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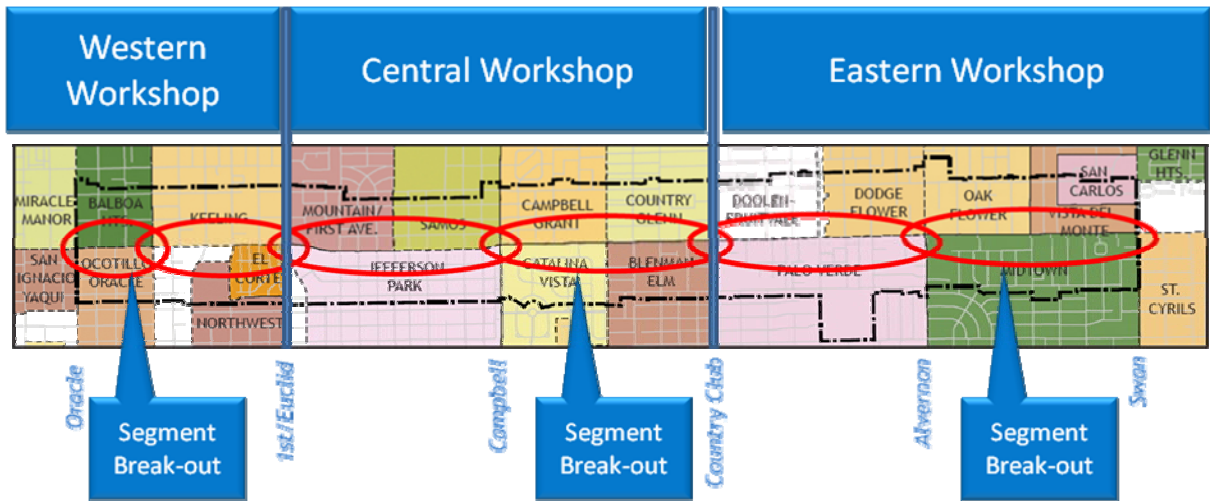
For more information please visit [www.grantroad.info](http://www.grantroad.info) or call the project hotline at 624-4727.

### MEMORANDUM

TO: Grant Road Task Force  
 FROM: Dave Perkins  
 DATE: January 4, 2010  
 RE: Summary of Mobility, Access, and Streetscapes Workshops

Grant Road Mobility, Access, and Streetscape Workshops were held on November 16, 18, and 19, 2009. The workshops offered participants an opportunity to provide input to the Citizen Task Force and to the Project Team on design features and policies for mobility, access, and streetscape elements for the Grant Road Improvement Plan.

The workshops were organized around three segments. The three segments were further subdivided into six sub-segments to allow for neighborhoods and businesses to focus on mobility, access, and streetscape issues for their respective segments of Grant Road.



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.

The objectives of the workshops were:

- Review progress of Preliminary Roadway Design and Community Character & Vitality Plan
- Review Guiding Principles related to access & mobility
- Review influence of the community on access & mobility



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- Review & solicit feedback on access management strategies & policies
- Solicit feedback on streetscape enhancements to mobility & access innovations

The workshop objectives were accomplished through a series of three presentations and associated small group activities.

Activity No.	Presentation Purpose	Small Group Activity Purpose
<p>Activity No. 1 - <i>Community Influence on Mobility &amp; Access Design (Activity #1)</i></p>	<ul style="list-style-type: none"> <li>• Review how community input resulted in design concept innovations</li> <li>• Review how those innovations have been used to address mobility &amp; access concerns</li> </ul>	<ul style="list-style-type: none"> <li>• Review access and mobility elements (medians, street closures, pedestrian crossings, etc.)</li> <li>• Identify any needed changes to access and mobility design elements</li> </ul>
<p>Activity No. 2 - <i>Nuts &amp; Bolts of Access Management</i></p>	<ul style="list-style-type: none"> <li>• Review the safety benefits of access management</li> <li>• Review examples of how access management can be implemented in roadway design</li> </ul>	<ul style="list-style-type: none"> <li>• Provide feedback on the conceptual applications of access management concepts to segments of Grant Road, including strategies for access management and parking replacement</li> </ul>
<p>Activity No. 3 - <i>Enhancements to Mobility and Access Innovations</i></p>	<ul style="list-style-type: none"> <li>• Review landscape and streetscape concepts</li> </ul>	<ul style="list-style-type: none"> <li>• Provide input to enhancements to design features, landscape, and streetscape elements that would improve the aesthetics, user comfort, function, and quality of access and mobility for bicyclists, transit riders, and pedestrians.</li> <li>• Provide insight into integrating public art into the streetscape</li> </ul>

The Team will utilize the workshop feedback to refine preliminary roadway design plans, to develop a roadway access management policy, and to develop specific streetscape design features that will be included in the Design Concept Report.

There were approximately 154 workshop participants who provided over 800 comments that were recorded during three workshop activities. Participant comments were recorded directly onto worksheets and onto recorder's notepads. Below are common feedback themes from the three workshop activities.



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Feedback Category	Feedback
Property Impacts	<ul style="list-style-type: none"> <li>• Participants expressed concern over business access and signage</li> <li>• Participants are very interested in the reconstruction phasing plan and the timeframe of improvements</li> <li>• Participants are interested in traffic management and business access during construction</li> </ul>
Median Openings	<ul style="list-style-type: none"> <li>• Some locations of proposed median openings should be reviewed and reconsidered</li> </ul>
Neighborhood Access and Traffic Management	<ul style="list-style-type: none"> <li>• Public input demonstrated support for proposed closures</li> <li>• There were some requests for additional closures</li> <li>• There were requests for traffic calming</li> </ul>
Transit & Multimodal	<ul style="list-style-type: none"> <li>• Public expressed support for Pelican and Toucan crossings, though additional education is required</li> </ul>
Landscaping	<ul style="list-style-type: none"> <li>• Landscaping should be sensitive to business concerns</li> </ul>
Public Art	<ul style="list-style-type: none"> <li>• Public Art should be functional and cohesive throughout corridor</li> </ul>

The remainder of this document describes the key outcomes of each workshop activity.

**Activity No. 1 Outcomes**

Activity 1 had over 200 comments recorded directly on the worksheets and on the recorders' notepads. The feedback has been organized under the five major categories - Business Access, Medians, Neighborhood Access/Neighborhood Traffic Management, Transit and Multimodal, and Miscellaneous. Participant requests and suggestions will be addressed by the design team and resulting design refinements will be reported to the Task Force for consideration and possible endorsement.

**Business Access (51 comments)**

There is strong interest in the specific impacts to individual properties

- Concern about loss of driveways
- Consider truck access for delivery vehicles



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- Some business/property owners are concerned about the potential loss of parking
- Business signing needs to be considered in the design
- Some participants expressed concern about proposed shared access between incompatible land uses
- There is some concern that the indirect left turn and the median will make it more difficult to access businesses on Grant Road

There is still some uncertainty as to how the indirect left turn will impact business access

- There is concern that the indirect left turn will discourage people from turning around to access businesses

There is significant interest in reconstruction schedules

- Access to businesses must be maintained during reconstruction
- Strong interest in reconstruction phasing sequence

#### Median (13 comments)

There is recognition that the median and left turn restrictions will impact neighborhood access and circulation, but will also improve safety

There were some requests to review median openings locations or configurations

- Forgeus Ave / Grant Rd (add median opening)
- Northwest corner of Grant Rd/Swan Rd (add median opening)
- Between Orchard Ave and Gazette Ave, across from Catalina Ave (add median opening)
- Belvedere Ave/Grant Rd (request for a full median opening)
- Richey and Grant Rd (request for a median opening)
- Northway Ave/Grant Rd (review median opening for fire truck accessibility)

#### Neighborhood Traffic Management and Neighborhood Access (43 comments)

Participants expressed support for street closures and partial closure as depicted on the alignment

- Vine Ave (Ward 3 Council Office)
- Third Ave
- Second Ave
- North Street
- Fourteenth Ave Southbound traffic only partial closure



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Participants asked the design team to consider the following additional street closures at Grant Road

- Spring St at Campbell Ave (north of Grant)
- Hampton Ave east of 1st Ave
- Margaret Ave / Grant Rd
- Estrella Ave/Grant Rd
- Seneca at Country Club (Palo Verde N.A.)

Participants asked the design team to consider traffic calming/mitigation on the following roadways

- Park Ave
- Streets accessing Grant Road from the southeast corner of Grant and Euclid, from Los Betos
- Spring St and Cherry Ave between Norris and Campbell Ave
- Water St, between Norris and Campbell
- Copper St (Campbell to Country Club)
- Loretta Dr (Campbell to Country Club)
- Goyette (Alvernon to Swan), Vista del Monte N.A.
- Estrella Ave (Oracle to Stone)
- Treat Ave
- Northway/Grant Rd
- Vine Ave (if Vine is closed), as some participants expressed concern about cut-through traffic to access the council office

Participants asked the design team to review the following

- Configuration of local access lane to accommodate two-way traffic (between Wilson and Norris)
- Lack of neighborhood access to 4th Ave
- Access to Blenman Elm Neighborhood from west side of Country Club to northbound Country Club
- Provision of right turn lanes should at Mountain Ave and Park Ave

***Transit and Multimodal (35 comments)***



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There was general consensus that Pelicans and Toucans will improve pedestrian safety; however, there were some requests for the design team to review and reconsider the proposed locations of some Pelicans to better coordinate with adjacent land uses

- Relocate Pelican from Rita to Northway Ave
- Relocate Pelican from Ralph Ave to Belvedere
- There was some input that the PELICANS (and the z-movement in particular) are difficult to navigate for the blind
- Some participants expressed concern about the operations of the Toucan, and the associated access and turning movement restrictions.

There was strong support for the bicycle improvements and the proposed bicycle boulevards parallel to Grant Road

- There was a request to allow bicycle access to the streets that are proposed for closure
- There was support for the proposed Bike Spot at indirect left turn intersections
- There was strong interest in parallel bicycle boulevards, though additional planning and design details are needed

#### Miscellaneous (58 comments)

Many participants were primarily interested in property-specific issues, and desired more information about specific impacts to their property (these participants were encouraged to request a meeting with the design team).

Many participants expressed specific concerns about landscape and streetscape improvements

- Participants expressed support for landscape and streetscape improvements, but emphasized that it has to be coordinated with business signage and businesses visibility
- Participants expressed concern over maintenance of landscape, and if the City will be able to commit to its maintenance
- Some participants expressed concern about noise
  - North side of Grant, between Martin Ave and Campbell Ave
  - North side of Grant, between Norris Ave and Wilson Ave (requested noise walls)

There were several requests to address flooding on Grant Road

- Grant/Belvedere
- Grant/Columbus





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There were a number of comments on redevelopment, character, and vitality

- Develop a more creative use for Grant/Campbell intersection (UMC Parking Structure)
- Strong interest in remnant lots and properties that will require redevelopment following reconstruction
  - Remnant lots on the south side of Grant, Fremont to Park (potential active linear park)
  - Remnant lots on the north side of Grant, Norris to Wilson (potential active linear park)
  - Coordinate Grant Road improvements with other area plans (Park Ave., OARP)

### Activity No. 2 Outcomes

Activity 2 had over 100 comments recorded directly on the worksheets and on the recorders' notepads. Feedback was organized under six categories - Access, Parking, Alleys, Business Signage, Landscape, and Noise. Participant requests and suggestions will be addressed by the design team and resulting design refinements will be reported to the Task Force for consideration and possible endorsement.

### Access (30 comments)

Many participants were supportive of effort to reduce and consolidate access points

General support for shared access/cross access though significant implementation concerns

- Concern over shared access between incompatible uses
- Liability and maintenance of shared and cross access are of concern
- Education of and assistance to small businesses to develop and implement shared access and cross access agreements may be required
- Need to consider delivery truck access as appropriate

### Parking (25 comments)

Participants were generally supportive of shared parking concepts

- Concern over customer visibility to rear and side parking lots
- Suggestions for district parking

Participants expressed some preference for parking lots as compared to on-street parking on local side streets

- Concerns about neighborhood traffic impacts



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- Concerns about safety (conflicts between backing cars and through traffic)

#### Alleys (11 comments)

Participants identified a need to identify areas where alleys will require improvements to accommodate business and residential access

- Needed improvements may include lighting and surface treatments
- Some locations may require improvements to allow delivery vehicle access

#### Business Signage (8 comments)

Participants emphasized that Coordinate business signage into landscape plans

- There was significant concern about blocking business signs from vehicular traffic
- Consider consolidated monument signs
- There were several suggestions to have multiple businesses listed on one sign versus signs for each business
- Some participants felt that business signage for small businesses should not be smaller than signage for large businesses

#### Landscape (6 comments)

- Landscape should be low to maintain business visibility
- Will City commit to maintenance for 12' landscape area?
- Coordinate landscape design with access and parking solutions

#### Noise (4 comments)

- Neighborhood concern about noise and how it will be addressed

#### Activity No. 3 Outcomes

Activity 3 had approximately 500 comments recorded directly on the worksheets and on the recorders' notepads. Feedback was organized under three categories - General Urban Design, Landscape & Streetscape, and Public Art. Under each of these are themes and then paraphrased or directly quoted comments. Some of the comments repeat as they reinforce more than one theme statement. Participant requests and suggestions will be addressed by the design team and resulting design refinements will be reported to the Task Force for consideration and possible endorsement.

#### General Urban Design Comments

Provide a sense of place

- Signs to identify neighborhoods and districts and businesses





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- Reflect neighborhood and sense of place in design concept
- Ideas for historic themed art relating to neighborhoods, people, timelines
- Ideas for art that frames and educates about mountains
- Furniture art in furniture district
- Overhead light strings brought up as an idea

**Provide additional or different pedestrian and transit amenities**

- Want additional bus stop and public space amenities like drinking fountains
- Bench seating in pedestrian refuges
- Something to deter jaywalking
- Desire for lighting powered by solar photo voltaics
- Desire for shade
- Diverse views about bike parking at bus stops: some liked it, others wanted more secure long-term bike parking, others wanted less bike parking
- Desire for additional amenities for visually impaired

**Make Grant Road interesting for pedestrians**

- Make the streetscape interesting for pedestrians
- Ideas for interactive art (e.g.; tactile art, words or poetry, or objects kids can play on)

**Support for concept of centers**

- Desire for new parking lots to be public/shared by businesses
- Desire for gathering places along Grant Road (and in specific locations?)

**Create defensible spaces**

- Concern about safety of pelican shade structure
- Keep underside of tree canopies higher for visual safety
- Provide lighting in median refuges and other locations for pedestrian safety
- Use public art to discourage graffiti and other vandalism

**Provide public spaces along Grant Road**

- Support for pocket parks in various places
- Develop bus stops and/or adjacent areas as public spaces



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#### Concern about maintenance and durability

- Concern about maintenance of landscape and art
- Concern about graffiti
- Want durable art and streetscape
- Some concern about homeless use of amenities like shade structures and benches
- Use public art to discourage graffiti and other vandalism

#### Landscape and Streetscape Comments

##### Support for Landscape Concept

- New streetscape will lead to more walking in the neighborhood and to businesses on Grant Road
- Like drought tolerant landscaping
- Some approval of compression of space by large trees at ILT major intersection and turn-around
- Support for pocket parks in various places

##### Concern about Landscape Concept

- Discussion of tree disadvantages like leaf drop and deciduousness, suggestions for alternatives
- Concern that trees and shrubs will block visibility of businesses by motorists
- Concern that trees will block views of mountains
- Trim landscaping and trees for motorists' visibility of pedestrians
- Some people not in favor of trees at all, especially in commercial areas
- Discussion about keeping/making signs visible
- Concern about thorny desert plants

##### Use special paving for pedestrians

- Support for special paving in crosswalks
- Ideas for art in paved surfaces (i.e.; bus stops, toucans, and generally at pedestrian crossings)
- Specific desire for special paving in Toucan pedestrian and bike crossing lanes

##### Underground utilities

- Some comments supporting undergrounding of utilities

#### Public Art Comments



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#### **Define spaces and movement with art**

- Functional linear art such as lighting and barriers in center median, especially 6' median
- Opportunities to create outdoor "rooms" at Toucans and at corners of Main ILT intersections
- Use art for plazas, schools and markets
- Art as cues for drivers and pedestrians (e.g.; blocking jaywalkers in median, repeating elements to cue drivers about where pedestrians are crossing, etc.)
- Art to make ILT areas interesting for drivers while they are waiting (but not to distract drivers)

#### **Bus stops as a focal point for art**

- Unexpected art for people getting off buses
- Integrate art into shelters
- Use art as buffer between stop and adjacent property
- Art in bus pull out pavement
- Use art to discourage graffiti at stop

#### **Create functional art**

- Benches, lighting, water harvesting, shade
- Water harvesting can be worked into public art, like cisterns

#### **Art should be cohesive throughout the corridor**

- No "hodgepodge" (one comment)
- Ideas for historic themed art relating to neighborhoods, people, timelines
- Ideas for art that frames and educates about mountains

#### **Other public art ideas**

- Interest in art on private property, including remnant parcels
- Ideas for interactive art (e.g.; tactile art, words or poetry, or objects kids can play on)
- Use local artists
- Environmental/natural/sustainable art
- Some do not support the concept of public art
- Disagreement over how much to use Southwest art motifs