 3702 West Hills of Gold Drive. This resident expressed concern about changes to the roadway as well as introduction of medians. This person said turning lanes are needed with no obstructed vision.

6. Next Steps

Jim Schoen summed up the project status and said that the DCR would be finalized in early 2011. In February or March the DCR will go to the three jurisdictions and approval is sought from them by May. Archaeological recovery work should begin in October 2011 if all goes as planned. A Silverbell Archaeological District has been formed.

Gale reported receiving a recent communication from the County about new flood plain mapping because she has a wash on her property. Brad said notifications have also been received at the Luz Academy. Andy noted that Pima County Flood Control is remapping the Santa Cruz River and other major wash flood plains and the communications received do not relate directly to the Silverbell Road project.

Barbara expressed thanks to Andy Dinauer, Jim Schoen and Kittelson, the landscape architect (Darlene Showalter) and staff of all jurisdictions for all the hard work done.

Andy summed up by saying that the Task Force will not be disbanded and it could be reconvened. He said that there would be some activity in the next several months on Silverbell Road regarding field location of utilities, however, this work is not the start of construction of the roadway improvements.

7. Call to the Audience

Julian Hadland addressed the Task Force (the following has been copied from Mr. Hadland's typed notes).

Speaking on behalf of elderly residents of the Silverbell Rd Corridor:

I hope you all read the fine print in the draft report (DCR).

On pages 11 and 12, if you read the fine print, you will see the period covered for the accidents is 2006 to 2008: for two years. During a large proportion of that time the traffic on Silverbell Rd was heavier than normal because of work on the I-10. Could we please have the ACCIDENT STATISTICS for the FIRST SIX MONTHS of 2010?

Also, please look at page 9 of the draft report. In the lower right-hand portion of page 9 you will see that most segments of Silverbell Rd north of Grant Rd have only about 10,000 VEHICULAR TRIPS per day currently.

So, why is there a need for a curbed, vegetated median?

Also, please answer why Kittelson & Associates offered to extend the driveway of the Jehovah's Witness' church on the South-West corner of Silverbell Rd and Camino del Cerro by about ONE HUNDRED FEET SOUTHWARD, presumably at TAXPAYERS' EXPENSE?

My final question is: is it valid to compare the I-10 and Silverbell Rd?

The MAXIMUM SPEED on the I-10 is MUCH HIGHER than that on Silverbell Rd.

Thank you for listening.

8. Adjournment

By general agreement, the meeting was adjourned at 8:00 p.m.