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# MEMORANDUM

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Date: April 25, 2014

To: The Honorable Chair and Members  
Pima County Board of Supervisors

From: C.H. Huckelberry  
County Administrator

A handwritten signature in black ink, appearing to be "CHH", is written over the printed name "C.H. Huckelberry".

Re: **Local Street Design Standards Review**

Attached is an April 21, 2014 memorandum from our Transportation Director. I recently directed the Department of Transportation to conduct a local street design standards review. It is necessary to review our standard requirements associated with local streets and highway construction to ensure that new roadways being constructed have maximum durability, given the currently highly constrained fiscal environment for transportation funding, particularly as it relates to the operation, maintenance, and repair of streets and highways.

I fully expect this review to result in new and stricter standards being recommended. The last standards were modified in 2005. I have asked the Department of Transportation to expedite the review of these standards and involve the necessary stakeholders to make a recommendation regarding new street standards by September 2014.

CHH/anc

Attachment

c: John Bernal, Deputy County Administrator for Public Works  
Priscilla Cornelio, Director, Transportation  
Carmine DeBonis Jr., Director, Development Services  
David Godlewski, President, Southern Arizona Homebuilders Association  
Amber Smith, Executive Director, Metropolitan Pima Alliance



**MEMORANDUM**

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**DATE:** April 21, 2014

**TO:** C.H. Huckelberry, County Administrator

**FROM:** Priscilla S. Cornelio, P.E., Director 

**SUBJECT:** Local Street Design Standards Review

In your memorandum of March 26, 2014, (attached) you requested a review of subdivision street standards. Department of Transportation (DOT) had already begun a process to review and modify, as needed, the current *Subdivision and Development Streets Standards, 2005*. The review was initiated by the Traffic Engineering Division and is being led by Lauren Maine. The original scope included:

- Update the Traffic Impact Study section to correspond to the current guidance (most recent revisions to threshold/submittal requirements, etc.)
- Add information about the Traffic Memorandum (threshold/submittal requirements, etc.)
- Remove/revise certain tables and equations (Table 3.2 Thresholds for Requiring Traffic Impact Studies, left-turn and right-turn estimation equations, etc.)
- Ensure the manual corresponds to the recent updates in the Pima County Roadway Design Manual (driveway spacing, design vehicles, etc.)
- Possible revisions to the Modifications and Interpretations section (appeals)

On March 31, a group of Pima County stakeholders including DOT (Traffic Engineering Division, Engineering Division, Field Engineering Division, Maintenance Operations Division, Transportation Systems Division), Regional Flood Control District, and Development Services Department staff met to identify additional issues for consideration. Additional items for review included:

- Curb and sidewalk requirements as a function of street frontage, not gross development density; alternate pavement edges; off-roadway paths
- Off-street parking, on-street parking, fire apparatus access codes, and minimum street width standards; mandatory sprinklers in lieu of wider streets
- Treatment of drainage crossings and within roadway right-of-way; use of public drainage easements; maintenance responsibilities
- Location of utility corridors within street right-of-way to minimize disruption; resolution of conflicting utility standards
- Incorporation of standards from other jurisdictions; applicable conditions
- Application of Complete Streets principles to subdivision and development access

C.H. Huckelberry, County Administrator  
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The list of review topics is still open. While not explicitly addressed above, the review will be expanded to address full and partial release of assurances including off-site improvements, warranty periods, and private funding of future pavement preservation (e.g. bituminous seal coats in years 8 to 10).

One area you raised but not included in the current review is the structural section (thickness) of subdivision streets. The pavement design standards in the current manual are greater than those in the previous 1989 standards. The minimum asphalt concrete thickness for local streets was increased from 2.0 to 2.5 inches; for residential collector streets the increase was 2.5 to 3.0 inches. Any development street with a projected 20 year ADT in excess of 2,500 vehicles, or with a non-standard mix of heavier vehicles, must be designed with the appropriate Equivalent Single Axle Loads (ESAL) rather than the default values. Due to the impacts of the recession on new development few streets conforming to current standards have actually been constructed to date. The pavement design section (Section 3.3) of the current standard will be reviewed in the context of other jurisdictions which may have had similar requirements in place for a longer period of time. We are aware that Oro Valley requires a minimum of 3 inches of AC and that Marana is considering the same.

The review and preparation of the revised standard will be a collaborative process with other stakeholders. The revisions will be presented to the SAHBA Technical Committee and to a panel of development design consultants. As the current standards were adopted by the Board of Supervisors via the ordinance process, a similar procedure will be followed for the update. The intent is to have an updated standard before the Board by the end of the calendar year.

Please let me know if you have any questions.

PSC:BG:dg

Attachment

c: John Bernal, Deputy County Administrator for Public Works  
Carmine DeBonis, Director, Development Services  
Ben Goff, Deputy Director for Maintenance and Operations  
Robert Young, Public Works Division Manager



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# MEMORANDUM

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Date: March 26, 2014

To: Priscilla Cornelio, Director  
Transportation Department

From: C.H. Huckelberry  
County Administrator 

Re: **Local Street Design Standards Review**

I would appreciate your review of a number of public agency local streets standards in Arizona. Given the level of repair and maintenance now required on a local street system, it would appear these standards are inadequate and perhaps have been for some time. It would be appropriate to review these standards to include elements or features that would tend to minimize future maintenance expenditures. This would primarily be increasing the thickness of the asphaltic surface. Improving asphalt durability and other significant improvements with large maintenance expenditures, such as shoulder and/or curbs, should be the goals of this standards review.

Finally, I have heard there are possibly one or more local jurisdictions in Arizona that are increasing subdivision street standards, particularly the asphaltic/concrete or asphalt wearing surface course components and are requiring some type of resurfacing if the streets are cut or damaged by utility work after their completion. I also understand a number of jurisdictions are requiring maintenance resurfacing at specific intervals after public acceptance of the local subdivision street.

Please coordinate a review of local subdivision street standards in the Southwest and determine if our standards need to be modified and potentially increased to improve quality, maintainability, and serviceability of the local street system.

CHH/anc

c: John Bernal, Deputy County Administrator for Public Works  
Carmine DeBonis Jr., Director, Development Services