

Summary

Pima County/Tucson Bicycle Advisory Committee Summary, November 13, 2007

Question 1: What do we already know about Grant Rd.?

- It's too fast.
- Too hard to get across (no lights and/or bike lanes on cross streets).
- No pedestrian crossing by Doolen Middle School.
- Too congested.
- Lanes for bikes are too narrow – need to widen by at least 6 feet.
- Craycroft Rd. (past Swan Rd.) has no bike lanes, no connectivity.
- Cross streets (example: Beverly Ave.) has a light to assist in crossing but the light button is placed too high for bicyclists to use it (it's placed only for pedestrians); bicyclists need to be able to trip the sensors in order to cross.
- So much activity; it lacks setbacks and is unsafe; example: between Campbell Ave. and Tucson Blvd.

Question 2: What characteristics along Grant Rd. should be preserved?

- Youth facilities and schools.
- Trees and vegetation.

Question 5: What characteristics along Grant Rd. should be changed?

- Add safer crossings.
- Near the Refugee Center area, pedestrians use vacant lots for crossings.
- Need to have bike lanes, like on Broadway Blvd.
- Bicyclists need sensor crossings “buttons” that are accessible; placement of buttons needs to acknowledge bicyclists’ use.
- Additional setbacks to improve visibility.

Question 6: What do we fear and hope for along Grant Rd.?

FEARS –

- Bad idea for separated bike paths.
- Striped shoulders do not have the same service/protection as bike lanes. They are not clean, glass and debris is pushed onto the shoulders making it dangerous for bicyclists.

- Dangerous “enhanced” right turns such as the one at Campbell Ave. and Grant Rd.
- Detours affecting bicyclists during construction.
- Congested areas due to bus traffic.
- Look at adjusting traffic flow to north/south streets of Grant Rd.
- Lack of controlled intersection traffic.
- The beautification efforts won’t take into account the needs of bicyclists, i.e. setbacks need to accommodate bicycle acceleration and trees can block visibility.

HOPES –

- Construction should be done quickly in short sections.
- Remove enhanced right-turn, particularly at Campbell Ave.
- Detours need to accommodate bicyclists.
- Need bus pullouts and/or bus lanes, such as on Broadway Blvd.
- Trees, sound barriers for more efficiency.
- “Green print” built bike paths and accommodating bicyclists in beautification designs.