

Grant Road IMPROVEMENT PLAN

Open House – Public Comments and Responses

Phase 2 – Final Design

Phase 3 & 4 – 30 %

Grant Road – Phase 2

1.

A. Detention area should be used for solar (elevated to reduce tagging) power for business/residents in the area of construction.

Installation of a solar facility at the basin is not included in this project for the following reasons:

- The RTA, which is funding the project, will not allow use of the transportation sales tax dollars on non-transportation items such as solar arrays. The City does not have additional resources for this purpose.
- Power could not be given to residents/businesses as suggested. Electricity generated would be placed back on the grid or possibly used for street lighting. This requires various types of inverters and other equipment that would be an additional cost and require maintenance.
- Maintenance and security are problematic. The basin is an area open to the public and no fencing or barriers are planned. Installing solar panels in this area would result in the loss of the area for any passive recreation opportunities. Panels also need to be cleaned and damaged equipment replaced. The City does not have the resources available at this point for this project.
- The basin is designed to have shade trees both in the basin (using water harvesting) and around the pedestrian areas. Shade is not compatible with the desire to generate power, as it greatly reduces generating capacity.
- The City has a separate solar program that identifies the solar potential of City owned properties. The suitability of this site would be considered within that program and not individually within a roadway project.

B. All of the goofy left turn lanes should use flashing yellow arrows.

All of the Grant Road Indirect Left Turns utilize a flashing yellow arrow. The purpose of the flashing yellow arrows is to improve operations and safety at those intersections. If vehicles were required to wait for a green arrow at the indirect lefts, delays would increase significantly. In the past, City signals used just a circular green display to indicate that vehicles could make permissive left turns. The flashing yellow arrow serves the same purpose, but multiple national studies have indicated that the flashing arrow is more effective in communicating to drivers the need to yield to oncoming traffic.

C. Water harvest more like relocation – use for irrigation at Mansfield Park.

Water harvesting will be used throughout the project to irrigate the plants and trees along the roadway and basin area. Pumping and conveyance of harvested water to an off-site location is inefficient and costly.

2. **Please make it happen for leftover property (remnants) from torn down houses on Grant Road – that will not be used for the new Grant Road itself – to be made into greenspace rather than just turned into commercial properties. Greenspace would be much more aesthetically pleasing and appealing.**



- 3. Loved all the trees along roadway that were in the slide presentation. Next time include the walls that were promised.**

Please note that during the Grant Road workshops the question of noise walls was discussed. As such, a noise study was completed as part of the Design Concept Report for Grant Road. There were no areas within Phase 2 of Grant Road that were found to meet the RTA/TDOT warrants for noise mitigation; therefore, no noise walls are proposed by the City in this area. For more information please refer to <http://grantroad.info/pdf/dcr/grant-road-dcr-chapter-07.pdf>

Grant Road – Phases 3 and 4

- 4. I would love to see an APS for the PELICAN at 3767 E. Grant Road due to the blind population as well as at Dodge/Grant TOUCAN.**

Accessible Pedestrian Signals (APS) will be installed at these locations.

5.

- A. Use of 3' Jersey Barriers for bikes to separate from traffic except for bus stops.**

Installing concrete barriers between the vehicular travel lane and the bike lane is not practical because the barrier itself is a hazard, especially at the ends facing on-coming traffic. The ends require special impact attenuators, such as guardrails, sand barrels or energy- absorbing terminals. With all of the openings that would be required for driveways, side streets and bus bays, it is not practical to install a concrete barrier.

- B. Solar panels in areas of landscaping.**

Please see response to Question 1A above.

- 6. Why are there two PELICAN crossings so close together (Grant/Palo Verde and Grant/Dodge)? It seems to me that only one would be sufficient (i.e. the one at Grant and Palo Verde). Also, it seems to me there is a large volume of traffic on Dodge crossing Grant Road.**

TOUCAN signals are proposed at Grant Road/Palo Verde Boulevard and at Grant Road/Dodge Boulevard. TOUCAN signals are proposed because Palo Verde Blvd and Dodge Blvd are listed as bike routes for the City of Tucson and the City has been seeing an increase in North-South bike traffic. The Palo Verde route goes between Speedway Blvd and Ft. Lowell Rd. The Dodge Blvd route also begins at Speedway Blvd, but extends further north, crossing the Rillito River, and connects to Pima County's regional shared use path, The Loop. Currently there is a HAWK pedestrian signal at Grant/Palo Verde and a standard signal at Grant/Dodge. These will be changed to TOUCAN signals to provide a safe crossing of Grant Road for both bikes and pedestrians. The TOUCAN signals are on-demand signals that will more easily coordinate with the other signals on Grant Rd, and allow traffic to flow freely, than if standard signals were used.

- 7. Why 8' sidewalks when 5' on Country Club was okay? Why trees on each side to block the view of businesses? We are short road money why the above waste?**

The Design Concept Report (DCR) recommended 8-foot sidewalks to improve pedestrian mobility. The recommendation in the DCR was based on feedback from over 100 community, neighborhood and 1-on-1 meetings as well as input from the Grant Road Task Force.

Street trees and buffer landscaping were also recommendations which were included in the DCR. Trees provide a buffer and shade to improve the pedestrian realm of the roadway. We recognize that businesses do not want their signs potentially blocked by trees, as such, the Landscape Architect conducts a site visit to determine the most feasible location for trees to minimize impacts to businesses.

- 8. Widening of alleys on southside of Grant needed for home access. This was promised. Where is this? Green Zone walkway on south of Grant Road puts people closer to major traffic and creates difficulties for R1 zoned property live ability due to increase noise, traffic, waste, dogs and homeless people sleeping, etc.**

The DCR does not include widening of alleys on the southside of Grant Road. There are frontage roads included in the DCR to continue to maintain access to residences on the south side of Grant Road in Phases 5 and 6 of the design.



9.

- A. Sparkman Road – Verde Villas residents and others have no second access like houses on Rita/Chrysler so they are in construction issues for Phases 3-6. Can't you move one phase about a block east or west?**

Sparkman Road will be minimally impacted in Phases 3 and 4. Additionally, Verde Villas residents will have access off Seneca Street.

- B. Pima (Palo Verde to Columbus) – This road can't hold out much longer. What will happen when everyone hops over at Country Club and goes to Swan to avoid construction?**

Pima Street will be receiving an enhancement project in this area the summer of 2016. The Road Recovery program, Proposition 409, has Pima Street from Country Club to Columbus scheduled for rehabilitation once the enhancement project is complete. We anticipate the road rehabilitation will take place by mid-2017. Construction in Phases 3 and 4 is not scheduled to start until late 2018; therefore, Pima Street will be available to handle any additional traffic volumes seen by travelers seeking to avoid the construction.

- 10. I am concerned about the elimination of the pork chop at Grant/Alvernon NE. If this is eliminated solely because of the parking at Walmart then you should look at the efficiency of the current parking arrangement – it might be restriped to provide more. As a task force member the design elimination should have come back to the task force for discussion as we discussed the concept originally.**

Note: I am concerned about getting pedestrians across the street while right turners want to make their turns across the peds. Might not make the indirect left turn perform as billed for moving turning traffic.

The pork chop was not eliminated due to impacts to the existing Walmart. A number of engineering design considerations were taken into consideration prior to the removal of this pork chop. One of the considerations was discussions with SAAVI (Southern Arizona Association for the Visually Impaired) as to how the visually impaired navigate a pork chop crossing. In these discussions, a representative of SAAVI stated that a pork chop is one of the most difficult things to navigate for a person with a visual impairment. The proximity of SAAVI to this intersection and consideration for the majority of SAAVI clientele who are in the beginning stages of learning to navigate with their visual impairment, weighed heavily into the decision to remove this feature.

Additionally, there were also numerous conversations with the Task Force regarding the request to remove the pork chop originally proposed in Phase 2 at 1st Avenue. All of the considerations for removing the pork chop at this location are the same, As such, further discussions with the Task Force were not conducted.

