



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

GRANT ROAD

Improvement Plan

Mobility Vitality Sustainability

Community Character Segment Workshop, Round One Central Segment

1st Avenue to Tucson Boulevard
January 16, 2008



Workshop Agenda

- Welcome and Project Update
- Working Session # 1 - Draft Task Force Vision Statement & Guiding Principles
- Working Session # 2 - Grant Road Public Realm Elements
- Report Out by Small Groups
- Finish by 8:30pm

Purpose of the Workshop

- Apply vision and guiding principles to specific segments of Grant Road
- Identify priorities and design elements for specific segments of Grant Road

Where We Have Been

- Vision phase: 40 community meetings completed, 1000 surveys completed, 3,500 comments received
- Technical assessments completed
- Draft Vision and Guiding Principles out for public comment

Timeline

- February: Finalize Vision & Guiding Principles
- April: Round 2 Character Segment Workshops
- May - November: Task Force review and recommendation of Preferred Concept, Public Input on Preferred Concept, Recommendation to Mayor and Council and RTA
- 2009: Alignment Design, Roadway and Streetscape Plan, Land Use and Revitalization Plan



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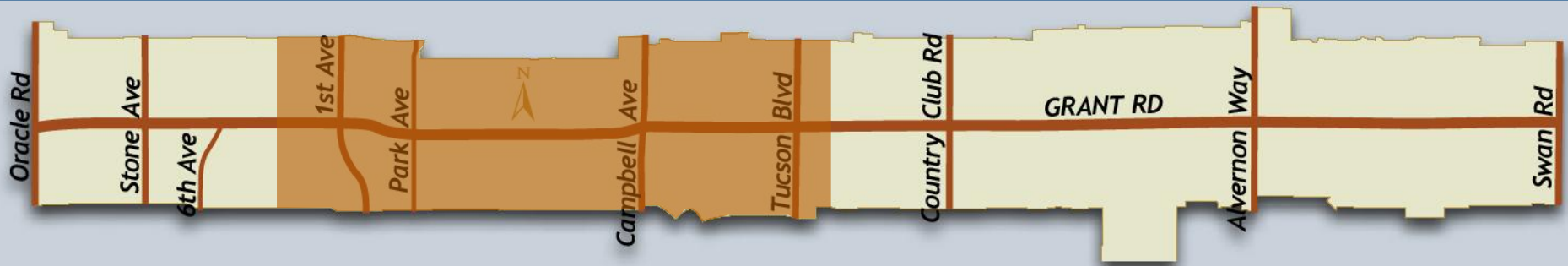
Mobility Vitality Sustainability

Character Segment Definition

Technical Assessment
Community Input



Land Use Central Segment

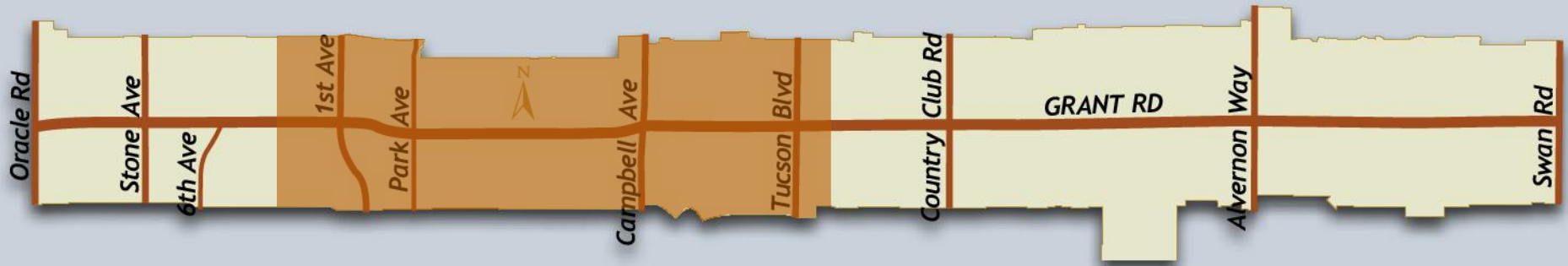


- Single family neighborhoods
- Commercial nodes
- Residential to office conversions



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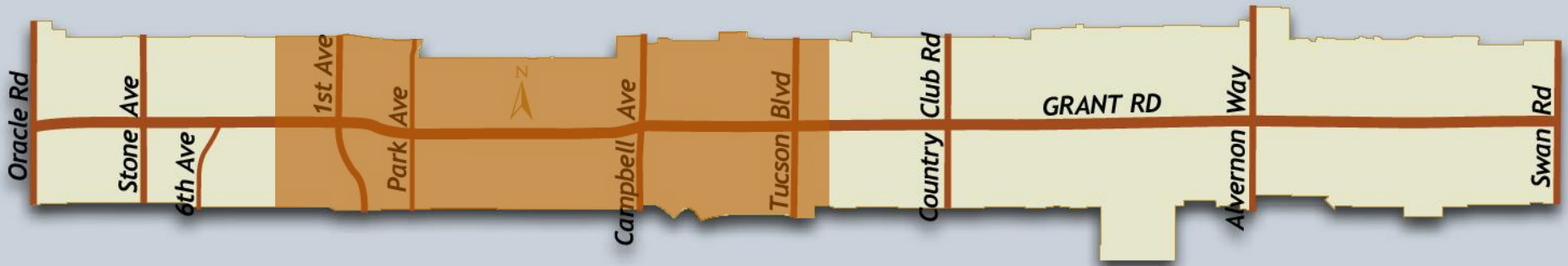
Urban Form Central Segment



- Topography creates views and enclosure along some portions of Grant Road
- House-scale buildings



Transportation Central Segment



- Small blocks and connected street grid
- Grant Road residential access conflicts with thru traffic
- High bicycle use
- Connection to UofA
- Complexity at Campbell & Grant





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Application of Draft Vision Statement and Guiding Principles

Community Character Segment Workshops
January 14, 16, and 17, 2008



Task Force Vision Process

- Review of public comments (meetings/surveys)
- Review of technical assessments
- Mapping exercise
- Bus tour
- Homework assignments

Comment on the Vision and Guiding Principles

- Draft available for Public Comment through January 25, 2008
 - Copies available on information table
 - Comment on the project website - www.grantroad.info
 - Comment via email - information@grantroad.info
 - Comment via telephone - 624-4727

Draft Vision Statement Summary

- The improvements resulting from the Grant Road Improvement Plan will:
 - enhance safety and balance mobility and access for all;
 - direct Grant Road widening to six lanes; &
 - balance needs of those traveling through with those who live, work and shop along Grant Road.
- Reflect the scale, character, and diversity of the neighborhoods and businesses along Grant Road.
- Improve the visual character and quality of Grant Road and the land uses along it.

Draft Vision Statement Summary

- Define Grant Road as a unique and vital place.
- Balance a long range vision with the financial resources identified for this project.
- Forward-thinking, consider future trends and work to effect positive change to the environment and public health.
- Set high standards for community involvement and provide an inspirational model for future Tucson roadway enhancements.

Guiding Principle Themes

- Mobility & Access
- Character & Vitality
- Aesthetics & Environment
- Vision & Implementation

Mobility & Access

What people said:

“Too many access points off of Grant Road.”

“Backed up traffic at Grant & Alvernon.”

“Campbell/Grant is a mixed-use intersection and presents a hazard for where cars, bicycles and pedestrians interconnect.”

“The street doesn’t work as it is.”

“Look to enhance other transportation modes other than automobiles.”

“We want easy access to close by retail.”



Mobility & Access

- Balance needs of all users:
 - Passing through or coming to the area
 - Pedestrians, bicyclists, transit riders, and disabled
- Make physical changes that support other Guiding Principles



Character & Vitality

What people said:

“Grant Road has a great eclectic character – its not super-planned.”

“Acknowledge that the area is more urban, and you should cluster businesses and support pedestrian walkability and mixed-use.”

“I am concerned that historic homes and business properties will be taken and the character of the area will change.”

“Add public gathering places.”

“Better property maintenance.”

“Keep it an affordable place to live and do business.”



“The variety of neighborhood businesses is an asset to the area.”

Character & Vitality

- Preserve & Enhance
 - Neighborhood character & housing choices
 - Valued retail, services, & jobs
 - Varying character segments & districts
 - Community services & diversity
- Encourage private investment



Aesthetics & Environment

What people said:

“Grant Road is not very pretty.”

“Add vegetation and shade.”

“I’d like to see a lovely thoroughfare with planted trees.”

“It floods.”



“Need noise mitigation, a buffer zone and greenery.”

“Use new technologies and approaches, such as solar lighting and water harvesting.”

“Create environmental nodes along the roadway, such as those near the Botanical Gardens.”

Aesthetics & Environment

- Create comfortable & inviting place
- Enhance Character Segment identity
- Capitalize on environment & culture
- Mitigate utilities and flooding



Vision & Implementation

What people said:

“Do it cheap and fast.”

“What will happen to my business during construction?”

“Keep businesses open and viable during construction.”

“I need to know which side of the road will be taken and how I am affected.”

“By the time it is built, costs will go up and we won’t have the funding.”



“This project puts too much priority on cars.”

“I am concerned that all of our input will not make a difference 10 years from now.”

Vision & Implementation

- Define long-range vision & achievable phases
- Protect businesses' vitality during construction
- Coordinate new development with transportation improvements



Applying the Vision & Guiding Principles and Segment Identity

- Consideration of Guiding Principles and Vision in relation to –
 - Your experience
 - Specific places and issues in this Character Segment
- What are the most important themes and principles?
- What defines this Character Segment's identity?

Small Group Session #1

Application of Guiding Principles

- Step 1: Orientation to Materials
- Step 2: Participant Introductions
- Step 3: Guiding Principles Questions
 - Mobility & access issues & connections
 - Public spaces & gathering & opportunity places
 - Aesthetic & environmental issues



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Planning the Grant Road Public Realm

Community Character Segment Workshops
January 14, 16, and 17, 2008

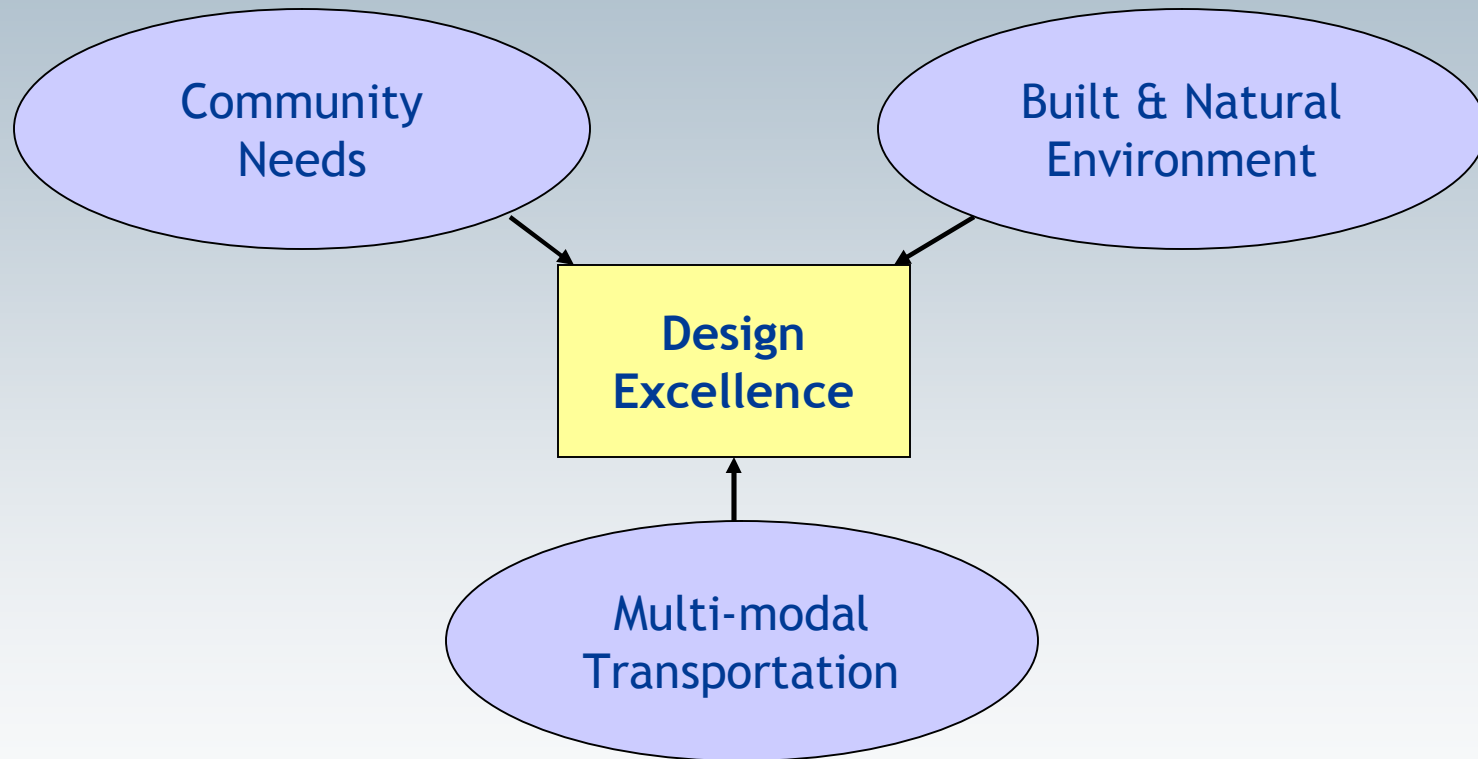


Context Sensitive Solutions (CSS)



- Involves the public early and often
- Incorporates community values
- Enhances the livability and environment of the area
- Improves safety and mobility for all transportation modes
- Encourages flexibility in design

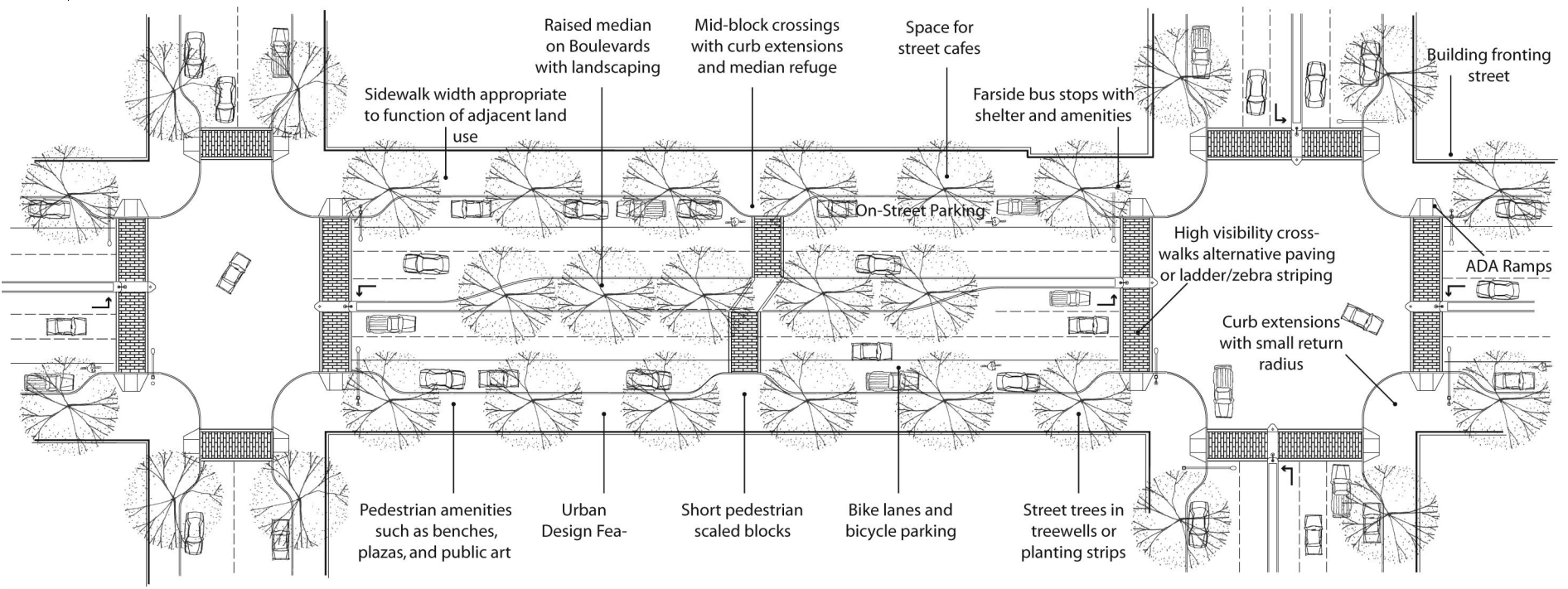
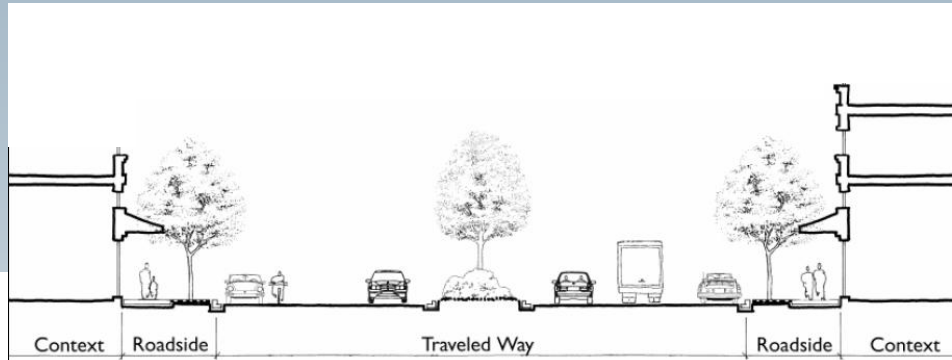
Meeting of Three Contexts



Design Flexibility

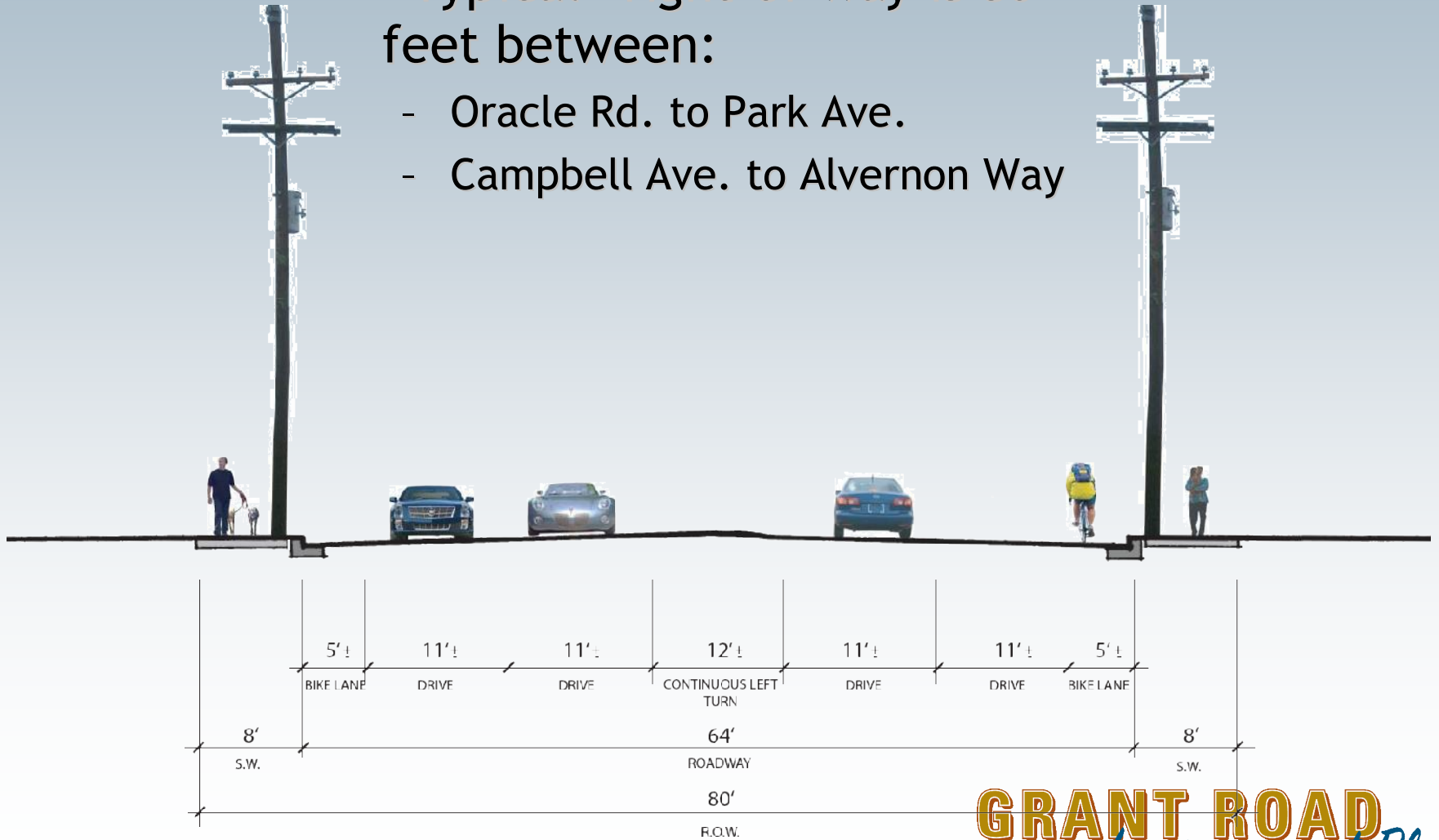
- Conventional approach to design
 - Application of design standards
 - Conservative interpretation of guidelines (auto-centric, bigger, wider, faster)
- Flexibility
 - Interpretation of guidelines to balance all modes and accommodate economic development
 - Sound rationalization of design decisions
 - Public realm is one of the most effective areas of flexibility:
 - Traveled way
 - Roadside (pedestrian realm)
 - Public and private properties
 - Pedestrian environment
 - Level of service and alternative performance measures

CSS Elements in Urban Contexts



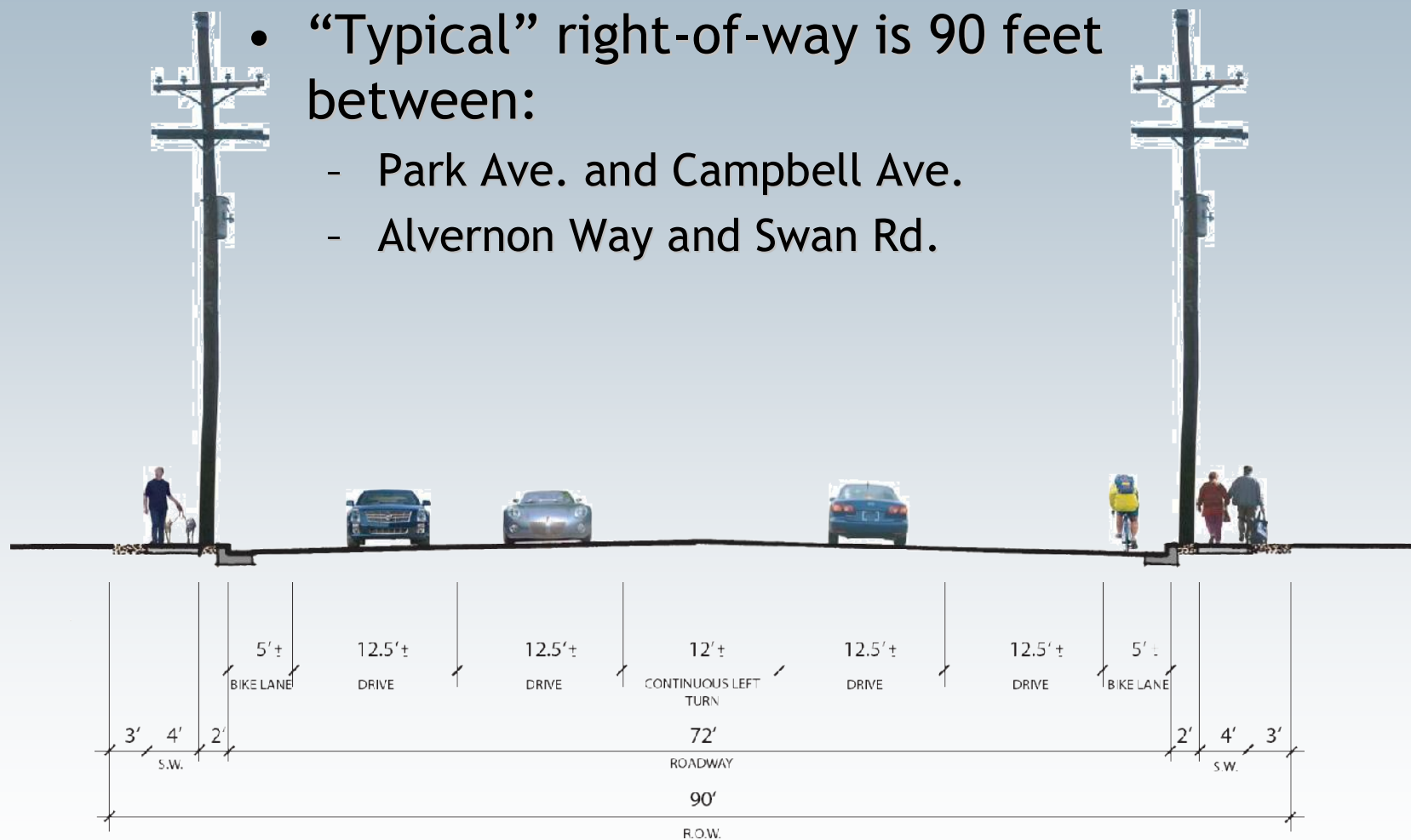
Existing Grant Road Public Realm

- “Typical” right-of-way is 80 feet between:
 - Oracle Rd. to Park Ave.
 - Campbell Ave. to Alvernon Way



Existing Grant Road Public Realm

- “Typical” right-of-way is 90 feet between:
 - Park Ave. and Campbell Ave.
 - Alvernon Way and Swan Rd.



Grant Road Features First Ave. to Tucson Blvd. (Central)



No public pedestrian realm



Storefronts along sidewalk



Shady bus stop



Frontage road and native landscape

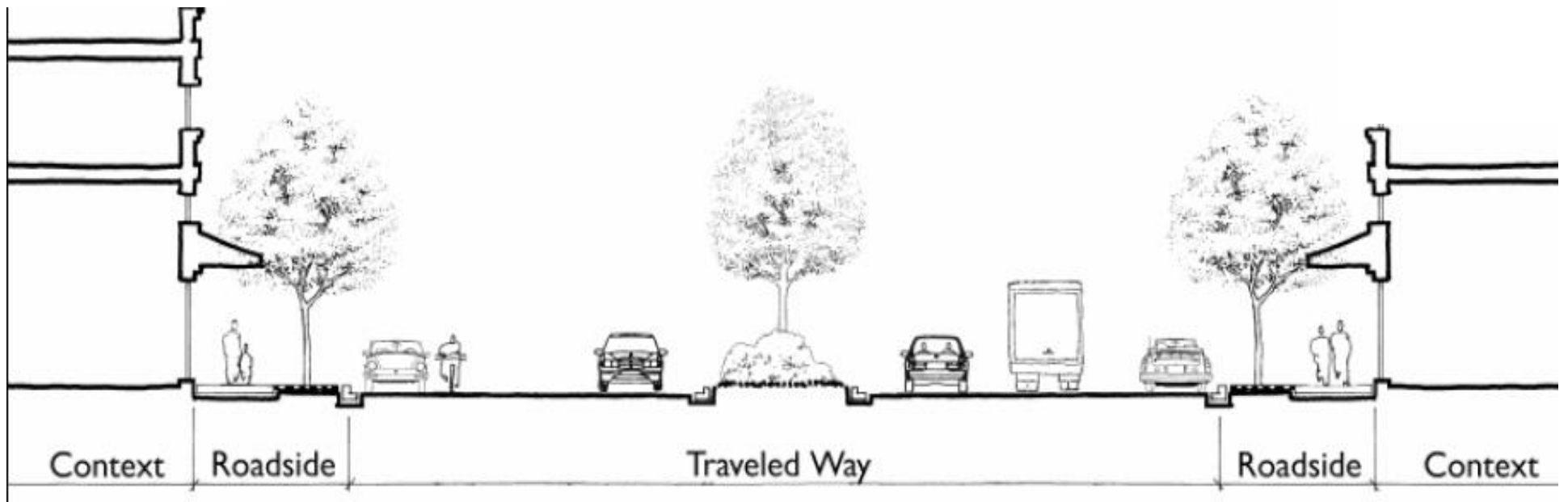


Houses across from shopping center



Triangle Park and bus stop

Future Public Realm Features



Traveled Way (Between the Curbs)

- Cross-sections
- Access management
- Transition principles
- Lane width
- Medians
- Bicycle facilities
- Mid-block crosswalks
- Pedestrian refuge islands
- Transit stops



Medians



Grant Road,
east of Swan
18-foot wide
landscaped
median

Medians



Speedway,
west of Swan
18-foot wide
landscaped median

Medians



Ina,
west of Oracle
24-foot wide
landscaped median

Medians



Speedway,
At Campbell
18-foot wide median
with 5-foot wide
median refuge and
push-button

Medians



Ina,
at La Canada
24-foot wide median
with 9-foot wide
median refuge and
push-button

Travel Lanes and Bike Paths



**Campbell,
south of Grant**
12-foot wide travel
lanes, 5-foot bike
lane

Travel Lanes and Bike Paths



River Road,
west of
Campbell
12-foot wide
travel lanes, 9-
foot bike lane

Travel Lanes and Bus Pull-Outs



**Campbell,
south of Grant**
12-foot wide travel
lanes, 9-foot bus
pull-out, and 6-foot
bike lane



**Stone,
south of Speedway**
12-foot wide travel
lanes, 9-foot bus
pull-out, and 5-foot
bike lane

Travel Lanes and Transit Lanes



Broadway,
west of Craycroft
11-foot wide travel
lanes, 14-foot transit
and bike lane

Local Access (Multi-Way Boulevard)



Campbell,
south of Grant
24-foot wide two-
way frontage road

Local Access (Multi-Way Boulevard)



Fort Lowell,
west of Country
Club
16-foot wide one-
way access lane,
parking allowed

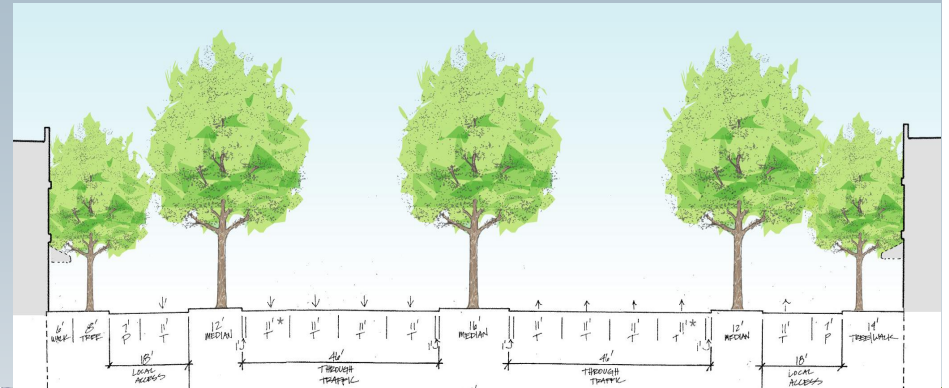


Grant,
east of Campbell
26-foot wide access
road with 10-foot
landscape area,
parking allowed

Combining Streets to Balance Through Traffic & Local Access

- Multi-way Boulevards

- Through traffic in the middle
- Local access lanes to the sides



Pedestrian/Bicycle Crossings



HAWK Signal



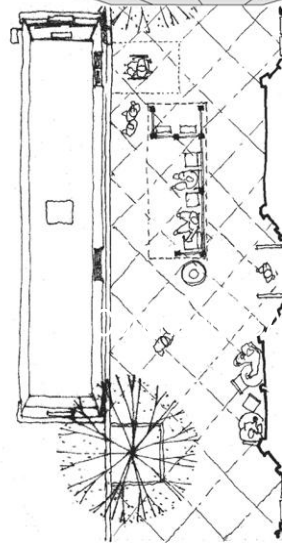
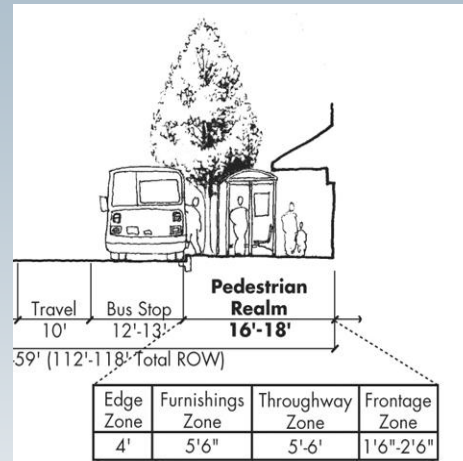
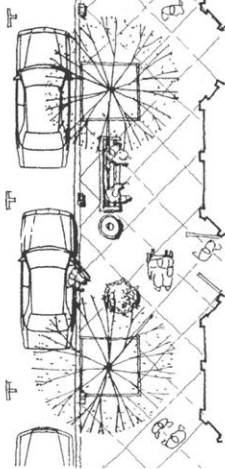
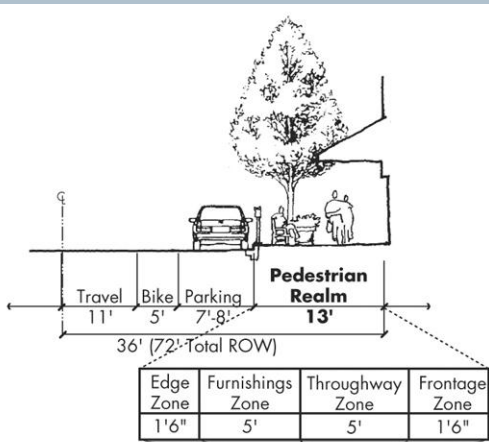
PELICAN Signal



TOCAN Signal

Roadside Design

- Edge Zone
- Furnishings Zone
- Throughway Zone
- Frontage Zone



Pedestrian Realm



Speedway,
west of Swan
4-foot wide
sidewalks behind
curb

Pedestrian Realm



River,
west of Campbell
6-foot wide sidewalks
behind curb



River,
west of Campbell
4-foot wide sidewalks
with 4-foot of
landscaped edge



Pedestrian Realm

**Culver Boulevard
Culver City, CA
6-lane roadway
30-foot pedestrian
realm**

Pedestrian Realm



**River,
west of Campbell
6-foot sidewalk
behind curb with 20-
foot landscape
frontage**



**River,
west of Campbell
4-foot sidewalk, 4-
foot edge, 20-foot
landscape frontage**

Pedestrian Realm



Stone,
south of Speedway



Pedestrian Realm



**Wetmore,
east of Flowing
Wells**
72-foot wide
pedestrian realm
existing alley access
behind wall

Small Group Session #2

Planning the Public Realm

- Step 1: Orientation to Materials
- Step 2: Public Realm Elements
- Step 3: Impacts on Session #1 Outcomes
- Step 4: Trade-off Assessment

Timeline

- February: Finalize Vision & Guiding Principles
- April: Round 2 Character Segment Workshops
- May - November: Task Force review and recommendation of Preferred Concept, Public Input on Preferred Concept, Recommendation to Mayor and Council and RTA
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Thank You!

See you at the Spring Workshops

