



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



Meeting Summary

Community Advisory Committee (CAC) Meeting
Tuesday, August 28, 2007, 5:30 to 7:30 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
- Steve Sedor
- Kirk Strang

CAC Members Not in Attendance:

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

North Segment (Ina Road to Calle Concordia) CAC Members Present:

- Bob Burtch
- Ron Hilwig
- Jerry Mitchell
- Doug Raine

Attending from Project Team:

- Pima County Department of Transportation (PCDOT): Carol Brichta, Rick Ellis
- HDR Engineering: Mike Bertram, Buddy Evers, Scott Stapp, René Tanner
- Kimley-Horn and Associates: Mary Rodin
- Gordley Design Group: Paki Rico, Jamie Van Goethem

Materials Distributed:

- Agenda
- Fact Sheet/Project Update
- Project Area Maps
- Typical Roadway and Pavement Sections
- Traffic Report Graphics
- Project Schedule

Summary

Mike Bertram, HDR Engineering Project Manager, opened the meeting at 5:30 p.m., introduced himself and thanked everyone for attending. He briefly mentioned there would be a meeting for the northern La Cañada Drive project, Ina Road to Calle Concordia, which would be held in two weeks. Mike introduced the project and design team, and reviewed the agenda and materials distributed to the CAC and the public as they entered the meeting facility. He reiterated there would be five to six CAC meetings scheduled before the final Design Concept Report (DCR) and Environmental Assessment and Mitigation Report (EAMR).

Mike introduced Carol Brichta, PCDOT Community Relations, who reviewed the role of the CAC. She acknowledged that Steve Sedor, a new CAC member, was present. Steve briefly explained that he had joined the committee so that he could be a representative of his community. Following Steve, Carol explained that CAC members should be taking information from the meetings back to their neighbors and then bringing back any thoughts and opinions.

She further 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 approve or request additional changes to the DCR and EAMR. The letter should cover environmental, neighborhood and business factors, construction impacts and alternate modes, all of which are listed in the Pima County Community Participation and Mitigation Ordinance. Carol added that members of the public could go online to the PCDOT Web site, <http://www.roadprojects.pima.gov>, to view the Ordinance. Furthermore, Pima County will assist the CAC as requested with writing the letter, and the CAC co-chairpersons are encouraged to coordinate meetings outside of the County's scheduled meetings in order to write the letter.

Mike stepped forward to give an update on the northern La Cañada Drive project, Ina Road to Calle Concordia. Even though the northern project is further along than the southern project, the traffic report, noise mitigation report and EAMR will be updated to reflect current data. Pima County Real Properties began its assessment of acquisitions for right-of-way (ROW) and easements, but that has been placed on hold. The north and south projects will attain the 404 Permits through the Army Corps of Engineers as a corridor. Once the south is at 30-percent plans, both segments can apply for the 404 Permits. The north project is tentatively scheduled to go to construction in the spring of 2009.

Mike began discussing specifics for the southern La Cañada Drive project by listing the purposes of construction for the south segment: 1) the roadway is at or near capacity at peak hours and it needs to be widened; 2) an all-weather surface needs to be provided for emergency service providers; 3) the roadway needs to be safer for vehicles, equestrians and pedestrians; and 4) the roadway needs to be environmentally friendly.

Mike discussed how the project is funded both federally and by the Regional Transportation Authority (RTA). Both the north and south projects are scheduled to be completed within the first quarter (five years) of the RTA's 20-year plan. The team hopes to be at stage one, with the "project backbone" established, at the end of September, and have a draft DCR by November of 2007. The final DCR is scheduled to be completed in January of 2008, and 404 Permits are scheduled to be applied for in the summer of 2008. The team hopes to be entering the construction phase of the project in the spring of 2011.

He gave a status update on the project reports: surveys and mapping, including existing ROW plans, are completed; the geotechnical report (soil conditions, wall systems) is done; utility basemapping is in progress; and the traffic report (including traffic volumes, lane configurations and median openings) is completed. The traffic report also includes rationale and data supporting where median openings will be placed. In addition, the proposed alternative suggests frontage roads in some locations for rows of houses opposed to having driveways connecting directly to La Cañada Drive.

Mike went on to describe the roadway's footprint, saying it will be a 50-mph facility with a 13-foot inside lane and a 12-foot outside lane. The outside shoulder will be 6 feet wide with a public-use trail on the west side. The median will be 24 feet wide, and there will be sidewalks in both directions. He described drainage for the project area, saying that the southern two-thirds of the project area currently has culverts that are undersized. New culverts will be designed to sustain the 100-year storm (one-percent chance).

The team is supposed to provide new culverts that will sustain the 50-year storm (two-percent chance of flood). However, the team decided to build culverts based on 100-year storm chances.

Mike introduced René Tanner, HDR Engineering Environmental. René discussed the EAMR and the documents it entails, including hazardous materials, cultural resources, a native plant preservation plan and the 404 Permits. She talked briefly about public art, and how the project team is seeing if the northern segment artist is available for the southern segment. In addition, she announced an Agency Coordination Meeting on Thursday, August 30, 2007.

Paki Rico, Gordley Design Group, introduced herself and announced the date for the second northern La Cañada Drive project CAC meeting, which is scheduled to be held on Tuesday, Sept. 11, 2007, at Ascension Lutheran Church (1220 W. Magee Road).

Mike opened the floor for questions:

- Can utility lines be placed underground?
This will be based on discussions with Tucson Electric Power and the Western Area Power Administration (WAPA). It is a case-by-case situation where cost and feasibility are balanced. The utilities must have "prior rights" in order to have Pima County pay for moving the lines. WAPA has "prior rights," so Pima County would be responsible for moving their lines underground.
- Why does it seem that the traffic predictions and volumes are always off by 10 to 20 years?
Traffic projections were completed by the Pima Association of Governments. The data was taken out of a regional model.

- How can you prevent motorists from using side streets to avoid La Cañada Drive when it is under construction?
Barricades and signs may be placed as a deterrent during construction. Additional provisions may be placed to help avoid this problem.
- Will the washes in the area run faster/heavier after construction?
All washes 1/4 mile up and down stream from La Cañada Drive will be analyzed. The construction impacts cannot increase the current water flow in the washes.
- Will the median be landscaped?
Yes.
- The intersection at La Cañada Drive and Orange Grove Road has a tendency to flood. Will the topography change during construction?
This intersection will be raised to accommodate new box culverts at the Casas Adobes Wash. The up- and downstream sections of the wash will be modified.
- Can vegetation that is removed from the construction area be transplanted?
Yes, the project team will consider it.
- What is HAWK?
These are pedestrian-activated crosswalks.
- Will there be a HAWK in front of La Cima Middle School?
We will put conduit in to allow for one in the future. The report that was done by Kimley-Horn and Associates did not show enough pedestrians to warrant a HAWK.
- Who will take care of the equestrian waste on the public-use trails?
Pet waste is the responsibility of the animal's owner.
- What do acquisitions and slope easements mean to property owners?
An acquisition is a transaction between Pima County and the property owner. The property will become Pima County's. Easements are when the County purchases the right to maintain a portion of someone's land for a specific purpose.
- What types of materials are used for slope easements?
It can depend on the run of the slope. For instance, a six-to-one slope would be vegetated. A two-to-one slope would be armored with rock or concrete.

Mike concluded the meeting by saying that the next CAC meeting would be held within two months, once the team has significant more materials to present. The CAC meeting adjourned at 6:50 p.m.