General Info (11)

PARK-N-RIDE to provide an option for non-residents of the immediate area...

COORDINATE W/SAFEWAY, TO HAVE NORTH END OF PARKING LOT SIGNED FOR PARK-&-RIDE TO CONNECT W/SUNTRAN #8

IF Safeway says no - use old Albert's Service site.

Better late service for arts/entertainment : ideally streetcar that ties into DT streetcar hub.

- shuttle to KMO/TetPark/Hi Corbett
- pedestrian bridges etc!

DO THE PROJECTED TRAFFIC LEVELS TAKE FADS INTO CONSIDERATION? BICYCLING WAS HUGE IN THE 70's & 80's AND IS COMING # INTO FASHION AGAIN. BUILD BETTER BIKE PATHS AND EXTRA LANES FOR CARS WON'T BE NEEDED, ESPECIALLY FOR THE SHORT COMMUTE FROM THE COUNTRY CLUB AREA TO DOWNTOWN.

GENERAL INFO

General Information (3)

Comments welcome

Road to where? No where to go once under snakebridge. Too much money 42 mi 4 could be better used for schools. Too much traffic for H.S. students to navigate through.
Better things can be done like bus pull over lane and (R)turn lanes w/o stop only yield

= LITE RAIL - Bikes

KITTLEMAN STUDY (CITED IN CTF DOCS, AVAILABLE ON TUCSONAZ.GOV WEBSITE'S BROADWAY PAGE) STATES THAT OF THE TEN (10) INTERSECTIONS BETWEEN EUCLID AND COUNTRY CLUB, ONLY THREE (3) OPERATE AT L.O.S. "D" OR LOWER - THE OTHER SEVEN (7) ARE AT "C" OR BETTER. ONE WOULD THEN CONCLUDE THAT INSTEAD OF FRITTERING AWAY BEAUCOUP BUCKS ACQUIRING PROPERTY AND CREATING 150' OF LANE-AGE TO SOLVE A PROBLEM THAT DOES NOT EXIST, CITY/RTA SHOULD SIMPLY INSTALL FIXES TO THOSE THREE (3) INTERSECTIONS -- EUCLID, TREAT, AND COUNTRY CLUB - AND BE DONE WITH IT: CHEAPER, FASTER, MUCH LESS DESTRUCTIVE TO BUSINESSES AND NEIGHBORHOODS.

NEW TRANSPORTATION ANALYSES/STUDIES NEED TO BE DONE TO INCORPORATE NEW INFO, INCLUDING CLEAR TRENDS THAT PEOPLE ARE DRIVING LESS (ESP. MILLENNIALS); SMART GROWTH REDUCES CONGESTION (2012 AECOM STUDY OUT OF PHOENIX) AND THE PHENOMENA OF INDUCED DEMAND (SEVERAL STUDIES) WHICH SHOWS THAT WIDENING ROADS CREATES MORE TRAFFIC WHICH LEADS TO MORE WIDENING, etc.