

Grant Road IMPROVEMENT PROJECT

Preconstruction Open House – Public Comments and Responses

Phase 2

- 1. It is very rude to the individuals that this project will impact their lives to have a meeting that is scheduled when there is a game and the meeting is rushed in order for the members or the planning of the project can go to see the game. If the game is so important to the Grant Road engineers and planners, then it would be best to make the meeting on a non-game day. Also, the attendees should be able to ask questions to the presenters at time of presentations, so that everyone can hear the Q & A. This is not the first time a meeting is on the same evening as a game!**

All of our Grant Road public meetings are scheduled months in advance. We do our best to accommodate any events that may impact the meeting, however some events come up unexpectedly or are previously unscheduled that may impact our meetings. Additionally, our meetings are always scheduled with an hour and a half window to accommodate the public's schedules. We keep all meetings open until the time stated on our public meeting notices. In regards to the Q&A, as we have done at our meetings in the past, we try to hold all questions for the display tables.

- 2. Bicycle buffer zones – is there an elevated barrier/rivets embedded in the buffer line to promote or prevent vehicular traffic from invading bike lane for increased safety. A painted line is insufficient!**

Vertical elements are not feasible on Grant Road because of the high number of driveways and access points, which also presents a maintenance issue. The painted buffer area still provides greater shy distance from motorists, gives spaces for cyclists to pass other cyclists without encroaching on the travel lane and helps avoid the appearance that the wide bike area is a travel lane.

- 3.**

- A. This project is creating more noise for people now facing Grant Road with no buffer. You need to build a wall to address the issue. You are also closing off access to the Cortez neighborhood at Los Altos and at 2nd Avenue, funneling more traffic onto Flores Drive and Street, but no traffic calming is in the plan for the extra traffic flow. Once again, the project is creating potential problems for the neighborhood with no consideration for the impacts.**

The noise levels in this area were studied in the original noise report and noise walls are not warranted. A more recent noise study for the Jefferson Park area found that projected noise levels will be lower than originally projected. Therefore no walls will be constructed near Flores Drive. However, the project is constructing a wall between Los Altos and Flores Drive to shield the properties from headlight glare at the indirect left turn.

- B. Detention basin seating area near Hampton Street. I sometimes pass by the seating area/park South of Grant at Campbell. I have NEVER seen anyone seated or using that area. Do you really believe that anyone would want to sit amid the noise, dust and exhaust fumes coming off of Grant Road?**

The recreation element of the basin was added at the request of the Task Force, neighborhoods and Grant Road residents.



- C. I currently, as a pedestrian, cross Grant Road at Los Altos, Flores Drive and 2nd Avenue. According to the plan, the number of pedestrian crossing locations will be decreased when I cross Campbell Avenue North of Speedway at Helen Street. There is a ramp onto the median, allowing for pedestrian and bicycle traffic. I have never encountered a problem using the crossing. Why can't there be one of these in the project instead of forcing pedestrians to walk extra blocks?**

Currently there are no controlled pedestrian crossings between 6th Avenue and 1st Avenue, and only a total of 4 along the entire Phase 2 project area. When the improvements are complete there will be 6 signalized crossings, including one at Los Altos.

4.

- A. I am encouraged to learn the commitment to pedestrian safely during construction. It will support your project to receive feedback as the project "goes on;" already neighbors are concerned about "J" walkers and increased risk coming off a median.**

Comment noted.

- B. I am excited to hear that the corridor speed limit will be 35 mph. I would like to see public education preparing drivers for the change.**

Comment noted.

5. Public Art Tip: increasing the number of wall murals decreases graffiti.

Comment noted.

6. Indirect left turns cause traffic to reroute to make a left turn elsewhere. They are terrible ideas and I refuse to use them.

The indirect left turns along the Grant Corridor are intended to improve mobility for through traffic. For additional information refer to http://www.grantroad.info/pdf/indirect_left_turn.pdf

7. Have any businesses or organizations committed yet to siting on the Grant Road section (Stone to Santa Rita) after the improvements are completed?

Yes, there has been interest from several businesses to acquire remnant properties within this segment of Grant Road. A few have sold already.

