



The Grant Road Improvement Plan is Funded by the Regional Transportation Authority.

University Area Plan/ Jefferson Park Neighborhood Plan Proposed Amendment Meeting

Wednesday, March 7, 2012

Donna Liggins Center - 2160 N. 6th Avenue

5:30 - 7:30 p.m.

39 people in attendance

26 people from the University Area Plan/Jefferson Park Neighborhood Plan

The following are the comments received from participants at the University Area Plan/Jefferson Park Neighborhood Plan Proposed Amendment Meeting held on March 7, 2012 and the responses provided by Grant Road Improvement Plan team members. Clarifications and additional information to the responses are provided in brackets [].

Questions and Comments Received and Answers Provided Related to the University Area Plan and Jefferson Park Neighborhood Plan

- Why is there no need for a land use amendment to the University Area Plan?
- *We are trying to do a mix of uses so in some areas there may be less uses and in some areas more. The University Area Plan does not have a land use map, all of the land uses are done through the policies. The text amendment will include a map identifying which parcels that have been chosen to be in the Grant Road District boundaries and those properties could opt into it. We would like you to take a look at the land uses that are currently allowed in the University Area Plan and land uses that would be allowed in the overlay and provide comments on what uses in those zones shape up with what is already allowed.*
- Option as opposed to what? (In reference to the text amendment).
- Are you just talking about University Park or the University area because I have maps that I wanted to ask you about? I was with the neighborhood association for years. You talk about the overlay..what does that mean?
- *An overlay is a zoning designation that allows certain properties primarily fronting on Grant Road to opt into it and have certain uses or heights for that property and how you develop the property. An overlay is used in areas where there are multiple ownerships. You have the underlying zoning and the overlay goes over that. So property owners within the Overlay have three options 1. Develop under their current zoning. 2. Re-zone utilizing the underlying zoning requirements. 3. Opt into the Overlay and re-zone under the Overlay requirements.*

Details about the full plan are available at www.RTAmobility.com.

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

This project will be managed by the City of Tucson.

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- What is your exact legal authority for amending Neighborhood Plans? What is the specific citation?
 - *There is a part in the Charter of the City that allows overlays as part of the General Plan. We'll get back to you on the specific citation.*
[General Plan Element 2: Land Use, Policy 6.14.A Investigate zoning overlay zones for areas suitable for redevelopment or enhancement.

Land Use Code 5.1.2.2 Specific Plans and Regulations. The Mayor and Council shall adopt specific plans, regulations, programs, and legislation as described in Sec. 5.2.3 and as may be needed for the systematic implementation of the General Plan and provided for in the Arizona Revised Statutes (ARS) Sec. 9-461.08.]
- Another concern is that the neighborhood itself will lose contributing properties to the historic status (Jefferson Park neighborhood) because of the roadway widening. Is there any plan or any way to balance losing those contributing properties so that our historic status is not in jeopardy?
 - *I don't know. That's a question that hasn't come up before and we will have to refer it back to possibly the Historic Preservation Department at the City and see what kind of suggestion they would have. Jefferson Park has the neighborhood protection zone and no matter what along that strip is done it will have to be subject to that.*
[A Historic Properties Assessment was done as part of the preliminary design for the roadway and per the City's Historic Preservation Office, removing these contributing properties does not threaten the historic status of the neighborhood. Not all of the existing buildings that are being removed are contributing to the historic status.]
- If a property is not R-1, R-2 or R-3 or R-4 its not covered by the neighborhood protection zone by statute.
 - *You're right. Thank you for clarifying this.*
- I'd like to clarify something for Jefferson Park - when you say people can opt into the zone its only when the City sells it, presumably to a developer that, that developer could opt into the zone. To streamline the process to not require a re-zoning means taking us out of the loop. The only time we have input as citizens is when there is a re-zoning and that is when we can come forward and say "that project stinks", "that project will negatively impact the neighborhood" and if the re-zoning advances (with the overlay)that right is taken away from us. I just want people to know that (applause). Then I'd like to present you a letter from the Jefferson Park Neighborhood Association passed by the board representing 900 home owners in Jefferson Park demanding that we left out of this zone it does us no good what so ever (applause).
 -*Thank you.*
- How important to the City is the re-selling of those lots? In my mind what would be best for our neighborhood would be a really nice noise wall and a park. Something quieting like that rather than worry all of the time that the City is going to sell it to someone who is going to put up a building a ruin my view of the mountains.
 - *Thank you.*
- That's what this is for, commercial development. 99% of it is for commercial development.

- Not completely. We are looking at 1% of it right here (properties between Park and Mountain.)

[The idea is that there will be centers along Grant Road with mixes of uses - commercial, office, residential, civic, etc.]

- Do you think you could do that elsewhere and our neighborhood gets a wall and a park?
- As Mike Holder said (in response to roadway design related questions, and the potential for a sound wall is a roadway design issue) that can be determined during the final design for this section of the roadway.
- Regarding those properties that are going to be taken, if they are too small to develop individually, once the City buys them they can combine them, but do they have the right to change the zoning if they combine them? Would they have to go through a re-zoning process right?
- If this overlay zone is in place at the time then the City could opt into it and would have to meet the criteria of the overlay. However, then the City would have to turn in a development proposal to themselves for review, so it's not likely that they would opt into it.
- I like the idea of a Rincon Market type of use but as long as it stays at 1 or 2 story height.
- Thank you.
- Is that a possibility?
- Yes. In an area like this [Segment Central] it's definitely required that it would be around that height.
- Good that's what we're worried about.
- What is the maximum height limit for development (in this area - between Park and Mountain)?
- I'd have to look it up .We are going to break in about 7 minutes and then I can look it up and tell you. I want to say 16' but it might be a little higher. It depends on where it is located. [See page 113 of the Initial Public Review Draft Grant Road District document that is available on the grantroad.info web site. Maximum overall height is 30 feet towards Grant Road and other major roads, 16 feet towards existing residential and on non-major streets; there are also step backs that apply to the distance from existing residential and non-major streets before a building can go up to the maximum height. In addition, in reaction to comments received it is possible that the overall maximum height will be reduced to the height allowed by the existing zoning or closer to that].
- You have the Central Hub and the Central Marketplaces and all that sort of thing. That's not going to change the landscape much really because those are commercial areas already. It seems to me that the real point of contention is when you take half of the residential properties along the south side and north side of Grant, that's going to be the problematic area for the City.
- That does seem to be the most problematic areas. The City is just looking for some ways to re-develop properties and get it back on the tax rolls in a sensitive way. So we just need to figure out what is sensitive for everyone.

- It seems to me on those properties that the sensitive thing would be to separate the neighborhood side of the alley from the business side of the alley. A wall.

- You wouldn't have anything in the back here. I would see this developing by having parking on the sides and maybe a series of townhouses. That's one option.

[The current draft of the Grant Road District does require that a property owner on the Grant Road side of an alley, at least offer to rebuild a taller wall along the neighborhood side of the alley when a project is of a certain size and the alley is used for access. It is the residential owner's decision if the wall is built or not, at the cost of the Grant Road-side property owner].
- The question on height in this area, I'm looking at this chart and it is anywhere between 20' -30'.

- Okay. It's not always that simple, there are other requirements that outweigh just what the chart says. [See clarification above].
- I partly agree with addressing the difficulty of developing that extra space along the 6 lanes of pretty fast moving traffic. Rincon Market is a cute little area but traffic is much slower and traffic is only 2 lanes in that area and they are really narrower lanes, only the most intrepid people would go fast through there. That's a real small little area and you're not going to get that type of area on Grant because you have traffic moving at least twice as fast. These people don't live in that neighborhood; they are passing through on Grant. People near Rincon Market, they live in that area. It's cute and we would love to have it, but I don't think there is snowball's chance that we are going to get it to look like that because the character is different. I also want to say something about the noise, it's a really big concern, I live in that neighborhood just a few blocks off of Grant and I don't presume you live in that neighborhood but maybe there is a way that you could spend some time there at night because even that first block off of Grant today at night with your doors and windows closed its noisy. The second block off of Grant it's noisy. The third block off Grant it starts going down but that's with the minimum lanes now we will have more traffic moving faster...

- Traffic will be moving slower, not faster. The speed limit is being reduced to 35 m.p.h. and we will be using rubberized asphalt.
- I know but a lot of that noise isn't caused by speeding cars, it's not car generated noise its people generated noise - sirens, this thing or that thing. Go down there spend a few nights and come back and tell me what you think. Somebody will open their door for you. Go down there and spend a few nights and then come back and you'll say you know, "I had no idea; here's how we can fix it."

- Okay thank you. We appreciate that and actually I do live on Ft. Lowell so I know what you are talking about. The best sound wall you can have here is buildings. Buildings block more noise than a wall will by far.
- Jefferson Park doesn't actually have a park, why not use that area and create a little park. Every other neighborhood has a park.

- Thank you.

- Regarding the proposed amendment (UAP and JPNA) opening paragraphs - I am guessing it was written by a staff member within City - DOT or City PDSO because of the “faceless bureaucratic manner” of the writing style. My professors in my MBA program instruct us NOT to write in this style. Rather write in clear written English. Note: written English, not spoken English, there is a difference. (Comment Card)
- Both the UAP and JPNA’s proposed amendments are written poorly. The opening paragraph in each lacks a clear topic/subject sentence. The first five sentences ARE NOT the topic/subject of this paragraph. It will be best to re-write this into two paragraphs, each with a clear topic/subject sentence. (Comment Card)

Questions and Comments Received and Answers Provided Related to the Overall Grant Road District Optional Overlay Zone

- What is the advantage of an overlay district?
- *Question answered by slides in the presentation*
- Depending on what property owners do (some opt in, some don’t) ...it won’t be as sweet looking as in the slides.
- *The idea is if it starts to happen people will see the benefit of it and see why it’s in the property owner’s advantage to go in this direction. You’re right, the whole widening is a 12 year process and its going to take a long time for this to happen but it’s easier to do it this way than individually re-zoning every piece of property along Grant Road.*
- When you say you can go in and re-zone... I’m in Amended Heights which use to be part of El Cortez Heights. They removed our section from El Cortez Heights to develop mini-dorms even though we said we didn’t want them. I don’t understand how if we have an option and we voiced our option they built them anyways.
- *The option is only for property owners in the Grant Road District Overlay boundaries.*
- Looking at what we voted on with the RTA the strip from the alley north of Edison to Grant was going to be taken for the road. Where would these commercial things be and where would the access be. Some people have their garage there (opening to the alley). We don’t want a restaurant there, so how far would the road come to the people on Grant Road that go to the alley? Where is there room for anything? Where are you putting this stuff?
- *The blue line is the edge of the new right-of-way, the sidewalk would probably come to the edge of the blue line (Mike Grassinger identifies this on the PowerPoint slide showing the new alignment for Grant Road between Park and Mountain).*
- How do you enforce the building design elements you talked about? If someone doesn’t meet the design requirements do you deny them a building permit?
- *Yes, if it (building proposal) doesn’t conform to the design standards it will be rejected. They first have to get the development plan approved and it would be rejected if it didn’t meet all of the criteria. Then they would have to go through the building permit process and I don’t know if it’s clear yet whether that would be a combination application of the two at the same time, it probably would be because you will have to see what the building is going to look like and make sure it complies with this criteria. They would then go*

through the City's CDRC process where different departments review it and that's essentially how it gets controlled.

- So it's not just the re-selling of the lots it's the development by commercial entities that partially funds this.
- That's how you get things paid for like sound walls and parks by increasing sales tax revenue, and you increase sales tax revenue by getting better, more successful businesses in the city. That's how we move forward as a community.
- It might be one thing to consider the properties that the City purchases and then sells to developers, that they not have the opt in possibility. That they must automatically have to opt into the overlay. This way you will have gotten rid of the proposition 207 issues and that will help making the roadway have a single look.
- That's an interesting comment because if you take these remaining parcels (properties between Park and Mountain that will be acquired for the roadway widening) you can't develop them under existing zoning because they don't meet the minimum lot size requirement. What has to happen is that they have to be combined and sold as a group for somebody to be able to do something with them.
- All the more reason to put them in the new zoning (Grant Road District) then giving them an opportunity to keep doing what they have been doing.
- Good point.
- Two things. One, I would like to make a suggestion on the language. Instead of calling it an optional overlay, it's really a mandatory overlay, with an option. That might help avoid some of the confusion so people don't think "I have the option" to not be included and that is not an option. Second of all, those of us who have done re-zonings, what we find is that the property increases in value. The overlay would eliminate a lot of messy meeting requirements with the neighborhoods, automatically increasing the value of that property which makes it harder for people to develop because it becomes a more expensive property.
- Thank you.
- At the same time properties behind Grant Road are decreasing in value.
- Thank you.
- I live in one of the neighborhoods off of Grant Road, and I own a business in one of the neighborhoods and I also own rentals in one of the neighborhoods. What I have found is that people like to be able to walk to restaurants etc. When people come from out of town they want to know how close it is to a grocery store, how close it is to good little eating places. The commercial development that they are talking about here is going to be such an improvement. Have you driven Grant Road? It's a mess. The commercial is embarrassing. God bless these people taking this on and coming up with this idea for being able to get somebody who is willing to put some money into developing and upgrading some areas. It's going to make the residential properties even more valuable. Look at Sam Hughes they love the little Rincon Market, they love being able to walk to things without having to get into a car and go clear across town.
- Thank you.

- “Zero” or “built to” setbacks are NOT acceptable. A hard surfaced building is not an effective sound barrier. Sound waves are circular in motion not linear, and like waves will reflect off hard surfaces. Sound, light, infrared, ultra violet, microwave, radio/TV waves, gravity waves are all forms of energy in motion. Soft surfaces can muffle the sound, e.g. trees and shrubs. Soft and hard surfaces can reflect sound to a different surface. (Comment Card).
[Acoustic studies have demonstrated that trees and shrubs do not reduce sound levels effectively].
- A GRD area-wide PAD will be preferred instead of the proposed GRDUOZ. Be creative, a PAD could be modified to be area-wide. Factual that people indicated in earlier open houses and workshop sessions that something ought to be done. However, I do not recall “form base zone” or “UOZ” terms being used to describe the now proposed GRDUOZ. (Comment Card)
- The proposed heights of the commercial buildings on Grant Road are much too high and will impact mountain views from neighborhoods. The city was founded in a valley surrounded by beautiful purple mountains. Let’s keep the original vision and not turn Tucson into Phoenix. To that I oppose the overlay plan. (Comment Card)
- Your passed overlay leaves my home, between Warren and Mountain on the south side, as residential. Directly in front of my house is a delayed left turn for 8 lanes of Grant Road. My house will not be able to be used as a residence (noise, accidents, rattling of structure). The widening of Grant eliminates residential use for single old homes. I want commercial zoning. Have you polled owners on my block as to property owners living on Grant Road and their desire for which zoning? (Comment Card)
[If property owners along Grant Road and adjacent to the proposed Grant Road District area interested in being included in the Grant Road District submit a written comment identifying their specific property and desire to be included, a boundary adjustment will be considered as part of this planning process].

Questions and Comments Received and Responses Provided Related to the Grant Road Improvement Plan and Roadway Design

- What does 80ft right-of-way mean?
- The legal property that Grant Road is in right now from back of sidewalk to back of sidewalk to either side of the roadway. Grant Road will be widened from 80’ to 137’ and will include three lanes in each direction, sidewalks, a landscape buffer, bike lanes, bus pullouts etc.
- Are the properties up to Edison being acquired?
- No that is the alley, Edison is further south (Mike Grassinger identifies the alley on the slide of the map of the new alignment for Grant Road between Park and Mountain.)
- What about funding for sound barriers/walls to protect the neighborhoods? I heard there was no money for sound barriers/walls?

- As each section of the road gets designed there will be more specific design work and if there are areas that are identified as appropriate for sound walls people can weigh in on it and the City Council can identify funding sources for that or if the neighborhood wants to form an improvement district for that kind of work , then yes. But right now the design of Grant Road does not include funding for noise walls. The City typically will only consider noise walls if the noise meets certain types of criteria. The preliminary noise studies done on Grant Road say that the noise won't be that bad given that the speed limit is being dropped to 35 m.p.h. and we will be using rubberized asphalt.

- It looks like only half of the property is being taken (regarding the property along the alley north of Edison between Park and Mountain). Where's the noise wall? I'm concerned about the construction noise. Please put up a wall. What about noise during construction?
- The City has never built a noise wall to accommodate construction noise. The remainder of those properties the City would own and then sell. Access options will be determined during the final design phase for each reconstruction segment of Grant Road.
- So all those RTA pictures with berms and walls that we voted on are optional? Where's Edison? Where's the alley? What are the red and blue lines?
- I'm not sure I know what you are referring to? This is the alley (Mike Grassinger identifies the alley on the slide showing the new roadway alignment between Park and Mountain.) Again, the blue line is the edge of the full Grant Road widening, that's the right-of-way line. The red line is the curb line for the street. This is the median that will be in the middle, this is a frontage type system and this is the right-of-way line on the other side of the street (Mike Grassinger identifies these on the slide showing the new roadway alignment between Park and Mountain).
- So are buildings proposed between the blue line and the alley?
- All of this property will be owned by the City and they will have the option of either selling it or turning it into some sort of City facility like a park.
- Where will the access be? (Regarding remaining properties along the alley north of Edison.)
- The access would be on to the streets. You probably wouldn't be able to have access from the side streets but there would be the ability to have access to the properties from Grant Road.
- You're going to have all of this traffic coming in and out of a 6 lane road?
- Possibly.
- In regards to the wall issue... what is the metric the City uses to determine if there is a need for a wall? Will you know the measurement for the additional lanes?
*- It is measured in decibels. I don't know the exact measurement for a noise wall to be necessary off the top of my head.
[As noted previously, a noise study was done for the Roadway Improvement portion of the Grant Road Project, and projected future noise levels do not reach the level that would require the construction of a noise wall in the area that was in question.]*
- When will you be doing that measurement?
- Another noise study will be done during the design of this particular segment.

- How can you design a segment with or without a wall without knowing if it's needed in advance by just simply getting the measurement now?
- *That can be determined ahead of time. There is a noise level that can be determined based on the fact that the road will be six lanes, that there will be rubberized asphalt, that the speed limit will be lower.*
- So it's really disingenuous to say we won't build it unless we need it but we won't know if we need it until after it's built. Can we get that horse before the cart?
- *I'm not saying that noise walls are off the table completely. The whole question of what is going to be done with these parcels is on the table. That's why we are meeting.*
- We'd like to see the noise study.
- *I can find that noise study that was done as part of the preliminary design.*
- When was it done 1997? That study is now 15 years old?
- *There wouldn't be a difference they still use projected traffic volumes that assume additional lanes and that rubberized asphalt is used. [The study was done in 2010].*
- Well I have to live there, I don't know if you do or not, but the reality is from 1997 to the present time traffic on Grant Road has increased.
- *The noise studies are done based on 20 year traffic projections.*
- So do you have that available or not?
- *I can find it. I've been on the project since June but I'm sure we have it (the preliminary noise study done for Grant Road).*
- We would like to see the numbers.
- *I just told her I will find the numbers (preliminary noise study done).*
- When was that aerial photo taken? (Referring to the slide with the new roadway alignment between Park and Mountain).
- *I believe it was 2009.*
- So are you aware of whom the home owner is of the structure at the southwest corner of Mountain and Grant? I think you should consider whose toes you'll be stepping on when you talk about remnant property, because he is not going to let you remnant anything.
- *Thank you.*
- I live in Catalina Vista, you stated that you do not feel we will need a noise wall.
- *I stated that the preliminary noise study done did not warrant a noise wall.*
- Correct me if I'm wrong, Grant Road carries more commercial traffic than does Campbell which has a noise wall.
- *I'm not sure if it does.*
- I'm sure it does and there is a noise wall on Campbell. That's what we are asking for. You have a lot more truck traffic on Grant.

- It's on the table, but it won't be determined if it's needed until the final design work is done. We're not here to argue with you, we're here to hear what you are interested in.

- I understand I just wanted to make the point that we feel that there is a lot more commercial traffic on Grant Road than there is on Campbell, which means more noise.
- Sure we'll check that out.
- I would like something else listed as a concern, I am very concerned about the maintenance of this road when the City is already behind hundreds of millions of dollars for needed repairs.
- Thank you.
- What about the gateway public art piece for Jefferson Park at Mountain?
- A Public Art Master Plan was done for the project and is available on the project website (www.grantroad.info) , gateway art pieces and neighborhood identifiers were included as part of that master plan. The public artists will be chosen during the final design for each section and that process is facilitated by the Tucson Pima Arts Council (TPAC). Then there will be time for public input as to what the piece of art will look like. There is a gateway piece that will be done for the Grant-Oracle intersection and that will be done later this year. Right now we don't know what the other public art pieces will be or who the artists will be other than at Grant and Oracle but that is something you will be able to have input on and TPAC facilitates that process.
- Is the RTA working with the City Traffic Engineering Department to close one or more of the streets off of Grant Road into Jefferson Park? What's the process for closing streets?
- There are some streets that have been preliminary looked at for closures. These decisions will be made when the final design is done for each segment of Grant Road.
- This is not a related issue but I have to get it off my chest since we are talking about a lot of money here. We've got to get the potholes filled in these streets. It's not just the Grant Road project, but all of the potholes through all of the neighborhoods.
- I don't think anyone is going to argue with you on that one. I think we all agree (regarding the need to fill potholes).
- Park Avenue has an enhancement project which is very different from the way that Grant Road is going to be done. A concern that I have is the transition of the Park Avenue Enhancement project and Grant Road which is going to be this boulevard. They are two very different aesthetically and functionally projects. One of my concerns is how will they segway into each other. How will they transition from one to the other?
- The City is working on both projects and they are being done in the same division of the same department. They won't all of a sudden get to a point where the plans don't match up because they are talking to each other.
- I suggest that since you all are doing the design for Grant Road that there be some real communication about that because seriously the Park Avenue Enhancement project was worked on by a whole lot of people, there has been grant money assigned to it. It needs not to be destroyed by the Grant Road widening. It really is a concern.
- Thank you.

- I'm still trying to understand the map (slide of the map of the new alignment for Grant Road between Park and Mountain), the red line is curbs? There is a curb that goes across Santa Rita Street?
- Mike Grassinger clarifies the red line and identifies where the new curb line, the new median and additional travel lanes will be on the map.
- I've noticed that they've done 4th Avenue at Grant. It's going to be a busy street and they have already made it like a bicycle lane and I'm just wondering if they will be some way of diverting traffic from 4th Avenue? I'm just wondering about the future.
- 4th Avenue at Grant now if you are coming north today you have to either turn right or left, you can't go straight through. I don't see that, that would change as a result of widening Grant Road. We have it incorporated into the design.

- Northwest Neighborhood is one of 5 neighborhoods that supported the bike boulevards and the traffic circles they put in are meant to defer cut through traffic from the neighborhoods.

- One of the details of the Grant Road District Optional Overlay is that certain portions, as someone opts into this and develops, depending on the size of it, are required to put in traffic calming devices to slow the traffic down that would be going towards the neighborhoods and discourage traffic into the neighborhood. This is part of the design that they would have to submit to the City to get approved to go forward with their development
- They have messed up 4th Avenue.
- Thank you.
- Isn't this a federally funded project?
- No it's funded by us, the tax payers.
- I'd like to see the people who are going to use the road pay for it (referring to regional travelers). Let them deal with it.
- They are paying for the design and construction of this because it is coming from the taxes that everybody pays.
- Those parcels (properties between Park and Mountain that are being acquired for the road widening) ... are the alleys going to remain?
- Yes they will still be there, at this point unless for some reason everyone decided they want to abandon the alleys.
- Who are they?
- The adjoining property owners. What happens in the alleys today? Do you have utilities in the alleys (yes)? Do they pick up trash in the alleys (yes)? Then it's unlikely that it will be abandoned.
- Unlikely?
- I can't guarantee anything except death or taxes.

- But you wouldn't own that part.
- *No it's the City's property. The City owns the alleys.*
- So the in and out on our block will be gone?
- *Do you have access to the alley today? Then there is no way they can take that away.*
- *But he said "unlikely".*
It's unlikely unless no one had utilities back there or needed access.
- Noise walls and buildings do not absorb sound it will reflect off of them. Soft things like trees and bushes will absorb more sound.
- *We'll have to take another look at that. I have an 8ft wall and I still hear the noise on Ft. Lowell.*
[Landscape does not absorb noise].
- No sound walls? Iffy? Many who voted in 2006 for the RTA were lead to believe soundwalls and landscaping (similar to Campbell Avenue between Grant and Elm) will be constructed too in situations similar to Campbell Avenue. (Comment Card)
- I am on the transportation committee representing persons with disabilities. I do not see adequate provisions for disabled persons to cross Grant Road as widened. If one crosses only at lights, one may have to walk for blocks (not possible for many) to get to a crosswalk at a light. To cross without a light is way too risky given the traffic and slowing mobility of disabled persons. Please address. (Comment Card)