



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 Eastern Segment

Tucson Boulevard to Swan Road  
January 17, 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

# Where We Are Going

- 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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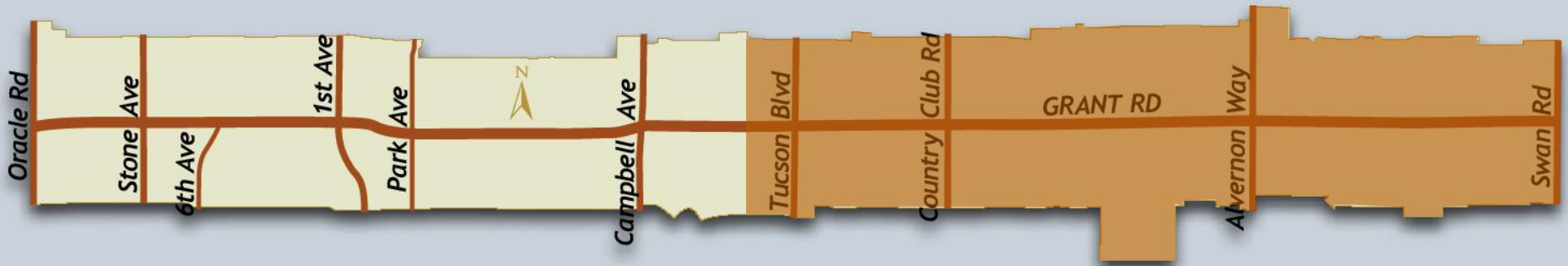
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## Character Segment Definition

Technical Assessment  
Community Input



# Land Use Eastern Segment

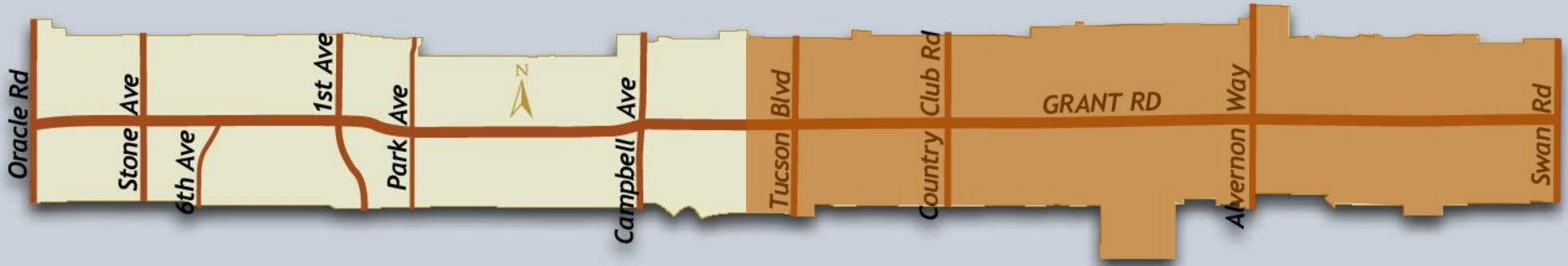


- Retail and Restaurants
- Offices
- Schools
- Single-family & multi-family neighborhoods



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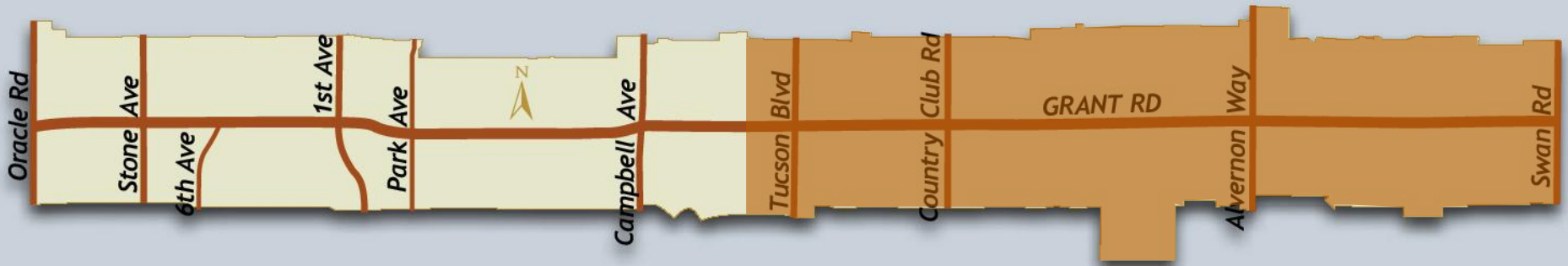
# Urban Form Eastern Segment



- Strips of commercial with parking in front
- Institutional buildings
- Multifamily apartment buildings



# Transportation Eastern Segment



- Large blocks with disconnected street grid
- High bus ridership
- Poor pedestrian access from neighborhoods to Grant Road
- Access to schools





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## Application of Draft Vision Statement and Guiding Principles

Eastern Community Character Segment Workshops  
January 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](http://www.grantroad.info)
  - Comment via email - [information@grantroad.info](mailto: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.”*

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

*“The street doesn’t work as it is.”*

*“Backed up traffic at Grant & Alvernon.”*



*“We want easy access to close by retail.”*

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

# 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

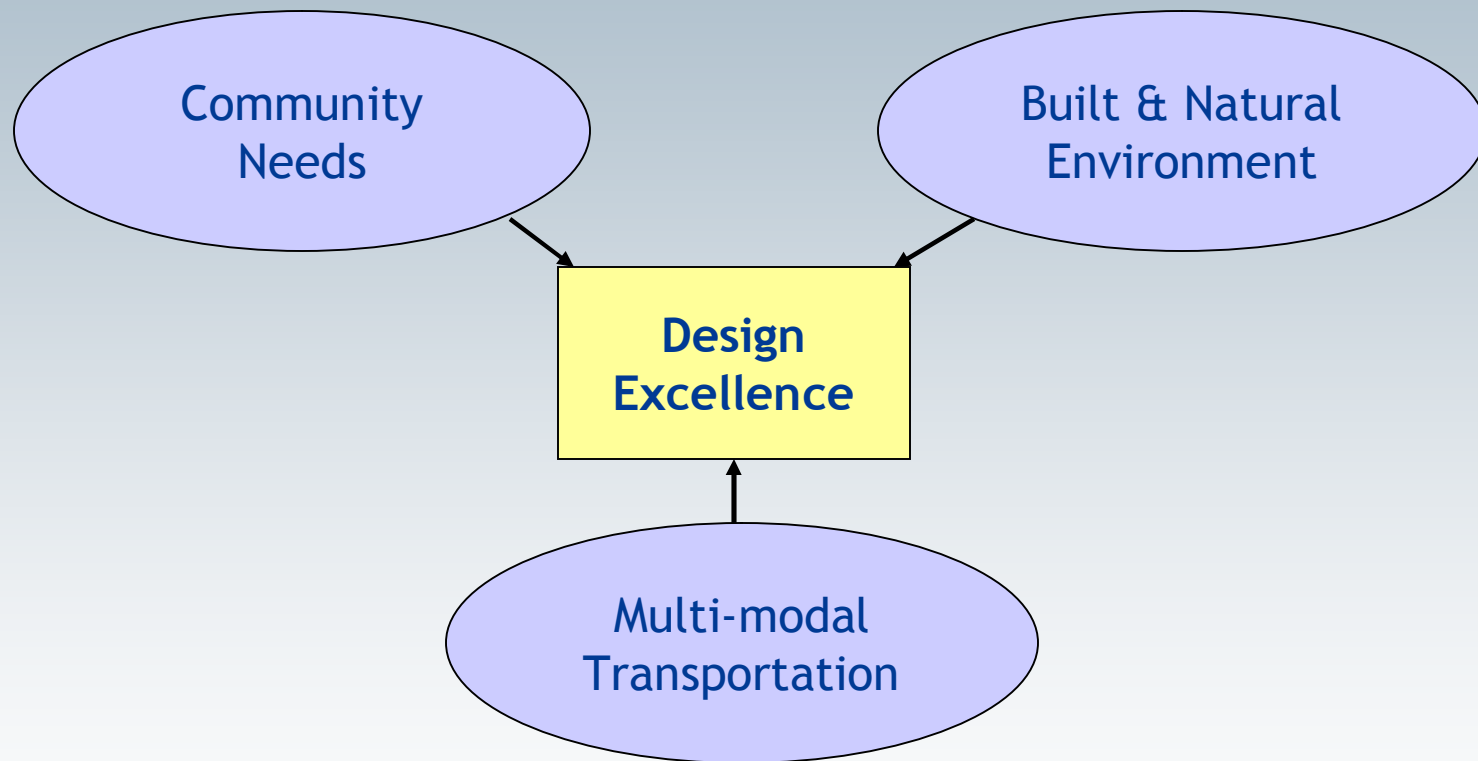


# Context Sensitive Solutions (CSS)



- 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

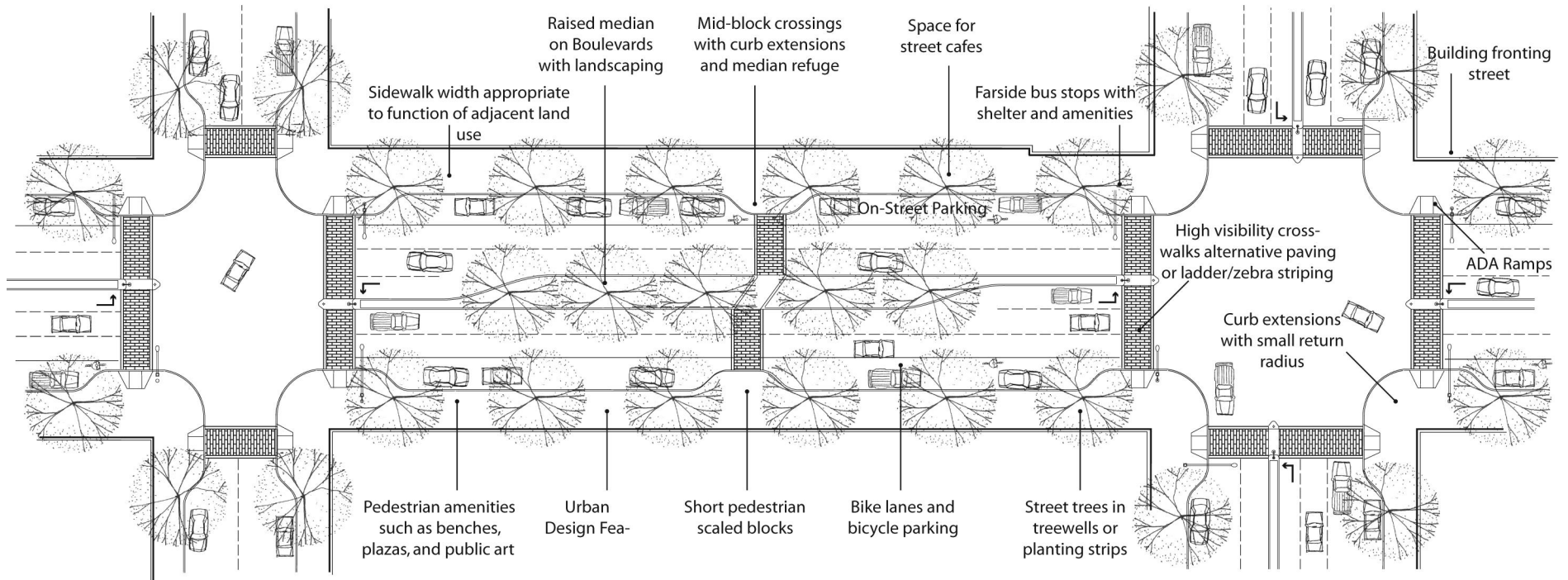
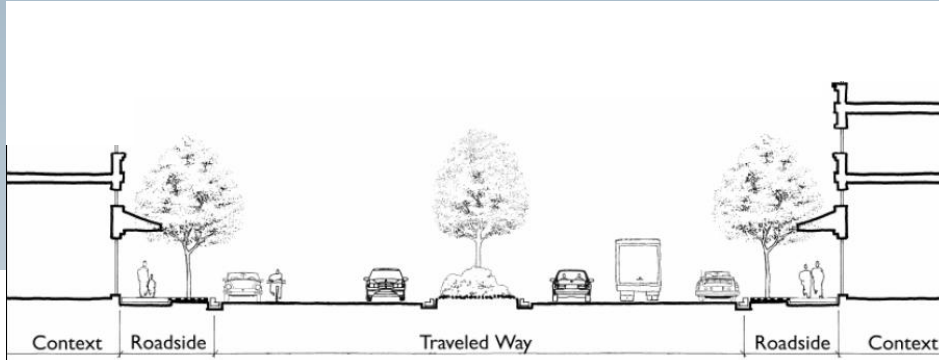
# Meeting of Three Contexts



# Design Flexibility

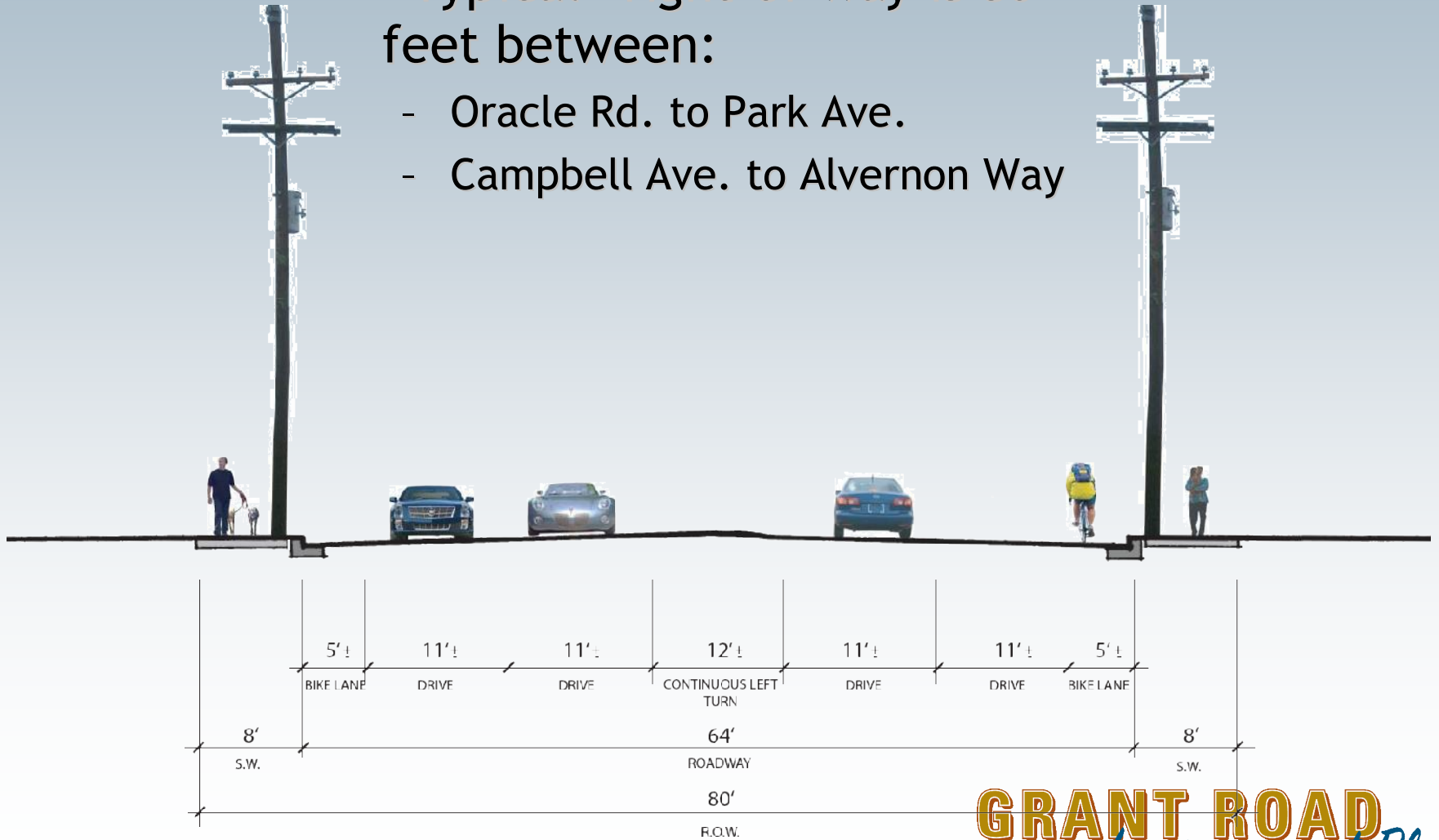
- Conventional approach to design
  - Application of design standards
  - Conservative interpretation of guidelines (auto-centric, bigger, wider, faster)
- Flexibility
  - Interpretation of guidelines to balance all modes and accommodate economic development
  - Sound rationalization of design decisions
  - 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



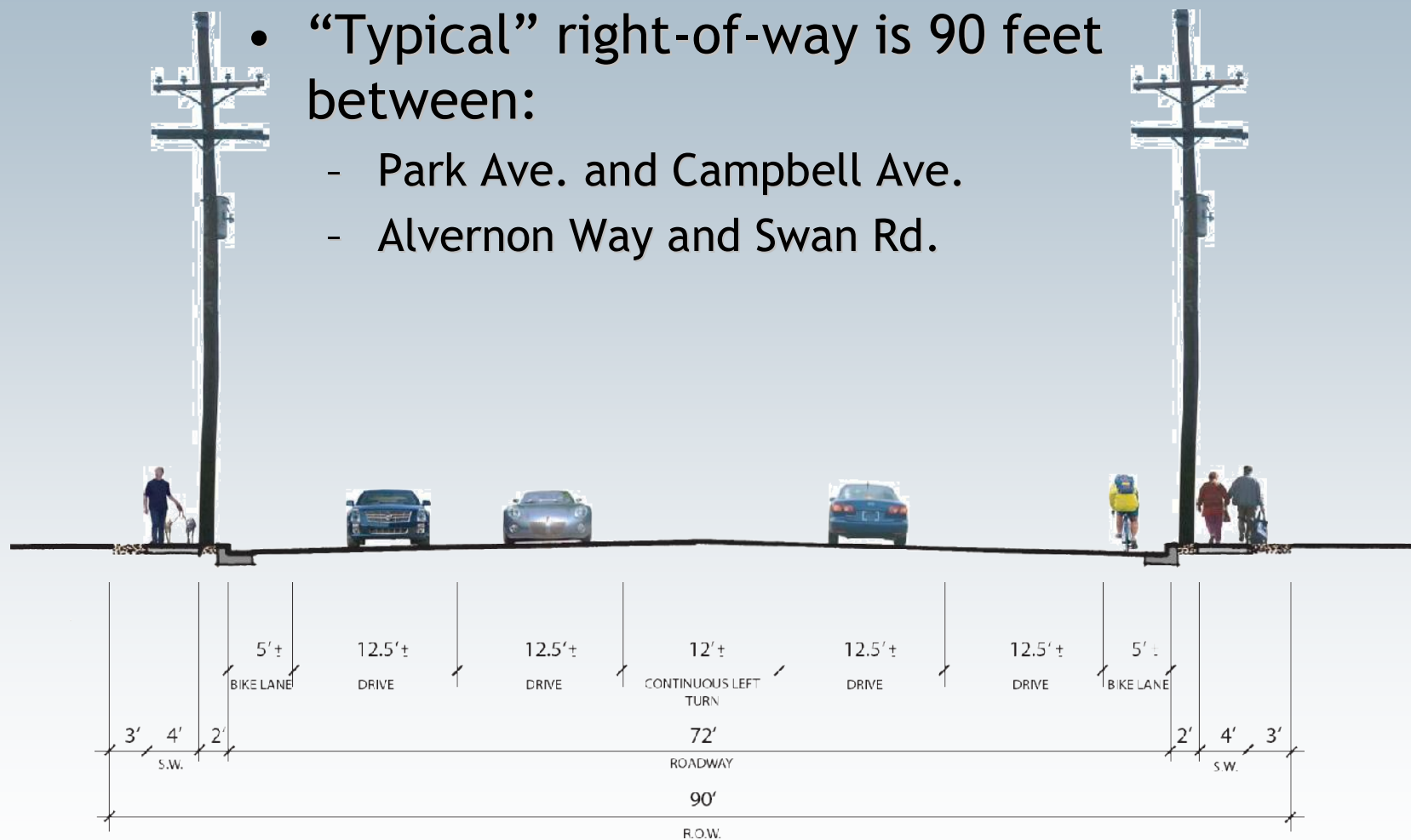
# Existing Grant Road Public Realm

- “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 Tucson Blvd. to Swan Rd. (Eastern)



Narrow pedestrian realm



Disconnected sidewalks



Frequent curb cuts



Sidewalk and landscape

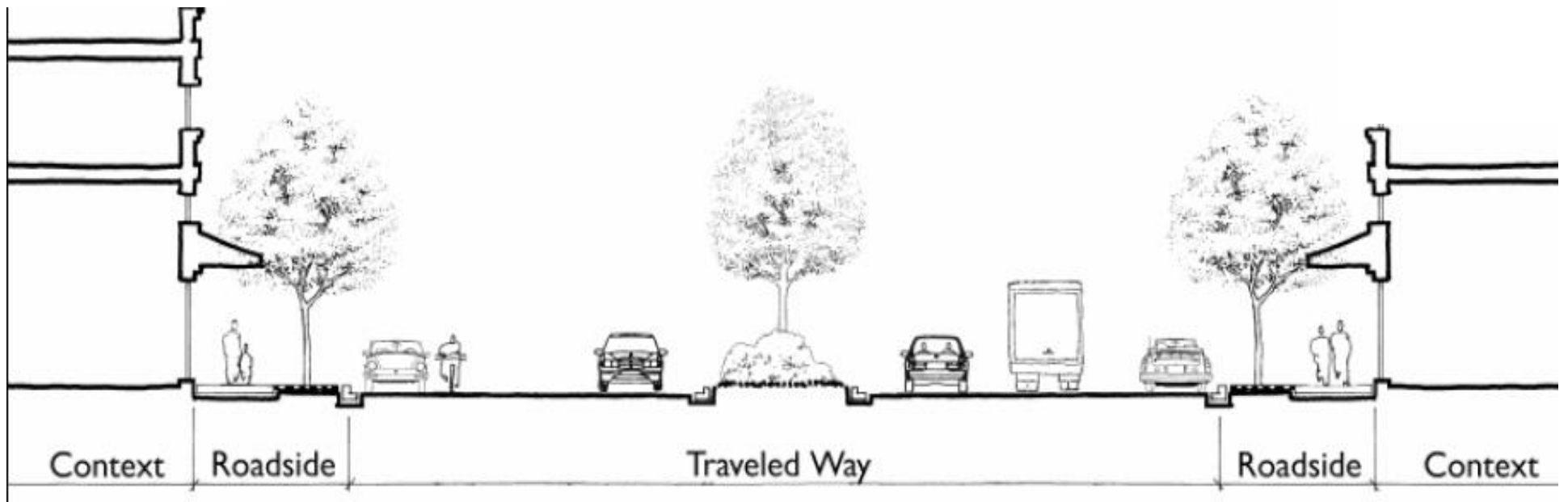


Popular business and parking



Shady 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

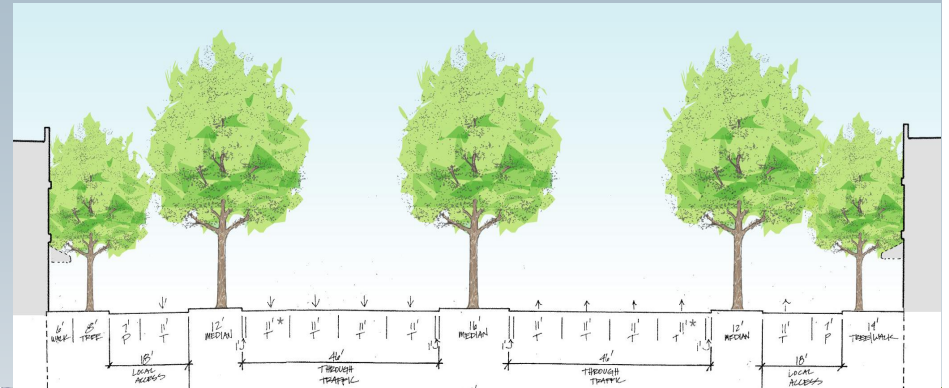


**Grant,  
east of Campbell**  
26-foot wide access  
road with 10-foot  
landscape area,  
parking allowed

# 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**



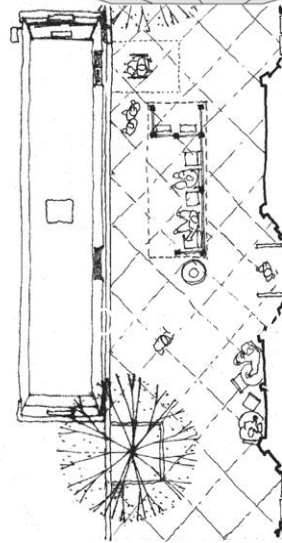
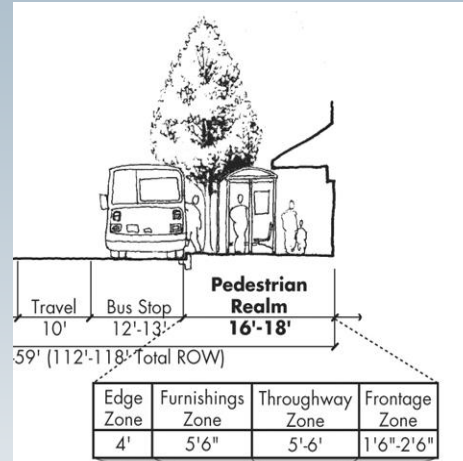
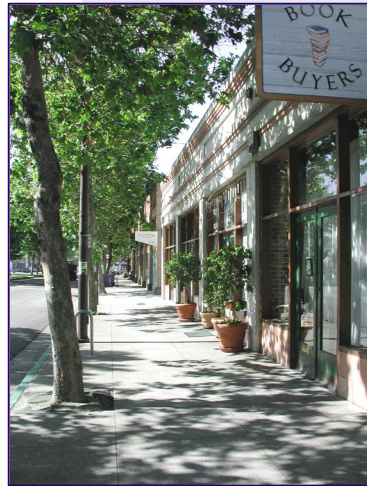
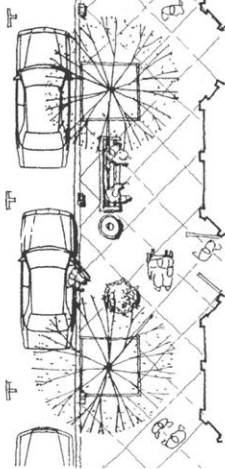
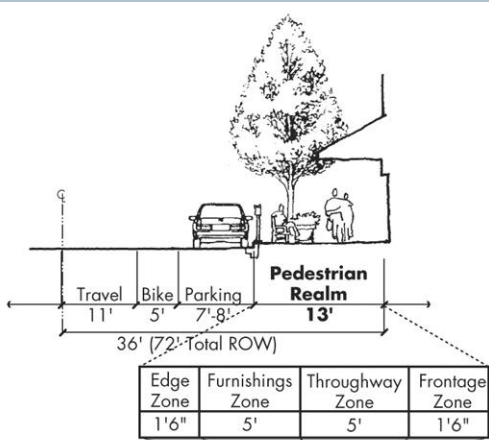
**PELICAN Signal**



**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
- 2009: Alignment Design, Roadway and Streetscape Plan, Land Use and Revitalization Plan

# Thank You!

See you at the Spring Workshops

