

## Purpose of the Study

In 1986, the Pima Association of Governments adopted a resolution designating Houghton Road as State Route 983 and including it in a Long-Term Regional Freeway/Expressway Plan. Since that time, Tucson, Pima County and the areas surrounding Houghton Road have continued to change and grow. The nearly completed Houghton Road Corridor Study evaluates current and future demands on the roadway and its place in the region's overall transportation picture. It recommends progressive changes to the roadway in response to future demands over a period of time until the corridor is fully developed.

## Corridor Study Boundaries

The Houghton Road Corridor Study includes Houghton Road from Tanque Verde Road to Sahuarita Road, and Golf Links/Alvernon Roads between Houghton Road and Interstate Highway 10.

## Stages of the Study

There were four stages in the corridor study, which began with an inventory of existing conditions and progressed through projection of future corridor needs, development of alternative roadway configurations and is ending with the study team's recommendations for configuration for improvements to Houghton Road over time.

## Technical Advisory Committee

A Technical Advisory Committee comprised of representatives from the City of Tucson Transportation and Planning departments, Pima County Transportation and Planning departments, Arizona State Land, Davis-Monthan Air Force Base, Southwestern Fair Commission, Pima Association of Governments and the Southeast Planning and Coordinating Committee, offered technical expertise and reviewed the progress of each phase of the project.

## Public Participation

The Arizona Department of Transportation and the study team actively encouraged the public to offer comments on the recommendations. Throughout the study, the following vehicles for public information, input and comments were and continue to be implemented:

**Public Meetings:** Three sets of formal public meetings were held to gather public input and to inform the public of the study's progress. The first set of public meetings was held in November 2002. The second set was September 29 and October 1, 2003, and the final set was July 19 and 21, 2004.

**Informal Group Meetings:** The study team met with groups of concerned parties, such as homeowners and neighborhood associations, businesses, schools and many other stakeholders throughout the study.

**[www.houghtonroad.com](http://www.houghtonroad.com):** The Web site continues to provide the public with information on study developments and will contain the final recommendations. Study recommendations are also available for public viewing at Kirk-Bear Canyon Library and Miller-Golf Links Library.

**Newsletters:** Three issues of the project's newsletter have been mailed to residents and businesses along Houghton Road. They can be viewed at [www.houghtonroad.com](http://www.houghtonroad.com).

**Comment Forms:** Comments from the public are welcome. Comment forms are online at [www.houghtonroad.com](http://www.houghtonroad.com), by calling Jan Gordley at 327-6077 or by writing Gordley Design Group, 2540 N. Tucson Blvd., Tucson, AZ 85716.

## **Additional Area Projects and Studies**

### **City of Tucson:**

Houghton Area Master Plan (HAMP) is 7,700 acres of land on the City's eastern edge along Houghton Road. The General Plan's Desert Village Model will be used as a guide in the master planning process. The Desert Village Model strategically locates Desert Village centers, community centers and neighborhood centers to increase transit use, reduce air pollution, improve delivery of public and private services and create inviting places in which to live, work and play.

This master plan also includes:

- Addition of shoulder pavement and striping for continuous bike path (2004 - Irvington Road to I-10)

- Installation of traffic signals at Escalante Road and Irvington Road

- Alignment Study and Design Concept Report (2003 – Vail Road between Houghton Road and Colossal Cave Road)

- Design of Cienega Road.

### **Pima Association of Governments:**

The Southeast Area Arterial Study will define a future roadway network for the area southeast of Tucson. Limits are I-19 (west), Valencia Road and I-10 (north), State Route 83 (east) and Sahuarita Road (south).

State Transportation System Mobility and Regional Circulation Needs Feasibility Study (Loop Road System) will study a number of roadways, including Houghton Road, in order to evaluate their feasibility for inclusion in a future loop system.

### **Pima County:**

Houghton Road Greenway was one of the projects approved by voters in the County's recent bond election.

### **Southeast Planning and Coordinating Committee (SPCC):**

This citizens' committee encourages and recommends responsible planning for Tucson's southeast side. Formed with the assistance of Ward Four Council Member Shirley Scott, SPCC was responsible for mailing 10,000 survey questionnaires entitled 'How Shall We Grow' to residents in the Houghton Road Corridor Study area in fall 2002.

### **SPCC Survey 'How Shall We Grow' Results**

This survey, distributed by the SPCC to area property owners, residents and businesses, asked a series of questions regarding planning and transportation in the area, many of which provided the ADOT with valuable public input to the Houghton Road Corridor Study. Nearly 2,000 responses came from residents, businesses and property owners along the corridor from Tanque Verde Road to and including Corona de Tucson. Of the respondents, 63% were homeowners, 22% were renters and the remaining respondents were business owners, landowners and area employees.

Respondents were asked to choose their top three planning priorities for the area. Ranking first by a wide margin was transportation, second was parks and recreation and third was commercial development.

Regarding area road widening needs, 79% agreed that congestion on Houghton Road warrants its widening between I-10 and Speedway Boulevard. More than 60% agreed that congestion on Irvington Road between Houghton Road and Kolb Road warrants the widening of Irvington Road in that area.

When asked which roadway configuration would best serve the needs of Houghton Road in their area over the next ten years, 54% preferred a 4- to 6-lane divided roadway with turn lanes, 19% preferred a 2- to 4-lane undivided roadway, 18% preferred a limited-access parkway similar to Aviation Highway and 9% preferred a freeway connecting I-10 to Golf Links via Houghton Road.

Regarding light rail service accessing Downtown and the U of A, more than 25% (480 respondents) agreed they would use it, with 10.2% falling into the 'strongly agree' category, while 58.3% said they would not use light rail. In the case of public bus service, 18.3% (344 respondents) indicated they would use it, with 5.6% in the 'strongly agree' category and 67.1% who would not ride City buses.

When asked if they would support a funding mechanism such as a sales tax or bond issue to build and maintain a light rail system, 59.4% of the respondents said no and 32.3% said yes; 8.3% had no opinion. Regarding the extension of Old Vail Road from Houghton Road to Cienega High School, more than 48% said yes and 40% had no opinion.