

**Houghton Road, Central Segment: 22nd Street to Valencia Road
Public Open House; Thursday, Nov. 8, 2007
Serrist Middle School
Comment Summary**

(Summary reflects comments received at the open house and during the comment period, two weeks after the event. Comments are typed from handwritten originals and are unedited.)

Roadway/Traffic	Drainage	Environmental	Art and Landscape	Construction/Time Phasing	General Comments
Comments Received During the Open House					
Access to and exit from Highland Trails, both north and southbound, must be restricted to allow residents and emergency vehicles easy entrance/exit.		Noise abatement must be included in the plan for northbound Houghton Road to Escalante Road.			
Thank you for going to six lanes now.				Let's get started.	
Pedestrian crossing especially at southbound bus stops. No one will ride if you make them walk too far. Please give as much consideration as possible to separated bike/pedestrian lanes. No one should ride in the roadway. Thanks.	The no-curb sections are great. Harvest more water.	The updated plan seems to be coming along well. Some concerns: is using rubberized asphalt sufficient noise mitigation?			
We are located at the corner of Houghton Road and Seven Generations Way. As a retail business we are open seven days per week with expected customer traffic of between 400 to 800 cars depending upon season. This does not include the homeowners who come and go from work, school etc. Customer and homeowner access to entering is excellent. However, exiting the nursery's main entrance is impossible unless you send customers through the residential streets. With such a volume now and based on future increases this will put a heavy burden on our internal arteries. Not to mention frustration by customers and homeowners alike. This will pose a special hardship to us regarding receiving deliveries. With no way to exit the entrance, large trucks will be forced through the development. I imagine this will not go over well with most homeowners and may even be a safety concern. Please help!					
		Regarding Corte Madera Fina, which is Rancho Santa Fe, could we please have thicker landscaping for a noise buffer for the two corner houses? We own the one on the north side of the street. Thanks.			
1. Bus service to University of Arizona Science and Technology Park along Houghton Road, please. 2. Thank you for the bike lanes. Please don't make it too close to car paths. 3. Please traffic signal at Forest Glenn and Houghton Road, Poorman Road too.		Hope the new roadway is built to west of existing roadway because of noise.			What is going to happen west of Houghton around Mesquite Ranch? What is a crossing Hawk? Very well planned. Great thoughts. Thank you very much for doing this for us all. We are well into the need stage.
1. I have read a proposal that a signal light be installed at the Houghton/Poorman intersection. I disagree with this for several reasons: a. The existing, proposed exit will suffice; if residents desire a traffic light intersection they can exit onto Houghton using the intersection at Bilby, as is done currently. b. Houghton Road, at 45-55 miles per hour, has been enjoyable to drive and with the high traffic density, has not had traffic flow problems, precisely because there are very few signaled intersections. I fear Houghton may end up with 10 or 15 traffic light intersections from 22nd Street to Rita Ranch, which will slow traffic down to a crawl, adding at least five minutes or more to residents' drive "into town," taking away time from family to support work. c. More traffic lights mean more light pollution. It isn't necessary to put a light at every intersection when there are others available. 2. Many roads in Tucson, and other areas of the country, use a center left-turn lane to reduce intersection issues. I strongly encourage implementing the center turn lane concept for Houghton Road in lieu of "many" lighted intersections.		I strongly encourage the Houghton Road Project to be cognizant of the low light pollution Tucson has going for it in this part of town, the Houghton Road "district." It would be a shame to see Houghton Road, and this area, a brightly lit road that illuminates this otherwise natural, dark, enjoyable setting of the city.			

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Any plans or thoughts to pave Irvington Road east of Houghton Road to create a traffic light access for Civano Boulevard - pave to Seven Generations Way (at the far east end)? This was a roadway used for access into Civano when it was built. All of the homes along Northridge will create more traffic trying to exit onto Houghton Road from Civano Boulevard. If there is a back access, traffic would be dispersed better and we would have access to a light to turn south on Houghton Road.					Is it possible to move the electric poles (since they have to be moved anyway) that are currently on the east side of Houghton Road (along Civano Boulevard) to the west side (along state land) since the majority of poles are already on the west side? It would be great not to have these poles in my "backyard" anymore since I bump up to Houghton Road.
Access at Austin Point. Suggest moving the median crossing south by one entryway. This solves: 1. People who are confident can turn north directly at Watson Drive. 2. Otherwise they enter southbound traffic at Falcon Point.					
With Houghton Road being the major road on the east side of Tucson, running north and south, I believe the speed limit should be a minimum of 50 miles per hour. Where there are areas such as the school the speed limit could be lowered.					
Install a four-way light at Houghton Road and Drexel Road. With the commercial development and a hospital going in there, there will be a continuation of Drexel Road to the west to service the 5,000 houses that will be built there. We met with Jon Jump and Tom Warne, the commercial developers, yesterday and this is what they indicated they wanted.					
I live in Austin Point. Our only exit for 198 homes is Falcon Point and Watson Drive onto Houghton Road. We need all of your best engineering and planning to help us enter Houghton. I don't believe you will give us a traffic light but you might consider a street light at each outlet to help us at night.					
1. Great plan to go directly to six lanes with median. 2. 45 miles per hour is adequate and good. It is not a rural highway anymore. 3. "Florida T" at Poorman Road a good idea. Lots of traffic turns south from there. 4. Bike/pedestrian lanes are an excellent idea along Houghton Road.				Try to fast track improvements when started. The two to three years it took to upgrade Harrison Road between Speedway Boulevard and 22nd Street will not work with traffic density Houghton Road experiences.	Excellent process. Thanks.
1. Liked the "greenway" concept bike lane. 2. Thank you for putting a light on Poorman Road. 3. Like left-turn lane onto Forest Glen from (opening) Houghton Road going south. 4. Thank you for considering photo activation on intersection for scooter, motorcycles. 4. Poorman Road/Houghton Road should be strong enough to deal with heavy-class A trucks.	Like that water harvesting will be used.				1. Liked the presentation format. 2. Hope to get bus service soon.

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Should the left-turn lane from Houghton Road to Irvington Road be made larger with a barrier to keep the traffic from Civano Boulevard entering the left-turn lane?					
					This forum, which offered a presentation and questions/answers was very good. It provided some reassurances that everything is being considered. No question came up that was a surprise to the planner.
<p><i>Mesquite Ranch Neighborhood Association Position Paper:</i></p> <ol style="list-style-type: none"> The suggested signaling at Bilby Road (retain traffic signal with U-turns in both directions on Houghton Road) and Poorman Road (Florida T-signal) is acceptable, with the understanding that the Poorman Road traffic light will include intersection street lighting, and drainage improvement on the east side of the intersection. It is requested that a detailed lane diagram be provided for the intersections at Poorman Road, Forest Glen Street and Bilby Road to ensure sufficient lanes for right- and left-turn traffic. It is requested that the Poorman Road intersection at Houghton Road be widened to accommodate future 150-foot right-of-way travel on Poorman Road. Based on resident feedback, it is requested that the traffic signals at Bilby Road and Poorman Road be sensitive enough to turn green for a motor scooter. Due to heavy commercial traffic on Poorman Road, it is requested that there be a long merge lane at the Florida T-Signal from Poorman Road onto Houghton Road, northbound. This will allow the commercial traffic to come up to speed and to be able to safely merge into high-speed Houghton Road traffic. Similarly, the southbound merge lane from Poorman Road onto Houghton Road at the new T-Signal should be a long merge lane due to the commercial traffic. It is requested that the intersection of Houghton Road and Forest Glen Street be lighted with street lights, and designated as a "directional median opening" (similar to that at the Secrist Elementary School), to allow for southbound Houghton Road traffic to turn onto Forest Glen Street. This is consistent with the HAMP guidelines for having traffic openings no closer than 1/4 mile apart. It is agreed that left turns (southbound) from Forest Glen Street onto Houghton Road would not be allowed, and would be accomplished by turning right (northbound) onto Houghton Road, and making a U-turn at the Bilby Road/Houghton Road traffic light. The right turn (northbound) from Forest Glen Street onto Houghton Road needs a merge lane of extended length to handle school bus traffic and commercial vehicles. The intersections of Houghton Road and Poorman Road, and Houghton Road and Bilby Road, need a safe and controlled means for pedestrian traffic, including foot and bicycle traffic, to cross Houghton Road on demand. The planned bus stop at Houghton Road and Poorman Road currently has protective curbing to prevent vehicles turning northbound on Houghton Road, from traveling too close to bus patrons. This protective curbing defeats a required acceleration lane for heavy commercial vehicles turning northbound on Houghton Road. Request removal of the protective curbing. The required acceleration lane on northbound Houghton Road at Poorman Road needs to be an extended lane to accommodate heavy sand and gravel commercial vehicle acceleration requirements. The required acceleration lane on northbound Houghton Road at Bilby Road needs to be an extended lane to accommodate heavy school bus acceleration requirements. 					
Very pleased with format of Houghton Road/Poorman Road intersection. Traffic lights are needed even if it is a Florida T. Thanks.					
Make sure all traffic signals can be tripped by bicycles. Thanks.					BAC volunteer.

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The access to my address is from Via Alta Mira. I store my RV (5th wheel) on the back side of my property. At this time I have a gated access to Houghton Road. When the road is widened I will need access to Houghton Road from my property to get the RV out. From your displays we will probably be in the north project, as we are at the cut-off point.					
Will there be a light put in on 29th Street by the Christian church? Traffic buildup on Sunday afternoons is a big problem. People heading north onto Houghton Road wanting to turn west onto 22nd Street often end up waiting multiple cycles. A left turn arrow on 22nd Street/Houghton Road would help, but a light at 29th Street would be more productive controlling the volume of traffic that goes onto Houghton.					
I will need left-turn lane from southbound Houghton Road into Forest Glen Street.					The presentation was good and helpful. Thank you. You are doing good work. Greatly appreciate that you "listen" and incorporate comments.
<p>1. Concerned about Florida T intersection at Poorman Road that won't allow gravel and cement trucks to make left turn onto Houghton Road. Result would be to put these types of trucks onto Valencia Road. If that happens then Poorman Road will only be used for about 50 homes until state land sells way down. Concern of cement and gravel trucks on Valencia Road are increasing in Rita Ranch area.</p> <p>2. Pictures show walking and pedestrian walk on east side. Who will do or pay for this? Current developments have put in walkways already but not as depicted on your plans.</p> <p>3. Do not put street light at entrance to Mesquite Ranch.</p> <p>4. Still would like to see way for pedestrian/bicycles to go from one side to other under Houghton Road. Can use same for "flood" usage.</p>	<p>1. How about extending "brown" water pipes from Irvington Road down to Valencia Road?</p> <p>2. May need to improve drainage at Poorman Road and Houghton Road. I know you are increasing water flow on culverts south of this area but this is a low area.</p>		Can we put large electrical concrete poles in walkways or to east of them?	<p>1. Recommend construction done early between Irvington Road and Valencia Road as there is no building on homes on west side of this area.</p> <p>2. Put frontage road on west side of Houghton Road between Irvington Road and Valencia Road now rather than wait until after state land is sold.</p>	<p>1. Plan for trucks with a 48- to 52-foot length. I checked with Fry's to see what their delivery vehicles were.</p> <p>2. Do better alignment on roads when one area is built first and then another section is built. An example is 100 yards north of Valencia Road/Houghton Road intersection you can see poor alignment/connection.</p> <p>3. Why speed limit at 45 miles per hour? Currently during day Houghton Road is 55 miles per hour. It sounds like we are losing mobility on a six-lane road.</p> <p>4. Change bus lane at Poorman Road to allow for easier acceleration going north on Houghton Road for large gravel and cement trucks.</p>
					If the area between Irvington Road and Valencia Road is state land, why spend the money on sidewalks? Wouldn't the asphalt walkway be cheaper?

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		Consider putting a street light at Seven Generations Way. It is very dark at night and hard to see the entrance, especially when coming from the north.			
45 miles per hour is too slow.					
I am one of about 20 to 30 cyclists that I know who commute by bicycle on Houghton Road everyday. There is no good alternative for going north to south in the area between Irvington Road and Valencia Road. My concern is during the construction. Making cars and bikes share the lane during construction will not work well and will be unsafe because of the amount of traffic on Houghton Road. Please make sure bikes are accomodated at that time.					
Comments Received During the Two-Week Comment Period Ending Nov. 23, 2007					
We don't think you have enough corridors planned for the expansion. The only positive part of your plan is the 45 mph speed. Stay with 45 mph. People speed now at 55 or 60 mph. If you raise the speed limit, people will be going 65 or 70 mph.		The rubberized asphalt will not be enough to keep the noise down for a six-lane road. We would like extra walls or vegetation along the east side of Houghton Road. The wildlife is going to get killed off especially the javelinas and coyotes.			
Speed limit of 45 mph on Houghton Road from Irvington to I-10 is too slow. Make the limit at least 50 mph. I think you need to emphasize that the use of camera-activated traffic signals will reduce the need for longer right-turn acceleration (merge) lanes. I applaud the placement and design of the traffic signal at Bilby and Houghton Road.		I recommend the use of lighted street signs to better see the names at night.			
How close will lanes come to my property fence?		What will be done to minimize traffic noise (i.e. noise walls, etc.)?		Approximately when will work begin?	
Comments Received: 26	3	9	1	4	9