



GroupSystems

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2040-4

2040 RTP Session 4

Session Details:

Start:

End:

Location:

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13

User01

User02

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User06

User07

User08

User09

User10

User11

User12

User14

User16

User18

User20

User99

Name

Email

Session Documents:

Name

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1. Introduction

2. Challenges

1. Uncategorized Ideas

- 1.1. Grade level rail crossings causing back ups of traffic
- 1.2. trying not to hit bicyclists who share the roadway.
- 1.3. no curb cuts or clear bike lanes from neighborhood to cross Speedway
- 1.4. Very few sidewalks!
- 1.5. Trouble seeing at night - many streets are too dark and poorly lit.
- 1.6. crossing major intersections via bicycle
 - 1.6.1. *Which ones?*
- 1.7. Traffic congestion
- 1.8. Timing of lights seems uncoordinated
- 1.9. Back up at freeway entry points
- 1.10. Lack of left-turn green arrows.
- 1.11. Left turn lane back ups
- 1.12. heavy traffic around UA around 8:00 a.m.
- 1.13. Having a safe route to ride a bike in a direct manner.
- 1.14. Poor road conditions
- 1.15. Type you answer here.
- 1.16. Need more bus pull-outs so travel lanes are not disrupted and safety is increased.
- 1.17. work location is too far from home
- 1.18. Timed traffic signals don't make sense after the evening rush hour; Tucson and Glenn comes to mind.
- 1.19. crossing intersections as a pedestrian
 - 1.19.1. *yes, time to cross safely needs to be increased*
- 1.20. Bus routes need multiple changes and an hour long ride to reach destinations
- 1.21. During wet conditions, hard to see centerline of roads
- 1.22. No opportunity to use solar-powered electric transit on Grant Rd
- 1.23. I live close to where I work, so my commute is easy.
- 1.24. potholes!
- 1.25. bicyclists
- 1.26. poorly maintained roads
- 1.27. Having poor intersection crossing for bikes especially in light traffic
- 1.28. Roads don't make me feel safe to walk or bike

1.28.1. I agrees, there is no way I would ever want to ride my bike down broadway or speedway- we need to have REAL designated bike paths/ completely separate from the roadway

- 1.29. people crossing mid-blcok
- 1.30. Need better/cheaper transportation to airports Tucson and Phoenix.
- 1.31. Poor coordination amongst motorists, bicyclists, and pedestrians.
- 1.32. crossing 4 lane arterials especially at ruch hours
- 1.33. left turn when no green arrow
- 1.34. I am retired, but when driving to Tucson I find that the traffic has been unacceptably slower in the las 10 years.
- 1.35. Concern for safety of me and my car at park and ride lot - I do use them occassionally.
- 1.36. cars
- 1.37. hard to travel east-west - no easy thorough fares
- 1.38. poor road maintence all overthe county and cities
- 1.39. too many single occupant vehicles
- 1.40. Bike riders on busy streets without bike lane
- 1.41. Not enough neighborhood businesses or retail to walk or bike to. This forces us to drive to commercial destinations, clogging the roads.

1.41.1. I agree

- 1.42. Lights trigger by a timer
- 1.43. not having good alternative mode crossings or routes
- 1.44. not enought continuous bike lanes in mid-town

1.44.1. We need more bike boulavards N-S & E-W

- 1.45. Trains cause single lane of traffic at the I10 and El Camino Del Cerro to back up due to those turning on to frontage road and those going straight.
- 1.46. no shade along sidewalks
- 1.47. The quality and conditions of the roads are very bad. Especially Ft. Lowel and 4th 'Ave south of Speedway.
- 1.48. slower traffic on single lane roads
- 1.49. n/s traffic congestion on Tucson major streets (Cmpbell, Swan, etc.) not just I-10 problems
- 1.50. Snowbird and student drivers
- 1.51. we need more bus pullouts to improve flow
- 1.52. not enough mixed use, ie, live/work places, in town to minimize commuting
- 1.53. compared to other cities i have live in our rushhour congestion is minimal at this time but coud easely be greatly m
- 1.54. my street was narrowed from 4 lanes to three -- much better. Why isn't theremore street narrowing?
- 1.55. Heavy traffic along Valencia and Kolb
- 1.56. no incentive to carpool
- 1.57. Poor lay out and slow changes to road construction barriers
- 1.58. need to increase the availability of public transportation
- 1.59. we talk about no east-west crosstown route, but north and south streets get the short end of signalization timing
- 1.60. Road construction whichdiverts traffic or closes a lane or two for improvements
- 1.61. A lot of congestion around schools (Tucson High, Mansfeld etc.)
- 1.62. busesstopping to pickup or drop off riders
- 1.63. no synchronized lights on Oracle Rd
- 1.64. There are more pt holes than ever. very dangerous for bikes especially.
- 1.65. lack of shade and green relief along shoulders of roadway
- 1.66. traffic signs indicating that a roa is closed or for traffic to merge and this is no the case

- 1.67. Better bus access to the westside of I-10 at downtown
 - 1.68. insufficient parking during peak time
 - 1.69. Inconsistent signage for bikes at construction sites.
 - 1.70. more mixed-use development! Portland is planning "20-minute neighborhoods". We have to drive to strip malls when we could be getting exercise and enjoying our good weather on foot or bike.
 - 1.71. Good idea to increase local businesses to reduce travel time.
 - 1.72. Tucson doing road work with no warning to drivers.
 - 1.73. drivers pulling into a shopping area of of a bsy street - slows traffic flow
 - 1.74. Poor bike lane maintenance
 - 1.75. Lack of scenic roadways
-

3. Vision

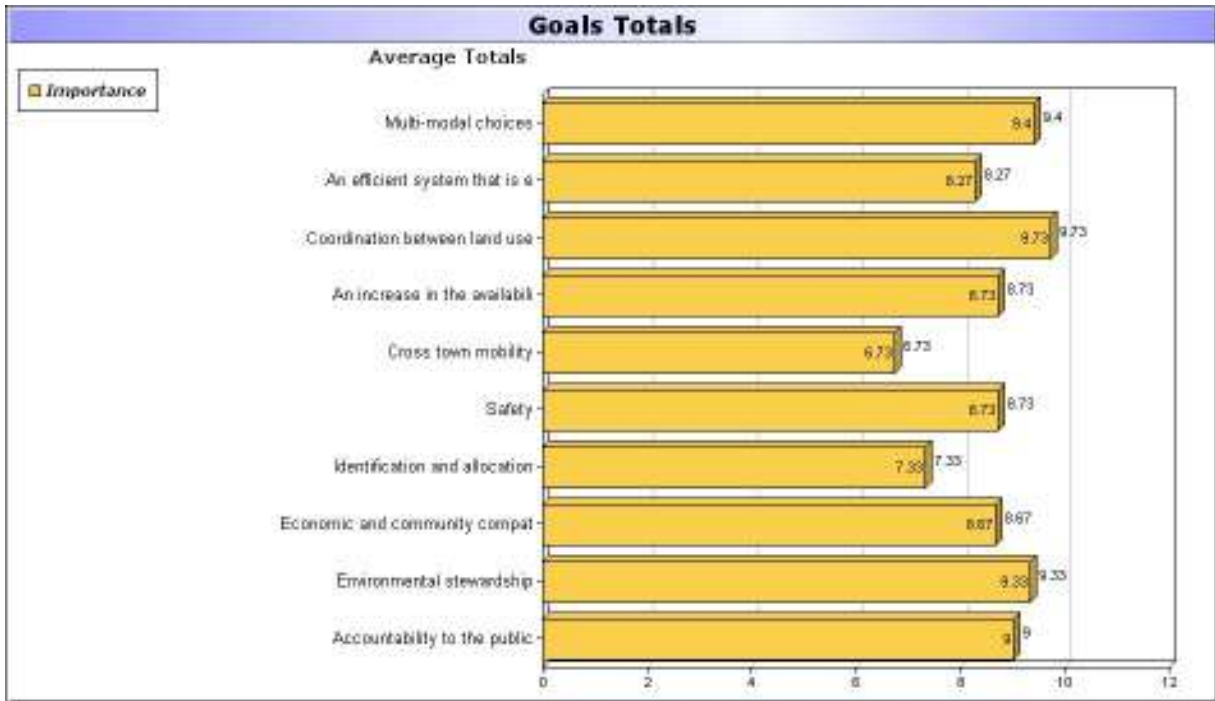
2. Uncategorized Ideas

- 2.1. Transportation integrated with land use and development.
 - 2.1.1. *Excellent, important point!*
- 2.2. I'd like to see more commitment to alternative modes and more of an effort to bring the system into balance.
- 2.3. linking transportation to land use
- 2.4. Sustainable system
- 2.5. service inside outliyin areas in Pima Co., includin in Western PC
- 2.6. Change about the vision: not have it be only "people-focused", but also environmentally focused. Many people are here because of the natural beauty, we need to do EVERYTHING possible to protect it.
 - 2.6.1. *environmetal issue needs to include air andwater*
 - 2.6.2. *Very important to include this.*
- 2.7. Add the something about safety for all people.
- 2.8. We need more information in which direction the City will move over the next 25 years and about how many people will be living here.
- 2.9. don't put business out of business in the process, eg, the RTA
- 2.10. linking transportaton to housing needs and affordability
- 2.11. who cares about the vision, do it already!
- 2.12. using investments in transportation infrastructure to encourage economic development
- 2.13. There is no attention to energy intensiveness nor carbon footprint of our total stem
 - 2.13.1. *good point!*
- 2.14. Needs to reflectneed to minimize impact to environment, wildlife connectivity at landscape level and technologically advanced system
- 2.15. What does "people-focused" mean? It is not clear.
- 2.16. Our transportation system must recognize the broader environmental goals to reduce greenhouse gas missions. The vision statement cannot ignore this ovearching reality
- 2.17. I would add a statement to the end something like: "...that considers the long-term conservation of natural resources and aesthetics."
- 2.18. Don't divide neighborhoods from commercial/businesses with roads.
- 2.19. Include: Environmental impacts - plan for wildlife crossings, take into account habitat fragmentation
- 2.20. don't take the charm out of Tucson by a beautification process

- 2.21. a carbon neutral, regional plan that provides a variety of efficiently linked transportation options for all people.
- 2.22. SUSTAINABLE
- 2.23. convenient public transportation connections between outlying areas and Tucson including to the airport
- 2.24. include in the vision statement: an energy efficient transportation system that honors (blends, is in harmony, integrity) with the human structures already in place
- 2.25. Improve walkability by bringing residential and commercial closer together.
- 2.26. Land use by cities and transportation modes must be linked - density bonuses when located near transit
- 2.27. Need to same something about land uses
- 2.28. We need realistic budgets for transportation projects.
- 2.29. A vision to protect the unique desert character of the region.
- 2.30. I would add to end of staatement: " and significantly reduces per capita, per mile carbon impact of all mobility."
- 2.31. Having been in the Automotve industry for more than 55 years we are a long way from electric vehicles
- 2.32. don't give special treatment to people in areas w/ stronger political clout
- 2.33. Regional system means the Tucson region, I assume, but it should be about connecting to a larger region; Arizona statewide, California, etc.
- 2.34. Moving people, moving goods
- 2.35. realistic budgets of the costs - both capital and operational
- 2.36. add to end of statement: " and significantly rduces per capita, per mile carbon impact of all mobility
- 2.37. # 6 is veryimportant
- 2.38. Is the goal to simply move people around?
- 2.39. Transportation system to blend harmoniously with the environment; that means more than lizards and cheesy public art on the walls of freeways.
- 2.40. I would like to have public transportation instead of using cars for most driving. For long trips I would like to see a fast train system on the model of BART.
- 2.41. Make sure there are stategies to carry out the vision with markers along the way to know we are on target.
- 2.42. Should be compatible with adjacent county plans (where these are inferior, we should bring them up to our standards)
- 2.43. Have you considered looking at the GRITF mission statement?
- 2.44. Is the goal to reduce Vehicle Miles Traveled?
- 2.45. don't bifurcate the process by having a double standard - one for the election to "win" and then one afterwards
- 2.46. Is the goal to reduce demand on existing road infrastructure?
- 2.47. Is the goal to improve air quality?
- 2.48. Science is finding that potential environmental tippin points are arriving much sooner than previously predicted. Prudent policy would have us acting to reduce our carbon footprint asap.

4. Goals

1. Goals Totals



Goals Totals

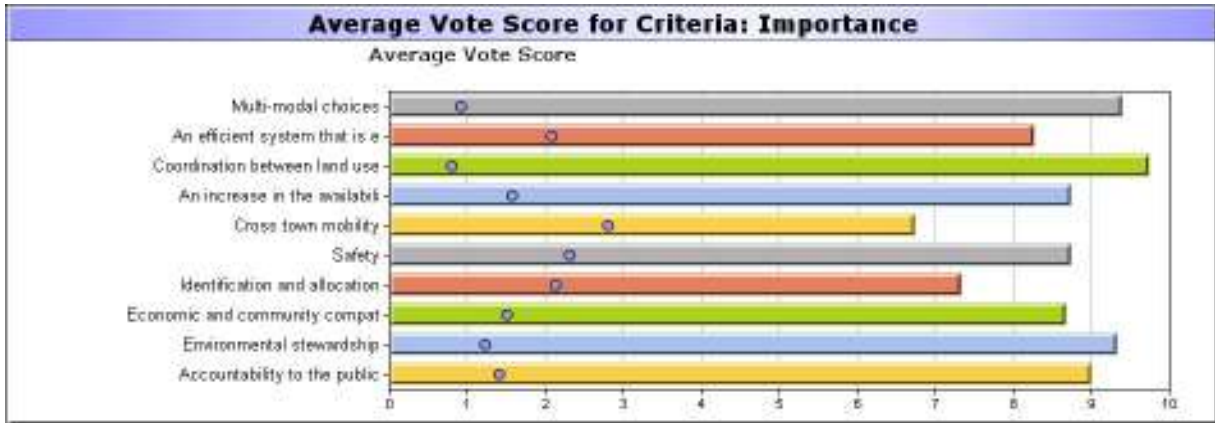
		Criteria:		
		Importance		
		Voting Method: SlidingScale		
#	Ballot Items	Total	Total	Avg. Score
1.	Multi-modal choices	9.40	9.40	9.40
2.	An efficient system that is easy to access and provides mobility	8.27	8.27	8.27
3.	Coordination between land use and transportation	9.73	9.73	9.73
4.	An increase in the availability of affordable, effective public transit	8.73	8.73	8.73
5.	Cross town mobility	6.73	6.73	6.73
6.	Safety	8.73	8.73	8.73
7.	Identification and allocation of funding	7.33	7.33	7.33
8.	Economic and community compatibility	8.67	8.67	8.67
9.	Environmental stewardship	9.33	9.33	9.33
10.	Accountability to the public	9.00	9.00	9.00

Voting Details

Criteria Statistic: Mean. Votes Cast: 15, Abstained: 0

2. Goals Criteria: Importance

Vote Method: SlidingScale



Goals Criteria: Importance

#	Ballot Items	Vote Distribution										Avg. Score	Total	STD	Votes
		1	2	3	4	5	6	7	8	9	10				
1.	Multi-modal choices	-	-	-	-	-	-	-	4	1	10	9.40	141.00	0.91	15
2.	An efficient system that is easy to access and provides mobility	-	-	-	1	2	-	1	2	3	6	8.27	124.00	2.09	15
3.	Coordination between land use and transportation	-	-	-	-	-	-	1	-	1	13	9.73	146.00	0.80	15
4.	An increase in the availability of affordable, effective public transit	-	-	-	-	1	1	-	4	2	7	8.73	131.00	1.58	15
5.	Cross town mobility	-	-	3	1	2	1	2	1	-	5	6.73	101.00	2.81	15
6.	Safety	-	-	1	1	-	-	1	1	1	10	8.73	131.00	2.31	15
7.	Identification and allocation of funding	-	-	-	2	2	1	2	3	2	3	7.33	110.00	2.13	15
8.	Economic and community compatibility	-	-	-	-	1	-	2	3	3	6	8.67	130.00	1.50	15
9.	Environmental stewardship	-	-	-	-	-	1	-	3	-	11	9.33	140.00	1.23	15
10.	Accountability to the public	-	-	-	-	1	-	-	4	2	8	9.00	135.00	1.41	15

Voting Details

Criteria Statistic: Mean. Votes Cast: 15, Abstained: 0

3. Goals Ballot Items with Comments

1. Multi-modal choices

1.1. This is very important. We need to make it easier for people to get around without cars.

1.2. Especially bike lanes and other bike facilities (racks).

2. An efficient system that is easy to access and provides mobility

3. Coordination between land use and transportation

3.1. This is the most important concept here. We need to link transit with smart land use choices. If we choose to be in the suburbs, we have little choice but cars, if we choose urban living environments, we have more transit choices

3.2. Coordination between land use and transportation is the most important thing for effective, livable cities/regions.

3.3. Instead of letting development determine the location of infrastructure, we should target where we want develop and use transportation infrastructure to both direct it and encourage the type of development we want.

- 3.4. It is crucial to make sure we do not do transportation planning in a vacuum. Consider other planning elements.*
4. An increase in the availability of affordable, effective public transit
 5. Cross town mobility
 6. Safety
 - 6.1. restrict cell phones while driving*
 7. Identification and allocation of funding
 - 7.1. what does this mean?*
 8. Economic and community compatibility
 - 8.1. Our regional system is still way to dominated by cars and trucks*
 - 8.2. transportation needs to be linked to affordability and housing*
 9. Environmental stewardship
 - 9.1. Extremely important goal to keep all the postive elements of this place.*
 - 9.2. built environment needs to consider urban environmental issues*
 - 9.3. The definition of Environmental Stewardship needs to be better defined and clear in purpose.*
 - 9.4. The preservation of natural resources is important fo me.*
 - 9.5. Cordination between the RTP and responsidible grot plans for Pia co.*
 - 9.6. No new roads in desert areas.*
 10. Accountability to the public
-

5. Goals

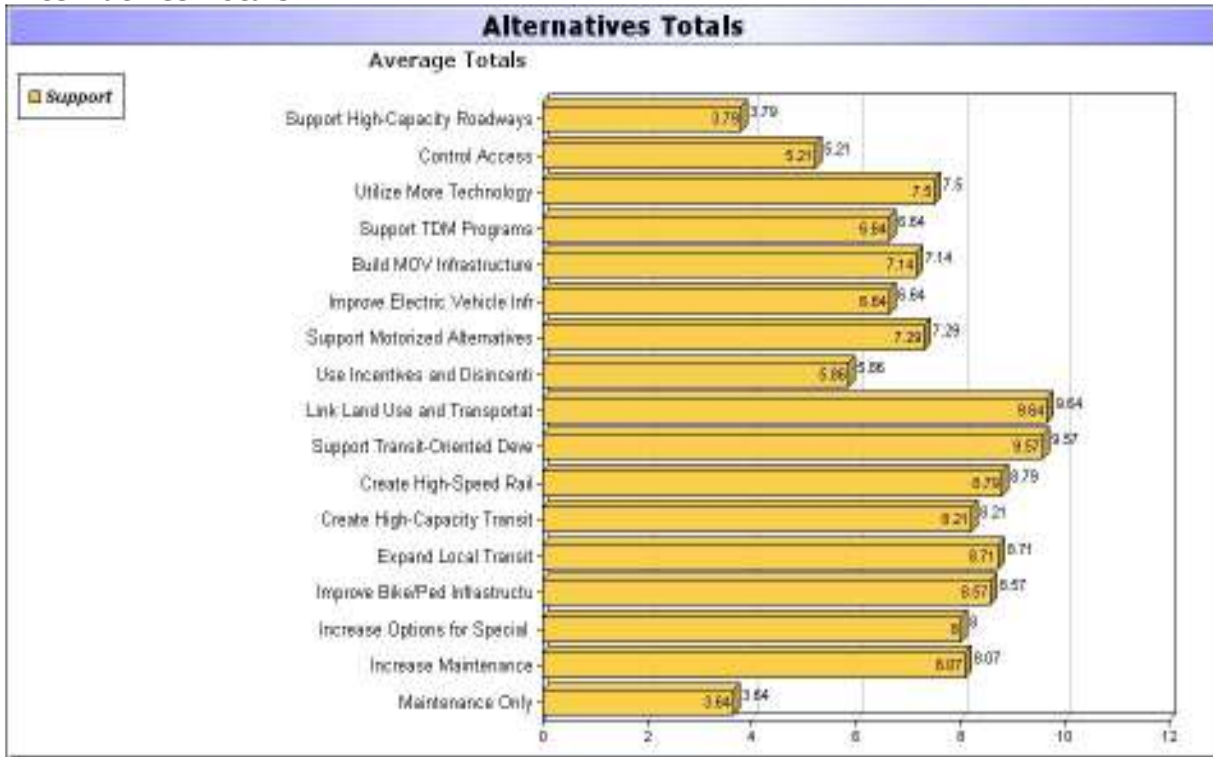
3. Uncategorized Ideas

- 3.1. I would like to see us plan for people not cars.
 - 3.1.1. People of all abilities and using various modes of tran.*
 - 3.1.2. The goals ought to be traced to the mission statement.*
 - 3.1.3. Consider having a destination centric goals to where people tend to go UA, downtown, malls, parks.*
- 3.2. Carbon neutral transportation system
 - 3.2.1. I agree this needs to be included; it is very important!*
- 3.3. transportation is only part of a regional quality of life
- 3.4. Rmping up our solar industry is also a regional priority. We ne to add goal of more mobility powered by solar energy.
- 3.5. Goal # 9 needs to be strenghted to keep the area what many of us moved here for.
- 3.6. fuel efficiency should be considered when making transportation choices
- 3.7. Need more emphasis on land use and transportation coordination.
- 3.8. Better Inter jurisdictional coordination of transportation syytem standards, elements and connections
 - 3.8.1. single jurisdiction cannot do this alone*
 - 3.8.2. transportation and environment are regional issues*
- 3.9. The transportation planning needs to be proactive to direct development where we want it and how we want it.
- 3.10. I think we should have a goal to explore and promote the use of alternative fuels in the County, with consideration of the impacts and economics of using alternative fuels.
- 3.11. let's decrease our use of cars, etc
- 3.12. human health, built environment and urban ecology also need to be integrated into the RTP

- 3.13. Use Portland Oregon as a case study: they don't allow development in an area, until they have installed the infrastructure (lightrail) to serve the community. It is a whole lot easier to put in good infrastructure BEFORE then try to squeeze it in after.
 - 3.13.1. *I like the idea of being forward thinking. A good goal would be to be proactive, rather than reactive.*
 - 3.13.2. *Yes, but as a consequence Portland has less open space in it's city than any other in the west.*
- 3.14. consider evaluating the needs vs. wants of our transportation system
- 3.15. Need less emphasis on cars.
- 3.16. We need market focused transportation approaches, ie: build where people are...
- 3.17. Consider usin greener construction products
- 3.18. consider the albedo effect
 - 3.18.1. *Not to be confused with "libedo"*
 - 3.18.2. *transportation systems are a major contributor to urban head island effects*
- 3.19. Need to have a Goal to commit to better design standards and commitment to new technology integration
- 3.20. consider the albedo effect
- 3.21. Use native vegetation in transportation projects
 - 3.21.1. *sonoran desert is known for its diversity of vegetation - not all are appropriate for an urban setting*
- 3.22. There needs to be a wider recognition that the peak oil and climate change challenge will significantly change the way we move people and goods
- 3.23. Pima Co. needs to make responsible growth plans and coordinate the RTP with them.
- 3.24. Pedestrian-focused design
- 3.25. Cars are the reality now. Individual transportation options are long-term. Each person will always wan to go where they want, when the want. That should be OK.
- 3.26. Get decent people on the City Council who don't cater to developers
- 3.27. #1 I give 10-#2 also give 10- umber 3 a 10 number 4 a 5 and number 6 a 6 number 7 I will give a 7 and number 8 a 10 Number 9 an 8 and numer 9 a 8 number 10 a 10
- 3.28. I agree completely with 13. Transit infrastructure first!
- 3.29. reconsider the width of vehicles as the become more material efficient (narrower roads)
- 3.30. We need to recognize our building codes drive urban form and thus, transportation efficiency. We should change codes and design standards to make built environment more people scale
- 3.31. I would like to see a fast train in the model of BART to Phoenix, with stations every mile or two. It took BART about 20 years to be built. It should be considered now.
- 3.32. Transportation netwoek shouldn't drive growth but respond to it.
- 3.33. Better delineation of what "environmental" means; to me, there is minimizing impact on wild lands and respecting wildlife corridors; there is the environmental qualities of the roads that are built (do we plant palo verdes or palm trees, for example); there's the "greenness" of the technologies and systems themselves in terms of emissions and carbon footprint, and then there is the relationship to the urban form, and what it does to the choices that consumers and travelers make (two-car families, riding transit, living near work, living in lofts versus 3-acre spreads, etc.
- 3.34. #25 - so were horses
- 3.35. Promote use of local expertise

6. Alternatives

1. Alternatives Totals



Alternatives Totals

		Criteria:		
		Support		
		Voting Method: SlidingScale		
#	Ballot Items	Total	Avg. Score	
1.	Support High-Capacity Roadways	3.79	3.79	3.79
2.	Control Access	5.21	5.21	5.21
3.	Utilize More Technology	7.50	7.50	7.50
4.	Support TDM Programs	6.64	6.64	6.64
5.	Build MOV Infrastructure	7.14	7.14	7.14
6.	Improve Electric Vehicle Infrastructure	6.64	6.64	6.64
7.	Support Motorized Alternatives	7.29	7.29	7.29
8.	Use Incentives and Disincentives	5.86	5.86	5.86
9.	Link Land Use and Transportation	9.64	9.64	9.64
10.	Support Transit-Oriented Development	9.57	9.57	9.57
11.	Create High-Speed Rail	8.79	8.79	8.79
12.	Create High-Capacity Transit	8.21	8.21	8.21

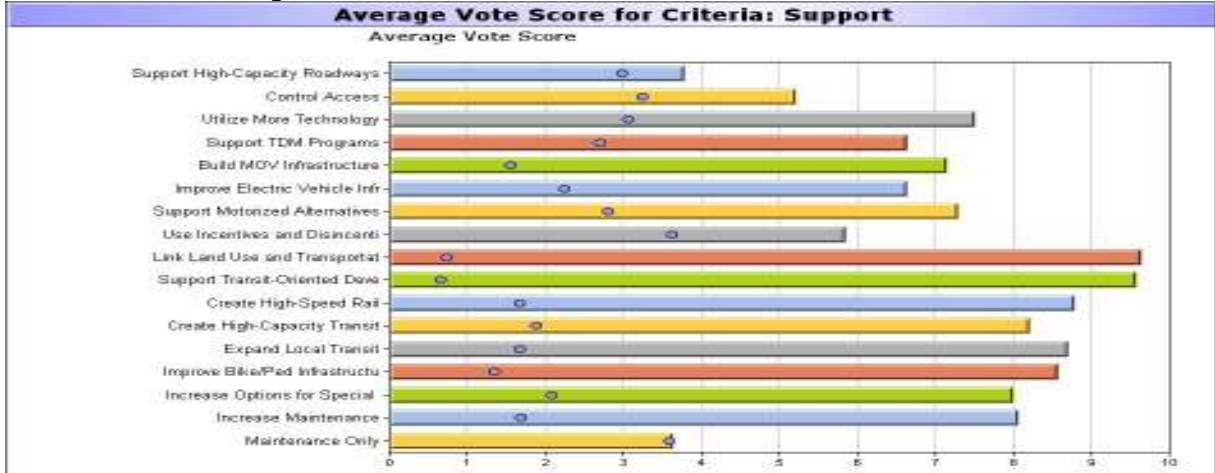
13.	Expand Local Transit	8.71	8.71	8.71
14.	Improve Bike/Ped Infrastructure	8.57	8.57	8.57
15.	Increase Options for Special Needs	8.00	8.00	8.00
16.	Increase Maintenance	8.07	8.07	8.07
17.	Maintenance Only	3.64	3.64	3.64

Voting Details

Criteria Statistic: Mean. Votes Cast: 14, Abstained: 0

2. Alternatives Criteria: Support

Vote Method: SlidingScale



Alternatives Criteria: Support

#	Ballot Items	Vote Distribution										Avg. Score	Total	STD	Votes
		1	2	3	4	5	6	7	8	9	10				
1.	Support High-Capacity Roadways	5	1	1	2	2	1	-	-	1	1	3.79	53.00	2.99	14
2.	Control Access	4	-	1	1	-	-	4	3	-	1	5.21	73.00	3.24	14
3.	Utilize More Technology	1	-	2	-	-	1	-	3	2	5	7.50	105.00	3.06	14
4.	Support TDM Programs	-	1	1	1	3	1	-	3	1	3	6.64	93.00	2.71	14
5.	Build MOV Infrastructure	-	-	-	1	1	2	4	4	1	1	7.14	100.00	1.56	14
6.	Improve Electric Vehicle Infrastructure	-	1	-	1	1	5	1	2	1	2	6.64	93.00	2.24	14
7.	Support Motorized Alternatives	-	2	-	-	2	-	2	2	4	4	7.29	102.00	2.81	14
8.	Use Incentives and Disincentives	3	-	2	1	1	-	-	2	2	3	5.86	82.00	3.63	14
9.	Link Land Use and Transportation	-	-	-	-	-	-	-	2	1	11	9.64	135.00	0.74	14
10.	Support Transit-Oriented Development	-	-	-	-	-	-	-	1	4	9	9.57	134.00	0.65	14
11.	Create High-Speed Rail	-	-	-	1	-	-	-	5	1	7	8.79	123.00	1.67	14
12.	Create High-Capacity Transit	-	-	-	1	1	-	1	5	1	5	8.21	115.00	1.89	14
13.	Expand Local Transit	-	-	-	-	1	1	1	2	2	7	8.71	122.00	1.68	14
14.	Improve Bike/Ped Infrastructure	-	-	-	-	-	1	2	4	2	5	8.57	120.00	1.34	14
15.	Increase Options for Special Needs	-	-	-	-	2	3	1	1	1	6	8.00	112.00	2.08	14

16.	Increase Maintenance	-	-	-	-	1	2	2	3	2	4	8.07	113.00	1.69	14
17.	Maintenance Only	5	5	-	-	-	-	-	2	-	2	3.64	51.00	3.59	14

Voting Details

Criteria Statistic: Mean. Votes Cast: 14, Abstained: 0

3. Alternatives Ballot Items with Comments

1. Support High-Capacity Roadways
2. Control Access
3. Utilize More Technology
4. Support TDM Programs
5. Build MOV Infrastructure
6. Improve Electric Vehicle Infrastructure
 - 6.1. *Any governmental assistance should be fund neutral going in*
7. Support Motorized Alternatives
 - 7.1. *The easier to use alternate modes the more people will use them.*
 - 7.2. *#7 and # 14 ned to includ golf carts*
8. Use Incentives and Disincentives
9. Link Land Use and Transportation
 - 9.1. *Critically important.*
 - 9.2. *smart growth an growth management principles should be the driver of transportation systems*
 - 9.3. *Transit corridors first then land-use follows.*
 - 9.4. *We need to scrap our dated land use codesand adopt form-based codes*
 - 9.5. *Once again, this is the most important aspect!*
10. Support Transit-Oriented Development
 - 10.1. *TOD should be the only form of development supported by local jurisdictions*
 - 10.2. *I support this more for the former and less for the latter. Promote infill and compactness.*
 - 10.3. *TOD really should add to the variety of housing stock available in neighborhoods and should consider some aspect of affordability*
 - 10.4. *Neighborhood residents and associations need to get on board with infill in their neighborhoods. Reduce NIMBYism*
 - 10.5. *TOD will improve quality of life for residents in lower-density housing nearby; more walkable commercial opportunities*
11. Create High-Speed Rail
 - 11.1. *Inner-city lightrail - not only Tucson to Phoenix*
 - 11.2. *This constitutes one of the biggest economic developmnt opportunities for the state if we make it solar powered*
 - 11.3. *Agreed. But intercity rail would be wonderful too.*
 - 11.4. *Solar powered high speed rail?*
 - 11.5. *Not only link Phoenix and Tucson, but Phoenix and Los Angeles. LA and Phoenix have strong economic development connections. Ever try to book a flight to LA? They*
 - 11.6. *The flights are packed!*
 - 11.7. *Tucson to Nogales too*
12. Create High-Capacity Transit
13. Expand Local Transit
14. Improve Bike/Ped Infrastructure
 - 14.1. *The better the facilities, the more they will be used. Gas prices will rise again and again*
 - 14.2. *land use and designing for safety via urban ecology principles will further enviromental quality*

14.3. We not only need better infrastructure, we need more safety enforcement. Tucson claims to be bike friendly, but a bicyclists risk their lives biking around Tucson and the police are not helpful at all!!!

15. Increase Options for Special Needs

15.1. Do more to give elderly drivers options so they can stop driving when they need to, but still retain their independence.

15.2. Policy analysis needs to look at cost/benefit for population being served

16. Increase Maintenance

17. Maintenance Only

17.1. don't build if we can't maintain

17.2. I like the idea of making what we have better rather than building new.

7. Alternatives

4. Uncategorized Ideas

4.1. Teleportation! Beam me up Scotty!

4.2. Move toward a carbon neutral transportation system

4.2.1. I would rather burn oil than food.

4.3. I like the idea of supporting alternative fuels for transportation as long as they are environmentally friendly and protect our natural resources.

4.4. Short and long term planning for carbon mitigation. Early upfront action best leverages mitigating global warming.

4.5. Consider implementing drive by wire into new roadways for future use.

4.6. linking urban ecology principles to design of transportation corridors

4.7. Need to stress #'s 9, 10 and 16.

4.8. Overall the various policy alternatives need to have a detailed cost/benefit analysis to fairly evaluate prioritization for implementation

4.9. Integrate TOD with all corridors that are rebuilt. Grant Road, Broadway

4.10. Complete Streets concepts. Streets that consider multiple modes in one corridor.

4.11. Reduce Vehicle Miles traveled.

4.12. Have a sliding scale for taxing vehicles: large and heavy vehicles like Hummers and SUVs should be taxed more, as they cause more wear and tear on the roads. Additionally, hybrids, bio-diesel and electric cars should be taxed less, as their carbon footprint is smaller.

4.13. Link transportation activities to local expertise and businesses - help our local economy.

4.14. Integrating bikes and other alternate modes with mass transit. The plan should attempt to integrate the various options.

4.15. encourage the increase in solar-powered mobility including electric bikes, plug-in hybrid vehicles, electric trolleys, solar street cars, light rail, and commuter rail.

4.15.1. this could also integrate landscape/pedestrian system

4.16. The movement of goods has been completely left out of these plans. If we can also improve the movement of goods, then capacity is available for people. For example, moving goods on trains rather than trucks adds interstate capacity.

4.17. Eliminate free parking

4.18. a pool of alternative fuel vehicles for rent in key locations around the city and densely populated areas - people could purchase an access card that would allow them to sign out a vehicle for use - this system would complement a mass transit system

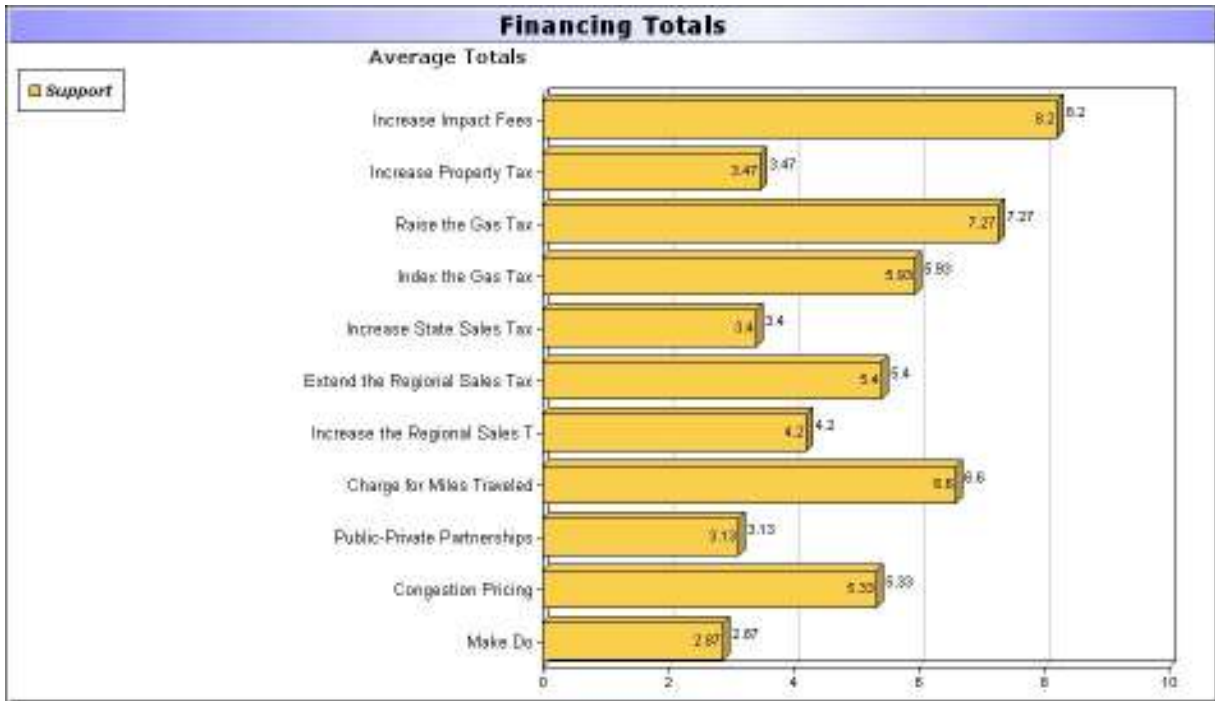
4.19. Focus on nodes of employment and develop housing and commercial activity near them, link them well

- 4.20. Reducing roads and replacing them with native vegetation corridors
- 4.21. Need more traffic calming measures in neighborhoods such as bulbouts, chicanes, speed humps, grade separated sidewalks.
 - 4.21.1. *include roundabouts*
 - 4.21.2. *Work with employers to encourage alternate modes*
 - 4.21.3. *provide roadway landscaping to visually slow traffic*
- 4.22. Create more incentives for alternative forms of transportation
- 4.23. Work in coordination with other jurisdictions to be more efficient and promote worthy goals over a wider area.
- 4.24. Using streets to harvest stormwater
 - 4.24.1. *will that be environmentally friendly? Isn't the water and oil and rubber off the roads bad for the ground water?*
 - 4.24.2. *Plants and soil infiltration will clean the water of many of the contaminants before it reaches the groundwater. You can use that water to naturally water native trees, which will shade the road, and keep help to mitigate the urban heat island effect.*
 - 4.24.3. *and provide resource for landscaping and increasing urban ecology*
- 4.25. We must start NOW on the carbon problem. Can't wait until 2030 to implement
- 4.26. Try to influence the legislature to adopt the Oregon land use system
 - 4.26.1. *You already have it, its called the Sonoran Desert protection plan and Indian Nations. You have natural growth boundaries without the political football of growth limits.*
- 4.27. There is no mention of connecting modes of transportation, i.e. connecting people and goods traveling by air or rail to roads etc.
- 4.28. encourage companies to have flex work hours to better co-ordinate car pooling, etc
- 4.29. There is nothing stated about preserving Wildlife Corridors and Habitat.
 - 4.29.1. *good point. I second that!*
- 4.30. Does the new modern streetcar let people bring their bikes on it?
 - 4.30.1. *Yes, I believe it will.*
- 4.31. Park and ride lots are the simple solution to gathering people together for mass transit/carpool. We need more sophisticated thoughts and solutions.
 - 4.31.1. *agree -*
 - 4.31.2. *land use and linking where people live to where they work, play and shop critiical - land use linkage*
- 4.32. Use air rights over freeways, rather than tearing up Avra Valley
- 4.33. I agree with #29!
- 4.34. I think the people in this session should be appointed to oerse transportation planning in the egion!
- 4.35. encourage more work at home programs for those that like it, and don't need as much socializing at work
 - 4.35.1. *Socializing at work is extremely important for mental health! People who work from home tend to get overly isolated and depressed.*
- 4.36. Build vertically, not horizontally
- 4.37. No roads through the Tortolitas!
 - 4.37.1. *agreed!*
 - 4.37.2. *I second that!*
 - 4.37.3. *Some areas should be off limits. Follow local environmental planning efforts like the SDCP and Habitat Conservation plans.*
- 4.38. Land bridges for Wildlife crossings
- 4.39. improve transportation systems to Tucson and Phoenix airports
 - 4.39.1. *larger regional connection is a must*
 - 4.39.2. *all the cog's should be working together for the larger statewide system*

- 4.39.3. *PAG, CAAG, and MAG play together? What a concept! I totally agree! Could Tucson and Mesa and Phoenix actually sit down and get along?*
 - 4.40. Put the roads underground
 - 4.41. # 1 is an advanced technique for those so inclined!
 - 4.42. What about personalized air travel? Cars in the air?
 - 4.43. Urban design first and then add transportation network that best utilizes the other alternatives. Don't fall into the ...build it and they will come syndrome we've followed in past
 - 4.44. Protect key natural resource areas.
 - 4.45. Narrower lanes
 - 4.45.1. *Excellent idea for making traffic slower and safer!*
 - 4.45.2. *I agree*
 - 4.46. No one-way streets downtown
 - 4.47. Protect wildlife corridors, as the Tortolita-catalinas.
 - 4.48. Any corridors that are rebuilt, such as Grant Road, prohibit parking lots in front. Bring the buildings to the front lot-line, promotes walking
 - 4.49. Make it an absolute priority to protect our watercourses - don't allow development of any kind, including roads within 100 yards of the water course
 - 4.50. You should never have wide city streets that don't have tall buildings next to them. Low density development next to wide roads doesn't work anymore. Actually, it never did.
 - 4.51. Reduce impacts to our local washes, rivers, and drainages.
 - 4.52. Don't bail out GM, FORD and Chrysler - call your congressperson
 - 4.53. Think about planning so we don't need a bunch more traffic - infill, cluster, mixed use developments, etc.
 - 4.54. Walking and bicycling paths along secondary washes, not just Rillito and Santa Cruz
 - 4.55. Bring more native wildlife species into the cit
-

8. Financing

1. Financing Totals



Financing Totals

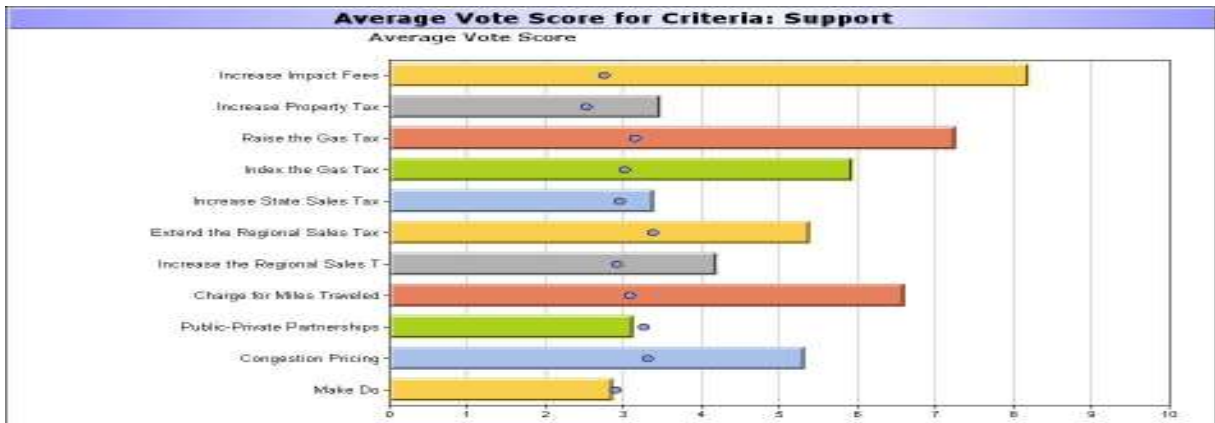
		Criteria:		
		Support		
		Voting Method: SlidingScale		
#	Ballot Items	Total	Avg. Score	
1.	Increase Impact Fees	8.20	8.20	8.20
2.	Increase Property Tax	3.47	3.47	3.47
3.	Raise the Gas Tax	7.27	7.27	7.27
4.	Index the Gas Tax	5.93	5.93	5.93
5.	Increase State Sales Tax	3.40	3.40	3.40
6.	Extend the Regional Sales Tax	5.40	5.40	5.40
7.	Increase the Regional Sales Tax	4.20	4.20	4.20
8.	Charge for Miles Traveled	6.60	6.60	6.60
9.	Public-Private Partnerships	3.13	3.13	3.13
10.	Congestion Pricing	5.33	5.33	5.33
11.	Make Do	2.87	2.87	2.87

Voting Details

Criteria Statistic: Mean. Votes Cast: 15, Abstained: 0

2. Financing Criteria: Support

Vote Method: SlidingScale



Financing Criteria: Support

#	Ballot Items	Vote Distribution										Avg. Score	Total	STD	Votes
		1	2	3	4	5	6	7	8	9	10				
1.	Increase Impact Fees	1	-	-	1	1	-	-	3	1	8	8.20	123.00	2.76	15
2.	Increase Property Tax	3	4	2	3	-	1	1	-	-	1	3.47	52.00	2.53	15
3.	Raise the Gas Tax	1	-	1	2	1	1	-	2	-	7	7.27	109.00	3.15	15
4.	Index the Gas Tax	2	1	-	2	1	1	3	2	1	2	5.93	89.00	3.01	15
5.	Increase State Sales Tax	7	1	-	3	-	2	-	1	-	1	3.40	51.00	2.95	15
6.	Extend the Regional Sales Tax	3	1	-	3	2	-	-	3	-	3	5.40	81.00	3.38	15
7.	Increase the Regional Sales Tax	5	-	-	3	4	-	1	-	1	1	4.20	63.00	2.91	15
8.	Charge for Miles Traveled	2	1	-	-	1	2	-	6	-	3	6.60	99.00	3.09	15
9.	Public-Private Partnerships	8	2	1	-	-	2	-	-	-	2	3.13	47.00	3.27	15
10.	Congestion Pricing	3	1	1	1	2	1	2	1	-	3	5.33	80.00	3.31	15
11.	Make Do	6	5	1	-	1	-	-	-	1	1	2.87	43.00	2.90	15

Voting Details

Criteria Statistic: Mean. Votes Cast: 15, Abstained: 0

3. Financing Ballot Items with Comments

1. Increase Impact Fees

- 1.1. *the further out, the higher fees*
- 1.2. *Again, tax heavier and larger vehicles more*
- 1.3. *If you are going to increase the need, you ought to pay.*
- 1.4. *Taxing heavier and larger vehicles more increases costs of goods and hurts low income residents*
- 1.5. *the need of what? moving goods or wear on roads with heavier vehicle*
- 1.6. *Impact fees are getting too high as it is. This is not panacea.*
- 1.7. *What about Hummers and Expeditions?*
- 1.8. *Impact fees are passed on to the buyer. As it is, many of our children who were born in Tucson can not afford homes*

2. Increase Property Tax

- 2.1. *if you factor in higher taxes proportional to the distance from center town*
- 2.2. *I don't think this is the answer*
- 2.3. *Definitely not, directly link cost impacts to personal use*
- 2.4. *which town center?*

3. Raise the Gas Tax

- 3.1. *Or charge sales tax on gasoline sales in addition to gas tax.*

- 3.2. there should be allowances for regional setting of gas tax*
 - 4. Index the Gas Tax
 - 5. Increase State Sales Tax
 - 5.1. Too regressive.*
 - 5.2. Regressive taxes are not the answer.*
 - 6. Extend the Regional Sales Tax
 - 6.1. Don't extend existing plan until we reevaluate the dominant strategy of road-building*
 - 7. Increase the Regional Sales Tax
 - 8. Charge for Miles Traveled
 - 8.1. This sounds very interesting, I'd like more information*
 - 9. Public-Private Partnerships
 - 9.1. A good idea but don't like tolls as primary use of these partnerships*
 - 10. Congestion Pricing
 - 10.1. I'm a big fan of this!*
 - 10.2. I like the idea of providing incentives and disincentives.*
 - 11. Make Do
 - 11.1. It is pretty obvious we cannot keep going the way we have been.*
 - 11.2. amen!*
-

9. Financing

5. Uncategorized Ideas

- 5.1. Raise vehicle registration fees
 - 5.1.1. Especially for high gas users.*
- 5.2. Lobby for BIG federal GREEN JOBS program
- 5.3. National carbon tx
- 5.4. higher fees for gas hogs
- 5.5. Technology that tracks
- 5.6. I like the idea of a toll, like #9, but would rather see it be a public toll road so the money comes back to the County and rolled back into transportation.
 - 5.6.1. I agree, I don't like the idea of privatizing roads*
 - 5.6.2. if i remember from history, this was sort of like highway robbery when it was private*
 - 5.6.3. road privitization negativey impacts low income people*
- 5.7. Higher impact fees or property tax the further from transportation options. The fewer the options, the higher the fees.
- 5.8. What about passing some of the costs on to the trucking industry or other businesses that use roads, etc. heavily
- 5.9. Do not dedicate any transportation funding w/o first determining mobility goals - what do we need to transport and how best
- 5.10. Give tax credits or other incentives to people for living close to where they live and work
 - 5.10.1. positive incentives are good*
 - 5.10.2. Already in place, it's called using less gas and paying less gas tax*
 - 5.10.3. would need to figure out how to pay for the incentive*
 - 5.10.4. could offer a tax break*
- 5.11. Technology that tracks vehicle miles traveled and charges accordingly
- 5.12. Higher tax on less fuel efficient vehicles.
- 5.13. I like #10
- 5.14. Cost share with other municipalities or entities.

- 5.14.1. *good approach for alternative for larger state-wide projects that would connect the urban areas*
 - 5.15. Combine #3 and #4; go ahead and increase the gas tax and, at the same time, index it with inflation.
 - 5.16. I like #10 too.
 - 5.17. federal infrastructure money
 - 5.18. consider a construction or building tax
 - 5.18.1. *This is a good idea and has been used successfully in some of the jurisdictions.*
 - 5.18.2. *This is in place - it is called impact fees.*
 - 5.19. Ask Obama
 - 5.19.1. *his answer would be vague*
 - 5.19.2. *After you ask him about change, that is all you will have left in your pocket...*
 - 5.20. Create funding mechanisms where individuals are/and can be responsible for their own impact
 - 5.21. Consider western toll roads
 - 5.22. finance for the least able amongst us
 - 5.22.1. *handouts?*
 - 5.23. # 6; Yes, it we have to have toll roads, keep them owned by the public.
 - 5.24. I like #3
 - 5.25. Annexation of the Foothills, Casas Adobes, and Palo Verde/Ajo area to get more of our share of state-shared revenue. But this depends on the residents and businesses in those areas having confidence in the City of Tucson's ability to deliver services and manage a decent city; COT needs to get its act together to show it is responsible.
 - 5.26. Reduce cost of transportation per person by investing in public transportation.
 - 5.27. Carbon impact tax/fee
 - 5.28. Use Rio Nuevo dollars on modern streetcar if necessary, before the legislature takes it away
-

10. Break

11. Projects

6. Uncategorized Ideas

- 6.1. High-speed rail between Nogales and Prescott, going through Casa Grande
- 6.2. Create a program to encourage bike usage for local shopping and commuting
- 6.3. Expand modern streetcar/light rail
- 6.4. program to educate the public on the need to reduce carbon emission and develop consensus on carbon reduction goals.
- 6.5. SMART Car, or ZIP car, car-sharing
- 6.6. Regional Transit: within Tucson, lightrail
- 6.7. Expand bicycle network
- 6.8. for safety purposes, give the freshmen at the UofA and Pima orientations how to safely cross the streets
- 6.9. expand travel reduction program
- 6.10. High speed rail from Phoenix to Tucson going through Florence and Queen Creek
- 6.11. Get commuter traffic off Gates Pass Road and build bike lane along Gates Pass and Kinney Road through Tucson Mountain Park

- 6.11.1. *sort of like sabino canyon, no cars at all?*
- 6.12. what is th system they have in Sweden - is it a personal transit car?
- 6.13. inter-city passenger rail
- 6.14. safe, warm/cool waiting areas for those waiting to ride the bus
- 6.15. Encourage employers to support alternate modes such as bikes.
- 6.16. Light rail along Oracle, Campbell/Kino, 6th Ave., Broadway, Grant
- 6.17. Projects to increase bus, train, rail use.
- 6.18. Zero tolerance program for violence against bicyclists
- 6.19. Compressed Air Technology (CAT) development and promotion
- 6.20. fix the left turn lights so they pick up on when vehicles are there when the green arrow light comes on
- 6.21. Commuter Rail or Busses
- 6.22. For the love of all that is good in the world could we have an easier way to get from I-10 to the Broadway and Camino Seco area?
- 6.22.1. *Aviation corridor.*
- 6.22.2. *How 'bout an evil belt route or greenway?*
- 6.23. electric high capacity transit improvements and expansion
- 6.24. create urban landscape and ecology projects along all pedestrian corridors
- 6.25. There should be a program that provides incentives for projects that support infill.
- 6.25.1. *Great suggestion*
- 6.26. Construct an integrated River pathway multi use trail system in Tucson basin
- 6.27. Have car free events to promote alternate modes.
- 6.28. travel reduction opportunities
- 6.29. Build commuter rails in the Houghton Master Plan Area, the southlands and westside BEFORE it is built up so there is less disruption and more coordination with land use planning.
- 6.29.1. *this is so common sense and so important that I dont' understand why this isn't done*
- 6.30. people mover in densely popuated areas -- above the roads so as not to compete for space
- 6.31. NEV or CAT programs to reduce carbon emissions
- 6.32. Regional Travel Demand management Program - I support
- 6.33. Commuter rail
- 6.34. interstate and intercity freewas must e constructed by visionaries who has agood de of how the city will expand and be ahead of the game not behind
- 6.35. Bike lanes in protected bike-only zones; this is the only way to get ridership up.
- 6.36. Link the border with some kind of mass transit, preferably part of the rail system.
- 6.36.1. *Yes, link border, Tucson, Phoenix,Flagstaff, etc. with rail for people and freight.*
- 6.36.2. *LA is an important link economically as well.*
- 6.37. community edication on the large benefits of transit oriented development
- 6.38. Major upgrades to public transit stops to encourage non-traditional riders.
- 6.39. Require carbon offsets for flights arriving and departing TIA
- 6.39.1. *Yes. Great way to completely kill off TIA.*
- 6.40. create urban ecology program to increase awareness of importance of landscape to healthy living
- 6.40.1. *cool, but who's going to pay for it?*
- 6.40.2. *and include public art as we are doing nw.*
- 6.41. Pima Co., all the cities, and (somehow)the unincorporated areas develop a sustainble growth plan (that they stick too) and plan transportation around that.
- 6.42. Widen I-10 and I-19, but incorporate ROW for trains and light rail, also use airspace above.

- 6.43. All transportation projects should include elements that address habitat connectivity, the protection of important natural resources, wildlife crossings, etc.
- 6.43.1. *Vert important.*
- 6.44. recognize growing need for better bike and walking infrastructure
- 6.45. Establish electric charging and compressed air charging stations
- 6.46. True bicycle paths - not of the crappy 8' wide lanes you have to share with cars that go 60 miles an hour. A bike/multiuse path separated from cars by a landscape buffer
- 6.47. Need I-10 to I-19 link that bypasses downtown Tucson, perhaps a truck route (would be good smuggling route as well)
- 6.48. Don't widen Alvernon
- 6.49. include line item budget funding for all sidewalk and bike lane improvement projects
- 6.50. Incentivise none gas powered vehicles of all sorts.
- 6.51. There should be some sort of assessment done to look at removing roads that are not necessary.
- 6.52. Develop commuter designed bike ways along key River park access links to roadway network
- 6.53. Tucson commuter rail preferably underground.
- 6.54. A bike share program - have bikes everywhere that people can ride then leave - like Amsterdam
- 6.55. High speed rail to link to states N,S,E, and W
- 6.56. instead of adding a new run way to the Tucson Airport why not build an airport between Tucson and Phoenix - I realize neither Phx or Tucson want to give up the revenue, but air quality, etc. would be a selling point
- 6.57. Modern Streetcar expansion, up and down Campbell, east on Broadway; light rail as alternative to streetcar circulator
- 6.58. Neighborhood traffic calming projects to keep traffic on major arterials and prevent cut through of neighborhoods
- 6.59. Increase local bus routes
- 6.60. Better sidewalk with shade to encourage walking
- 6.61. Pedestrian focused streets
- 6.62. comprehensive integrated transit system that includes light rail/modern streetcar, bus rapid transit, and buses.
- 6.63. Expand safe routes to include all schools.
- 6.64. Use smaller buses as needed; oft-heard complaint of large buses with few passengers
- 6.64.1. *great idea, like in Phx area*
- 6.65. Do a lot more to coordinate modes of transportation: bike and bus/ air and road / pedestrians and rail etc. etc.
- 6.65.1. *linking of various transportation systems to land use*
- 6.65.2. *Agreed*
- 6.66. Could we quiet the dang trains that pass through downtown every 30 minutes? No wonder nobody will live down here...
- 6.67. Complete Streets, with attractive walking areas and separate bike lanes
- 6.68. develop a downtown vehicle share program
- 6.69. Upgrade Sandario Road to at least a parkway to handle traffic on west side and link to upgraded Ajo Way
- 6.70. use of transit system to deliver goods during night
- 6.71. I toally agree wih the Regional port athority with an intermdal por near Benson to bypass the congestion of dowltown Tucson

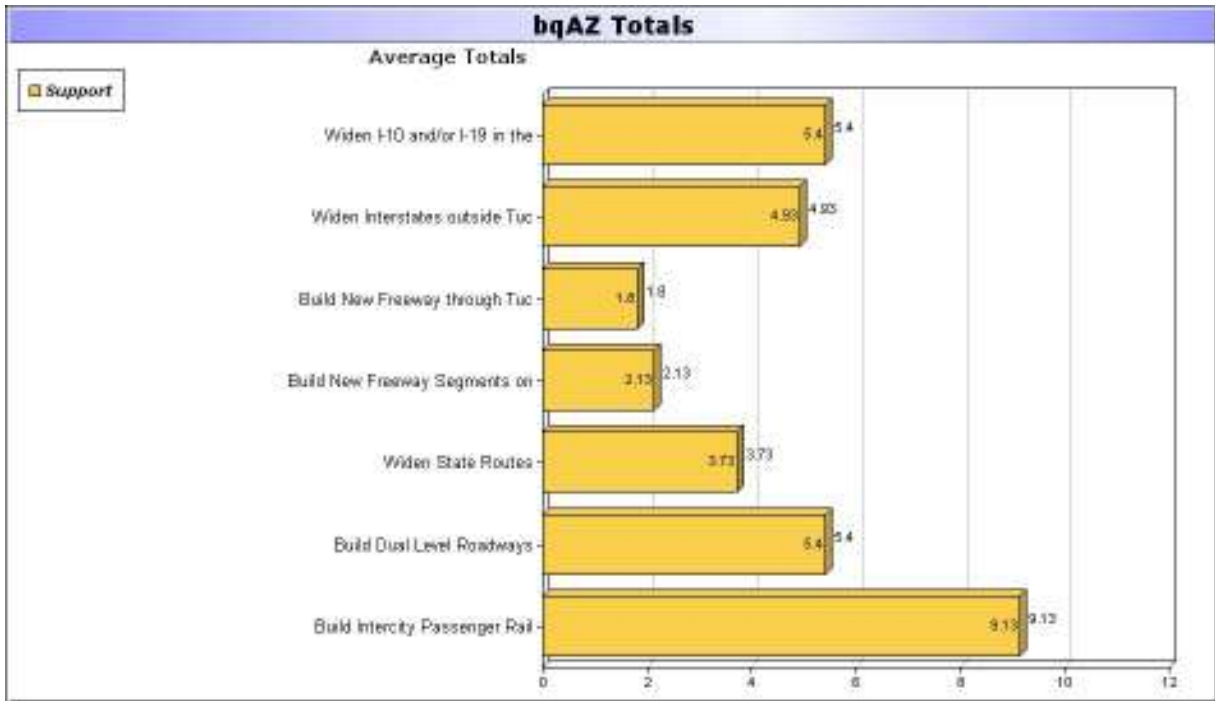
- 6.71.1. *I think this is a very bad project, and would negatively impact Tucson. Read the report - it would do much except some beautiful, pristine desert, and screw up wildlife migration routes*
- 6.72. Intercity passenger rail starting with Tucson to Phoenix, then expanding north from Phx and south from Tucson
- 6.73. Make public safety number one priority.
- 6.74. How about some kind of lift from the valley up Mt. Lemmon so cars don't need to drive up there?
- 6.75. Utilize an environmentally sensitive road design for projects in areas of environmental sensitivity.
- 6.76. Program incentives to get older polluting cars off the streets
- 6.77. The existing railroads take a very primadonna view of themselves and do not play well with others - that has to change so they are better team players.
- 6.78. helicopter ports for cross town travel
- 6.79. Regional Port Authority; isn't that the "inland port" system that Walkup and TREO have been yakking about for years?
- 6.80. Wildlife Corridors and Habitat Preservation - Animals need to get around too!
- 6.81. Utilize native plants in all transportation landscaping
- 6.82. put the light rail above the road ways
- 6.83. Penalize car driving to downtown by increasing parking fees
- 6.84. Transport up the CAP canal to phoenix on high speed boat system
- 6.85. Create a program that will embarrass Phoenix into following our Green lead
- 6.86. Develop Downtown Tucson with more employment so that there is better transit utilization, making the whole system more efficient.
- 6.87. what is the Regional Port Authority
- 6.88. Include a program of invasive species prevention and control along all roadways.
- 6.89. Need place in downtown Tucson to park my horse!
- 6.90. Pima County: stop buying up office buildings and driving out downtown employment!
- 6.91. connect Santa Cruz - Rillito - Pantano - Aviation linear parks
- 6.92. I also agree with a highspeed intercity passenger rail line to Phoenix but the line should start in Nogales
- 6.93. Establish wildlife corridors and crossing points into design of Silverbell widening from Ina to Grant
- 6.94. Conversion of downtown streets to 2-way traffic.
- 6.95. Help older drivers get off the roads sooner! Maintain their independence by providing REAL options that can get them where they want to go when without making them second class with volunteer handouts.
- 6.96. Need to bring back horse powered buggies...the ultimate in carbon reduction...can use the waste to fertilize native plants
- 6.97. Reject the proposed I-10 bypass route; any proposed I-10 bypass for that matter.
- 6.98. Bicycle boulevards, yes
- 6.98.1. *connect bike boulevards to public school facilities*
- 6.99. Get all rail crossings to above grade from Tangerine south
- 6.100. Build major park and rides lots, covered with solar panels and rainwater harvesting systems on the outskirts of Tucson and linked to frequent transit into UA and downtown
- 6.100.1. *park & ride facilities can also go upward*
- 6.100.2. *Excellent, other countries (South Africa, for example) has many shaded public parking.*
- 6.101. link 3rd street & Aviation bike paths (E-W) routes with more N-S routes (such as Mountain Ave)

- 6.102. Where right turn lanes have taken over the bike lane, make it legal for the bike to use the right turn lane to continue straight.
- 6.103. have school districts coordinate with other mass transit systems and get the buses out of the neighborhoods as much as possible
- 6.104. Pinal Co is going to build in excess of 53,000 homes in Falcon Valley. Oro Valley is going to add 16,000 DU. There is Catalina, Oracle, Mammoth, Los Cordones and further OV expansion planned. The occupants are going to use HY 77 to work in Tucson. Not even a 12 lane road may work. And a wildlife corridor is supposed to go accross the road. Nice challenge for PAG planners!
- 6.105. get rid of parking meters so the police dept can do more important things. the cost of removal s/ relatively low
- 6.106. EXTend modern streetcar west to St. Mary's and Pima College
- 6.107. Get rid of the plan to create a bypass around Tucson via Benson -bad project
- 6.108. Make all bridges associated with transportation projects bat friendly.
- 6.109. Remove all "bike lane end" signs and replace them with "share the road" signs.
- 6.110. High speed rail going to phoenix
 - 6.110.1. *with Casa Grande between, even light rail from Phoenix airport connecting with Casa Grande, Gila Reservation and down to Tucson would be great*
 - 6.110.2. *This must go through Florence and Queen Creek, it is where the growth is occuring. Too much space with the Res in between via Casa Grande*
- 6.111. Prepare a regional users-guide to efficient transportation options
- 6.112. Downtown Links - another bad project
- 6.113. Improve north-south streets in the Tucson core
 - 6.113.1. *improvements need to include urban landscape incorporating principles of urban ecology*
- 6.114. have all RR crossings over or under the roadways, and have the RR's pay for them.
- 6.115. Shorten the wait on the traffic light at Cloud and Sabino.
- 6.116. Parents drive their kids to school because they see that as the safest option. Provide other safe options by improving the walkability by improving the sense of community. The Safe Routes to school does not work without the human factor involved. Also, the state's lack of support for neighborhood schools makes the situation worse.
- 6.117. High speed rail to Williams, then the slow coal train to the Grand Canyon
- 6.118. Plan projects in western Pima County with foresight so we can avoid problems and impacts in advance - be proactive.
- 6.119. light rail from surrounding towns into Tucson
- 6.120. Improve the signage for bike routes. The Aviation bikeway needs to be updated.
- 6.121. Maintain the downtown street lights. There almost 100 burned out. This will improve the image of safety and help attract people to live and play downtown.
- 6.122. World wide container freight has quardrubled in just 7 years and hasproven to be the chepst way to move freight since 1965When Malcolm Mclaen introduced that mode of transportation Tucson is in a unique position t capitalize on this situation because of our strategic location.
- 6.123. Establish and fund a comprehensive and coordinated state,county and local jurisdiction program to control invasive species along roadways- buffelgrass and fountain grass first target species within next 24 months, can't wait for 2040 Plan.
- 6.124. consider elevated railways like in NYC to go across town
- 6.125. Add more right turn lanes to move traffice along.
- 6.126. Create prizes for low carbon transport and publicize heavily
- 6.127. totally agrree with #123!!!

- 6.128. Make signs for specific bike boulevards and routes. Include miles to destination and estimate ride time.
 - 6.129. Get Si Schorr off the State Transportation Board---yes, he is leaving at the same time as Bush!
 - 6.130. Reduce the width of local neighborhood streets to discourage cut-through traffic, increase safety and slow traffic.
 - 6.131. Eliminate bike lane on new 6 AVE as it is in the door zone!
 - 6.132. Launch a walking campaign
 - 6.132.1. *Yes, something like "Active Living by Design"*
 - 6.133. Build roads with narrower lanes to accommodate thinner people driving smaller cars, driving them more slowly.
 - 6.134. Improve marketing so people KNOW what the options are.
 - 6.134.1. *marketing what?*
 - 6.135. Better TRANSPORTATION OPTIONS FOR U OF A STUDENTS, FACULTY
 - 6.136. change the state laws to make it illegal for towns to annex more area unless they can pay for the infrastructure
 - 6.137. Orange Grove/La Cholla should not be a priority
 - 6.138. In the areas where they occur together, coordinate with the railroad to maintain habitat connectivity and wildlife crossings.
 - 6.139. Encourage land use planning that truly mixes uses to reduce the need for travel.
 - 6.139.1. *Good point.*
 - 6.140. Promote development that gives people a reason to walk, to the corner bar, the corner restaurant, the corner Walgreens, the corner locally-owned independent business. Give them sidewalks so they don't have to walk on the street.
 - 6.140.1. *connecting land use*
 - 6.141. Extend La Canada to I 10
 - 6.142. Measure and map the location of jobs and housing - then make major efforts to match the correct types of work opportunities with the equivalent housing options.
 - 6.143. Yes to #140.
 - 6.144. Erect billboards at Marana, Vail, and Green Valley letting drivers know they are coming into an environmentally sensitive zone.
 - 6.145. There is a really interesting case study about traffic and safety and its relationship to signage. In Germany, one traffic engineer removed all the street signs in an inner city area that was having a lot of problems with accident and car/ped conflicts. The findings were that people naturally drove slower and made eye contact with others on the street - greatly reducing accidents.
 - 6.146. Speed bumps are not the answer
-

12. bqAZ

1. bqAZ Totals



bqAZ Totals

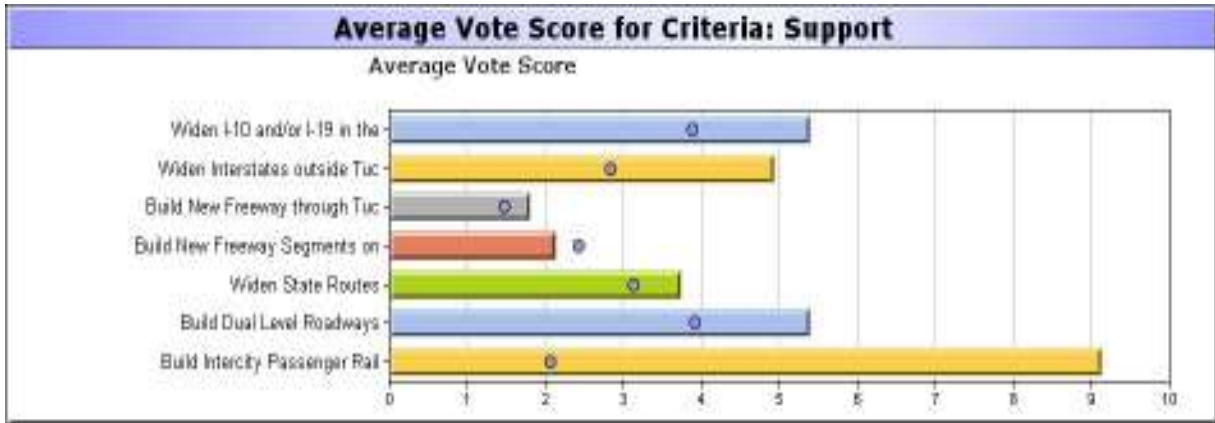
		Criteria:	
		Support	
		Voting Method: SlidingScale	
#	Ballot Items	Total	Avg. Score
1.	Widen I-10 and/or I-19 in the Tucson Area	5.40	5.40
2.	Widen Interstates outside Tucson Area	4.93	4.93
3.	Build New Freeway through Tucson	1.80	1.80
4.	Build New Freeway Segments on Tucson Perimeter	2.13	2.13
5.	Widen State Routes	3.73	3.73
6.	Build Dual Level Roadways	5.40	5.40
7.	Build Intercity Passenger Rail	9.13	9.13

Voting Details

Criteria Statistic: Mean. Votes Cast: 15, Abstained: 0

2. bqAZ Criteria: Support

Vote Method: SlidingScale



bqAZ Criteria: Support

#	Ballot Items	Vote Distribution										Avg. Score	Total	STD	Votes
		1	2	3	4	5	6	7	8	9	10				
1.	Widen I-10 and/or I-19 in the Tucson Area	5	-1	-2	1	1	-	-	-	-	5	5.40	81.00	3.89	15
2.	Widen Interstates outside Tucson Area	3	1	1	-4	1	2	2	-	1	-	4.93	74.00	2.84	15
3.	Build New Freeway through Tucson	10	2	1	1	-1	-	-	-	-	-	1.80	27.00	1.47	15
4.	Build New Freeway Segments on Tucson Perimeter	10	3	-	-	-	-	-	2	-	-	2.13	32.00	2.42	15
5.	Widen State Routes	6	-3	1	1	2	-	-	-	2	-	3.73	56.00	3.13	15
6.	Build Dual Level Roadways	5	-2	-	-1	1	1	1	1	4	-	5.40	81.00	3.92	15
7.	Build Intercity Passenger Rail	-1	-	-	-	-	-	-1	3	10	-	9.13	137.00	2.07	15

Voting Details

Criteria Statistic: Mean. Votes Cast: 15, Abstained: 0

3. bqAZ Ballot Items with Comments

1. Widen I-10 and/or I-19 in the Tucson Area

1.1. You cannot build your way out of congestion. Stop expanding roads and start investing in alternative modes, especially public transportation.

1.2. Only to the extent that they incorporate natural resource protection and wildlife crossings.

1.3. Isn't the current wiening the LAST!

2. Widen Interstates outside Tucson Area

2.1. Only to the extent that they incorporate natural resource protection and wildlife crossings.

2.2. widening is no longer a viable transportation strategy

2.3. Widen no interstates until we learn to control ourselves

2.4. Only as safety might require. We don't need 6 lanes by Willcox, or Quartzite. We might need more lanes by Picacho, Casa Grande and Eloy.

2.5. Agreed with #2

2.6. Control ourselves in what way? Talking on the cell and driving, eating and driving, texting and driving???

2.7. I don't like widening, but I like it better than destroying more wilderness areas, such as the Avra Valley bypass, or the proposed Aravaipa/San Pedro Valley bypass

3. Build New Freeway through Tucson

- 3.1. *Never!*
 - 3.2. *up in the foothills, say on skyline*
 - 4. Build New Freeway Segments on Tucson Perimeter
 - 4.1. *We are already over invested in roads*
 - 5. Widen State Routes
 - 5.1. *Only to the extent that they incorporate natural resource protection and wildlife crossings.*
 - 6. Build Dual Level Roadways
 - 6.1. *The second level should be rail, not roadway*
 - 6.2. *agreed*
 - 6.3. *vehicular expansion upward only puts more cars on the road and carbon in the air and no room for vegetation on these types of facilities*
 - 6.4. *I can just imagine the cost and disruption.....*
 - 7. Build Intercity Passenger Rail
 - 7.1. *yes, but through Florence and Queen Creek, it is more efficient that direction*
 - 7.2. *This should have happened long ago. It is something that everyone wants.*
 - 7.3. *Make sure there are way to get from the terminals at the various cities. Otherwise, it doesn't help to get between cities if you can't get around when you get there.*
 - 7.4. *Must connect with Light Rail in Phoenix and Street Car in Tucson*
 - 7.5. *Yes and it should be solar powered.*
-

13. bqAZ

7. Uncategorized Ideas

- 7.1. Rail connecting all major metropolitan areas.
 - 7.1.1. *all major projects to take protect and conserve biologically sensitive areas*
- 7.2. An interstate highway between Vegas and Phoenix!
- 7.3. Do a really good job of maintaining the existing interstates.
 - 7.3.1. *Amen to that one!*
- 7.4. Develop an environmentally sensitive roadway design for State routes.
- 7.5. Rail between Vegas and Phoenix!
- 7.6. Renewable power high speed rail to states east and west of
- 7.7. Lightrail Nogales - Tucson-Phoenix-Flagstaff
 - 7.7.1. *Yes!*
- 7.8. Wildlife corridors and crossings (under or over) for all highway projects
 - 7.8.1. *Yes!*
 - 7.8.2. *Agree with this need. Has to be part of front end work not afterthought retrofit*
 - 7.8.3. *Sonoran Institute is working on this through a Pulliam grant and has met with ADOT. They have put together a design manual and identified corridors.*
 - 7.8.4. *or perhaps no new highway projects that would impact large habitat areas*
- 7.9. an alternative fuel vehicle lane from Tucson to Phx -- use existing lanes don't create a new lane
- 7.10. Utilize existing data and generate new data to identify and conserve wildlife crossings around the state.
- 7.11. I LIKE the wild 2-lane road to Vegas. You would have to carve deeply into the canyons by Wikieup in order to get a freeway. Don't do it.
 - 7.11.1. *When was the last time you drove through there? It is widened already. Just bypass Wickenburg and Kingman already.*
- 7.12. Need cooperation between responsible growth (including water) and transportation.
 - 7.12.1. *this would include protection of sensitive riaran and wildlife corridors*

- 7.13. Utilize the wind generated by cars to power streetlights with windmills along middle of highway
- 7.14. Definitely NO I-10 by-pass west of Tucson
 - 7.14.1. *Absolutely agree!*
 - 7.14.2. *And another absolutely agree.*
 - 7.14.3. *NO way, we must do this!*
- 7.15. State transportation Plan needs to better utilize rail to move goods across the state and nation in integrated way. Reduce truck traffic on Interstates and State highways
 - 7.15.1. *I agree - if we get some of the commercial traffic off the roads, it will decrease congestion.*
 - 7.15.2. *Actually, interstate. Our goods come from China via Long Beach.*
 - 7.15.3. *Yes, but also improve rail for people passengers.*
- 7.16. Have a state wide bike plan that allow cyclists to safely get from town to town.
- 7.17. The "Sun Corridor" assumes the travel of goods and people through AZ from Mexico to Canada. If so, then support the roads that are expected to be the route.
- 7.18. Make it mandatory that all new (and perhaps existing) have generous wildlife crossings. This could take the form of underpasses or overpasses like Land Bridges.
- 7.19. Improve freight-carrying capacity of the railroads
- 7.20. Put the transportation where the development is appropriate, not the other way around. We don't want to constantly be chasing wildcat development and urban sprawl.
- 7.21. Remove all rumble strips from state highways!
- 7.22. Renewably power high speed rail to states east and west of Arizona as part of an intra/interstate transit system
- 7.23. I can see 3 lanes of travel all the way between Phx & Tucson, but why can't there be a passenger rail line in between the lanes?
 - 7.23.1. *Or adjacent to the existing railroad tracks. They are adding a second track now, why not a light rail track as well.*
 - 7.23.2. *good idea*
- 7.24. Don't put transportation where development is inappropriate.
- 7.25. a bridge across the grand canyon with a glass walkway for hikers
 - 7.25.1. *I like that but make sure there is a bike lane.*
- 7.26. I believe we have been pecking away at small but important items and that we are missing the big picture. If Tucson will be three million people in thirty years we need to think and plan ahead when Tucson will be 6 million people
 - 7.26.1. *where's the water for that kind of growth*
- 7.27. We need Nogales thru Prescott and Flagstaff passenger rail connectivity.
- 7.28. Hwy 79/77 should be improved as an alternative to I-10 to Phoenix. At least it should have 4 lanes and make it faster.
- 7.29. Electric or Biodiesel buses throughout the state
- 7.30. DO NOT expand or widen the beautiful Pinal Pioneer Parkway between Oracle Junction and Florence.
- 7.31. Land use Planning applies to interstates highways too.

14. Final Comments

8. Uncategorized Ideas

- 8.1. thanks for allowing us the input

- 8.2. Limit Sprawl
- 8.3. Will we have so many cars in 2040?
- 8.4. Stop overdoing it with sound walls on freeways. Freeways should not be virtual tunnels
- 8.5. Have real time results on voting during session
- 8.6. Increase efficiency of vehicles.
- 8.7. This was a pretty cool process - good work.
- 8.8. You could do something similar (information gathering) to this format on your website
- 8.9. Even though the public keeps asking for alternative modes and more public transportation, it seems like the planning is always car centric.
- 8.10. better driver education so drivers don't run redlights, stop for stop signs, speed through neighborhoods
- 8.11. even tho this is RTP, land use should be first consideration then transportation
- 8.12. Sidewalk improvements do not necessarily mean increased walkability. You have to have somewhere to walk to. This means better land use planning and transportation coordination.
- 8.13. I agree with #9, planning is always car centric!
- 8.14. This is really a quality of life issue. Why do people want to live in Pima County? Let's not screw it up with poor transportation planning.
- 8.15. properly compensate business and home owners when their property is taken
- 8.16. transportation planning needs to incorporate human health, urban ecology and the built environment
- 8.17. Follow the concepts of the currently ongoing environmental planning efforts (SDCP, HCPs, etc.).
- 8.18. if can map the connections of the responses - that would be great
- 8.19. Plan for light rail, commuter rail on surface street and arterial projects.
- 8.20. What about a connection to the seaport in Mexico?
- 8.21. Change codes from Euclidian Use Based codes to more of a form based smart code
- 8.22. Improve jobs/housing locations mix so we don't have to go so far to work.
- 8.23. Priority should be given to preservin, conserving and rehabilitating the Sonoran Desert - it's why we are all here
- 8.24. You should take this show on the road to churches, large employers, and neighborhood association meetings.
- 8.25. A good process to gather public thoughts in a fast- stress free environment. However, I don't think this methods reflects a good method to support a true community dialogue.
- 8.26. Raise prices of housing that is further from transportation options.
- 8.27. Plannig has to be done to have a vision to build plans on. Thanks
- 8.28. I agree with 21--form-based code like they did in Albuquerque and many more progressive cities.
- 8.29. missing the dialogue and potential to change thoughts
- 8.29.1. *power to change other people's thought/position*
- 8.30. Transportation should not lead growth and development but follow!
- 8.30.1. *transportation is the background, not the foreground*
- 8.31. PAG plans are notorious for producing project budgets which do not adequately account for infrastructure cost increase trends This must not continue with the 2040 Plan.
- 8.32. Track the cost of housing and transportation together so that the true cost of "cheaper"housing that is remote from transportation. A household that has to pay more to get to anywhere eventually does not off-set the less expensive

- house price. This data then needs to be given to the new home-buyers to understand the true cost of where they are choosing to live.
- 8.33. The writing is on the wall, or rather in the IPCC report, the Climate Red report, and the Climate Safety report showing that global warming and climate change are rapidly reaching tipping points. It is imperative to move carbon neutrality to the front burner when planning for transportation which contributes some 40% of the carbon footprint in our area. Radical mitigation as early as possible will have the greatest leverage. Our supporting habitat is at stake. Prudent planning would have us taking immediate action on all fronts if we are to sustain a habitable world.
 - 8.34. need to consider spiritual and feng shui elements
 - 8.34.1. *all elements of human and natural environment are connected --- connect them*
 - 8.35. Human health - physical and mental are dependent and affected by environmental issues - urban ecology and environment critically need to be addressed and incorporated into transportation plans
-

15. Conclusion