Responses to
Mesquite Ranch Neighborhood Association Position Paper Dated October 24, 2007
(Original paper attached)

1. All signalized intersections (including the Florida T at Poorman Road) will include street lighting. Drainage improvements will be undertaken for the entire corridor (including at Poorman) to handle the 100-year storm event.

2. The required storage lengths at Bilby Road and Poorman Road were determined based on the 2030 projected traffic volumes using traffic simulation for the analysis. The following table shows the proposed storage lengths at Bilby Road and Poorman Road:

Approach	Movement	# Turn lanes	Storage (ft)
Southbound Houghton at Bilby	Left turn	2	300 (each)
Northbound Houghton at Bilby	U-turn	1	300
	Right turn	1	300
Southbound Houghton at Poorman		1	300
Northbound Houghton at Poorman	Right turn	1	250

   A lane diagram will be provided as the configuration of Forest Glen is finalized. It should also be noted that the standard storage for turn lanes from a 45 mph roadway in the City of Tucson is 150 feet.

   The proposed configuration for Poorman Road will facilitate widening when the additional right of way becomes available, and if/when needed.

3. Both signals at Bilby Road and Poorman Road will be equipped with video detection. The sensitivity of camera detectors can be adjusted to ensure that scooters are detected.

4. An acceleration lane from Poorman onto northbound Houghton may not be necessary because the installation of the Florida T signal will allow trucks to make a right turn under a green light with all the traffic on Houghton stopped. Therefore, the speed at which trucks turn into the lane would not be an issue as it is today. During the red phase, passenger cars will also be able to make right turns on red, which will be facilitated by the increased gaps that will result from the distribution of traffic among three northbound lanes. In addition, the construction of an acceleration lane does not appear feasible at this point because of the following reasons:
   - It would prevent the installation of a bus pullout just north of Poorman, which would negatively impact transit users.
   - It would require demolition of the existing asphalt path along the east side of Houghton and construction of a new paved path.
   - Acceleration lanes on the right side of the road make bicycle travel on the bike lane difficult and sometimes pose safety problems for bicyclists.

5. The merge lane for southbound traffic at the Poorman Florida T-signal is currently shown with a total length of 900 feet at full width, followed by a 600 foot taper. This exceeds the requirements of the *Manual on Uniform Traffic Control Devices (MUTCD),* and should be sufficient to accommodate truck traffic.

6. After reviewing the conditions at Houghton and Forest Glen, we think that incorporating a directional median opening (left in only) is feasible. The plans will be updated to reflect this modification. We have not identified any specific condition at Forest Glen that would warrant street lighting, but lighting is an issue that we are only starting to discuss. More information will be provided as it becomes available.

7. Agreed.

8. As previously discussed, the distribution of the traffic in three travel lanes will create more gaps for vehicles to turn right onto Houghton. Also, the construction of a signal at Poorman will create additional breaks in traffic on Houghton, as northbound traffic stops at that location. Based on these conditions, and the bullets listed under question 4, we do not believe that an acceleration lane is warranted or advisable at this time.

9. Both signals at Bilby Road and Poorman Road will have push-button activated crosswalks to allow pedestrians to cross Houghton Road or the side street.

10. The curbing shown for the bus pullout is necessary to avoid the use of the pullout area by non-transit vehicles. Without the curbing the area could be used for acceleration from Poorman Road, and there would not be a physical means of deterring traffic using the northbound right turn lane at Poorman to continue through on Houghton. Please refer to the answer to question 4.

11. Please refer to the answer to question 4.

12. Please refer to the answer to question 4.