



**Kolb Road:
Sabino Canyon to
Sunrise Drive
Community Advisory Committee Meeting
Tuesday, January 31, 2017**

6:00 p.m. to 7:00 p.m.

Meeting Minutes

I. INTRODUCTIONS

Paul Bennett welcomed everyone to the meeting and introduced himself as the project manager from Pima County Transportation Department (PCDOT) for the Kolb Road project. Paul introduced the other staff from PCDOT including: Rick Ellis, Carol Brichta, and Susan Vos. Other introductions followed including project design consultants from PSOMAS: Kevin Thornton and Matt Ashby. The members of the Community Advisory Committee (CAC) in attendance introduced themselves, along with the area along Kolb Road they were representing. A table of CAC members is below, along with those that during the meeting volunteered to be Chair and Vice-Chair of the Committee, along with three members who volunteered to be on the artist selection panel.

Name	Email	Area Represented	Other	January 31 2017
Pamela Schuster	psshuster7283@gmail.com	Quail Canyon	Also to serve on Art Committee	X
Marjorie Blaine	spikeb62@msn.com	Just off of Kolb	Agreed to serve as Vice Chair	X
Thomas Helfrich	tdh1252@gmail.com	Rainbow Canyon		X
Ken Gerhart	Kgerhart5@q.com	Summit Ridge		X
Thomas Trimmer	tdtrimmer@gmail.com	Sunrise Presidio		
Gerald W. Meyer	gwmeyer1@comcast.net	Villa At Sabino Canyon		X
Mary Veres	mary@veresnet.org	Quail Canyon	Agreed to serve as Chair	X
Jerry DeGrazia	jdegrazia@comcast.net	Lives on Kolb Road	Also to serve on Art Committee	X
Michael Bowman	michaleb@ranchosahuarita.com	Rancho Sahuarita		X
Julie Arter	runnerjca@comcast.net	Lives along Kolb	Also to serve on Art Committee	X
Diane Sayre	desayre@aol.com	Quail Canyon		
Bill Yohey	Yohbi99@outlook.com	Pinnacle Canyon Condo		
Brian Gross	Brianegross@earthlink.net	Canyon Wood Est.		

II. CAC BACKGROUND/RESPONSIBILITIES

Paul described the origin of the CAC, commented that a copy of the Community Participation and Mitigation Ordinance was included in each member's workbook, and highlighted some of the key responsibilities that the committee has been asked to fulfill. These include:

- Represent the community as a whole by sharing and communicating the information to homeowners to express their views early enough in the study process to influence the course of studies and the action taken.
- Ask questions and provide input to the design team with respect to key concerns regarding the project.
- Review and provide input on the roadway alignment alternatives generated by the design team.
- Review and comment on the project's Design Concept Report (DCR) including the project plans.
- Review and comment on the Environmental Assessment and Mitigation Report (EAMR), including the review of environmental, neighborhood, business, alternative modes, and cost factors.

Examples of what the DCR and EAMR reports would look like and what type of contents they would have were shared with members of the CAC.

Other studies and reports associated with this project, once finalized will be posted on the Project's web site. <http://webcms.pima.gov/cms/One.aspx?portalId=169&pageId=255052> These include the following:

- Traffic Study (including review of lane drop/merge for north bound Kolb Road just north of Sabino Canyon)
- Lighting Study
- Noise Study (Note: many questions were raised and asked regarding noise).
- Various Environmental Studies (Cultural, Biological, PISA).
- Plant Inventory Survey
- Drainage Report
- Geotechnical Report

III. PROJECT OVERVIEW

Paul noted that there are many existing houses on the east side of Kolb. To eliminate and minimize impacts to these houses, the project will focus on developing the roadway improvements and extra roadway "width" (i.e., the extra spaced need for the 6' paved shoulders and the 12' TWLTL) by expanding the road to the west.

The project will start several hundred feet north of Sabino Canyon Road and end several hundred feet south of Sunrise Drive. The project improvements are intended to include:

- A 6' paved shoulder and an 11' travel lane for both the northbound and southbound directions. A shared 12' center left-turn lane that is also sometimes referred to as a two-way left turn lane (TWLTL). (The intent is to provide for left turns into the various residences along Kolb Road without having to stop traffic.)
- A Pedestrian facility such as an asphalt or concrete path. Where feasible, the path will be offset from the edge of the new roadway. From initial design efforts, the path location will likely be on the west side of the road.
- Generally, the roadway will be uncurbed; however, some sections of raised curb may be necessary such as at key drainage locations, the intersection at Snyder road, and when design constraints dictate that the pedestrian path should be placed immediately adjacent to the paved shoulder.
- Drainage improvements such as replacement of existing undersized or degraded cross drainage culverts, roadside ditches and potentially some isolated sections of roadway storm sewer systems, looking to maintain existing drainage patterns as best as possible.

The project's construction component is funded with federal funds, which would become available in the Fall of 2018 (Oct 2018), with anticipated construction to start early 2019 and last between 15 and 18 months.

There will be a public art component within the project, which is expected to be approximately \$100K. Three members of the CAC will participate on the artist selection committee.

IV. FUTURE MEETINGS (Initial Tentative Schedule)

A tentative schedule for upcoming meetings was discussed, with the potential for the next meeting, based on the timing of the development of project plans and other materials, to occur over the next several months.

August 2017 – CAC & Review of DCR

October 2017 – CAC & EAMR BACKGROUND

December 2017– CAC – FINALIZE EAMR - PUBLIC OPEN HOUSE

February 2018 – BOS MEETING – APPROVE EAMR

- Note that based on additional discussions with the CAC and public during this meeting, that the schedule will be adjusted with an additional meeting in the June/July timeframe to allow for additional project review by the CAC and public.

V. QUESTIONS & DISCUSSION DURING MEETING

Many questions were asked during the meeting, by CAC members and members of the at-large audience. These have been summarized below.

QUESTION: Are any CAC member's residents of houses that are located directly on Kolb Road within the project limits?

ANSWER: *One of the CAC members (Michael Bowman) lives directly on Kolb Road. The membership of the committee is intended to garner a representative sample of community members from communities along both sides of Kolb between Sabino Canyon and Sunrise Drive.*

QUESTION: There are existing signs in the corridor indicating restricted large truck load limits. Will the County keep these in place after the project is constructed?

ANSWER: *The County will review this as part of the overall project review.*

QUESTION: Multiple members of the at-large audience asked questions related to roadway noise and if the project would construct sound abatement walls.

ANSWER: *There will be a noise study conducted and a noise report would be prepared. The report will determine if noise walls are warranted, feasible (can be constructed) and reasonable (cost effective). If these criteria are met, then the directly affected properties would vote if they want a wall constructed or not (majority rules).*

QUESTION: The original Kolb Road project was 4-lanes, why is this not being considered and pursued, and the follow up question of - Will the County share and provide the traffic report that supports this change?

ANSWER: *Based on a traffic analysis of the northeast foothill area, a 4-lane roadway along Kolb is not required. The basis for this is because most of the land in the immediate vicinity of the project has either been fully "built-out" or nearly so. The regional traffic study of the area predicted that a total of 10-lanes were needed to effectively move vehicles into and out of the foothills. Based on the improvements to Craycroft Road (4-lanes) and Swan Road (4-lanes), Kolb Road could remain a 2-lane section. However, because of the location of multiple residences along the corridor, it would also benefit from having a dedicated center turn lane (TWLTL) along with paved shoulders for bicyclists. A copy of this report will be included on the project site web page.*

QUESTION: A member of the at-large audience that lives directly on Kolb asked if the existing guardrail would remain.

ANSWER: *In areas where there is guardrail today, the project will likely need to replace the guardrail to bring it into compliance with current guidelines and standards. The need for and locations of guardrails will be reviewed as part of the overall project review.*

QUESTION: The CAC members and the at-large attendees were asked if they had a preference on the style of guardrail to be considered for the project. Do people prefer galvanized or Cor-Ten guardrail?

ANSWER: *Collectively the group preferred the Cor-ten guardrail, which is the type/style of guardrail used on Sunrise Drive between Craycroft Road and Kolb Road.*

QUESTION: Will the project improvements impact the existing CenturyLink facilities found on the southwest corner of the Kolb/Snyder intersection?

ANSWER: *The project designers are aware of these facilities, and would look to avoid impacting these facilities because it would be expensive to relocate them and these costs would likely be paid for by the project.*

QUESTION: There used to be existing signs that mentioned Kolb Road and a “Ventana Scenic Corridor”. How can I get more information about these signs?

ANSWER: *It was suggested to contact Pima County Development Services.*

QUESTION: A CAC member noted that the next meeting for the CAC was not until August. Should the CAC meet more frequently?

ANSWER: *It was noted that meetings could be more frequently, and that the one tentatively for August would likely be shifted into June or July as more progress is made on the initial design and the environmental studies and reports started to provide information/feedback.*

Contact Information:

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