



The Grant Road Corridor Project is Funded by the Regional Transportation Authority

GRANT ROAD

Improvement Plan

Mobility Vitality Sustainability

Western Community Character Segment Workshop, Round 2

Oracle Road to 1st Avenue
May 8, 2008



Tonight's Workshop

- Start on time and stick to the schedule
- Informational presentations
- Facilitated small group activities
- Worksheet gallery
- Comment cards for detailed comments, concerns, and suggestions
- Receive valued community input
- Finish by 9:00pm





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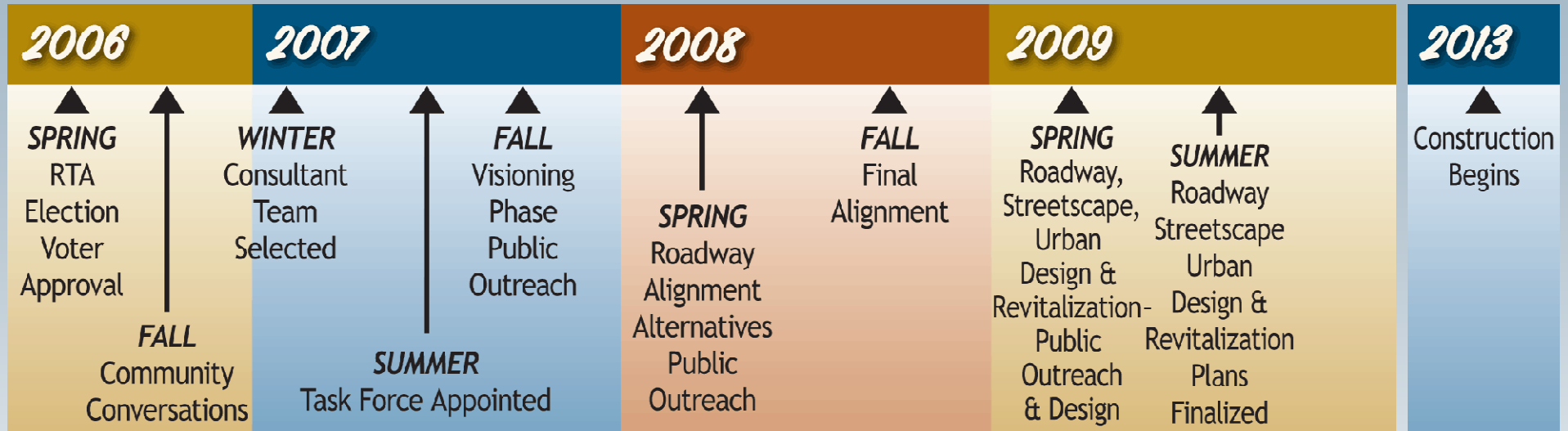
Improvement Plan

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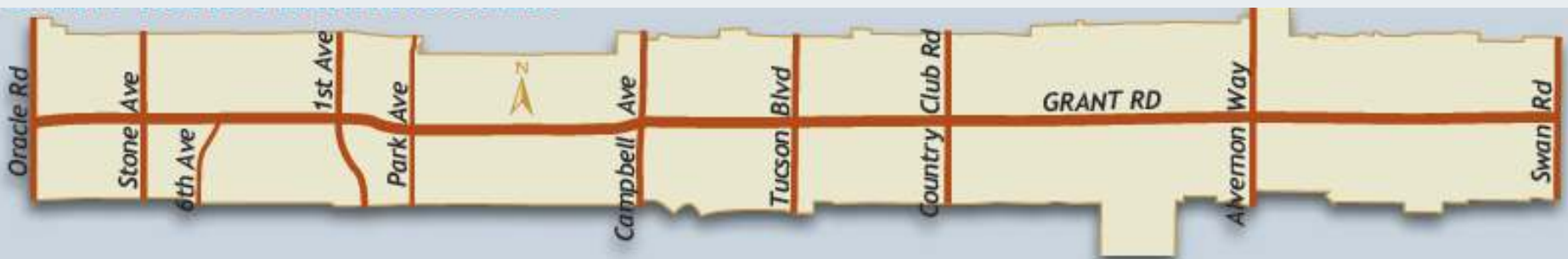
Project Background



Project Timeline



Project Planning Area



Context Sensitive Solutions Meeting of Three Contexts



Community Needs

Built & Natural Environment

Design Excellence

Multi-modal Transportation



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Improvement Plan
Mobility Vitality Sustainability

Visioning Phase Summary

- 35 public meetings held with 1,000 participants
- 1,013 web, paper & phone surveys completed
- 4,000 comments received
- Input used by Task Force to create Vision & Guiding Principles document



Vision & Guiding Principles

The image shows the cover page of a document titled "GRANT ROAD Improvement Plan". At the top left is the RTA logo. The title "GRANT ROAD Improvement Plan" is in a large, stylized font. Below the title is a navigation bar with three buttons: "Mobility", "Vitality", and "Sustainability". A diagonal banner on the left side reads "FINAL Developed by the Grant Road Task Force with public input & review 2007-08". The main title of the document is "Final Vision Statement & Guiding Principles February 19, 2008". The content is divided into two main sections: "Vision Statement" and "Guiding Principles". The "Vision Statement" section contains three paragraphs of text. The "Guiding Principles" section starts with "1. Mobility and Access" and includes a sub-section "1.1 Balance the transportation needs of those traveling locally with those passing through Grant Road by:" followed by a bulleted list of three items. At the bottom of the page, there is a small disclaimer text.

RTA Regional Transportation Authority

GRANT ROAD *Improvement Plan*

www.grantroad.info

Mobility Vitality Sustainability

FINAL
Developed by the Grant Road Task Force
with public input & review 2007-08

**Final Vision Statement
& Guiding Principles**
February 19, 2008

Vision Statement

The improvements resulting from the Grant Road Improvement Plan will enhance safety and balance mobility and accessibility for all users including motorists, pedestrians, bicyclists, transit riders, and those with disabilities. The Plan will direct the widening of Grant Road to six lanes, also improving its function as an urban arterial street within Tucson's network of streets. The Plan will balance the needs of those traveling through the area on Grant Road with those who live, work, and shop along Grant Road.

The community values the scale, character, and diversity of the neighborhoods and businesses along Grant Road and the Plan will reflect these values. The Plan will recognize the diversity of residents and independent businesses along Grant Road, and will help them to revitalize the places in which they live and work.

The Plan will strive to improve the visual character and quality of Grant Road and the land uses along it, and it will define Grant Road as a unique and vital place that ultimately enhances the community and region as a whole.

The Grant Road planning process and its implementation will balance a long range vision with the definition of improvements and programs that fit within the financial resources identified for this project. It will be forward-thinking in its design, consider likely future trends and work to effect positive change to the environment and public health. It will set high standards for community involvement while providing an inspirational model for future Tucson roadway enhancements.

Guiding Principles

1. Mobility and Access

Mobility and Access mean moving along and connecting with uses on Grant Road – both for people living and working nearby and those passing through; both freeing up motion (mobility) and getting to specific destinations (access). Through mobility and access, the Plan will work toward sustainable transportation both for the local community and the Tucson region by doing the following:

1.1 Balance the transportation needs of those traveling locally with those passing through Grant Road by:

- improving Grant Road's role in Tucson's street network and its role for neighbors;
- recognizing all populations using Grant Road; and by
- increasing the efficiency of traffic flow along Grant Road while designing Grant Road and the context along it to encourage drivers to travel at safe speeds.

This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTA-mobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and federal governments. This project will be managed by the City of Tucson.



GRANT ROAD Improvement Plan MILESTONE REPORT



Mobility

Vitality

Sustainability

April 2008

CREATING A NEW GRANT ROAD —MORE THAN 4,000 PUBLIC COMMENTS HEARD DURING VISION CONVERSATIONS

The Grant Road Improvement Plan Citizens Task Force has finalized a Vision Statement and Guiding Principles plan. The document will guide the Task Force and the planning team as they work to develop roadway alignment and design options for the five miles of Grant Road between Swan and Oracle Roads.

The collective vision was developed based on more than 4,000 public comments, suggestions, and concerns received during late 2007 and early 2008 at meetings, open houses, and through a survey. The Task Force used this public input, plus a detailed technical assessment of the roadway, to create the Vision Statement and Guiding Principles.



More than 35 community conversations, with large and small groups, provided public input to the Task Force.

PROCESS FOR DEVELOPING PREFERRED DESIGN



The Vision Statement and Guiding Principles will guide the Task Force as it evaluates design criteria and reviews roadway options.

"The Vision Statement and Guiding Principles will allow us to evaluate design options for Grant against a set of criteria that takes both community values and technical issues into account," said Sarah Evans, a Task Force neighborhood representative. Robert Tait, representing business interests on the Task Force, agreed. "We heard a lot of input from residents and businesses and the Vision Statement and Guiding Principles captures that input well. It gives us a set of guidelines that will be very valuable as we evaluate options for the road."

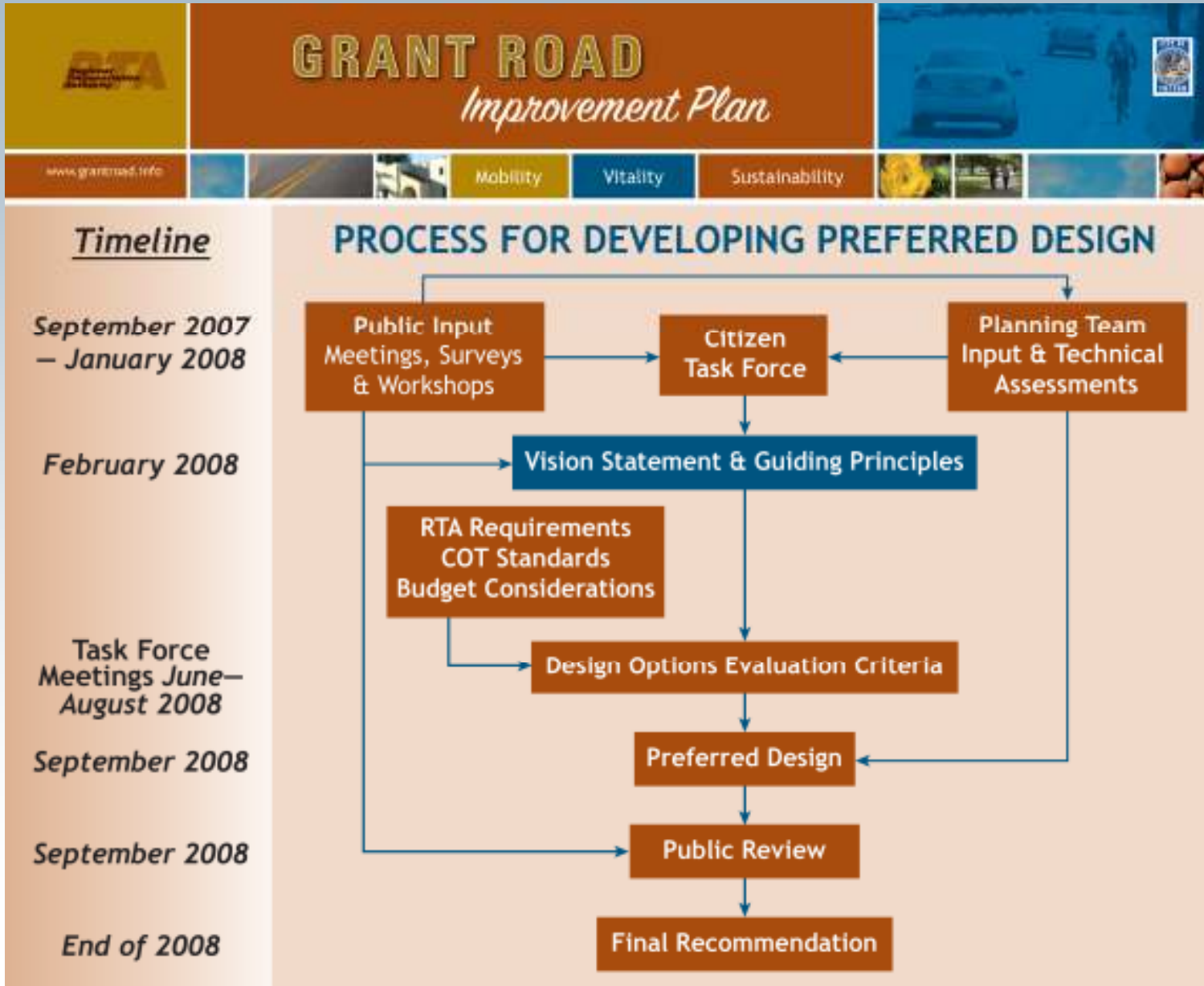
The Vision Statement and Guiding Principles document is available on the web at www.grantroad.info and at public libraries across the region.

This is a project of the Regional Transportation Authority. The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com. The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments. This project will be managed by the City of Tucson.

www.grantroad.info

Milestone Report to the Public

What's Next?





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What We've Heard

Character Segment Workshops Round 1

January 14, 16, 17, 2008



What We've Heard

- Vary cross-section width and alignment to fit situations (road doesn't have to be straight)
- Where necessary, take one side and enhance cross-section
- Minimize width in commercial areas to protect existing businesses



What We've Heard

- Include wide bike lanes and enhanced pedestrian realm where possible
- Need more and better pedestrian crossings
- Bus pullouts rather than transit lane
- Consider bus or light rail transit lanes, if not now, in the future
- Consider local access lanes in residential and mixed-use areas



What We've Heard

- Consolidate and improve access points to businesses
- Consider different buffering options depending on context (walls, buildings, green space, public art)
- Address neighborhood cut-through traffic
- Fix congestion at major intersections and make them more pedestrian-friendly
- Maintain character and minimize impacts to existing local businesses



What We've Heard

- Create urban villages, cluster businesses, add café frontage, buildings near the street
- Revitalize commercial areas
- Improve access to existing parks and create public gathering places and green space
- Add landscaping with native plants - use water harvesting
- Address flooding



Round 2 Workshop Objectives

- Present project background & what we've heard from Round 1 & other public input
- Review & refine design concepts for the entire project
- Review design options for representative locations in each segment





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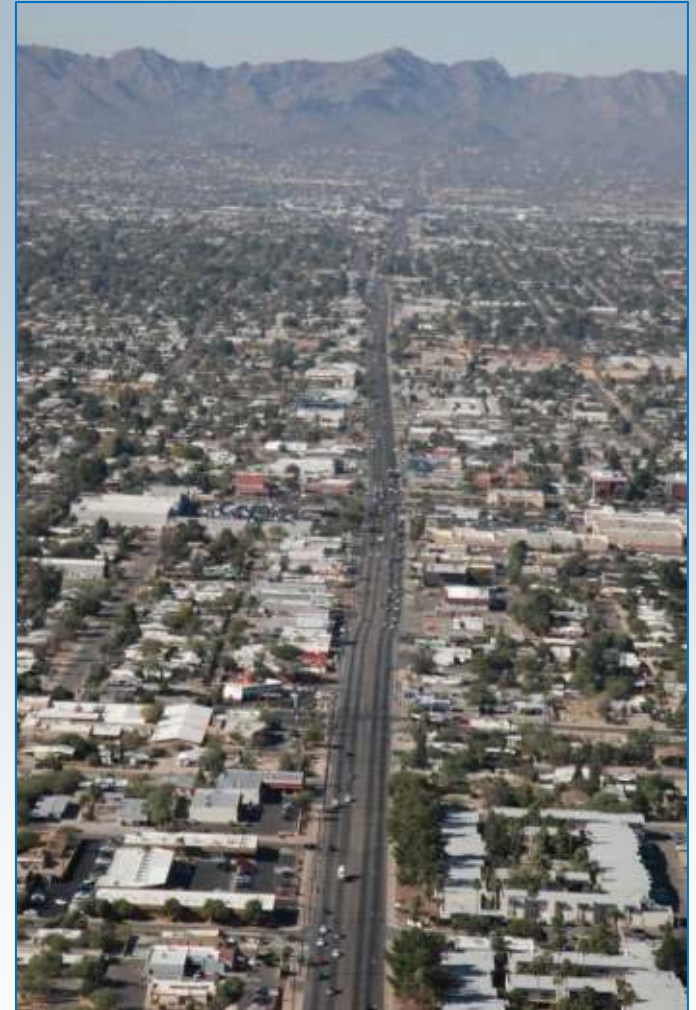
Community Character Segment Workshops Round 2

Design Concepts for the Entire Project



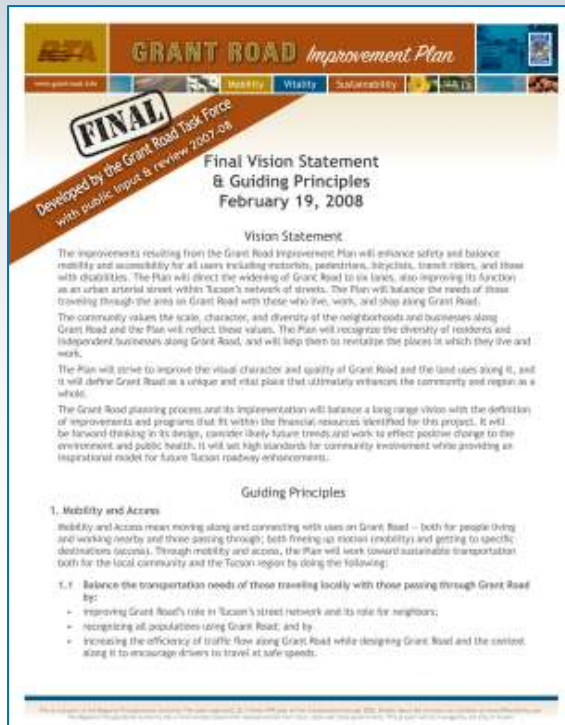
Project-Wide Design Concepts

- Typical street sections
- Bicycle lanes
- Crossings and access
- Transit features
- Intersection improvements
- Water harvesting



Basis for Design Concepts

- What we've heard from Round 1 & the public
- Issue guidelines from the City
- Relevant guiding principles



Issue Guidelines

- City's *Roadway Development Policies* require that **striped bicycle lanes** be included in major roadway projects
- A **striped bicycle lane does not count** as a travel lane
- Separate **multi-use paths** can be included in the project, in addition to on-street striped bicycle lanes



Issue Guidelines

- Grant Road improvements will serve as the **build-out**
- City's *Roadway Development Policies* **limit arterials to 6-lanes** (additional lanes may be needed at intersections)
- **Additional lanes** beyond 6-lanes shall be dedicated to transit or high-occupancy vehicles
- **Grade-separated intersections** (GSIs) are not recommended by the City but will be considered if requested



Relevant Guiding Principles

Mobility & Access

- 1.1 Balance the transportation needs for those traveling locally with those passing through Grant Road
- 1.2 Improve mobility and safety for all modes traveling along and across Grant Road
- 1.3 Balance mobility along and across Grant Road with access to businesses, residences, and other designations
- 1.4 Ensure that roadway improvements support and enhance the community's values



Relevant Guiding Principles

Character & Vitality

2.9 Work to create environments that discourage crime and increase personal safety

Aesthetics & Environment

3.1 Create an aesthetically pleasing, comfortable, inviting environment

3.6 Mitigate watershed issues

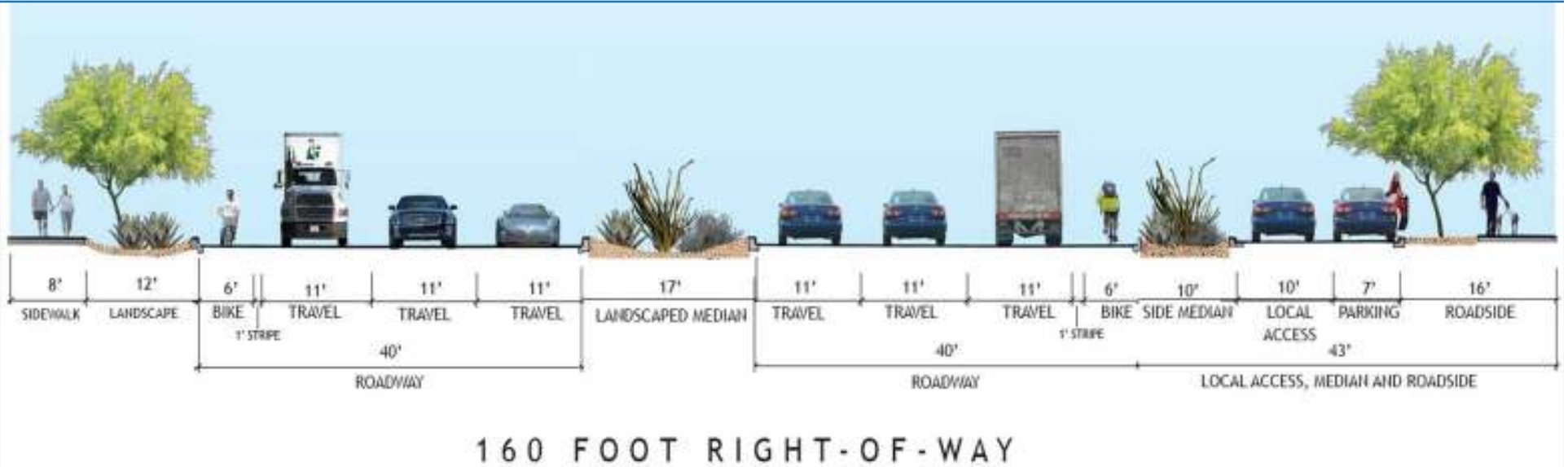


Typical Street Section



137 FOOT RIGHT-OF-WAY

Street Section-Local Access Lane



Bike Lane Design Concept



- Width: 6-foot
- Lane buffer: 1-foot painted stripe
- Conflict areas: painted (color under review)



Crossings & Access

- Signalized intersections
- Pelican and Hawk crossing opportunities
- Toucan crossing opportunities
- Access to neighborhoods & businesses via median openings



Pelican Crossings PEdestrian Light aCtuAtion



Campbell,
south of Grant



Speedway,
East of Campbell

Toucan Crossings Two grOUps CAN cross



City Bicycle Plan



<p>Shared-use Path Paved 8 ft. to 12 ft. wide path, separated from street.</p> <p>Bike Route On lower volume street, with "Bike Route" signs. Max. speed limit of 30 mph.</p> <p>Bus/Bike Lane On major streets, 12 ft. wide bus and right turn lane, shared use with bicycles.</p> <p>Bike Route with Striped Shoulder On major street, with "Bike Route" signs and white edge line, approx. 4 ft. to 10 ft. wide paved shoulder, speed limits 25 mph or more.</p>	<p>Paved Shoulder On major street, with white edge line, approximately 3 ft. to 10 ft. wide paved shoulder, speed limits 30 mph or more.</p> <p>Residential Streets Selected bikeable streets with maximum speed limit of 30 mph.</p> <p>Major Streets May be appropriate for experienced riders (more traffic, higher speeds, less width)</p> <p>Overpass/Underpass</p> <p>Railroads</p>	<p>Planned improvement Roadway or bikeway planned for improvement, 2005-2007. alternate routes during construction. Call 740-6746 for more information.</p> <p>Park & Ride Lots</p> <p>High Schools</p> <p>Mountain bike Trailheads & BMO</p> <p><i>Cyclists are urged to utilize facilities suitable for their individual cycling skills. Be aware that, during certain times, traffic volumes may be unsuitable for cycling abilities. See safety tips on back of this map. Visit www.pagnet.org for version of this map.</i></p>
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Crossing & Access Opportunities



Directional Median Opening

- A strategy for balancing access & mobility
- Allow left-turns to cross-street
- Allows U-turns
- Does not allow for left-turns from cross-street



Oracle Road south of
Prince Road

Bus Pull-Outs vs. Continuous Transit Lanes

Criteria	Bus Pull-Outs	Continuous Transit Lanes
• Reduces traffic disruptions	✓	✓
• Serves as access lane		✓
• Reduces right-of-way requirements	✓	
• Improves transit operations	✓	
• Improves bike safety	✓	
• Converts to future transit technologies		✓



Bus Stops



Fort Lowell,
Single bus stop, solar
powered advertising
lights



Campbell,
Double bus stop,
solar powered
advertising lights,
street light

Enhanced Bus Stop



- Lighting
- Bicycle parking
- Benches
- Wayfinding signs
- Landscaping and shading
- Water harvesting potential

Transit Design Concept

- Provide bus pull-outs at every stop
- Acquire right-of-way on far side of intersection
- Provide stops at quarter mile intervals
- Provide enhanced bus stops (45 total stops)
- Provide continuous sidewalks along Grant Road
- Convert travel lane to transit lane for future transit technologies (subject to future City approval)



Major Intersection Improvements

- Grade separated intersections are not recommended by the City unless requested
- At-grade intersection improvements
 - Enhanced traditional intersections
 - Indirect left-turn intersections

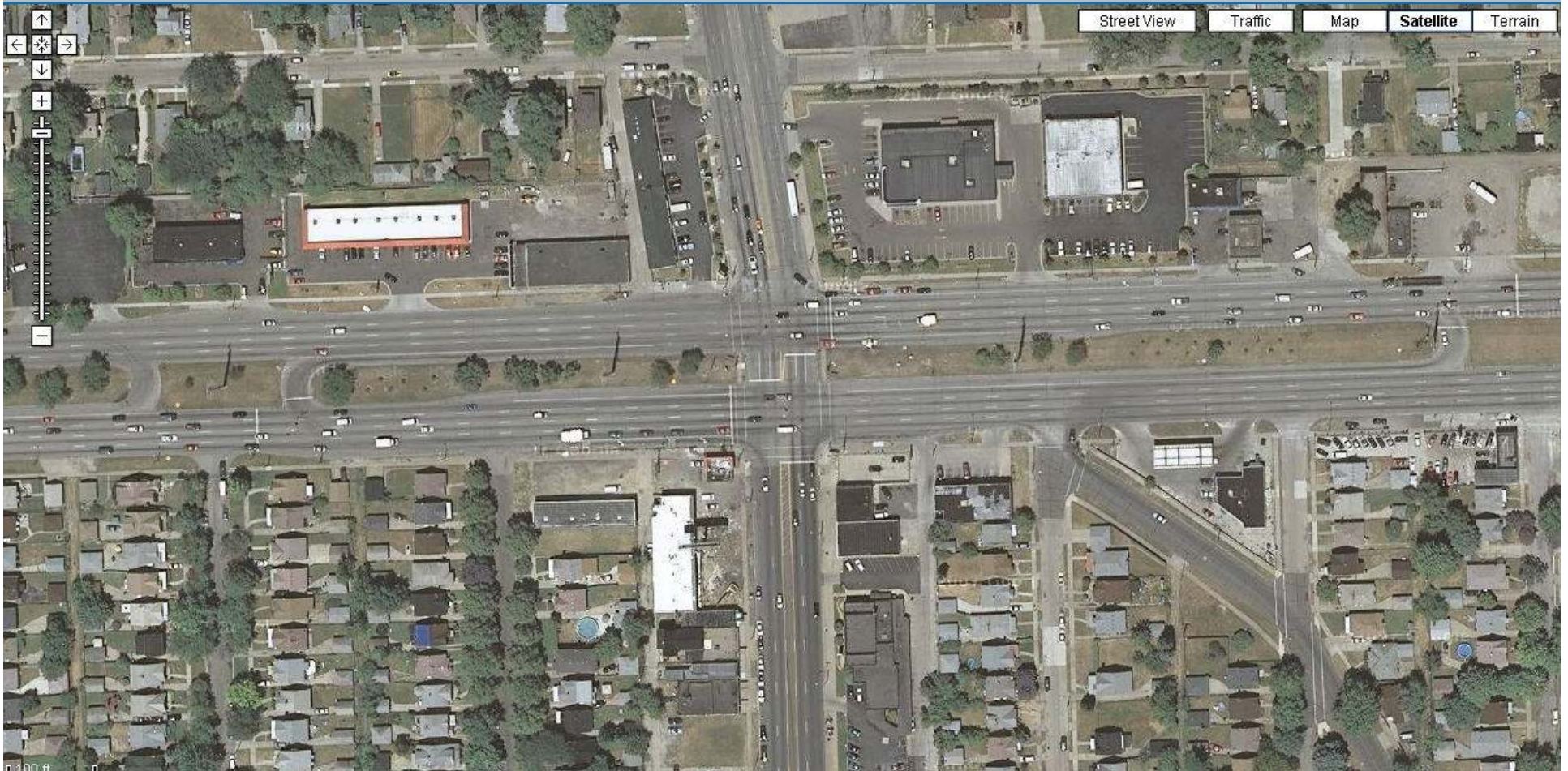


Pedestrian Refuge Enhancements

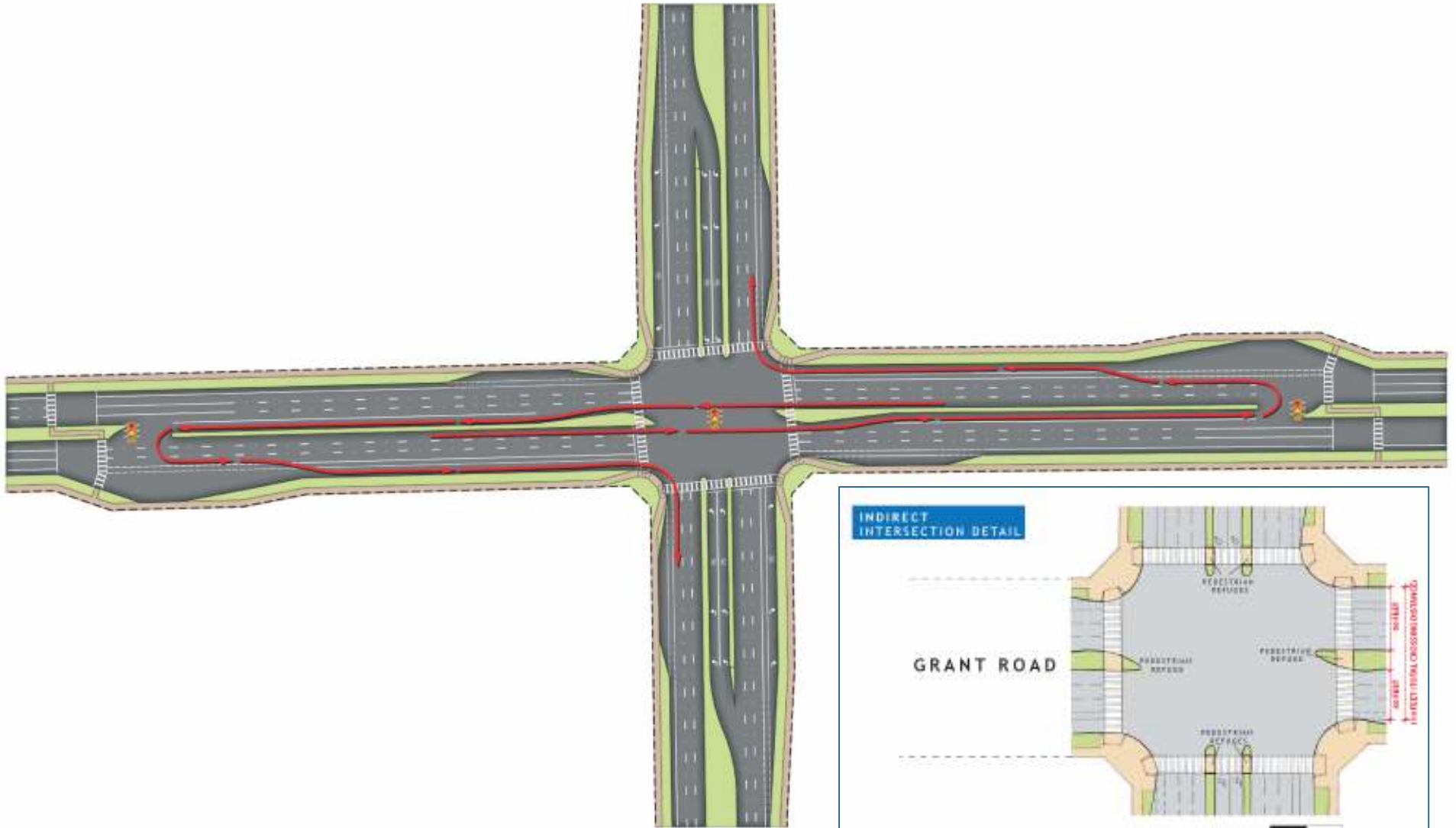


Cortaro Road, west
of I-10 in Marana

Indirect Left-Turn Intersections



Indirect Left-Turn Intersection



Traditional versus Indirect Left-turn

Criteria	Traditional Left-Turn	Indirect Left-Turn
• Reduces vehicle crash potential		✓
• Reduces pedestrian crash potential		✓
• Reduces pedestrian crossing distance		✓
• Increases intersection capacity		✓
• Reduces travel time		✓
• Requires less right-of-way		✓
• Increases travel distance	✓	
• Driver familiarity	✓	



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Small Group Activity 1

Review Project-Wide Design Concepts
Street Sections
Crossings & Access





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Community Character Segment Workshops Round 2

Representative Location Design Options

Western Segment, Oracle Rd. to 1st Ave.



Representative Location Design Concepts

- Examine design concepts for **example places**
- Issues & solutions are **applicable to multiple locations**
- A lot to do in the next hour
- First round of workshops proved you are up to the challenge!

Group Activity Format

- Presentation on 1st Location
- 1/2 hour small group session broken up into 2 to 3 focused activities
 - General discussion of issue & design concepts
 - Answer questions
- Presentation on 2nd Location
- 1/2 hour small group session - same format

West Segment Representative Locations

- Fontana Avenue / Mansfield Park Revitalization



Fontana Avenue / Mansfield Park Revitalization

- Activity 1 - Alignment Design Concept & Excess Right-of-Way Considerations
 - Grant Road right-of-way design and alignment concepts
 - Enhance connections from Grant Road to Mansfield Park
 - What to do with land remaining after improvements



CONCEPT 1: STANDARD CROSS SECTION WITH LOCAL ACCESS LANE



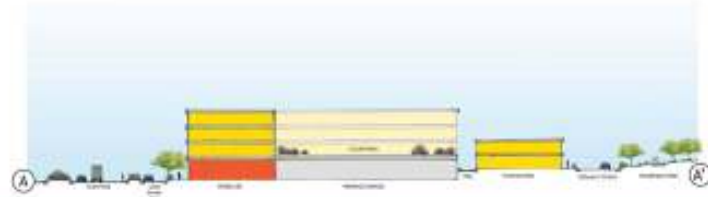
CONCEPT 2: STANDARD CROSS SECTION



CONCEPT 1: STANDARD CROSS SECTION WITH LOCAL ACCESS LANE



CONCEPT 1 SITE SECTION



CONCEPT 2: STANDARD CROSS SECTION



CONCEPT 2 SITE SECTION



Alignment Design Concepts

- Activity 2 - Pedestrian Realm Considerations
 - 137 ft. 'Standard' cross section 'squeezes' between building fronts
 - Can we still achieve good pedestrian comfort?



Existing Condition

Alignment Design Concepts

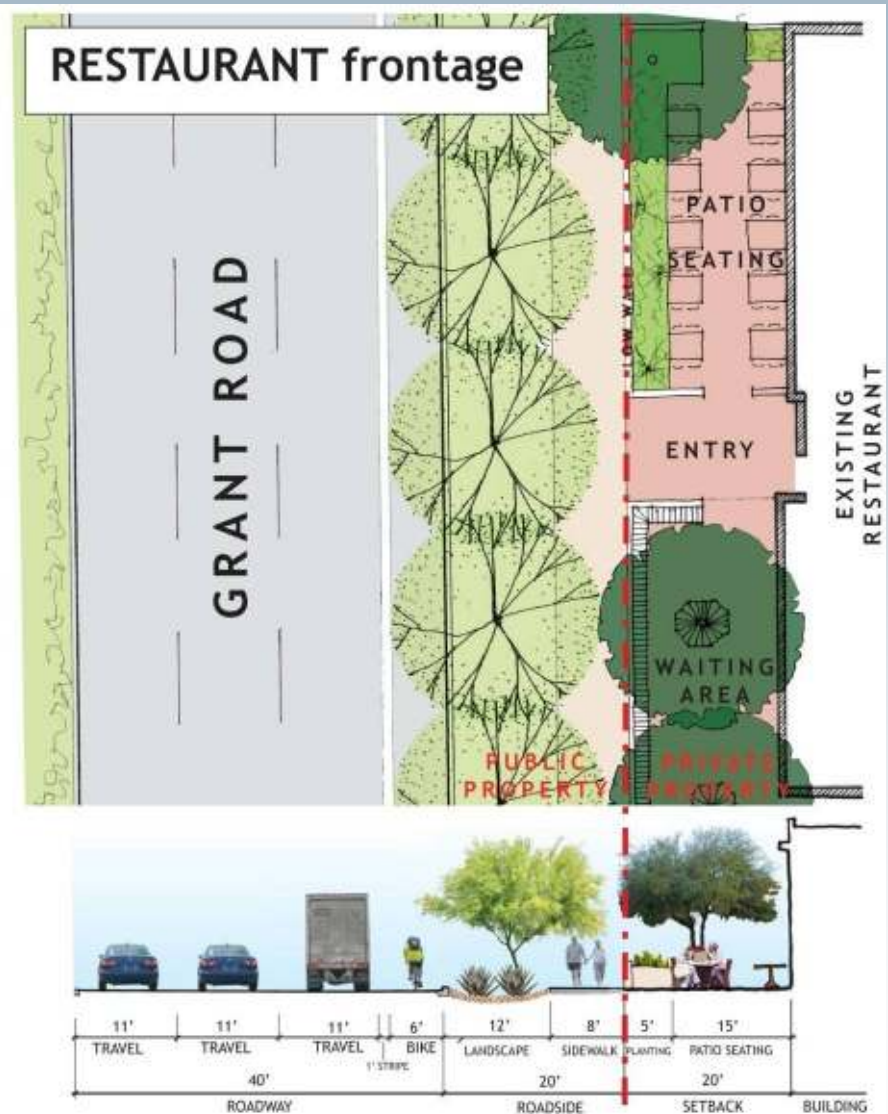
- Activity 2 - Pedestrian Realm Considerations
 - 137 ft. 'Standard' cross section 'squeezes' between building fronts
 - Can we still achieve good pedestrian comfort?



20 ft wide Pedestrian Realm

- widened sidewalk
- landscaped buffer

Pedestrian Realm



West Segment Representative Locations

- First Avenue Intersection & Revitalization



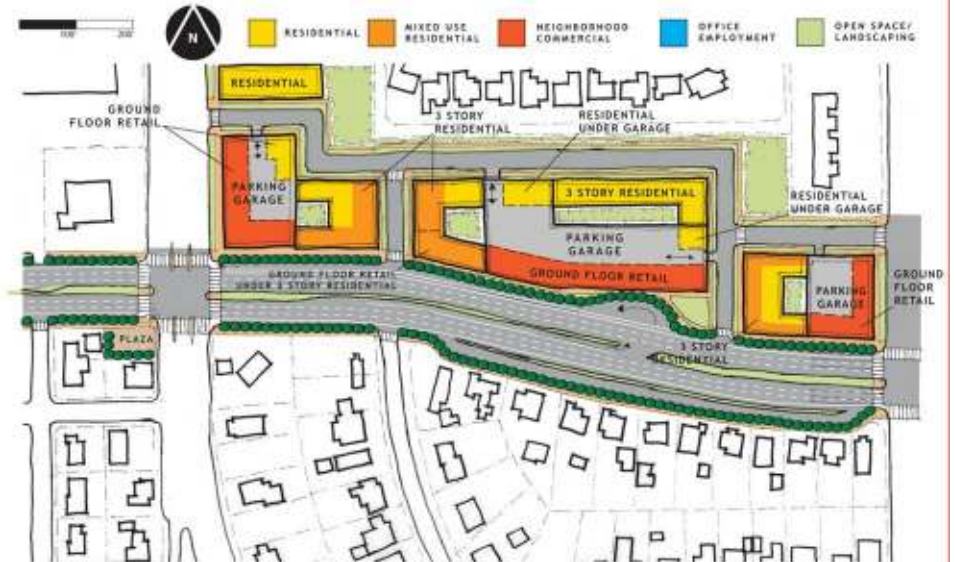
First Avenue Intersection & Revitalization

- Activity 1 - Alignment Design Concept & Excess Right-of-Way Considerations
 - Grant Road right-of-way design & alignment concepts
 - What to do with remaining land

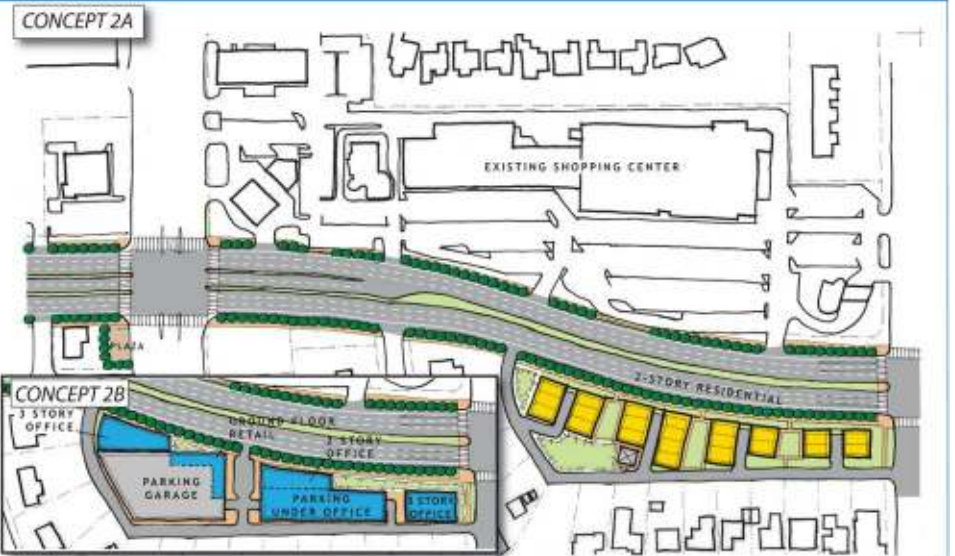


Alignment Concepts

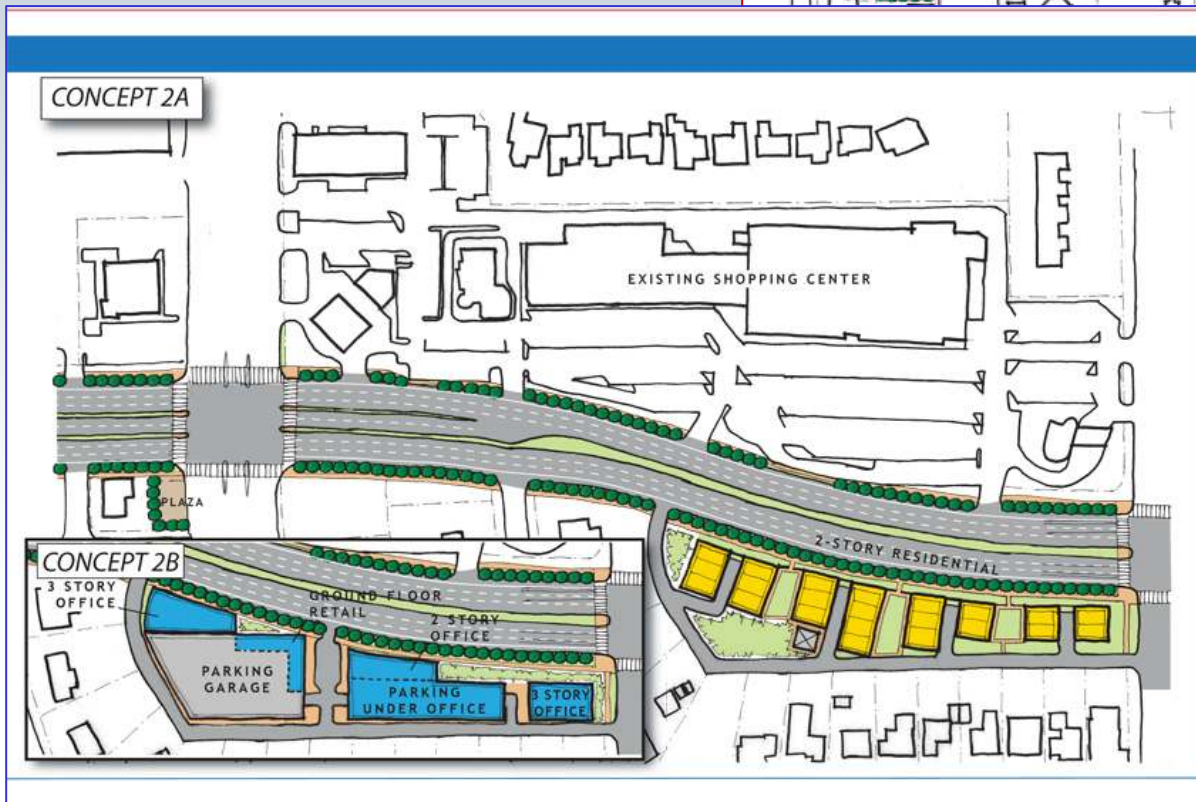
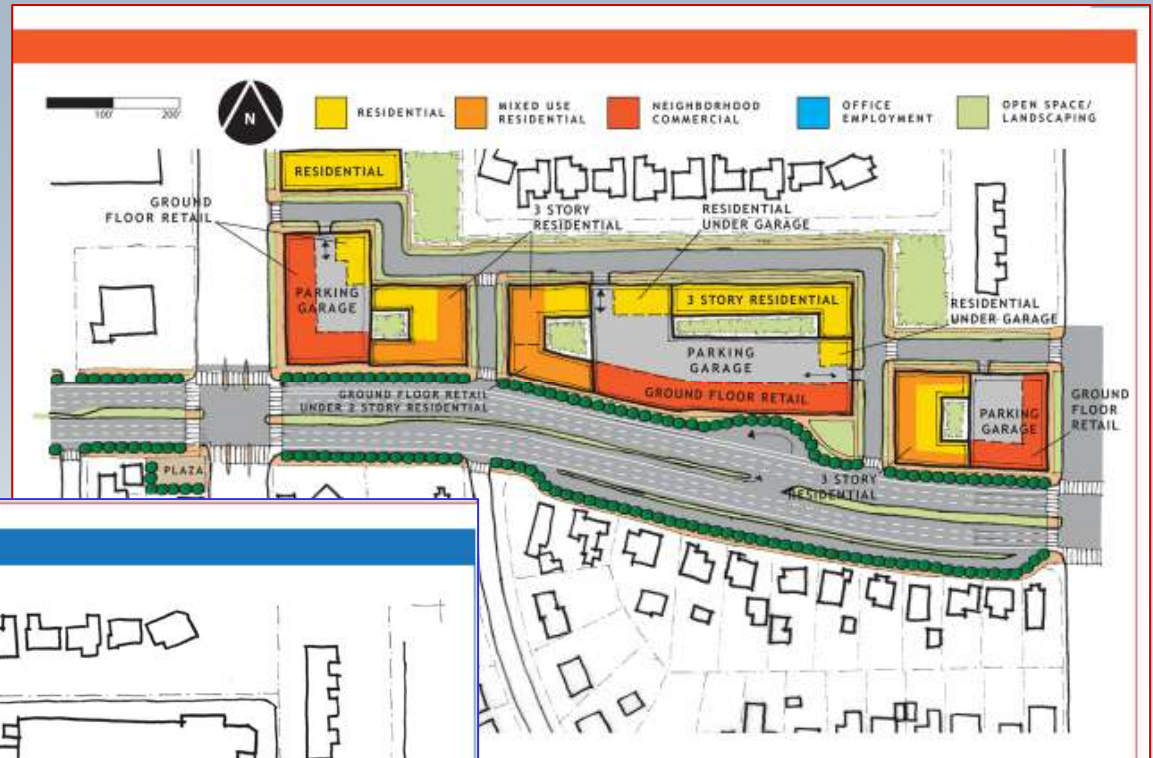
CONCEPT 1: INDIRECT INTERSECTION



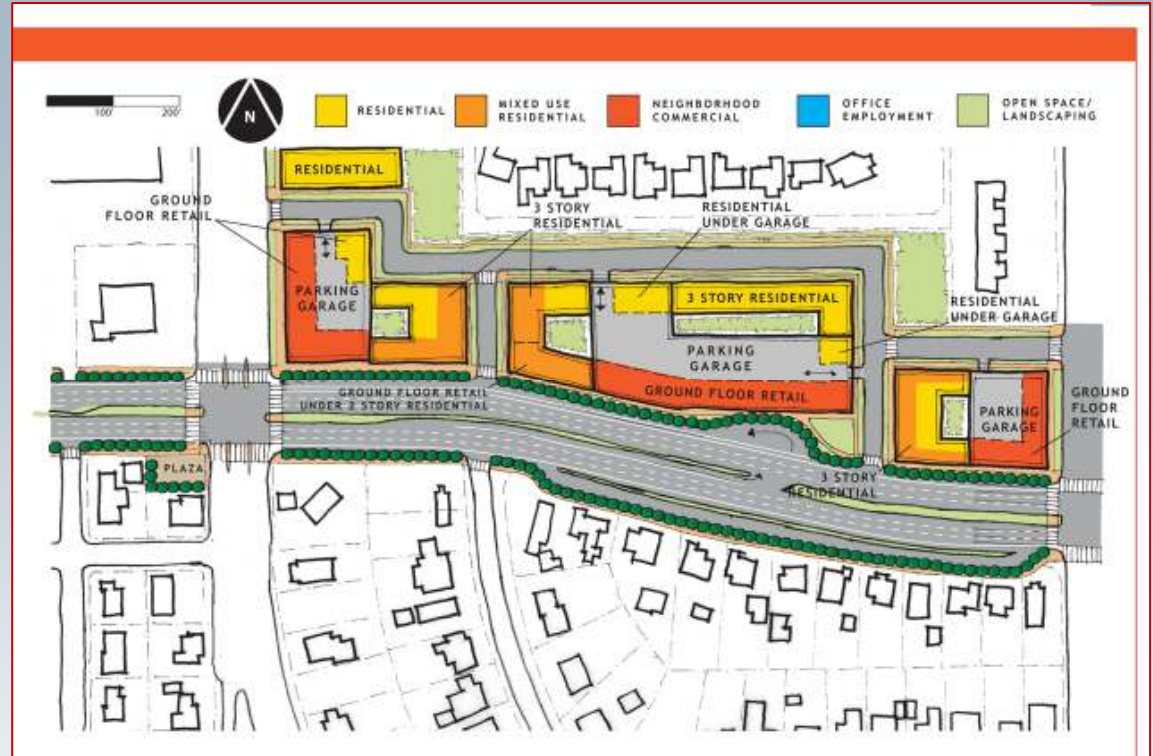
CONCEPTS 2A & 2B: ENHANCED TRADITIONAL INTERSECTION



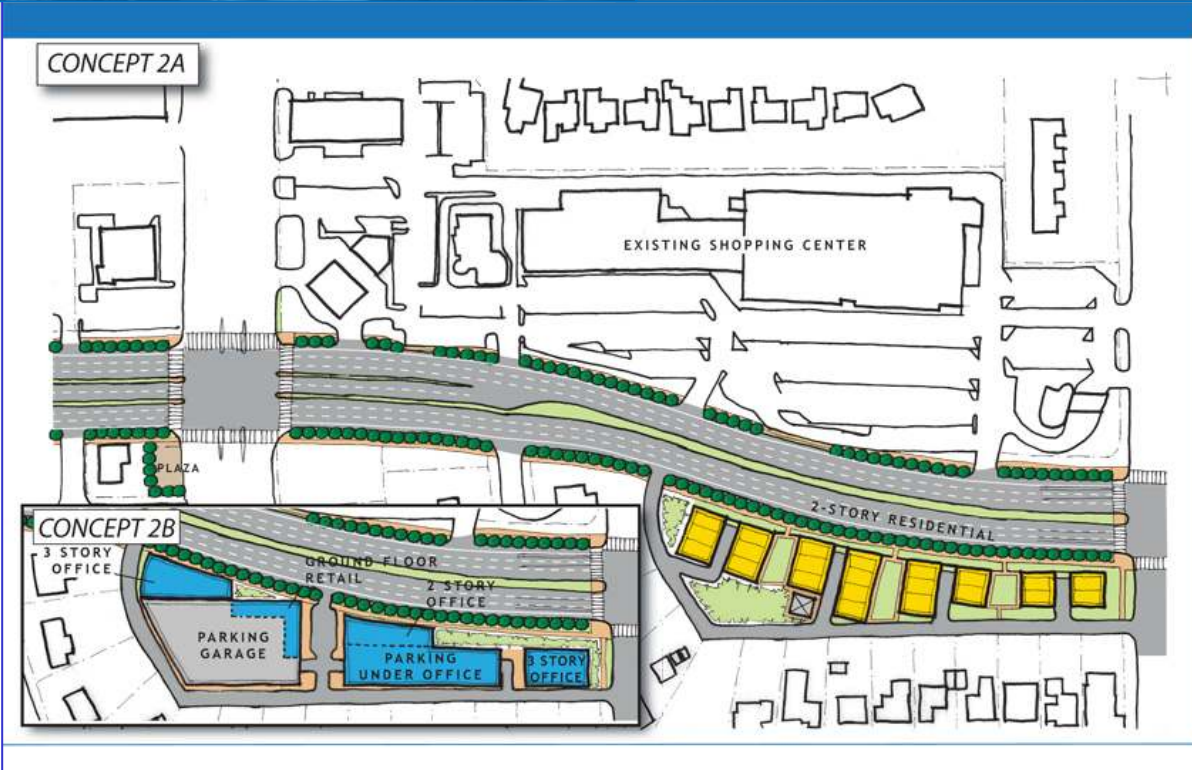
Excess Right-of-Way Concepts



Excess Right-of-Way Concepts



Excess Right-of-Way Concepts



Buffering Residential Uses

- Local Access Lane to create—
 - Well landscaped transition
 - Create quality pedestrian environment



160 FOOT RIGHT-OF-WAY

First Avenue Intersection & Revitalization

- Activity 2 - Intersection Design Concepts
 - Improve quality and safety of pedestrian and bicycle crossing conditions

ENHANCED TRADITIONAL INTERSECTION DETAIL



INDIRECT INTERSECTION DETAIL



Time to Work!

GRANT ROAD Improvement Plan

INSTRUCTIONS

The sheet shows three concepts for the area around 1st Avenue and Grant Road. The concepts differ in their approaches to shift lanes, the width and location of their sidewalks, and opportunities for redevelopment and open space. Please consider these issues as you group around the questions below.

WORKSHOP QUESTIONS

Formal Right-of-Way Design Concept Questions

Is your group comfortable with having 7 to 8 story buildings front onto Grant Road?

Not comfortable Neutral Very comfortable

What if the building fronting onto Grant Road were 1 or 2 story like the majority of buildings that exist along Grant?

Not comfortable Neutral Very comfortable

Do you think that the introduction of new and landscaping in Concept 1?

Not comfortable Neutral Very comfortable

In Concept 1, do you think that office or residential uses are the most appropriate?

Office Residential Mixed-Use

Intersection Design Concept Questions

Do you favor one concept more than the other, from the perspective of driving through the intersection?

Favor Concept 1 Neutral Favor Concept 2

Do you favor one concept more than the other, from the perspective of walking or bicycling through the intersection or from an ADA non-perspective view of "line of visibility" (sidewalk view)?

Favor Concept 1 Neutral Favor Concept 2

Do you favor one concept more than the other, from the aesthetic perspective of all users?

Favor Concept 1 Neutral Favor Concept 2

Generalizing Questions

Can you all of the discussion your group has had, which overall design concept does the group favor and how strongly?

Favor Concept 1 Neutral Favor Concept 2

GUIDING PRINCIPLES

THE FOLLOWING ARE GUIDING PRINCIPLES OF THE GRANT ROAD IMPROVEMENT PLAN RELEVANT TO THE CONCEPTS PRESENTED IN THIS EXERCISE.

1.3a Balance mobility along and across Grant Road with access to businesses, residences and other destinations providing safe vehicular access to properties on Grant Road.

2.1f Encourage private investment that revitalizes opportunity sites along Grant Road.

4.7 Coordinate new development and revitalization with new and existing amenities and multimodal infrastructure.

CONCEPT 1: INDIRECT INTERSECTION



CONCEPTS 2A & 2B: ENHANCED TRADITIONAL INTERSECTION



INDIRECT INTERSECTION DETAIL



ENHANCED TRADITIONAL INTERSECTION DETAIL

