

PAG 2045 Regional Mobility and Accessibility Plan Public Comments

05/09/2016

As the final step in developing the 2045 Regional Mobility and Accessibility Plan (RMAP), Pima Association of Governments (PAG) posted a complete draft of the plan online for a 30-day public comment period. The Draft 2045 RMAP was available on PAG's homepage from April 1-May 2, 2016. During that period, PAG received five comments on the draft RMAP. The full comments, with responses are included in the table below.

The public comment period marks the culmination of a 2-year planning process in which over 3,000 members of the public participated. The 2045 RMAP will receive a public hearing at the May 26th meeting of PAG's Regional Council, where it will be considered for adoption.

Comment	Response
<p>1. Of the RMAP bike and multiple transportation investment options, I prefer #3. Increasing the bike, pedestrian and transit infrastructure. I like the idea of building out electric charging stations as well.</p>	<p>The 2045 RMAP proposes nearly \$5 billion in bike, pedestrian and transit projects. RMAP project #541.08 supports funding alternative fuel vehicle stations – a continuation of an existing PAG program.</p>
<p>2. The coming effects of climate change demand a divorce from our status quo car-centric thinking. Everyone from the Pope to the Pentagon has acknowledged that the planet we inhabit is changing rapidly, yet locally we blithely blunder ahead as if our carbon addiction can be tolerated indefinitely. We ignore the limits of our ecological host in favor of individualized comfort and convenience and consumerism. PAG must shift its focus from serving single-occupancy-vehicle transportation (more & bigger & smoother roads leading to plentiful parking) to more community-centered transportation (buses, bus-stops, park&ride lots, bicycle stations, shaded walking paths, etc.). It is your job to lead the way to a more sustainable future, not to fall in line with failed transit policies build on past bad assumptions (eh, all those carbon emissions will be nullified by nature with no adverse affects to our species, here at the top of the food chain, right?). Our planet is in peril. Stop paving it over and start thinking of earth-friendly alternatives that build cooperation and community as we move from place to place in Pima County, Arizona.</p>	<p>The 2045 RMAP addresses climate change in multiple ways. Climate change and its anticipate impacts on transportation systems in the Southwest is discussed on page 68 of the plan. Additionally, on-road greenhouse gas emissions was selected as one of the performance measures to be monitored to ensure the transportation system is performing as desired. The RMAP sets a target to reduce on-road per capita emissions by 30%. The target can be reached by the variety of investments proposed in the plan, which include increased bus frequencies, more park and ride lots, an expanded bike network, and filling gaps in the pedestrian system. Advances in motor vehicle technology will also assist the region in hitting the target.</p>
<p>3. The report has "see bike plan" for detailed projects. I did not see the bike plan if it was part of this plan or not. There is a bike lane at the corner of St. Mary's Road (at hospital) that merges with the right turn lane for cars. I can see someone on a bike getting hit by a vehicle making a right turn. There needs to be a dedicated bike lane for the turn at this corner and other corners in Tucson with the same problem.</p>	<p>The bike plan is available on PAG's website in the following location http://www.pagregion.com/documents/bicycle/RegionalBicyclePlan2009.pdf The RMAP does not identify specific locations for bike and pedestrian improvements so as not to limit the flexibility of jurisdictional decision making, but the plan does recommend \$73,000 million in bike lane investments over the life of the plan. A lane Improvement at St. Mary's is consistent with this category. This comment will be shared with the owning agency for consideration.</p>

<p>4. As a resident on the northeast quadrant of the Ina Oracle intersection, I am very disappointed to see the Project List has the 1st Ave. - Orange Grove to Ina - widening project planned for the "early" time frame. Any project which would tend to place even one, single, additional car onto Ina Road rather than Orange Grove would be a mistake. This project will encourage northbound traffic on 1st at Orange Grove to continue north to Ina rather than go left on Orange Grove, over to Oracle. That increased traffic on Ina will make it more difficult for residents in our Oracle/Ina area to get onto eastbound Ina Road from Yucca Via, particularly problematic at rush hour in the afternoon when westbound traffic backs up at the lights at the Ina/Oracle intersection. Secondly, I think nearly everyone in Tucson would agree that Orange Grove needs to be widened to four lanes from Skyline to La Canada to take some of the load off of Ina Road. Move this project to the Early time frame.</p>	<p>Project #40.02 (1st Ave – Orange Grove Rd to Ina Rd) is currently in the RTA plan. Projects in the RTA plan were approved by voters in 2006 and must be included in the early time frame of the RMAP, since the planning horizon for the RTA is 2026. The RMAP includes a proposed widening of Orange Grove Rd from N Corona Rd to Skyline. The timing for this project is currently in the middle time frame, however time frames may shift as funding becomes available.</p>
<p>5. My concern is with the consternation that takes place within the City of Tucson for road improvements. Case in point currently is the Broadway widening that is being blocked by obstructionists. Can PAG do anything to limit the time for these Citizen Task Forces, or anything to help the businesses survive that were told for more than 10 years that their buildings would be demolished for the road widening? These CTF think they are in charge of designing the road, from having attended their meetings, this surely should be left to the engineers. Broadway is a major arterial road to our downtown and needs to be widened, instead of returning the plan to a CTF for more discussion. There has already been enough compromises made. We have six lanes east of Country Club and six lanes west of Euclid. Why allow a four lane bottleneck to exist in-between? The best planning in the world can't help if Tucson is unwilling to improve. There are no "historic buildings" being demolished on Broadway as they continue to argue. Obsolete buildings yes, but not historical ones. These are all very costly delays to those trying to run a business here.</p>	<p>Consistent with the RTA plan, the widening Broadway Blvd from Euclid to County Club to 6-lanes with bus pullouts and sidewalks is included in the early time frame of the 2045 RMAP (ID# 195.98). The process by which specific corridor alignments and designs are determined is decided by the project's owning agency.</p>