



Appendix A

Public Involvement



Table A-1. Public involvement documents

Date	Document
10/12/2007	Community Advisory Committee (CAC) formation notice published in the <i>Daily Territorial</i> on October 12 and 15, 2007
1/31/2008	CAC meeting agenda
1/31/2008	CAC meeting sign-in sheets – <i>not available</i>
1/31/2008	CAC meeting summary
1/31/2008	CAC meeting handouts: Project Features Sheet, Project Area Maps, PCDDOT Community Participation and Mitigation Ordinance
4/10/2008	Invitation to CAC members regarding CAC meeting (example)
5/6/2008	CAC meeting agenda
5/6/2008	CAC meeting sign-in sheets
5/6/2008	CAC meeting handouts: Engineering 101 Fact Sheet, RTA pamphlet, binder cover for CAC members (example)
5/6/2008	CAC meeting summary
7/13/2011	Invitation to CAC members and community members regarding CAC meeting (example)
7/25/2011	CAC meeting agenda (same as meeting notice)
7/25/2011	CAC meeting sign-in sheets
7/25/2011	CAC meeting summary
10/18/2011	Invitation to CAC members regarding CAC meeting (example)
10/24/2011	CAC meeting sign-in sheets
10/24/2011	CAC meeting summary
12/2011	Public Open House notice
12/12/2011	Public Open House sign-in sheets
12/12/2011	Comment form distributed at Public Open House
12/12/2011	Public Open House comment summary
12/12/2011	Public Open House summary of responses to comments

Castro – Valencia Road: Ajo Highway to Mark Road

October 12, 2007

The Daily Territorial

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**Pima County Department
of Transportation**

**COMMUNITY
ADVISORY
COMMITTEE**

**VALENCIA ROAD:
Mark Road to
Ajo Way**

The Pima County Department of Transportation (P.C.D.O.T.) is beginning the design process of widening Valencia Road. P.C.D.O.T. will follow the guidelines set forth in the Community Participation and Mitigation Ordinance No. 2006-31 which calls for a Community Advisory Committee.

The Community Advisory Committee will consist of five to fifteen members. Two to eight members will own property or reside immediately adjacent to the roadway. One to six members will own property or reside within 1/2 mile of the project but not immediately adjacent to the proposed improvement. Up to four members will reside outside of the 1/2 mile corridor.

To receive an application for membership, please contact Community Relations at 740-6410. The deadline for submitting an application is November 2, 2007.

**PUBLISH: The Daily Territorial
October 12, 15, 2007
pn Openhouse J.M.**

2540 North Tucson Blvd.
Tucson, AZ 85716
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fax 327-4687
gordleydesign.com



*Valencia Road
Ajo Highway to Mark Road
Improvement Project*



Kickoff Planning Meeting Agenda

Community Advisory Committee (CAC)
6:30 P.M. on Thursday, January 31, 2008
Lawrence Elementary School
4850 W. Jeffrey Road, Tucson, Arizona

1. Welcome and Introductions (Rick Ellis, PCDOT Engineering Division Manager)
 - a. Design Team and CAC Member Introductions
 - b. Goals and Expectations

2. CAC Purpose (Annabelle Quihuis, PCDOT Community Relations Manager)
 - a. Role and Responsibility
 - b. Pima County Ordinance (Review Artwork, Landscaping, Mitigations)
 - c. Communication with the Project Team/Board of Supervisors
 - d. Meeting Format
 - e. Electing Chairperson
 - f. EAMR/EA Comment Process/Recommendation Letter
 - g. Project Duration & CAC Commitment

3. Project Overview (Frank Fry, Castro Engineering)
 - a. Design Team Roles and Responsibilities
 - b. Engineering Scope
 - c. Environmental Scope
 - d. Coordination with other projects
 - e. Project Schedule/Status
 - f. Future Meetings

4. Questions/Open Discussion (All)
 - a. CAC Members
 - b. Public



Valencia Road Ajo Highway to Mark Road Improvement Project



Project Features

Overview

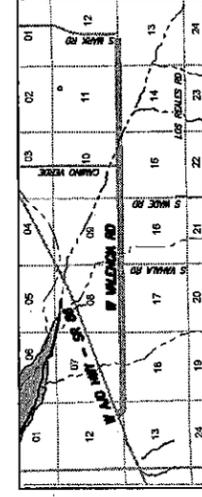
- The Pima County Department of Transportation (PCDOT), in conjunction with the Regional Transportation Authority's (RTA) Roadway Improvement Plan, has planned improvements to the Valencia Road Corridor from Mark Road to its western terminus at Ajo Highway (S.R. 86).
- Valencia Road is a major east-west arterial on the south side of the Tucson metropolitan area and designated as a Scenic Major Route in the Pima County Major Streets and Routes Plan.
- This portion of Valencia Road is located within the Pima County Board of Supervisors District 3.
- The RTA's Roadway Improvement Plan, which was approved by Pima County voters in May, 2006, proposed that this existing two-lane arterial be designed to a "desert parkway" section, which will be defined with the progression of the conception design phase for this project.

Purpose

- Provide multi-modal transportation improvements.
- Improve safety.
- Reduce congestion.
- Improve operations.
- Increase mobility for current and future traffic needs.
- Development of the project includes completion of a Preliminary/Conceptual Study, followed by Final Design, and ultimately construction.
- **This project outline discusses the Preliminary/Conceptual Study portion of this project only.**

Roadway

- Aerial photogrammetry, culture survey, and field topography will be prepared.
- Typical roadway section and intersection configurations will be evaluated and ultimately determined by the Design Concept Report (DCR), including recommendations in the Traffic Engineering Report (TER).
- The DCR will include the following discipline reports: Drainage; Traffic; Geotechnical; Pavement Design; Arterial Lighting; and Artwork.
- The roadway design will follow the latest edition of the PCDOT Roadway Design Manual (RDM), including the Environmentally Sensitive Roadway (ESR) guidelines.
- Intersection improvements will be evaluated for the following intersections: Camino Verde, Wade Road, Vahalla Road and Ajo Highway (S.R. 86);
- In order to enhance safety and operations, a re-alignment of the western terminus of Valencia Road as it approaches Ajo Highway (S.R. 86) will be assessed.
- Stage I and II plans will be prepared.
- The top paving lift of the proposed pavement section will be rubberized asphalt.
- Noise walls may be provided as the noise analysis determines.
- Pedestrian and multi-purpose facilities will be evaluated.

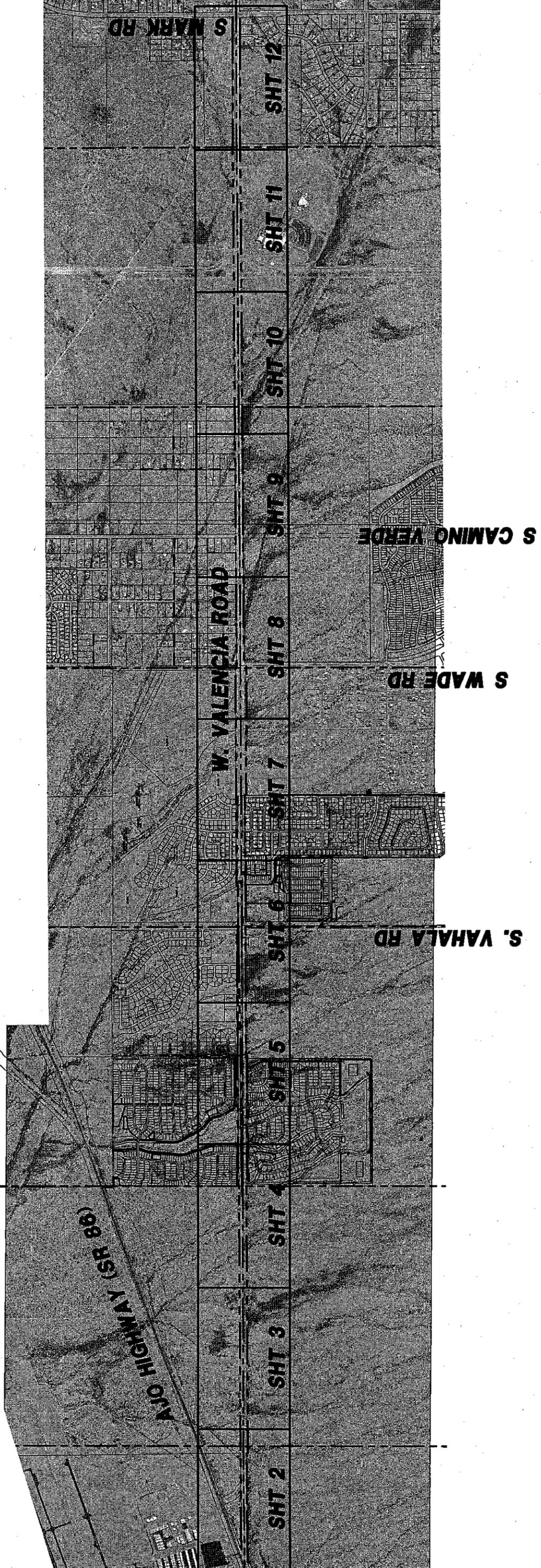


KEY MAP

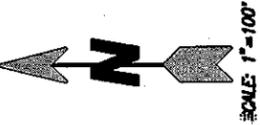
PROJECT OVERVIEW AND ISSUES MAP

Castro Engineering corp
CONSULTING ENGINEERS AND SURVEYORS
9530 WEST PIMA ROAD, SUITE 200
TULSA, OKLAHOMA 74114
(580)895-2550 (580)895-2115 (fax)

PROJECT WORK ORDER NO. 487MM
CASTRO ENG. JOB NO. PCDT067 1 OF 12

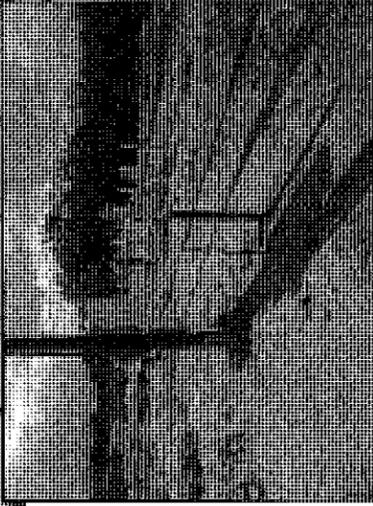
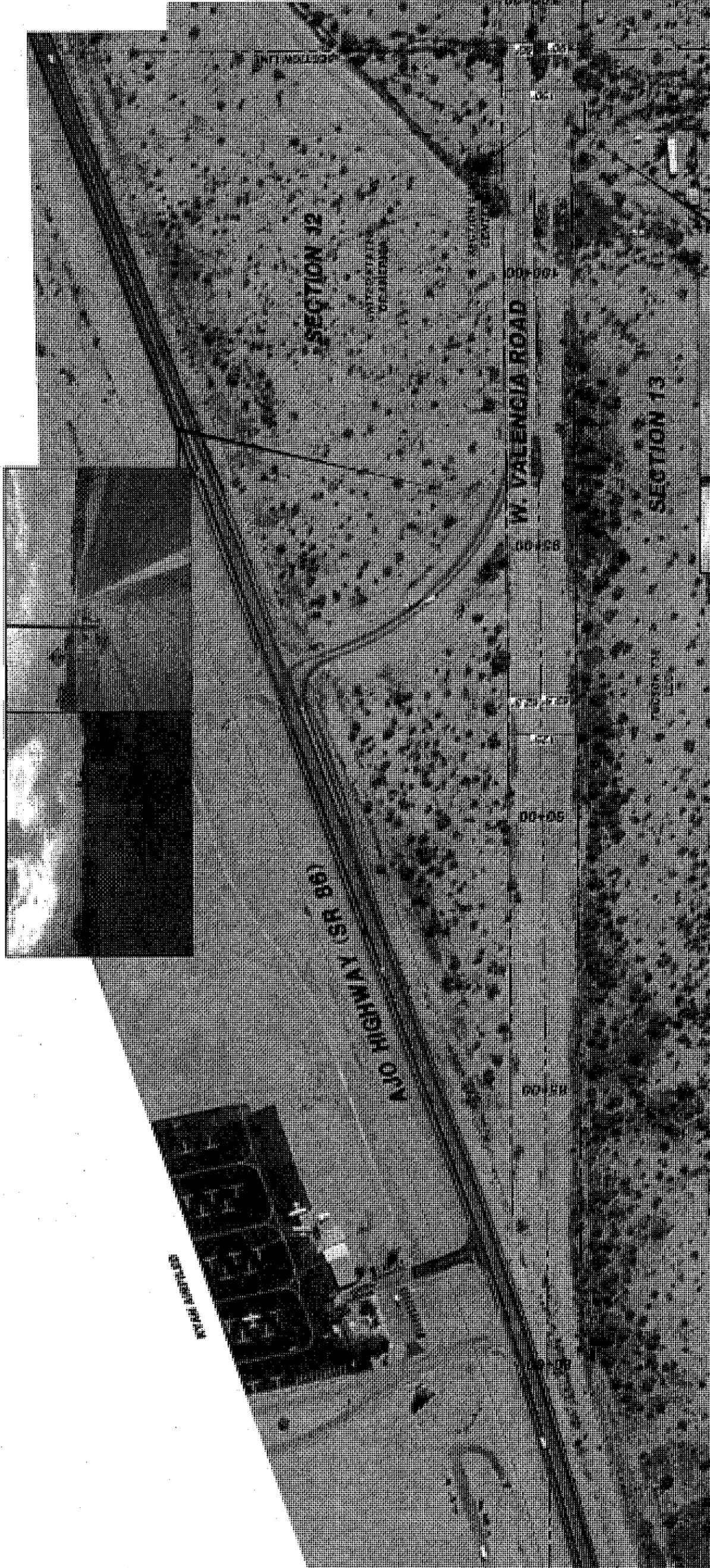


HORIZONTAL CURVE

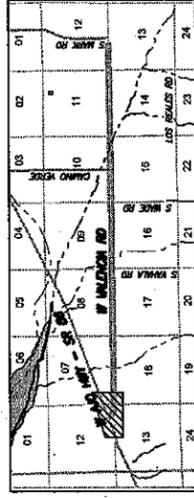


SCALE 1"=100'

MATCHLINE STA.105+00
SEE SHEET 3



UTILITIES THROUGHOUT PROJECT



KEY MAP

**PROJECT OVERVIEW
AND ISSUES MAP**



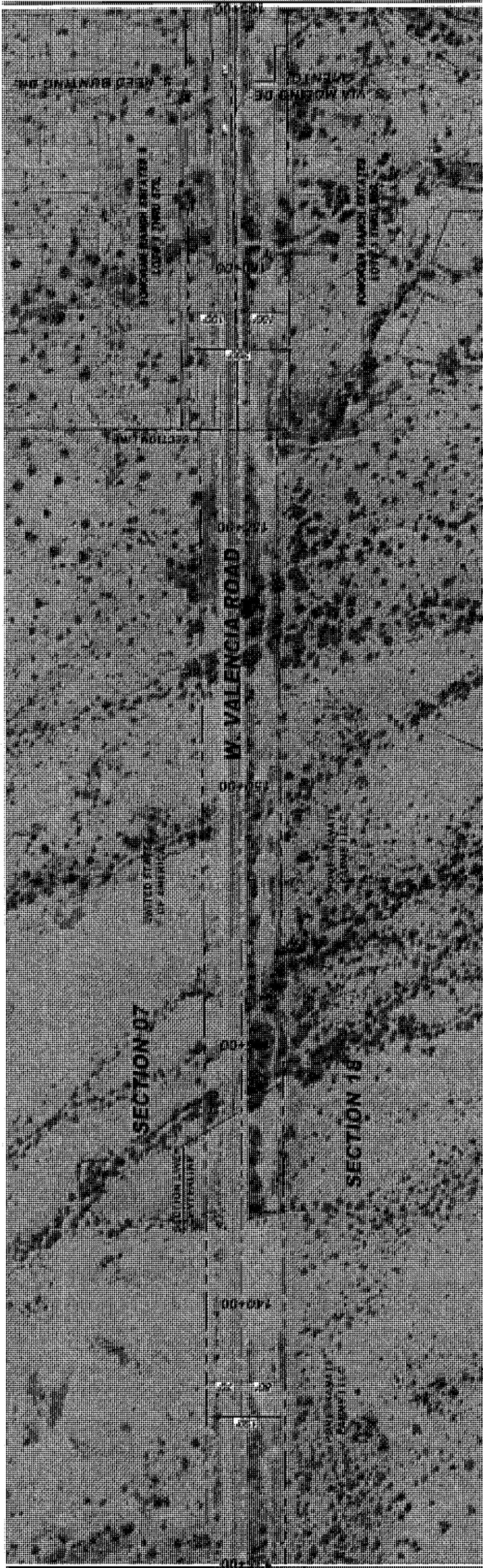
PROJECT WORK ORDER NO. 4RTVMW
CASTRO ENG. JOB NO. PC21087





SCALE: 1"=100'

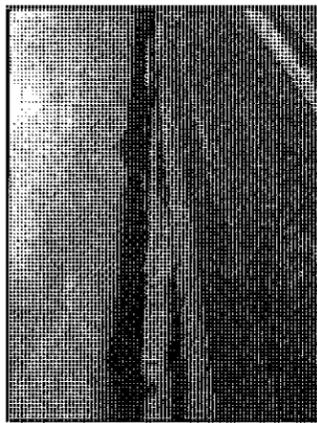
SECTION 08



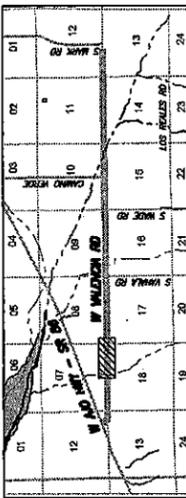
MATCHLINE STA. 135+00
SEE SHEET 3

MATCHLINE STA. 165+00
SEE SHEET 5

SHEET FLOODING
AREA



SECTION 17



KEY MAP

PROJECT OVERVIEW
AND ISSUES MAP



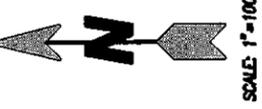
Castro Engineering, Inc.
consulting engineers and navigators
3680 WEST 134th ROAD SUITE 200
P.O. BOX 1000
BENTONVILLE, AR 72716
(501) 286-2850 (fax) (501) 286-2115 (text)

PROJECT WORK ORDER No. 471141W
CASTRO ENG. JOB NO. PCDT067

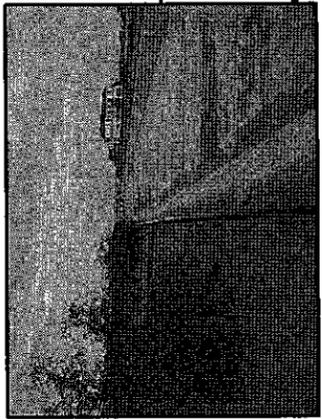


MATCHLINE STA.165+00
SEE SHEET 4

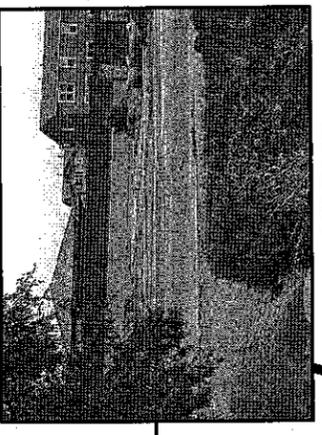
MATCHLINE STA.195+00
SEE SHEET 6



(2) CHANNELS FOR SAME FLOW



FLOW WEST



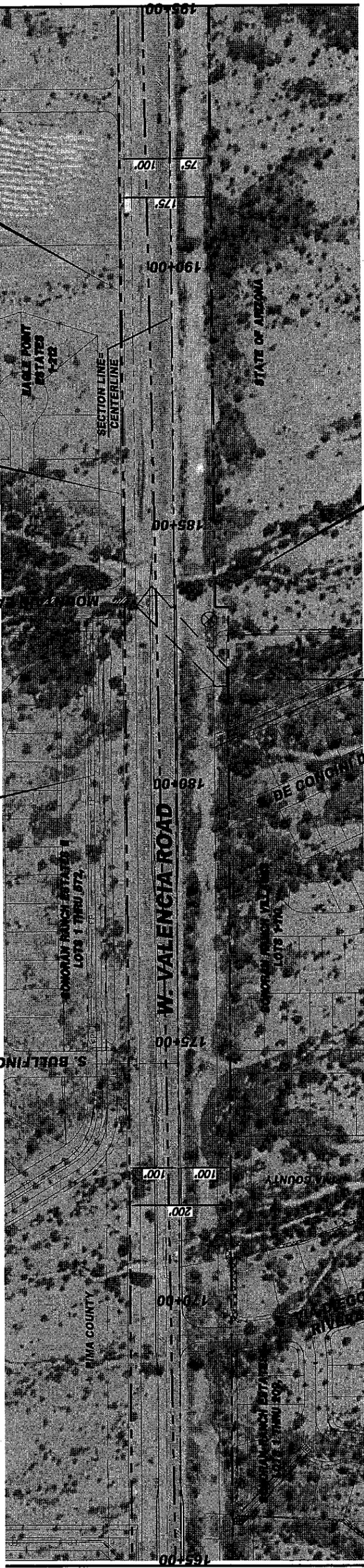
FLOW EAST

POTENTIAL
DIKE & DRAINAGE
STRUCTURES

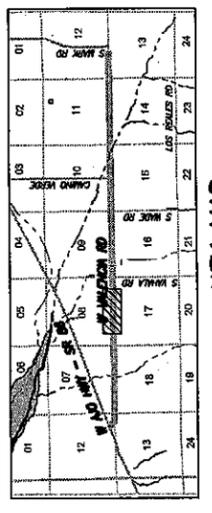
PROBABLE
U.S. WATERS

SECTION 08

SECTION 17



NEW CULVERTS IN LIEU OF
EXISTING DAYLIGHT CHANNEL



PROJECT OVERVIEW
AND ISSUES MAP



Castro Engineering
CONSULTING ENGINEERS AND ARCHITECTS
9550 N. 15TH AVENUE, SUITE 200
SCOTTSDALE, ARIZONA 85256
(602)353-2550 (602)353-2116 (fax)

KEY MAP

PROJECT WORK ORDER NO. 4RTVMW
CASTRO ENG. JOB NO. PCDT067

COMMUNITY PARTICIPATION AND MITIGATION

Sections:

- 10.56.010 Purpose.**
- 10.56.020 Applicability.**
- 10.56.030 General considerations.**
- 10.56.040 Project initiation.**
- 10.56.050 Reserved.**
- 10.56.060 Location report.**
- 10.56.065 Design concept report.**
- 10.56.070 Environmental assessment and mitigation report.**
- 10.56.080 Construction documents.**
- 10.56.090 Public participation.**
- 10.56.100 Project mailing list.**
- 10.56.110 Establishment of community advisory committees.**
- 10.56.120 Public meetings.**
- 10.56.130 Public opinion questionnaire.**
- 10.56.140 Project status reports.**
- 10.56.150 Report and executive summary for Board of Supervisors hearing.**
- 10.56.160 Board of Supervisors hearing notification.**
- 10.56.170 Community advisory committee.**
- 10.56.180 Community advisory committee-Membership.**
- 10.56.190 Community advisory committee-Formation.**
- 10.56.200 Community advisory committee-Functions and duties.**
- 10.56.210 Community advisory committee-Permitted scope of review.**
- 10.56.220 Community advisory committee-Matters not to be reviewed for change.**
- 10.56.230 Community advisory committee-Meeting schedule.**
- 10.56.240 Mitigation measures.**
- 10.56.250 Reserved.**
- 10.56.260 Roadway design criteria.**
- 10.56.270 Advance right-of-way acquisition.**
- 10.56.280 Operation and maintenance.**
- 10.56.290 Exemptions and variances.**
- 10.56.300 Annual report.**

10.56.010 Purpose.

The purpose of this chapter is to ensure that, with respect to proposed major roadway improvement projects:

- A. Adequate consideration is given to possible social, economic, environmental and transportation effects;
- B. Appropriate consideration is given to reasonable alternatives;

- C. Interested parties are afforded an opportunity to express their views early enough in the study process to influence the course of studies as well as the action taken; and
- D. Decisions on projects are made in the overall public interest.

10.56.020 Applicability.

- A. Major projects. This chapter shall apply to proposed major roadway projects, including environmentally sensitive roadway projects, constructed by Pima County. This chapter shall be a policy statement and guide for proposed major roadway improvement projects and environmentally sensitive roadway projects constructed jointly by Pima County and other agencies or jurisdictions. For purposes of this chapter, the term “major roadway” means a roadway depicted on the Pima County Major Streets and Scenic Routes Plan and which is classified and functions as an arterial roadway. The term “environmentally sensitive roadway” refers to a transportation project within or crossing environmentally sensitive lands as determined by certain Sonoran Desert Conservation Plan conservation land system categories and/or designation as a Scenic and/or Historic Route, and/or location within or crossing a High or Moderate Archaeological Sensitivity Zone or a Priority Cultural Resource, as described in the *Pima County Roadway Design Manual*.
- B. Minor projects. All minor projects shall include a minimum level of public notification and information. The Department of Transportation shall be responsible for determining the appropriate level of public outreach, participation and notification on a project by project basis. The following projects may be considered minor projects:
 - 1. Overlay or maintenance of an existing roadway;
 - 2. Addition of paved shoulder, bike lanes, or multi-use lanes to an existing roadway;
 - 3. Pavement widening of an existing roadway which does not increase the number of through traffic lanes;
 - 4. Traffic control or warning device installation projects;
 - 5. Changes or improvements to the right-of-way area outside the shoulder of an existing roadway;
 - 6. Drainage improvements; and
 - 7. Safety improvements.

10.56.030 General considerations.

To promote compatibility between proposed major roadway projects and surrounding properties, the following shall be considered for each proposed project:

- A. Environmental Effects. Effects of the proposed project on the environment, including but not limited to noise, air quality and wildlife.
- B. Neighborhood Impacts. Protection of existing neighborhoods and minimizing negative impacts from a proposed project.

- C. Business Impacts. Protection of existing businesses and minimizing negative impacts from a proposed project.
- D. Alternative Transportation Modes. Features for alternative modes of transportation as a part of the proposed project.
- E. Cost. Cost and budget limitations incorporated throughout the design and construction of a project.

10.56.040 Project initiation.

A project may be initiated after the desirability and necessity for the project is established by action of the Board of Supervisors or by inclusion of the improvement in the regional transportation plan adopted by the Pima Association of Governments. After corridor planning has occurred, the project design process shall begin with an environmental screening and inventory. If previous corridor planning has determined an analysis of alignment alternatives is required, this analysis shall be performed and documented in a location report. The location report shall be approved by the Board of Supervisors. An analysis of design alternatives and design criteria shall then be documented in a design concept report. In conjunction with the preparation of the design concept report, the appropriate measures to mitigate the impacts identified during the environmental screening shall be identified. These mitigation measures, as well as the environmental screening and inventory, shall be documented in an environmental assessment and mitigation report. Upon approval of the design concept report by the Director, and the environmental assessment and mitigation report by the Board of Supervisors, preparation of project plans beyond the design concept stage and specifications shall begin.

10.56.050 Reserved.

10.56.060 Location report.

- A. If previous corridor planning has determined that a location report is required, the criteria of Section 10.56.060 shall apply. If a location report is not required, project design shall proceed with a design concept report as outlined in Section 10.56.065 and environmental assessment and mitigation report as outlined in Section 10.56.070.
- B. A location report is a recommended final right-of-way alignment based on a comparative study of all reasonable alternative right-of-way alignments. The location report shall include a general overview of anticipated environmental impacts for each alignment. The location report shall contain the information specified in the *Pima County Roadway Design Manual*.
- C. A location report is appropriate where (1) the proposed project is a new roadway on a new alignment, (2) the proposed roadway has virtually no existing right-of-way, or (3) there are significant alignment choices to be made between the identified project termination points. A location report is not appropriate where (1) the established or existing right-of-way is not of adequate width in accordance with the Major Streets and Scenic Routes plan, (2) the alignment variations are contiguous with the existing road

right-of-way and location, (3) additional right-of-way is needed only to accommodate minor alignment alterations or intersection widening.

- D. After the location report is completed, the Board of Supervisors shall hold a public hearing to determine the final right-of-way alignment. At the conclusion of the hearing, the Board of Supervisors may approve any of the alternative alignments studied in the location report, may order the preparation of a new location report, or may order that the project be terminated or delayed.

10.56.065 Design concept report.

The design concept report shall identify the processes undertaken in developing a design concept for a roadway project, including the issues identified, design criteria employed, optional approaches considered, public input, and the recommended concept for design. The design concept report shall contain the information specified in the *Pima County Roadway Design Manual*.

10.56.070 Environmental assessment and mitigation report.

- A. An environmental assessment and mitigation report shall be prepared in conjunction with the design concept report.
- B. The environmental assessment and mitigation report shall identify adverse impacts of the proposed project and shall provide recommendations for mitigation measures which may be undertaken to minimize the adverse impacts. The environmental assessment and mitigation report shall contain the information specified in the *Pima County Roadway Design Manual*.
- C. After the environmental assessment and mitigation report is completed, the Board of Supervisors shall hold a public hearing to determine the mitigation components to be incorporated into the project. At the conclusion of the hearing, the Board of Supervisors may approve any of the mitigation measures considered in the environmental assessment and mitigation report, may order the preparation of a new environmental assessment and mitigation report, or may order that the project be terminated or delayed. Approval of mitigation components after the Board of Supervisors hearing on the environmental assessment and mitigation report shall constitute authorization to prepare construction documents and to acquire right-of-way for the project.

10.56.080 Construction documents.

Construction documents shall be prepared in conformance with the action taken by the Board of Supervisors on the environmental assessment and mitigation report and the Transportation Director on the design concept report. Any deviations from the board's or Director's actions shall be identified in a project summary report, which shall be sent to the board with the request for permission to advertise for bids for the project.

10.56.090 Public participation.

It is the policy of Pima County to promote public involvement and comment throughout the roadway development process, including during preparation of any location report, design concept report, or environmental assessment and mitigation report for major roadway projects constructed by Pima County. For minor projects, the Department of Transportation will evaluate the need for public involvement and notification on a project by project basis. Minimum levels of public notification shall be required for all projects.

10.56.100 Project mailing list.

The Pima County Department of Transportation shall maintain a project mailing list for each project subject to this chapter. The mailing list shall be used for all notifications required to be made under this chapter. The project mailing list shall consist of all owners of properties located within at least a one-half mile wide corridor along the alignment of the proposed project, based on the latest available records of the Pima County Assessor's Office. In addition, the list shall contain the names of all business property owners and tenants and the president or secretary of each homeowner and business association officially registered with Pima County adjacent to the project corridor. Throughout the project implementation process, this mailing list shall be expanded to include any additional resident and business who requests to be included in the mailings.

10.56.110 Establishment of community advisory committees.

For each project subject to this chapter, a community advisory committee shall be established by the Department of Transportation to provide input and feedback to the Department of Transportation concerning any proposed location report, design concept report, or environmental assessment and mitigation report relating to the project. The community advisory committee shall function as set forth in Section 10.56.170.

10.56.120 Public meetings.

A. A public meeting shall be held at least once during each of the following steps in project development:

- (1) During the process of preparing a location report, if applicable;
- (2) During the process of preparing a design concept report, and;
- (3) During the process of preparing an environmental assessment and mitigation report.

A general public invitation to each public meeting shall be posted on the Pima County Department of Transportation website and shall be given in a display ad published in at least one daily newspaper of general circulation in Pima County not less than fifteen and not more than thirty calendar days before the meeting. The website posting and display ad shall include a project location map and a description of the prominent features of the proposed project. Invitations to each public meeting shall be sent by mail to each person on the mailing list (see Section 10.56.100).

B. Public meetings shall be held in reasonable proximity to the proposed project site. Illustrations to assist the public to visualize the proposed project shall be available for

public viewing at each public meeting, and Pima County staff and consultants shall be available to answer questions about the proposed project. The public shall have access to the illustrations, staff, and consultants for each public meeting. Following the public meeting, project illustrations may be posted on the Pima County Department of Transportation website in addition to being available upon request.

10.56.130 Public opinion questionnaire.

After each public meeting, a public opinion questionnaire shall be sent by mail to each person on the mailing list (see Section 10.56.100), soliciting public opinion concerning key design, environmental impact and mitigation issues. The questionnaire results shall be reported, along with the number of questionnaires sent and the percentage of responses obtained, to the Board of Supervisors at or before the hearing on the location report or environmental assessment and mitigation report.

10.56.140 Project status reports.

After appointment of a community advisory committee for a project, the Department of Transportation shall prepare and submit project status reports to the community advisory committee whenever there is a substantial change in the project status.

10.56.150 Report and executive summary for Board of Supervisors hearing.

A location report or environmental assessment and mitigation report shall be delivered to the Board of Supervisors at least thirty days before the public hearing, along with an executive summary of the report prepared by or for the Pima County Department of Transportation. The executive summary shall explain whether and to what extent the opinions, requests and suggestions of the community advisory committee were incorporated in the location report or the environmental assessment and mitigation report.

10.56.160 Board of Supervisors hearing notification.

Notice of Board of Supervisors public hearings shall be published in at least one daily newspaper of general circulation in Pima County not less than thirty and not more than forty-five calendar days before any Board of Supervisors public hearing required by this chapter. Notice of the public hearing shall also be sent to each person on the mailing list (see Section 10.56.100). The location report or environmental assessment and mitigation report to be considered at the hearing shall be available for public review at the time the hearing notice is published.

10.56.170 Community advisory committee.

The function of each project's community advisory committee is to provide input and feedback to the Pima County Department of Transportation during the preparation of any location report, design concept report, or environmental assessment and mitigation report for the project, so that ample consideration is given to the concerns of those who are most directly affected by a project.

Drainage

- Existing drainage issues include the following:
 - Undersized channels and sheet flow areas.
 - One undersized culvert crossing.
 - Multiple low water/dip crossings.
 - The Black Wash.
 - One large Federal Emergency Management Agency (FEMA) Zone "A" Floodplain. A FEMA Zone "A" Floodplain is an area for which detailed analyses have not been performed and therefore, no depths or base flood elevations have been determined.
- The design will be for an all-weather surface which may require upstream and downstream improvements.
- The drainage concepts and ultimate design will result in no adverse impacts to adjacent properties. More specifically, there will be no increases in water surface elevations or in flow velocities.
- Drainage improvements may include culvert structures, erosion control, training dikes, and/or channel improvements.
- Regional detention is necessary. The design team will work closely with Pima County's Regional Flood Control District to evaluate and develop solutions to the regional drainage problem.
- An Individual 404 Clean Water Act Section Permit from the United States Army Corps of Engineers (USACOE) will be evaluated and may be required.

Right of Way

- Proposed right-of-way acquisitions and easements will be identified in the Preliminary/Conceptual phase of this project.
- A Results of Survey plan will be prepared and recorded. This plan will identify existing features, right-of-way, and easements.

Utilities

- A Utility Kickoff Meeting was held on October 16, 2007.
- Existing utility basemaps are being compiled from survey/as-builts and are being confirmed with franchises.
- Known existing utilities include, but are not limited to, Tucson Water, Thim Utility, Pima County Wastewater Management, Southwest and El Paso Natural Gas, Comcast, TEP, Trico, QWest, and Western Area Power Administration (WAPA).
- Utility mapping will be performed based upon utility basemaps and records, as-builts, bluestake markings, and geophysical locating equipment (to detect metallic conduits and/or tracer wire). If required, vacuum excavation testholes (potholes) will be used to verify utility locations.
- Coordination with the utility agencies will continue throughout the Preliminary/Conceptual phase of this project.

Environmental/Public Involvement

- Coordination with Citizens Advisory Committee, Open Houses and one Hearing per County ordinance and federal requirements.
- Environmental Assessment and Mitigation Report per County requirements, including an environmental approach that may be necessary to meet federal requirements.
- Environmental Discipline reports will include: Air; Noise; Hazardous Materials; Biological Evaluation; Cultural Resources; and, Native Plant Preservation.
- USACOE Permit applications will be prepared.

10.56.180 Community advisory committee-Membership.

Each community advisory committee shall consist of between five and fifteen members. Two to eight members shall own property or reside immediately adjacent to the proposed improvement. One to six members may own property or reside within an approximate one-half mile corridor but not immediately adjacent to the proposed improvement. Up to four members may own property or reside outside of the one-half mile corridor. Preference will be given to property owners, business owners, and representatives of homeowners' and merchants' associations.

10.56.190 Community advisory committee-Formation.

To solicit volunteers for membership on a project's community advisory committee, notices shall be mailed to all whose names appear on the project mailing list (see Section 10.56.100), and an advertisement shall be posted on the Pima County Department of Transportation website and shall be published at least once in a newspaper of general circulation in Pima County not less than fifteen days before appointment of members. The notice shall contain a brief description of the proposed improvements and information on obtaining an application for membership on the community advisory committee. The notice shall specify the maximum number and composition of the community advisory committee, along with a deadline for receiving applications. The Director of the Department of Transportation shall appoint each community advisory committee.

10.56.200 Community advisory committee-Functions and duties.

- A. Community advisory committee members shall attend meetings as called by either the Department of Transportation or the chair, generally at regular intervals during project development through the end of construction.
- B. The Department of Transportation shall provide community advisory committee members with training materials, reports, construction documents, and copies of this chapter, and shall explain operating procedures, duties and responsibilities of membership.
- C. The community advisory committee shall elect a chairperson, who shall conduct meetings and supervise the preparation of the community advisory committee's written comments.
- D. The community advisory committee shall review the location report, the design concept report, the environmental assessment and mitigation report, and the construction documents, based on the meeting schedule set forth in Section 10.56.230. The community advisory committee shall prepare written comments containing the committee's recommendations concerning the location report, the design concept report, the environmental assessment and mitigation report, project summary report and any other matter listed in Section 10.56.210. The community advisory committee's written comments may suggest a priority for elements of the proposed improvements, including the committee's priorities for allocation of mitigation resources available to the project.
- E. The community advisory committee's written comments shall be presented to the Department of Transportation at least forty-five days before the Board of Supervisors public hearing on the location report or environmental assessment and mitigation report.

A copy of the community advisory committee's written comments shall be presented to each member of the Board of Supervisors with the location report or environmental assessment and mitigation report (see Section 10.56.150).

- F. After construction, the community advisory committee shall provide a written post-construction evaluation of the project. The evaluation shall analyze whether the construction has achieved the mitigation goals identified in the environmental assessment and mitigation report.

10.56.210 Community advisory committee-Permitted scope of review.

The community advisory committee may review any aspect of the following items, including mitigation methods, except as limited by Section 10.56.220:

- A. The location report, which identifies the roadway location within a roadway corridor;
- B. The design concept report, which documents the analysis of design alternatives;
- C. The environmental assessment and mitigation report, including but not limited to:
 - 1. Environmental factors, such as:
 - a. View shed treatments;
 - b. Landscaping theme;
 - c. Wildlife crossings;
 - d. Ecological resources; and
 - e. Cultural and historic resources,
 - 2. Neighborhood factors, such as:
 - a. Noise abatement methods;
 - b. Streetscape themes, including public art;
 - c. Architectural treatments;
 - d. Street lighting;
 - e. Access control and mitigation; and
 - f. Other neighborhood impacts,
 - 3. Business factors, such as:
 - a. Access control and mitigation;
 - b. Signage;
 - c. Visibility; and
 - d. Construction impacts,
 - 4. Alternative modes considerations, such as:
 - a. Pedestrian facilities, including sidewalks, trails, and paths;
 - b. Equestrian crossings; and
 - c. Alternative travel modes (for example, public bus and bicycle facilities),
 - 5. Cost considerations

10.56.220

Community advisory committee-Matters not to be reviewed for change.

The community advisory committee may request information regarding the following, but shall not alter these requirements or their applicability:

- A. Pima County ordinances;
- B. Pima County Department of Transportation engineering design standards and procedures;
- C. Federal Highway Administration, Arizona Department of Transportation Standards, American Association of State Highway Transportation Officials, and the Institute of Traffic Engineers design criteria, and other generally accepted engineering and safety principles and standards;
- D. Pima County regional long range transportation plan roadway designations;
- E. Pima County Department of Transportation adopted typical roadway cross sections;
- F. Pima County Department of Transportation design and posted speed limit standards and procedures;
- G. Pima Association of Governments traffic projection modeling;
- H. Pima County capital improvements program funding allocation;
- I. Federal and state historic, cultural, and archaeological site protection requirements;
- J. Federal and state endangered species protection requirements;
- K. Federal and state wildlife habitat protection requirements;
- L. The Americans with Disabilities Act.

10.56.230 Community advisory committee-Meeting schedule.

The following meeting schedule is recommended for each community advisory committee. Progress drafts of the report or documents under consideration shall be available prior to each respective meeting:

Items Under Consideration	Suggested Number of Meetings	Community Advisory Committee Meeting Schedule
Location report (if applicable)	3	A meeting when the draft report is initiated, one when it is completed, and one when the final report is approved.
Design concept report	2	A meeting when the draft report is initiated, and one when the final report is completed.
Environmental assessment and mitigation report	3	A meeting when the draft report is initiated, one when it is completed, and one when the final report is approved.
Construction documents	Optional	As the construction documents are being prepared, the project team shall provide the community advisory committee with reports identifying deviations from the approved environmental

		assessment and mitigation report. The committee may meet as it deems necessary to review the construction documents based upon this report.
Post-construction	1	Upon completion of the project

10.56.240 Mitigation measures.

General and specific impact mitigation measures as approved by the Board of Supervisors as a result of the public hearing on the environmental assessment and mitigation report shall be utilized to mitigate adverse impacts of each major roadway project. Mitigation includes measures to (1) avoid the impact altogether by not taking a certain action or selected elements of a proposed action, (2) minimize impacts by limiting the degree or magnitude of the action and its implementation, (3) rectify the impact by repairing, rehabilitating or restoring the affected environment, (4) reduce or eliminate the impact over time by preservation and maintenance activities during the life of the action, or (5) compensate for the impact by replacing or providing substitute resources or environments.

The following mitigation measures shall be implemented for each major roadway project covered by this chapter:

A. Environmental.

1. Preservation of Environmentally or Ecologically Sensitive Areas. Where possible, the location of major roadway projects shall avoid areas of significant environmental and ecological sensitivity. Where major roadway projects are adjacent to areas of unique environmental or ecological sensitivity, acquisition in fee simple, acquisition of development rights, or conservation easements may be proposed by the appropriate environmental assessment and mitigation report (see Item 5 below for additional requirements).

2. Landscaping. All medians and right-of-way areas on major roadway projects shall be landscaped with drought-resistant, low pollinating, preferably native plants. Plant species shall be listed as permissible pursuant to the landscaping requirements of the Pima County zoning code. The landscaping theme of each major roadway project shall be compatible with the native landscape through which the roadway passes. Installation of landscaping shall begin not later than six months after the formal completion date of the roadway project.

3. Dust Abatement. Curbs or paved roadway shoulders shall be provided adjacent to through traffic lanes to minimize air borne dust generated by vehicular traffic.

4. Scenic Route Designations. A visual impact analysis shall be included in any environmental assessment and mitigation report prepared for improvements on major roadway projects designated as scenic routes.

5. Environmentally Sensitive Roadways. Roadways are defined as Environmentally Sensitive Roadways (ESR) if they are located within or cross (a) unique ecologically or culturally sensitive lands as determined by the Sonoran Desert Conservation Plan, (b)

High or Moderate Archaeological Sensitivity Zones or Priority Cultural Resources, or (c) if the roadways are identified as Historic or Scenic Routes. Projects that are defined as ESR shall be designed and constructed to minimize disturbance to the area resources. Additional environmental resource assessment and mitigation procedures are required as defined in the *Pima County Roadway Design Manual*.

B. Neighborhood.

1. Area Adjoining Roadway. The primary purpose of the area between the roadway improvements and the right-of-way line shall be to mitigate adverse effects of highway development on adjacent land uses and provide an aesthetically pleasing environment. Therefore, the following uses are permitted: installation of noise walls, screens or berms; landscaping; public art; facilities for public bus, pedestrian, equestrian and/or bicycle use; underground utilities; drainage system components, safety appurtenances and environmental mitigation measures. Overhead utilities are permitted only when the cost of placing the utilities underground causes the project budget to be exceeded or when the voltage exceeds fourteen thousand volts. Where native vegetation exists, a design goal shall be to conserve and incorporate this vegetation within the project landscaping plan.

2. Neighborhood Traffic Intrusion. Major roadway projects shall be designed to minimize neighborhood traffic intrusion. Where local street connections offer a bypass or shortcut between major roadway projects which in the opinion of the Board of Supervisors has a substantial adverse impact on neighborhood traffic, such streets shall be closed to through traffic or otherwise modified to minimize traffic intrusion.

3. Noise Abatement. Noise abatement shall be incorporated into the project design to protect inhabited residential or other sensitive land uses from roadway traffic noise. Noise abatement measures shall be considered for these land uses when existing or design year projections of exterior traffic noise measurements exceed an hourly A-weighted sound level of sixty-seven dBA or when there is an increase in noise measurements of fifteen dBA or greater. The preferred method of noise abatement shall be the construction of noise barrier walls. Other methods such as rubberized asphalt, berms, and/or landscaping may be utilized if the cost to Pima County does not exceed the cost of noise barrier walls.

C. Businesses.

1. Business Assistance Program. Pima County shall develop a Business Assistance Program to assist businesses throughout the design and construction phases of roadway projects. The goals of this program are to help businesses maintain profitability throughout roadway projects, improve communication between businesses and Pima County Department of Transportation, and to minimize and mitigate the impacts associated with roadway projects.

2. Information Program. Pima County shall implement an information program to provide project information to business owners and tenants throughout the design and construction phases of roadway projects.

3. Access Control. Major roadways shall be designed and constructed to maintain and control safe and convenient access to businesses and parking. During construction, at least one access driveway shall be maintained at all times.

4. Signage and Visibility. Major roadways shall be designed to maintain business visibility and signage, including careful placement of street trees, vegetation, utility and other structures that could impact visibility. During construction, additional business signage shall be provided to improve visibility.

D. Alternative Modes.

1. Bicycle and Pedestrian Considerations. The outside lane width for any urban (curbed) and rural (noncurbed) major roadway project shall be per the standards specified in the *Pima County Roadway Design Manual* to accommodate bicycles and other uses. Physically separated bicycle paths shall be examined as a design alternative where right-of-way widths are two hundred feet or greater and side street and driveway connections are limited. Sidewalks shall be provided where warranted by pedestrian travel, and special consideration shall be given to pedestrian or bicycle crossings with major routes. Pedestrian overpasses/underpasses shall be considered for school crosswalks or school zones for existing public or private schools adjacent to any major route.

2. Transit Vehicles. The project design shall consider mass transit vehicle pullouts if bus or other mass transit services are available or planned along the proposed improvement.

3. Park and Ride Facilities. To facilitate carpooling, ridesharing and mass public transportation ridership, additional right-of-way shall be considered in the vicinity of major intersections of major roadway projects for the development of future park and ride facilities. Park and ride facilities shall be convenient and screened with landscaping.

10.56.250 Reserved

10.56.260 Roadway design criteria.

The roadway design criteria for any major roadway project covered by this chapter shall be specified in the current *Pima County Roadway Design Manual*.

10.56.270 Advance right-of-way acquisition.

To minimize displacement, disruption and right-of-way acquisition costs, and to maximize the effectiveness of mitigation measures, advance right-of-way acquisition may be proposed in the environmental assessment and mitigation report, per the current procedures used by Pima County Real Property Services. Where funding is available, priority for consideration of advance acquisition shall be given to single-family residences with sole, direct access to major roadway projects for hardship and protective reasons, and to real property for which the inevitability of acquisition affects its marketability.

10.56.280 Operation and maintenance.

Except as otherwise agreed to in a maintenance agreement duly authorized by the Board of Supervisors, all major roadway project improvements including noise walls, public art, landscape medians, and other similar features shall be maintained as part of Pima County's normal maintenance process.

10.56.290 Exemptions and variances.

- A. At any time before or during consideration of a proposed improvement, the board of supervisors may exempt the project or any portion of it from any or all procedural or substantive requirements of this chapter. The board of supervisors may grant a variance from the specific application of any substantive requirement of this chapter where the application of the provision will impose an unnecessary hardship on a property owner or on the general public.
- B. An exemption or variance may be granted by the board of supervisors as part of the approval of the final road alignment (see Section 10.56.060) or the mitigation components to be incorporated into the project (see Section 10.56.070). In that case, the public hearing notice required for consideration of the location report or the environmental assessment and mitigation report shall identify each recommended alternative which constitutes an exemption or waiver from the requirements of this chapter. No further notice shall be required.
- C. If not granted as part of the approval of the final road alignment or the mitigation components to be incorporated into the project, an exemption or variance may be granted after a public hearing by the board of supervisors, at least one notice of which shall be published no less than fifteen days before the hearing in a newspaper of general circulation in Pima County.

10.56.300 Annual report.

Each year the Director of the Department of Transportation shall prepare a report to the Board of Supervisors regarding the application, use and effectiveness of this chapter. The annual report shall contain a list of the projects to which this chapter was applied in the past year, the status of each project, estimated costs of each project, and any suggested modifications to the procedures and processes of project implementation which would improve the effectiveness of this chapter.



Valencia Road: Ajo Highway to Mark Road Improvement Project



Kickoff Meeting Summary

Community Advisory Committee (CAC)
Thursday, Jan. 31, 2008
Lawrence Elementary School
4850 W. Jeffrey Road
Tucson, AZ 85757

CAC Members Present at Meeting:

- Dennis Cady
- Karen Daniels
- Theodore Early
- Michael Flynn
- Steve Loveless
- Marshall Prewitt
- Erick Ramirez

CAC Members Not in Attendance:

- Wanda Banks
- Dennis Denton
- Jose Hernandez
- Adna Jones
- Paul Kidder
- David Ramirez
- Wesley Scott

Attending from Project Team:

- Pima County Department of Transportation (PCDOT): Priscilla Cornelio, Rick Ellis, Annabelle Quihuis, Louis Gonzales, Tom Nunn, George Malesky
- Castro Engineering: Frank Fry, Kevin Payne
- Gordley Design Group: Jan Gordley, Susan Parcels

Materials Distributed:

- Agenda
- Binder for CAC members
 - Project Features
 - Project Area Maps
 - Pima County Community Participation and Mitigation Ordinance

Rick Ellis, PCDOT Engineering Manager, opened the meeting at 6:30 p.m., introduced himself and thanked everyone for attending. He introduced Priscilla Cornelio, PCDOT Director, who again thanked everyone for taking on the responsibility of being a working member on the CAC. She went on to explain that this road improvement project is voter-approved as a part of the Regional Transportation Authority (RTA) plan and funding. She said that the purpose of this phase of the analysis/evaluation is

to define the needs regarding construction improvements on Valencia Road from Ajo Highway to Mark Road, a project that will begin construction in the next five years. A key project objective for this group is to become a successful CAC and to work with PCDOT closely over the next 24 months.

Rick stepped forward to go over the evening's agenda. He asked for each CAC member to give his or her name, and to explain why each member accepted the CAC position. After introductions, he explained what the County was looking for from CAC members:

- 1) Feedback and verification of ideas, observations and possible solutions.
- 2) Community representation; How do discussed ideas work for other individuals in the community?
- 3) Advocate the project and educate the community about the project; and make sure the project improvements will make sense to rest of the community.

Rick introduced Annabelle Quihuis, PCDOT Community Relations Manager, who introduced the outreach team that included herself, Louis Gonzalez, Jan Gordley from Gordley Design Group and Britton Dornquist, RTA "Mainstreet" business assistance manger.

Annabelle discussed the CAC Scope of Review, and asked members to review page eight of the Community Participation and Mitigation Ordinance included in their binders. She elaborated on the ordinance and covered CAC functions, duties and how the members would represent the community. She went on to explain how CAC members were selected. A newspaper ad was placed to solicit applicants. Over 60 applications were received, they were reviewed internally and 14 were selected—making sure the project area was represented equally. CAC members personally introduced themselves and gave a brief explanation of what prompted them to be part of the CAC.

She explained the function of the CAC, which is to write a recommendation letter to the Pima County Board of Supervisors (BOS) addressing issues and concerns regarding the project Design Concept Report (DCR) and Environmental Assessment and Mitigation Report (EAMR). The Board of Supervisors (BOS) will review the CAC's recommendations, then will either approve or request additional changes to the DCR and EAMR. Forty-five days before this letter goes to the BOS, the recommendation letter will go public, and PCDOT will host a public open house. The recommendation letter written by the CAC will be based on the DCR and EAMR, which will be provided to the CAC in portions.

The PCDOT Web site, <http://www.roadprojects.pima.gov>, will have project development and utility information, along with future meeting dates posted for CAC member and public reference. Annabelle and Louis added that the Web site would be a good way for the public to communicate with team members. The County will post contact information for CAC members on the Web site as well.

Annabelle introduced Frank Fry, Castro Engineering Project Manager. Frank introduced Tom Nunn and George Malesky of PCDOT, noting that they too will be involved in the project. Frank asked CAC members and the audience to review the project features outline provided to them. He walked them through the outline, the purpose of the improvements, and the roadway analysis and evaluation that will take place on the six-mile stretch of Valencia Road over the next two years of Phase One. Valencia Road from Ajo Highway to Mark Road has been deemed a "Desert Parkway" which will require evaluation on the criteria of that title. He went on to explain the project, the needs and obstacles of the terrain, including sheet flooding, traffic flow, multimodal designs and improvements. The County is planning to use an all-weather street surface for emergency service providers. He described the

engineering phases of the project. Phase One is the design concept phase, in which the EAMR and DCR will be completed. Phase Two is when the project goes into design/construction.

He said that the project team would be following the Roadway Design manual from Pima County, and that one of the conditions in it is to use rubberized asphalt to pave the roadway. Frank explained to those in attendance that this is the “quiet pavement” often used for noise reduction. He went on to describe the different reports that will be prepared. These included the DCR, a geotechnical pavement design report, a lighting report, artwork, a traffic report and analysis, and a drainage report. Frank said that drainage is a major issue, as it may affect the all-weather surface. Also, as the project may affect several washes, the Army Corp of Engineers will be involved, which means a possible 404 Permit will need to be attained.

Another consideration, Frank pointed out, was Right-of-Way (ROW) and easement acquisition. There may be areas where additional ROW will be needed. He assured those present in the meeting room that the project team will work closely with homeowners and CAC members to address any ROW concerns.

Rick Ellis opened the floor to questions:

- *Homeowners’ concerns about flood insurance: How would homeowners be impacted with changing stormwater flow?* Flow re-direction is thoroughly analyzed, and impacts will be addressed during Phase One.
- *What does the realignment look like for Ajo Highway and Valencia Road?* Each intersection is individually designed, and Phase One is when that issue will be reviewed. The stakeholders will review the impact study to better decide what has not yet been defined. Two major corridors come together in this re-alignment, so the needs assessment will also take into account Arizona Department of Transportation (ADOT) and Tucson International Airport.
- *Plans for alternative routes during construction?* PCDOT will make every effort to accommodate traffic with alternative routes. PCDOT’s Valencia Road improvement schedule may overlap with ADOT’s Ajo Highway improvement schedule to reduce the continuous construction impact on the region.
- *Camino Verde issues during construction: How will neighbors be impacted by the road closures, alternative route issues, and enforcement issues?* Pima County Flood Control has the lead on the Camino Verde project, not Transportation. However, PCDOT will make every effort to reduce the impact on the community.
- *What plans are being considered for dust abatement in the area?* PCDOT will make every effort to reduce the dust impact on the community.
- *Pedestrians and neighbors walk a lot in this area; can information boards be placed along the stretch of construction for neighbors to read the information?* The idea will be taken under advisement.
- *Why is it going to take five years?* With the improvements requiring analysis and surveys to ensure all required information is available to begin the design phase, it generally takes two years for Phase One. Phase Two (design/construction), generally takes three years. By starting the process early, we will be prepared if, at any time during Phase Two, another project falls away. This would allow for an earlier start to this project.

The question and answer session ended and the CAC members were requested to choose a chairperson or co-chairs and decide on a weeknight for further CAC meetings. Tuesday evenings will be CAC meeting nights for the remainder of the project.

Marshall Prewitt and Michael Flynn were selected as co-chairpersons for the CAC. The meeting concluded at 8:15 p.m.



PIMA COUNTY
DEPARTMENT OF TRANSPORTATION
201 NORTH STONE AVENUE, FOURTH FLOOR
TUCSON, ARIZONA 85701-1207



PRISCILLA S. CORNELIO, P. E.
DIRECTOR

(520) 740-6410
FAX (520) 740-6439

April 10, 2008

Re: Valencia Road: Mark Road to Ajo Way
Community Advisory Meeting (CAC)

Dear CAC Members:

The Pima County Department of Transportation will be hosting a Community Advisory Committee (CAC) meeting for the Valencia Road: Mark Road to Ajo Way improvement project.

The meeting will be held on Tuesday, May 6th, 2008 from 6:00 – 8:00pm at the **Lawrence Elementary School Cafeteria located at 4850 W. Jeffrey Road.**

If you are unable to attend this meeting, please call our office so that we can make arrangement to send you any information that you will need.

If you have questions regarding the meeting, please contact me at (520)740-6410 or e-mail Louis.Gonzales@dot.pima.gov

Sincerely,

A handwritten signature in cursive script that reads "Louis C. Gonzales".

Louis C. Gonzales,
Community Relations Specialist,

xc: Annabelle Quihuis - Community Relations Manager
Frank Castro, Project Manager



***Valencia Road: Ajo Highway to Mark Road
Improvement Project***



Meeting Agenda

Community Advisory Committee (CAC) Meeting No. 2
6 to 8 p.m. on Tuesday, May 6, 2008
Lawrence Elementary School – Cafeteria
4850 W. Jeffrey Road Tucson, Arizona

1. Welcome and Introductions (Frank Fry, Castro Engineering, Inc.)
2. CAC Information (Louis Gonzales, PCDOT Community Relations)
 - a. Review of Role and Responsibility
3. Engineering 101 (Castro Engineering, Inc.)
 - a. Assessments/Impacts-Factors
 - b. Preliminary Analysis/Survey
 - c. Services performed during preliminary analysis
 - d. Preliminary roadway cross-section concept
 - e. Evaluation of information gathering
 - f. Americans with Disabilities Act (ADA)
 - g. Funding Allocations
 - h. Historic, cultural, archaeological issues
4. Questions/Open Discussion (All)
 - a. CAC Members
 - b. Public

Valencia Road: Ajo Highway to Mark Road



Community Advisory Committee (CAC) Meeting
 Sign-In Sheet
 Tuesday, May 6, 2008



Initial Name	Agency and Address	Phone	Fax	E-mail
	Wanda Banks 6070 S. Big Hill Place Tucson, AZ 85757-9404	_____	_____	_____
X	Dennis Cady Tucson Airport Authority 7005 S. Plumber Ave Tucson, AZ 85706	Phone 573-5115	_____	dcady@tucsonairport.org DRC
	Karen Daniels 6780 S. Via Diego de Rivera Tucson, AZ 85757	Phone 245-6422	_____	_____
	Dennis Denton 1481 E. Wedwood Tucson, AZ 85706	Phone _____	_____	_____
	Theodore and/or Nancy Early 4811 W. Bilby Road Tucson, AZ 85757-9401	Phone 883-1341	_____	earlytcnj@prodigy.net _____
X	Michael Flynn 4701 W. Nebraska Street Tucson, AZ 85757	Phone 904-2460	_____	mbflynn@msn.com _____

Valencia Road: Ajo Highway to Mark Road



Community Advisory Committee (CAC) Meeting
 Sign-In Sheet
 Tuesday, May 6, 2008

Initial Name	Agency and Address	Phone	Fax	E-mail
Jose Hernandez	7015 S. Providence Drive Tucson, AZ 85757			
Adna Jones	4726 W. Calle Don Manuel Tucson, AZ 85746	Phone 490-1873		Adna Jones @ gmail . Com
X Paul Kidder	5560 S. Cypress Hill Drive Tucson, AZ 85757-7509	Phone 520-940-0712		pk529@comcast.net
Steven Loveless	6336 S. Eagles Talon Parkway Tucson, AZ 85757	Phone 578-9068		
Marshall Prewitt	6779 S. Star Ridge Place Tucson, AZ 85757	Phone 883-3748		shadowzlair@comcast.net
David Ramirez	Pascua Yaqui Tribe 74740 S. Camino de Oeste Tucson, AZ 85746	Phone 883-5000	Fax 883-5014	david.ramirez@pascuayaqui-nsn.gov

Valencia Road: Ajo Highway to Mark Road



Community Advisory Committee (CAC) Meeting
 Sign-In Sheet
 Tuesday, May 6, 2008

Initial Name	Agency and Address	Phone	Fax	E-mail
A	PO BOX 87021 Tucson, AZ 85754	349-1766		ERAM007@Hotmail.com ERAM007@hotmail.com
X	Camino De Oeste So HOA 5049 S Joseph Avenue Tucson, AZ 85705	520-883-7447		SCOTT.R.WESCLEY@COM

Valencia Road: Ajo Highway to Mark Road

Community Advisory Committee (CAC) Meeting
 Sign-In Sheet
 Tuesday, May 6, 2008



Initial Name	Agency and Address	E-mail	
		Phone	Fax
SUSAN F			
JANICE V			
MARCELO Flores →			
John McManus	PC DOT		
Nathan Ortega	Castro		
KAVIN POYNE			
APNA JONES		Phone 490-1873	Fax



*Valencia Road
Ajo Highway to Mark Road*



Community Advisory Committee
Meeting No. 2
May 6, 2008

Processes, Engineering Standards and Procedures for Roadway
Design (Engineering 101)

6:30 P.M. on Thursday, May 6, 2008
Lawrence Elementary School
4850 W. Jeffrey Road, Tucson, Arizona

Introduction to Processes, Engineering Standards and Procedures for Roadway Design (Engineering101)

Many different professionals in many different disciplines are involved in the planning and preparation of a Regional Roadway project of this size. The impacts of the construction and the finished roadway are examined in detail to create the most safe, functioning and efficient roadway possible. Due to the large scale and geographical area that this portion of Valencia Road is located in a list of impacts is being examined to achieve these goals. It is our hopes that this meeting is will help provide you with an overview of the many aspects that go into the planning of a project such as this, and it will allow you to voice your questions and concerns in reference to the portion of the planning process that is appropriate.

Currently there are approximately 50 active professionals participating in the planning of Valencia Road from Ajo Highway to Mark Road. These professionals represent roadway design, environmental, geotechnical, traffic, utility, noise, flood control, maintenance, Tucson Airport Authority, and RTA representatives. In addition to the team currently working on the preliminary planning processes, design and construction will require the coordination between the above professionals and public entities, such as the US Army Corps, Bureau of Land Management, Tohono O'odham Nation, Arizona Department of Transportation, the Federal Highway Administration, and Tucson Unified School District.

A. Assessments/Impacts-Factors that may be reviewed:

- Traffic Engineering
- Basic Field Survey
- Environmental – existing/ projected
 - i. wildlife habitat
 - ii. endangered wildlife
 - iii. endangered plants
 - iv. residential
 - v. commercial
- Drainage

- Utilities
- Cross Jurisdictional/ Inter-governmental issues
- Right – of – way/ easement
- Schools
- Neighborhood factors
- Business factors

B. Preliminary Analysis/Survey:

- Current and future safety
- Current Level of Service (LOS)
- Projected demand and future LOS
- Typical Sections
- Drainage Requirements

C. Services performed during prelim analysis:

- Study of Recorded Documents
- RTA design compliance
- SWIP design compliance
- PAG-HCT
- Outside agency issues
- Scheduling of design with anticipated construction scheduling
- Various impact studies
- Flood Plain compliance

D. Preliminary roadway cross-section concepts: Again more assessments, analysis, legal issues etc.

- Number of lanes needed
- Design speed and proposed posted speed limit
- Clear zone requirements/roadside design guidelines
- Assessment of median section
- Assessment of pedestrian needs
- Curbs versus no curbs
- Roadway drainage

E. Evaluation of information gathering:

- Engineering Standards of Practice
- Continued coordination of regional documents (SWIP) and agencies (PAG, ADOT etc.)
- Continued examination of constructability of design.

F. American Disabilities Act (ADA)

- Sidewalks/Paths/Pedestrian facilities

G. Funding Allocations

- City/County
- RTA
- Federal

H. Historic, cultural, archaeological issues

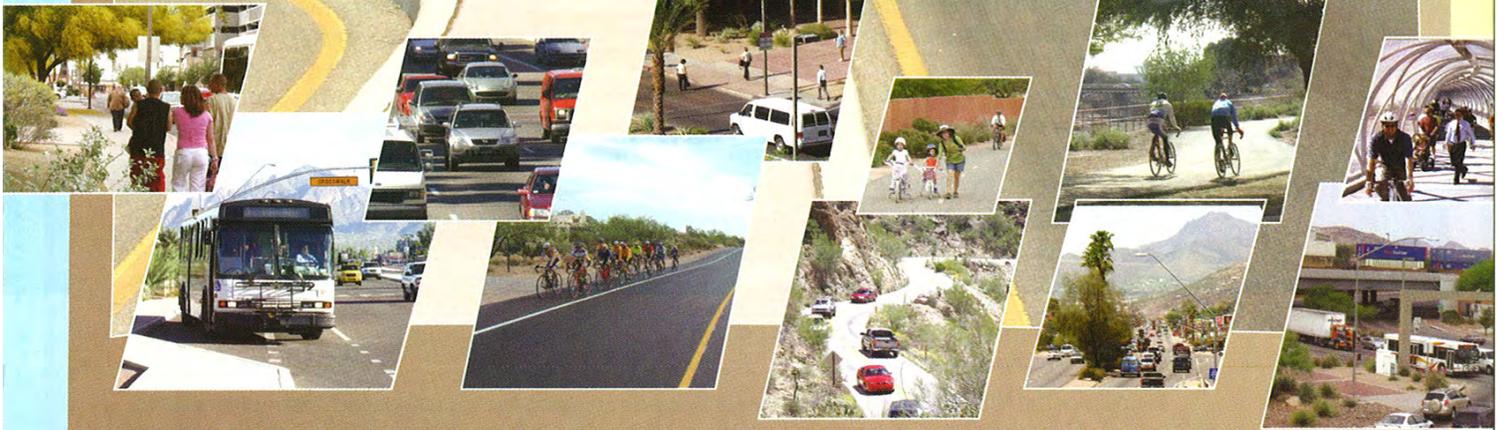
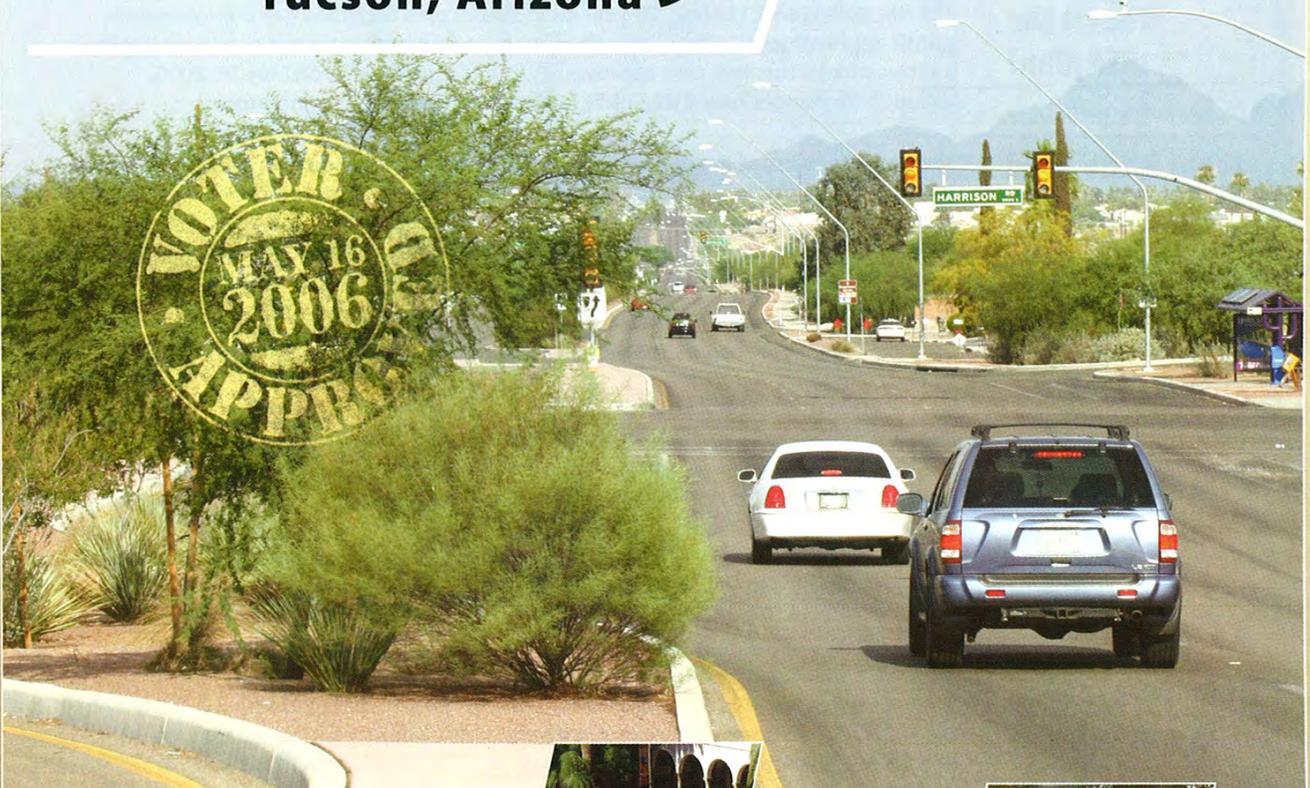
- Studies being prepared.

Our Mobility

Tucson, Arizona

RTA
Regional
Transportation
Authority

A regional partnership



**A \$2.1 billion regional
transportation plan**

A solution to keep you moving

What is the Regional Transportation Authority?

The Regional Transportation Authority, which became effective as an entity in August 2004, is governed by a nine-member board. Board members include representatives from the cities of South Tucson and Tucson, Pima County, the towns of Marana, Oro Valley, Sahuarita, the Pascua Yaqui Tribe, the Tohono O'odham Nation and the Arizona State Transportation Board. The RTA was created to develop a regional plan through regional cooperation.

What is the RTA plan?

The RTA plan is a \$2.1 billion, 20-year multi-modal plan with roadway improvements, transit improvements, safety improvements, and environmental and economic vitality improvements. The final plan approved by Pima County voters on May 16, 2006, includes 14 changes based on public feedback during the planning process.

What is the need for the RTA plan?

The projects included in the RTA plan primarily focus on existing needs in the regional transportation system. During prior transportation planning efforts, the public indicated a need for improved cross-town mobility, reduced congestion, improved safety and more alternative mode choices. Before voter approval of the RTA plan, a projected shortfall in funding to meet transportation needs over the next 20 years was nearly \$5 billion.

The approval of the RTA plan will help to reduce that funding shortfall, and the projects will upgrade the transportation system to meet today's basic needs as well as future needs based on public feedback.

Who pays for the RTA plan improvements?

The plan improvements are funded by a half-cent excise tax. The tax became effective July 1, 2006, throughout Pima County. The tax will be collected over the next 20 years. Visitors and tourists will contribute toward the tax. Groceries, prescription drugs and rental housing will not be taxed. The average cost per person per month is about \$2.50. Local jurisdictions also have committed over \$400 million from impact fees, federal funds & local transportation allocations to help fund the RTA plan.

Who benefits from the RTA plan improvements?

Residents, businesses and visitors alike will benefit from the regional transportation improvements due to reduced congestion, improved safety and mobility, and increased travel modes. People and businesses will save time and money. The region overall will benefit from new jobs and economic benefits created directly and indirectly as a result of the 20-year plan. Road projects will occur in the city of Tucson, the towns of Marana, Oro Valley and Sahuarita, and in Pima County, including Green Valley. Transit, safety and environmental and economic vitality improvements also will be spread throughout the region. (See maps for details.)

Who oversees the RTA plan improvements?

The RTA Board has taken steps above the oversight requirements of the RTA statutes by establishing a Citizens Accountability for Regional Transportation (CART) Committee. The CART Committee is scheduled to meet regularly and represents a diverse group of people from throughout the region.

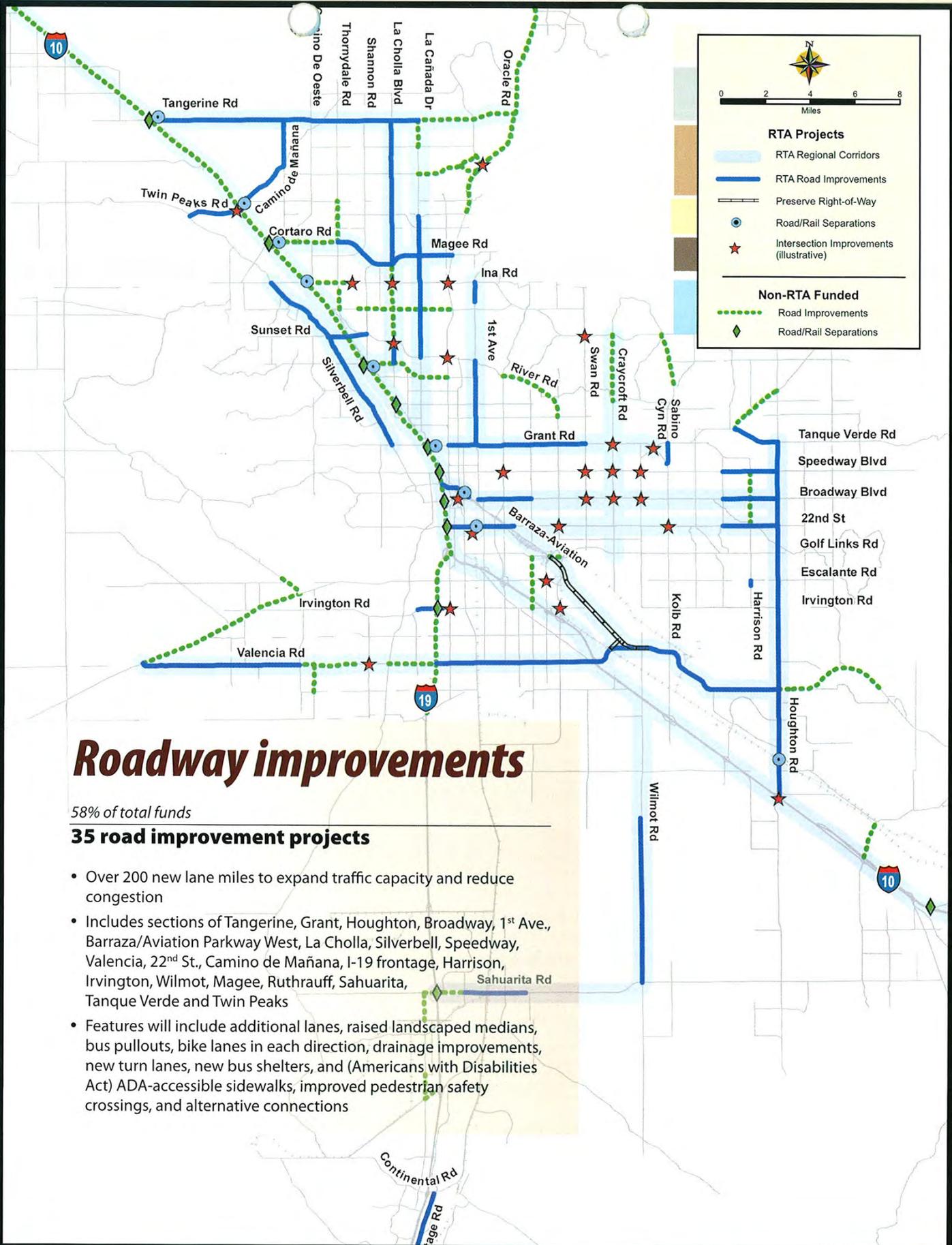
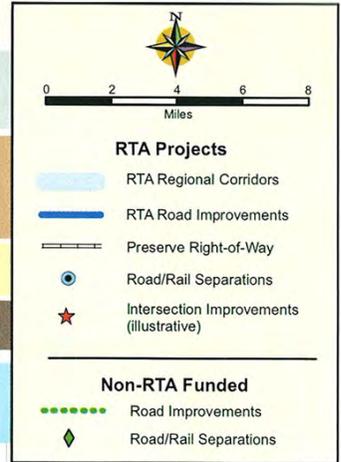
The RTA Board promised to deliver on the voter-approved projects and pledged to spend the minimum amount budgeted for each project as approved by voters on May 16, 2006.

The RTA statutes require that:

- Any substantial changes (10 percent or more of a project element) must be approved by the voters.
- The RTA publish an annual report in two newspapers to announce project completions and the next year's projects.

What kind of citizen involvement will continue through the next 20 years?

Citizens will be able to participate in Citizens Advisory Committees (CACs) that are established for corridor projects. The citizens will be able to provide feedback with respect to plan and design elements of the project. The structure of the committees may vary by jurisdiction. Jurisdictions will contact stakeholders prior to the formation of the corridor CACs.



Roadway improvements

58% of total funds

35 road improvement projects

- Over 200 new lane miles to expand traffic capacity and reduce congestion
- Includes sections of Tangerine, Grant, Houghton, Broadway, 1st Ave., Barraza/Aviation Parkway West, La Cholla, Silverbell, Speedway, Valencia, 22nd St., Camino de Mañana, I-19 frontage, Harrison, Irvington, Wilmot, Magee, Ruthrauff, Sahuarita, Tanque Verde and Twin Peaks
- Features will include additional lanes, raised landscaped medians, bus pullouts, bike lanes in each direction, drainage improvements, new turn lanes, new bus shelters, and (Americans with Disabilities Act) ADA-accessible sidewalks, improved pedestrian safety crossings, and alternative connections

Project list in 2006 dollars (constant)

I. Roadway Improvement Element	RTA Project Budgets★	Committed Non-RTA Revenues➔	Construction Start Period◆
	(000's)	(000's)	
1 Tangerine Rd., I-10 to La Cañada Drive: Widen to 4-lane divided desert parkway, bike lanes, drainage & turn lanes	\$ 45,325	\$ 28,890	2nd, 3rd & 4th Periods
2 Camino de Mañana, Tangerine Rd. to Linda Vista: New 2 & 4-lane roadway, bike lanes & drainage	\$ 6,185	\$ 9,500	1st Period
3 Twin Peaks Rd., Silverbell Rd. to I-10 (including I-10 traffic interchange): Bridge over Santa Cruz, new 4-lane roadway connecting to I-10	\$ 30,752	\$ 45,670	1st Period
4 La Cholla Boulevard, Tangerine Rd. to Magee Rd.: Widen to 4-lane desert parkway, bridge over Cañada del Oro wash, bike lanes & drainage	\$ 42,233	\$ 6,100	2nd & 4th Periods
5 Silverbell Rd., Ina Rd. to Grant Rd.: Widen to 3 & 4-lane divided desert parkway, drainage improvements & bike lanes	\$ 42,653	\$ 14,400	2nd & 4th Periods
6 Railroad Overpass at Ina Rd. east of I-10: Roadway and railroad separation, eliminates at-grade rail crossing	\$ 34,218	\$ 20,165	2nd Period
7 Magee Rd./Cortaro Farms Rd., La Cañada Dr. to Thornydale Rd.: 4-lane divided arterial, eliminates jog at La Cholla Blvd., bike lanes & sidewalks	\$ 29,570	\$ 3,700	1st Period
8 Sunset Rd., Silverbell Rd. to I-10 to River Rd.: New 3-lane arterial, bridge over Santa Cruz & bike lanes	\$ 12,764	\$ 10,000	3rd Period
9 Ruthrauff @ I-10/ RR Overpass: Roadway and railroad separation, eliminates at-grade rail crossing	\$ 59,364	\$ -	3rd Period
10 La Cholla Blvd, River Rd. to Ruthrauff Rd.: Widen to 6-lane desert parkway, new bridge at Rillito River, bike lanes & sidewalks	\$ 14,760	\$ -	1st Period
11 La Cañada Drive, Calle Concordia to River Rd.: Widen to 4-lane arterial roadway, equestrian trail, drainage & multi-use lanes	\$ 27,665	\$ 14,066	1st Period
12 Magee Rd., La Cañada Drive to Oracle Rd.: Widen to 4-lane arterial roadway, bike lanes & sidewalks	\$ 5,850	\$ 3,750	2nd Period
13 First Ave., Orange Grove Rd. to Ina Rd.: Widen to 4-lane arterial roadway, bike lanes & sidewalks	\$ 6,556	\$ 700	4th Period
14 First Ave., River Rd. to Grant Rd.: Widen to 6-lane roadway, bike lanes & sidewalks	\$ 71,398	\$ 3,000	3rd Period
15 Railroad Underpass at Grant Rd.: Expand railroad underpass east of I-10 to accommodate 6-lanes	\$ 37,382	\$ 319	3rd Period
16 Downtown Links, I-10 to Broadway Rd.: New 4-lane urban linkage, enhanced multi-modal features, drainage & noise mitigation measures	\$ 76,134	\$ 8,540	2nd & 3rd Periods
17 Broadway Blvd., Euclid Ave. to Country Club Rd.: Widen roadway to 6-lane arterial plus 2 dedicated bus lanes, bike lanes & sidewalks	\$ 42,125	\$ 29,222	2nd Period
18 Grant Rd., Oracle Rd. to Swan Rd.: Widen to 6-lane arterial, streetscaping, bike lanes & sidewalks	\$ 160,850	\$ 6,000	2nd, 3rd & 4th Periods
19 22nd St., I-10 to Tucson Blvd./Barraza-Aviation Pkwy.: Widen to 6 lanes, 6-lane bridge over railroad tracks, bicycle lanes & sidewalks	\$ 104,952	\$ 3,000	2nd & 3rd Periods
20 Barraza/Aviation Pkwy., Palo Verde Rd. to I-10: Advanced right-of-way funding for future connection of Parkway with I-10	\$ 19,600	\$ -	Design & Right-of-way only
21 Valencia Rd., Ajo Rd. to Mark Rd.: Widen to 4-lane desert parkway, bike lanes & sidewalks	\$ 15,057	\$ 23,100	2nd Period
22 Irvington Rd., Santa Cruz River to east of I-19: Improve intersections, provide access management, bike lanes & sidewalks	\$ 9,800	\$ -	4th Period
23 Valencia Rd., I-19 to Alvernon Way: Access management improvements, safety improvements & intersections improvements	\$ 9,800	\$ -	4th Period
24 Valencia Rd., Alvernon Rd. to Kolb Rd.: Widen to 6-lane desert parkway, bike lanes & sidewalks	\$ 43,298	\$ 3,000	2nd Period
25 Valencia Rd., Kolb Rd. to Houghton Rd.: Widen to 6-lane desert parkway, bike lanes & sidewalks	\$ 25,882	\$ 9,000	3rd Period
26 Kolb Rd. Connection with Sabino Canyon Rd.: New 4-lane roadway connecting Sabino Canyon Rd. with Kolb Rd., bike lanes & sidewalks	\$ 9,115	\$ -	1st Period
27 Tanque Verde Rd., Catalina Highway to Houghton Rd.: Widen to 4-lane roadway, bike lanes & sidewalks	\$ 12,833	\$ -	1st Period

Project list in 2006 dollars (constant)

I. Roadway Improvement Element (contd.)	RTA Project Budgets★	Committed Non-RTA Revenues♦	Construction Start Period◆
28 Speedway Blvd., Camino Seco to Houghton Rd.: Widen to 4-lane arterial, bike lanes & sidewalks	(000's) \$ 14,127	(000's) \$ 3,000	1st Period
29 Broadway, Camino Seco to Houghton Rd.: Widen to 4-lane arterial, bike lanes & sidewalks	\$ 6,571	\$ 3,000	3rd Period
30 22nd St., Camino Seco to Houghton Rd.: Widen to 4-lane arterial, bicycle lanes and sidewalks	\$ 6,066	\$ 3,000	4th Period
31 Harrison Rd., Golf Links Rd. to Irvington Rd.: New bridge over Pantano Wash, drainage improvements	\$ 6,158	\$ -	4th Period
32 Houghton Rd., I-10 to Tanque Verde Rd.: Widen to 4 and 6-lane desert parkway, new bridges (washes and rail), bike lanes & sidewalks	\$ 95,342	\$ 65,300	1st & 3rd Periods
33 Wilmot North of Sahuarita Rd.: New 2-lane roadway connecting Sahuarita Rd. with existing paved facility (6 miles north)	\$ 9,800	\$ -	2nd Period
34 Sahuarita Rd., La Villita to Country Club Rd.: Widen to 4-lane divided arterial, bike lanes & sidewalks	\$ 30,785	\$ 10,000	1st Period
35 Frontage Road (I-19), Continental Rd. to Canoa Rd.: New 2-lane roadway	\$ 3,920	\$ 8,000	1st Period
Subtotal	\$1,168,889	\$334,422	
II. Safety Element	RTA Project Budgets★	Committed Non-RTA Revenues♦	Construction Start Period◆
36 Intersection Safety and Capacity Improvements	\$ 100,000	\$ -	All Periods
37 Elderly and Pedestrian Safety Improvements	\$ 20,000	\$ -	All Periods
38 Transit Corridor Bus Pullouts	\$ 30,000	\$ -	All Periods
39 At-grade Railroad Safety/Bridge Deficiencies	\$ 15,000	\$ -	All Periods
40 Signal technology upgrades to improve intersection traffic flow	\$ 15,000	\$ -	All Periods
Subtotal	\$ 180,000	\$ -	
III. Environmental and Economic Vitality Element	RTA Project Budgets★	Committed Non-RTA Revenues♦	Construction Start Period◆
41 Greenways, Pathways, Bikeways and Sidewalks	\$ 60,000	\$ -	All Periods
42 Transportation-related Critical Wildlife Linkages	\$ 45,000	\$ -	All Periods
43 Small Business Assistance	\$ 10,000	\$ -	All Periods
Subtotal	\$ 115,000	\$ -	
IV. Transit Element	RTA Project Budgets★	Committed Non-RTA Revenues♦	Construction Start Period◆
44 Weekday Evening Bus Service Expansion	\$ 37,717	\$ -	1st Period
45 Weekend Bus Service Expansion	\$ 19,169	\$ -	1st Period
46 Bus Frequency and Area Expansion	\$ 178,232	\$ -	1st Period
47 Special Needs Transit for Elderly and Disabled Citizens	\$ 108,836	\$ -	1st Period
48 Neighborhood Circulator Bus Systems	\$ 24,859	\$ -	1st Period
49 Express Service Expansion	\$ 62,561	\$ -	1st Period
50 Downtown/University high-capacity transit (streetcar)	\$ 87,727	\$ 75,000	1st Period
51 Park-and-Ride transit centers	\$ 14,700	\$ -	1st Period
Subtotal	\$ 533,800	\$ 75,000	
Grand Total	\$1,997,689	\$ 409,422	

★ Cost reflects RTA portion of the project. Cost estimates are in 2006 constant dollars.

♦ Non-RTA revenues include development impact fees, federal funds, and regional funds that are committed for projects.

◆ The twenty-year plan is divided into four periods: FY 2007 through FY 2011, FY 2012 through FY 2016, FY 2017 through FY 2021, and FY 2022 through FY 2026. Assumes revenues begin July 2006.

Notes: The large roadway construction projects are broken into several segments; hence, construction may start in multiple periods. The Safety Element and the Environmental and Economic Vitality Element reflect construction/expenditures in each period. The Transit Element will begin service in the first period with continuous operations through FY 2026. Construction for the streetcar begins in the first period, but will not be fully completed until the second period. Federal funds for the high-capacity streetcar are capped at \$75 million.

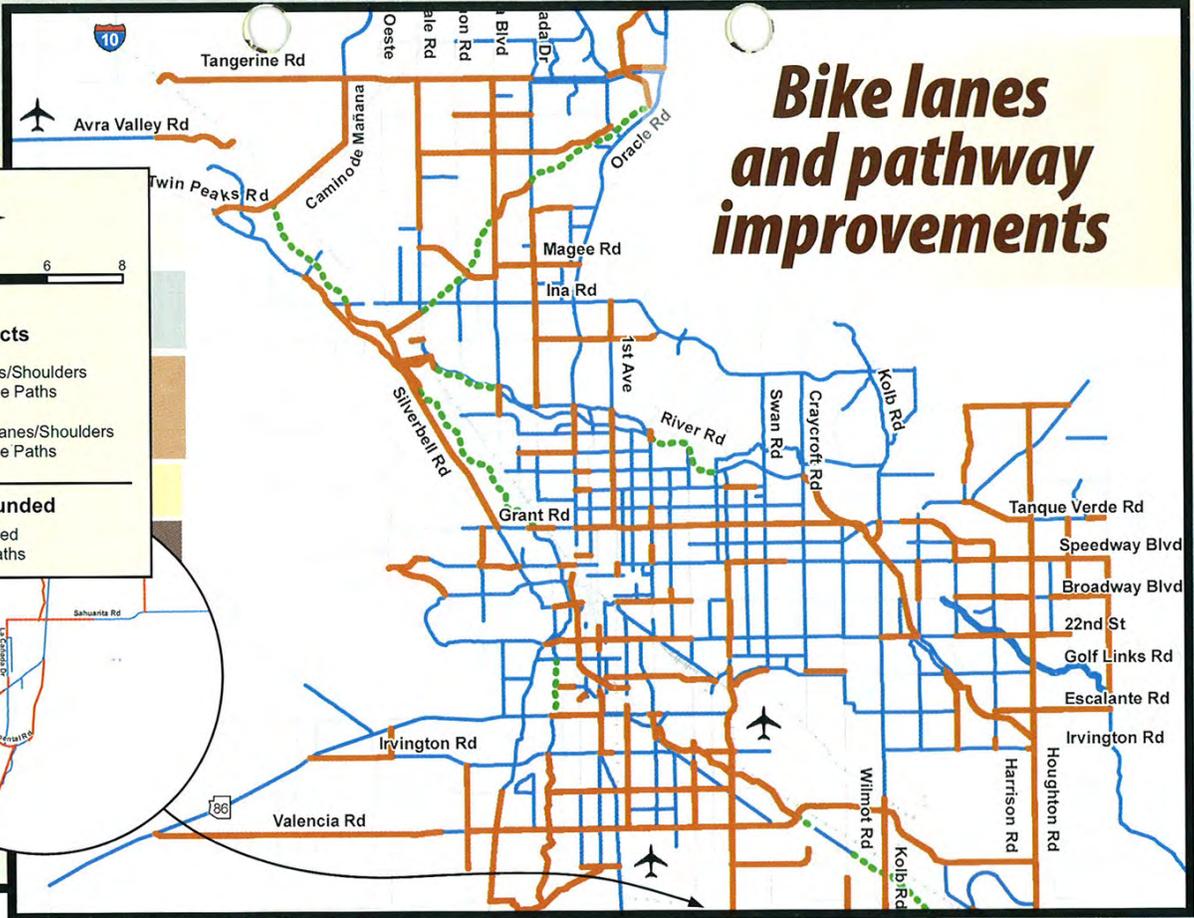
Bike lanes and pathway improvements

RTA Projects

- RTA Bike Lanes/Shoulders and Shared Use Paths
- Existing Bike Lanes/Shoulders and Shared Use Paths

Non-RTA Funded

- Non-RTA Funded Shared Use Paths



Sidewalk improvements

RTA Projects

- RTA Sidewalks
- Existing Sidewalks

Non-RTA Funded

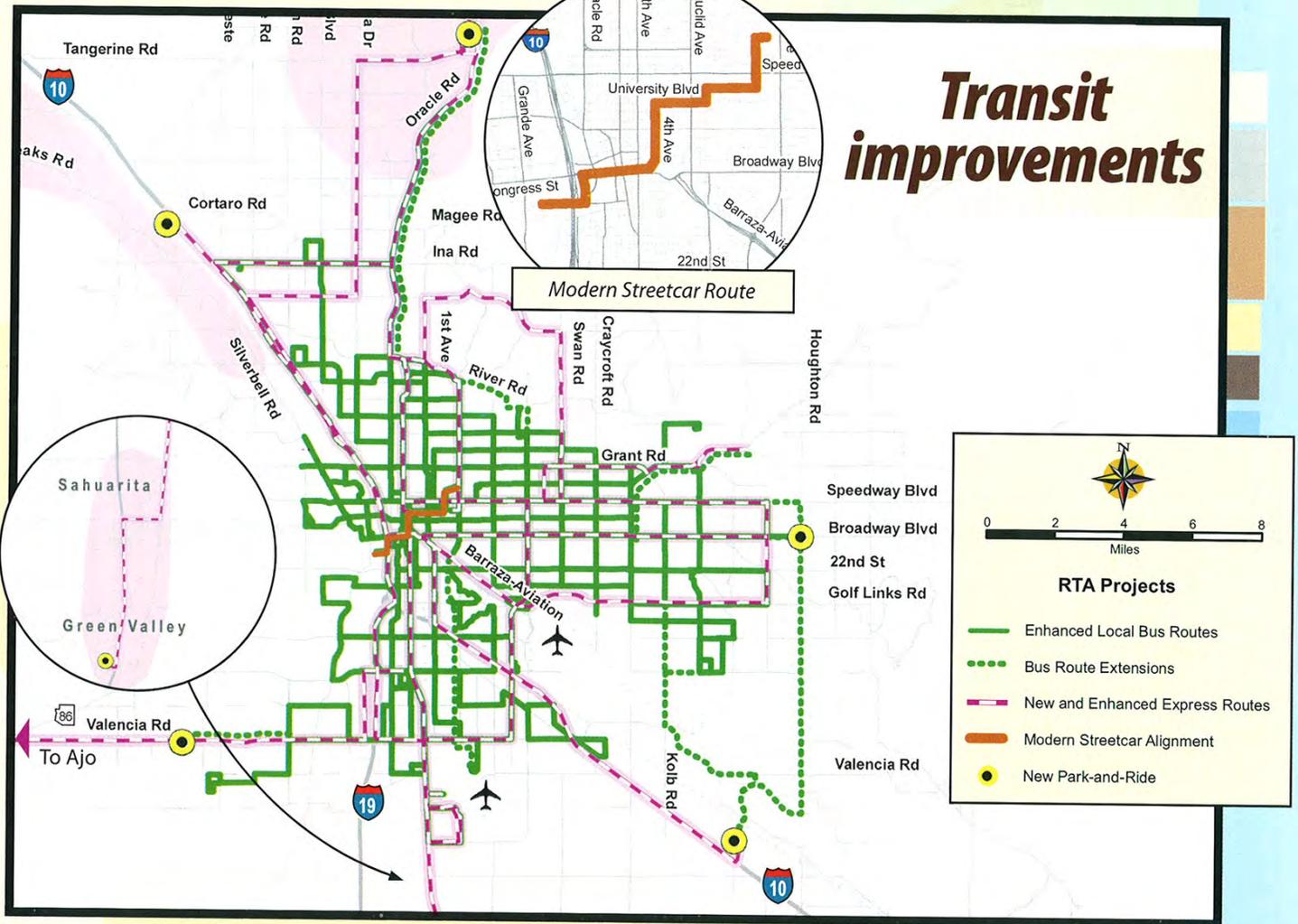
- Non-RTA Funded Sidewalks



The transit element of the plan includes a high-capacity, modern streetcar to serve the central area of the region. Approximately 10 percent of the residents of the Tucson metropolitan area live, work or attend school within walking distance of

the streetcar route. They are anticipated to be the primary users of the streetcar. The streetcar system is expected to reduce the number of bus trips in the downtown area, thus reducing congestion without the need to widen roads. A video simulation of the streetcar is available at RTAmobility.com.

Transit improvements



Safety improvements

9% of total funds

- 200 intersection improvements
- 80 new and improved pedestrian crossings
- 200 new bus pullouts
- New/improved railroad crossings with 10 over/underpasses
- Signalization and technology improvements

Transit improvements

27% of total funds

- Expanded weekday and evening service
- Expanded weekend service
- Improved bus frequencies
- Expanded special needs service
- 4 new neighborhood bus circulators
- Expanded express bus service
- New high-capacity streetcar system from University of Arizona to downtown
- 6 new park-and-ride centers

Environmental and Economic Vitality

6% of total funds

- 550 miles of new bike lanes and paths
- 250 miles of new sidewalks
- \$45 million for critical wildlife linkages
- \$10 million for small business assistance

Your \$2.1 billion regional transportation plan

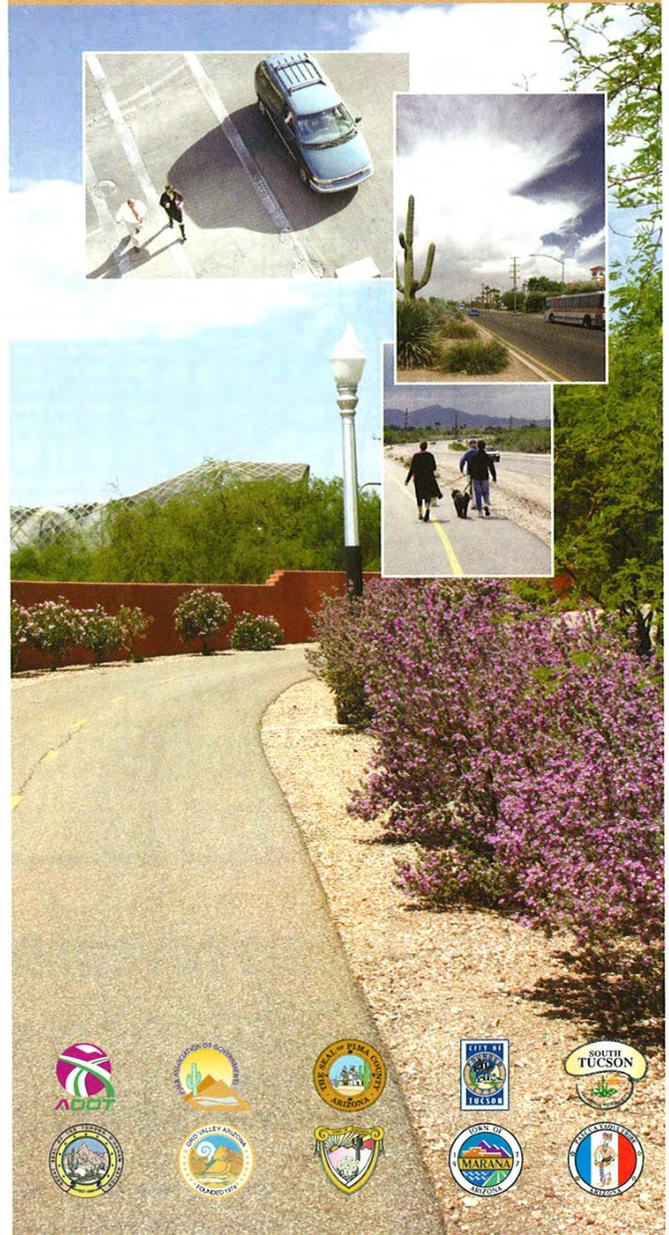
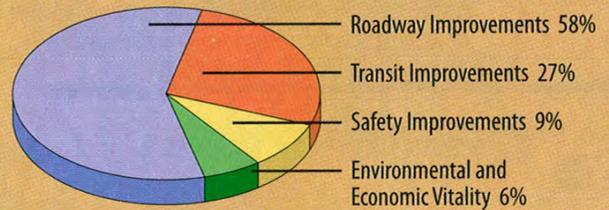
- 20-year plan approved by Pima County voters May 16, 2006
- Plan will be paid for by countywide ½-cent excise tax
- Tax will be in effect for 20 years
- Plan includes four elements: roadway, transit, safety, and environmental and economic vitality improvements
- Projects will be managed by individual jurisdictions
- A Citizens Accountability for Regional Transportation Committee was established to oversee plan implementation
- Citizens Advisory Committees will be established for projects along major corridors for additional public feedback
- RTA Board will approve intergovernmental agreements before projects begin
- Annual report to the public will be published in two newspapers

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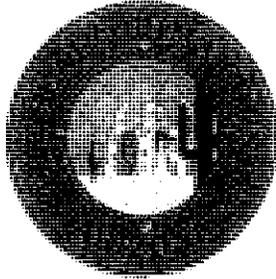
Regional Transportation Authority Plan



177 N. Church Ave. Suite 405
Tucson AZ 85701
(520) 770-9410 [tel]
(520) 620-6981 [fax]
RTAmobility.com

RTA
Regional
Transportation
Authority

**Pima County
Department of Transportation**



*Valencia Road:
Ajo Highway to Mark Road
Improvement Project
(PCDT067)*

**Community Advisory Committee
Wanda Banks**



Valencia Road: Ajo Highway to Mark Road Improvement Project



Meeting Summary

Community Advisory Committee (CAC) Meeting
Tuesday, May 6, 2008
Lawrence Elementary School
4850 W. Jeffrey Road
Tucson, AZ 85757

CAC Members Present at Meeting:

- Dennis Cady
- Karen Daniels
- Dennis Denton
- Theodore Early
- Michael Flynn
- Adna Jones
- Paul Kidder
- Marshall Prewitt
- Erick Ramirez
- Wesley Scott

CAC Members Not in Attendance:

- Wanda Banks
- Jose Hernandez
- Steve Loveless
- David Ramirez

Attending from Project Team:

- Pima County Department of Transportation (PCDOT): Rick Ellis, Louis Gonzales, John McManus
- Castro Engineering: Frank Fry, Nathan Ortega, Kevin Payne
- Gordley Design Group: Susan Parcels, Jamie Van Goethem

Materials Distributed:

- Agenda
- Engineering 101 Fact Sheet
- Regional Transportation Authority (RTA) pamphlets
- Binder for CAC members

Frank Fry, Castro Engineering Project Manager, opened the CAC meeting for Valencia Road: Ajo Highway to Mark Road at 6 p.m., introduced himself and thanked everyone for attending. He then introduced the project team. The agenda for the evening would cover an introduction to engineering tactics and steps that must be followed for solving the issues and problems in the roadway design. Louis Gonzales, Pima County Community Relations, came forward and reviewed the County's intention of working with the CAC. The project team and County will ask that a majority of CAC members write a letter of endorsement to the Pima County Board of Supervisors supporting the project and design. In addition, the CAC could bring concerns or project additions to the Board's attention. The CAC will also

be able to attend public meetings and hear concerns from the public. Louis will distribute a tentative schedule of public meetings and other milestones to the CAC at a later date.

Frank began discussing items on the agenda and the fact sheet. The evening's content primarily covered the basics of engineering and the design process. Frank discussed how the first steps for a project are to research the existing conditions known throughout the corridor. Proposed conditions are compiled, and future conditions are proposed based on a 20-year design and projected capacity demands in the area. Existing conditions include vehicular and pedestrian traffic safety issues. The geometrics and current roadway cross section are also reviewed in addition to: turning lanes and directional movement counts; average daily traffic of Valencia Road and side streets; capacity and level of service of the current traffic (traffic service ranges from Level A to E, with E being the most heavy traffic. Most projects are designed for a Level D); posted speed limits; percentage of heavy vehicles; and where signals will be needed in the future. The proposed conditions are then reviewed. This is based on demand, and usually the traffic consultant goes for a 20-year design so the team knows how to project build-out for vehicle and pedestrian use.

The project team works closely with an environmental consultant that researches and collects data on existing cultural resources, biological factors, vegetation survey, jurisdictional waters, hazardous materials, air quality and noise variables. He went into specifics regarding drainage and the existing conditions on this project. Sheet flow on the roadway (water flow over the roadway) is a large issue in this corridor. The hydraulics will be evaluated for capacity on existing culverts and structures, and the existing water surface profile. Based on this water and drainage profile for the roadway, a two-dimensional model will be made that will analyze the sheet flow.

Next, Frank went over the Geotechnical Analysis. Right-of-Way (ROW) and easement permits are to be obtained, and Bluestake marking is done prior to drilling. Land and aerial surveys are completed, and the soil borings are sent to labs to analyze the conditions. Recommendations will be made from the analyzed samples and will provide data on the location of signal pole locations, retaining structures, pavement sections and drainage design. Utility providers are coordinated with, and a base map of all existing locations is created. Proposed utility locations are also mapped at this time as an attempt to avoid conflicts with the proposed roadway and drainage improvements. When necessary, the County and project team will collaborate with utilities as needed for relocation.

Frank discussed intergovernmental issues. For the Valencia Road corridor between Ajo Highway and Mark Road, the project team must coordinate with the Arizona Department of Transportation (ADOT), Pascua Yaqui Tribe, the U.S. Army Corps of Engineers, Bureau of Land Management, the Federal Highway Administration and the Tucson Unified School District.

Frank opened the floor for questions and concerns from the CAC members:

- *How is ADOT involved at the west end of the project?* The Valencia Road project intersects with State Route (SR) 86 (Ajo Highway) which is an ADOT roadway. We will coordinate with them as needed.
- *Is Valencia Road looked at as a direct route to Interstate 19?* Based on traffic studies, the bulk of traffic uses the ADOT highway (SR 86). However, Valencia Road and Ajo Highway are considered major east-west routes.

- *What is the basis for the improvements to Valencia Road in the future?* The traffic engineering report works toward a 20-year design. The corridor study will identify three construction projects and a possible interim improvement for the short-term needs. The Pima County Southwest Infrastructure Plan (SWIP) identifies what the region may look like in 20 to 30 years.
- *How is noise abatement determined?* This is based on the noise report, and the factors include topography, the proposed roadway profile and a typical section. The readings are put into a noise model that will determine the decibels in the area. A noise-oriented CAC meeting is scheduled for the future.
- *Why do Craycroft Road and Valencia Road look different in regards to design and median locations?* The topography, vegetation and lane configurations of the two roadways are different. Valencia Road and Craycroft Road have different environmentally sensitive issues.
- *Why are the rocks and rip-rap painted along Valencia Road?* Different areas of Tucson require different landscaping and artistic solutions.
- *Is the design year based on 20 years from now or 20 years after the report is finished?* The design year is 2030, which is 20 years from the year 2010. For the traffic report, Pima Association of Governments and SWIP do traffic modeling to get future traffic conditions.

Frank continued to discuss engineering basics by covering the preliminary roadway cross-section concepts. Roadway typical sections include the design speed and posted speed; medians; the number of travel lanes; and pedestrian and equestrian requirements, in addition to curbs, medians, soft paths and drainage needs. Traffic data, utilities and the typical section are only a few of the elements that go into the final working project. All data is combined and can lead to numerous alternative solutions. A roadway design must be chosen that works with all entities and elements involved. The engineers and County must also determine that the proposed alternatives are constructible. They must meet funding, sequencing/phasing and permit requirements.

Frank discussed drainage requirements in the area and the concern of the water surface elevation level (WSEL). Requirements of the WSEL on the proposed improvements on Valencia Road cannot raise water levels more than a tenth of a foot, and the water velocity cannot increase more than 10 percent. The drainage goal for the improvements is to put the 100-year storm flow under the roadway, with no more than one foot of water flow over the roadway. Additional project factors include historic, cultural and archaeological issues, as well as funding, which for this project, will come from multiple sources, including Pima County, the Regional Transportation Authority (RTA) and possibly the federal government.

- *Does the proposed design include bike paths or lanes?* One concept includes a travel lane with a paved shoulder that can be used as a bike lane. There is an Americans with Disabilities Act (ADA) applicable paved, recreational, soft path on one side that can also be used for bicycle traffic.
- *Will Pima County put utilities underground?* The County cannot pay for undergrounding utilities, as they are cost prohibitive. However, it is an option to have joint utility trenches.
- *What will happen to the maintenance schedule when we get closer to construction commencement?* Rick Ellis, PCDOT Engineering Manager, explained that potholes would be fixed as needed right up

and through the construction start date. Interim signals can still be installed if needed. Most things that are more major than pothole repairs will wait until the construction phase.

- *What is the next step for this project?* Louis explained that the team will meet with the CAC chairpersons. The CAC is encouraged to meet outside of the scheduled County meetings so that questions and concerns can be brought back to the team. Frank and the team can research any questions and bring answers back to the members.
- *Can the right-of-way for the high-pressure gas line be used for recreational spaces?* Rick and John McManus, PCDOT Traffic Engineer, explained that some of it has already been utilized in this manner. Additional parks and equestrian trails have been placed on hold due to the current economic situation.
- *Does the SWIP Web site show what the completed roadway could look like?* Yes. The Web site (www.pima.gov/wwm/reports/sw_infra_plan.htm) describes what expected commercial, residential and recreational development in the area may look like.
- *Are there a minimum number of people who can be on a CAC?* Five is the minimum. Fifteen is the ideal number of members.
- *Will future developments place things underground?* Existing drainage and traffic conditions are nearly finished. However, future developers in the area may choose this option.

Louis Gonzales stepped forward and discussed how he will work with the CAC chairpersons to set up additional meetings. The CAC will help the team develop and plan the project; the Board of Supervisors wants the CAC's endorsement on behalf of their communities. CAC members are encouraged to take information back to their neighborhood associations and notify people of the meetings and progress. Louis will make sure members have updated contact information for the team and for each other.

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



PIMA COUNTY
DEPARTMENT OF TRANSPORTATION
201 NORTH STONE AVENUE, FOURTH FLOOR
TUCSON, ARIZONA 85701-1207



PRISCILLA S. CORNELIO, P. E.
DIRECTOR

(520) 740-6410
FAX (520) 740-6439

July 13, 2011

Subject: Valencia Road: Mark Road to Mountain Eagle Road
Community Advisory Committee Meeting

Dear Neighbor:

The Pima County Department of Transportation will be hosting a Community Advisory Committee (CAC) meeting for the Valencia Road: Mark Road to Mountain Eagle Road Project.

The meeting will be held on Monday, July 25, 2011 from 6:00 PM to 7:00 PM at Lawrence School Cafeteria located at 4850 W. Jeffrey Road.

The purpose of the meeting is to discuss the following:

- Review design plans
- Review construction date
- Introduce new Project Team

If you have any questions regarding the meeting, please contact me at (520) 740-6410 or e-mail LouisC.Gonzales@dot.pima.gov.

Sincerely,

The Valencia West Project Team



PIMA COUNTY
DEPARTMENT OF TRANSPORTATION
201 NORTH STONE AVENUE, FOURTH FLOOR
TUCSON, ARIZONA 85701-1207



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Sincerely,

The Valencia West Project Team



CAC Meeting
Valencia Rd: Mountain Eagle Drive to Mark Road
 Lawrence School Cafeteria
 Monday, July 25, 2011

Name	Address	Organization/Company	E-mail Address
MARSHALL PREWITT	6779 S STAR RIDGE RD	STAR WEST	SHADOW@GMAIL.COM
DENNIS DENTON	62109 CAHINO VERDE	RESIDENT	DENNISDENTON@GMAIL.COM
Christine Donoghue	5210 E Williamscenter	HDR	christine.jacobs-donoghue@hdrinc.com
Bob Brittain	" " "	HDR	Robert.Brittain@hdrinc.com
ARTURO LEDESMA	" " "	HDR	arturo.ledesma@hdrinc.com
THEODORE EARLY	4811 W BIRBY RD	RED	earlyt@red.com
Dave & Cathy Bababaka	7367 W Brightwater Way	Star Valley	Cathy529@comcast.net
TERRY & MARYN BARKS	2267 W. BRIGHTWATER WAY		
Scott Beck	2210 E F. Lowell, 85719	Kimley-Horn	scott.beck@kimley-horn.com
Marian Borom	8087 W. BRIGHTWATER WAY	Starvalley Estates	
ERICK RAMIREZ	4924 SAVID MAINE	RESIDENT	ERAM007@Yahoo.com
JESUS BONILLAS	6470 S. CAMINO VERDE	VALERCA	JFbonillas@gmail.com



PIMA COUNTY
DEPARTMENT OF TRANSPORTATION
201 NORTH STONE AVENUE, FOURTH FLOOR
TUCSON, ARIZONA 85701-1207



PRISCILLA S. CORNELIO, P. E.
DIRECTOR

(520) 740-6410
FAX (520) 740-6439

**VALENCIA ROAD: MARK ROAD TO MOUNTAIN EAGLE ROAD
CAC MEETING HELD MONDAY, JULY 25, 2011 SUMMARY.**

Listed below is the list of topics that generating some question or concerns from CAC Members and members of the audience during the presentation.

- Attendees inquired about the project schedule. The process was discussed with the CAC and audience. The project will be under design for one year and would be going out to bid around first part of 2013. Construction starting around spring or summer of 2013. This time frame will also allow for utilities to move services from the project limits.
- Audience asked as to why we needed to build sidewalks? The audience questioned the need for sidewalks. Could there be additional savings on the sidewalks to extend the project? The description of a desert parkway section is to provide multi-modal transportation improvements, which will improve safety, increase mobility for current and future traffic needs.
- The question was asked, why the sidewalk would jump from one side of the roadway to the other. The sidewalk is designed to be on the south side of the street and then more to the north side to accommodate the development on the north side. Concern was expressed that the sidewalk would not be continuous. The project team would look into this concern.
- The intersection improvements were discussed for Camino Verde, Wade Road, and Vahalla Road. The CAC asked as to why Pima County was proposing a traffic signal on Wade when it was not a four way corner. The Project Team explained that a traffic study was conducted along Valencia Road. The traffic count or flow of traffic entering Valencia Road from the south, from Wade Road supported the traffic signal due to the high volume of traffic.
- CAC asked about the proposed medians along Valencia Road. They asked if the medians would restrict traffic from accessing side streets. The Project Team explained the median would be built with turn bays to allow for street access. The speed limit also called for medians as a safety feature.
- Attendees asked if the medians will have any vegetation. The Project Team replied, yes. The Project Team described the different types of plants to be used. It will plant native shrubs that be maintained for a one year period until they are established.
- CAC asked how the team plans to deal with sheet flooding. The Project Team explained that the project calls for drainage improvements. A portion of the roadway will be raised as much as four feet to accommodate the water to move below the roadway through drainage structures (Box Culverts). Drainage structures would be built at different locations along Valencia Road to eliminate sheet flooding.



PIMA COUNTY
DEPARTMENT OF TRANSPORTATION
201 NORTH STONE AVENUE, FOURTH FLOOR
TUCSON, ARIZONA 85701-1207



PRISCILLA S. CORNELIO, P. E.
DIRECTOR

(520) 740-6410
FAX (520) 740-6439

October 18, 2011

Subject: Valencia Road: Mark Road to Mountain Eagle Road
Community Advisory Committee Meeting

Dear Neighbor:

The Pima County Department of Transportation will be hosting a Community Advisory Committee (CAC) meeting for the Valencia Road: Mark Road to Mountain Eagle Road Project.

The meeting will be held on **Monday, October 24, 2011** from 6:00 PM to 7:00 PM at Lawrence School Cafeteria located at 4850 W. Jeffrey Road.

The purpose of the meeting is to discuss the following:

- CAC Involvement/ Responsibilities in EAMR Process
- Overview of EAMR by HDR
- Review of Project Charter
- Other Issues

If you have any questions regarding the meeting, please contact me at (520) 740-6410 or e-mail LouisC.Gonzales@dot.pima.gov.

Sincerely,

The Valencia West Project Team

October 25, 2011

CAC Meeting

Valencia Road; Mark Road to Wade Road

Meeting was held at Lawrence Elementary School, located at 4850 W. Jeffrey Road on October 24, 2011 at 6PM. Everyone was welcome and introduction were made by everyone in attendance.

*CAC Members; Dennis Denton, Scott Driver, Theodore C. Early, David Ramirez, Artemio Hoyos and Adna Jones.

*Valencia Project Team; Paul Bennett, Rick Ellis, Bob Britton, Catherine Silvester, Scott Stapp and Louis Gonzales.

*Community Member; Mr. & Mrs. Ruben Padilla

Catherine Silvester explained the EAMR to the CAC by going over the index and what was contained in the report. Attached are the meeting notes from her presentation.

Paul Bennett also presented the RTA Project Charter for Valencia Road. A copy of the charter was also provided.

I explained steps the CAC would need to take by first selecting a chairperson. After some discussion, Scott Drivers was select as the chairperson for the Valencia CAC. We also offered any assistance in reserving a site for future meeting as a group. The CAC was asked to write a letter acknowledging the project with concerns and also endorsing the scope and design. A sample letter was given to each member from a previous CAC group. The CAC would be getting back together towards the end of November to receive the letter. In the mean time the members would be meeting to discuss the EAMR.

Sincerely,
Louis Gonzales
Community Relations Specialist

Valencia Road: Wade Road to Mark Road
10/24/2011 – CAC meeting regarding EAMR
152226
4RTVMW
STP-PPM-0(230)A
SS975 01C

Environmental Assessment and Mitigation Report

- Pima County document that presents project impacts to natural, social and economic issues, identifies measures to minimize the impacts and identifies agency coordination and parties responsible for implementing the measures.
- Prepared in accordance with the Pima County Roadway Design Manual (2010)
- Once the document has gone through review by the CAC, it will be presented to the Board of Supervisors for approval.

Because the project is federally funded, another environmental clearance document meeting federal requirements will be prepared and submitted to the Federal Highway Administration.

Present the general layout and content of the document and then discuss key issues from the report.

- **Executive Summary** – off-white paper
- **Chapter 1 – Project Background.....page 1**
 - Project background – location, general project information
 - The project’s cost and funding
 - The design process which identifies the tasks and reports that have been completed to date – as reports and design become finalized, they will be posted on the project website. The report directs readers to the website for the studies and designs being referenced in the report.
- **Chapter 2 – Purpose and Need.....page 5**
 - The needs are described in detail
 - Meet transportation planning objectives
 - Improve traffic capacity and operations
 - Create an all-weather roadway
 - Provide multimodal connectivity – such as sidewalks, bicycle lanes

- **Chapter 3 – Project Setting.....page 6**
 - Presents existing conditions including land use, existing transportation facilities, general natural landscape
- **Chapter 4 – Proposed Project.....page 8**
 - Lists the proposed improvements in detail
- **Chapter 5 – Environmental Screening.....page 14**
 - Process conducted early to identify issues and impacts that need to be considered during the design and evaluation process.
 - This chapter describes the process and the findings of the screening.
- **Chapter 6 – Environmental Assessment and Mitigation..page 14**
 - Natural, social and economic issues are individually presented and evaluated in this chapter.
 - For each issue, applicable laws and regulations are described, the existing conditions are presented, potential impacts are identified and measures to minimize the impacts are presented. Any needed permits are identified.
 - The project’s consistency with local and regional plans are evaluated.
- **Chapter 7 – Agency Coordination.....page 44**
 - List of agencies involved in the project.
- **Chapter 8 – Public Participation.....page 45**
 - Describes the public participation process and activities and lists comments received by the community to date.
 - Appendix A – includes all of the public involvement materials from public meetings to date.
- **Chapter 9 – Conclusions and Recommendations.....page 48**
 - Table summarizing the project impacts and the measures to minimize each impact, the party responsible for the measures (County, contractor, utility), and the agency who involved in the measure.
 - This table also included in the Executive Summary.

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Key Environmental Findings:

- **Environmentally Sensitive Roadway**
 - along Pima County Scenic Route
 - contains Important Riparian Area regulated by the Pima County flood control district
 - These characteristics designate the project as an environmentally sensitive roadway, and Pima County has specified design, evaluation and mitigation measures for environmentally sensitive roadways.
 - Described in Chapter 6.2.4 *Consistency with Other Plans*.
- **Biological Resources – Chapter 6.1.1**
 - Pima pineapple cactus – evaluated in a Biological Evaluation. Proposing no effect – surveys were conducted and no plants are within the project limits and plants outside of project limits will be avoided during construction.
 - Biological Evaluation is being reviewed by the US Fish and Wildlife Service and the Federal Highway Administration will need to approve the report.
 - Native plants – environmentally sensitive roadway landscape design replaces plants to existing composition and distribution
 - Migratory birds – Pima County will remove trees and cholla that will be disturbed from within the project limits outside of the nesting season to avoid impacts to nesting birds
 - Sonoran Desert Conservation Plan species – evaluated for potential to occur. Impacts would be minimized through the limited project footprint in suitable habitat and through the measures for migratory birds.
 - Burrowing owls – suitable habitat is present so preconstruction surveys will be conducted.
- **Drainage and floodplain – Chapter 6.1.2**
 - The project will impact floodplains.
 - The Pima County Flood Control District will need to review and approve the drainage design and the impacts to the floodplains.
 - The project will need to request a letter of map revision from the Federal Emergency Management Agency.

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- Pima County Flood Control District regulates impacts to floodplains through mitigation of riparian habitat (such as Important Riparian Areas) – the project will mitigate impacts to regulated riparian habitat through the landscape design.
- **Traffic Noise – Chapter 6.1.5**
 - Noise analysis based on Pima County Noise Abatement Policy
 - Use traffic noise model to compare existing traffic noise levels with future (2030) traffic noise levels at each residence and commercial property.
 - Pima County’s criteria for providing noise abatement at residential properties – 66 decibels; commercial properties – 71 decibels
 - Based on the model, future noise levels would not reach the criteria for noise abatement at any of the properties.
 - Appendix B – includes a figure showing the locations of the calculated noise levels for each property and table showing the existing and future traffic noise levels for each property.
- **Hazardous Materials – Chapter 6.1.7**
 - Chevron station – potential hazardous material site of concern
 - No ground disturbance currently in the area; if need ground disturbance in the area of the station, then additional evaluation would be needed
- **Historic/ Cultural Resources – Chapter 6.1.9**
 - Class III survey was conducted.
 - One previously recorded site was identified and isolated occurrences and roadside memorials were identified.
 - No cultural resources were considered eligible for listing in the National Register.
 - Valencia Road was evaluated for a historic structure – but not eligible for listing in the National Register.
 - No effect finding is proposed.
 - FHWA will seek concurrence on the findings with the land managing agencies in the project area, and will report the findings to the State Historic Preservation Office.

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- **Visual Resources – Chapter 6.1.10**
 - Key issue for environmentally sensitive roadway.
 - Biggest impacts to visual resources – widened roadway, vegetation removal and drainage structures.
 - Project will incorporate landscaping design to replace vegetation consistent with the existing density and composition.
 - Use materials and colors that will incorporate the drainage structures into the landscape.
 - Appendix C – includes photo points from the analysis
- **Parks and Recreation Areas – Chapter 6.2.3**
 - Pima County master plan includes two trails through the project area (Central Arizona Canal Trail and Black Wash Trail). These trails have been included to identify impacts the project may have on the future development of the trails.
 - The project would enhance the trails by facilitating users crossing Valencia Road and providing connectivity through sidewalks and paved shoulders for bicyclists.

Any questions?



Public Open House
Valencia Road; Mark Road to Wade Road
Sign in Sheet
Monday, December 12, 2011

Name	Address	Organization/Company	E-mail Address
Carol & Ozzie Nelson	7284 W. Timberleaf Dr		Dzandharric@aol.com
Chris Gibbs	7094 W. Festival Way		CHRIS4861355@GMAIL.COM
Luddy Dorn	7010 S. Cmo. Arnavera		
P A Febery	6301 S Wade Rd		A46661@aol.com
John Cates	6331 S. Wade Rd		JOHNLCATES@COMCAST.NET
Jimmie Cunningham	6872 W Sabacin Rd,		
Ry Darnisbe	6543 W BEAUFACES		
Kanlen Bernauk	6587 W. Cedar Blvd.		createtired@hotmail.com
Judy Buch	6214 S. Maple Rd.		N.A.
Paul + Orla Sheaffer	6534 W Wolf Valley Way		Sheaffer6534@gmail.com
Edusom Thompson	6660 S. STAR RD SO PL		edward.thompson@hotmail.com
Jerry Book	7225 W Moonlight Pl		jbook10140@yahoo.com
Janece Book	" "		jjbeersfco@yahoo.com
Lynn Macinelli	7019 W. Adamsgate Place		lynnslp1@comcast.net
Rebecca Thompson	5550 N Macassar in Toric	ARTIST	
Augustina Droz	Buffalo NY	ARTIST	



Public Open House
Valencia Road; Mark Road to Wade Road
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Monday, December 12, 2011

Name	Address	Organization/Company	E-mail Address
Linda Widuck	6543 W Beecher Falls lely		lwinid19@hotmail.com
Michael Monahan	7095 W. Festival way		mon1ahan@yahoo.ca
Anthony & Yolanda Parra	6950 W. Nardens Ridge Way		
DENNIS DINTON	6210 So. Camino Verde		DENNIS DINTON @ G. COM
Charles E Casper Jr	6820 S stor Ridge Place		casper.charles@comcast.net
Ken & Sue Spotts	6478 W. Castle Pines Way		spotts-s@yahoo.com
Candice ~ Richard Curtin	7266 W MOON MIST PL		COURT.IO@COMCAST.NET
Elizabeth Alba	6542 W Winter Valley Way		altamirconsuelza@pb.com
Marcos Espinoza	1568 N. Wild Bart 85845		MUE-CLA@cox.net
Roger & Pat Vetta	6509 W. Fxy Mountain Way		patvetta@live.com
ABEL GAXIOLA	6464 W ELK FALLS		
NOELIA GAXIOLA	6464 W ELK FALLS		
Landra Mendez			
Bud Middendorf	6572 W. Sandy Knoll Way		bpmddf@yahoo.com
Olivia & Rauben Padilla	4560 S. JAMIE AVE		
Rich Hildman	7109 W. Adams Gate Place		rich.hildman@comcast.net



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Name	Address	Organization/Company	E-mail Address
A. Hosssewich	67 81 W. Quailway		
STE QUINN	7164 W. Cherry Creek		
Gene Christensen	7128 W. Brightstar Way		gilleg@msn.com
Debbie Johnson	6457 W. Winter Valley Way		DGalarz@vase.com
Tina U'Prina	11475 W. IWA RD		
Gene Schmidt	6959 W. Ivy Mountain Way		
Rinaldo Montoya	6988 S-Springwalk-Dr		
Aramando Lopez	6445 S Marduck		
RANDALL VAUGHN	7122 W ADAMSGATE		
DEVON VAUGHN	" "		DEVONVAUGHN@YAHOO.COM
Jesus Cienfuegos SR	6576 W Knoll pines Way.		
STEVE OSBORNE	6535 W. KANON PINES		
ERIN PAZOS	6041 W. Sydney Ct		ERINEPAZOS@MSN.COM
Dennis Woods	7234 S Sandstone Valley Dr		
Pave Holmoe	6850 W. Rosewood Way		
Jonathan Stone	PO BOX		



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Name	Address	Organization/Company	E-mail Address
Ray Perry	7102 W. Adamsgate Fl.		rperry1776@comcast.net
Jason Hoskens	7076 W. Pebble Valley Dr		jhoskens1@gmail.com
Penelope Dober	5305 W. Camino Tierra		jpjhdobber@triconet.org
Marilyn & Terry Baird	7267 W Brightwater		tablaw@gmail.com
Karen Cesane	4574 N First Ave Ste 100		Karen@Novakenvironmental.com
Jeffrey J. Cesane	1855 E. Bonaburgway Suite 103		jeff@jccadvis.com



Public Open House
Valencia Road; Mark Road to Wade Road
Sign in Sheet
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Name	Address	Organization/Company	E-mail Address
Michael Hickman	3424 W. Calle De La Bajada		michaelhickman123@hotmail.com
Lee Row		Drexel Heights Fido	lrow@drexelfido.net
Jesus Chaverria	7198 S. Sandstone Valley		
HAL LOY	6488 W. ELK FALLS WAY		TUCSONHAL@YAHOO.COM
WILLIAM TIMOTHY	6914 W. WINTER LAUREL WAY		wtms59883@aol.com
Eunice Grana	P.O. Box 23689 / 85739		



Valencia Road Wade Road to Mark Road



Public Opinion Survey December 12, 2011

1. What is your primary interest in Valencia Road? (check all that apply)

- I live in rented property adjacent to this section of Valencia Road.
- I own the property in which I live in the area adjacent to this section of Valencia Road.
- I own rental property in the area adjacent to this section of Valencia Road.
- I own or work in a business on this section of Valencia Road.
- I regularly drive through this section of Valencia Road.
- I regularly walk or bike through this section of Valencia Road.
- Other, please explain. _____

2. Please describe what you like about this project

3. Please list any comments you have about design elements of the proposed roadway improvements, such as vehicle lanes, bike lanes, sidewalk, median, intersections, utilities, drainage, access, etc.

4. Please list any other comments you have about environmental elements of the proposed roadway improvements, such as landscape, noise, visual impacts, etc.

5. Please provide any other general comments you have about the project.

Name: _____ Date: _____

Address: _____

City: _____ State: _____ Zip: _____

e-mail: _____ Telephone: _____

Please return by **Friday December 23, 2011** to: Louis Gonzales, Pima County Community Relations Office, 201 N. Stone 4th floor, Tucson, Arizona 85701 or Fax to 740-6439 or email Louis.Gonzales@dot.pima.gov. Project information can be viewed at: <http://www.roadprojects.pima.gov/valenciawade/>

Valencia Road Wade Road to Mark Road
Public Opinion Survey
December 12, 2011

Name	Address	Phone	E-mail	1. What is your primary interest in Valencia Road?	2. Please describe what you like about this project.	3. Please list any comments you have about design elements of the proposed roadway improvements, such as vehicle lanes, bike lanes, sidewalk, median, intersections, utilities, drainage, access, etc.	4. Please list any other comments you have about environmental elements of the proposed roadway improvements, such as landscape, noise, visual impacts, etc.	5. Please provide any other general comments you have about the project.
Comments Received at the Open House								
1	Paul E. Sheaffer 6534 W. Wolf Valley Way Tucson, AZ 85757	520-908-3273	No e-mail given.	I own the property in which I live in the area adjacent to this section of Valencia Road. I regularly drive through this section of Valencia Road.	Traffic light at Valencia Road and Wade Road intersection. Extend Wade to Camino Verde	Widen Wade Road past the Fire House.		
2	Opal Sheaffer 6534 West Wolf Valley Way Tucson, AZ 85757	520-908-3273	sheaffer6534@aol.com	I own the property in which I live in the area adjacent to this section of Valencia Road. I regularly drive through this section of Valencia Road.	I would like to have sidewalks, drainage and a traffic light at Wade and Valencia.	I would like to have land scaping.		
3	Timothy Wellan 6714 W. Winter Valley Way Tucson, AZ 85757	520-807-7965	wtime05993@aol.com	I own the property in which I live in the area adjacent to this section of Valencia Road.	This road improvement surface should and hope go over the wash.			
4	Kathleen Hernandez 6527 W. Cedar Branch Way Tucson, AZ 85757	520-609-0946	kreatastlr@hotmail.com	I own the property in which I live in the area adjacent to this section of Valencia Road. I own rental property in the area adjacent to this section of Valencia Road. I regularly drive through this section of Valencia Road.	Four Lanes - good Construction - Five years!	How do we push thru Camino Verde? - Concern only one entrance / exit into Star Valley.		
5	Lynn Martinelli 7049 W. Adamsgate Place Tucson, AZ 85757	520-308-4559	No e-mail given.	I own the property in which I live in the area adjacent to this section of Valencia Road. I regularly drive through this section of Valencia Road.	The road improvements - flooding, more traffic lights	Road noise is already too loud. Would like to see walls that muffle sound.	Please check with State about plans for other egress from Wade Road.	
6	Charles E. Casper, Jr. 6820 S. Star Ridge Place Tucson, AZ 85757	520-578-3918	casper.charles@comcast.net	I own the property in which I live in the area adjacent to this section of Valencia Road. I own or work in a business on this section of Valencia Road. I regularly drive through this section of Valencia Road. I regularly walk or bike through this section of Valencia Road.	Like the double left turn from Valencia to Wade.			
7	Edward Thompson 6660 S. Star Ridge Place Tucson, AZ 85757	No Number Given	edward.thompson@hotmail.com	I regularly drive through this section of Valencia Road. I regularly walk or bike through this section of Valencia Road.	Safety of the road being improved. Bike lanes would be a huge improvement. This road is falling apart so this is huge!			

Valencia Road Wade Road to Mark Road
Public Opinion Survey
December 12, 2011

Name	Address	Phone	E-mail	1. What is your primary interest in Valencia Road?	2. Please describe what you like about this project.	3. Please list any comments you have about design elements of the proposed roadway improvements, such as vehicle lanes, bike lanes, sidewalk, median, intersections, utilities, drainage, access, etc.	4. Please list any other comments you have about environmental elements of the proposed roadway improvements, such as landscape, noise, visual impacts, etc.	5. Please provide any other general comments you have about the project.
8 Abel Gaxiola	6464 W. Elk Falls Way Tucson, AZ 85757	No Number Given	No e-mail given.	I own the property in which I live in the area adjacent to this section of Valencia Road. I regularly drive through this section of Valencia Road. I regularly walk or bike through this section of Valencia Road.	Much needed.			How about connecting Camino Verde Road north and south of Valencia?
9 Dennis Woods	7234 S. Sand Dune Valley Drive Tucson, AZ 85757	No Number Given	No e-mail given.	I regularly drive through this section of Valencia Road. I live in Starr Valley.	Traffic flow improvement. Two turn lanes from Wade to Valencia. Flood Control. Bike lane. Sidewalk. Culverts, drainage			Increase to 4 lanes. Improve traffic flow. Straighten road surface (level). Lower speed limit?? Come on!!
10 Fred Urbina	11475 W. Ina Rd. Tucson, AZ 85743	No Number Given	No e-mail given.	I regularly drive through this section of Valencia Road.				
11 Terry Baird	7267 W. Brightwater Way Tucson, AZ 85757	No Number Given	tblaw@gmail.com	I live in rented property adjacent to this section of Valencia Road. I own property in which I live in the area adjacent to this section of Valencia Road. I regularly drive through this section of Valencia Road.	The road will be widened.			
12 Jerry & Penelope Dobber	5305 W. Camino Tierra Tucson, AZ 85757	520-401- 6227	jpdobber@triconet.org	I own the property in which I live in the area adjacent to this section of Valencia Road. I regularly drive through this section of Valencia Road. I regularly walk or bike through this section of Valencia Road.	If it gets traffic off of my road (Camino Tierra) which is residential 25 mph instead of having drag racing from the Casino concerts, the 4th of July - Our road was used for all the heavy machinery for the new road the tribe built and our road is real, real bad now, why NO help from the County?	Drainage - HA - It doesn't drain now, have you been out in the desert (south) behind the Casino - it's a dump, trash is everywhere all that is going to back up any means of drainage!	Who is cleaning up the desert so no trash blocks the culverts for water to run? Shouldn't the tribe be involved in any of this??	When the tribe built Ignacia Baumea they blocked off all roads that ran east & west and our road (Camino Tierra) is the only one besides Los Reales that they left open - No more peace & quiet now and the road is terrible, no patch jobs, I want a new road.
13 Michael Monahan	7095 W. Festival Way Tucson, AZ 85757	623-330- 7779	Montahan@yahoo.com	I own the property in which I live in the area adjacent to this section of Valencia Road. Additional Starr Valley exit.	A smoother flow out of Starr Valley. Less driving hazards.	Star Valley needs at least 2 exits out of the development. Can Camino Del Verde be opened up as an additional exit?	Landscape - Palm trees in the median would look nice and attract new residents. What avenues do residents have to voice opinions to open Camino Verde thru Starr Valley?	How long will it take? When will it begin?

Valencia Road Wade Road to Mark Road
Public Opinion Survey
December 17, 2011

Name	Address	Phone	E-mail	1. What is your primary interest in Valencia Road?	2. Please describe what you like about this project.	3. Please list any comments you have about design elements of the proposed roadway improvements, such as vehicle lanes, bike lanes, sidewalk, median, intersections, utilities, drainage, access, etc.	4. Please list any other environmental elements of the proposed roadway improvements, such as landscape, noise, visual impacts, etc.	5. Please provide any other general comments you have about the project.
14 Christopher Gibbs	7094 W. Festival Way Tucson, AZ 85757	No Number Given	chris48gibbs@gmail.com	I own the property in which I live in the area adjacent to this section of Valencia Road. I regularly drive through this section of Valencia Road. I would like to see more or alternate access to Star Valley.	It helps with the flow of traffic and can help with any future development. The road is in need of repair. Events create traffic jam and weather creates driving hazards.	Drainage to keep roadways clear and passable needs to be addressed. Bus route pull-outs.	Landscape - the addition of the Casino Hotel is nice but the drive is not appealing. Natural landscape can be nice - as a "Scenic Major Route" - it needs roadside "Help" - Vegetation and project art would be a great start - the freeway system art is nice.	Additional or controlled access to Star Valley is needed. <u>Connecting Camino Verde to the community would be nice.</u>

Valencia Road Wade Road to Mark Road
Public Opinion Survey
December 12, 2011

Name	Address	Phone	E-mail	1. What is your primary interest in Valencia Road?	2. Please describe what you like about this project.	3. Please list any comments you have about design elements of the proposed roadway improvements, such as vehicle lanes, bike lanes, sidewalk, median, intersections, utilities, drainage, access, etc.	4. Please list any other comments you have about the environmental elements of the proposed roadway improvements, such as landscape, noise, visual impacts, etc.	5. Please provide any other general comments you have about the project.
15 Carole & Richard Curtin	7266 W. Moonmist Place Tucson, AZ 85757	520-884-0239	curtin10@comcast.net	I own the property in which I live in the area adjacent to this section of Valencia Road. I regularly drive through this section of Valencia Road.	Better roads Safety at Wade - left turn - Moonmist and our house 7266 W. Moonmist, water comes half way up our driveway and gaps in the road. Please address gaps in road. We have many on Moonmist when walking with dogs you may trip if your foot gets caught in them. Flooding is making them bigger.	Bike lanes would be an asset - please keep drainage away from Star Valley. Our street Moonmist and our house 7266 W. Moonmist, water comes half way up our driveway and gaps in the road. Please address gaps in road. We have many on Moonmist when walking with dogs you may trip if your foot gets caught in them. Flooding is making them bigger.	Landscape along Star Valley development for noise and aesthetic value - if commercial properties zoning; should have them buffered -	Star Valley development needs another exit. From development - the traffic going and coming on Wade to Valencia at certain times is heavy, and there is no other exit with more houses to be built.
16 Roger & Pat Vetta	6509 W. Ivy Mountain Way Tucson, AZ 85757	520-223-0773	vetta@hotmail.com	I own the property in which I live in the area adjacent to this section of Valencia Road. I regularly drive through this section of Valencia Road.	GREAT PROJECT. Like the culverts under Valencia. I have spent 1-2 hours waiting for the water to go down. Two lanes into Wade. BUT if Camino Verde were extended on to Valencia then there might not be a need for that.	CONTINUATION of Camino Verde into Star Valley. Bike lanes wide enough to accommodate the 5 feet law. Bus pull outs for future Sun Tran route.	Can you do anything to help keep the plants alive that are planted. Quite a lot of the plants between Terria and Mark died. Such a shame they looked nice but most of them gone now. Rest areas with tree shade for walkers.	Please, please, please we need Camino Verde to be finished onto Valencia. The developer should be made to put that in or fine him enough to pay the county to do it.
17 Eunice Cranz	6557 S. Iberia Circle Tucson, AZ 85757	No Number Given	No e-mail given.	I own the property in which I live in the area adjacent to this section of Valencia Road. 33 years.	Safer	Where is the wildlife corridor? Javelina, coyotes are in the area. No streetlights please. Illegal stoplights at Casino, Wade and eventually at Iberia Avenue for children boarding buses.	Need rubberized asphalt - Can hear the traffic at 5:00 a.m. Need a pedestrian bridge at Iberia Avenue when that section is improved.	Valencia is a traditional corridor to the Tohono O'odham Nation. Need Tohono O'odham cultural designs in Black Wash bridge design, maybe a grant assistant from the Tribe or its cultural museum.
18 No Name	No Address	No Number Given	No e-mail given.		Redding surface and widening of roads. Culvert to be sufficiently large enough for pressure of water. Valencia Road.	Wonderful idea.	Plants and trees to keep sound of traffic away from homes. Its quite noisy at night.	
19 Brooke Valmont & Hal Loy	6488 W. Elk Falls Way Tucson, AZ 85757	520-548-0306	tucsonhal@yahoo.com	I own the property in which I live in the area adjacent to this section of Valencia Road.	Repaving and widening Valencia Road.	We do not need a double turn lane into Star Valley on Camino Verde put through to Valencia to alleviate traffic on Wade.	To many stoplights in a short distance causing more pollution with stop and go traffic.	I think that using the existing light at Camino Verde & Valencia is sufficient if you put Camino Verde through. This would alleviate half the traffic at Wade Road.
20 Jimmie W. Cumming	6872 W. Valencia Road Tucson, AZ 85757	520-307-1722	No e-mail given.	I own the property in which I live in the area adjacent to this section of Valencia Road. I regularly drive through this section of Valencia Road. I regularly walk or bike through this section of Valencia Road.	Its good.	Good.		The owner on the north will have a bad time to get out.

Valencia Road Wade Road to Mark Road
Public Opinion Survey
December 12, 2011

Name	Address	Phone	E-mail	1. What is your primary interest in Valencia Road?	2. Please describe what you like about this project.	3. Please list any comments you have about design elements of the proposed roadway improvements, such as vehicle lanes, bike lanes, sidewalk, median, intersections, utilities, drainage, access, etc.	4. Please list any other environmental elements of the proposed roadway improvements, such as landscape, noise, visual impacts, etc.	5. Please provide any other general comments you have about the project.
21 Deline Attebery	6301 S. Wade Road Tucson, AZ 85757	520-908-0939	Alteb1@aol.com	I own the property in which I live in the area adjacent to this section of Valencia Road.	The proposed traffic signal light at the intersection of Wade / Valencia.	The proposal of the traffic lights / median at Wade & Valencia will force me to never be able to turn east on Valencia from my road of Wade - I will have to turn west first then turn around to go east and with RV or truck and stock trailer won't be able to do U turn at intersection (not enough room) to go east.	1. The noise from intersection now can be very disturbing with brakes squealing and cars crashing into each other. 2. Current brush / trees help in continuing to keep the area beautiful and hides a lot of stuff.	I saw the proposed work at the meeting on 12/12/2011, and saw that in regards to the Wade / Valencia intersection how it would cause me to always have to go west to get anywhere (See Attached). The portion of Wade Road I use is north of Valencia - your median proposal to run from S South Arrow up to South Wade Road would make it impossible to go east on Valencia unless I go west and take a U turn at the intersection lights. If I have my RV or pulling my stock trailer - I would have to take the furthest left hand lane and still would have a lot of difficulty getting the larger, longer vehicles to take the U turn. It has been suggested that the median only extend from the South Wade Road intersection to about 20-30 feet west of the other access road to the east of Wade Road - (leads to Vincent Road). That would make it easier to go eastbound on Valencia from my house. It would also make it easier to get to my home when I am going eastbound on Valencia from 3 Points etc. If you have any questions please feel free to contact me. Thank you.

Valencia Road Wade Road to Mark Road
Public Opinion Survey
December 12, 2011

Name	Address	Phone	E-mail	1. What is your primary interest in Valencia Road?	2. Please describe what you like about this project.	3. Please list any comments you have about design elements of the proposed roadway improvements, such as vehicle lanes, bike lanes, sidewalk, median, intersections, utilities, drainage, access, etc.	4. Please list any other comments you have about environmental elements of the proposed roadway improvements, such as landscape, noise, visual impacts, etc.	5. Please provide any other general comments you have about the project.

12/12/11 Valencia Road Public Meeting Responses

<u>Name</u>	<u>Comments</u>	<u>Response</u>
Paul E. Sheaffer	Traffic light at Valencia Road and Wade Road intersection. Extend Wade to Camino Verde. Widen Wade Road past the Fire House.	Traffic light will be built. Widening Wade Road past the Fire House is outside of the RTA project scope.
Opal Sheaffer	I would like to have sidewalks, drainage and a traffic light at Wade and Valencia. I would like to have landscaping.	Sidewalks, drainage, traffic light at Wade and landscaping will all be provided as part of this project.
Timothy Wellan	This road improvement surface should and hope go over the wash.	The roadway will be elevated over the washes.
Kathleen Hernandez	Traffic - 5 years during this project - Yikes. How do we push thru Camino Verde? - Concern only one entrance / exit into Star Valley.	We anticipate this project will take 18 months to construct, not five years. Extending Camino Verde to Star Valley is outside of the RTA project scope.
Lynn Marinelli	Road noise is already too loud. Would like to see walls that muffle sound. Please check with State about plans for other egress from Wade Road.	A noise study was performed but noise walls were not justified by the projected noise levels which must meet Federal or County minimum thresholds. ADOT does not have plans for extending Wade Road.
Charles E. Casper, Jr.	None	
Edward Thompson	None	
Abel Gaxiola	How about connecting Camino Verde Road north and south of Valencia?	Extending Camino Verde to Star Valley is outside of the RTA project scope.
Dennis Woods	Lower speed limit?? Come on !! Increase to 4 lanes. Improve traffic flow. Straighten road surface (level).	The 45 mph speed limit is in keeping with the urbanizing nature of the area. This project will have four lanes, improved traffic flow and a level road surface.
Fred Urbina	1. Need curbs-curbs on both side all the way to Camino de Oeste. 2. Lighting (safety) 3. Sidewalks - sidewalks on both sides. 4. Please start planting trees.	1. Outside curbs (with the required drainage system) can't be included due to budget restrictions. 2. Pima County policy is to not install continuous street lighting. 3. Sidewalks will be placed on one side only due to budget constraints. 4. Several hundred trees will be planted with this project.
Terry Baird	Delete the concrete medians and save money. Open turn lanes are preferred. Lighting needed along Valencia.	Concrete medians are installed as a safety enhancement. Pima County policy is to not install continuous street lighting.

12/12/11 Valencia Road Public Meeting Responses

<u>Name</u>	<u>Comments</u>	<u>Response</u>
Jerry & Penelope Dober	Drainage - HA - It doesn't drain now, have you been out in the desert (south) behind the Casino - it's a dump, trash is everywhere all that is going to back up any means of drainage! Who is cleaning up the desert so no trash blocks the culverts for water to run? Shouldn't the tribe be involved in any of this?? When the tribe built Ignacia Baumea they blocked off all roads that ran east & west and our road (Camino Tierra) is the only one besides Los Reales that they left open - No more peace & quiet now and the road is terrible, no patch jobs, I want a new road.	Culverts under Valencia Road will be maintained by Pima County to prevent clogging. The maintenance and reconstruction of Camino Tierra can't be addressed by this project.
Michael Monahan	Star Valley needs at least 2 exits out of the development. Can Camino Del Verde be opened up as an additional exit? Landscape - Palm trees in the median would look nice and attract new residents. What avenues do residents have to voice opinions to open Camino Verde thru Star Valley? How long will it take? When will it begin?	Extending Camino Verde to Star Valley is outside of the RTA project scope. Pima County policy is to provide low water use, native plants in their landscaping, therefore, palm trees can't be used. The project is estimated to start in the Spring of 2013 and construction should last about 18 months.
Christopher Gibbs	Drainage to keep roadways clear and passable needs to be addressed. Bus route pull-outs. Landscape - the addition of the Casino Hotel is nice but the drive is not appealing. Natural landscape can be nice - as a "Scenic Major Route" - it needs roadside "Help" - Vegetation and project art would be a great start - the freeway system art is nice. Additional or controlled access to Star Valley is needed. Connecting Camino Verde to the community would be nice.	Drainage culverts and desert landscaping will be provided with this project. Sun Tran has no plans for a bus route along this section of Valencia Road, therefore, no bus pullouts are planned. Extending Camino Verde to Star Valley is outside of the RTA project scope.
Carole & Richard Curtin	Bike lanes would be an asset - Please keep drainage away from Star Valley. Our street Moonmist and our house 7266 W. Moonmist, water comes half way up our driveway and gaps in the road. Please address gaps in road. We have many on Moonmist when walking with dogs you may trip if your foot gets caught in them. Flooding is making them bigger. Landscape along Star Valley development for noise and aesthetic value - if commercial properties zoning; should have them buffered - Star Valley development needs another exit. From development - the traffic going and coming on Wade to Valencia at certain times is heavy, and there is no other exit with more houses to be built.	Bike lanes will be included with the road. Since this project is downstream from Moonmist, our construction won't impact (for better or worse) your street. Construction on Moonmist is outside the scope of this project as is providing another exit to the Star Valley development.

12/12/11 Valencia Road Public Meeting Responses

<u>Name</u>	<u>Comments</u>	<u>Response</u>
Roger & Pat Vetta	CONTINUATION of Camino Verde into Star Valley. Bike lanes wide enough to accommodate the 5 feet law. Bus pull outs for future Sun Tran route. Can you do anything to help keep the plants alive that are planted. Quite a lot of the plants between Terria and Mark died. Such a shame they looked nice but most of them gone now. Rest areas with tree shade for walkers. Please, please, please we need Camino Verde to be finished onto Valencia. The developer should be made to put that in or fine him enough to pay the county to do it.	Extending Camino Verde to Star Valley is outside of the RTA project scope. Bike lanes will be provided. Sun Tran has no plans for a future bus route on Valencia Road, therefore, no bus pullouts are planned. Low water use plants will be used to minimize their dying. Several hundred trees will be planted with this project.
Eunice Cranz	Where is the wildlife corridor? Javelina, coyotes are in the area. No streetlights please. <u>Need</u> stoplights at Casino, Wade and eventually at Iberia Avenue for children boarding buses. Need rubberized asphalt - Can hear the traffic at 5:00 a.m. Need a pedestrian bridge at Iberia Avenue when that section is improved. Valencia is a traditional corridor to the Tohono O'odham Nation. Need Tohono O'odham cultural designs in Black Wash bridge design, maybe a grant assistant from the Tribe or its cultural museum.	The culverts being placed under Valencia Road will be large enough to accommodate the javelina and coyotes. There will be no street lights except at the new traffic signal at Wade Road. The need for a signal at the Casino is being studied. Will provide rubberized asphalt with this project. Your comments on the art will be passed onto the project artists.
No Name	Plants and trees to keep sound of traffic away from homes. Its quite noisy at night.	Will provide landscaping.
Brooke Valmont & Hal Loy	We do not need a double turn lane into Star Valley on Valencia & Wade. We need Camino Verde put through to Valencia to alleviate traffic on Wade. To many stoplights in a short distance causing more pollution with stop and go traffic. I think that using the existing light at Camino Verde & Valencia is sufficient if you put Camino Verde through. This would alleviate half the traffic at Wade Road.	Extending Camino Verde to Star Valley is outside of the RTA project scope, therefore, the double left turn lane and a traffic signal at Wade is needed.
Jimmie W. Cumming	The owner on the north will have a bad time to get out.	We are studying another median opening for the north side residents.

12/12/11 Valencia Road Public Meeting Responses

<u>Name</u>	<u>Comments</u>	<u>Response</u>
Deline Attebery	<p>The proposal of the traffic lights / median at Wade & Valencia will force me to never be able to turn east on Valencia from my road of Wade - I will have to turn west first then turn around to go east and with RV or truck and stock trailer won't be able to do U turn at intersection (not enough room) to go east. 1. The noise from intersection now can be very disturbing with brakes squealing and cars crashing into each other. 2. Current brush / trees help in continuing to keep the area beautiful and hides a lot of stuff. I saw the proposed work at the meeting on 12/12/2011, and saw that in regards to the Wade / Valencia intersection how it would cause me to always have to go west to get anywhere (See Attached). The portion of Wade Road I use is north of Valencia - your median proposal to run from S South Arrow up to South Wade Road would make it impossible to go east on Valencia unless I go west and take a U turn at the intersection lights. If I have my RV or pulling my stock trailer - I would have to take the furthest left hand lane and still would have a lot of difficulty getting the larger, longer vehicles to take the U turn. It has been suggested that the median only extend from the South Wade Road intersection to about 20-30 feet west of the other access road to the east of Wade Road - (leads to Vincent Road). That would make it easier to go eastbound on Valencia from my house. It would also make it easier to get to my home when I am going eastbound on Valencia from 3 Points etc. If you have any questions please feel free to contact me. Thank you.</p>	<p>We are studying another median opening for the north side residents. Landscaping will be included with this project.</p>