

Comment Summary
Houghton Road, Southern Segment: Valencia Road to Interstate 10
Public Open House; Wednesday, June 20, 2007
Desert Sky Middle School
(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

Phoenix is building 6-lane residential roadways. Why build only four lanes when building six now will not only save future money, but also meet the needs of the next five to 15 years? Let's not cut ourselves short.

Please, if it is a parkway, then design it as such to actually allow for prudent speeds (55-65 miles per hour) as it will become a major thoroughfare for Tucson.

The Houghton Road/Interstate 10 interchange is a mess now at 4-5 p.m. Will this be addressed to handle increased traffic?

Please before spending any money on a sound wall, do a thorough cost/benefit analysis. It would be a huge expense for the benefit of a very few tax payers while using the tax dollars of all. Rubberized asphalt would be a much better alternative for sound control and from a cost/benefit analysis. Also, please consider the use of traffic circles to promote the flow of traffic.

Please restrict access to Houghton and minimize stoplights.

Do not forget the "Park and Ride" on Houghton Road by Interstate 10.

Left-hand turn signal going south of Houghton onto Rita.

Reflectors at the new median by Houghton and Valencia.

Currently no real plan for bus pullouts.

Right-hand and left-hand turns should be added to all turnoffs if not limited by center device.

The pedestrian walkway should be continuous on the west side of Houghton, from Rita Road to Old Vail Road, to allow pedestrian access to shopping and restaurants.

Please keep left turn lanes at intersections parallel to traffic lanes, and do not curve or angle them into opposing traffic.

We need to improve the intersection of Houghton and Interstate 10 to make it safe for traffic.

Will there be areas so pedestrians can walk underneath Houghton at non-intersection areas to get on other side?

Look at making the median accessible for small children or handicapped who want to cross the road.

Depending on cost, may want to increase culvert size or add another culvert at MAC/Old Vail/Houghton Road rather than build up that intersection by three to four feet.

Prefer to keep main walking paths on east side of Houghton. However, a small walkway on west side could be used and appreciated for access to development to south of Rita Ranch.

Make Houghton six lanes. It will be much less expensive in the long run and will save gas and emergency response time. It will increase productivity, curb pollution and cut down on accidents.

You must widen the bridge over Interstate 10. Houghton is the major north/south evacuation route on the east side of Tucson. Ask Department of Homeland Security to assist in the Interstate 10 bridge funding. Tucsonans' safety depends on it.

Please ensure bike path runs from Interstate 10 to Speedway or further.

Include the bridge over Interstate 10 in the widening project. It is already an accident waiting to happen without left turn lanes onto Interstate 10. I have had several near-misses and now use Rita Road exit for safety reasons. It is longer for me, but my life is worth a couple of minutes.

Drainage

Water harvesting should be mandatory on both four and six lanes. Will water harvesting practices be incorporated into the road design to encourage and sustain the planting areas on both sides and the center roadway?

Drainage between Pueblo Estrella and Desert Sky Middle School needs significant improvement given road elevation at present with property boundaries.

The National Park Services would encourage the use of wildlife-friendly crossings at all drainages. This route is the major approach to Saguaro National Park's east district and we are concerned with visitor access during construction.

Environmental

Lighting should be limited to protect night skies. How will lighting be incorporated into the design and will it be designed for minimal night sky impact?

Solar power should be incorporated into all lighting. Will solar energy be incorporated into any part of the lighting and design?

I reside in the Pueblo Estrella Neighborhood, which borders on Houghton. Will there be a sound barrier wall provided along that border? Even with two lanes now, the noise is noticeable during heavy use.

We want the vegetation along Houghton Road that is located along our block wall to remain to act as a buffer zone.

My home directly abuts Houghton Road. On the Houghton Road side of our patio wall exists many large trees planted by the developer. They have had more than ten years to grow and provide shade and noise abatement. I would like reassurance that these trees will remain and not be removed/replaced with twigs. This road will be more noisy than it is now.

Wildlife crosses this road all the time. It is bad enough with two lanes. Can you make wildlife safe crossing under the roadway?

Regarding noise abatement: plan for existing homes on Houghton, south of Rita. I am concerned about two-story homes and devaluation of property.

As understood, noise abatement rubber tire surface is projected to be used. That is great for the noise, but what of the heavy equipment from huge engines and Jake Brake speed reducers? If the road were moved this close to the back yards, responsible organizations would design something in the package to reduce this type of noise intrusion.

We want rubberized asphalt to keep sound down in this area.

May want to look at increasing the height of existing fences on west side of Houghton by two bricks. This could be done in lieu of sound barrier on west side.

Art and Landscape

Our back wall is six feet high. Many of our neighbors have walls that are only five feet high. When the road bed is raised those walls should be raised - not at the expense of homeowners - to compensate for this height change.

We want to keep the monument signs at the corner of Rita Road and Houghton. If they need to be moved, okay.

Construction/ Time Phasing

Time line should be shortened.

Try to build a section and complete and open it as soon as possible, even if that means longer for the entire project. My favor would be Rita/Valencia first, then Rita/Union Pacific Railroad Crossing bridge.

Widen Houghton to six lanes now. Do not wait.

Make it six lanes now, not four right away. This section of Houghton needed to be widened yesterday.

General Comments

Please add me to the mailing list on all three segments.

I have a business at 9755 S. Houghton Road (Tricon); southeast corner of Old Vail Connection and Houghton Road. Will you consider giving us a driveway or turn lane (as a safety factor in turning from north and south)? We do not have water service at our location. Please consider installing water line in conjunction with the road project so that we can get a water service.

I would like some reassurance, not lip service, that this project will not be short-changed, having every possible corner art, and not cheapened just because we are not in the city center. You certainly love our tax dollars. Use them here instead of saving money here and spending it in the Northwest or Foothills.

Safety issues are high-speed wrecks and less distance to avoid our property. I suggest additional concrete barriers or pilings.

We have a concern of what will be done with power poles on west side from Valencia to Interstate 10. Will Tucson Electric Power move them to east side with improved poles?