

DRAFT

Open Response to public comments received for the 2008 – 2012 Draft Transportation Improvement Program

Introduction:

Public comment is solicited as part of the development of the region's Transportation Improvement Program (TIP). Three open houses were conducted in connection with the 2008-2012 TIP: March 22 in Green Valley at the Joyner Library, March 23 in northwest Tucson at the Foothills Mall and March 27 in central Tucson at the Reid Park Clubhouse. The program, various informational presentations and comment forms were made available at all meetings; a Spanish translator was on hand for meetings and Spanish language printed materials also were available. The program also was made available on line at www.pagnet.org, and at the jurisdictions.

This "open response" document is the region's mechanism for providing responses for those public comments received where a response is appropriate. This response will be updated on-line to respond to new comments periodically until the 2008-2012 TIP is adopted.

How Public Input is used:

The comments received during the Open Houses and the comment period are forwarded to the TIP subcommittee for its review. The TIP subcommittee may adjust a project's funding or schedule based on the comments received if the group believes changes are appropriate. The subcommittee then forwards the "recommended" TIP to the Regional Council for adoption.

The comments are provided to the Regional Council for review prior to adoption of the TIP.

Format:

The comments received at the Open Houses will be grouped by question number with accompanying responses as appropriate. Additional comments received through the web site or other means during the 30-day comment period will be added and responded to on a comment-by-comment basis, as necessary.

**Transportation Improvement Program (TIP)
FY 2008-2012
Open House Comments from Comment Sheets - Summary**

Question 1. What specific comments do you have about the proposed 2008-2012 Transportation Improvement Program (e.g. are there projects that should be deleted or added to the proposed list)?

Comments received:

- Looks like you are on the right track – paying attention to many aspects.
- Will they extend transportation for those who get off work who need since our transportation quits early
- The plan should have more alternative transportation emphasis i.e. Don't focus too much on existing automobile infrastructure. Example: You could explore creating NEW – only (25 mph) Routes, or make use of City alleys as transit routes for bikes and NEV (electric cars, mopeds, etc.) Also could look a lot more at monorails or raised (quiet) tramways. Note: People will buy NEV if there are better separations of NEV from auto traffic – priority crossings for NEV, etc.
- The TIP subcommittee does not appear to have any citizen representatives. This is absolutely necessary given we are the ones impacted. (By representatives we need both those who welcome more cars and those who don't and people with new ideas.
- Mini interstate system. Take all the main streets and run the north and south main street over. The east and west main streets to move traffic within the center part of Tucson. Making extra lanes and right turns does not improve traffic.
- No specific comments.
- Being interested in safe bicycling and bicycling opportunities I am glad to see attention to bike/pedestrian projects in the plan. More would be better!
- I would like to see more bike lanes added.
- Tucson needs LRT to the North to relieve congestion then perhaps South. Will relieve air quality concerns.
- Need time to study.

Response –

Thank you for your comments. These comments were interpreted as not requiring a specific response, but will be reviewed by the TIP subcommittee.

Comment/Question – 5 Points related comments

- 5 Points Pedestrian Improvements and 6th Avenue/19th Street Projects are seriously needed projects

with support from the four adjoining neighborhoods: Barrio Viejo, Armory Park, Santa Rita and Santa Rosa.

- The 6th Ave/18th Street intersection improvements and the 5 Points pedestrian improvements are needed for the 2008 cycle. Both projects are ready to go, and will connect 5 Points in all directions, into 4 historic districts, also pedestrians can connect to the most used #8 bus route.
- I feel that the [5 Points] project is overdue. I wish it had been done when it was started 5 or 6 years ago.
- Maybe more money for the 5 points pedestrian improvements.
- We at Southwest Bee Supply, agree in total with the “5 Points Improvement Project” as promoted by Mr. Elias. We would like to see this plan implemented as soon as possible.
- We at St. Vincent de Paul Society think the 5 Points Improvement Plan would be very important for this area. We would like to see it accomplished in 2008.
- 5 Points Pedestrian Improvements in the 2008 time period.
- The work at 5 Points & the conversion of 6th Ave. & Stone to 2 ways is 5 years overdue.
- We have been waiting so many years for the 5 Points intersection plan. Please get it done!!

Response –

Thank you for your comments. These comments were considered to be supportive of the existing projects within the TIP document. The comments will be forwarded to the City of Tucson for their review.

Comment/Question – Transit related comments

- The improvement already noticed in the extended SunTran weekday service on specific routes – Look forward to added improvements in extended routes – and times of service. One concern is but route connections – no direct comms (with drivers with especially wheelchair) disabled riders – for route connections – not to wait ½ hour at times –esp. in summer or monsoon – could be a concern.
- Buses on every half hour on weekends. This was part of the original plan. This year 2007 especially routes 1, 3, and 9 (in that order).

Response –

Thank you for your comments. These comments will be forwarded to Sun Tran for their use. It should be noted that Sun Tran is still in the process of implementing the transit related elements of the RTA plan, including expanded hours.

Comment/Question – Pima County Projects

- The absence of a bridge over Sabino Creek at Snyder Road is evidence of the absolute negligence of transportation planners and the Pima County Board of Supervisors.

Pima County Response -There are several major problems that exist regarding a Snyder Road bridge over Sabino Creek. The project is highly controversial in the Tucson area. Local opinions are split as to whether there should or should not be a bridge with many people on both sides of the split. Also, there is no funding at this time for a project at this location. Pima County does not own the right-of-way necessary to build this project, which further adds to its cost.

- Add Old Nogales Hwy (RTA) bike lanes in FY 08. Add continental Rd (RTA) bike lanes and sidewalks in FY 08.
- Add the Old Nogales Hwy (RTA). Add the Continental Road improvements (expedite).
- The East frontage Continental 1) intersection and 2) completion of the frontage road needs to be moved up – no round-about at E. Canoa Rd TI.
- Add bike lanes to Old Nogales Highway. 2) Add bike lanes to Continental Road from La Canada to Camino del Sol
- Nogales Hwy

Pima County Response - Old Nogales Hwy Bike Lanes:

- TIP ID 146 is currently under design. PSOMAS is the consultant.
- I-19 E. Frontage from Continental to Canoa – With regards to the east frontage road, the bridges/culvert are necessary for various reasons: 1. To connect the missing link between Canoa and Continental 2. To provide all weather access along the frontage road corridor. 3. To prepare for the future and the State's (ADOT's) desire for one-way frontage roads.
- I-19 E. Frontage from Continental to Canoa – A traffic report was prepared for both east and west frontage road locations assessing the future demands for this area. Based on those results, a number of alternatives were evaluated to accommodate the anticipated growth in traffic. In the evaluation, a roundabout was identified as the best solution for both locations. The east frontage road project is fully funded and PCDOT is looking at various alternatives to accelerate construction as soon as possible.

Pima County Response - PCDOT Bike Lanes (Green Valley area):

- The Continental Rd Bike Lane project between La Canada and Camino del Sol is scheduled for FY 08, the sidewalks along this stretch have not gone through the RTA subcommittees yet. PCDOT will be submitting the sidewalk portion very soon, a construction date will be established when funding is confirmed.
- The I-19 Frontage Roads will have paved shoulders to accommodate Bicycle riders.

Pima County Response - Bike Lanes by others (Green Valley area):

- The town of Sahuarita is pursuing funding for the Old Nogales Hwy bike lanes, the majority of that project is under their jurisdiction.
- Continental/I-19 TE is an ADOT sponsored project.

Comment/Question – I-19 Frontage Roads at Canoa

- As a new resident, I was interested in the near-by roads. Specifically TIP ID 146 and the “developer

driven” access road to Canoa Ranch.

- Project Pima County #110.9 (I-19 E. Frontage from Continental to Canoa) – All that is needed here is a 1 mile extension of the frontage road. By adding bridge across wash and roundabouts on E & W Frontage Rd at Canoa the cost of the project is excessive and the needed extension is delayed.
- Concerning project 110.01, the east frontage Rd. on I-10 from Canoa Rd to Continental Rd. The scope and cost of this project seem excessive. There is no need for a bridge across the wash. Camino del Sol crosses that wash without a bridge. Also, roundabouts seem unnecessary; a simple 4 way stop sign would suffice. If it were cheaper by eliminating the bridge and roundabouts, could it be done sooner?

2. In what way do you feel the proposed 2008-2012 TIP project(s) might affect you or your immediate neighborhood either positively or negatively (e.g. increase safety, increase access to jobs and services; relieve congestion; other impacts on the environment, neighborhoods and/or businesses, etc)?

- They might create more traffic around the U of A, which already is overcrowded.
- I feel that I[t] will be a great positive effort as far as providing transportation for those that work late or get off early.
- Access to all property, specifically business will improve along with substantial safety improvements for vehicles and pedestrians. Traffic flow and movement is expected to improve while slowing vehicles.
- Only direct impacts appear to be the Grant Road widening & Kolbe Road extension.
- Broadway from Euclid to Country Club lane addition widening could be a major negative impact on residents and businesses. NEED to be careful with design to emphasize neighborhood qualities not just make raceways for automobiles.
- Negative – increased dust, particulate pollution, and smog in the mid-town areas long-term. (We live south of Broadway/west of Tucson Blvd.) Short term construction will severely affect businesses.
- There are no plans for Mitman neighborhood. WE still think 5th Street should be TWO LANE with bicycle striping and turn bays. The marked speed is 30 mph – routine driving is up to 45 mph – TOO FAST in residential and school area.
- I don't see street and repaving in older neighborhoods and chip seal is not the answer to the problem, chip seal is a waste of tax dollars. Rubberized paving will last 25 years and saves tax dollars.
- None – considered at the present time.
- Buses every half hour on weekend this year especially routes 1, 3 & 9 (in that order)

- The 6th Ave/18th Street intersection improvements and the 5 Points pedestrian improvements will increase safety and better access to pedestrians as well as vehicular traffic. We need these improvements for the 2008 cycle. Both projects are ready to go.
- Our business is here at 5 points and will help us and hopefully that the improvements on 18th Street would help the neighborhood.
- Probably is going to improve some of the distressed areas.
- We feel [the 5 Points Improvement Project] would improve traffic to and from our administration offices. The safety factor would be extremely beneficial.
- 5 Points and 6th & 18th improvements would be a plus compared to the current situation.
- These [5 Points Pedestrian] improvements will positively improve our St. Vincent de Paul Thrift Store business.
- [5 Points Pedestrian improvements] will make it easier for our customers to find us.
- [5 Points intersection improvements] will provide safety for both pedestrians, bicycles and cars.
- Project 19.01. The 6th Ave/18th St. intersection improvements will positively assist elderly and disabled to access the public transit system without having to go in the roadway to get to local bus stops.
- I-19 NB Frontage Rd. including bike lanes improves community access across I-19
- Continental bike project. East frontage road south of Continental
- Some of the identified projects will improve safety for motorized and un-motorized vehicles and encourage use of alternative transportation
- Projects on Continental Road in Green Valley would increase safety and access and relieve congestion on what is Green Valley's main business area.
- NB I-19 Frontage Road (110.01) is quite important as it could allow more direct access to facilities I use on the east side of I-19. Also, I plan on getting to these facilities via bicycle and would appreciate bike lanes.

Pima County Response - The East frontage road project will have a final roadway width of approximately 32 feet, which will include 2 – 12' travel lanes with 4'-5' paved shoulders to accommodate bicyclists.

- We were told in June 2004 that Canoa Road would connect with Freeway 19 in the near future. This would bring commercial services including a drug store and supermarket – we now drive 10 miles

round trip for these services.

Pima County Response - The plan for the connection is currently being designed and will include a roundabout on the west side of I-19. PCDOT is awaiting the approval of the change of access report from the Federal Highway Administration (FHWA). Assuming we obtain the approval from FHWA by the end of May 2007, we anticipate beginning construction in September 2007, if not sooner.

- No comment
- The work completed on TIP ID 146 is great!
- LRT will relieve congestion – check Minneapolis – they are beginning to expand their LRT. Put pressure on Fairfield to complete Canoa Road – no more building permits until the road is complete.
- Delay in building the [1 mile] extension [of the East I-19 frontage road from Continental to Canoa] adversely affects Canoa Ranch community by delaying the completion of Canoa Ranch Rd resulting in inconvenienced and excess traffic on Call Tres and Camino del Sol. It also inconveniences Canoa Ranch residents who wish to visit the Santa Rita Spring Recreation Center which is located at the southern end of the E frontage road in Green Valley. The frontage Rd extension would save us 12 miles round trip!

Pima County Response - As previously mentioned, the East Frontage project is fully funded and design has started. We are looking at ways to advance construction, especially at the intersection of Continental Road.

- 110.01, 146.00. For those in the Springs & Canoa Ranch, etc., this is more than a convenience. Single exit is a safety issue.
- Increase safety is a must.
- Project 110.01 would be a nice improvement for access from Canoa Ranch to Santa Rita Springs and would save 12 mile round trips but the project seems too expensive!
- Add connectivity to our system of bike lanes.

3. The Transportation Improvement Program is a financially constrained program, where the cost of the projects cannot exceed the available funding. Federal regulations require that you have an opportunity to comment on this 5-year financial plan explained in the Draft 2008-2012 Pima Association of Government's Transportation Improvement Program in Appendix 2. This section is labeled "Fiscal Constraint Analysis" and shows a year-by-year comparison of available funds, (revenues and expenses) allocated to PAG for the Transportation System.

Please provide any other comments or questions you may have regarding the financial plan.

- None at this time.

- I think this will be a great improvement for those who can really appreciate this service.
- Based on the scope and extent of the proposed roadway improvements, the project appears to be feasible within proposed funding – additional pedestrian and right-of-way enhancement is also needed along with increased pedestrian lighting.
- A cost benefit analysis of the Snyder bridge has been completed and indicates that this bridge is possibly the most cost effective single transportation improvement ever, in Pima County.
- Paving streets with good rubberized pavement and sealed is a savings. The City and County need to look at cost. Use money for streets not walking paths, landscaping on main roads, and walls that do nothing and decorations on roadway.
- The proposed year – to year fiscal plans, if funding is not fully available – then would some plans be slated for later years – if so, on what priority chosen.
- I voted for the sales tax for every half hour on weekends on all routes – this was part of the original plan as outlined in the newspaper – starting with routes 1, 3 & 9, in that order).
- The 6th Ave/18th Street intersection improvements and the 5 Points pedestrian improvements do not require planning time or money for further study. Both are City of Tucson projects and are already completely planned and ready for construction. Digging can start without delays.
- I understand the money is available [for the 5 points project]. Instead of losing the money, just get the project done.
- Regarding financial plan trying to get also private and business people willing to invest money here.
- Not familiar with this program?
- The 5 Points “Enhancement Project” will benefit the whole area including businesses, traffic, neighborhoods... Money is already available please use it!
- Nuts and bolts projects providing connectivity and encouraging alternate transportation modes need to get priority.
- I-19 NB Frontage Rd too long time-wise. Complete by FY 2010. Construct in three phases to get existing part improved by FY 2009.

Pima County Response - In phasing the construction for the project we anticipate beginning construction at the Continental Intersection during the 2008 FY. In addition, we will evaluate the phased approach to help us expedite the overall completion of the roadway.

- Begin the I-10 northbound frontage road ASAP including a safe, functional intersection at Continental Road.

Pima County Response - See previous comments, regarding the potential for phasing construction for the project and beginning at the Continental Intersection in 2008.

- Just remember unincorporated Pima County, particularly the well-populated areas like Green Valley, be financed too, not just the City of Tucson.
- Walking is Green Valley's most popular outdoor activity. Improving and adding sidewalks and multi-use lanes is important, imperative.
- In voting for the RTA plan we were told the East Frontage Road Project in Green Valley would begin in 2 years. From this meeting it appears nothing will happen until 2012 or later.

Pima County Response - See previous comments. The design of the project has begun and we anticipate being complete with the entire section by 2009/2010

- I'm sure you have asked for increased funding because of the exploding population in this area – specifically Pima County.
- Questions raised on Green Valley projects. Answers were “we don't know much about that”. Why are we here?
- Limiting the scope of the 110.1 I-19 frontage Rd. extension would save money, provide extension sooner and provide a simpler and more desirable project that would benefit local residents rather than developers – and be less disruptive to the environment.

Pima County Response - See previous comment. Project is fully funded.

- Can't comment without extended study.
- East I-19 frontage road is delayed too long. Need construction sooner at Continental Road intersection.

Pima County Response - See previous comment.

4. Given the region's limited funding for transportation, please rate the relative importance of the following factors if you were making decisions about which transportation projects to fund in the next five years:

Improve safety

5's-27

4's-7

3-

2-

1-

Provide air quality benefits

5's-15

4's-7

3's-6

2's-2

1-

Relieve congestion

5's-19
4's-6
3's-6
2-
1-

Maintain and preserve... infrastructure

5's-6
4's-11
3's-5
2's-4
1's-1

Support economic development...

5-13
4-3
3-8
2-3
1-

Distribute funds evenly among jurisdictions

5-7
4-4
3-7
2-4
1-4

Provide opportunities for alternative modes of transportation

5-21
4-6
3-2
2-1
1-1

Widen roads to gain capacity

5-4
4-7
3-7
2-7
1-3

Use new technology to gain capacity

5-13
4-9
3-4
2-3
1-

Solve specific problems in my neighborhood

5-14
4-4
3-6
2-3
1-2

Solve major problems on a regional level

5-12
4-9
3-7
2-1
1-

Provide improvements that benefit the greatest number of people

5-15
4-6
3-6
2-2
1-

5. Please provide any other comments or questions you may have regarding the 2008-2012 TIP or TIP planning process.

- None at this time
- I think this will maintain a good relationship to families in all areas of town if we all pitch in together to make this program work.
- It is difficult to get new ideas and transportation modalities into these plans. People need much more exposure (positive) to alternatives besides auto-centric road raceways. Consider the ADOT recommendations of roundabouts to ease congestion and improve flow (check out the ADOT website) – make more education on this.
- Consider modern roundabouts to move more traffic at major intersections. The ADOT website touts roundabouts but no one in Pima County Transportation Department seems to know much about them. If we don't want to be another Phoenix or L.A., we've got to solve problems by thinking "outside the box".
- Why can't we have light rail to Phoenix areas?
- According to maps the transportation improvements are all locations on the northwest of Tucson. When will we see traffic improvement within areas between Campbell to Houghton Rd & ___ to the foothills and south to I-10.
- 22nd St from I-10 to Tucson Blvd. has been talked about for 10 years. Let's get going on it! We need east/west traffic improvements. Right-of-way issues seem to be few. Grant Road is needed but still needs lots of planning. Let's build the 22nd Street project as soon as possible.

- My wife and I own Wanslee Auto Sales at 5 points. We have felt that the two way streets on 6th & Stone will help us and other businesses. Plus help slow down traffic. Also, the improvements on 18th St. sidewalks, lights, etc. would help the neighborhood greatly.
- I hope you will take in consideration the historic component of this area. (from 5 Points Business Coalition member)
- Older city ___ neighborhoods need to be enhanced to encourage density and infill to resolve pollution, provide access to public transit for our aging population.
- Get press to advertise importance of open houses.
- I'll need to study the provided materials distributed today (3-21-07).
- Don't need to expand population beyond water capacity.
- People that purchased homes in the Canoa Ranch area have sold their homes and left the area due to the lack of adequate services and transportation.
- Please investigate an I-10 bypass around Tucson. The current widening project thru Tucson will not be sufficient in the long run.
- I support the city bus industry and believe it should be used wherever possible in order to reduce the number of cars on the road. Widening roads and expanding infrastructure is not the answer to our congestion problems.

Additional Information:

Please provide your five digit zip code (home):

85614 - 14
 85701 - 7
 85704 - 1
 85706 - 1
 85711 - 1
 85712 - 1
 85715 - 1
 85716 - 2
 85719 - 1
 85749 - 1

Do you work in transportation planning?

Yes - 3
 No - 29

Did you find the information you expected at the Open House?

Yes - 19
 No - 5

Did you receive adequate answers to your questions?

Yes - 17

No - 6

Can you suggest ways we might improve the Open House next year?

You are afraid to ask the question scientifically about how much congestion is the right amount, how much is too little, and so we are denied that fundamental fact. The optimal amount has been reached or has been in reach recently. We could still make radical, rational, changes in what constitutes publicly supported infrastructure. The choice is whether we want to spend 'much' less or merely significantly less. Near total safety, less wasted time, and almost every aspect you could survey on can easily be realized if actually planning is performed. (comment received through PAG website)

- It works.
- Sending flyers in the mail informing other communities to join in and participating at these meeting they are important and beneficial
- Provide later hours. 4:30 start time precludes many working people from attending.
- Need to have the open houses after work hours (i.e. 6-8 p.m.). Many people can't get to a meeting at 4:30 p.m. Have more local open houses in neighborhoods to discuss specific projects that will impact those neighborhoods.
- Cancel it – It is a farce and a waste of taxpayer money.
- Need to break down projects and explain the projects and it's cost. Provide information as to why certain areas of the City receive project priorities.
- To reflect on the impact of recent completed projects begun by TIP – and its positive or negative results in the various areas of safety, environmental overall transportation improvement in area.
- No.
- Have a glossary explaining the funding acronyms.
- Be prepared for the jurisdiction where the program is being presented! Improve advertisement of open house!
- When you visit an area like Green Valley, be prepared with GV projects.
- Include presentation start time in publicity.
- Very well conducted!
- Have better details on status of projects in our local area.
- Provide access for more direct input that will affect programs from local participants.
- The open house is a good idea. The Pima County rep should come better informed about local projects.
- Need more advertising of the meeting.