

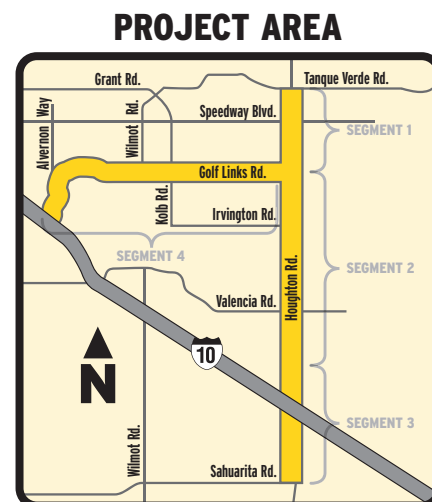
Project Overview

In 2002, the Arizona Department of Transportation began the Houghton Road Corridor Study to develop a long-range plan for Houghton Road and Golf Links that will serve the needs of the corridor in the future. Overseen by the Arizona Department of Transportation, the team meets regularly with a multijurisdictional Technical Advisory Committee, which is made up of representatives from the City of Tucson, Pima County, and Davis-Monthan Air Force Base—just to name a few.

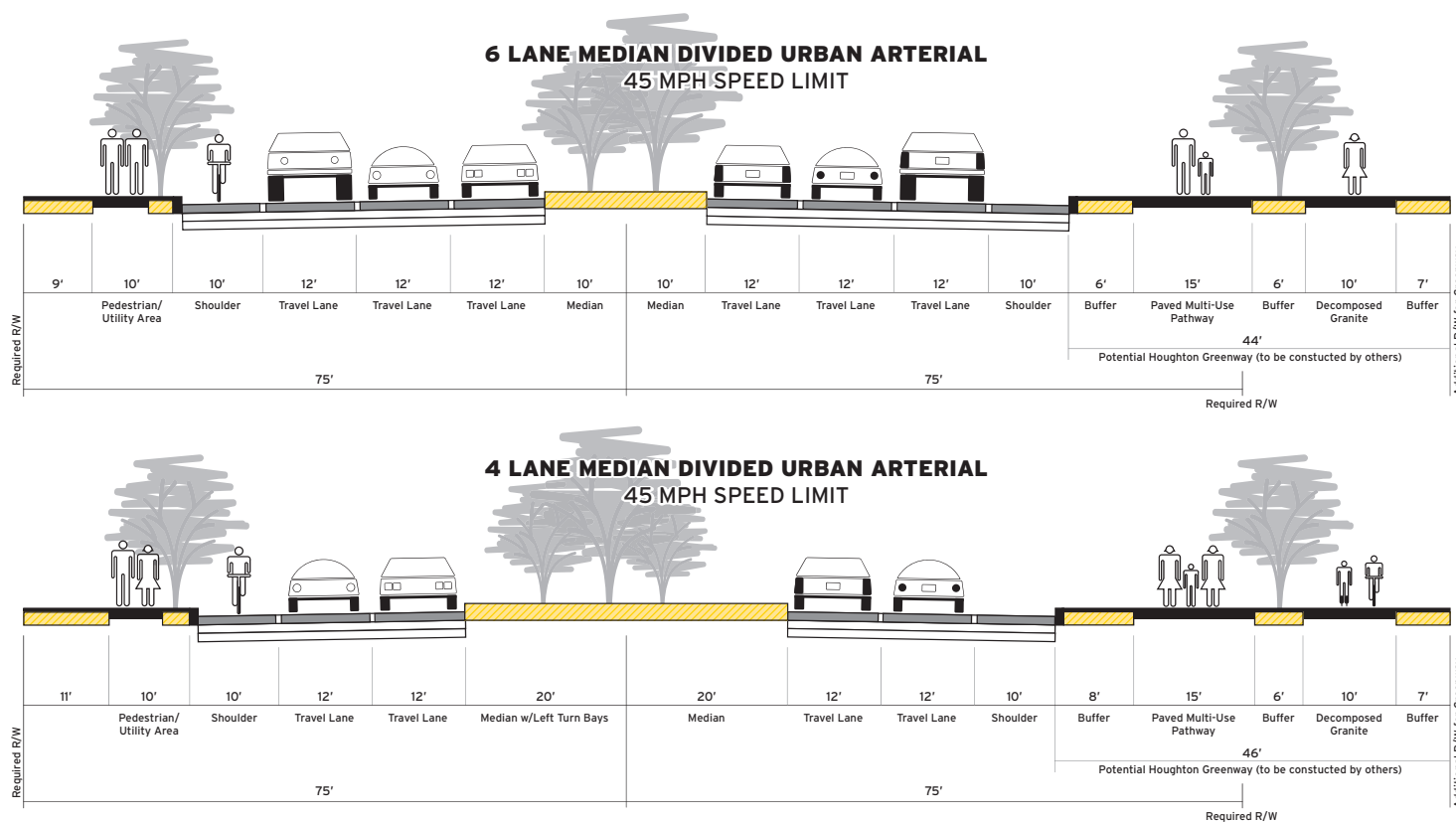
To date the team has met with the public twice: first during the fall of 2002 to introduce the project to the public and to solicit feedback, and then again to present the first alternatives in the fall of 2003. Both the City of Tucson and Pima Association of Governments participated in this second set of public meetings by presenting their initial results from the Houghton Area Master Plan (City) and the Southeast Area Arterial Study (PAG), both of which are being conducted concurrently with the Houghton Road Corridor Study.

Since the last set of public meetings, the team has finalized its recommendations. This newsletter is provided to you as a preliminary overview of those recommendations. If you wish to review the full set of plans and recommendations, you may visit: Kirk-Bear Canyon Library Branch, 8959 E. Tanque Verde Rd. and the Miller-Golf Links Library Branch at 9640 E. Golf Links Rd.

You are also invited to our next set of public meetings on July 19 at Pantano Christian Church and July 21 at Desert Sky Middle School.



Recommended Typical Roadway Sections (2030 and Build Out)



Segment	Number Of Lanes	Access Control	Lane Width	Median Width	Multi-Use Lane	Pedestrian Area Width	Roadway Type	Required Right-of-Way**
Present-2029 All Segments	4	Moderate	12'	20'	5'	9'	Rural	120'
2030 Segments 1 & 3	4	Moderate	12'	40'	10'	10'	Urban Arterial	150'
2030 Segments 2 & 4	6	Moderate	12'	20'	10'	10'	Urban Arterial	150'
Build Out* Segment 1	6	Moderate	12'	20'	10'	10'	Urban Arterial	150'
Build Out* Segments 2, 3 & 4	6	High	12'	20'	10'	None	Urban Parkway	150'

*Build out refers to the land when it's developed to its fullest capacity. There is no forecasted year for build out, though the team assumes it will occur after 2030.

**The proposed right-of-way widths are currently part of the public right-of-way.



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 2540 N. Tucson Blvd.
 Tucson, AZ 85716

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Segment 4: Golf Links Road/Alvernon Way

Golf Links Road/Alvernon Way from I-10 to Harrison Road is currently a 6-lane divided roadway. The County recently improved Golf Links between Harrison and Houghton to a four-lane divided roadway. The Houghton Road Corridor Study recommends intersection improvement and implementing an access control plan to improve traffic flow over time.

Costs

The total cost of improvements for 2030 will be approximately \$190 million, including right-of-way acquisition. If the price is increased to allow for inflation to the year of expected purchase, the total cost will be approximately \$265 million. Pima Association of Governments has budgeted approximately \$65.8 million to improve Houghton Road through 2025.

What Do You Think?

The team has used your comments to incorporate into their final recommendations. Here’s a summary of what you said at the last set of public meeting or online at www.houghtonroad.com:

“Which segment of the area are you most affected by?”

The majority of the respondents were affected by Segment 2, Houghton Road from Golf Links to Interstate 10.

“What do you like most about the Houghton Road Corridor study team’s roadway recommendations?”

The majority preferred the parkway alternative.

“What do you like least about the Houghton Road Corridor study team’s roadway recommendations?”

The majority disliked the freeway alternative. Many were worried about their property values and right-of-way acquisition. Almost half of the respondents mentioned the timeline as the most significant problem; they believe that the roadway needs to be improved much sooner than this study suggests.

Additional comments

The additional comments were quite diverse. Several commented on noise mitigation and a desire for light rail.

HoughtonRoad.com

Online comments were fairly diverse and represent a smaller cross section of the comments received at the two public meetings. In general, these website visitors like that Houghton Road has few stop lights and minimal light pollution and allows motorists to move quickly to and from the northeast and southeast sides of town. As one woman put it, “It is one of the few country-type roads left in Tucson.”

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To Review the Full Set of Plans:

Kirk-Bear Canyon Library Branch
 8959 E. Tanque Verde Rd.

Miller-Golf Links Library Branch
 9640 E. Golf Links

For more information:
www.houghtonroad.com

Upcoming Public Meetings

Monday, July 19
 5–7 p.m.
 Pantano Christian Church
 10355 E. 29th St.

Wednesday, July 21
 5–7 p.m.
 Desert Sky Middle School
 9950 Rankin Loop