

**2040 RTP**  
**30-day Comments**  
6-28-10

Total Number of Comment Sheets Received during 30-day public comment: 99

Comments through and including #82 were received by midnight on June 23, 2010.

**1. The 2040 RTP includes a list of proposed roadway, transit, bicycle, pedestrian and safety projects. What specific comments do you have on the 2040 RTP project lists? Are there any projects that should be added or deleted from the lists?**

Number	Comment
1	See 5-21-10 e-mail about Bike Boulevards.
2	See 5-25-10 e-mail about Broadway Blvd.
3	
4	Since I was unable to enter comments onto the comment form – it came up blank – I just want to say the plan looks good, but I’m opposed to the streetcar – not a good idea even with federal funding. It’s too much money for too little service. We could spend the money much more wisely.
5	
6	The \$3 million “Corridor Study” for I-10 west, Tucson to I-8, appears to be the proposed Avery Valley bypass MIS. There has been enough study – the project should be abandoned.
7	I would like to register my strong objection to the plans for widening Broadway from Euclid to Wilmot. This street is carrying much less traffic than projected many years ago, and does not warrant the major changes and disruptions that the proposed widening would create.
8	See 6-18-10 e-mail from Ron Spark.
9	See 6-20-10 e-mail from Jose Garcia.
10	Broadway Corridor Widening of Broadway between Euclid and Country Club. Using old outdated traffic studies to expand to 8 lanes.
11	The 1987 plan for Broadway in urgent need of reconsideration. Traffic projections were wildly off, rising from 30,000 cars per day in 1984 <a href="http://dot.tucsonaz.gov/projects/broadway">http://dot.tucsonaz.gov/projects/broadway</a> to only 33,600 by 2005 <a href="http://www.tucsontransitstudy.com/documents/AppendixH:TrafficReport9.14.07.pdf">www.tucsontransitstudy.com/documents/AppendixH:Traffic Report 9.14.07.pdf</a> This is a far cry from the 40% rise predicted. To solve this non-problem, the project was expected to cost \$71 million in 2005 dollars, money the City does not have.
12	In reference to the Broadway corridor, I believe that the widening plans that are in place are too extreme. Making wider streets strictly in favor of commuter traffic is short-sited. Sustainable progress must keep in mind that widening of the streets

	makes it LESS likely that people will walk or bike to their destination due to fear and inconvenience of crossing said street.
13	The Broadway corridor plan is in need of reconsideration, starting with the Euclid to Country Club widening, and continuing to the extension eastward.
14	<p>Bike boulevards would be at the top of my priority list, and I would like to see them planned and built as quickly as possible. They make cycling safe and relaxing enough for anyone to feel comfortable doing it, and at a reasonable cost.</p> <p>The streetcar plans are of some concern to me; while I support the initial segment, and I think there is potential to extend it north on Campbell, I am concerned that the other extensions would just be replacing bus service along those routes, not improving actual mobility for anyone. While it can be argued that more people will use streetcars because of many inherent benefits of rail transit, no one will be able to get anywhere faster than they can today using streetcars instead of buses, and the fact that bus lines are only being partly replaced means that many riders will have more transfers.</p> <p>Rather than building BRT and Streetcars paralleling each other along East Broadway and South 6th Ave, it would be wiser to build a light rail line with its own right-of-way, which would be faster and attract more riders, and it would not be any more expensive (assuming that the planned BRT system is using mostly exclusive lanes).</p> <p>I would think that light rail and local buses would have very similar costs to BRT and streetcar, but it would attract many more riders because of the ride quality and speed benefits of light rail. BRT would be an improvement, but even the best implementations of it, such as LA's Orange Line and Boston's Silver Line (both of which I have ridden), are still loud, bouncy, and cramped.</p> <p>I am very curious why BRT + Streetcars is being studied, but Light Rail + Local Bus is not.</p>
15	There seems to be a huge concentration of useless bike boulevards in central Tucson that only serve to connect one neighborhood to another. This is a waste of money and resources. These need to be redistributed to connect southern Tucson to the downtown area.
16	It better happen!! I couldn't believe the responses I heard while on the Cyclovia route! "If roads were this big for Bikes I'd bike to work EVERY morning! If they were this wide I'd let my children ride to school! We should do this EVERY weekend!" Was all I kept hearing!! It's a golden plan!!
17	I strongly support the inclusion of Bicycle Boulevards (Plan ID # 193.08) and that I am excited to see these implemented.
18	The more bike lanes and boulevards the better!
19	Strongly support inclusion of bike boulevards (193.08)
20	I strongly support the inclusion of Bicycle Boulevards (Plan ID # 193.08) and am

	excited to see these implemented.
21	I strongly support the inclusion of Bicycle Boulevards (Plan ID # 193.08). Fantastic. Can't wait. More more more!!!
22	I'm delighted to see an increased focus on bicycling and walking. In particular, I'm excited about the addition of more bicycle boulevards and the progress on the urban loop.
23	I think it is a strong step to making Tucson one of the premiere regional cities in the US. I think it will help commercial areas increase business. As a business owner downtown I am very excited to see this.
24	Looks good!
25	I strongly support the inclusion of Bicycle Boulevards as well as Bicycle lanes.
26	I'm a big supporter of bicycle boulevards (Plan ID # 193.08) , and I really want to see as many funded as possible. I also like bike lanes, but I think in the denser urban areas boulevards are a much better choice. Please continue to fund them!
27	Our family loves to bike together, but with small children in tow, it has been virtually impossible for us to bike as a family in Tucson. We moved here from Portland, OR last year where we were able to bike virtually everywhere and felt incredibly safe. We strongly support the implementation of bike boulevards around Tucson!
28	Am a strong supporter of Bicycle Boulevards. My son, who is 7, will be commuting to school/work next year. Please keep these types of projects going. Will keep my family safer. Thank you!!!!
29	I strongly support the inclusion of Bicycle Boulevards, the interconnecting of bike lanes, and making the area more bike-friendly. I'm excited to see the implementation of Bicycle Boulevards!
30	I really like the bike boulevards in the plan. We need to provide the infrastructure to encourage people ride more and drive less
31	Wider bike only lanes and actual bike paths that cars can't go on would be amazing.  Bicycle boulevards would make Tucson so much more liveable, increasing property values and of course quality of life for everyone!!  My husband and I both bike commute to work and as the parents of two little kids, knowing that we'd be safer in the process would provide so much peace of mind. Lately we've been biking with our kids in bike seats on the back of the bike and even on carefully selected routes it's really scary sometimes. We would have so much more freedom with bike boulevards and I hope that this comes to fruition.
32	I strongly support the inclusion of Bicycle Boulevards (Plan ID # 193.08) . i commute by bike almost everyday, i would love to feel safer
33	The potential benefits in air quality and traffic reduction from increasing walking and biking facilities are enormous. Please include Bike Boulevards (per #193.08) to the maximum extent possible.
34	I strongly support the inclusion of Bicycle Boulevards (Plan ID # 193.08) and I am

	excited to see these implemented. i believe any effort to make transport by bike will prove beneficial in many way for Tucson in both the short and long term.
35	I STRONGLY support the inclusion of bicycle boulevards, as well as all roads having bike lanes.
36	I STRONGLY support the inclusion of Bicycle Boulevards!
37	I think this town needs more bicycle boulevards. They slow the automotive traffic down and provide good, quiet places for people of all ages and abilities to ride. This will do a lot to improve the health of our city.
38	I am a strong supporters of providing expanded facilities for alternate modes and am glad to see the inclusion of additional bicycle facilities in particular. I would like to strongly emphasize the importance of development of bike boulevards in order to address the safety concerns of ALL different levels of bicycle users.
39	This is a great addition to the City of Tucson! We have already received a lot of press in the cycling word about our cycling amenities, this will further our presence in the local and national cycling world.
40	We want bike boulevards!
41	I strongly support bicycling in the community. It gets cars off the road, reduces pollution and is a good form of exercize. Please include bike paths and bike boulevards in your regional plan.
42	Bicycle Boulevards will make Tucson a much nicer city to live in, not to mention to bike in! I enthusiastically support plan #193.08.
43	Keep the Bike Boulevards in the plan! I feel Tucson still lacks in providing for safe, easy access, etc. bike paths. Any improvements directed at those of us who bike should be one of the top priorities in any new plan.
44	I am very pleased to see the inclusion of so many bike boulevards in the plan(Plan ID # 193.08). I think bike boulevards are a wonderful way to help make biking in Tucson safer and more pleasant for everyone. I really look forward to riding along this network!
45	I am thrilled to see Bicycle Boulevards included in the plan. I believe this is an important aspect of planning if Tucson is to be an environmentally conscious community that promotes the ability to lead a healthy and active lifestyle by living in Tucson.
46	Bicycle Boulevards are a must if tucson is going to compete in the 21st century. if we want to attract the type of people that will be a boon to the city, this is a must, most of the 'creative class' would find this a HUGE plus. please, don't be caught in car-culture only, be progressive!
47	I would like to see striped bike lanes on both sides of the streets. I bike to work and the grocery store.
48	I fully and strongly support the inclusion of Bicycle Boulevards (Plan ID # 193.08). I will be very excited to one day see these implemented.
49	I strongly support including bike boulevards. Two of my friends have been seriously injured on busy Tucson streets on their bicycles, and one friend was killed in a bike

	accident. Please consider including even more bike areas.
50	I am in strong support of bike boulevards above all other forms of bike facilities. These are convenient and serve the needs of the community.
51	I strongly support the inclusion of Bicycle Boulevards (Plan ID # 193.08) and I expect to see these kinds of investment made from my tax dollars otherwise I will not vote for regional sales taxes in the future.
52	I strongly support the inclusion of Bicycle Boulevards (Plan ID # 193.08) and I will be excited to see these implemented.
53	I strongly support the inclusion of Bicycle Boulevards (Plan #193.08) in the 2040 RTP. I think they are absolutely essential to creating a livable community here in Tucson. They are an absolutely essential piece of a larger, regional bicycle network.
54	Please keep Bicycles & pedestrians in mind! Part of any great city is safe alternative modes of transportation. To not keep bicycle boulevards a priority would be a travesty!!!
55	I very strongly support the inclusion of bicycle lanes, bicycle boulevards, and bicycle paths in all RTP projects.
56	I strongly support the inclusion of Bicycle Boulevards (Plan ID # 193.08).
57	I strongly support the inclusion of bicycle boulevards in Tucson's regional transportation planning.
58	I strongly support the inclusion of as many bicycle boulevards as possible. The street signs in Tucson may call the city a "bicycle-friendly community" but some of the roads where such signs are posted are extremely hostile to bike traffic: the Rillito bridge on Campbell, for example, where the bike lane suddenly disappears and there is no sidewalk sufficient to accommodate bikes and pedestrians. The expansion of bike boulevards, where bikes do not have to compete with cars, will be a great incentive for getting people to use nonmotorized means to commute to work.
59	<b>STRONGLY SUPPORT Bicycle Boulevards</b>
60	The plan is insufficiently bike friendly. The assumption that our society will be as motor vehicle dependent 30 years from now, as it is today, is clearly erroneous.
61	Bike Boulevards are really important
62	I strongly support the inclusion of Bicycle Boulevards (Plan ID # 193.08) and would love to see these implemented.
63	I strongly support the inclusion of Bicycle Boulevards as part of the RTP and hope they will be implemented as soon as possible. As a parent who regularly bikes, the safety of bicycling for me and my family is of the utmost importance and I think that clear signage, signals, and specifically designated bike routes are essential.
64	Bicycle lanes are poorly utilized in Tucson both because of the student population (hurry hurry and with a feeling of entitlement) and because of the poor lighting at night, also because traffic is a problem in Tucson (not that that much is going on in this small town but because there are no useful thoroughfares(. So i am dead against more bike lanes.

65	I am especially looking forward to the increase in Bicycle Boulevards.
66	I strongly support the inclusion of Bicycle Boulevards (Plan ID # 193.08) and I am excited to see these implemented. My sole form of transportation around this city is by bicycle, and I appreciate the Bicycle Boulevards already in place. I'd love to see more.
67	Bicycle boulevards (Plan ID #193.08) serve the dual function of beautifying the city and making it more fluid for all modes of transit. Please include more of these!!
68	Bicycle boulevards are a must in a city as big as Tucson-I can't wait to see them happen!
69	The lists are broad in nature bringing projects that everyone can appreciate. The projects promoting alternatives to the car are especially appealing to me and my young family. The more we support these endeavors, such as Toucans, Hawks, Pelicans, bike boulevards, smart trips programs, the more appealing Tucson will be to live in. It's in everyones best interest to make Tucson a livable city. Our family tries to get around by bike as much as possible. We live on the west side of town. It's difficult to get past the Interstate highway. Even though they put bike lanes in all the underpasses with the recent construction, there are not bike lanes to connect to except for St. Marys Rd. If our destination happens to be along University/3rd St life is easy by bike. If it happens to be any distance north or south, it is difficult to find bike routes that get you where you are going. It is so tough to cross the busy roads, especially with a young child old tagging along. Please place emphasis on helping with these sort of bike routes.
70	I strongly support the inclusion of bicycle boulevards (193.08) and am very excited to see these implemented. I try and ride my bike everywhere I can and find it frustrating to have to put my safety in jeopardy to get to my intended destination (grant, speedway...).
71	As a commuter, I strongly support the inclusion of bicycle boulevards. It would keep cyclists safe and motorists happy.
72	I support all options that reduce the number of individuals in cars on the roads. That means better/more efficient bus routes, wider bike lanes, and inclusion of bike boulevards, in addition to creating safe areas for pedestrians.
73	I like the bike boulevards, and new bike lanes, especially the proposed one on congress. riding through downtown would be nice if it wasn't terrifying.
74	I'd like to see the inclusion of the Bicycle boulevards, Plan I.D.# 193.08, in the RTP. In addition, a completed Urban Loop bikeway would be a great accomplishment, a world-class amenity that would make Tucson unique. And a designated grid of residential streets where traffic is restricted or calmed, and signed for bicycle use, is a low-cost way to effect connectivity of bike facilities.
75	As both a motorist and a cyclist, I strongly support the inclusion of bicycle boulevards, public rail transit, and rail freight routes to reduce heavy traffic between Tucson & Phoenix on 1-10
76	Bike boulevards seem sensible and timely.

77	<p>When my wife and I visited Sweden in 2004 (ironically to take delivery of a car), we were amazed at the number of people even in the cold climate who used bicycles for basic daily transportation in the large cities we visited (Goteborg and Stockholm) as well as smaller towns (Orebro). Based on the bike parking, it was obvious that these people were not only biking, but patronizing the local shops and eateries.</p> <p>As long time bikers and residents of Tucson, we were curious what made the difference. In our opinion, the city planning was key. Biking areas that were separated from the main roadway, special signage and crossing for bike and pedestrians all clearly made biking and walking a less dangerous and more enjoyable option that people clearly chose.</p> <p>Just recently in Tucson, I have seen how the addition of a new multi-use path between River Road and the River Path in Mehl Park has increased bike usage significantly.</p> <p>This is why I strongly support the inclusion of Bicycle Boulevards (Plan ID # 193.08) in the Tucson regional transportation plan.</p>
78	<p>I support the inclusion of Bicycle Boulevards as I am a daily bike commuter as this is my primary form of transportation around Tucson. Tucson has the potential to become a great biking city and the Boulevards would help active this.</p>
79	<p>See letter dated June 22, 2010.</p>
80	
81	<p>I like the proposed transit ideas, especially BRT corridors. Are any cross town bus routes (E-W) feasible? I support bike boulevard projects. One concern, however, is whether funds will be available to maintain all these facilities. Also, see #3 below.</p>
82	<p>Place priority on pedestrian-bike and walkability of transportation systems. This includes placing bike boulevards as a high priority.</p> <p>Walkability includes shade and landscaping associated with all transportation projects. This is to mitigate urban heat island effects, which affects human, environmental and community health. Pavement and roofs in urban areas are the largest culprits in creating urban heat sinks.</p>
83	<p>Why does Orange Grove continue to evade widening? This is grossly unfair to those affected by Ina Rd. congestion. Orange Grove was going to be widened <u>years ago</u> and now it is pushed out further into the future?</p>
84	<p>I'm writing in regards to the RTA in hopes that it will include Bike Boulevards. For transportation around Tucson, the bicycle is my primary source of transportation. Although I own a car, I prefer to use my bicycle to go to work as a teacher, to run errands around town, and to do leisure activities. Tucson's climate is great for cycling, and I am a big proponent of transportation that doesn't pollute the air. Please make sure to include Bike Boulevards in your plan for the many people like myself and to keep our city an excellent place for cycling.</p>

85	<p>I really like the concept and development of Bike Boulevards. They provide a safe, less car encumbered way for bicyclists to get around, and a good network of bike boulevards could really help to reduce traffic flows in this city. A lot of trips made by auto are trips that could be easily done by bicycle, but it needs to be safe and the bike boulevards go a long way toward making that happen.</p> <p>I would also like to see the Urban Loop implemented, hopefully in the next few years. Connecting the current bike path at Grant &amp; the Santa Cruz with the Rillito path near I-10 would be a great start.</p> <p>I think we really need to get moving on some sort of rail transport between Tucson and Phoenix, and I am strongly opposed to any sort of I-10 bypass through Avra Valley, or the San Pedro Valley.</p>
86	<p>I strongly support the inclusion of Bike boulevards - we are so excited to see these improvements become a reality.</p>
87	<p>PLEASE INCLUDE BIKEWAYS IN PLAN 193.08.</p> <p>We live on a bicycle/pedestrian way and love it. With cars restricted from turning directly onto Third St. we finally feel safe walking. This bike/walk way slows down our entire pace of life and makes us more aware of natural sounds. We meet interesting people with their dogs, kids, innovative transportation modes, and enjoy the diversity of students coming through our neighborhood. We've witnessed one bike/car confrontation, but that was because the car driver was eating and driving. (I do worry about riders who are from countries where stop signs do not apply to bikes.) Having separate bike boulevards instead of crowding bike riders into narrow lanes with fast traffic makes such good sense in so many ways -- how can we not do it?</p>
88	<p>My primary concern is that the bicycle boulevards (Plan ID # 193.08) are included in the plan. As one of many daily commuters, Tucson is at a tipping point of becoming one of the best bike-friendly cities or losing what has been built so far for cyclists by not including this kind of infrastructure.</p>
89	<p>I support the inclusion of Bicycle Boulevards (Plan ID # 193.08) and I am excited to see these implemented.</p>
90	<p>bikes (bike boulevards) should be top priority on this plan, more so than cars. If they are not included in the highest possible way Tucson will continue to be behind the times in city/transportation planning. Pima county should be looking at how to increase bike transportation by 1000%, adding an extensive amount of rail transportation, and last but not least which roads (Congress St) should be closed off to auto traffic entirely so as to get people to walk, ride bikes, and ride rail car, to shop and see downtown. Anything short of this is completely short sighted on where this country is headed, we - Pima county and the city of Tucson - need to be at the forefront of the inevitable trend of not being able to sustain the lifestyle of car culture to the extent that it is today.</p>
91	<p>State Statutes govern Special Taxing Districts which the RTA is one. This Special</p>



	<p>Taxing District was signed into law on August 25, 2004 by then Governor Janet Napolitano and is very clear where the monies are to go. Please read Arizona Revised Statutes Title 48 Chapter 30 Article 1, 48-5308, F. 4. It says: Bicycle projects, including striped lanes on arterials, neighborhood bike routes and planning of bikeways focused on major regional activity center destinations. "Neighborhood bike routes" are Bicycle Boulevards! The link for the statute is below.</p> <p><a href="http://www.azleg.state.az.us/FormatDocument.asp?inDoc=/ars/48/05308.htm&amp;Title=48&amp;DocType=ARS">http://www.azleg.state.az.us/FormatDocument.asp?inDoc=/ars/48/05308.htm&amp;Title=48&amp;DocType=ARS</a></p>
92	<p>I strongly support the inclusion of bicycle boulevards, plan ID # 193.08. I lived for several years in Germany where these boulevards are common and the mortality rates are roughly half what they are here for bicyclists. They also mandated that a portion of each new sidewalk be bicycle path getting bikes off the main roads. I felt so much safer there. Tucson is a great city and can do just as well.</p>
93	<p>I strongly support the inclusion of bicycle boulevards (Plan ID #193.08) As an avid bicyclist, I see these not only as a way to create a safer path for recreational and commuter bicyclists and am excited that these will be included in the plan.</p>
94	<p>I strongly urge that the proposed bicycle boulevards be included in the 2040 RTP. For minimal cost, these boulevards (along with bicycle paths and lanes) encourage bicycle use for recreation and commuting, thereby promoting healthy lifestyles and less dependence on automobiles. Seems like a no-brainer to me!</p>
95	<p>See letter dated 6-24-10.</p>
96	<p>I feel that Bicycle Boulevards have a strong place within the Regional Transportation Plan. They would be a viable and relevant inclusion within the urban core to facilitate safer bicycle pathways for those in our community ( particularly families, children and women) who may feel intimidated to use existing streets to commute to work, school, run errands, etc.). There is a place for bicycle boulevards in our community if they are planned and designed to connect to other safe bicycling streets, activity centers, stores, schools, etc. Tucson currently does not have a working defined bicycle boulevard. However, the 3rd street bikeway system is in essence a bike boulevard (although not officially designated) that can be viewed as a workig example to demonstrate their potential effectiveness - provided they are placed strategically around Tucson. Safe bicylce boulevards would also help to increase bicycle riding in our community, provide recreational avenues for familes and reduce air pollution.</p>
97	<p>In order for Tucson to be liveable and sustainable in the future, the RTP should prioritte the use of bicycle boulevards outlined in the plan and funded with RTA money. Additionally, all new roads should include considerations for bike lanes and safety of bicyclists. This is a wonderful opportunity to increase the profile of TUcson as a bike friendly and enviro friendly city!</p>
98	<p>I strongly support the inclusion of Bicycle Boulevards (Plan ID # 193.08) and I am excited to see these implemented!</p>
99	<p>This sounds like a great idea as I rely on bicycle commuting a lot.</p>

**2. How might the proposed 2040 RTP projects affect you or your immediate neighborhood either positively or negatively (e.g. increase safety, increase access to jobs and services; relieve congestion; other impacts on the environment, neighborhoods and/or businesses, etc)?**

Number	Comment
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6	I-10 bypass is opposed by residents of Picture Rocks, Avra Valley, Barrio Sapo, etc., plus Saguaro National Park, U.S. Bureau of Reclamation (which administers Tucson mitigation corridor that would be impacted), AZ Game & Fish. How much more info do you need?
7	My neighborhood borders directly on Broadway, and the widening process would damage residential properties that have been in place for decades. In fact these properties have historic designation. The exposure to cut-throughs and constant roar of traffic will increase, and property values will decrease.
8	
9	
10	Negative Impact to El Encanto, Sam Hughes, Rincon Heights And neighborhoods surrounding Country Club and Broadway. Increased traffic on Country Club and Tucson Blvd. and cut throughs of neighborhoods.
11	Widening the street will destroy dozens of taxpaying businesses, historic houses and a church, forcing local residents to drive to businesses and services they can now walk to – the opposite of sustainability. We are in the worst depression since the 1970s – perhaps the 1930s: should we be destroying locally-owned taxpaying businesses, the backbone of the economy?
12	Broadway widening looks like it will take out dozens of viable homes and businesses. This will cut down on the amount of residents in the area and up the amount of cars. It will also increase noise, pollution and crime. I believe this Broadway widening will have pretty negative impact.
13	The El Encanto neighborhood, where I live, will be negatively impacted in the widening process, with historic neighborhood properties destroyed, for a rationale that has not materialized.
14	The bike lane improvements in my area should be of some help; my hope is that they will be of the separated variety seen on part of Bear Canyon Rd.  I hope that extending Sabino Canyon Rd to Kolb will relieve some congestion in a notorious bottleneck, although I expect I will use the new road very little.

	I should also mention that I do not plan to stay in my area (Tanque Verde and Bear Canyon) for long; I plan to move close to downtown or the University in the next few years. Those areas have some very exciting planned projects in transit, bike, and pedestrian improvements.
15	It won't help me very much at all because the only way I can get downtown is by using the Santa Cruz park path. You need to distribute some of the bike boulevards down to the south side of Tucson too. Spend a day down here and you will see how many bike riders there are here. We need to get downtown and to the UofA too.
16	This RTP plan would only increase the amount of civilians trusting their own selves to ride on paths that are wide enough to increase safety of everyone. Half the time I meet someone who doesn't ride their bike to campus or work says so on the grounds that it's "unsafe" and the routes aren't wide enough. I could only imagine the possibilities!!
17	bicycle boulevards have the potential to reduce congestion, increase property values, make neighborhoods more livable, and improve safety for children and other vulnerable riders, as well as being a green solution!
18	Having safe bike lanes and boulevards will reduce congestion in my neighborhood and make it easier for me to do errands and get to work on my bike
19	Bike boulevards have a positive impact on relieving congestion, decreasing greenhouse gases, building community and enhancing safety for riders and pedestrians
20	If bicycle boulevards are implemented, they can reduce congestion, increase property values, make neighborhoods more livable, and improve safety for children and other vulnerable riders. Cars drive too fast in neighborhoods!
21	Bike boulevards would make my neighborhood way more liveable. My immediate neighborhood is pretty bike-friendly, but I'm hemmed in by difficult to cross non-bike-friendly roads (Euclid, Park, 6th St.). It's dangerous for me when I'm near those roads. Anything bike friendly is great with me, since I commute to/from work on my bike.
22	Encouraging cycling and walking will reduce pollution and congestion throughout the city. Improved riding spaces not only increase safety directly, but also indirectly improve safety by encouraging more people to ride, thereby increasing visibility and motorist awareness.
23	Many of my employees wish to commute via Bike but are afraid to travel on main roads. Also having parking spaces free of employee vehicles in my commercial lot will increase the success of retail establishments in my area.
24	Bicycle boulevards have the potential to reduce congestion, increase property values, make neighborhoods more livable, and improve safety for children and other vulnerable riders, especially those with cognitive challenges.
25	I live near Craycroft and Sunrise and really appreciate the new bike lanes being

	included. I will use them and ride my bike more often and more safely for exercise and for quick runs to the grocery store (which I wouldn't have done before because it was unsafe and inconvenient. The safer it is to bicycle the more likely it is I will use my bike instead of my car.
26	There are a lot of good things in the plan, but I'm especially interested in bike boulevards since I ride my bicycle for most of my daily trips. 3rd street is fantastic, but having a network across town would make bicycling to many other places feasible and attractive. And it would keep me out of my car more, which is one fewer car congesting our roads.
27	We would love the opportunity to include biking in our daily lifestyle more easily, and bike boulevards would do this.
28	Gives us the choice to commute to work without weighing whether the increased risk is worth supporting the environment and reduced congestion.
29	Bicycle boulevards have the potential to reduce congestion, increase property values, make neighborhoods more livable, and improve safety for children and other vulnerable riders. Encouraging people to bicycle more (which will be enabled by the boulevards and other bike-friendly additions) will help clean our air and help us become more energy independent.
30	The Treat Ave bike boulevard would be really helpful for me. Will make bike trips easier
31	Increase in safety, easier bike commute to work, increase property values (quality of life)
32	I think it would positively affect my neighborhood, It would increase safety greatly for all non-conventional commuters
33	The Tucson climate and terrain are wonderful for biking and walking, we should be pushing the limits further and further on accomodating pedestrians and cyclists. Bike Boulevards are an asset to our neighborhoods, our environment, our health, and our community at large.
34	I would lookl forward to the impactthey will have on my property value and other benefits.
35	The proposed 2040 RTP projects affect me by creating a much more livable environment, increasing neighborhood interactions, reducing pollution, and other positive aspects.
36	Bicycle boulevards will provide me with safer commuting options.
37	My street was part of the recent Cyclovia Tucson route. It was nice to have a few hours of calm, motorless traffic. If this street became a bicycle boulevard, as has been proposed, we, the residents, would be able to enjoy even more of what we experienced during Cyclovia.
38	Any enhancement to bicycle and pedestrian facilities that increases safety will have a HUGE positive impact in my neighborhood. Bicycle boulevards in particular would provide a great connection to schools and parks and other nearby attractions from neighborhoods, and encourage people to take their bike

	rather than drive a car.
39	This can only have a positive impact on our community. Currently our bike lanes are very small, almost an afterthought. By making bike routes more accessible to our citizens we can help ease traffic congestion.
40	Bike boulevards will make bicycling more safe, which will encourage more people to ride.
41	
42	Bicycle Boulevards will make our area a specific target for where people want to live, especially families with children and people interested in sustainable commuting alternatives.
43	The 2040 RTP projects would increase safety for bicyclists, therefore offer more incentive for bikers to ride to work and run errands, etc., reducing congestion, improving the environment (less cars on the road) and increase our neighborliness--we'll interact with our neighbors more when we're on our bikes, rather than driving by in a car. And, as others see more and more people on bikes, they'll be motivated to ride too.
44	Bike boulevards would be great for helping me feel safe biking to the grocery store and to school with my daughter. Street trees would help make walking and biking a lot more comfortable during the hot months.
45	I live near Broadway and Swan. I feel that the bicycle boulevards will add value to properties, improve safety especially for children riding their bikes to Rincon, Bonillas and Vail schools, and make neighborhoods more liveable and family friendly. My children and I like to hop on our bikes to go to the book store or just ride around the neighborhood and this would be a much safer way to ride.
46	
47	reduce obesity, clear the air, I love biking
48	I think that bicycle boulevards will make many neighborhoods, mine included, more liveable and safer for children, bike riders and other roadway users. I will personally enjoy riding with my child along bike boulevards to get around town safely and comfortably.
49	Decrease in traffic since additional people will ride bicycles to the university and to downtown. I live on North 4th Avenue and we've seen a big shift in traffic since the opening of the underpass has made traveling downtown via bicycle safer and more enjoyable.
50	As I understand, I live near proposed bike boulevard sites, and these have been shown to increase property values, safety, slow-down and divert traffic, and make commuting by bike much easier.
51	Bicycle boulevards are innovative and will continue to make Tucson a bike friendly city. They also have the potential to reduce congestion, increase property values, make neighborhoods more livable, and improve safety for children and other vulnerable riders.
52	I believe that bicycle commuting, encouraged by bicycle boulevards, as well as

	the other bicycling improvements included in this plan, have the potential to reduce congestion, increase property values, make neighborhoods more livable, and improve safety for children and other vulnerable riders, as well as help to make people more healthy, improve the air quality, and fight our nation's obesity epidemic.
53	Creating a thorough inner-city bicycle network would have a very positive effect on the quality of life in my area by creating safe connections for bicycles and pedestrians to work, school, etc. It would also decrease the amount of air pollution and relieve traffic congestion within the city while improving the quality and value of inner-city neighborhoods.
54	It would make the neighborhood where my house is more attractive to live in as it would be connected by safe, alternative transport to more to do and see!
55	
56	Encouraging biking is environmentally friendly, good for our streets, good for our air, and good for our health! Bikes are quiet, enjoyable to ride, and bike parking is generally better landscaped and nicer/smaller than car parking lots. My commute is shorter by bike than by car because I don't have to deal with congestion.
57	
58	
59	Strong Bike and Pedestrian safety projects, relieve traffic congestion and improve neighborhoods.
60	The focus on the exurbs, at the extent of bike and pedestrian friendly thoroughfares in the inner city, can only lead to a further degradation of inner city neighborhoods.
61	Bicycle Boulevards will decrease congestion and make our air healthier.
62	bicycle boulevards have the potential to reduce congestion, increase property values, make neighborhoods more livable, and improve safety for children and other vulnerable riders.
63	As a parent who regularly bikes, the safety of bicycling for me and my family is of the utmost importance and I think that clear signage, signals, and specifically designated bike routes are essential. I want to feel comfortable having my children bicycle in my neighborhood and think it adds great value and improves a sense of community and belonging to have people out and about on their bicycles. This is part of what makes a neighborhood friendly and desirable.
64	<p>Safety will be jeopardized.</p> <p>Jobs will not increase because the public transportation system in Tucson is quite adequate for that already.</p> <p>Skin health is a concern as more people bike under the sun, we are not in Oregon after all :):)</p>

	<p>Property values will not increase because bikers are generally low income folk.</p> <p>Childrten's safety is further at risk.</p>
65	<p>Increasing the availability of bicycle routes would allow me and many other people to ride bicycles more often for everyday commutes (work, school, shopping...) and reduce the number of vehicles on the road. This would reduce congestion and wear/tear on road surfaces.</p>
66	<p>Bicycle Boulevards reduce congestion, increase property value, make neighborhoods more relaxed and livable, and improve safety for children and bicycle riders. Additionally, I myself am a cyclist, and much prefer existing Bicycle Boulevard like routes to bike lanes on busy, dangerous roads. Bicycle Boulevards will improve the health and happiness of the community.</p>
67	<p>Bicycle boulevards make bicycle commuting a viable option for many who would otherwise be intimidated by crowded, heavily trafficked roads. Children have a better chance to ride their bikes to school and prepare for a life of bicycle transit. As more people learn about these routes, property values and urban density increase - both very important indicators for high quality urban living.</p>
68	<p>Bike boulevards will definately encourage more people to ride and cut down on car dependence and traffic in my neighborhood. I would feel much safer biking in a boulevard compared to an unprotected lane.</p>
69	<p>I think that improvements that focus on creating 'low-stress' bikeways will have the best impact on my neighborhood and the greater livability of Tucson. The river paths are great. But to serve the urban core, a network of bicycle boulevards are needed to get me and my family around. I think that once we have a network in place, the Tucson region will be a most livable city with true alternate mode options.</p>
70	<p>Bike boulevards generally reduce congestion, increase property values, make neighborhoods quieter and more livable. Moreover, bike boulevards improve the safety for children and other vulnerable riders.</p>
71	<p>More bike boulevards would keep everyone safer.</p>
72	<p>I would like to be able to ride my bike to work and feel SAFE. Currently, I feel that commuting by bike during rush hour is simply too dangerous. Creating bike boulevards off the busiest streets will encourage people to ride to work, thus reducing congestion and pollution. It will positively impact quality of life for Tucson residents.</p>
73	<p>Increasing bike lanes, adding bicycle boulevards, and increasing shared use paths will enhance our entire community. I live off of the Aviation path and it's so fantastic to be able to ride such a great length of the city outside of traffic. Tucson is a great place to bicycle and any additions that make it safer are greatly appreciated.</p>
74	<p>I live right off of Mountain and use it daily for my commute to work. I use it many times daily, really, as I do not own a car. I think everybody who has traveled the Mountain bike corridor has seen the improvement in the neighborhoods it</p>

	passes through. All of the bike improvements proposed, big and small, taken together, can connect and unify Tucson neighborhoods and replicate the positive effect of the Mountain improvements throughout the city.
75	I believe many more people (including children and seniors) would use bikes as transportation if the roads were safer for them to do so. As more cycling is encouraged by projects like bicycle boulevards, the more motorists will become aware of cyclists, and willing to share the road with them. This will be safer for everyone, and will also improve air quality.
76	Many of us ride bikes and believe all neighborhoods and Tucson in general should bike-able, and that bicycle boulevards will create a safe and stable atmosphere that will lead other to leave the cars and trucks at home while making Tucson a quieter, greener place to do business.
77	Bike boulevards would encourage me to consider moving my family from the county to a more central location in the City. Bike paths and lanes on Pontatoc Road would directly affect my family over the next 15 years as my daughter grows up and attends Catalina Foothills highschool (by bike!) as well as other students in the neighborhood who bike every day.
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81	The plans will improve access in my neighborhood, and improve safety of major facilities.
82	Widening of roads will negatively impact my immediate neighborhood (Broadway-Broadmoor Village area).
83	Without Orange Grove widening traffic on Ina will increase. The ½ mile section between 1 <sup>st</sup> and Oracle is the place to start. It's short and the intersections are already 4 lanes!!
84	
85	I use the 3rd street corridor to commute from Grant/Silverbell to Broadway/Wilmot for a large chunk of the distance that I travel, and do it twice a week by bicycle. More corridors, and extending the current 3rd street corridor from Alvernon to Wilmot would help me, and others. I would be more interested in purchasing property close to a corridor than away from one, and would think that the decreased traffic flow on streets like 3rd street in the Sam Hughes area, represent a increase to property values in that neighborhood, so would expect the same to follow in other areas where similar boulevards were implemented. Every morning that I cycle through that area, I see families with small children using the street, dogs being walked, and generally a friendly, place that people want to be ( contrasted to our major streets, where no one wants to be )
86	One of the primary reasons we moved to downtown Tucson is because it is bike friendly and plans are underway to make it more so. We are both over 60 and ride our bikes at least 5 days a week ALL OVER THIS CITY. It is SO important to have



	<p>lanes and boulevards (like the one on Mountain st. ) – we feel supported, safe – everybody feels less irritated when there is room for everyone and there less inclination or need for motor vehicle drivers AND cyclists to take risks. Neighborhoods, cyclists AND drivers benefit when there is accommodation for everyone.</p>
<p>87</p>	<p>A regional transportation plan is a no-brainer. First there has to be a more sensible network of major streets, where the speed limits don't change every couple of blocks, thus away from schools and other high-pedestrian use areas. (Consider rerouting pedestrians where possible.) Then: Imagine the quieter neighborhoods with reduced automobile traffic (usually two or more cars per home). All of us will be safer and healthier -- but only if we (1) can count on timely bus transportation on major arterials, including shorter and more direct routes; (2) more room to bring bikes on board to finish journeys; (3) bus stops under trees or fabricated shelters; (4) safe "put down" pullouts with amenities like water fountains and plants to keep the dust down; (5) showers at work (or at major bike/bus stations); and (6) an effort to make buses cleaner and more acceptable to those who feel buses are just for the lower economic strata of the community. I saw something very interesting in Minneapolis. The light rail that runs from downtown (including the arts district) to the airport and then Mall of America serves at least three visibly different economic subcultures. From downtown for a few miles I was accompanied by about eight large teenagers (boys and girls) with music plugged into their ears, and two older ladies like me. The latter looked like they had been shopping. I was headed for the airport with my roller bag. After a couple of stops all the teenagers were off the train and the ladies soon afterward. Then at the next stops, on came business men with briefcases. We were in the suburbs. They got off at the airport. I am curious about how intentional that route was. One of you should find out. We seem to work on the principle of going to any length to avoid NIMBY problems rather than try to persuade people of the wisdom of the routes we need. Have the public think it through and do the math. What would those teenagers do for transportation if the light rail were not close to where they live? (They were beyond riding bikes unless they had sidecars.) What would the ladies have done to get downtown to shop? (They were beyond riding bikes carrying packages.) If I had been taking that light rail line during the rush hour, who else would have been on my car? What would the impact be of even a tenth of the downtown workers taking transit (and reading the newspaper). For one thing, we'd have an evening newspaper again. We'd have less tired parents, someone to help with homework. Best result? More college-bound kids.</p>
<p>88</p>	<p>While there are drivers in Tucson who are aware of and respect bike commuters, many people still find us to be a nuisance on the road. Cyclists also prefer the largest buffer possible to the cars--bike boulevards are win-win for both sides. Furthermore, living on the west side of town, just one block off of St. Mary's, I notice everyday that there are more and more people commuting downtown--</p>

	<p>this trend should be encouraged by adding the bike boulevards so that more and more people feel comfortable, safe, and excited about cycling into downtown, which would reduce congestion and parking issues. They would also help increase property values on the west side (or anywhere), which is starting to become a popular area to live for young professionals. Finally, any increase in bike traffic is a reduction in car traffic, which is a step towards a more sustainable and green Tucson, a place that will put us on the track towards becoming known for our innovations and creativity.</p>
89	<p>bicycle boulevards have the potential to reduce congestion, increase property values, make neighborhoods more livable, and improve safety for children and other vulnerable riders.</p>
90	<p>Bicycling, walking, and general non-auto use improves community in neighborhoods without question. Nobody makes friends with their neighbors by sitting in their car with the windows rolled up and the AC on.</p>
91	
92	<p>We live just off of the main E/W bike route on 3rd/Univ Blvd. We moved here b/c of this to Dunbar Spring. Many friends here also bike. Living downtown and biking has rejuvenated our neighborhood and increased property values. And it is much less stressful to get around.</p>
93	<p>Bicycle boulevards are a great way to reduce road congestion and make cycling more safe. It would also enhance neighborhoods making them more livable and safe.</p>
94	<p>I read, yesterday, of a study showing proximity to bicycle routes has had a positive impact on property values in Portland, OR. I don't see why this wouldn't also be true for Tucson.</p>
95	
96	
97	<p>I am very interested in increasing the safety of pedestrians, bicyclists and motorists. The proposed plan can have a significant impact on making my neighborhood more liveable, but also increasing access to business through alternative road useage.</p>
98	<p>I think that bicycle boulevards have the potential to reduce congestion, increase property values, make neighborhoods more livable, and improve safety for children and other vulnerable riders.</p>
99	<p>I live near the university so it would be a positive change as congestion would be relieved. Additionally I commute by bicycle, so having bicycle boulevards would help a lot.</p>

**3. The 2040 RTP also will include a list of Implementation Strategies that will help guide PAG, the eight jurisdictions in the region and our entire community as we work to strengthen our region and improve our transportation network. What specific comments do you have on the Implementation Strategies? Are there any strategies that should be added to or deleted from the lists?**

Number	Comment
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7	There should be an up-to-date review of the current traffic load on Broadway. Major roadway remodeling is too expensive to do without a clear need.
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10	Traffic studies being used are old and out of date. No reason for 8 lanes on Broadway.
11	Public input into the Broadway project has been nil so far. A meeting scheduled for May 17 was cancelled and never rescheduled. In the meantime, the City has been pressuring local property owners to sell by creating the impression that it is a done deal.
12	no comment
13	Traffic analysis needs to be redone – the traffic has not increased at the pace projected in the 1987 study. It does not appear to be the case that the widening is warranted. All planning and actions should be based on facts; this plan was based on projected commercial growth in the corridor, which has not occurred, and is unlikely to occur in the current economy.
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16	It sounds like a grand plan!!!
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26	I don't have any comments on this.

27	none
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38	provide information and educational opportunities and develop programs that encourage use of alternate modes, such as bicycle riding and use of different facilities, such as bike boulevards
39	n/a
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49	no comments
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51	I am in favor of the weighted voting provision that MAG enjoys. Why don't we (PAG) have such an option?
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63	Transportation desperately needs to be improved and connectivity is vital.
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67	none
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74	These strategies are all good -- although paving over dirt roads as a dust prevention measure is kind of out there in ozone land. It might be better to implement an "enhanced washboarding" strategy to simply slow traffic to less dust raising speeds. But then I don't live on a dirt road.
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81	I think they show a lot of thought & input. A strategy that links land/use – growth areas to transportation investment is good. That strategy should also consider how to support/encourage investment/updates in areas w/existing infrastructure, so that older portions of urban core can be improved. Concern is that bulk of investment could go to new interchanges/growth areas.
82	Insufficient consideration given to landscape and mitigation of urban heat islands.
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87	Just do it.
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90	Every road should have a bike lane. It should be a law that every newly constructed roadway have a 3.5' bike lane. There should be multiple efficient and accessible bike boulevards connecting all of the neighborhoods in Tucson, the rich, the poor, the middle class, everyone. Congress St downtown should be closed to all auto traffic to so that people can freely explore downtown by foot and bike and really see, interact, with the shops and spaces downtown.
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97	I don't have any comments on the implementatino strategies.
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**4. The 2040 Regional Transportation Plan is a financially constrained plan, where the cost of proposed projects cannot exceed anticipated funding. Thirty-year financial estimates are provided in 2040 RTP Mobility Matters brochure on page 3. This section is labeled "Fiscal Constraint Analysis" and shows anticipated revenues from FY 2010 through FY 2040 for the PAG Region.**

**Please provide any other comments or questions you may have regarding the financial plan.**

Number	Comment
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6	\$3 million could re-open rest areas instead of being wasted on an I-10 'Corridor Study'!
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10	Financial constraints. With _bad economy and lower projected growth, the widening of Broadway should be reconsidered. All property acquisitions should be halted for further consideration.
11	We need accurate traffic counts and then a scaled-back roadway to accommodate what is actually there – not projections that will never materialize. This will allow the project to fit the budget – or perhaps reveal it does not need to be done at all.
12	no comment
13	The \$71M dollars allocated for the Euclid to Country Club widening of Broadway should be reconsidered and an appropriate plan, based on better data and reassessment of the actual business growth (and potential growth).
14	I would encourage PAG to closely follow the proposed 30/10 plan in Los Angeles; if it succeeds, it may provide a model for us to fast-track projects and save money.
15	
16	It's an investment that might sound crazy at the time, as "constrained" will stand out to many individuals, but when they realize how much gas money they'll save upon being able to bike in more safe areas, it will be one of the best investments

	our community will make!
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26	I don't have any comments on this.
27	none
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38	I would like to see funding increased for development of bicycle facilities
39	n/a
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47	add a gas tax to pay for road upgrades
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49	no comments
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60	Leading the community to greater reliance on bicycles, will reduce the cost of roadways!!
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67	none
68	Please make bike boulevards a priority and make all of the "bike friendly" signs around town a reality.
69	Given the financial constraints, when it comes to bicycle facilities, those that are geared towards commuters should be given preference. For the better part of 20 years, all the attention was paid towards recreational riders. We're now a training mecca but hardly have any facilities in the urban core that people feel comfortable being on.
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77	I believe there would be private individuals (like myself) willing to personally contribute funding or volunteer time directly to bike-related projects. While this may seem like a drop in the bucket, I have read about similar community projects in Portland, San Diego, and San Francisco where small grass roots volunteerism with City/County approval/guidance has made huge impacts. (ex. a few concrete barriers, some paint, and a few pieces of patio furniture created a separate bike/walk path and mini "park" in a dangerous intersection in SF in a day. The goal was to evaluate if the impact on traffic/peds/bikes to see if a more permanent structure would be of value.
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81	I think it seems balanced in terms of priorities.
82	Funding geared toward pavement and development of additional impervious surfaces; more attention needs to be given to alternative modes planning and implementation.



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87	See below.
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90	The best bang for the buck is in bike boulevards, period, as they will provide the opportunity for an intimacy with the city that cannot be had in a automobile. This intimacy is one that will spawn a dedication and pride in the city that will keep people here that will create jobs and create a flow of migration here because of the positive nature of such city/county planning. Providing dollars and space to automobiles only is very much the same as driving - its temporary and has a pass-through mentality that is disconnected with the reality of what we all know needs to happen, a lessening of individualized singular transportation that increases pollution and provides nothing in the way of opportunity to interact positively with fellow Tucsonans to form strong community.
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97	No comment
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**5. Please provide any other comments or questions you may have regarding the proposed 2040 RTP or the RTP planning process.**

Number	Comment
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3	Why aren't smaller busses used during low ridership times of the day? It's a way to reduce fuel cost.
4	
5	While this plan envisions an "environmentally responsible regional transportation system", it acknowledges the issue of climate change and increasing greenhouse gases without proposing a solution to this problem.
6	No I-10 bypass! Cheaper & less invasive to double-deck six miles of freeway – cost 10% of bypass, won't tear up communities & wildlife.
7	The City has already not done enough to preserve the more valuable

	<p>neighborhoods of Sam Hughes, El Encanto and Colonia Solana. Do you want all inner-city neighborhoods to become low-income, crime-ridden rentals? If not, you need to listen to the residents who are trying to speak up and bring light on this issue. You need to review traffic patterns along Broadway, and base any action on actual current needs, not some outdated prediction.</p> <p>We are already facing the many problems that a 24-hour Walmart at El Con will create, and the City is not supporting us in limiting them to reasonable business hours. If Walmart is selling booze at 2 AM, and Broadway is widened, El Encanto and Colonia Solana will become ghettos full of abandoned mansions haunted by drug addicts. Goodbye central Tucson.</p>
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11	Regional conditions as well as gas prices have changed since 1987: should we be building a twentieth-century road in the twenty-first century? We urge PAG to reconsider the Broadway project.
12	
13	Plans driven by projections that have not held up are a poor way to use public money.
14	
15	How about some help for the south please. In your current plan it is almost totally ignored. You're only giving us leftovers. We ride bikes too.
16	
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21	Bike boulevards are great great great. Anything more bike-friendly is greatly appreciated.
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27	none
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31	Please, please, please develop bike boulevards!!!
32	I'm really excited by the prospect of better bicycle routes
33	The amount of preparation is impressive. Thank you.

34	Tucson is a biking community and it benefits us all through improved lifestyle choices and income one way or another.
35	
36	I favor "Complete Streets" ...i.e., transportation infrastructure that encourages walking, biking, and public transit, and not just driving. I am NOT for eliminating car travel, but I believe that as more alternative transportation is used, problems such as obesity, congestion, noise, pollution, and traffic deaths will decrease.
37	
38	
39	I am extremely optimistic about these new projects and I am confident that these changes will only strengthen and help accelerate our positive community growth.
40	I would like to see some pedestrian corridors so that people can take the bus, then walk to their destination without melting. Park avenue from Broadway to 6th st. is an excellent location for one of these corridors. I would also like to NOT see the completion of the trolley/light rail to the west side. Tucson should build a light rail down either Broadway or Stone, where people actually commute. Nearly no one will use the proposed light rail at a huge cost. Please don't waste our money on this project.
41	
42	Do you ever see images of Boulder or Portland and think how much nicer those cities would be without all those bikes? Of course not. Let's join them!
43	
44	Having a department dedicated to bicycle and pedestrian issues in the city as well as the metropolitan area is essential to making sure Tucson takes advantage of its dry, sunny weather to become a city well known for biking and walking. Tucson has great potential to rely less and less on dirty, expensive automobile-centric lifestyles, and become much more sustainable and green. This would be wonderful for our environment, our economy, and our health.
45	I know there are financial constraints with a plan to include bicycle boulevards but it really is necessary if we want Tucson to excel in developing a safe, family friendly, environmentally conscious, healthy, and active community.
46	
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48	
49	Please improve the paving on North 4th Avenue. The patchy pavement makes it very uncomfortable to ride on a bike
50	It is important that the city of Tucson keep a strong bicycle & pedestrian planning program. I know from experience that these amenities help attract graduate students at the University of Arizona, and help retain them.
51	
52	
53	There are 2 things that were not included in the plan that are critical to improving

	connectivity within Tucson. One of those is bicycle/pedestrian only bridges over the Santa Cruz river and under I-10. These are essential to increasing pedestrian and bicycle connectivity between the downtown area and neighborhoods on the west side. Those that currently exist (i.e. shared with cars) do not feel safe and will never feel safe. There need to be separate crossings for bicycles and pedestrians. Secondly, bicycle connectivity to the airport from the east side of town needs to be improved tremendously.
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56	please please please encourage safe and easy bicycling with this plan!
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60	The RTA should examine the extent to which it is fueling sprawl.
61	
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63	
64	I strongly suggest to use the funds for this project to enhance other transportation related projects, to make (specially downtown) a vibrant and creative (not artsy craftsy corny!!) environment that attracts capital. Without prudent capital we will remain as we are, trenched in the 1960s, sad commentary.
65	
66	
67	Tucson is rapidly becoming a bicycle-friendly community. This single feature is critical in attracting active, environmentally conscious citizens and keeping people living near their places of work. Bicycle boulevards makes the difference between the occasional ride and a routine commute. Please continue to support bike travel in Tucson!!
68	
69	Love the plan. Must have been a lot of hard work to create such a well rounded document. The comments by Pima County that bicycle boulevards are not regional enough are bogus. How can one person's power debunk a public planning process. That is very undemocratic. Pima County should take a hard look in the mirror before they attempt to put constraints on bicycle boulevards.
70	
71	All major and minor roads should have an adequate bike lane or shoulder.
72	
73	
74	It's obvious that I am primarily interested in promoting cycling -- as somebody who has made the transition from a car-centric lifestyle to one that is human powered, I have come to believe in the potential of Tucson to become a global leader in alternative transportation, and the opportunities that would bring our

	community. Successful and growing companies like Genuine Innovations are already here -- I think there can be many others in our future. The RTP can make a statement about the value we as a community place on attracting the type of active entrepreneurs that the bicycle industry is creating in abundance.
75	
76	Please keep in mind Tucson is an ideal place to bicycle and avoid a fossil fuel-burning way of life, and that we can take some sensible steps to make this realization a safe workable attractive option for many, many others who currently drive rather than ride.
77	
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80	Please improve the Sabino/Tanque Verde intersection for cyclists, especially south on Sabino turning east onto Tanque Verde. It is a very popular cycling route but very dangerous and awkward and the extension south to it will be even more dangerous.
81	
82	
83	What possible reason is there to widen 1 <sup>st</sup> Av. north of Orange Grove? To put more traffic on Ina?? What is the deal with this thinking? Northbound traffic needs to go W to Oracle Rd. across <u>Orange Grove!!!</u> The people living on O.G. can't complain because <u>it's been the plan for years</u>
84	
85	I like
86	
87	Please keep in mind that the people who live here now are not the same people who will live her when some of these projects are completed. If you start now by promoting Tucson as a transportation-wise City, with all the benefits that accrue to bikeways, pedestrian paths, transit systems that work, and people who realize value in having this infrastructure, we'll get the right kind of in-migration and the support needed to sustain the plan. Please get the economic development agencies to work on this. Give them some money to do this, if you can. It should be front-loaded, not an afterthought.
88	Dear Pima Association of Governments,  I am writing to express my strong support for including bicycle boulevards in the 2040 Regional Transportation Plan. First, this will make Tucson's transportation system greener and safer, and will also allow vehicle's to be less affected by increasing cycling for commuting and recreation in some areas. Tucson has the potential to be well-known for its bike-friendly atmosphere, it's high percentage of bike commuters, and much more. Some of the most attractive cities to live in around the world are those with the best bicycle infrastructure. Please include

	<p>bicycle boulevards for these reasons, which will encourage an even larger cycling community and will contribute to a more sustainable Tucson and world.</p> <p>Thank you for your serious consideration of this important matter.</p> <p>Best regards,</p> <p>Riley Merline</p>
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90	<p>The best bang for the buck is in bike boulevards, period, as they will provide the opportunity for an intimacy with the city that cannot be had in a automobile. This intimacy is one that will spawn a dedication and pride in the city that will keep people here that will create jobs and create a flow of migration here because of the positive nature of such city/county planning. Providing dollars and space to automobiles only is very much the same as driving - its temporary and has a pass-through mentality that is disconnected with the reality of what we all know needs to happen, a lessening of individualized singular transportation that increases pollution and provides nothing in the way of opportunity to interact positively with fellow Tucsonans to form strong community.</p>
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92	<p>Don't miss this historic chance to put Tucson on the global bicycle map. :) Thank you.</p>
93	<p>Please, please include bicycle boulevards in the plan. One reason some people do not commute is due to safety concerns in doing so. A network of bicycle boulevards would go a long way in making bicycle commuting safer thereby increasing the number of bicycle commuters which would remove more cars from the roadway.</p>
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98	<p>If Tucson continues to pursue a transportation plan where the car is king, it will become a less and less attractive place to live.</p>
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**Additional Information:**

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