



This project is managed by the City of Tucson.

For more information please visit [www.grantroad.info](http://www.grantroad.info) or call the project hotline at 624-4727.

## Grant Road Improvement Plan – Design Open House 3.24.10 Verbatim Comments Received

### Comment Card Comments

- Mitigate pedestrian traffic on the southwest corner by moving the southbound bus stop to the north side of Grant at Grant and Alvernon.
- According to the City's own study, over 70% of the "traffic problem" on Grant Road could be solved with bus pullouts and right turn lanes! The City's study was ignored in favor of pissing away hundreds of millions of dollars and taking that money from the poor by means of a regressive sales tax. Shame on you all! But I'm not worried; we're in for \$6.00 + for a gallon of gas before this turkey is finished!
- Silly business! Waste of money widening a road when a few improvements like bus pull-outs and fixed road for bikes would do the trick. It will appease everyone who wants to run through our nice little stretch of Grant Road – fast, fast, fast. Such folly.
- I'd like to advocate for particularly large sections of wall between remaining homes along the new Grant Road and areas that will be used for bus pullouts. The noise could be potentially deafening.
- I like the TOUCAN bike crossings and bike spots to facilitate left turns.
- RTA should reconsider putting utilities underground. Should be reasonably cost effective to incorporate this into construction – maybe our last chance. It is senseless to focus on aesthetic enhancements without switching to u/g as well.
- Several great ideas on improving Grant Road. Traffic flow, pedestrian safety and overall greenery have been well thought out. Overall the plan will be great for Grant Road and the citizen's of Tucson.
- If a "Michigan left" could be put in at Grant and Richey; eliminate traffic light at Dodge and install traffic lights at Palo Verde!
- Nice presentation of current concepts. I am impressed with the inclusion of public art and water harvesting and hope that these are used to the maximum potential.

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](http://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.

- 1.) I have concerns about pedestrians and bicyclists crossing Grant at Chrysler and Palo Verde. There is currently a lot of foot traffic in these locations due to a.) Catalina High School students and b.) bus stop. Design of median needs to encourage crossing at Dodge. 2.) Underground utilities please! 3.) Bike path would be wonderful on Seneca – would receive a lot of use by the students of Catalina High School.
- PELICANS concern me regarding safety. Canopies are good, but the walls might hide someone, either sleeping homeless person, or a criminal to mug or steal a purse, etc.
- Great Displays!
- The construction schedule is too extended. Deferral of ROW acquisition for 10-15 years may jeopardize ability to refund total costs. A 15 year construction period may kill retail businesses and destroy property values until the job is complete.
- It would be useful if a bicycle could travel from a place on the north side of Grant, to another place also on the north side of Grant but about ¼ mile east, without having to first go west, cross at a light, go east on the south side of the street to the next light, cross back on the north side, and then head west to destination.
- Public Art should enhance views, not contribute to visual blight. Consider a protected crossing at Belvedere because of probably pedestrian traffic from the apartments on the north side at Grant.
- I support this! Thanks for allowing for input. The plans look good! Yay for more bike lanes, bikes blvds, and bike routes!
- Think about alternative treatments to the bike lane pavement where vehicular wheel loads will not serve to beat down the rutting and shoving that occurs in conventional AC bike lanes. There is a problem with rideability on many bike lanes in Tucson.
- Decrease construction segments – will get done faster.
- No majority ever said anything but current building heights – view most important. Bike boulevards restrict traffic and ghetto the next street over. Big money waste – no city vote. Roy Garcia said if zone allows multi-story then this is the recommendation. Will be done same. Does not matter what public recommends. Why are you wasting my time? Shame on COT. If you are not listening to us why even meet with us. Shame on the City.
- Impressive! With God's help this will be great.

- I am pleased to see many suggestions for ideas I was interested in at earlier organizational meetings. The process I participated in seems to have been effective, and is progressing well i.e.: public art, water harvesting, pedestrian accommodations.
- A vision for the property at 1090 E. Grant Rd./Fremont, south side, as far as art, preservation would be to use the existing materials (which includes rocks, stones that were collected by homeowner from area mine sites and built into a waterfall) even though this will be excavated, we feel there is a vast quantity of very aesthetically pleasing natural material that could be utilized in the “new art” being considered for the project.
- Please preserve and display Grant Road vintage neon signage, reorganized as a form of 20<sup>th</sup> Century Folk-Art.
- I think TPAC is doing a great job with the public art city/county wide and I look forward to what this project produces!
- Interactive Art – promote literacy, games (dance steps? hopscotch?) promote discussion with children; geology.
- Has anything been decided on using Wilson Wash as a public use area with improvements including art?
- I would like you to consider a wall on the south side of Grant between Campbell and Tucson like there is on the east side of Campbell between Elm and Grant.

### **E-mail Comments**

- I think that Dodge should have pedestrian sidewalks and a bicycle lane from Grant to Seneca. Hopefully, this would encourage Catalina HS students to cross Grant at Dodge instead of at Palo Verde, Richey, or Chrysler as they currently do. (It would also help return a residential feel to the street.) Also, is it possible to coordinate with Catalina HS to have them relocate the north gate in their fence to a location near Seneca/Dodge instead of Seneca/Chrysler? Again, this would encourage students to use Dodge to cross Grant not Chrysler.

### **Roadway Plan and Alignment Display Comments**

#### **Oracle to Mountain Display**

- Keep mountain views for all
- Do not build new construction higher than current

- Traffic leaving Fry's to northbound 1st will detour through neighborhood
- U-turn at 1st and Grant (southbound) will not work for most cars
- Coordinate traffic signals at 1st and Park
- Interest in public art on the southwest corner of Fremont and Grant
- Property south side of Grant and west of Fremont could possibly be saved for small businesses
- Use of existing natural material (rock collected from area mines) that are pleasing to the eyes. The utilization of these existing materials we feel would be beneficial to the public art designs being considered.

### **Mountain to Palo Verde Display**

- Keep mountain views for all
- Do not build new construction higher than current
- Shorter median needed on Country Club, north of Grant
- Why is construction phase break at Sparkman? Access is an issue.
- Relocation of electrical distribution wires on the north side of Grant near Treat could be avoided by widening to the south
- Eastbound Grant, east side of Treat, there is currently an active bus stop there, but the design plans for future Grant Road do not show a bus pullout at that location. Reason?
- Close Warren south of Grant
- Save the park, close Martin north of Grant
- Build formidable walls between bus pullouts and remaining homes to mitigate noise (north side of Grant between Cherry and Vine)

### **Palo Verde to Swan Display**

- Keep mountain views for all
- Do not build new construction higher than current