

# Open Response to Public Comments

received for the

## FY2016-2020 Draft Transportation Improvement Program

### Introduction:

Public comment was solicited as part of the development of the region's Transportation Improvement Program (TIP). Three open houses were conducted in connection with the FY 2016-2020 TIP. The first open house was held on March 10 in an empty storefront in the Foothills Mall on the north side of Tucson. The second open house was held on March 11 at the Randolph Clubhouse in central Tucson. The third open house was March 12 in Green Valley at the Conrad Joyner Green Valley Branch of the Pima County Library. Two of the facilities were accessible by public transportation (Foothills Mall and Randolph Clubhouse) and all had ample parking. Approximately 33 people attended the open houses. A total of three TIP comment sheets were returned, and another three comment received via email or telephone. 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 online at [www.pagnet.org](http://www.pagnet.org).

This "open response" document is the region's mechanism for providing responses to those public comments received where a response is appropriate. This document will be updated online to respond to new comments periodically until the FY 2016-2020 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 website or other means before or during the 30-day comment period will be added and responded to on a comment-by-comment basis, as necessary.

**2015 Transportation Open House  
FY 2016-2020 TIP Comments**

**Total Number of Comment Sheets Received: 3**

**1. What specific comments do you have about the proposed 2014-2018 Transportation Improvement Program (e.g. are there projects that should be deleted or added to the proposed list)?**

Number	Comment
1	Please add Circulo de las Lomas and Desert Ridge Drive in Green Valley to the list.
2	There are no bike lane projects for Green Valley and Sahuarita. Add bike lanes on 1. Camino de la Canoa and White House Canyon Road to Catino Park, 2. Duval Mine Road, from La Canada to Mission Rd, 3. Pima Mine Rd, missing bike lane gap to get to casino.
3	There is a major need for road improvements along Camino de la Canoa. We need aprons or some bicycle lanes at the bottom of the first hill and curve. There was a fatal there 7 or 8 years ago). Now with the new park, much more traffic.
4	Bicycle lanes on Whitehouse Canyon Rd. At least uphill direction as far as Box Canyon Rd. Complete bicycle lanes on Sahuarita Rd, Pima Mine Rd, I-19 Frontage Rd to E Canoa Ranch Rd. Bicycle lanes/shoulders on Duval Mine Rd from La Canada to Mission Rd.
5	Camino de la Canoa from White House Canyon to Chuck Catino ball fields and park (paved shoulders). Duval Mine Rd: La Canada to Mission (Paved shoulders). Pima Mine Rd: Gap in existence of paved shoulders to the casino.
6	Add bike lanes to major routes
7	Camino de la Canoa, White House Road to Chuck Catino Softball complex, Duval Mine Rd, La Canada to Mission Rd, La Canada, Continental Rd to Mission Twin Buttes
8	There is a lot of vehicles going to the mines, bug trucks, and no shoulders for bikes
9	Addition: parking lot by Tumamoc Hill for hikers (hundred each day). Cars park along Anklam across from St. Mary's Hospital and doctor's offices. After 5:00 pm (and before 8:00 am), pedestrians crossing road (often with kids) present a safety hazard for themselves and traffic going along Anklam. Cars parked here also pull out in front of oncoming traffic. Very dangerous for the hikers and other drivers.

**2. In what way do you feel the proposed 2014-2018 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)?**

Number	Comment
1	Very little direct local impact. Most benefits will be personally felt while travelling through other areas of the County.
2	Didn't see beneficial projects.
3	As above. Need some road repaved for bicycle lanes on the road noted above. Safety is important here.
4	Increase safety and relieve congestion
5	Very little activity in our area
6	No response
7	With no new bike lanes proposed, our roadways continue to present major safety issues to riders. Bikers relieve congestion as commuters, relieve air quality congestion, lower maintenance costs, etc.
8	No response
9	The proposed widening of SR 86 from Robles Jct to Ajo will relive congestion as people travel to Tucson for work. Ajo comes to a standstill / crawl around the Shell station on Ajo (6255 W. Ajo Way at Tucson Estates Pkwy) each day; the backup is the light at Ajo and Kinney. DOT keeps adjusting the light causing back ups in traffic. This is the main road to Tucson to get to PCC west campus.

**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 proposed FY 2014-2018 Pima Association of Governments' 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.**

Number	Comment
1	A declining real dollar funding level from state and federal sources is problematic. This approach is slowly turning Arizona's—and especially southern Arizona's—infrastructure into that of a third world country! Every option (including tax increases) must be explored to reverse this situation.
2	No Response
3	There is a serious need to connect Campbell Road with Madera Highlands in order

	avoid a prolonged road closure on Whitehouse Canyon Rd by a railroad stoppage. No emergency exist for this exist at present.
4	No response
5	No response
6	No response
7	Short sighted in that it does not recognize cost savings (maintenance, safety, access) of maintaining and improvements to bike lanes in all areas of plan. Provide a bike lane and people will use it! Make Pima County safe for the many riders
8	No response
9	There are some items that are nice to have, but could be eliminated to provide funding for improvements that improve safety. One group of items is the Transportation Art by Youth program.

**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:**

Factors to be considered when selecting projects to be funded in the next five years	Average	Standard Deviation
Improve safety	1.9	1.5
Provide opportunities for alternative modes of transportation such as transit, bicycling, walking or ridesharing	2.0	1.4
Solve specific problems in my neighborhood	2.3	1.0
Maintain and preserve the existing transportation infrastructure	2.4	0.7
Widen roads to gain more capacity from the existing system	2.6	1.1
Relieve congestion	2.9	1.0
Provide improvements that benefit the greatest number of people	3.0	1.1
Use new technology to gain more capacity from the existing system	3.1	1.1
Solve major problems on a regional level	3.1	1.5
Provide air quality benefits	3.3	1.5
Support economic development efforts by improving movement of goods/services and access to jobs, businesses and/or commercial areas	3.3	1.0
Distribute funds equitably among the various political jurisdictions	3.3	1.6

**5. Please provide any other comments or questions you may have regarding the proposed 2012-2016 TIP or TIP planning process.**

Number	Comment
1	While a good process, TIP by definition and prioritization will focus on high ADT and high population areas. Given reduced funding, low volume and residential roads will continue to deteriorate until we are all driving on gravel.
2	No Response
3	No Response
4	No Response
5	No Response
6	Add bike lanes to the following: Duval Mine Road from La Canoa to Mission Road, Continental Road from La Canada to Duval Mine Road, Camino de la Canoa from Whitehouse Cnayon Rd to Catino Field, West Frontage Rd from Contientental Rd to Calle Tres Roundabout.
7	Plan incredibly short-sighted in lacking any new bike lanes and in improvements to existing lanes where they present safety issues. People will bike where lanes are provided—savings from providing this access will reduce overall maintenance of roads
8	No response
9	No response

**Additional Information:**

Number	Please provide your five-digit ZIP code (home):
1	85622
2	85614
3	85614
4	85614
5	85614
6	85614
7	85622
8	85614
9	85736

Number	Do you work in transportation planning?
1	No
2	Yes
3	Yes
4	No
5	No

6	No
7	No
8	No
9	No

Number	<b>Did you find the information you expected at this Open House?</b>
1	Yes
2	Yes
3	Yes
4	No
5	Yes
6	No response
7	No response
8	No response
9	N/A

Number	<b>Did you receive adequate answers to your questions?</b>
1	Yes
2	Yes
3	Yes
4	No
5	Yes
6	No response
7	No response
8	No response
9	N/A

Number	<b>Can you suggest ways we might improve the Open House next year?</b>
1	Target improved attendance through increased publicity. For example, if using the library, put up a large poster well in advance of the meeting, advertise in local papers, etc.
2	Good job, but get more funding for bike and ped improvements
3	No Response
4	Did not attend any open house
5	No response
6	No response
7	No response
8	No response
9	N/A

### **Additional comments submitted via e-mail:**

The following e-mail was received from a resident in Green Valley:

Thank you for hosting the Open House in Green Valley on March 12. It was very informative regarding the process leading to project selection and funding. I was impressed with the detail and structure that is employed to deliver a workable regional transportation plan.

I also very much appreciated your time listening to our local request to rebuild Circulo de Las Lomas (and Desert Ridge Drive). The small group I represent has been working with our District 4 Pima County leadership and the Green Valley Council (and anyone else who will listen!) to obtain a priority schedule date for these roads. They are in a desperate state of disrepair, and are a source of frustration and safety risk to the residents and users. I understand the current funding issues and the historical background. I also understand how trip times and ADTs have been used to prioritize projects to maintain a focus on arterial routes. However, there needs to be some method to address the worst condition non-arterial roads before we are driving on gravel. If I see any flaw in the current process it is that.

You each have tough jobs, and I have empathy for your situation ... too many good things to do and too little funding to accomplish the tasks. It has to be frustrating. If you can think of any other ways I or members of my group can be positive advocates for our specific roads, or road funding in general, please let me know.

### **Additional Comments submitted via telephone**

PAG received two phone calls regarding the 2016-2020 TIP. The concerns expressed in the phone calls are summarize below:

Caller #1 was concerned about safety on I-19. He believes that the shoulders on are too narrow. He wanted to know if ADOT has plans to widen the shoulders to bring them up to modern standards. He has contacted ADOT in the past, but has been disappointed that their response has been that the shoulders met the standard at the time the freeway was built.

Caller #2 was concerned about the increasing noise on I-19. He also commented that he appreciated the lane reflectors in the pavement, but suspects that they might be contributing to the increasing noise on the freeway.