



**Kolb Road:
Sabino Canyon to Sunrise Drive
Community Advisory Committee Meeting
Tuesday, August 29, 2017**

**6:00 p.m. to 7:30 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: Carol Brichta. Other introductions followed including project design consultants from PSOMAS: Kevin Thornton, Matt Ashby, Elizabeth Barnes, along with Bill Holliday (Sound Solutions). The members of the Community Advisory Committee (CAC) in attendance introduced themselves. A table of CAC members is below, with their contact information, area represented, other specific activities associated with the CAC, and their attendance.

Name	Email	Area Represented	Other	August 29 2017
Pamela Schuster	psshuster7283@gmail.com	Quail Canyon	Art Committee	X
Marjorie Blaine	spikeb62@msn.com		Vice Chair	X
Thomas Helfrich	tjh1252@gmail.com			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		
Mary Veres	mary@veresnet.org	Quail Canyon	Chair	X
Jerry DeGrazia	jdegrazia@comcast.net	Kolb Road	Art Committee	
Michael Bowman	Mijabow@gmail.com	Kolb		X
Julie Arter	runnerjca@comcast.net	Kolb Road	Art Committee	X
Diane Sayre	desayre@aol.com	Quail Canyon		X
Bill Yohey	Yohbi99@outlook.com	Pinnacle Canyon Condo		X
Brian Gross	Briangross@earthlink.net	Canyon Wood Est.		X
David Burrows	DavidBurrows.L&S@gmail.com	Kolb Road		X

II. PROJECT PRESENTATION

Paul reviewed the topics to be discussed for the meeting, with the purpose to provide an update on the status of the project, a review and discussion of any comments on the Draft Design Concept Report, the results of the Noise Study conducted along the corridor, and the material that will be included in the Environmental Assessment and Mitigation Report (EAMR).

Project Status – Project efforts continue. The Project Assessment (PA) has been accepted by ADOT/FHWA. The Draft Design Concept Report (DCR) for Pima County was distributed to CAC members for comments and will be discussed later as part of the meeting. The second set of design plans used to develop final plans is being finished (four stages). The noise study, which will also be reviewed as part of the meeting has been completed. The EAMR is currently under development, with a review of the types of information contained within this report to be covered as the third major topic of this meeting.

Design Concept Report – The next portion of the meeting focused on feedback regarding information contained in the DCR as a copy of the Draft DCR had been previously provided to all members of the CAC. Comments regarding issues relative to the DCR are incorporated in the Questions and Discussion section that follows.

Noise Study Process & Results – Bill Holliday presented background and process information relative the Noise Study conducted for the project. He again reviewed the approach for the Noise Study, which uses the FHWA Traffic Noise Model (2.5), and involves the creation and then the calibration of a noise model that is based on the existing roadway conditions and adjacent topography. The model then looks at the future roadway configuration and adjacent topography; and takes into account vehicle speeds, traffic volumes, vehicle mix, elevations, ground types, receiver elevations, weather conditions, and existing barriers. The model is built, verified, and then used as a predictor of future noise levels. These predicted future noise levels are then reviewed to determine if any criteria for additional investigation will be met. ADOT criteria that triggers further investigation include noise levels reaching 66 dBA or higher, or result in a 15 dBA increase between existing and future noise levels, which is the same as County's. Should either of these two situations occur, noise mitigation will be reviewed. The mitigation will need to be deemed reasonable and feasible for it to be further pursued. Bill identified that for the mitigation to meet the reasonable and feasible threshold, it will need to achieve at least a 5 dBA reduction at the noise sensitive receiver, the barrier must benefit two or more adjacent receivers, and the cost of the barrier must be \$49,000 or less per benefited receiver. Additionally, a majority of the property owners must approve the barrier and be less than 24 feet in height. It was also noted that the mitigation is only for the first floor.

Results of the Noise Study indicated a slight increase in traffic volume and corresponding slight increase in noise between existing and future (2040). Measurements were taken at roadside locations next to properties during peak traffic hours. The measurements were not taken at prediction locations. The highest predicted noise level was 64 dBA, which isn't high enough to consider mitigation. The presentation contained a graphic of where measurement and predictor points were along the roadway. Bill took questions throughout his presentation, with these listed in the Questions and Discussion section that follows.

Environmental Assessment & Mitigation Report – The next portion of the meeting was led by Paul Bennett with the focus of the presentation on what will be contained in the EAMR. The information includes the identification of any impacts associated with the project on the local biology, drainage/floodplain, air quality, noise, hazardous materials, historic and cultural resources, visual resources, or neighborhoods. The project EAMR will include narrative addressing each of these in detail, and is to be provided to the Committee at their October meeting.

A copy of the meeting presentations and Noise Report have been posted on the project website <http://webcms.pima.gov/cms/One.aspx?portalId=169&pageId=255052>.

III. NEXT STEPS

The next meeting will be scheduled for the later part of October to allow for a review and discussion of the EAMR.

IV. PROJECT SCHEDULE

The project is still scheduled to have design completed late summer 2018, start construction spring 2019, and be completed summer 2020.

V. PUBLIC ART

The Art Selection Committee has selected Robin Riley (Tucson) as the project artist. Her contract is currently being processed. She will be asked to attend the October CAC meeting and Public Open House in November.

VI. FUTURE MEETINGS

A tentative schedule for upcoming meetings is listed below, based on discussions with the CAC and the timing of the development of various project materials.

October 2017 – CAC & EAMR BACKGROUND

November/December 2017– CAC – FINALIZE EAMR - PUBLIC OPEN HOUSE

January 2018 – BOS MEETING – APPROVE EAMR

VII. QUESTIONS & DISCUSSION DURING MEETING

Questions that were asked during the meeting by CAC members and members of the at-large audience are summarized below.

Questions/Discussion DCR

Will LED lighting be reviewed for Dark Sky concerns?

Yes and will also look at adding shielding as appropriate

Needed at fire station, Snyder and commercial area from Gate Ridge to Sunrise

How will the merge at Ventana Drive associated with the ending of bike lane ends and right turn be handled?

Issue with slowing down to turn and lots of speeding traffic

High speeds at the merge are partially a result of older standards (much wider roadway)

6' bike lane will be continued entire corridor – at this location it may be protected or striped (design team is aware of this issue).

Also reviewing configuration of right turn lane at Ventana Drive

Is there a need for a sidewalk/pathway on west side (Sabino Canyon to Snyder), as some residents don't want sidewalk as there is a concern it is more intrusive because the road is already moving over to the west side?

Concern that there is no median refuge and cannot cross safely

Preference was that if there were to be a pedestrian pathway, a soft path (DG) would be more preferred than a sidewalk – CAC agreed this is what would be best

Why isn't roadway centerline centered between R/W?

The roadway footprint is constrained by the 90' R/W

The existing roadway is located within the east portion of the ROW

There are more impacts west of the roadway, including slopes and drainage issues

Questions/Discussion Noise Report

Why are measurement values higher than prediction values?

Measurements were taken at road, so more noise

Barriers also make a difference in the prediction

A doubling of the distance from the sound, results in a drop by 3 dBA

Will rubberized asphalt be used?

Will use terminal blend because it holds up better – some rubber, but less than rubberized

Some noise reduction, but no studies proving this – cannot be quantified

FHWA hasn't approved rubberized as a noise mitigation option

Were noise measurements done by homes along the road?

Measurements were taken along roadway to verify that the model is working

South of Snyder, east side – yes measurements were done by these homes

Will the information be available on website?

Meeting notes, slides and noise study will be available this week on website

What is the basis of the noise thresholds?

Federal (FHWA) guidance defines as approaching 67 dBA

ADOT and Pima County have adopted 66 dBA as approaching 67 dBA

Most recent ADOT noise abatement requirements: May 2017

What is the status of the load restriction along Kolb Road?

Removing the load restrictions will not be pursued

What was and the basis for the traffic counts and growth rate?

Regional traffic model (Pima Association of Governments) growth rates:

Sabino Canyon to Snyder: 0.3%

Snyder to Sunrise: -0.3%

Traffic Report assumed 0.5% (conservative)

Traffic report is using traffic counts from October 2016 as the existing basis

Traffic counts will be taken again in October/November to verify the assumptions in the traffic report

Why does it appear that the 2006 volumes in the traffic report, Figure 5 were higher than future numbers?

Parallel road into area (Craycroft) had not been widened and improved

Recession also resulted in less traffic

Where were measurements taken to verify model

Measurements were taken along roadway to verify that the model is working and locations are shown in the noise study

General Discussion

Utilities Relocations

Southwest Gas may be upgrading their facilities along corridor prior to construction.

Tucson Water may upgrade some of their facilities as part of the project.

Design will stay away from CenturyLink facilities at the SW corner of Kolb/Snyder

Hazardous materials (old tanks – none found) Asbestos/lead in striping - awaiting results

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