



TECHNICAL ADVISORY COMMITTEE (TAC) REGULAR MEETING MINUTES

Sierra Vista Metropolitan Planning Organization
Technical Advisory Committee (TAC)
Regular Meeting
Wednesday, July 8, 2015
8:30 AM

Public Works, Pete Castro Center
Main Conference Room
401 Giulio Cesare Avenue
Sierra Vista, AZ 85635

Web: www.SVMPO.org
Email: SVMPO@SierraVistaAZ.gov

SVMPO TAC MEMBERS:

Chair	Karen Riggs, Highway & Floodplain Director, Cochise County
Vice-Chair	Sharon Flissar, City Engineer, City of Sierra Vista
Member	Scott Dooley, Public Works Director, City of Sierra Vista
Member	(VACANT), Director Community Development, City of Sierra Vista
Member	Mark Hoffman, Arizona Department of Transportation (Via teleconference)

STAFF:

Designated Alternate:	Karen Lamberton, Transportation Planner, Cochise County
SVMPO Administrator	Dan Coxworth
Minutes	Helen Lee, Administrative Secretary, City of Sierra Vista
	Jason Hafner, Arizona Department of Transportation
	Drew Spear, Dibble Engineering (via teleconference)
	Kevin Perko, Dibble Engineering (via teleconference)

ALSO PRESENT:

Mayor Rick Mueller, SVMPO Board of Directors Chair
Bruce Piepho, Citizen
Tricia Gerodette, Citizen
Patsy Molinari, Citizen
Chris G. Braswell, Citizen
Greg Cameron

1. CALL TO ORDER AND ROLL CALL

Vice Chair Flissar called the meeting to order at 8:37 a.m. SVMPO Administrator Coxworth conducted the roll call.

2. CALL TO THE PUBLIC

Bruce Piepho, Citizen, submitted an analysis rebuttal (see attachment) for the SVMPO to use at its discretion, and includes questions posed by the public.

Tricia Gerodette, Citizen, asked about three reports included on the SVMPO website and how they will be addressed in future agendas.

Chris G. Braswell, Citizen, asked for the SVMPO TAC to make sure the organization represents the political will of the constituents, and cautioned overdevelopment and sprawl.

Patsy Molinari, Citizen, submitted a letter (see attachment) and spoke against the Buffalo Soldier Trail DCR methodology and public participation processes.

3. ACCEPTANCE OF THE AGENDA

Vice Chair Flissar asked for a motion to accept the agenda of the July 8, 2015 SVMPO TAC Regular Meeting, as written. Chair Riggs so moved and Member Dooley seconded. The motion passed unanimously, 4/0.

4. ACCEPTANCE OF MEETING MINUTES (ATTACHED)

TAC Regular Meeting of June 11, 2015

Vice Chair Flissar asked for a motion to accept the Minutes of the June 11, 2015 Regular Meeting of the SVMPO TAC, as amended. Chair Riggs so moved and Member Dooley seconded.

The following revisions were requested:

- Page 4
 - 4th paragraph - remove redundant period at end.
 - Item 8, 2nd paragraph, first line – change “March 27rd” to “March 2016”
- Page 5
 - 2nd paragraph, 1st line – change “creator” to spreadsheet.
 - 5th paragraph – change “go bad” to “lacked sufficient capacity”
 - 9th paragraph – change “she develops for the County” to “she develops the cost estimates for the County”
 - 10th paragraph , 1st line – omit cost “per square mile”
 - 11th paragraph, 2nd line – replace “the” with “Sierra Vista”

- 12th paragraph – change “eight required planning factors” to “eight federal required planning factors”

The motion carried unanimously, 4/0.

5. ANNOUNCEMENTS AND UPDATES

Jason Hafner, ADOT LPA Section, stated that he was assigned to help the SVMPO initiate projects and will be available to help answer questions and get feedback. He has been assigned to help with organizations in southern Arizona.

Mr. Coxworth participated in a webinar presented by ADOT for roads that have lane departure accidents. ADOT allows funding for HSIP for rumble strips edge lines, etc. His research did not show any roads within the MPO area that qualified; ADOT requires 20 lane departures over 5 years in the Accident Data. The TAC discussed the possibility of collaborating with the police Department to see if additional data from police reports could supplement the Accident Data by ADOT and asking for a 30-day extension. Jason Hafner agreed to follow up with ADOT.

Mr. Coxworth announced that the Fry Boulevard Corridor Study went out on July 1st and should be back July 31st.

PRESENTATION / DISCUSSION / ACTION

6. DISCUSSION / ACTION: BUFFALO SOLDIER TRAIL, DESIGN CONCEPT REPORT TAC

Mr. Coxworth explained that all members of the TAC and the Board have had time to review the BST DCR. If the TAC decides to recommend the DCR, it will go before the Board at their meeting on July 22nd.

Drew Spear, Dibble Engineering, gave a brief overview of the project and timeline. An analysis of traffic patterns for Moson Road showed heavy northbound traffic headed towards Highway 90 and heavy traffic southbound in the evening.

Several alternates for connecting Buffalo Soldier Trail to Moson Rd. were presented and analyzed for feasibility. Those alternates were evaluated for utilities, wells in the area and existing home sites, and keeping the Tribute specific plan. The 3 northernmost alternatives were removed from consideration due the existence of power lines and many home sites. At the direction of the MPO and study team, alternates farther south were targeted and analyzed in detail to minimize the impact to existing homes. Those alternates were Lower Ranch Road, Connor Road and Durango Road.

The first public meeting presented alternatives to the public for participation and to determine criteria for their scoring system. During that meeting, the public was generally supportive of routes away from the homes and not disrupting the quality of life.

Dibble then looked at state land and worked with ADOT for multimodal planning of projected traffic. A scenario in their computer system predicted that the southern alignment was most advantageous. Dibble then addressed all criteria, rated and scored each alternative and presented the scoring at the County Board of Supervisor’s meeting and presented to public in April 2015. Alternate D scored the highest. The

two alternatives on Lower Ranch Road and Connor Road scored reasonably, however, scored lower under environmental criteria because both would cross a wash and require a bridge. The meeting showcased differing opinions: many opposed to have an extension, some in favor of the recommendation and others wanting another alternative. Taking everything into account, Dibble presented an implementation plan and interim for two-lane road alternative in lieu of four-lane road and recommended Alternative D, on Durango Road.

ADOT's model predicted 10-12,000 vehicles between State Route 90 through Tribute, which would call for a four-lane road all the way through Tribute and 2 lanes for the ultimate roadway. It's estimated the ultimate road will cost \$13.4 million.

Mr. Hoffman stated that he is still reviewing the DCR, will forward corrections to Mr. Coxworth, and has no comment today.

Ms. Flissar stated her corrections were grammatical, not substantive. She asked for clarification on why no curb or gutter was recommended in the drainage report. Mr. Spear replied that the assumption was that the interim roadway would be rural at first and built to urban standard at the four-lane build out.

Ms. Flissar suggested a closer look at the drainage section as written, with closer consideration for costs. She stated the Garden Canyon Wash cut off by gravel pit that the 100 year flow may not be a given and if downstream infrastructure is built there could be a change in flow. Mr. Spear explained that they didn't plan for downstream flow but sized for the worst case scenario.

Ms. Flissar suggested updating hydrology models for Garden Canyon Wash, expressed concern that Dibble went with FIS numbers, not the City's numbers, which have been getting higher number than FIS. She stated that they do not want to under build either. Mr. Spear explained that Dibble utilized a minimum profile approach. It includes an under pass for cattle and people that would be 7 feet higher than the minimum requirement. Ms. Flissar agreed it was adequate but would like the City's hydrology numbers considered be sure.

Mr. Dooley said he had a number of comments and clarifications to put in writing later today.

Ms. Lamberton stated that the cost estimate assumes the Tribute cost, which is 20 years out. She stated she would like to see more time framing in the implementation and that she's sees it as more of a 3 to 4 phase process not 2 phase as presented. She acknowledged that the purpose of the DCR was to plan for the alignment but she would have liked to see phasing for extending some of the distance and not going all the way through to Moson Road. Mr. Dooley stated that the scope of this document doesn't go into that much detail and noted that the volume does show an immediate need for an interim road.

In response to Chair Riggs, Mr. Coxworth noted that the DCR was a planning document for a potential road that references findings from a 2003 Small Area Transportation Study. The creation of the MPO allowed funding to become available to create a document on what has become stalled efforts. The City and the County elected officials will ultimately move the project forward, and this document ends the MPO involvement. The road is of importance to the County and the City, a future alignment may go forward if there are no fatal flaws within the document itself.

In response to Vice Chair Flissar, Mr. Coxworth clarified that the MPO could be involved with funding but only at the direction of the Board, which is made up of County and City officials.

Chair Riggs added that match funding would have to go through the City or the Board of Supervisors to fund the project. The TAC can recommend approval of the DCR and then would be presented to the Board. The Board could approve it or simply acknowledge it without approval. The next step would be design if funded. Mr. Coxworth clarified that an environmental study would be conducted first. Chair Riggs continued that they would need to be careful in the process to make it compatible for federal funding but with avenues available to not federalize the project to keeping efforts local. Mr. Hoffman agreed it would be beneficial to take it as far as possible using the federal dollar.

Chair Riggs stated she would like to see the top three alternates looked at closer going forward instead of focusing on the top alternate, and suggested an environmental assessment of all three. Mr. Spear replied that such environmental assessment would be more expensive but could be done on the three most feasible alternates.

Mr. Coxworth asked if it was stated that way in the DCR. Mr. Spear replied that it was not and in order to do all three, Dibble would have to do the other two alternates in more detail.

Chair Riggs stated that the Board is meeting on July 22nd and asked if the TAC was ready to make a recommendation. Vice Chair Flissar asked if anyone had any substantive comments. Chair Riggs asked if comments are in by Friday, if it gives Dibble enough time to make changes before the Board Meeting. Mr. Coxworth clarified the Board has the same document as the TAC. Chair Riggs clarified that a summary sheet of comments will be provided to the Board from the TAC.

Patsy Molinari, Citizen, expressed concerns the report contains an error of omission as it pertain to the rating of the route, her concerns that the private land owners were not given information and left out of the process. She stated that she is not against connecting BST to Moson, citing concern for the safety of Moson Road and how it could handle any additional traffic.

Tricia Gerodette, Citizen, noted that the summary and public participation choices seemed to only include the January meeting results and should have included a no build option like the 2nd meeting. She stated that the meetings did not offer a level playing field of options and the participation was not evenly tallied. Ms. Gerodette agreed that the drainage report should have considered the City's numbers and that the report was funded to help facilitate the Tribute plan.

Bruce Piepho, Citizen, expressed concerns of a 1,800 acre property that attracts traffic to Moson Road, expressed support for a connector route, referenced his previously submitted rebuttal, suggested better surfacing for Moson Road, and asked the TAC to consider public input.

In response to Chair Riggs, Mr. Coxworth announced that the public could send their comments but must be submitted by Friday.

Chair Riggs asked for a motion to move the Buffalo Soldier Trail Design Concept Report as presented by Dibble Engineering with forthcoming suggestions from the Technical Advisory Committee to the Board of Directors. Member Dooley so moved and Vice Chair Flissar seconded. The motion carried unanimously, 4/0.

7. FUTURE AGENDA ITEMS

TAC

- *Elect a firm for Fry Blvd Study.*

- *Representation here on TAC, ongoing change in City structure. DC – By-law amendment for Board for final approval.*

8. UPCOMING SCHEDULED MEETINGS

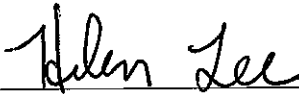
- SVMPO TAC Meeting – August 27, 2015, Afternoon time TBD.
- SVMPO Board Meeting – July 22, 2015, 3:30 p.m., City Hall (Dibble will be present to make formal final presentation)

9. ADJOURNMENT OF REGULAR MEETING

Chair Riggs asked for a motion to adjourn. Vice Chair Flissar so moved and Member Dooley seconded. The motion passed unanimously, 4/0, at 10:08 a.m.

*Chair Karen Riggs
SVMPO Technical Advisory Committee*

Minutes prepared by:



*Helen Lee, Administrative Secretary
City of Sierra Vista*

Rebuttal Buffalo Soldier Trail Extension

by Bruce M Piepho May 14, 2015

Page 1

Buffalo Soldier Trail Extension - State Route 92 to Moson Road
Sierra Vista Metropolitan Planning Organization Project No. MPO-01

Draft Alternatives Analysis

March 4, 2015

Submitted by: *Dibble Engineering*

7500 North Dreamy Draw Drive

Suite 200

Phoenix, Arizona 85020-4669

www.dibblecorp.com

Source: <http://www.dibblecorp.com/projects.php?CID=2>

NOBODY ASKED: Do Cochise County residents want or need a four lane highway or road?

Published March 4, 2015 in the Draft Alternatives Analysis is available at:

http://agenda.cochise.az.gov/docs/2015/WKS/20150309_872/2278_BST%20-%20Alternatives%20Analysis%2003042015.pdf

REBUTTAL ANALYSIS

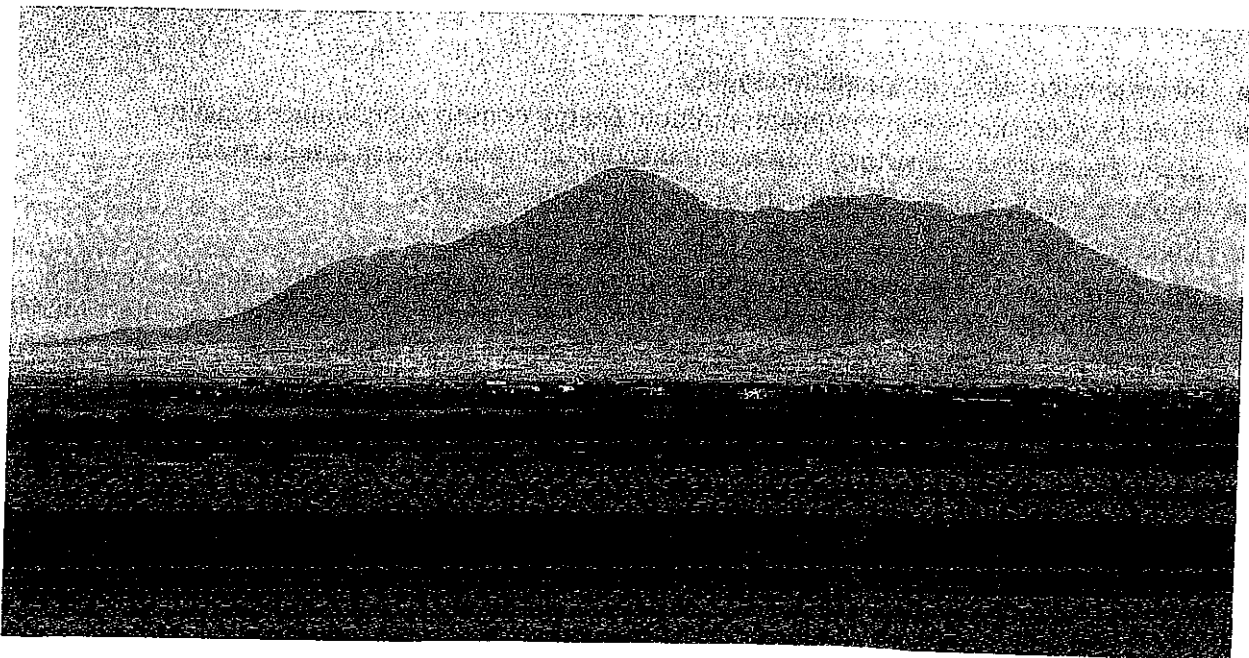
The draft alternatives analysis has a number of flaws and questionable conclusions.

The preferred Alternative D runs through private land and intersects with Moson where Durango Road begins to the East of Moson Road. What is East of the Durango Road? Nature Conservancy land from a recent purchase of 1,800 acres.

The Dibble Engineering recommended Alternate D favorite would make Durango Road an extension of the Buffalo Soldier Trail extension. Why point a 4 lane roadAT: River Stone Ranch!

River Stone Ranch is now an 1,800 acre Nature Conservancy and sorry - not subject to development.

River Stone Ranch now Nature Conservancy



Rebuttal Buffalo Soldier Trail Extension

by Bruce M Piepho May 14, 2015

Page 2

There were 17 written questions with answers provided to some at the April 14, 2015 public meeting. Two very important questions remain without an answer:

1. Who has jurisdiction on a road going through state land & other lands to the East of Moson Road?

I reviewed the SVMPO boundary and it does not extend out to Moson Rd at the junctions of any one of the alternates detailed in the Dibble analysis. The county has the jurisdiction, not the city and not the SVMPO.

2. Why not stay within the city boundaries? The desired County resident preference would be satisfied by:

Connect the Buffalo Soldier Trail extension North to the incomplete 4 lane streets of Avenida Del Sol and Colonia De Salud. Both streets come off of SR90, go South and end at the Tribute Northern boundary. Another county road could be connected to Moson, if and when the county can afford to do so and the citizens in that area want it.

Sierra Vista Metropolitan Planning Organization Project No. MPO-01 Draft Alternatives Analysis exceeds the specified boundaries as defined in the SVMPO bylaws.

The Dibble Alternative B should be a two lane extension from Moson Road to Buffalo Soldier Trail allowing access to travel West to Fort Hauchuca or North to the new hospital.

"Drew Spears of Dibble Engineering made it clear that public opinion would have little bearing on the progress of the project." April 16, 2015 Herald Review page A7.

Why ignore the will of the people?

Drew Spears of Dibble Engineering, HAS it all wrong. The will and the opinion of the county residents not only matter; their views, concerns and requirements are of paramount importance.

After all who owns the county land? ANSWER: The majority of land is owned by the people.

Cochise county 2040 LRTP recommendations included; Maintain, Perfect, Improve what we have and Connect missing links along with a few other recommendations. Federal requirements were identified such as:

- Increase safety of the transportation system.
- Protect and enhance the environment, promote energy conservation, improve quality of life and promote consistency between transportation improvements and growth.
- Enhance integration and connectivity of transportation systems.
- Enhance integration and connectivity of transportation systems.

Transportation perspectives unique to rural settings that are slowly, but inevitably, growing. Cochise County is currently noted for having many scenic and natural resources. These resources attract tourists, a vital economic asset; Frequently tourists prefer the more "rustic" look of rural roads.

Residents told the County they valued the rural character of Cochise County, their ranching and agricultural lifestyles, small town atmosphere and supported property rights.

Rebuttal Buffalo Soldier Trail Extension

by Bruce M Piepho May 14, 2015

Page 3

County survey participants brought up the following specific transportation related issues:

- Desire to preserve low traffic volumes in rural residential areas
- Concern that improvements to roadways would bring in undesired growth as well as concern that development would occur without making needed improvements; both of which would compromise rural lifestyles.

2040 LRTP Working Paper TWO, Page 33 of 71 Notes a new **2-Lane Road** extending the Buffalo Soldier Trail extension from SR92 to Moson Road.

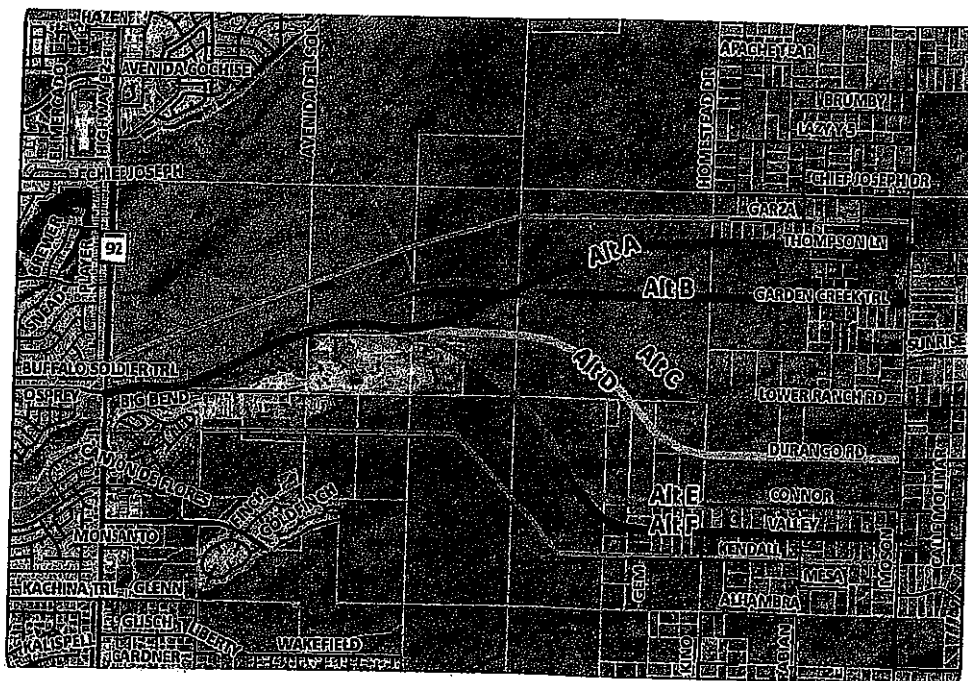
IMPACT ANALYSIS

The alternatives identified by Dibble Engineering are:

No Build

- A- Garza Road
- B- Garden Creek
- C- Lower Ranch
- D- Durango
- E- Connor
- F- Valley

Alternative D was identified as the preferred design. However, Dibble over looked or under stated the impact of Alternate D on wild life, homes, ranch operations, bird sanctuary and the number of water wells.



I have re-ranked the Dibble decision matrix. The revisions make a strong argument for Alternate B with a two lane expandable to 3 lanes and grand fathered existing driveway access.

The process for ranking the alternatives was flawed. Really Alternate B must be considered.

5.4.2 Moson Road Impacts

“If an intersection (with Moson Road) had low sight distance, the alternative would require reconstruction work on Moson Road to correct sight distance to meet current standards. This condition received a ‘2’ rating because the reconstruction work would significantly impact traffic during construction. If the sight distance was low and the intersection had a known accident history, then it was expected that the issue would be more expensive and the impacts to the traveling public would be greater. This condition (**) received a ‘1’ rating. The No-Build alternative would not correct any existing sight distance issues so it was given a ‘5’ rating.”

Rebuttal Buffalo Soldier Trail Extension

by Bruce M Piepho May 14, 2015

Page 4

Alternate A, Garza Road, received a "1" due to need to correct low sight distance to meet current standards. Alternate B, Garden Creek with a known accident history, poor sight distances was rated a "2" on the theory of being more expensive to correct and greater impact on traffic during construction. Both arguments are contradictory to the No-Build alternative not correcting any existing sight distance issues.

Both alternates A and B would make Moson Road safer. There is no logical reason to ignore a safety impact which leads to accidents. Improving the sight distances on Moson Road for existing intersections is the only point worthy of consideration. Safety should always be first.

Moson Road Impacts rating 1 - 10		
Alternate	Dibble	Revised
No build	5	5
A - Garza Road	2	8
B - Garden Creek	1	7
C - Lower Ranch	7	5
D - Durango	7	5
E - Connor	7	5
F - Valley	7	5

5.4.3 Access Impacts

There are no access challenges with the No Build as no conflicts would be created from constructing an upgraded or new roadway. A parallel frontage road is over the top. There is no demonstrated need for a four lane 45 to 55 MPH freeway like road. A more modest approach to facilitate traffic from North and South on Moson Road to go West towards Sierra Vista could be similar to the Saint Andrew going West from SR92. There is no driveway access issues. Existing driveways; should a wide enough right of way be acquired for Alternates A, B and C; can be grand fathered until if and when more development occurs.

The criteria for access impacts should be ignored or at least revised for a 2 lane road and maybe a bike path but without curbs and multi-use paths.

Table 5.4 should be discarded.

5.4.4 Future Development Compatibility

The entire supposition is based on the Tribute Specific Plan. There is no fact(s) or evidence that the No Build Alternative fails the intent of Tribute development. Tribute does not extend into the state or private lands. Is there really a significant problem to make changes to a specific plan. All ratings are a nine.

Taking the Buffalo Soldier Trail extension and bending it to meet an extension of Colonia De Salud would not require any a changes to the Tribute Specific Plan.

Table 5.5 should be discarded.

Rebuttal Buffalo Soldier Trail Extension

by Bruce M Piepho May 14, 2015

Page 5

5.4.5 Traffic Network Compatibility

There was no discussion provided as to the characteristics and assumptions of the ADOT modeling of the Alternatives. Nor where any existing traffic analysis provided. There is no argument provided that a ¼ mile to ½ mile distance between the alternates would justify the values assigned. All six alternatives meet SR92 at the same intersection.

Table 5.6 should be discarded.

5.4.6 Floodplain and Drainage Impacts

It does not matter if a 132 foot wide right of way or a 56 foot wide right of way. The only problem with the rating method is the deduction of minor drainage culverts. The rankings then are:

Floodplain and Drainage rating 1 - 10		
Alternate	Dibble	Revised
No build	10	10
A - Garza Road	9	10
B - Garden Creek	8	10
C - Lower Ranch	9	9
D - Durango	6	8
E - Connor	7	8
F - Valley	0	1

Adding a number of culverts facilitates drainage at a cost. Only negative is the cost and not the fact culverts are needed. Alternate D could be down rated from an 8 due to crossing the Garden Canyon Wash at a high cost of a bridge.

5.4.7 Building and Property Impacts

The 20 foot setback from the right-of-way is arbitrary and capricious. Numerous homes along the existing Buffalo Soldier Trail fail the 20 foot setback. Revised rankings:

Building and Property rating 1 - 10		
Alternate	Dibble	Revised
No build	10	10
A - Garza Road	4	6
B - Garden Creek	5	8
C - Lower Ranch	8	8
D - Durango	7	7
E - Connor	8	8
F - Valley	0	1

Rebuttal Buffalo Soldier Trail Extension

by Bruce M Piepho May 14, 2015

Page 6

Reduction of the 132 foot right-of-way for a 2 lane road eliminates the 20 foot setback non-problem.

5.4.8 Utility and Well Impacts

Again this is primarily a cost issue, It does cost more to move 8 power poles and there would be temporary power outages. I am sure good engineering can mitigate the impact on the Tombstone Aqueduct. The land owner impacted by Alternative D noted at least 2 wells impacted. No narrative of why and how communication lines are impacted to justify a deduction. Rankings below reflect wells.

Utility and Well rating 1 - 10		
Alternate	Dibble	Revised
No build	10	10
A - Garza Road	6	6
B - Garden Creek	7	7
C - Lower Ranch	6	6
D - Durango	7	5
E - Connor	4	4
F - Valley	3	3

5.4.9 COSTS

The cost of a bridge over the Garden Canyon Wash is a negative. Add the estimated bridge cost to the other alternatives and total cost would be less than the alternatives needing a bridge. A bridge or an expanded extra large culvert may be needed on Moson Road over the Garden Canyon Wash. Thus add one for Alternative A and B. Then subtract one from the other alternatives. New ranking is:

Costs rating 1 - 10		
Alternate	Dibble	Revised
No build	10	10
A - Garza Road	7	8
B - Garden Creek	7	8
C - Lower Ranch	6	5
D - Durango	6	5
E - Connor	5	4
F - Valley	5	4

Rebuttal Buffalo Soldier Trail Extension

by Bruce M Piepho May 14, 2015

Page 7

5.4.10 Noise

This impact should be eliminated. Noise predictions of new high speed 4 lane roads are of consideration to existing homes, but where is the section 19 homes mentioned in the Dibble report? Are these the homes South of the dirt road currently extending East from the intersection of Buffalo Soldier Trail and SR92? Hundreds of homes along the existing Buffalo Soldier Trail and SR92 are within 1,000 feet of the center.

Noise 1 - 10		
Alternate	Dibble	Revised
No build	5	5
A - Garza Road	5	5
B - Garden Creek	6	8
C - Lower Ranch	7	8
D - Durango	8	8
E - Connor	5	8
F - Valley	3	8

5.4.11 Ranching Impacts

When a road right-of-way runs through the middle of a ranch, who pays the extra liability costs for ranch animals that got through the fence? No one counted the ranching related infrastructure for Alternates C, D and E. The potential impact weighting is under valued and the impact should be a 2 value. The pasture impact value of 2 was eliminated for all alternatives.

Ask the 400 acre ranch land owner, if the following rankings are fair.

Ranching 1 - 10							
Alternate	Direct (4)	Potential (1)	Dibble ranking		Direct (4)	Potential (2)	Revised ranking
No build	0	0	10		0	0	10
A - Garza Road	0	0	8		0	0	8
B - Garden Creek	0	0	8		0	0	8
C - Lower Ranch	0	0	8		4	2	4
D - Durango	0	2	6		4	4	2
E - Connor	0	1	7		0	2	6
F - Valley	0	0	8		0	0	8

Rebuttal Buffalo Soldier Trail Extension

by Bruce M Piepho May 14, 2015

Page 8

5.4.12 Environmental Issues

The Dibble report considered three environmental issues; 1) Section 404 of the Clean Water Act, 2) Cultural Resources, and 3) Biological Resources. Each of the issues can be mitigated, but the cost of the mitigation is what is being evaluated. For each alternative the number of special habitat areas that may be affected were counted. Dibble did not identify the bird sanctuary and wild life habitat impacts for Alternates C, D and E.

Environmental 1 - 10				
Alternate	habitat	Dibble	habitat	Revised
No build	0	10	0	10
A - Garza Road	1	7	1	7
B - Garden Creek	1	7	1	7
C - Lower Ranch	1	6	1	6
D - Durango	1	6	2	5
E - Connor	1	6	1	6
F - Valley	2	4	2	4

CONCLUSION

Moson Road needs improvement for safety. A (bridge?) all weather road over the Garden Canyon Wash may be needed but not a bridge over the wash on Alternate D - Durango road. Sight line improvements North and South at Garden Creek and Moson Road should be a priority for safety reasons. Alternate B only needs to be a 2 lane road with or without a center lane similar to St Andrew. If the city stays within it's current boundaries the Buffalo Soldier Trail extension could and should be joined to the Colonia De Salud street ala 4 lanes with a median and multi- use pathways.

Alternate	4.2 Moson Road	4.6 Flood and Drainage	4.7 Building Property	4.8 Utility Well	4.9 COST	4.10 Noise	4.11 Ranch	4.12 Environm ent	Total
No build	5	10	10	10	10	5	10	10	70
A	8	10	6	6	8	5	8	7	58
B	7	10	8	7	8	8	8	7	63
C	5	9	8	6	5	8	4	6	51
D	5	8	7	5	5	8	2	5	45
E	5	8	8	4	4	8	6	6	49
F	5	1	1	3	4	8	8	4	34

FOLLOWUP question and answers to the Buffalo Soldier Trail (BST) extension

A Design Concept Report for an extension from the intersection of State Hwy 92 and Buffalo Soldier Trail to Moson Road initiated by the Sierra Vista Metropolitan Planning Organization (SVMPO) left many questions after the two public input meetings.

NOTE: a 2040 REGIONAL TRANSPORTATION PLAN under development and a TECHNICAL MEMORANDUM is available now on the SVMPO site (<http://www.svmopo.org/rtp2040/>)with information on current conditions affecting present and future traffic patterns.

Also the traffic Modeling for this project was performed by ADOT using the TransCAD Transportation Planning Software.

The *Vista 2030 Sierra Vista General Plan* and the City of Sierra Vista *2013-2017 Capital Improvement Plan (CIP)*, the City does not have any roadway or traffic projects programmed within the Buffalo Soldier Trail Extension (BST) study area. However, in the near term of the CIP, the City has identified a project to extend Avenida Del Sol south from its present terminus at Calle Cumbre to a future intersection with BST.

The following 17 questions w/Answers (A) were presented at the April public input meeting.

1. How does the BST extension help reduce traffic on H90?
A: The only East to West roads between Moson and SR92 are Hereford to the South, Ramsey and SR90. The city and county have identified the need for additional East-West access for decades.
2. What will be the impact of higher traffic on Moson Road?
A: Dibble projections are variable, some portions of Moson will see increased and some decreases.
3. What traffic studies have been done?
A: ADOT has extensive traffic data collection and statistical projection modeling is used to estimate projected traffic patterns and changes.
4. What is the basis for projections of higher traffic numbers on H92 south bound?
A: Again the ADOT and additional studies of current and future projections indicate a need for SR92 upgrades in the near future which can be delayed with better East-West connections between Moson and SR92.
5. Who funds?
A: The SVMPO is funded by planning state and/or federal grants. Construction and maintenance fund sources are from city, county and state/federal grant money.
6. Who will maintain the extension through county lands?
A: That would be county responsibility.
7. Why the rush to get this plan approved?
A: The need is driven by a long period of understanding for the necessity to have the BST extension and availability of grant money. The longer we wait the greater the traffic congestion on SR92/90.
8. Will the tax payers of Cochise county get to vote to approve or not approve?
A: NO there is no requirement for voter approval.
9. Why is C & C not paying anything up front to have the road diverted to accommodate their Tribute community?
A: Castle and Cooke will contribute funds for that portion of the extension within the Tribute specific plan development.
10. How and when and IF Moson will be upgraded?
A: That would be addressed in the county Long Range Transportation Plan.

FOLLOWUP question and answers to the Buffalo Soldier Trail (BST) extension

11. Who has jurisdiction on a road going through state land & other lands to the East?

I reviewed the MPO boundary and it doesn't extend out to Moson Rd south of H90. The SVMPO and county are working together to develop the overall extension plan.

A: Acquisition of the right of way would be the county responsibility for all lands outside of the city boundaries and the city responsibility with in the city.

12. Why not stay within the city boundaries? Simply connect to the incomplete (TWO) 4 lane streets coming off of H90 going South to end at the Tribute boundary. No reason then to connect to Moson and the county could connect one of the roads you have mentioned if and when the county can afford to do so and the citizens in that area want it - not when the SVMPO wants it.

A: Connecting the Buffalo Soldier Trail extension North to the incomplete (TWO) 4 lane streets, Avenida Del Sol and Colonia De Salud, has been recommended to the SVMPO board and will be considered.

13. Why are you not telling the public what the impact on Moson Road will be? Where will Moson traffic patterns change? North of Ramsey and Moson rd ? South of Ramsey and Moson rd?

A: The Moson road traffic impact is in the draft report. Variable increased traffic patterns along Moson will be between Ramsey and SR90.

14. Reportedly the cost is estimated for \$13 to \$16 million – true or what is the cost?

A: True; the cost estimates vary for each alternative.

15. Will Snyder Boulevard, Avenida Cochise, Saint Andrews all eventually be extended to Moson Road? Source Tribute circulation Exhibit 5.2 A

16. Will State Lands be acquired or only easements through state land?

A: Only road right-of-way of way easements will be acquired.

17. If state land to be acquired, who will own that previous state land?

What is the projected plans for developing any acquired state lands?

A: A developer would have to acquire the state land or private land along the BST extension. Existing private land owners could develop their property. Any development would be subjected to county or city requirements. The SVMPO is responsible for transportation planning.

FOLLOWUP question and answers to the Buffalo Soldier Trail (BST) extension

There are a number of additional questions brought to the surface since the April public information meeting. These also have been answered for display on the SVMPO web site.

1. Does the county people prefer big city growth or rural elbow room?
A: Recent county Long Range Transportation planning indicates county residents prefer rural.
2. Did Dibble Engineering review the county Long Range Transportation Plan (LRTP)?
A: The most current county LRTP plan was finalized in March 2015 and the Dibble plan draft was available in December 2014.
3. Why did Castle and Cooke offer to pay the costs of right-of-way over the ranchers 400 acres?
A: There is no requirement for Castle and Cooke to pay for right-of-way easements on private ranch lands or state lands. A frequent practice is for developers to contribute funds.
4. Do Cochise County residents want or need a 4 lane highway or road?
A: The county LRTP indicates a 2 lane road over county and state land from Moson to Tribute.
5. What is East of the Durango Road and Moson intersection? Nature Conservancy land that was a recent purchase of 1,800 acres at the end of Durango Road?
6. Is there a longer range plan to utilize Durango Road East bound from Moson Road as a four lane highway with a median and multi-use path all the way over the San Pedro River and into Bisbee?
A: Such plans would possibly be in a county or SVMPO Long Range Transportation plan. The SVMPO plan is in early stages of development.
7. Who has jurisdiction on a road going through state land & other lands to the East of Moson Road?
A: That would fall under the county jurisdiction.
8. Why ignore the will of the people as expressed in the county planning documents?
A: County LRTP will be reviewed by the SVMPO TAC team as part of the SVMPO LTRP develops.
9. Where is section 19 mentioned in the Dibble report?
Are these the homes South of the dirt road currently extending East from the intersection of Buffalo Soldier Trail and SR92?
A: Section 19 is southwest of the BST and SR92 intersection with current residential development.

SVMPO TAC Meeting, July 8, 2015 8:30 am Patsy Molinari

What I am about to say is of the utmost importance, for the record and to be incorporated in the body of the Minutes.

Re: Buffalo Soldier Trail Design Concept Report June 2015

Selected Route D was predetermined. SVMPO provided the proposed routes and made available all supporting information in the Statement of Work. The Engineering Company was selected and study underway by mid October 2014. Route D had a survey marker placed on Durango Rd. just east of Moson on January 3, 2015 (17 days before the first openhouse to come and select a route.)

The various ratings of routes were manipulated to result in Route D and the 2nd choice (Lower Ranch Rd.) being the highest. Statements such as "most widely supported" or "most public support" are untrue and misleading as evidenced by later petitions, which are still being gathered, and no mention or consideration of land owners' dissent. With SVMPO's knowledge Dibble omitted a long list of items on these 2 routes some of which were: 4 private wells (one on map since 1900) underground electric, a huge dam built in 1947 by the Hereford Soil Conservation District with pipe underneath to irrigate fields. The list is quite extensive and SVMPO was made aware by myself as well as others.

On page 31 Preliminary Right of Way Requirements (As attached): As of 7/7/2015 not one private owner (other than myself) was aware of BST extension or SVMPO'S intention to take a right away. One made the statement "anyone comes on my property I am ready with my guns." Fred Bakarich, 81, is suffering severe depression and anxiety due to SVMPO ignoring his objections at the first openhouse and the subsequent deceptive process.

The Report substantiates exactly what I had originally predicted. Not a solution to relieve traffic, but an avenue for developers to acquire more land and the County to acquire the 1800 Nature Conservancy acres at the end of Durango Road and perhaps sell it at a later date for a profit. See attached map. The City also benefits for a sundry of reasons to be taken up at a later date.

There shall be no route over ANY of our property. Our attorney stands ready to act.

if I am off base, then select a corridor that does not involve a developer or access to 1800 acres from any side.

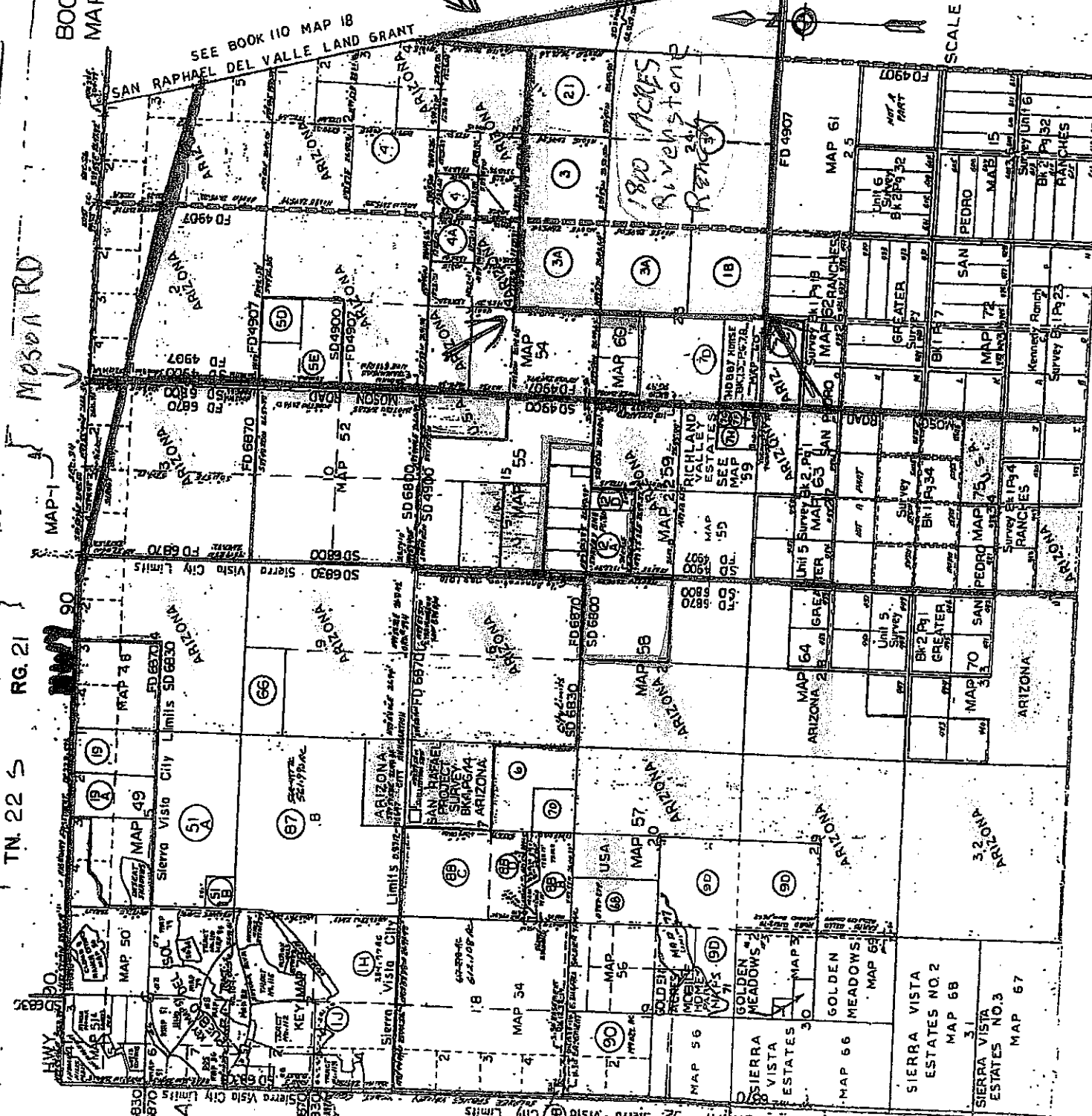
BOOK 107
MAP 47

SAN PEDRO
Riparian

Molina,
Bakarch

10 + SA

SCALE 1"=26'



TN. 22 S
RG. 21

SIERRA VISTA
SEC. 67
SURVEY
BK. 4 PG. 31

SD 6830
FD 6870

BOOK-105 MAP-3

SD 6830
FD 6870

STATE HIGH 92

STATE HIGH 92
BOOK 105 MAP 3
PAGE 31

SIERRA VISTA
ESTATES NO. 2
MAP 68

SIERRA VISTA
ESTATES NO. 3
MAP 67

SIERRA VISTA
ESTATES
MAP 50

GOLDEN MEADOWS
MAP 56

GOLDEN MEADOWS
MAP 65

MAP 34

MAP 56

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