



December 9, 2010

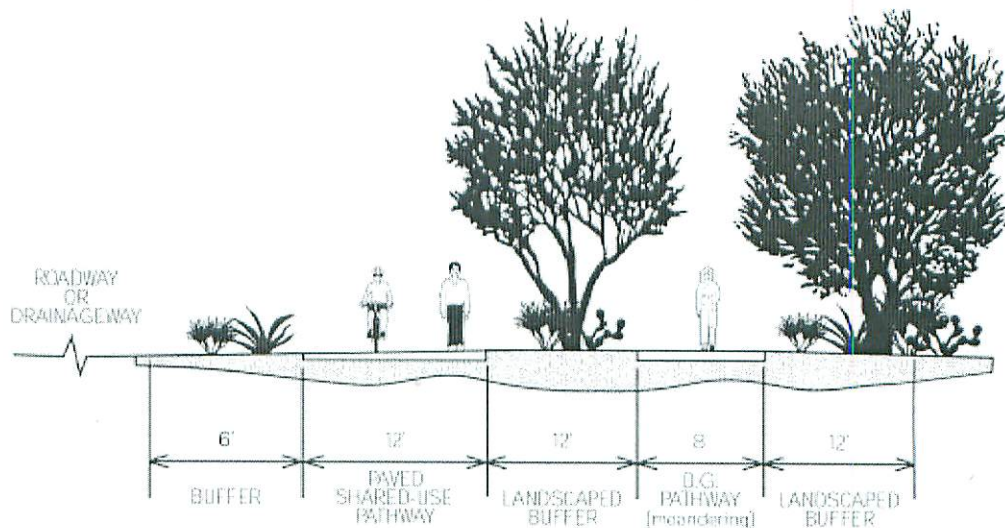
**Re: Rillito River, Campbell Avenue to Mountain Avenue Improvements**

Dear Constituent,

I appreciate your comments on the Rillito River, Campbell Avenue to Mountain Avenue improvement project. There is an assortment of information being disseminated about the project from various sources. The facts about this project are listed below:

1. The project scope intends to provide a safe alternate modes path using the Pima County standard, divided urban path to separate different user groups such as pedestrians, bicyclists, equestrians, and the physically-challenged. Wherever possible the paved path will be moved close to the bank protection, providing considerable separation from the unpaved path. Below is an example of the standard; a copy of description is attached to this letter.

DIVIDED URBAN PATHWAY



REV 06\_21

2. Pima County has provided numerous opportunities for public input on the Rillito River Park. Starting with the original river park planning process in 1982, thousands of participants have provided input and support for today's improvements. More recently, meetings were held by numerous agencies including the Pima County Bond Advisory Committee; Pima County Natural Resources, Parks and Recreation; the Regional Flood Control District; the Regional Transportation Authority; and Pima Association of Governments.

3. The funds allocated to these improvements were approved by the voters of Pima County and cannot be used for other purposes such as maintenance and operations.
4. The river park system is also an environmental restoration area. Pima County planted the majority of the existing vegetation as the bank protection was constructed. The Regional Flood Control District continues to maintain and monitor the habitat.
5. The majority of the vegetation in the Campbell to Mountain section will remain. The paths will be routed to avoid destruction of large riparian species. Weed trees and unhealthy specimens may be removed or pruned as part of this project. Any trees planted as part of the environmental restoration process will be replaced in-kind. The end result will closely resemble or improve the existing density and canopy.

The yellow tags on the trees between Campbell and Mountain Avenues identify the trees to be pruned for pedestrian access. These tags do not identify trees to be removed.

Pima County is continuing to improve the river park systems countywide. Several projects are underway to close existing gaps in the system both upstream and downstream from the Campbell to Mountain section. The Urban Loop will provide 55 miles of continuous off-street pathways for a variety of users. Once complete, the riverparks will form an almost continuous ribbon of lush native vegetation around the Tucson metropolitan area akin to Boston's Emerald Necklace. I hope this information is helpful in clearing up any misunderstandings regarding this project.

Sincerely,

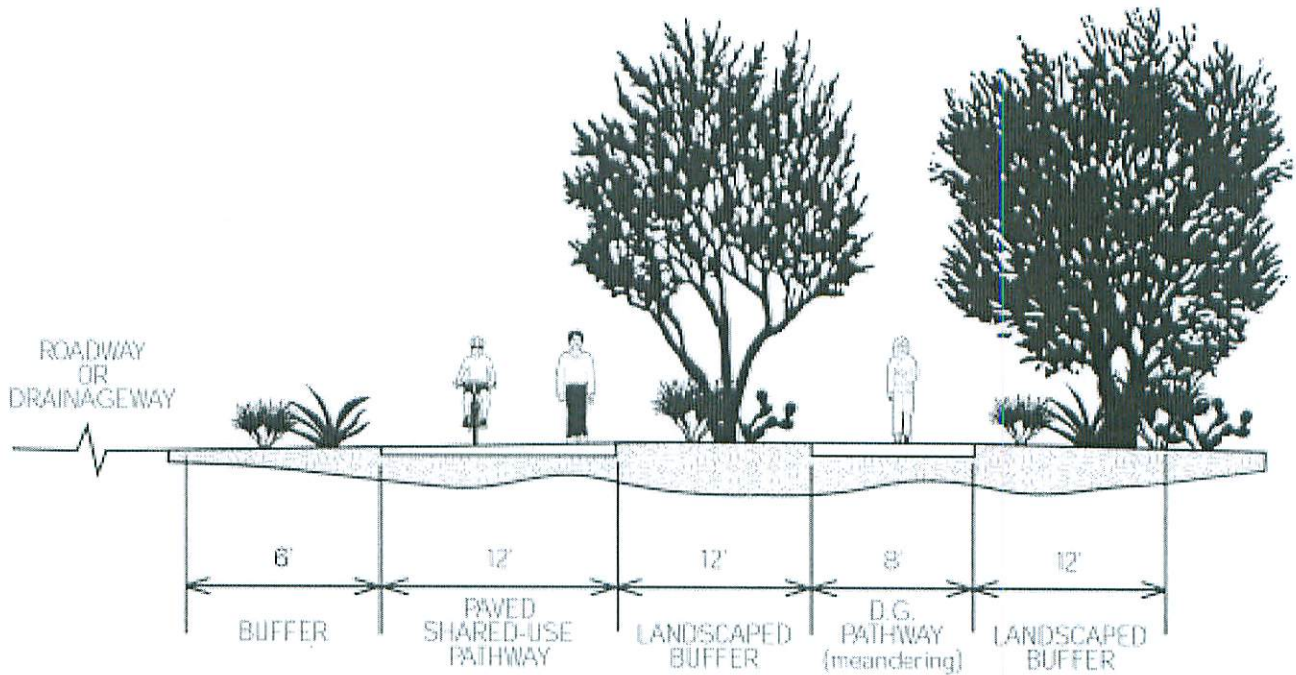
Sharon Bronson, Vice Chair  
District 3

Attachment



# TRAILS

## DIVIDED URBAN PATHWAY



REV 06\_06

- Corridor width is 50' for pathways constructed to this standard.
- Corridor shall be kept as far from existing and/or future roadways as possible. Corridor may be partially located in a public right-of-way only with the approval of appropriate parks and transportation officials. At least 50% of the corridor shall be located outside of the public right-of-way to ensure minimum quality of experience and safety for trail users.
- Paved path may meander gently to add additional interest (maintain sightlines).
- Trees should be located a minimum of 6' from paths if possible.
- Maintain 2' clear areas along the sides of each path to enhance safety.
- Keep trees at least 10' from buried sewer lines (if applicable).
- Signage should be located a minimum of 3' from the edge of paths for safety.
- Paths should be constructed with slight crowns (slope not to exceed 2%) to enhance drainage and direct runoff to landscaped areas.
- Trees shall be placed 15' on center. Two shrubs shall be placed between trees.



DIVIDED URBAN PATHWAY  
not to scale