

Comments
Open House Meeting
May 20, 2008

Please take a moment to write any comments or questions you have about this project. The comments you give will be used to provide information to the project team.

- Where 2 lanes merge to 1 just west of Sonoyta: on the eastbound side: provide signs that encourage drivers to allow traffic to merge. The response to existing signage is that traffic “fights” to arrive first at the “chokepoint”.
- We are concerned about the exit off Otono going on Sunrise. The speed is high now and will only increase when your project is done. Taking a left on to Sunrise will be dangerous. Should only be a right turn on to Sunrise or a light will be better. We have 238 homes in the Sunrise Mt. View Estates and many elderly people living here.
- Very nice presentation. Well thought out.
- Pre briefing – the engineers were very helpful and nice! Thanks! The Blue line (drainage) under the street on Placita Paisaje will really help with reducing the runoff (west to east) from big hill when it rains. Pedestrian walkway should be from Paseo Otono on south side, not just from Placita Paisaje. Northbound Craycroft – needs dedicated right turn lane onto eastbound Sunrise.
- The average speed between Craycroft & Kolb is increasing. Intersections are thus an issue. Even now, exiting from the Fairfield homes on Otono is dangerous, especially if turning across traffic. This danger, without appropriate controls, will only increase for the elderly population in Fairfield.
 1. speed limits must be enforced
 2. consider intersection traffic controls – stop lights – right turns only
- Close Otono during construction to eliminate construction and other traffic from using Fairfield as an easy way around construction
- I am especially concerned about the Sunrise Dr. Paseo Otono interchange. Your diagram shows the hill to the west of Paseo Otono being lowered very little. At this time it is difficult to see approaching traffic from the west when making a left turn into Fairfield from Sunrise or a left turn out of Fairfield. Members of our board have made this comment since the beginning of the planning of this project. We have also been told it is too expensive to give us a traffic light. **WE ARE CONCERNED THERE WILL NOT BE ANY ACTION UNTIL THERE ARE FATALITIES.**
- Please reconsider putting a right turn lane onto Sunrise going north on Craycroft. If we paid our money for this intersection we should at least benefit from it somehow with this convenience.
- We need a traffic light on Wilmot to enable left turn on Sunrise OR no concrete median so we can “slip into” flow of west bound traffic.
- I did not comprehend the 4,3,2,4 concept.
- As a result of this presentation, I feel better about the scope of this project. Issues concerning access, speed, environmental issues and public safety seem to have been considered and plans made for the future. However, the effect on those relying on Sunrise for access to homes and

businesses will depend on how well the contractors and engineers plan their work on a daily basis. I hope they do it well.

- 1. Provide a caution light at Sunrise at Paseo Otono intersection.
- 2. Slow speed limit before Otono on eastbound Sunrise.
- 3. Provide left and right turn lanes on Otono onto Sunrise.
- 4. Extend left turn lanes at each intersection both east and west. Current left turn lanes do not permit adequate distance to move out of fast traffic on sunrise.
- Longer/wider turn lanes at Paseo Otono. Lower speed limit from Kolb up Sunrise to Paseo Otono and down to Kolb.
- Reconsider noise mitigation. Limit construction hours where feasible – no early starts and no rush our PM’s. More info on placement, look, height & spacing of poles.
- Why spend this much money when you are accomplishing nothing – not really improving anything – you are not improving traffic flow – nothing. Don’t spend the money.
- What is the primary reason for this project? To tear up, take away more land, and expand the asphalt for sidewalks & bike lanes – I don’t understand the need for this at all. It does nothing to alleviate left turn congestion – the 3 lanes section is for what? Making a U Turn will cause accidents in a 45 MPH area. The volume of 5,000 cars over this next 12 years is insignificant. If this roadway is designated “scenic” then leave it alone!
- I don’t see how this will help getting out especially left, from the side streets. I live on Wilmot and the waiting time can be quite long.
- Need something – traffic light (could/should be sensed for need) @ Paseo Otono & Sunrise. As the site (hill going east on Sunrise) lines are poor, speed high – volume of traffic fluctuates with time of year / accidents at this intersection high for traffic volume. We can not get out going left.
- You are going from a beautiful 4 lane road, which ends at Craycroft, to 2 lanes, then 3, then 4, then back to 2 at Kolb. It “smells” like – we have the money, how can we spend it.
- The intersection of Paseo Otono has to be totally reworked. As it now stands it is impossible to make a left turn going west without a margin of safety. Your plans are an invitation for an accident.
- As I understand one of the goals is to enhance safety, then you need to re-visit the Paseo Otono intersection. At this time it is a dangerous intersection. Even when the height of the hill to the west is slightly lowered, it will be unsafe to make a left turn during peak traffic times.
- 1. Remove the raised medians planned for Paseo Otono and Wilmot and instead just paint lines. Traffic is moving so fast that it is now very difficult to make left turns onto Sunrise. Motorists now very often pull into the center and then gradually merging when able. Raised medians would only make things worse. Keep raised medians only at signaled intersections. Very fast traffic E/B Sunrise makes left turn onto Paseo Otono very difficult we now pull into the middle for safety to avoid getting run over.
- 2. For W/B Sunrise –make the reduction merge point west of Paseo Otono to eliminate the safety hazard – as traffic from Cimarron has a very difficult time getting on to Sunrise now.
- 1. East turns out of N side roads need to be wide enough to avoid medians.
- 2. How about some cell phone towers.
- 3. What happened to the budget of 23 million in 1997 \$’s
- 4. Construction needs to be more considerate of school start and stop times.
- Extend the widening of the northbound lanes on Kolb south to Territory.

Landscaping and/or Public Art

- Please do not make any retaining walls look like the one between Craycroft and Swan on the north side where it looks like someone with spray paint drew lines on the walls. See Public Art – Sunrise Drive theme display 3rd picture.
- Love the murals on Craycroft
- I bike Sunrise regularly & find the existing bike lane adequate.
- Why spend the money? The natural vegetation is “art”.
- Think Green – mosaic murals. Low or no walls – keep the views!
- Since this is a scenic roadway, it would be neat if where sample desert plants are located, live or manmade, this is a landscape sig identifying the plant.
- Both are great to have.

From your point of view, what could we do to improve these meetings?

- Cookies and drink are great, Thanks!
- Cookies are nice, pizza would be better.
- This has been very effective – no suggestions.
- Speak Up – we came to hear what you have to share!
- Thank you for giving us the opportunity for input/feedback.
- Good presentation.

Questions from the audience (answered by Jim Schoen)

- Did we take seasonal traffic into consideration?
- Speed limit signs (along Craycroft during construction) acted as a speed trap. Why can't we cover up the signs at night and weekends.
- This feels like a residual project and that Sunrise got the left overs.
- Why can't we have a right turn lane from northbound Craycroft onto Sunrise? (referring to the Craycroft Improvement Project).
- Does the Sunrise Improvement Project plan for any traffic signals along Sunrise?
- Will the culverts under Sunrise, currently used as a wildlife crossing, be maintained?
- Left turn lanes into side streets should be long enough for several cars.
- Consider a pedestrian walkway along the south side of Sunrise to Kolb.