



*La Cañada Drive: River Road to Ina Road  
Improvement Project  
(4LCRRI - South Segment)*



Kickoff Meeting Summary

Community Advisory Committee (CAC)  
Tuesday, May 8, 2007, 5 to 7 p.m.  
St. Mark's United Methodist Church, 1431 W. Magee Road  
Tucson, AZ 85704

CAC Members Present at Meeting:

- Dan Bartch
- Lori Franz
- Constance Hammond
- John Kaur
- Linda Kelly
- Jim McElhiney
- Ryan Olson
- Denise O'Hagin
- Joseph O'Hagin
- Kirk Strang
- Roland Wadsworth
- Ron Hilwig (Ina Road to Calle Concordia project)

CAC Members Not in Attendance:

- Maria Duarte
- Gail Gault
- Charles Miller
- Noel Robinson
- Sam Roy
- Ruben Sbayan
- Mary Sbayan

Attending from Project Team:

- PCDOT: Priscilla Cornelio, Rick Ellis, Annabelle Quihuis
- HDR Engineering: Mike Bertram, Buddy Evers, Scott Stapp, René Tanner
- Gordley Design Group: Paki Rico, Jan Gordley, Jamie Van Goethem

Materials Distributed:

- Agenda
- Fact Sheet
- Binder for CAC members
  - Invitation Letter
  - Project Features
  - Project Area Maps
  - Tentative CAC Meeting Schedule
  - Pima County Community Participation and Mitigation Ordinance

Rick Ellis, PCDOT Engineering Manager, opened the meeting at 5 p.m., introduced himself and thanked everyone for attending. He introduced Priscilla Cornelio, PCDOT Director, who went on to say that this is Pima County's first Regional Transportation Authority (RTA) project, and that PCDOT is receiving \$47 million for road improvements on La Cañada Drive from River Road to Calle Concordia. She said that construction on the southern La Cañada Drive project (River Road to Ina Road) must be under construction in the next five years, and that a key project objective is to be successful with the CAC members, who will work with PCDOT closely over the next 18 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 and educate the community on why the County is doing the project, and to make sure the project makes sense to rest of the community.

Rick introduced Annabelle Quihuis, PCDOT Community Relations Manager, who presented the outreach team that included herself, and Jan Gordley, Paki Rico and Jamie Van Goethem from Gordley Design Group. She added that Pima County will have a business consultant selected to address business issues by the third CAC meeting.

Annabelle discussed the CAC Scope of Review, and asked members to review page six 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. An ad was placed to solicit applicants, and then a map showing where all applicants lived was made to make sure the project area was represented equally.

She explained the function of the CAC, which is to establish and write a recommendation letter to the Pima County Board of Supervisors (BOS) saying that all issues and concerns regarding the project have been addressed. The BOS will review the CAC's recommendations, then 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 a Design Concept Report (DCR), and an Environmental Assessment and Mitigation Report (EAMR) that 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 members and the public to refer to. Annabelle 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 then introduced Mike Bertram, HDR Engineering Project Manager. Mike asked that CAC members review the project area maps and project features in their binders. He went on to explain the project purpose and need. A problem in the area is congestion and a need that the County is hoping to provide is an all-weather street surface for emergency service providers. He described the engineering phases of the project: Phase One is the design concept phase where the EAMR and DCR are completed.

Phase Two is where the project goes into design/construction. For this La Cañada Drive project, Pima County is in Phase One.

He said that the project team would be following the Roadway Design manual from Pima County, and that one of the conditions in it was to have rubberized asphalt used in the project area. Mike explained to those in attendance that this is the “quiet asphalt” 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 drainage report. Mike said that drainage was a major issue as it may affect the all-weather surface. Also, as the project area may affect several washes, the Army Corp of Engineers would be involved, which means a 404 Permit will need to be attained.

Another major consideration, Mike pointed out, was ROW and easement acquisition. He explained that from River Road to Ina Road, there is generally 150 feet of ROW (75 feet on each side of the roadway). However, there are areas where additional ROW will be needed. He assured those present in the meeting room that the project team would work closely with homeowners and CAC members to address any ROW concerns.

Mike opened the floor for questions:

- How far east and west of Orange Grove Road will there be construction?  
Approximately a quarter of a mile in each direction.
- How far from intersections do you start widening the road for turn-offs?  
Each intersection is individually designed.
- When a pipe culvert is replaced with a box culvert at washes, does noise increase?  
No.
- Are there any plans to condemn houses along La Cañada Drive that face the road?  
No. It is a function of accessibility and zoning codes. All houses are individual cases.
- Are you dealing with any wildlife corridors?  
Yes, and they will be defined in the EAMR.
- Within the existing ROW, how wide is the existing roadway?  
Approximately twenty-four to 36 feet.
- Is there any plan for a public transportation route?  
Probably. The project team is working with Sun Tran, and if there is a need for public transportation it will be outlined in the traffic report.

Mike introduced Scott Stapp, HDR Engineering Environmental Manager. Scott explained the environmental requirements for the project and discussed the EAMR. Since the project is receiving federal funds, there will be guidelines from the Federal Highway Administration that will need to be met. Two documents will be prepared for this project: The EAMR, which will be for Pima County, and an Environmental Assessment (EA) for the federal aspect. In addition, a noise analysis will be conducted to determine future noise levels and mitigation requirements.

Scott opened the floor for questions:

- Will FEMA maps be involved?  
No.
- Since the project is using federal money, will the speed limit be affected?  
No.
- Can we separate state and federal money?  
No.
- Why do we get federal money?  
The county applied for additional funds to supplement the project and construction budget.

Mike stepped forward to explain the two different La Cañada Drive projects. The southern project, River Road to Ina Road, is in the conceptual design phase. The northern project, Ina Road to Calle Concordia, is in the final design phase. After the north project acquires ROW, coordinates utility relocation, works with the Army Corps of Engineers (404 Permits), and updates all plans, it will be advertised for a construction bid.

Mike and Scott opened the floor for questions:

- Is Ina Road part of the north or south project?  
Improvements at Ina Road will be a part of the north project.
- Will the two project areas be related and have similar features for art and noise walls?  
The chairperson of the CAC will attend the other project area meetings to gather information in order for this to occur.
- Which project area will begin construction first?  
The northern project, from Ina Road to Calle Concordia.
- Will the project schedule be available to the public?  
Yes, once it is finalized.
- How do noise levels on La Cañada Drive compare to other roads?  
This information will be available once the traffic and noise studies are completed. There are many factors affecting this such as slopes, trucks and the proximity of houses are to the road.
- Do trees and bushes help with noise reduction?  
No.
- If there are walls placed continuously along the corridor, will this help with noise reduction?  
Yes, but driveways and breaks in the wall generally render them ineffective.
- Can a property be condemned if noise levels are too high?  
No.

- When is rubberized asphalt used?  
Pima County uses rubberized asphalt on all roadway improvement projects.
- Can the areas adjacent to La Cañada Drive be rezoned?  
Yes, through the Pima County rezoning process.
- When you work with Sun Tran, are public transportation plans being made for now or in the future?  
Future facilities are being discussed.
- Will the volume of traffic from Oro Valley increase once La Cañada Drive is improved?  
This is being documented in the traffic report. La Cholla Boulevard, Oracle Road and Magee Road are also being improved in the future, so traffic from Oro Valley will also use these roads.
- How far downstream from the project area does the County look at drainage?  
Approximately a quarter of a mile upstream and downstream. The goal is to not have any negative drainage impacts.

Paki Rico, Gordley Design Group, introduced herself and described the public involvement process for the project. She went into detail about the CAC meeting schedule, future meetings and the public open house.

Mike and Paki opened the floor for questions:

- How do non-CAC members stay in touch with the committee?  
CAC members, who approve to do so, can have their contact information placed on the PCDOT Web site.
- When will the project team know what acquisitions they will take?  
When the DCR is completed.
- What impact will the construction have south of River Road?  
There are no long-range plans from the Regional Transportation Authority for construction south of River Road.
- Will the Northwest Fire Department be impacted? Are they invited to participate?  
Emergency service and transportation providers will be worked with directly.

Annabelle with PCDOT requested that CAC members meet with her briefly to finalize future meeting arrangements and to choose chairpersons. The committee agreed on meeting Tuesdays at 5:30 p.m. In addition, Dan Bartch and John Kaur volunteered to be co-chairpersons for the CAC. The CAC meeting concluded at 7:15 p.m.