



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

# GRANT ROAD *Improvement Plan*

Mobility Vitality Sustainability

## WELCOME

# Grant Road Improvement Plan Design Open House

March 24, 2010



# RTA's Largest Project

## 5 Miles from Oracle Road to Swan Road

- Approved by voters in 2006



Project Planning Area

# Citizen Task Force

- 18 members representing businesses, neighborhoods, the region, alternative modes, City Manager's Office and Planning Commission.



# Vision Statement & Guiding Principles

**FINAL**  
Developed by the Grant Road Task Force  
with public input & review 2007-08

**Final Vision Statement  
& Guiding Principles**  
February 19, 2008

**Vision Statement**

The improvements resulting from the Grant Road Improvement Plan will enhance safety and balance mobility and accessibility for all users including motorists, pedestrians, bicyclists, transit riders, and those with disabilities. The Plan will direct the widening of Grant Road to six lanes, also improving its function as an urban arterial street within Tucson's network of streets. The Plan will balance the needs of those traveling through the area on Grant Road with those who live, work, and shop along Grant Road.

The community values the scale, character, and diversity of the neighborhoods and businesses along Grant Road and the Plan will reflect these values. The Plan will recognize the diversity of residents and independent businesses along Grant Road, and will help them to revitalize the places in which they live and work.

The Plan will strive to improve the visual character and quality of Grant Road and the land uses along it, and it will define Grant Road as a unique and vital place that ultimately enhances the community and region as a whole.

The Grant Road planning process and its implementation will balance a long range vision with the definition of improvements and programs that fit within the financial resources identified for this project. It will be forward-thinking in its design, consider likely future trends and work to effect positive change to the environment and public health. It will set high standards for community involvement while providing an inspirational model for future Tucson roadway enhancements.

**Guiding Principles**

**1. Mobility and Access**

Mobility and Access mean moving along and connecting with uses on Grant Road – both for people living and working nearby and those passing through; both freeing up motion (mobility) and getting to specific destinations (access). Through mobility and access, the Plan will work toward sustainable transportation both for the local community and the Tucson region by doing the following:

**1.1 Balance the transportation needs of those traveling locally with those passing through Grant Road by:**

- improving Grant Road's role in Tucson's street network and its role for neighbors;
- recognizing all populations using Grant Road; and by
- increasing the efficiency of traffic flow along Grant Road while designing Grant Road and the context along it to encourage drivers to travel at safe speeds.

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.

Created by the Task Force  
with input from the public  
and technical team

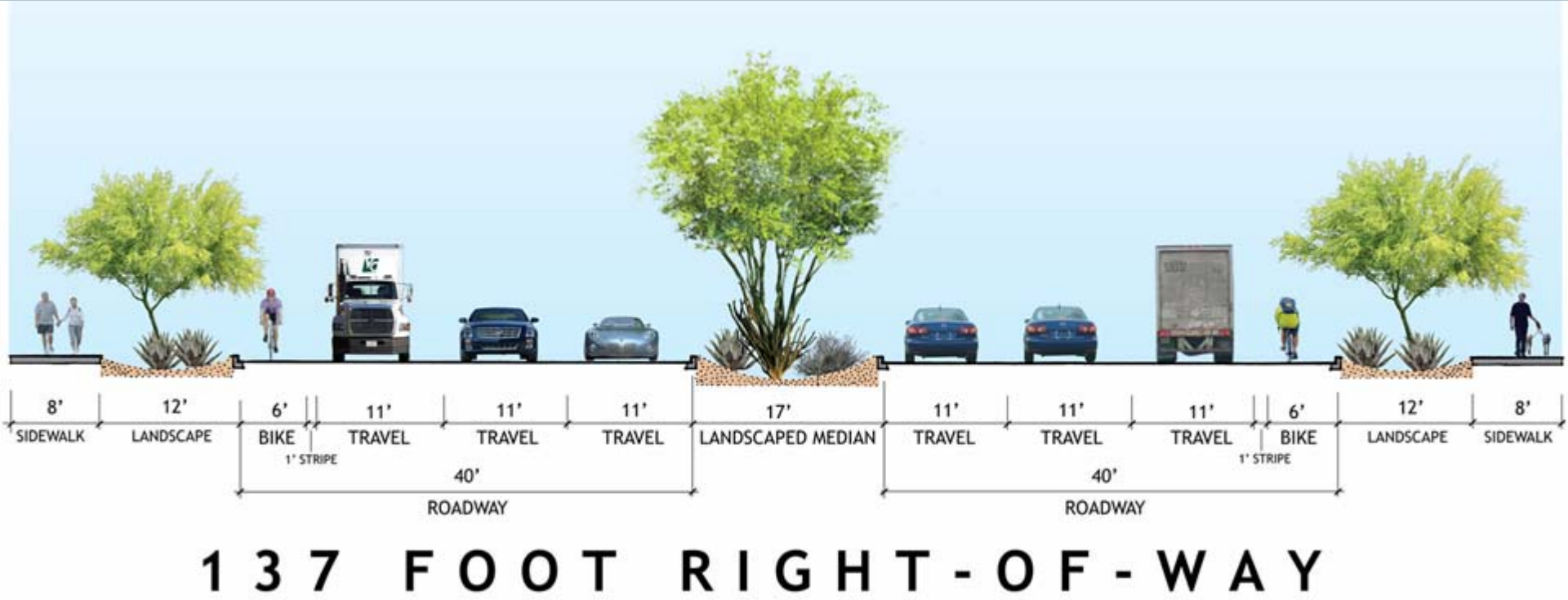
# Grant Road Design Innovations

Created based on public input, technical information and the guiding principles



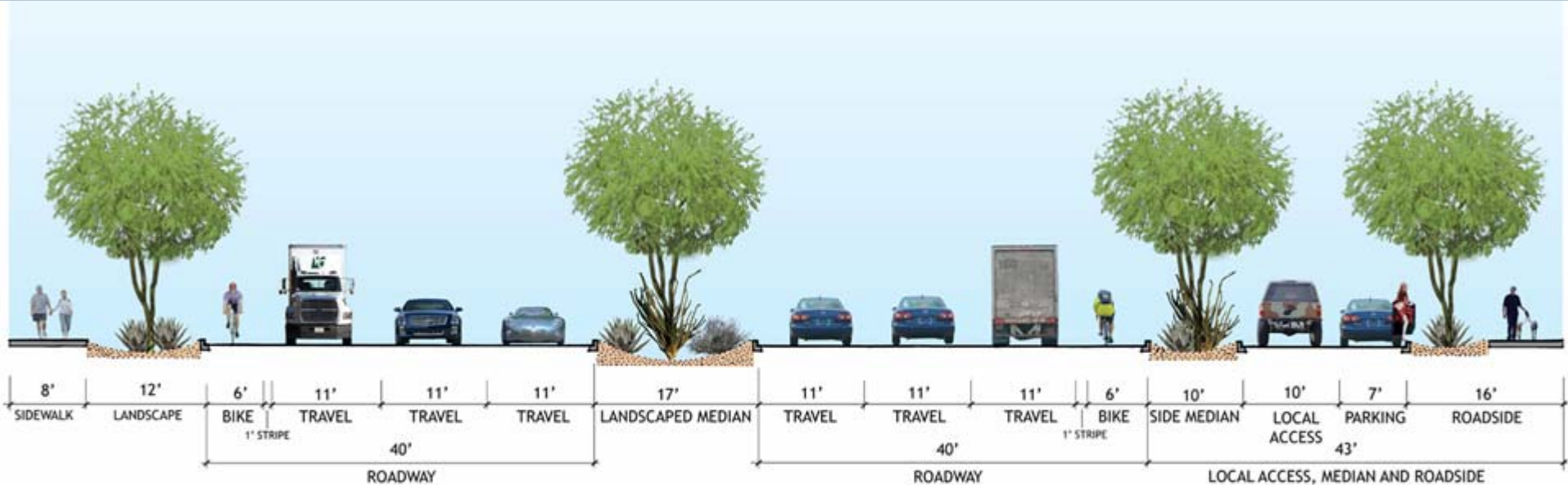
# Design Innovations

## Approved Cross Sections



# Design Innovations

## Approved Cross Sections



**160 FOOT RIGHT-OF-WAY  
WITH LOCAL ACCESS LANE**

# Guiding Principles that apply to the Cross Section

- 1.1 Balance the transportation needs of local and non-local travelers
- 1.2 Improve mobility and safety for all those traveling along and across Grant Road.
- 1.5 Provide the potential for future transit options.

# Design Innovations

## Pedestrian Enhancements



PELICAN Crossing

# Design Innovations

## Pedestrian Enhancements



TOUCAN Crossing

# Design Innovations

## Pedestrian Enhancements



Continuous 8 ft sidewalks with  
landscape buffer

# Guiding Principles that apply to Pedestrian Enhancements

1.2 Improve mobility and safety for all those traveling along and across Grant Road.

# Find a Grant Road Resource Person for more information



# Design Innovations

## Bicycle Enhancements



Wider Bike Lanes

# Design Innovations

## Bicycle Enhancements

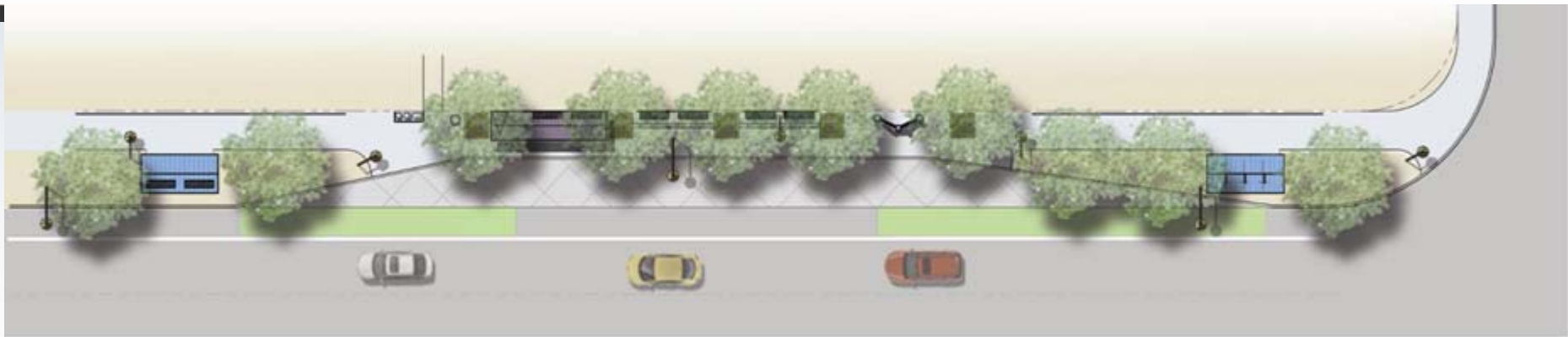


Parallel Bike Boulevards

# Guiding Principles that apply to Bicycle Enhancements

1.2 Improve mobility and safety for all those traveling along and across Grant Road.

# Design Innovations Transit Enhancements



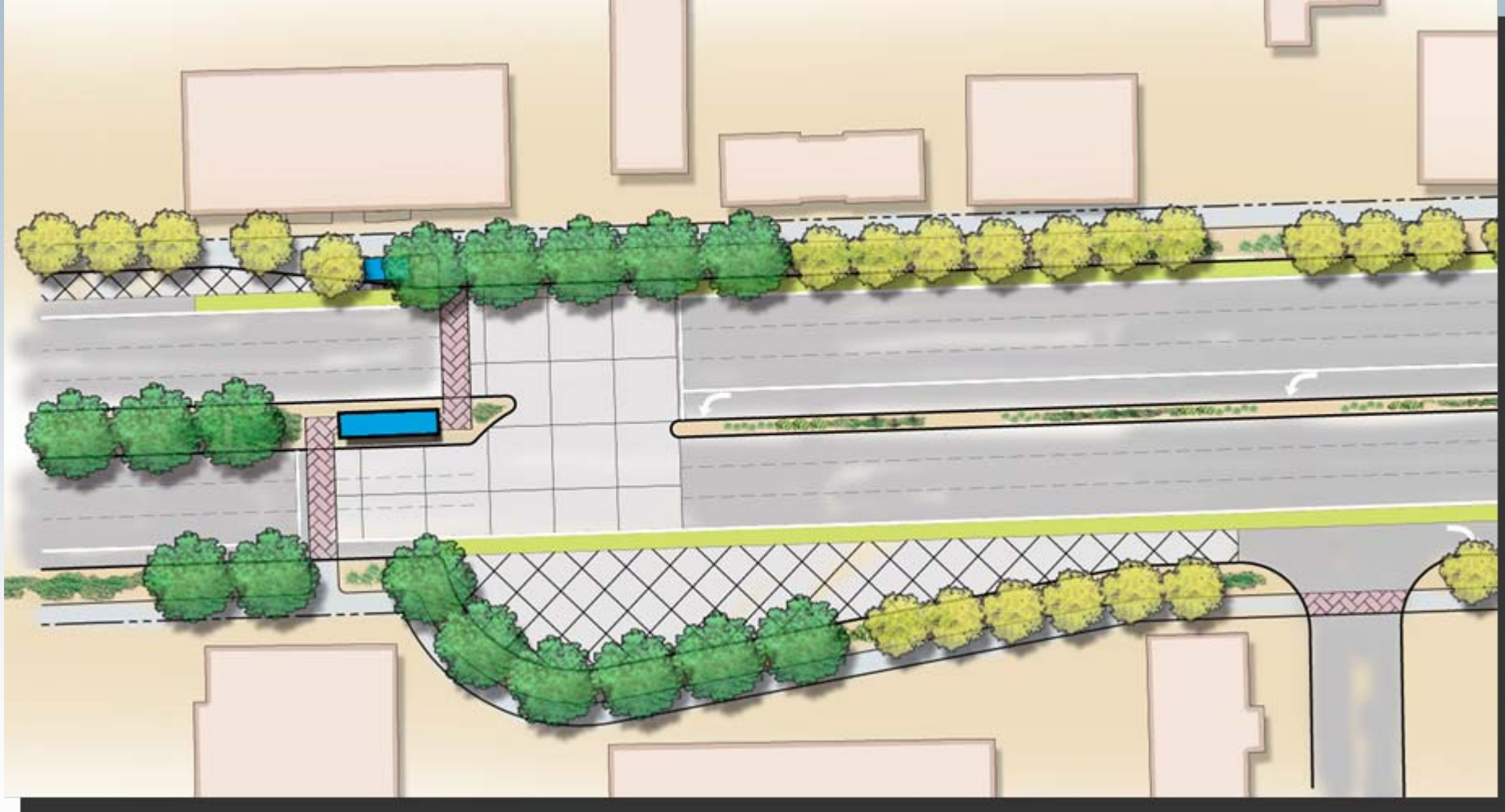
Enhanced Transit Stop

# Guiding Principles that apply to Transit Enhancements

- 1.1 Balance the transportation needs of local and regional travelers
- 1.2 Improve mobility and safety for all those traveling along and across Grant Road.

# Design Innovations

## Indirect Left Turn



Pedestrian Safety - PELICAN at the u-turn

# Design Innovations

## Indirect Left Turn



Shorter pedestrian crossing distance

# Design Innovations

## Indirect Left Turn

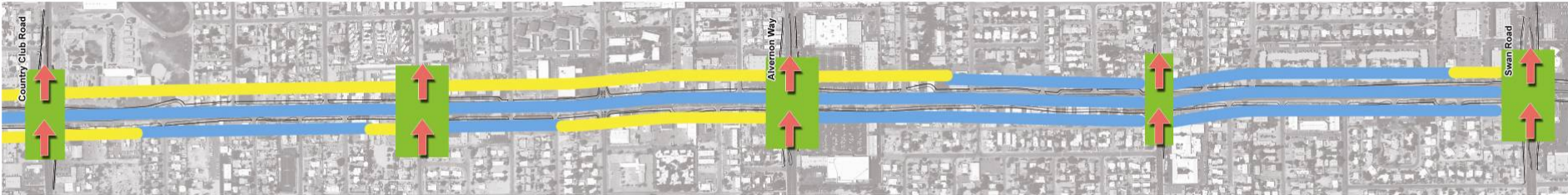


Smaller intersections

# Guiding Principles that apply to the Indirect Left Turn

- 1.1 Balance the transportation needs of local and regional travelers.
- 1.2 Improve mobility and safety for all those traveling along and across Grant Road.

# Design Innovations Water Harvesting



## LEGEND

### Passive Water Harvesting

#### Components

- Surface flow only
- Curb cuts to direct water to landscaped areas
- Grading and contouring to direct and slow water

#### Location

- Throughout corridor:
  - Typical roadway sections: median
  - Super Elevated roadway sections: median & high road side
  - Double Crown roadway sections: median & road sides



### Hybrid Water Harvesting

#### Components

- Curb cuts to direct water to inlet
- Large underground perforated pipe holds water for percolation
- Subsurface improvements to increase percolation and storage capacity in landscaped areas for prolonged use (more porous subsurface soils)

#### Location

- Typical roadway sections: road sides
- Super Elevated roadway sections: low road side

### Active Water Harvesting

#### Components

- Subsurface storage in cisterns for later use
- Curb cuts direct water to inlets
- Filtering, pumping, and distribution to irrigation system

#### Location

- Locations must meet two requirements:
  - Bottom of the water shed, greatest availability of water to store
  - Adjacent to new storm sewer to collect overflow

### Storm Drainage

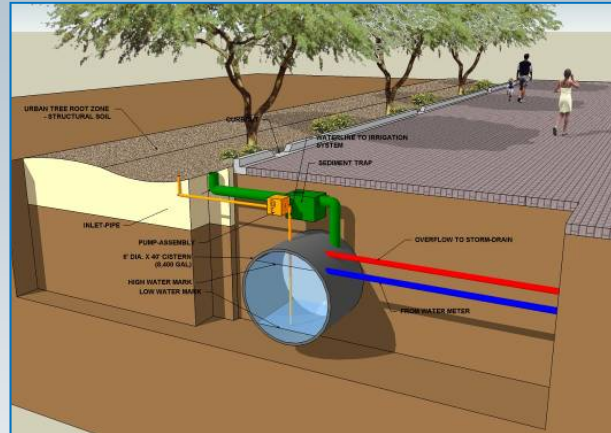
- Most logical location(s) to intercept water from storm drainage flows

# Design Innovations Water Harvesting

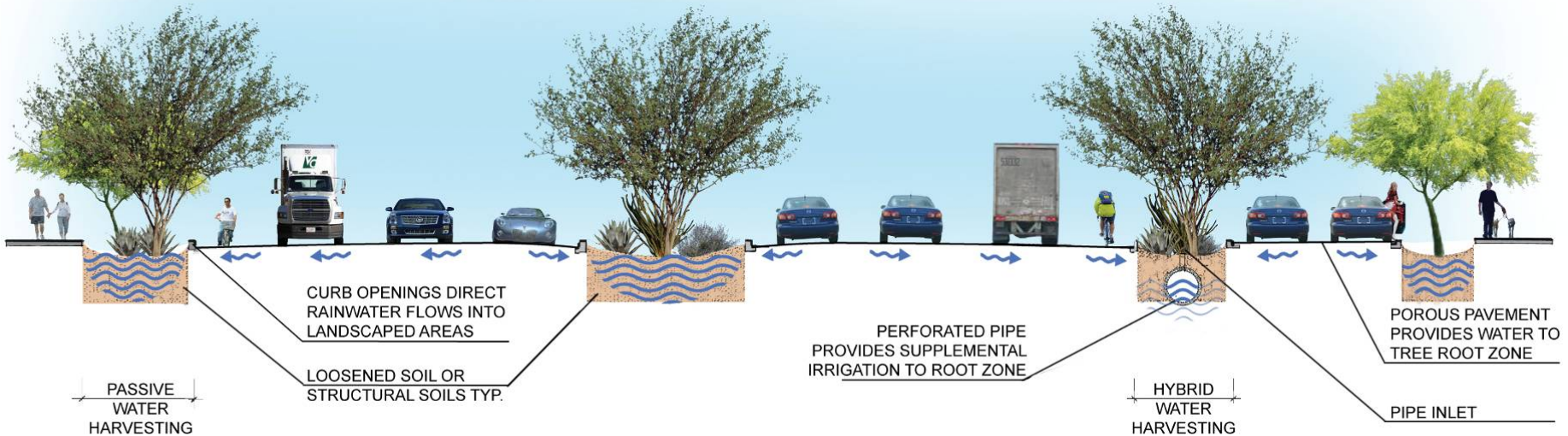
## Passive Water Harvesting



## Active Water Harvesting



## Hybrid Water Harvesting



# Guiding Principles that apply to Water Harvesting

3.6 Mitigate watershed issues such as flooding, stormwater runoff, ecological health and water harvesting in a holistic manner.

# Find a Grant Road Resource Person for more information



# Public Art



# What is a Public Art Master Plan?

- A Guiding Document to identify potential locations for public art
- A menu that describes preferences for public art themes and types
- Integration with Plans for Roadway Improvement Project
- Role in Grant Rd Planning Process



# Public Art Themes

The Public Art Master Plan seeks design inspiration from:

- History and culture
- Perception and experience
- Environment and ecology



Source: Tarnished Glow

# Public Art Types



Art as an Object, a Point-sculpture, device, or furniture



# Public Art Types



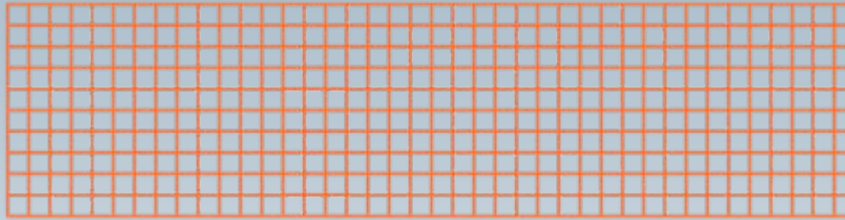
Art as Line or Sequence-  
multiple pieces or path



# Public Art Types



wall



ground or overhead/ceiling

Art on a Surface Plane-  
on ground, wall, or as a ceiling



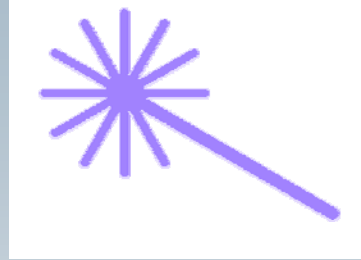
# Public Art



Art as a Space, Environment, or Room-



# Public Art Types



Art as an Anomaly-  
unexpected, things that are appropriated



# Guiding Principles that apply to Public Art

3.1 Create an aesthetically pleasing, comfortable, inviting environment framed by the buildings and landscapes that front Grant Road.

3.4 Capitalize on Tucson's culture, through urban form, architectural styles, public art, and other elements.

# Find a Grant Road Resource Person for more information



# Streetscape & Landscape



# Streetscape & Landscape

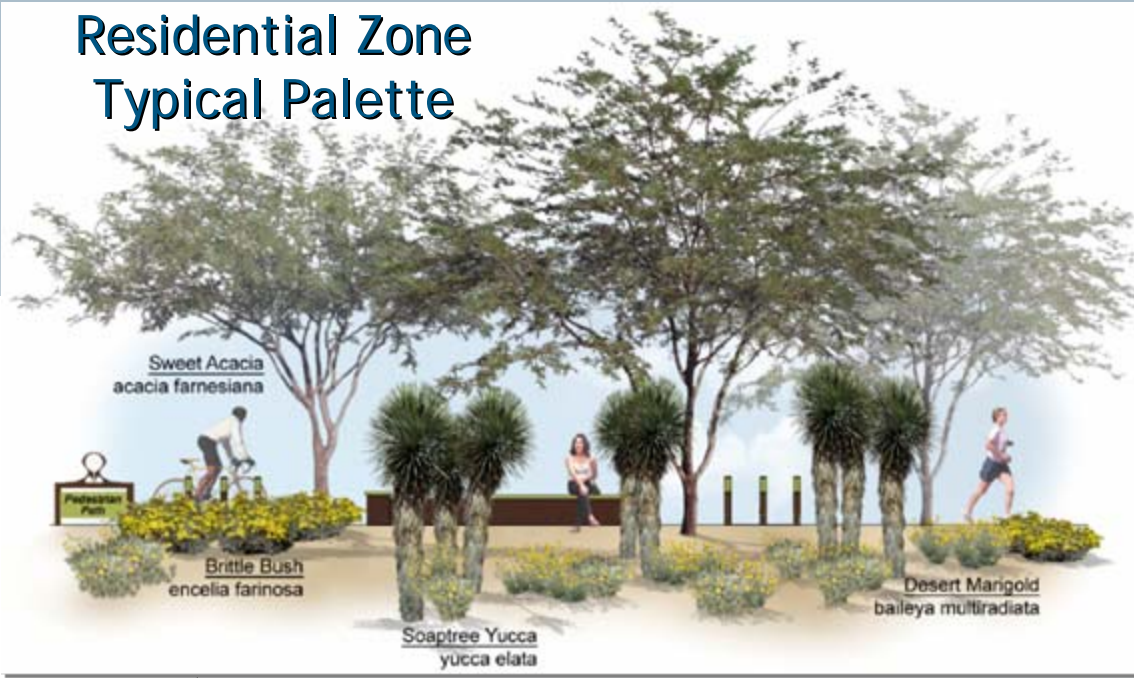
- Landscaped pedestrian areas
- Street trees at 30 foot spacing



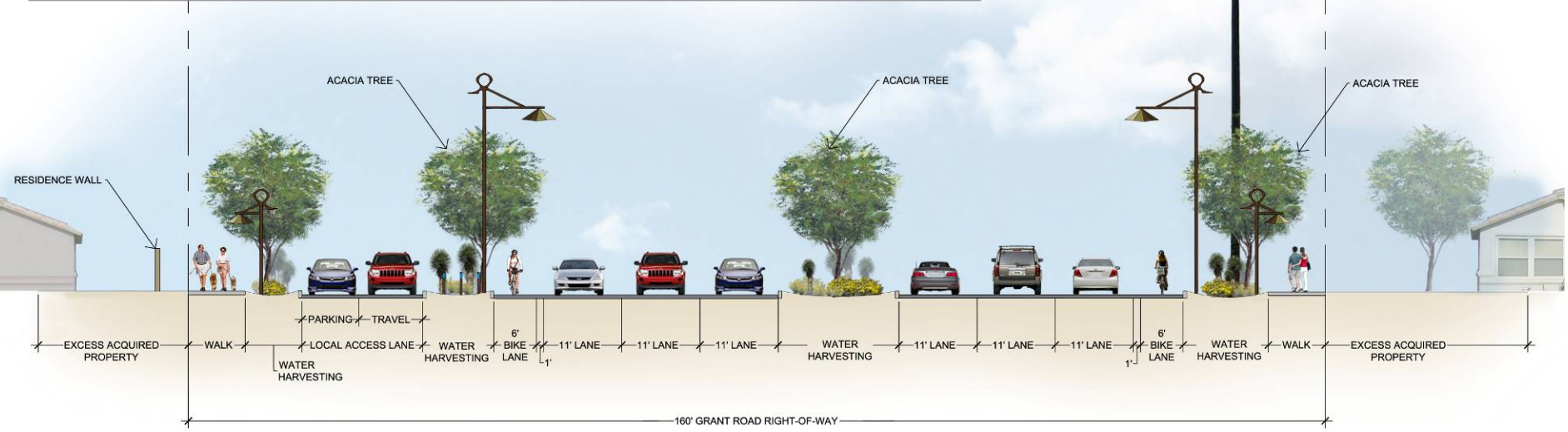
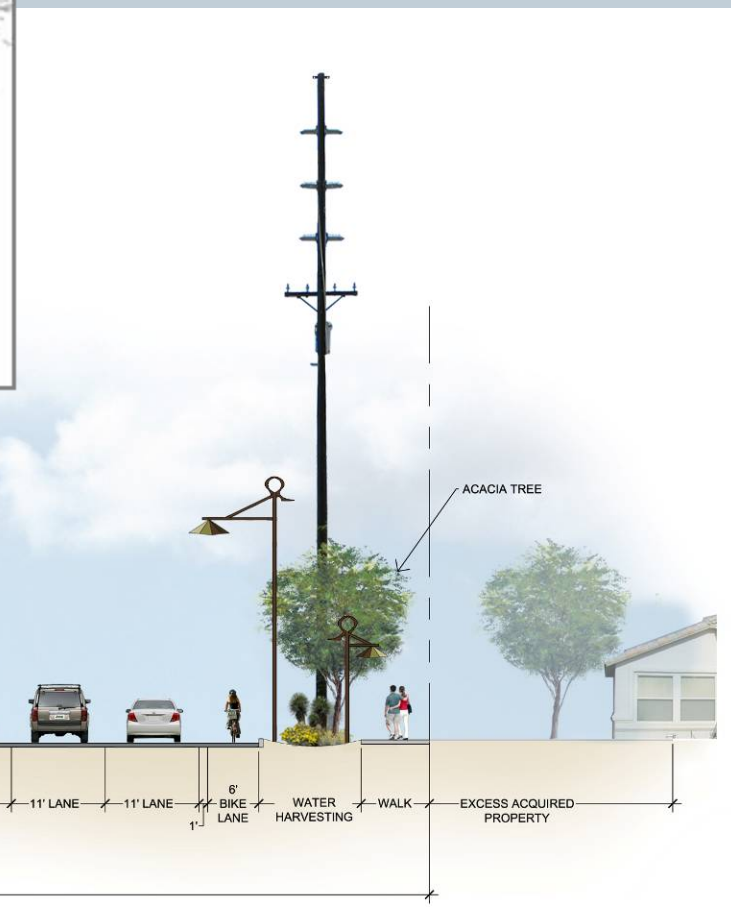
Concept of Grant-Stone Retail Area

# Streetscape & Landscape

## Residential Zone Typical Palette



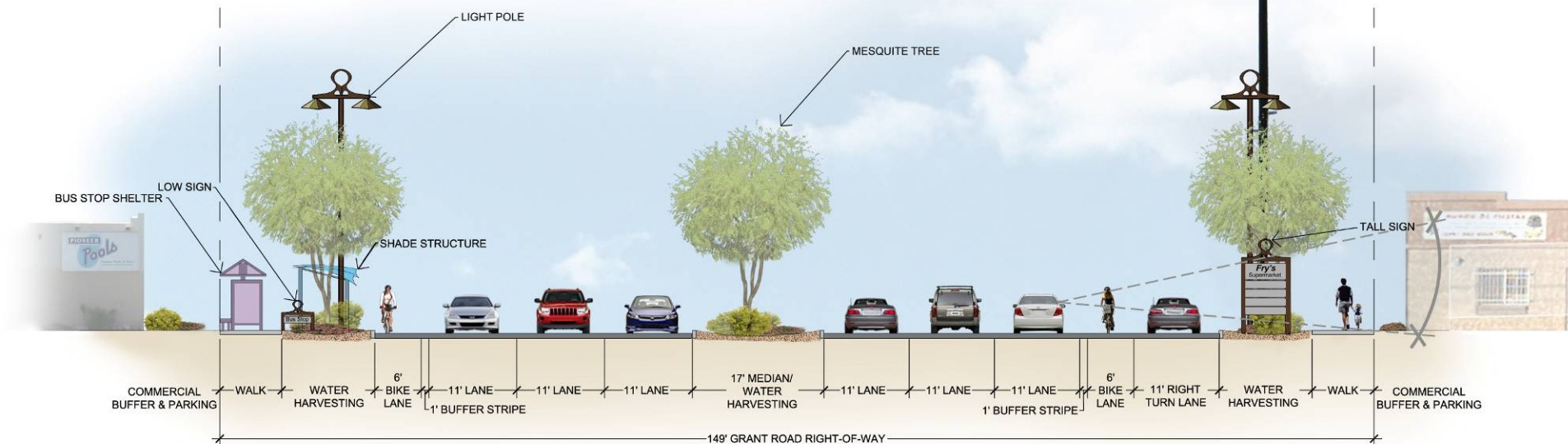
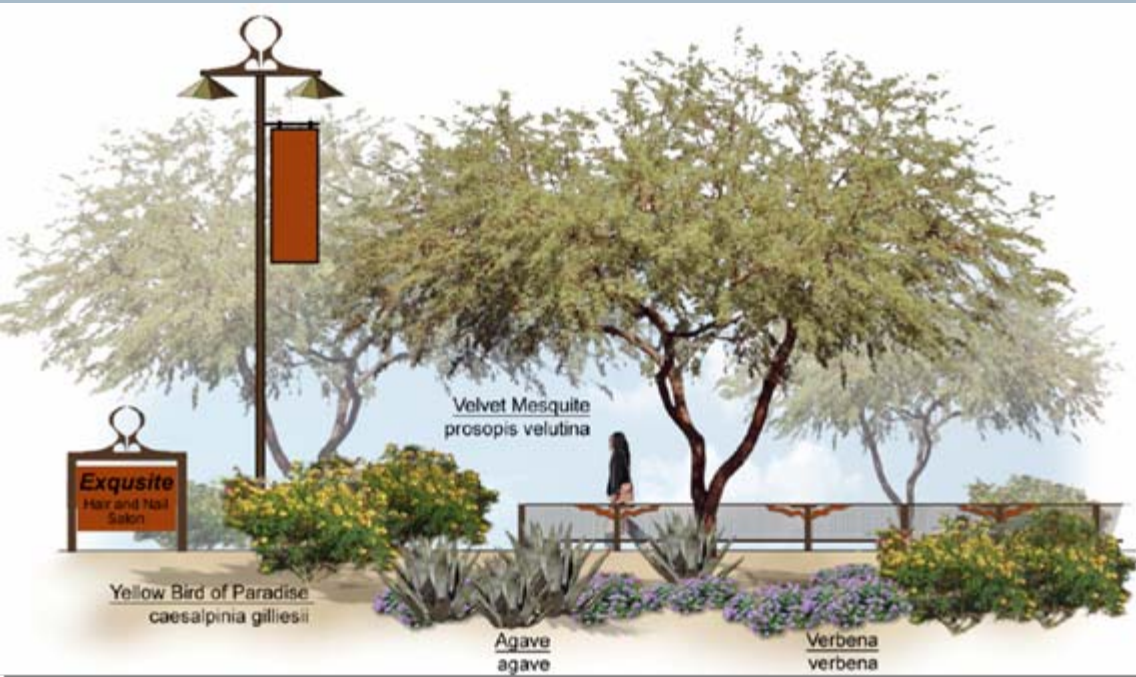
## Residential Districts



# Streetscape & Landscape

## Mixed Use Centers & Districts

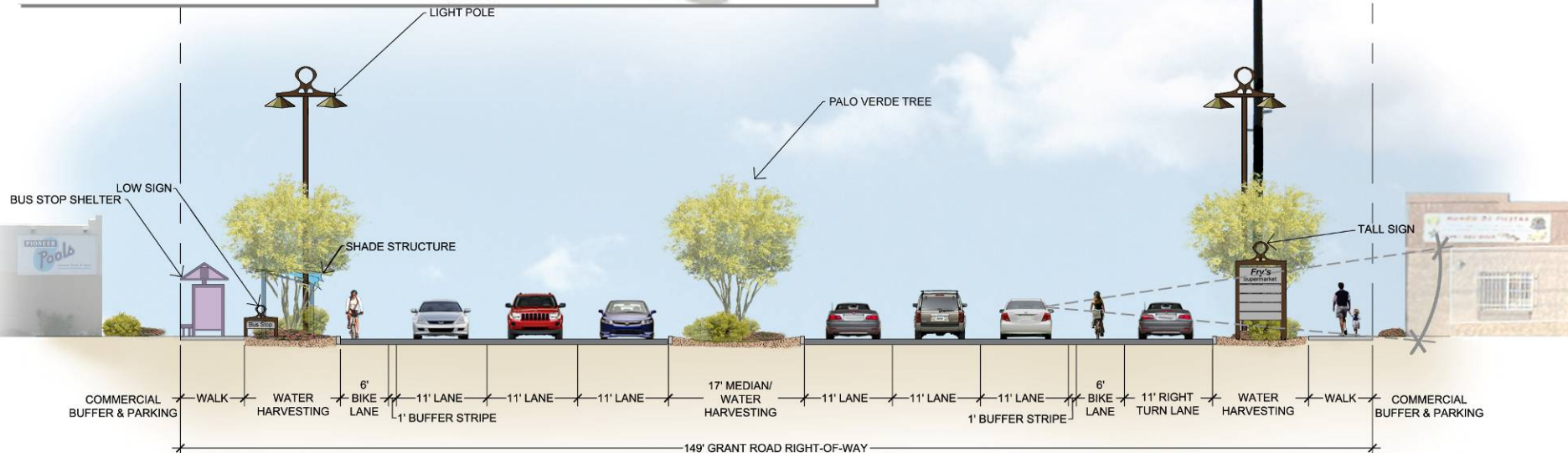
### Mixed Use Zone Typical Palette



# Streetscape & Landscape

## Pedestrian Mixed Use Centers

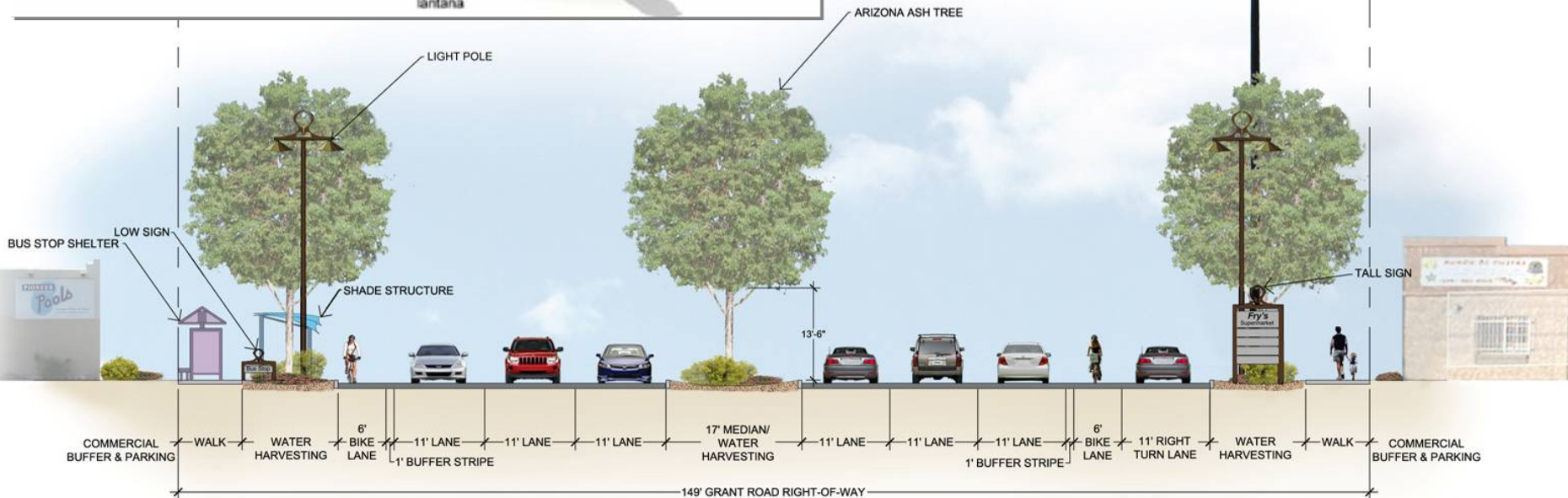
### Pedestrian Mixed Use Zone Typical Palette



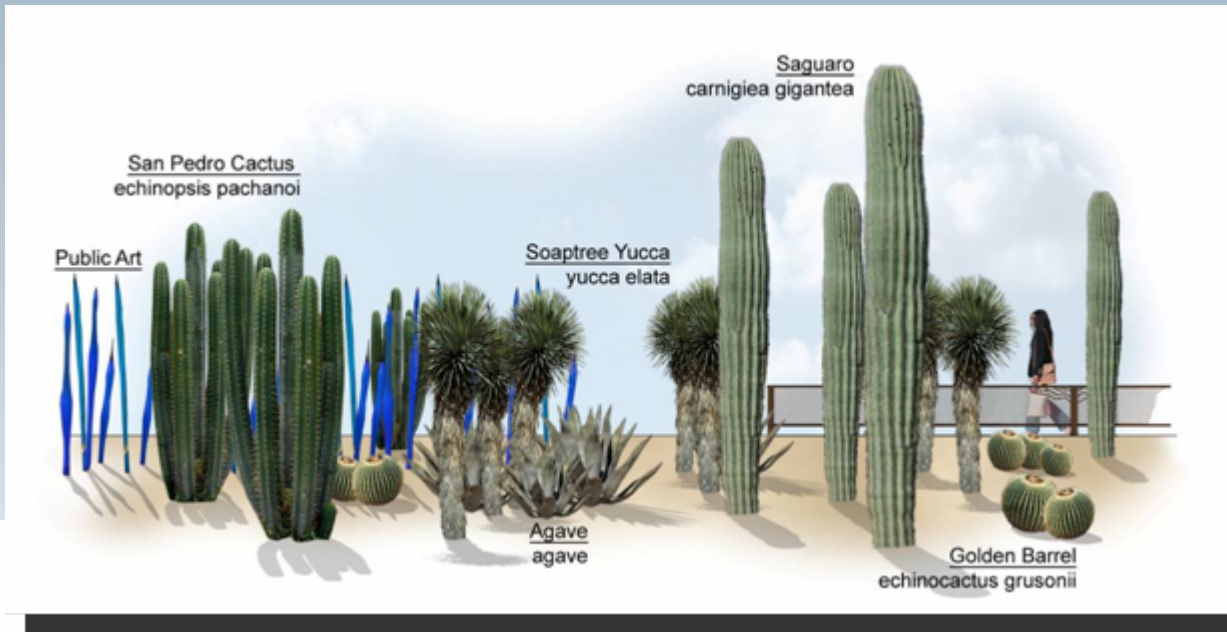
# Streetscape & Landscape

## Median Landscape Concept - 17'

### Median 17' Zone Typical Palette

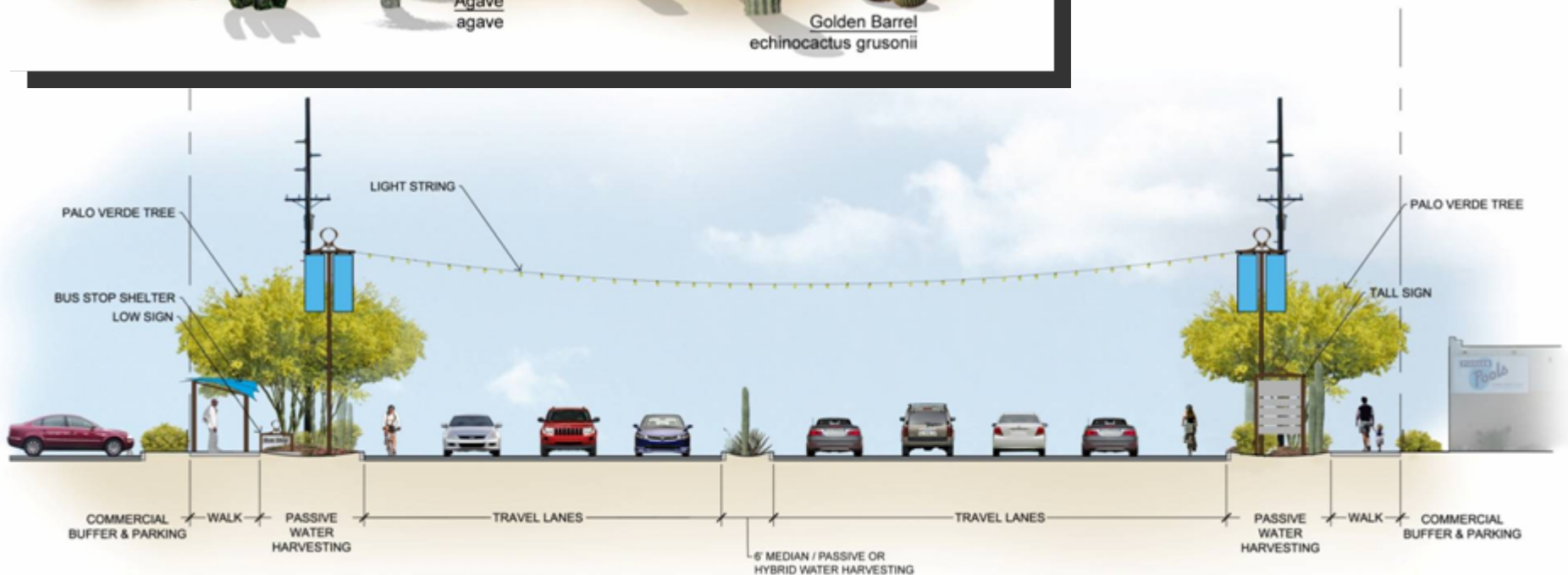


# Streetscape & Landscape



## Median Landscape Concept - 6'

### Median 6' Zone Typical Palette



# Guiding Principles that apply to Streetscape & Landscape

3.1 Create an aesthetically pleasing comfortable, inviting environment framed by the buildings and landscapes that front Grant Road.

3.3 Capitalize on Grant Road's natural environment and regional scenery.

# Find a Grant Road Resource Person for more information



# Access Management

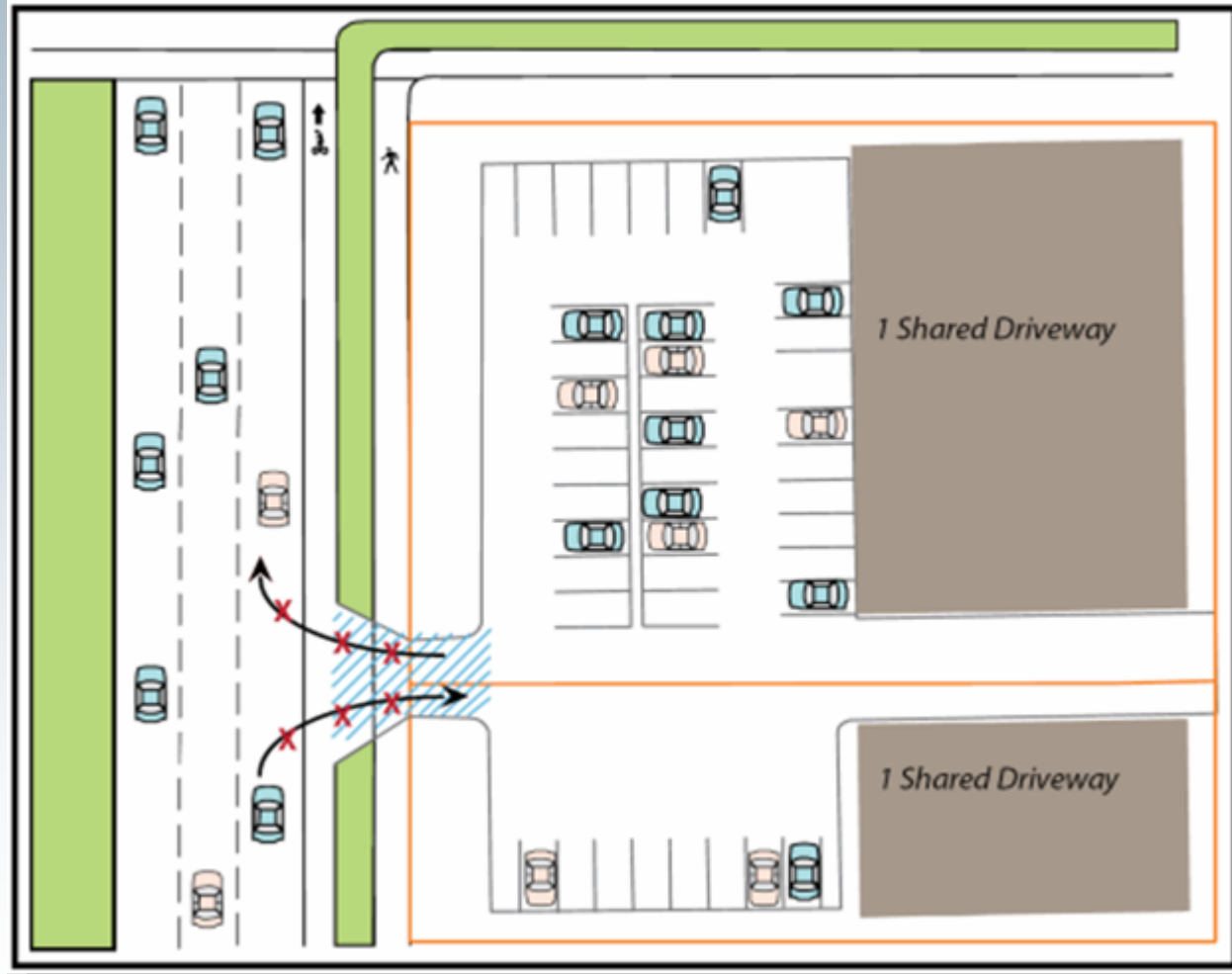
## Safer Travel on Grant Road



# Access Management

## Cross Access and Shared Access

- Safer and more convenient for business customers and deliveries



# Access Management

## Consolidated and Relocated Driveways



- Safer access to and from businesses

# Access Management



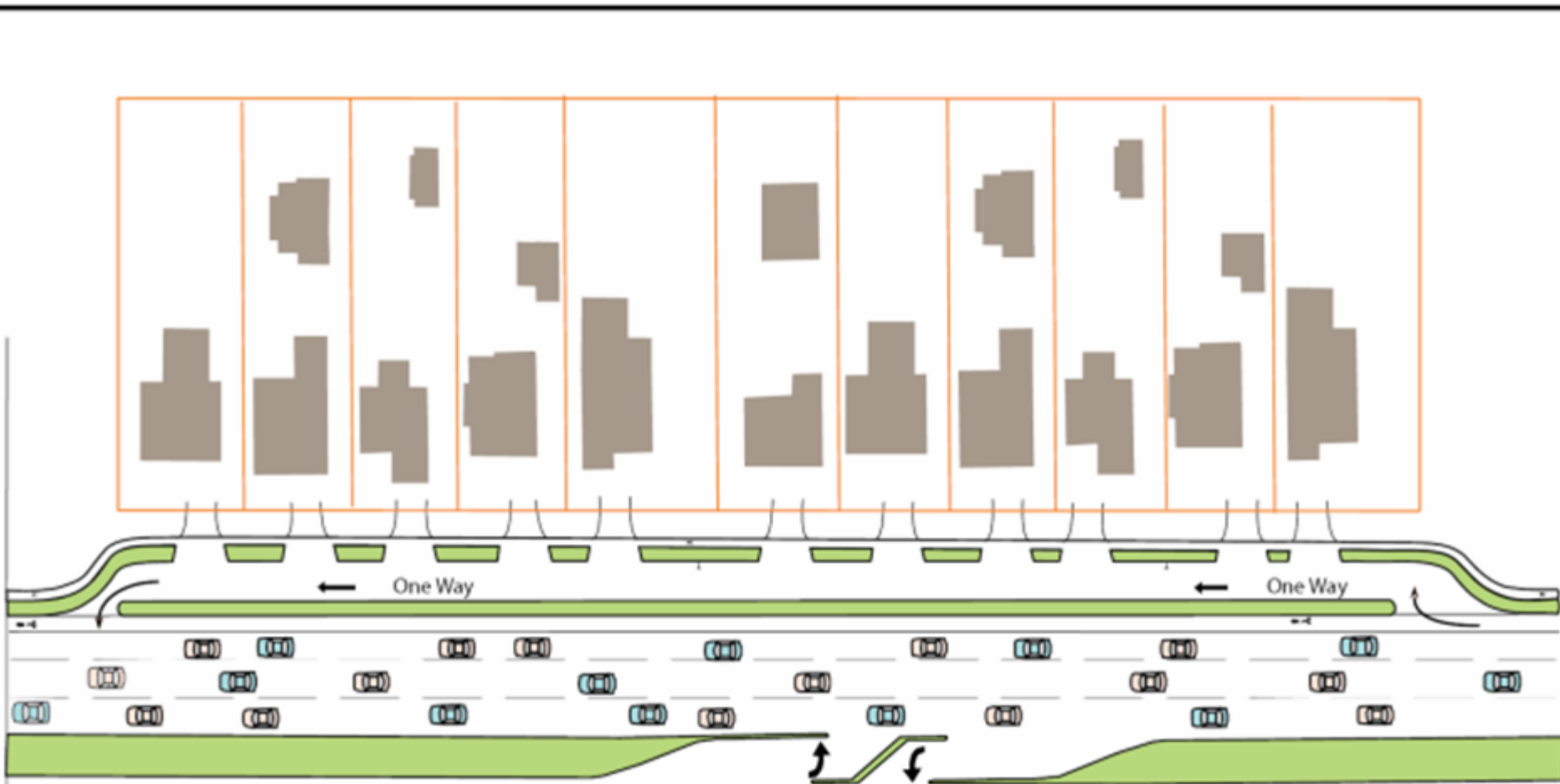
## Parking Options

- On Street Parking
- Off Street Parking

# Access Management

## Local Access Lane

- Safer and more convenient access to residences and business



# Guiding Principles that apply to Access Management

1.3 Balance mobility along and across Grant Road with access to businesses, residences, and other destinations.

2.7 Develop districts with multiple uses and shared parking that will be destinations for local and regional travelers.

4.3 Protect the viability of businesses during construction by maintaining their visibility, parking, and access.

# Find a Grant Road Resource Person for more information



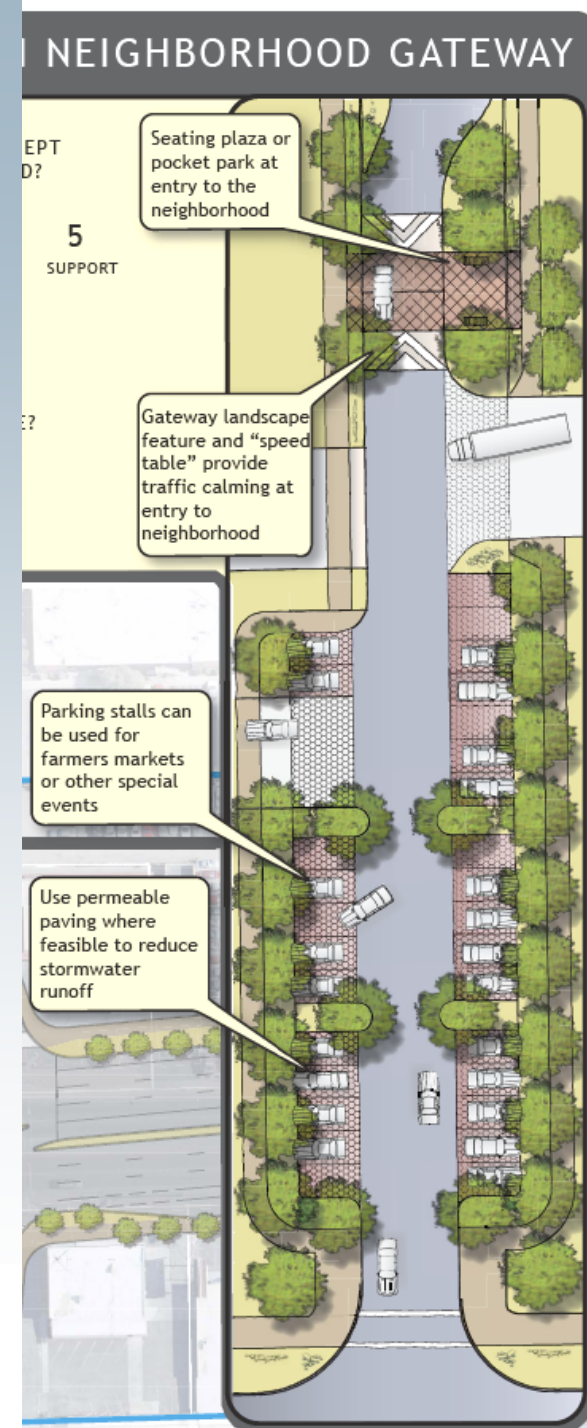
# Community Character and Vitality



# Community Character & Vitality

## Urban Design Studies

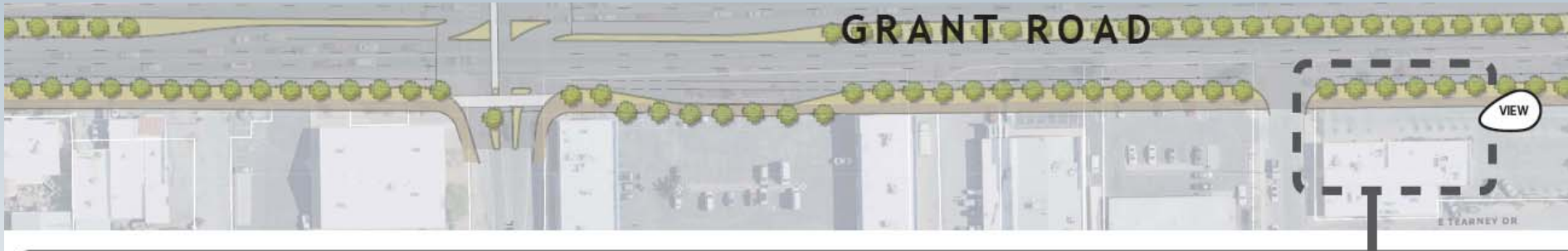
- Protecting—
  - Neighborhood traffic calming
    - Internal features
    - Entry features



# Community Character & Vitality

## Urban Design Studies

- Opportunity for Outdoor Seating



### NEW RESTAURANT FRONTAGE



Existing View



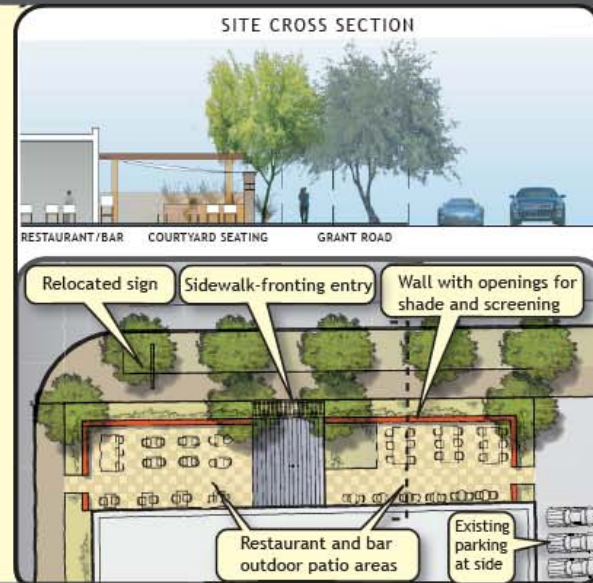
New Grant Road Frontage with Restaurant Courtyard

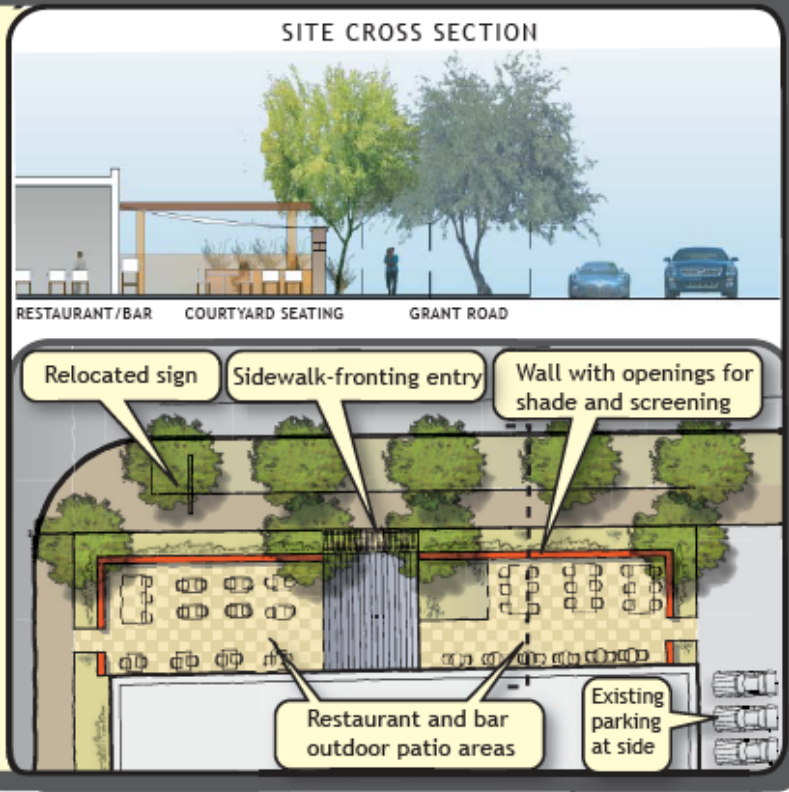
HOW DO YOU LIKE  
the CHARACTER this CONCEPT  
CREATES for GRANT ROAD?

1 2 3 4 5  
DO NOT NEUTRAL SUPPORT  
SUPPORT

WHAT DO YOU LIKE?

WHAT DON'T YOU LIKE?





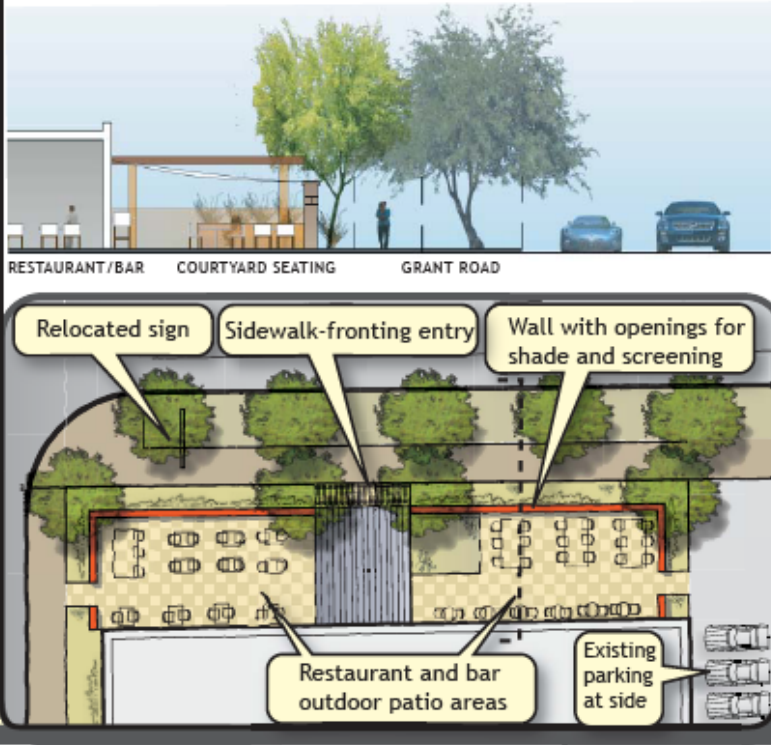
# Community Character & Vitality

## Urban Design Studies

- Opportunity for Outdoor Seating



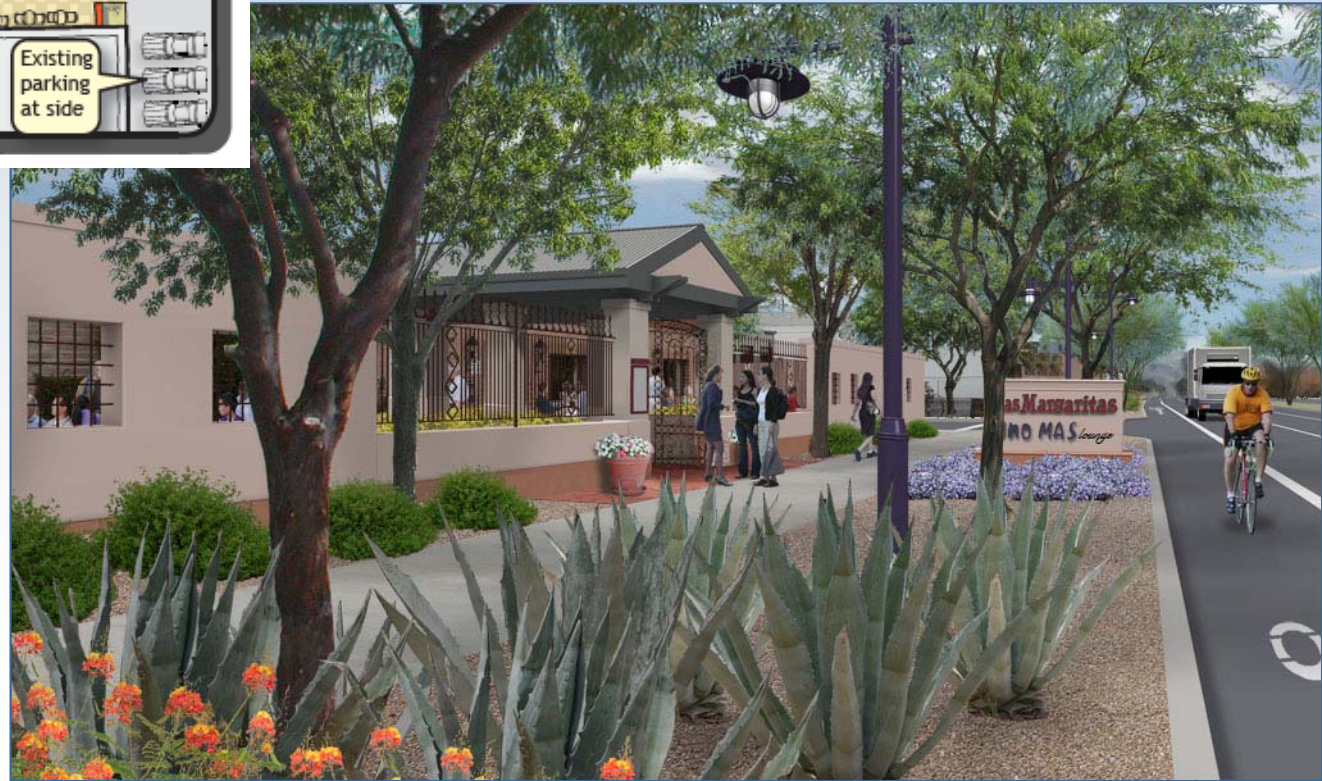
## SITE CROSS SECTION



# Community Character & Vitality

## Urban Design Studies

- Opportunity for Outdoor Seating



# Guiding Principles that apply to Community Character and Vitality Urban Design

2.3 Support the viability of small, local and independent businesses.

2.5 Create a cohesive public realm that adds new public spaces to existing parks, plazas, schools and other community gathering places.

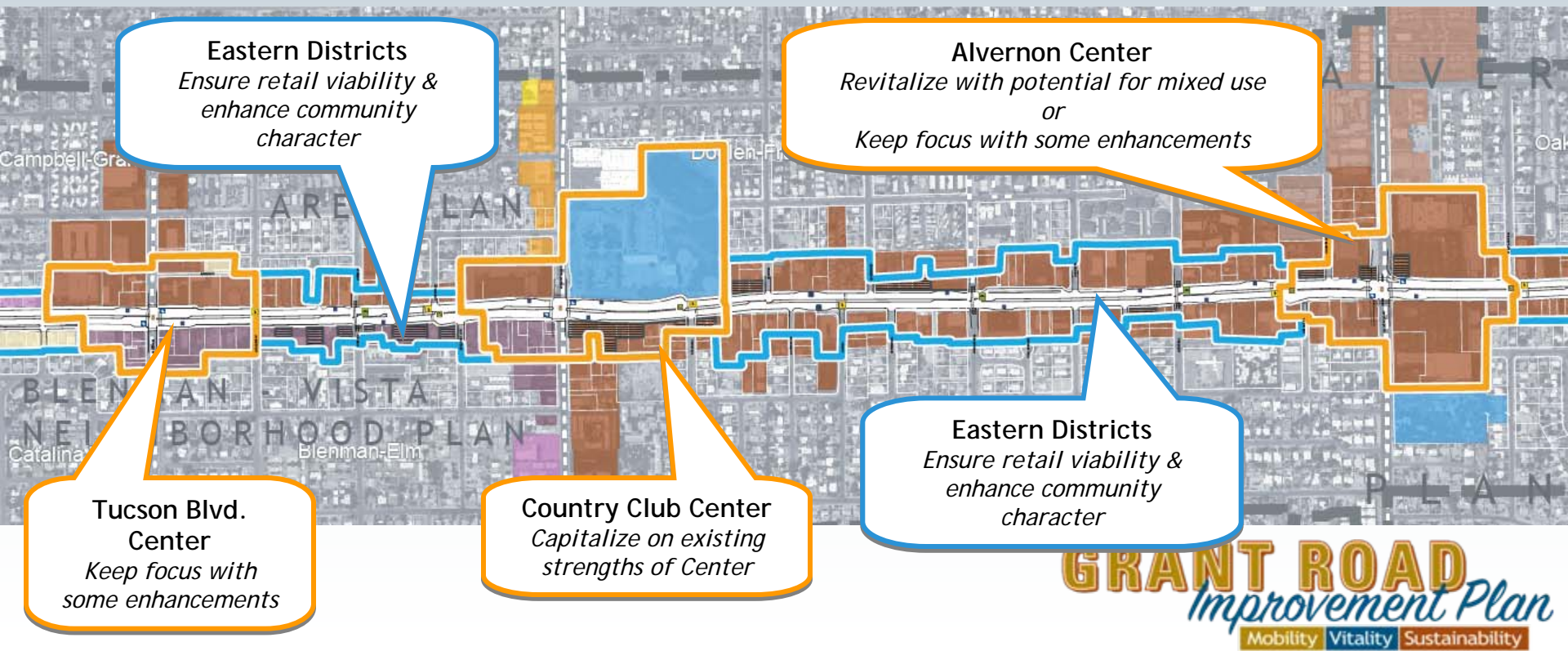
# Guiding Principles that apply to Community Character and Vitality Urban Design

2.8 Recognize the differences in the community and use them to reinforce the identities of Grant Road's segments.

3.1 Create an aesthetically pleasing, comfortable, inviting environment framed by the buildings and landscapes that front Grant Road.

# Community Character & Vitality Centers & Districts

- A **Center** is a focused, and typically mixed use, area at or adjacent to a major intersection
- A **District** is a linear area of similar use & character



# Guiding Principles that apply to Community Character and Vitality Urban Design

2.6 Build on the attraction and strengths of community and social service organizations to revitalize districts, enhance the public realm and create activity.

2.7 Develop districts with multiple uses and shared parking that will be destinations for local and regional travelers.

# Guiding Principles that apply to Community Character and Vitality Urban Design

2.10 Support and build upon ethnic diversity in relation to the social and economic vitality on Grant Road.

2.11 Encourage private investment that revitalizes opportunity sites along Grant Road.

# Find a Grant Road Resource Person for more information



# Community Character & Vitality

## Protecting & Enhancing Neighborhoods



# Community Character & Vitality

## Protecting & Enhancing Neighborhoods

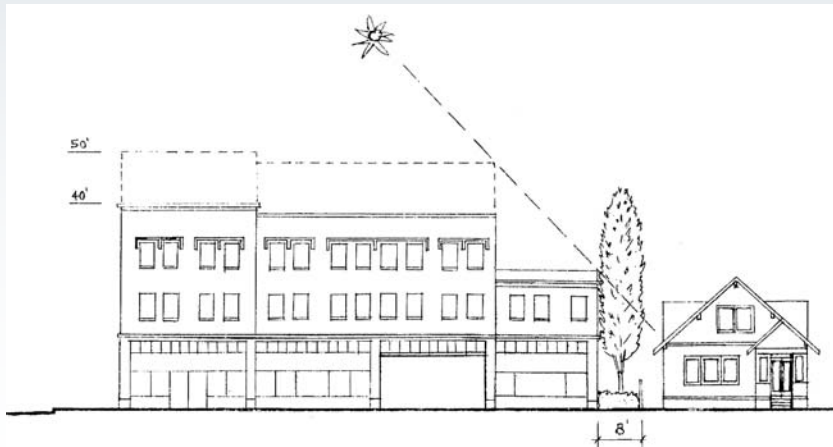
- Enhancements—
  - Support local businesses and open spaces
  - Highlight neighborhood districts - signs, monument/ gateway features
  - Community gardens



# Community Character & Vitality

## Protecting & Enhancing Neighborhoods

- Buffering
- Transition to:
  - Lower buildings
  - Residential uses



View from Retail Street



View from Neighborhood

# Guiding Principles that apply to Community Character & Vitality

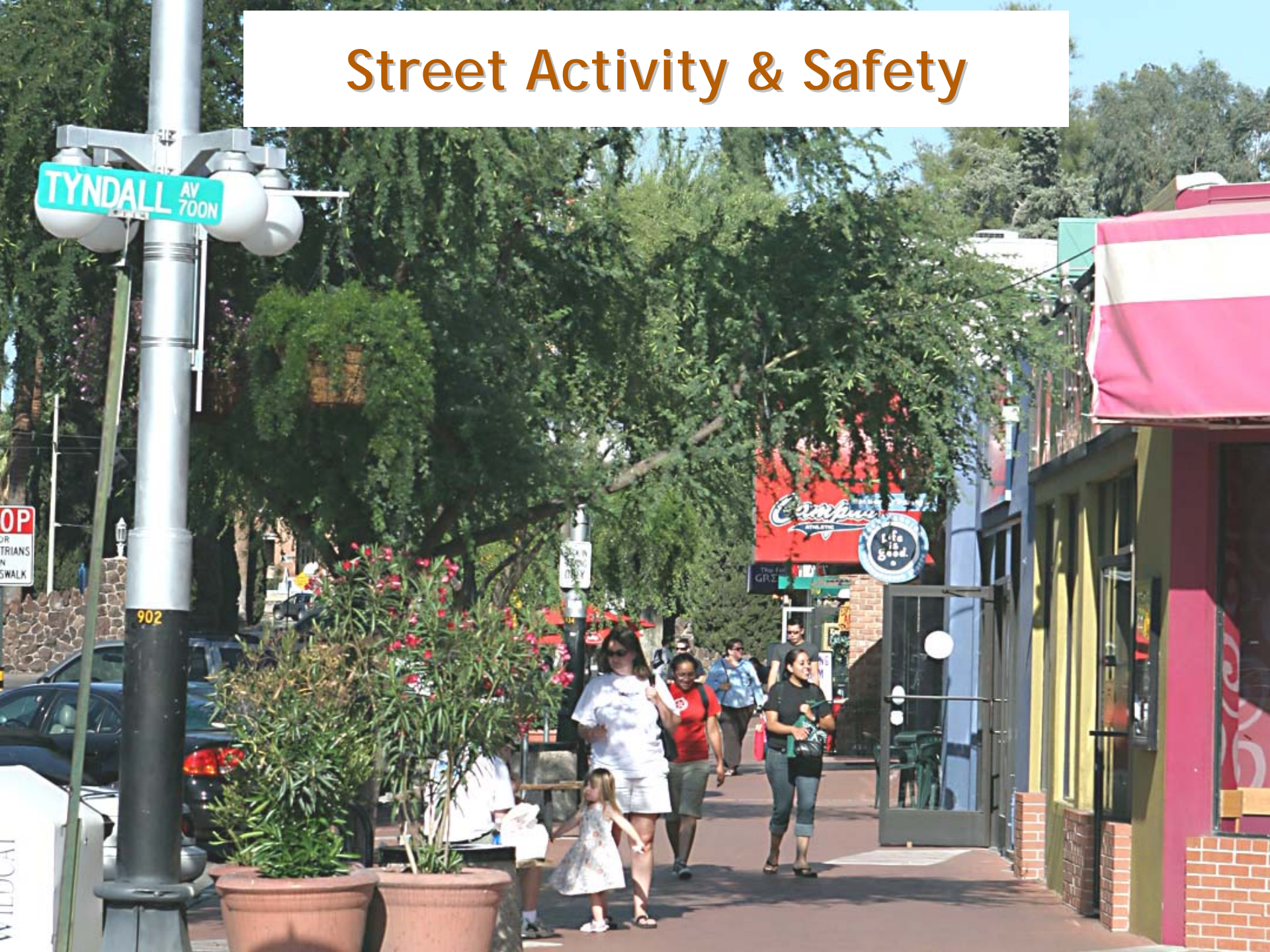
## Protecting and Enhancing Neighborhoods

2.1 Preserve and enhance the scale and character of existing neighborhoods by providing appropriate transitions and buffering.

2.2 Support opportunities for a range of options for housing tenancy and type.

3.7 Mitigate noise impacts of traffic on Grant Road utilizing a range of techniques.

# Street Activity & Safety



# Community Character & Vitality Contribute to Street Activity & Safety

- Buildings can provide “eyes on the street”



Bad Example



Good Example



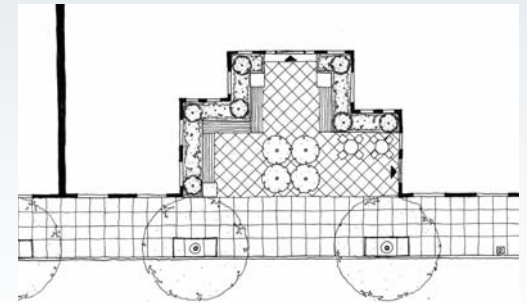
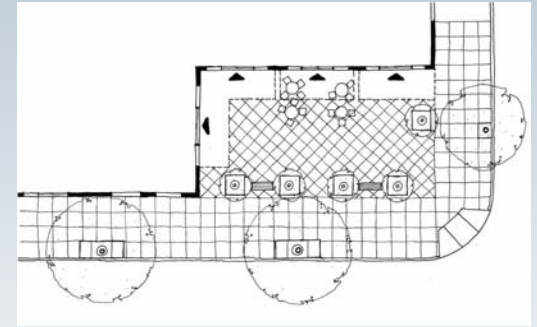
Good Example

**GRANT ROAD**  
*Improvement Plan*  
Mobility Vitality Sustainability

# Community Character & Vitality

## Contributing to Street Activity & Safety

- Small plazas and courts can bring activity outside of buildings



# Guiding Principles that apply to Community Character & Vitality Street Activity & Safety

2.9 Work to create safer environments that discourage crime and increase personal safety.

2.10 Support and build upon ethnic diversity in relation to the social and economic vitality in the Grant Road Study Area.

2.11 Encourage private investment that revitalizes opportunity sites along Grant Road.

# Public Space



# Public Space

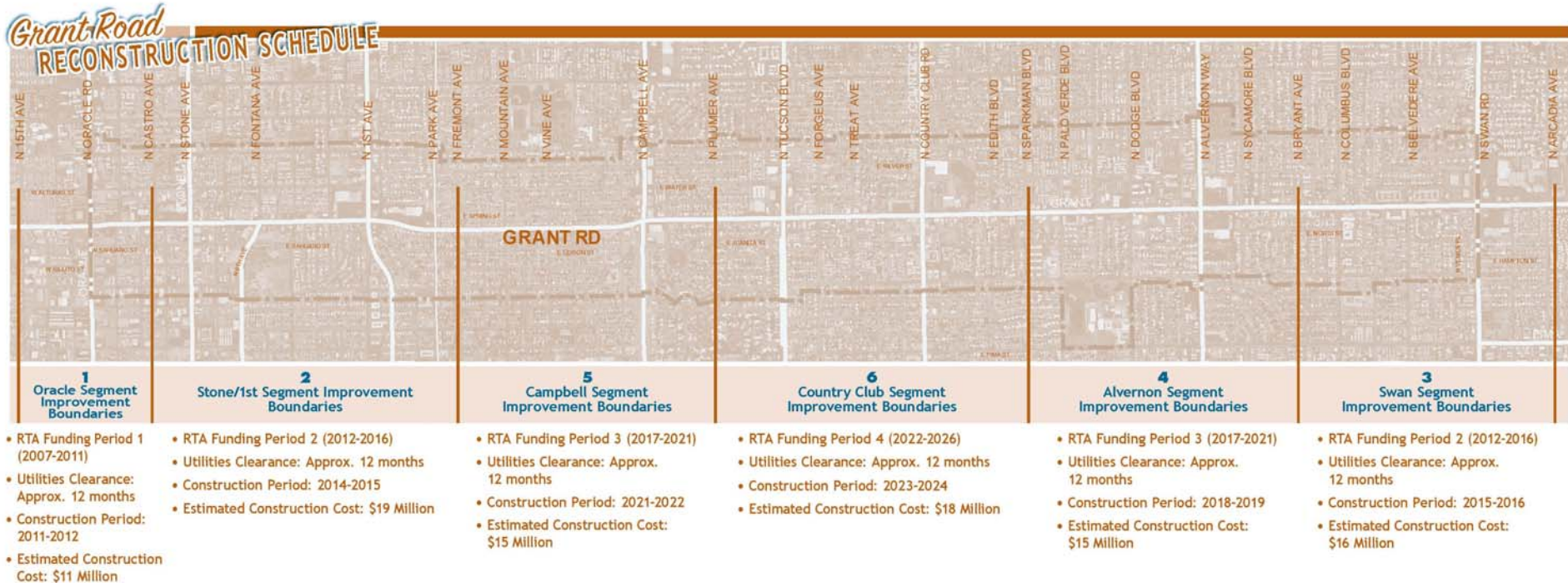


# Guiding Principles that apply to Community Character & Vitality Public Space

2.5 Create a cohesive public realm that adds new public spaces to existing parks, plazas, schools and other community gathering places.

3.1 Create an aesthetically pleasing, comfortable, inviting environment framed by the buildings and landscapes that front Grant Road.

# Grant Road Reconstruction Sequence



# Grant Road Reconstruction Sequence

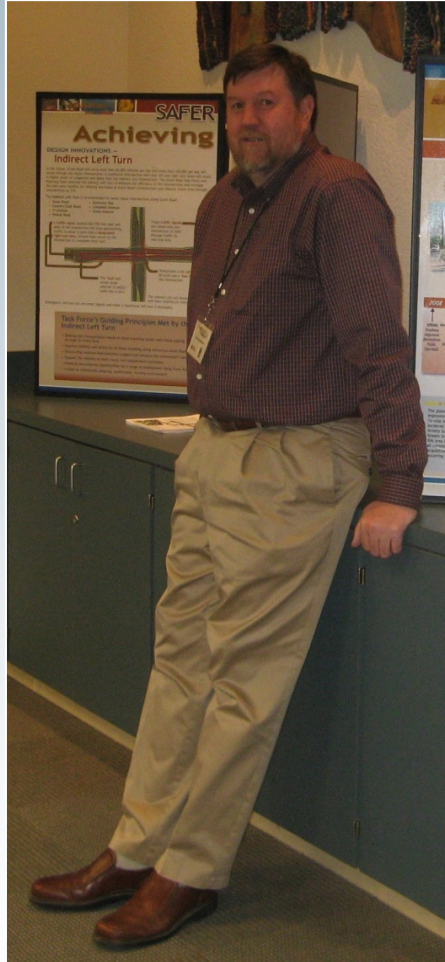
## Grant Road RECONSTRUCTION SCHEDULE ANNOUNCED

Construction*	Right-of-Way Improvement Boundaries	Acquisition Boundaries
2011–2012	<b>1</b> - Oracle Road intersection (15 <sup>th</sup> Ave.–Castro Ave.)	15 <sup>th</sup> Ave.–Stone Ave.
2014–2015	<b>2</b> - Stone Ave. & 1st Ave. intersections (Castro Ave.–Fremont Ave.)	Stone Ave.–Mountain Ave.
2015–2016	<b>3</b> - Swan Rd. intersection (Bryant Ave.–Arcadia Ave.)	Sycamore Blvd.–Arcadia Ave.
2018–2019	<b>4</b> - Alvernon Way intersection (Sparkman Blvd.–Bryant Ave.)	Edith Blvd.–Sycamore Blvd.
2021–2022	<b>5</b> - Campbell Ave. intersection (Fremont Ave.–Plumer Ave.)	Mountain Ave.–Tucson Blvd.
2023–2024	<b>6</b> - Country Club Rd. intersection (Plumer Ave.–Sparkman Blvd.)	Tucson Blvd.–Edith Blvd.

Note: Right-of-Way acquisition will typically occur 600-800 ft. beyond the improvement segment to allow for the roadway to transition back to the existing 4 lanes.

\* The Reconstruction Schedule is subject to modification throughout the course of the project.

# Find a Grant Road Resource Person for more information

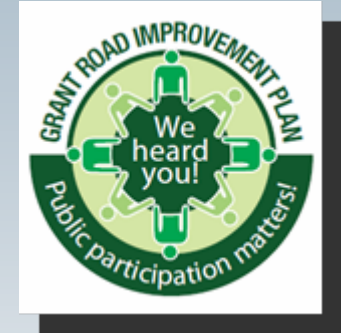




The Grant Road Corridor Project is Funded by the Regional Transportation Authority

# GRANT ROAD *Improvement Plan*

Mobility Vitality Sustainability



# THANK YOU For Joining Us Grant Road Improvement Plan Design Open House

March 24, 2010

