



This project is managed by the City of Tucson.

For more information please visit [www.grantroad.info](http://www.grantroad.info) or call the project hotline at 624-4727.

### Copper- Flower and Seneca Bike Boulevard Open House – October 7, 2010

Verbatim comments received

#### Comment cards

- Excellent design of the Grant Road bike lanes and bus pull outs. I like the Copper Bike Blvd. too. However as a regular bike commuter from Richland Heights to downtown, I will continue using the faster route of Tucson Blvd. to 3<sup>rd</sup> Street through U of A.
- Please don't forget to plan and fund street trees, an important component of a complete street and an essential amenity for pedestrians and bicyclists in this extreme climate. Thank you for your good work. Excellent presentation.
- I live on Pima Street and I fully support bike boulevards in my neighborhood. I'm sure I will use the Seneca route when riding in that area. As an employee of a non-profit environmental organization I support this as part of making my city more sustainable.
- Fantastic plans! Keep up the good work. Let me know how I can help.
- The sooner the better! I'm 62 years old and love riding my bike. Right now for the most part I'm riding down the wash.
- Are speed bumps and islands part of the bike plan? Bicyclists dislike them. Can't the City use the asphalt needed for these islands/bumps and fix the potholes all over the city?
- Very important for neighborhood graffiti removal. All new signage should be laminated.
- Please include plans for improved pavement upkeep on Flower St. and also make sure it's well lit at night, especially east and west of Alvernon where the neighborhood gets dodgy. Also, I like the HAWK at Alvernon/Flower. I don't see the point of TOUCAN crossings. Why make cars turn right instead of going straight across with the bikes?
- The future of Tucson has everything to do with the decrease of car use. Everything we can do to increase bike, walking etc. no matter if it increases tax we must do it. But we must do it in a fair and honest way. "NOW".

This is a project of the Regional Transportation Authority.

The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at [www.RTAmobility.com](http://www.RTAmobility.com).

The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments.

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- The restrictions at Silver and Country Club (right-turn only) will push auto traffic on to Copper Street. Access to our street – via Treat from Grant is being eliminated by the Grant Road plan – a TOUCAN is planned to eliminate the left turn north onto Treat from eastbound Grant. I am opposed to eliminating left turns onto Tucson Blvd. from Copper.
- With two 6' bike lanes on Grant I don't see the need for one of them on Flower between Columbus and Alvernon. Put these on Swan. Don't like the idea of increasing a lot more bicycles on our street. Money could be used more wisely to help budget shortfall. No, No, No.
- I like the concept of bike boulevards in Tucson as a method to get more people to use bicycles for transportation. Roads with high car traffic are often dangerous to bike on even when bike lanes are available. Present or would be bicyclists deserve safe alternatives.
- I ride my bike to work every day and to events at the University and Downtown and sometimes for errands. I stop at stop signs and signal. Often drivers are expecting me to follow the traffic rules. Too many cyclists ignore traffic and safety signs. Is there a plan to educate the cycling community and ease fears of drivers about having more cyclists? Love the whole idea!!!
- A.) New TOUCAN signal at First Ave. and East Seneca Street means that existing HAWK signal at North First and East Linden (?) will be removed, right? Else traffic on North First will be (illegible) impeded by incoming bike commuters.  
 B.) Time perhaps beyond the scope of this exercise, it must be said that Tucson has carried water and worse for the automobile first class for too long and they really need to sit down and STFU# so the rest of us can go about our business and unimpeded.
- Comment regarding Ft. Lowell east of Swan: Hard to find any place on this street to legally and safely ride a bike. The sidewalk is the obvious choice and there are no pedestrians there anyway. (No bike lane in this area).
- I see the bike blvd. chosen was Seneca instead of Edison – was a traffic study done on both of these streets to justify Seneca? It's dangerous to stop traffic on any arterial. 99% of bicyclists do not follow traffic laws. She lives by a stop sign in U of A area and in all the years she's been there, maybe two cyclists have stopped at the sign. They move too fast and it's a dangerous concern. When they rebuilt Campbell Avenue bicyclists requested a cut-through so they could cut across traffic between Grant and Elm. They

shoot out into traffic endangering drivers who might accidentally meet one of them. These points really must be taken into consideration.

#### Comments received via e-mail

- I support this idea of a bike boulevard in my neighborhood. I live at the intersection of Flower and Columbus Streets and am a bike commuter to downtown. I would like to share my reasons for support and where attention is needed if it is not too late. If this project does not get fully funded, I think we will still benefit from your design plans of what our neighborhoods can each work on to complete the plan (perhaps through other grants). I will be happy to see at least the major crossings completed (such as hawk lights on major streets). I am hoping that it will help make it a friendlier atmosphere for the children who have bus stops right off this street (Flower and Orchard). It is very important to me, in particular, to calm traffic that speed on Flower over to the corner store (Catalina Market). There have been numerous accidents in front of my house related to speeding drivers driving down Flower. Are you going to be looking at stats for where traffic needs calming to place chicanes? I think bringing bikers to the neighborhood could also be good for Catalina Market, who has always shown a lot of care for our community.

It would be a good idea to encourage ease for alternate modes during the heavy congestion that will be sent our way during Grant Road construction. Not all of us regular bike commuters are comfortable on main roads, and we go out of our way to find bike boulevards.

I think it would also add appeal to our properties, especially if the plan includes passive rainwater harvesting to add shade of vegetation to the road. This is a mixed income level neighborhood with many owners who are trying their hardest to improve their houses with the small projects we can afford despite hard times. The contrast on Flower St between the two sides of Columbus is strong and I think the less fancy western side could use some loving attention (the eastern side of Columbus has benefited from roundabouts). A bike boulevard would also make it safer for the many walkers and bikers who already use the roadway. It is a very active community with many people who walk to the park north (McCormick, Columbus access to the Rillito path, and the Y) and around the block in the San Carlos neighborhood coming from the Vista Del Monte and Dodge Flower neighborhoods. The Vista Del Monte neighborhood also very recently was removed from flood plane status because the improvement of the wash system which means our roads are also better for encouraging biking at this point.

- I think the bike boulevards are essential! Car free except local traffic would be best. If there's a way to link to the HAWK crossing at Euclid and Lester, that would be great because the International School of Tucson is just to the west and it would encourage biking/walking to the school. Shade and safe crossings for the major streets are key.

I realize funding is the issue but the sooner the better!

- The bike boulevard plans look great. Can't wait to have more of them.
- I am in FULL support of the planned bike boulevards along the Grant Road corridor. There needs to be more East/West connectivity of bicyclists. Bike lanes can be important, but bike boulevards give cyclists away to calmly and safely ride to their destinations. Having one on either side of Grant is important. Distances half a mile or a mile can mean a lot to a cyclist, and one on either side of the road improves connectivity for cyclists, not just near grant, but for Pima, Speedway and Glenn. I would also plead the case to put in these bike boulevards before the Grant road widening begins to take place. Grant road is already a difficult route to cycle down, but cycling down a road that is under construction is almost unimaginable.  
I believe that the bike boulevards along the Grant road corridor may turn out to be the only worthwhile aspects of the Grant Road Improvement Plan and I hope that they are implemented promptly.
- By making it easier and safer to ride, the bike boulevards will motivate more people to use their bicycles more often. The city-wide benefits in terms of reduced traffic congestion and air pollution will be significant.  
I ride my bike to work two or three times weekly - because of pleasant, safe, designated bike routes. And my decisions about whether to ride (versus drive) to other destinations are determined to a large extent by the bike routes and bike crossings available.  
The bike boulevards will be a great asset to Tucson.
- We live at the house on Tucson Blvd just across from Linden Street, so it looks as though the bike path would greatly affect our street view. It looks as though the proposed plans all include cutting a path through the protective buffer zone between Tucson Blvd and our frontage road. This is a major concern for us because, as you probably well know, Tucson Blvd is notorious for flooding sometimes even in the smallest amount of rainfall. Just a couple years ago the city put in a raised curb to help protect the homes along the frontage from the overflow of storm water and any disruption to that would threaten our home as we have had flooding in the garage and up to the house door in the past. I'm afraid I can't support changes to the frontage buffer without knowing what will be done to prevent storm water entering that bike path and coming over into our home. I welcome your comments in helping me understand the proposals. Thank you!
- The proposed bike routes paralleling Grant Road from Oracle to Swan are a good idea. We live east of Craycroft (and north of Grant) and don't feel safe riding in the traffic lanes as Grant currently has no bike lanes beyond Swan and no room to create any. Perhaps consideration to extend the Copper-Flower or Seneca routes east to Tanque Verde could be done. If a route exists it would be better to designate that as a first priority. Thank you for your consideration in this matter.