Grant Road IMPROVEMENT PLAN

Phase 2 – Design Open House Comments & Responses

1. **Dr. Angel did an excellent job with the presentation.**

   Noted. Thank you.

2. **Hurry up and fix the road. Enough with the delays.**

   As stated at the Open House, the City of Tucson will be performing a mill and hot in-place recycling project over the 3 mile section of Grant Road between Santa Rita Avenue and Columbus Boulevard starting in March of 2015. It was originally anticipated we would begin this project in November 2014. However, after discussions with the utilities it was determined that SouthWest Gas (SWG) needed to perform some upgrades in this area. In order to avoid utility cuts in new paving the City delayed the project slightly to provide the time SWG needed to design and build these upgrades.

   SWG started their upgrades in early November 2014 and will be complete in early February 2015 barring any significant delays due to inclement weather.

3. **The southeast corner of Mountain/ Grant is extremely dangerous and needs a dedicated right turn lane onto Grant Road.**

   The ultimate configuration of this intersection will be reviewed and designed as part of the Phases 5 and 6 Grant Road improvements.

4. **So bus pullouts instead of bus lanes?**

   The Design Concept Report endorsed by the Grant Road Task Force recommended the construction of bus pullouts. However, the cross-section provides flexibility to add high-capacity transit at a later time. See Section 5.5 of the DCR at http://grantroad.info/pdf/dcr/grant-road-dcr-chapter-05.pdf

5. **Where are the solar panels in any of these design elements? TUSD can do it, why isn't the rest of the City?**

   The difference between the TUSD projects and the Grant Road corridor project is that TDOT only has the road right-of-way in which to install improvements while TUSD has large parcels of land where panels can be installed. The TUSD projects plan on installing solar panels over large areas, such as playgrounds. The main disadvantage of solar energy is that you have to have a lot of solar collectors installed to generate the power required. The energy itself is free, but the solar collectors are relatively expensive and some require regular maintenance in order to work properly and efficiently.

   Additional concerns are theft, vandalism and potential safety issues. Solar panels installed in the right-of-way, or on top of poles within the right-of-way, would have the potential to become hazards if struck by a car.

6. **No overlay.**

   The suggestion for an overlay for the Grant Road Corridor came out of the Grant Road Citizen Task Force's planning efforts over the past several years. A draft document regarding the overlay was prepared and reviewed by the Task Force before the idea was put on hold for a while. The Task Force will return to considering land use planning for the area in the next several months. Discussions are anticipated to include consideration of the overlay as a tool for ensuring a cohesive identity for the corridor and encouraging redevelopment to address vacant and underutilized parcels in the corridor. We would encourage you to attend the Grant Road Task Force meetings to listen to these discussions and share your thoughts during the call to the audience. We would also be happy to learn more about your concerns about overlays so that we can try to address them more specifically.

7. Never receive notice of meetings and involvement opportunities – no letters?

There are multiple types of media used to notify the public that an open house is occurring. They include:

- Saturation mailing to every property within a ¼ mile boundary of the project area
- Posting on the grantroad.info website
- Tangible flyers placed at Ward Offices in the project boundary
- Eblast to all interested parties that have signed up for electronic notification

If you have any questions regarding public notification please contact 520.624.4727 or information@grantroad.info

8. Michigan Lefts are time consuming, ultra confusing and a waste of gas.

The indirect left turns were evaluated, discussed and recommended through a variety of studies and public meetings conducted during the Design Concept stage. The Citizens Task Force and Mayor and Council have both endorsed the use of indirect left turns along Grant Road.

The U.S. Department of Transportation Federal Highway Administration has published a "Synthesis of the Median Left Turn Intersection Treatment" (publication #FHWA-HRT-07-033) last revised 4/12/12, which studies the Michigan Left Turn (Indirect Left) in detail.

Based on the reviews and studies conducted, the following summarizes the major conclusions:

- Michigan and other states have successfully used the Michigan Left for over four decades without major problems related to traffic operational failures or safety hazards.
- Positive guidance communicated through additional signs and pavement markings at Michigan Left sites may be beneficial in reducing driver confusion and enhancing traffic safety.
- Though the Michigan Left is typically a corridor treatment, the concept has been used successfully for isolated intersections to improve traffic operations and safety.
- Directional median crossovers provide better operational and safety benefits compared to bidirectional median crossovers.
- Reducing signal phases at the intersection provides increased capacity for the Michigan Left in comparison to the conventional intersections. The capacity increases are typically in the range of 20 percent to 50 percent.
- The total network travel time savings can and usually does outweigh the additional travel time required for left-turning vehicles from the major road and cross street for corridors with the Michigan Left compared to conventional intersections.
- The safety performance of Michigan Lefts is better than conventional intersections because they have fewer vehicle-vehicle conflict points. Typical total crash reductions range from 20 percent to 50 percent.
- Head-on and angle crashes that have high probabilities of injury are significantly reduced for the Michigan Left compared to conventional intersections.

9. Opposed to Indirect Left turns. There has been insufficient education of drivers.

TDOT, in conjunction with the RTA has created a fact sheet on Indirect Turn Lanes that is available to the public (http://grantroad.info/pdf/ILT-info-sheet.pdf). There is also an Indirect Turn Lane simulation available on the Grant Road website. Additional information has also been provided via local news sources including, but not limited to, KGUN9, Tucson News Now, KVOA, KCBD, the Arizona Daily Star, and even on YouTube.

10. Please don't set the left turn lane turning at Plumber or there will be more traffic.

The ultimate configuration of this intersection will be reviewed and designed as part of the Phases 5 and 6 Grant Road improvements.

11. What is the legal basis for disposal of property?

There are a number of documents that govern the disposal of property including, but not limited to, the City Charter, the RTA "Real Estate Advanced Acquisition and Property Management Procedure Manual", and Ordinance 10892: Mayor and Council Policies for Lease or Sale of City-Owned Property.

12. With all this money and planning on this Grant Rd. Corridor, is there any thought or plan on looking farther west to I-10?

Grant Road is already a 6-lane cross section from Flowing Wells to Oracle. The segment from I-10 to Flowing Wells will be widened to 6-lanes as part of RTA project #15, Railroad Underpass at Grant Road which will expand the railroad underpass east of I-10 to accommodate 6 lanes. Project #15 is a RTA 3rd period project.

13. Does the City offer any counseling for persons having emotional issues during the acquisition process?

These services are not provided through relocation benefits; however, there are a number of community resources available such as:

- Southern Arizona Mental Health Corp. Crisis Hot Line: 520-622-6000
- Mental Health Association of Arizona: 520-882-4806
- Depression and Bi-Polar Support Alliance Support Group: 520-298-7287

14. Who will maintain the trees in the basin area if they are damaged?

Part of the contract for the overall road project includes a provision for a 3-year landscape establishment period. The Contractor maintains all of the landscaping, including the landscaping in the basin area for this time. After the landscape establishment period the City will maintain the basin.

15. Well run. Good info.

Thank you.

16. Is it true that the RTA does not fund road maintenance after the completion of the project?

The RTA does not fund road maintenance. The City of Tucson used to rely on Federal funds for our road maintenance, which is part of the reason our roads aren't maintained as well as we would like them to be. Federal funds are difficult to secure and are limited, as they are shared with all of the other jurisdictions within Pima County. Fortunately, city voters passed Proposition 409, which provides funding that allows us to develop and follow a pavement maintenance program. While the $20 million we get annually from Proposition 409 is still not enough to properly fund this program, it is a good start to providing the proper level of pavement maintenance that City drivers deserve.

17. Why is this process so slow? I-10 was completely rebuilt in 18 months including brand new bridges.

The I-10 reconstruction was completed largely within ADOT ROW and did not require the extent of acquisitions and relocations needed on Grant Road. Additionally, on the Grant Road project the funding is not available all at once, as the money from the RTA sales tax is collected over time. In this case, the funding for Grant Road is distributed over a 15 year period.

As such, a reconstruction phasing concept was recommended and endorsed by the Grant Road Task Force on December 16, 2009. Development of the reconstruction phasing concept resulted from the analytical assessment of reconstruction phasing options that considered the following:

- Construction project limits
- RTA funding schedule (including availability of funding)
- Project delivery duration
- Coordination with other projects
- Community perspectives
- Project need based on a review of safety and congestion

Each of the phases of the construction project were reviewed with respect to the time required to design and construct the project. It was determined that each phase would require 3-4 years to design and construction based on the following requirements:

- Consultant selection and final design – 18 months. This task includes 6 months for consultant interviews, selection and negotiations and 12 months for design.
- Right-of-Way Acquisition and Relocation – 12- 24 months. This task includes generation of legal descriptions, historic property inventory, environmental reporting and assessments, relocation activities for displaced residents and businesses, property assessments, negotiations and demolition of existing site utilities and facilities.

- Utility Clearance and Relocation – 12 months.
- Construction – 12 -15 months.

18. Request closure of Hampton at south edge of water harvesting basin.

The closure of Hampton Road was not part of the alignment improvements approved by Mayor and Council. In order to close a street there are specific guidelines which must be followed. Should the neighborhood abutting Hampton Avenue wish to pursue the closure of this street a copy of the "Neighborhood Traffic Management Program (NTMP), Policy and Procedures" can be obtained from the TDOT Traffic Engineering Division.

19. What are the short and long range plans for high-capacity transit for the Grant Road corridor and the associated N/S corridors (Oracle, Stone/1st, Campbell, Alvernon, Swan, Craycroft, Houghton) and how is this being integrated into current/ future projects?

The standard street section that was endorsed by the Grant Road Task Force and approved by Mayor and Council provides design flexibility for future transit options such as bus rapid transit, modern street car, light rail or other higher capacity transit technologies. The intent of the design flexibility is to minimize future costs for reconstruction and right of way should any of these options be implemented on Grant Road. The new 137-foot right-of-way can be modified to accommodate future transit technologies by converting the outside travel lane or center median to a designated transit lane(s).

20. Why has a year passed since the completion of the first phase and no work has commenced on the second phase?

The construction of the first phase of the Grant Road project was substantially complete in December of 2013. At that time the design of Phase 2 was already underway. The design of Phase 2 was 60% complete in October of 2014 with an anticipated start of construction in late 2015. This schedule is in-line with the original anticipated schedule for the Grant Road improvements.