

My name is Gene Troutner. I am a resident 35 miles north of Benson in the San Pedro River Valley and a member of the Cascabel Working Group!

This is Concerning New data for 2006

As you can see from the URS Preliminary Report on the I-10 Proposed Bypass, the traffic data that was used was from 2005 and earlier. By the time this study was done, the 2006 data should have been available, and we made inquiries of ADOT regarding this. We were advised that the data for a calendar year is normally posted in the spring. For some reason, the 2006 data was not available to URS (or was ignored by them) and was not posted on the ADOT web site prior to our inquiry. It was posted shortly thereafter, approximately around December 17, 2007.

The 2006 data revealed that the traffic at the New Mexico border in I-10 dropped once more from the 12,800 vehicles per day (vpd) in 2005 to 12,000 in 2006. Both of these are down from the numbers reported in 2003 (16,600) and 2004 (13,200). This does not support the theory that I-10 traffic is increasing as fast as Arizona population. It is, in fact, declining.

We also looked at I-19 traffic just north of Exit 4 where several feeders from Mexico join I-19 and found that in the four years from 2003-2006, the traffic increased each year, with a dramatic jump from 24,000 in 2005 to 33,700 in 2006. This is an increase of 9,700 in one year on I-19! In short, from the standpoint of Tucson traffic, I-19 is a much more serious issue than I-10. I-19 is a designated CANAMEX artery for which there is no way to avoid downtown Tucson.

It is clear that putting priority on an I-10 bypass by way of a totally new expressway, is misguided. We strongly urge the Board to take a serious look at the **overall** traffic problem in Arizona. If there is **any** study to be undertaken, it should **be** a comprehensive look at the **total picture**, not narrowly focused on a new expressway through the San Pedro River Valley.