

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	53	Map Comment-Eastern Segment	Central	Norris and Grant	Access	Mobility and Access	Close Norris - dangerous intersection!				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	54	Map Comment-Central Segment	Central	Norris and Grant	Access	Mobility and Access	Don't close [Norris], just make left turn only!	Re: comment to close Norris			Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	110	Map Comment-Central Segment	Central	Park and Freemont block Southern properties	Access	Aesthetics and Environment	Need to maintain alleys				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	42	Central Open House	Central	Wilson	Access	Mobility and Access	1. Close off the neighborhood access at Wilson and Grant going into Catalina Vista neighborhood. People just use that to cut through the neighborhood to Tucson Blvd.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	55	Court Reporter Comment-Central Open House	Central	Wilson	Access	Mobility and Access	COMMENT: I am very concerned for the Catalina Vista Neighborhood with access off of Grant, going south into Catalina Vista off of Norris, which is an extremely dangerous intersection, and off of Wilson going into the neighborhood. And it looks like, given those left turn bays, that traffic is going to start cutting through the neighborhood off of Wilson through Juanita and Edison. And that concerns me for the safety of the residents.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	56	Eastern Open House	Eastern	Alvernon	Access	Mobility and Access	With no left turn on Alvernon traffic will use Glenn E. to Alvernon/ River route. This street is already overly used as an access route and has dense population. Glenn needs to be safe guarded as a residential street.			Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	57	Map Comment-Eastern Segment	Eastern	Bryant and Fair Oaks median	Access	Mobility and Access	Break median to allow turns.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.
1111	384	Property Owner Comment	Eastern	Camilla	Access	Mobility and Access	Property owner expressed access concerns associated with the Indirect Left Turn as it relates to his specific business.		Richard Spreiser - Arizona Auto Spa	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to property access and methods to avoid these impacts will be further developed in the next phase of work.
1114	395	Property Owner Comment	Eastern	Camilla	Access	Character and Vitality	Property owner expressed access concerns associated with the Indirect Left Turn as it relates to his specific business.		Richard Spreiser - Arizona Auto Spa	Nov. 13	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median openings will be addressed in next phase of study. Also, note that distance to turn-around and back is approximately 1/2 mile.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	58	Map Comment-Eastern Segment	Eastern	Camilla and Grant	Access	Mobility and Access	[Camilla is the] only access from Grant				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	1	Map Comment-Eastern Segment	Eastern	Camilla and Grant indirect left turn	Access	Mobility and Access	Move east and retain access to B&G club!				Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF; note a clarification explaining that access to B&G comes off of the ILT turn around
1104	59	Map Comment-Eastern Segment	Eastern	Camilla and Palo Alto segment	Access	Mobility and Access	No! Seneca becomes major E/W access to alvernon for Country Club. No! Look into adjacent neighborhood reconfiguration of traffic patterns i.e. close Flower and Seneca at Country Club and Alvernon to force to Pima and Glenn.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	60	Map Comment-Eastern Segment	Eastern	Camilla and Palo Alto segment	Access	Mobility and Access	Glenn is already a major drag strip!!! When it should remain a safe bike route.	Re: comment about reconfiguring traffic patterns to Glenn.			Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	61	Map Comment-Eastern Segment	Eastern	Chrysler and Grant	Access	Mobility and Access	Close				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	62	Map Comment-Eastern Segment	Eastern	Chrysler and Grant	Access	Mobility and Access	Don't close these streets. I live here and need to get in and out to Grant.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	63	Map Comment-Eastern Segment	Eastern	Chrysler and Grant	Access	Mobility and Access	This will put traffic on residential Glenn street!	Re: comment to not close Chrysler and Ritchey.			Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	43	Business Reply Comment Card	Eastern	Columbus	Access	Mobility and Access	We own the property on the NW corner of Grant and Columbus. On the proposed alignment it appears there will not be access to our property from Grant Rd. but only from Columbus. Our request is that entrance from Grant Rd. be made possible! Please!		Phillis R. Roberts (Roberts Development Co. Inc.)	Oct. 19	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	64	Eastern Open House	Eastern	Columbus	Access	Mobility and Access	Columbus/Grant SW corner Wheelchair ramp. When I try to take a friend at Villa Maria Nursing Home to Casa Molina it is scary. It takes two people - one to watch traffic. When I get to that ramp I have to turn the wheelchair around in the middle of the crosswalk and go up backwards because the road is about two inches below the ramp. The other person with me has to push on the front of the chair to get over the bump and make sure the person doesn't bounce out. Can you fix it? Thank you		Elizabeth Ward	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	65	Map Comment-Eastern Segment	Eastern	Columbus and Grant	Access	Mobility and Access	Left turn arrow??				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	2	Website comment	Eastern	Country Club	Access	Mobility and Access	On the PDF page 1:19. On the section of Country Club and Grant (Doolen School/Boy's and Girl's Club buildings and parking lot on the North side of the street). From the graphics overlay on the existing infrastructure, it looks like, as best I can tell, there is now an existing entrance (driveway) to this parking lot. It appears that this parking lot not only loses 10-12 parking spaces, it also loses the only access to this parking lot. I see the red line that indicates the curb, and it curves where the existing driveway is, but it is continuous. This curve is adjacent to the proposed crosswalk. Am I seeing this correctly? Please address/respond. Thank you.		Richard Silva-Stump	Oct. 6	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF; note a clarification explaining that access to B&G comes off of the ILT turn around
1104	66	Court Reporter Comment-Central Open House	Eastern	Country Club	Access	Mobility and Access	COMMENT: My name is Helen Garfinkle, G-A-R-F-I-N-K-L-E. I'm the president of the Doolen Fruitvale neighborhood association. And so my basic thing, one of the things I'm concerned about -- and I realize that this is way far away, but I'm willing to put my two cents in right now. I would like traffic not to be detoured to Glenn, which is a two lane street. There's going to be a lot of detouring, I know, from Grant. So I would like it to be to a larger street like Ft. Lowell. That's it.		Helen Garfinkle, Doolen Fruitvale NA President	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	370	Property Owner meeting comment	Eastern	Country Club	Access	Mobility and Access/Aesthetics and Environment.	Property/business owner expressed access concerns associated with the project as it relates to his specific business.		Steve Taylor & Lisa Sierra	Oct. 8	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Access, water harvesting and stormwater management will be addressed in next phase of study
1104	3	Map Comment-Eastern Segment	Eastern	Country Club and Grant Intersection	Access	Mobility and Access	Add right turn lane. Especially in the morning and evening school kids block traffic from turning right and backs up traffic terribly.	It's unclear if the commenter means need for turn lane on Country Club or Grant.			Access, Intersection, or Street Section affecting Alignment	to be determined. Access to the Boys and Girls Club comes off the turn around. Further assessment of Boys and Girls Club, play field, and Doolen School access and parking will occur in next phase of work.
1104	44	Eastern Open House	Eastern	Dodge	Access	Mobility and Access	Keep up the good work! Keep Dodge or Palo Verde with N/S access for cars. Our four exists are Speedway, Pima, Alvernon, Grant.			Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	45	Website comment	Eastern	Dodge	Access	Mobility and Access	First: I have heard from several people their concern that for a driver there is NO straight across crossing on Grant for the mile between Country Club and Alvernon. There is special concern for both older and beginning drivers about having to travel along Grant to get from the Palo Verde Neighborhood to the Wells Fargo Bank at Dodge. Second: internal circulation in the neighborhoods that abut Grant will change due to the changes in access to and from Grant. We need to look for the funneling of traffic on to one or two streets. I would hope that we can offer some traffic calming in those situations.		Alice Roe	Oct. 23	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	46	Map Comment-Eastern Segment	Eastern	Dodge and Grant	Access	Mobility and Access	This is a heavily N/S access and our only easy westbound access to Grant. Give us Palo Verde or Dodge. N to River/Glenn/Ft Lowell N and S.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	47	Map Comment-Eastern Segment	Eastern	Dodge and Grant	Access	Mobility and Access	Need North-South traffic on Dodge.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	68	Map Comment-Eastern Segment	Eastern	Dodge and Grant toucan	Access	Mobility and Access	Diverts traffic to neighborhoods. If there is no way to get on Ritchey or Dodge north, people will divert to Glenn- which is supposed to be a bike route and is not overused due to Alvernon River bypass.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	109	Eastern Open House	Eastern	Edith	Access	Mobility and Access	I live on Edith (one street east of Country Club) and am concerned people will use Edith to bypass the intersection at Country Club. Can speed humps be installed at least during construction.			Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	369	Property Owner meeting comment	Eastern	Elaine	Access	Mobility and Access	Property/business owner expressed access concerns associated with the project as it relates to his specific business.		Frank B. Lietzau - Pottery Blowout	Oct. 8	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Property access will be addressed in next phase of study
1104	48	Map Comment-Central Segment	Eastern	Fair Oaks	Access	Mobility and Access	Just an FYI, I have semis come through to deliver materials, so they just need to make sure to accommodate the ability wide enough -- for the pass thru lane or the thru lane to be wide enough for semis to deliver materials.		Owner of Automation Specialists	Oct. 19	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	364	Property Owner meeting comment	Eastern	Forgeus	Access	Mobility and Access	Property/business owner expressed access concerns associated with the project as it relates to his specific business.		Dr. Zahid Bashner	Oct. 9	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be addressed in next phase of study
1104	69	Map Comment-Eastern Segment	Eastern	Goyette and Ralph median	Access	Mobility and Access	Break median to allow u-turns.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	70	Map Comment-Eastern Segment	Eastern	Goyette and Ralph median	Access	Mobility and Access	This is not very far. Stop being lazy. [points to directional median opening at Belvedere]	Re: Break median to allow u-turns.			Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.
1104	71	Map Comment-Eastern Segment	Eastern	Loretta and Grant	Access	Mobility and Access	Directional median opening [drawn in]				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.
1117	427	Website Comment	Eastern	Margaret	Access	Mobility and Access	comment - Restrict flow of traffic INTO neighborhood at Margaret St instead of current plan to restrict outflow. Neighborhoods should not get more traffic because of alignment, they should get LESS. Use traffic chokers (chicanes and the like) at intersections with minor streets like Margaret. This is especially important where such minor streets are near major intersections. Without chokers or other restrictions on traffic into the neighborhoods, traffic will go through neighborhoods to avoid traffic lights. The plan does not show sufficient attention to limiting traffic into neighborhoods.		Karl Flessa	Nov. 17	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	72	Map Comment-Eastern Segment	Eastern	Margaret and Grant	Access	Mobility and Access	Close this street off so Country Club southbound from westbound Grant traffic is not funneled down residential neighborhood street. People will shortcut the u-turn by going down Margaret.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	73	Map Comment-Eastern Segment	Eastern	Margaret and Grant	Access	Mobility and Access	Needs traffic-redistricting features at intersections that lead into neighborhoods. These have been proposed at Earlier workshops but they don't show up here!				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	74	Map Comment-Eastern Segment	Eastern	Margaret and Grant	Access	Mobility and Access	Need traffic choker here!				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	75	Business Reply Comment Card	Eastern	Palo Verde	Access	Mobility and Access	We would like there to be a cut in the median so that the west bound traffic on Grant Rd. has better access to make deliveries into the public alley for the businesses in the Grant Plaza building. This building is located on the southeast corner of Grant Rd. and Palo Verde Blvd. A large truck would have great difficulty making a u-turn, coming from west bound traffic going to east bound traffic and then making a right hand turn into the public alley on the east side of the Grant Plaza. It would be much easier if there was a median cut so that the west bound delivery traffic could make a left hand turn into the public alley. The businesses that would be affected are 3502 Grant Road - 3532 Grant Road, thirteen businesses in total.	Attached a drawing of the break in the median where west bound traffic could make a left into the public alley to the east of the Grant Plaza.	Paul M. Kahn	Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.
1104	367	Property Owner meeting comment	Eastern	Palo Verde	Access	Mobility and Access	Property/business owner expressed access concerns associated with the project as it relates to their specific business.		Martin & Karen Cohen	Oct. 8	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Property access and parking will be addressed in next phase of study
1104	76	Map Comment-Eastern Segment	Eastern	Rita and Grant	Access	Mobility and Access	Need directional median opening.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.
1104	77	Map Comment-Eastern Segment	Eastern	Rita and Grant	Access	Mobility and Access	Break median for u-turns.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.
1104	78	Map Comment-Eastern Segment	Eastern	Ritchey and Grant	Access	Mobility and Access	Close				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	79	Map Comment-Eastern Segment	Eastern	Ritchey and Grant	Access	Mobility and Access	Don't close.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	80	Map Comment-Eastern Segment	Eastern	Ritchey and Grant	Access	Mobility and Access	Break median for u-turns.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.
1104	82	Court Reporter Comment-Central Open House	Eastern	Sparkman	Access	Mobility and Access	COMMENT: We're with Tom's Furniture and Collectibles, 3402 East Grant Road. Another concern I have is the 8 foot sidewalks I think are excessive for that area, because there isn't that much foot traffic. I think a four or five foot sidewalk would be adequate. And I think you could take a little bit away from that 12 foot vegetative buffer zone, and with that space create a dedicated right turn/bus lane, which would help move more traffic and improve access. We wouldn't have to slow down for everyone turning right and limit the number of right turns off of Grant Road, because it's going to throw them onto to the side streets. And residents in those neighborhoods aren't going to appreciate that. But I think it would help move more traffic faster if you put in a right-turn lane. And if the buses had a dedicated lane it would probably make them more appealing to ride because they could move faster.		Tom's Fine Furniture	Oct. 18	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF; this would widen the r.o.w. resulting in addition acquisitions. Recommend no change
1104	81	Court Reporter Comment-Central Open House	Eastern	Sparkman	Access	Mobility and Access	COMMENT: We're with Tom's Furniture and Collectibles, 3402 East Grant Road. And one of our concerns is that the last opportunity -- if you're westbound on Grant the last opportunity to make a left turn is at Palo Verde. And the next opportunity to make a left or a U-turn is west of Country Club, the other side of Country Club, which, in essence, cuts off all of those businesses on the south side of Grant Road from half of their traffic volume. It makes it very difficult to get there. In addition, in that stretch of road from Palo Verde to Country Club there's one dead end street, which is Sparkman. And then there are two other streets, Noah, and I have forgotten the other street, that don't go through, and their only access is off of Grant Road. And it's made it very difficult for any of those people to get to their homes.		Tom's Fine Furniture	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.
							If an emergency vehicle was coming from the east they can't get there without going to the other side of Country Club and making a U-turn and coming back. And that could delay things considerably. And in an emergency, minutes matter. I think there needs to be at least one, if not two more opportunities to make a left or a U-turn on that stretch of road. The rest of the project I have looked at, there seem to be an adequate number of opportunities to make a left or U-turn. But in that stretch it's a dead zone. You can't get there. And it's going to kill all of those businesses along there because you can't get to them, half the people can't get to them. If you're westbound you're not going to bother. ...comments on other topics have been separated out... The left turn bays, our traffic flow comes from east to west to my location. I have monitored that. And with no left turn bay there I will lose a substantial, if not all of my customers.					
							And I depend a lot on drop-ins too, but my customer base is coming from the other direction. That I have monitored. If they want to limit access that much to where you can't make a left turn in a half a mile, they may as well build a freeway. And there needs to be at least one, if not two more left turn opportunities in there. Pima Medical Institute is one block west of us, and that's a very high traffic business. A lot of people come and go from there and there is no means of getting there from the east. I envision them turning left on Palo Verde and cutting through the neighborhood on Seneca Street, which already has suffered terribly with heavy traffic from the Pima Medical Institute.					
1104	83	Court Reporter Comment-Central Open House	Eastern	Sparkman	Access	Mobility and Access	COMMENT: We're with Tom's Furniture and Collectibles, 3402 East Grant Road. I have another concern. Tom's business is on the corner of Grant and Sparkman. And there are already some drainage issues there. I'm concerned with the elevation of the road. Is it going to be higher than it is now, or lower than it is now? Sparkman is a dead end street that drains north toward Grant Road. If they raise the road bed they need to make provisions for storm sewers or something or they're going to flood that street.		Tom's Fine Furniture	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Water harvesting and drainage will be addressed in next phase of study
1104	84	Website comment	Eastern	Sparkman	Access	Mobility and Access	I wonder if anyone has run this plan past emergency service providers. The lack of any place to turn left between Sparkman and west of Country Club not only severely impacts businesses in this stretch, but would delay emergency responses. As I look at the plan, this appears to be the only stretch of this length with no place to turn around. You are essentially created a one way street that would require people to drive about a mile out of the way to access businesses on the opposite side. This seems to be a serious flaw.		Liz Ward	Oct. 8	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received													
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response	
1104	85	Eastern Open House	Eastern	Sparkman	Access	Mobility and Access	There are no left turn bays in the 3400 block of Grant Rd. proposal! I rely on West bound traffic - My customer base is 9690 from Eastbound- Thank you.			Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.	
1104	368	Property Owner meeting comment	Eastern	Sparkman	Access	Mobility and Access/Character and Vitality	Property owner expressed access concerns associated with the Indirect Left Turn as it relates to his specific business.		Tom Ward - Tom's Fine Furniture	Oct. 8	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks be addressed in next phase of study	
1104	86	Map Comment-Eastern Segment	Eastern	Swan and Grant medians	Access	Mobility and Access	[Arrows point to medians] Not good.	Difficult to tell what this refers to -- arrows point to medians in swan intersection so could be comment on ILT				Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public level of support of ILT will be discussed with TF.
1104	87	Court Reporter Comment-Central Open House	Eastern	Sycamore	Access	Mobility and Access	COMMENT: My name is Jim Hogan, and I own Hogan School of Real Estate at 4023 East Grant. And my concern is, as proposed, Sycamore Street -- traffic coming south on Sycamore approaching Grant will not be able to turn right on to Grant Road. That will cause a substantial increase in cut through traffic onto my property, so that they could cut through my lot and then make a right turn onto Grant Road. So that's my first concern. And I have already mentioned that, by the way, just for your information.		Jim Hogan - Hogan School of Real Estate	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.	
1104	88	Court Reporter Comment-Central Open House	Eastern	Sycamore	Access	Mobility and Access	COMMENT: My name is Jim Hogan, and I own Hogan School of Real Estate at 4023 East Grant. The second point I would like to make is as a business representative on the task force, I would like to make sure that as many U-Turns -- that where possible that the median allow for U-Turns so that cars can access businesses as easily as possible. So cut the medians at appropriate places so that people can make U-turns and get into the businesses on the opposite side of the road.		Jim Hogan - Hogan School of Real Estate	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.	
1104	354	Property Owner meeting comment	Eastern	Sycamore	Access	Mobility and Access	Property/business owner expressed access concerns associated with the project as it relates to his specific business.		Jim Hogan - Hogan School of Real Estate		Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.	
1111	383	Property Owner Comment	Eastern	Sycamore	Access	Mobility and Access	Property/business owner expressed access concerns associated with the project as it relates to their specific business.		Mark Austin, Director of Area Operations, Triwest Restaurants, L.L.C.	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to property access and methods to avoid these impacts will be further developed in the next phase of work. And impacts to businesses and support of established businesses will continue to be addressed through planning and into construction of the Grant Road Project.	
1104	89	Eastern Open House	Eastern	Treat	Access	Mobility and Access	Left turn from east bound Grant on to Northbound Treat St. will be used as a cut through by motorists who can't turn north on to Country Club. Copper St. is the first straight shot connecting Treat and Country Club. This block (2800 - 3000 E) is largely owner occupied residential and is NOT suitable for commuters cut-through traffic.		Shammond	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.	

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	90	Eastern Open House	Eastern	Treat	Access	Mobility and Access	Please answer this question - yes or no- will traffic east bound on Grant Road pulling into the left turn lane to go north on to Treat Street activate a left turn arrow? This is being implied at the 10-18 open house. Thank you.		Sara Hammond	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Yes, left turning vehicles will activate a left turn arrow.
1104	91	Eastern Open House	Eastern	Treat	Access	Mobility and Access	Need more traffic chokers to limit entry into neighborhoods! At Treat, at Margaret			Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	92	Map Comment-Eastern Segment	Eastern	Treat and Grant	Access	Mobility and Access	If left turns are permitted from east-bound Grant, motorists will use it as a cut-through to Country Club. Copper street is the first straight shot connecting Treat and Country Club--how will you discourage cut-through traffic or an owner-occupied residential street?				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	93	Map Comment-Eastern Segment	Eastern	Treat and Grant	Access	Mobility and Access	I agree--on all neighborhoods North and South.	Re: comment about how to discourage cut-through traffic on N-S residential streets.			Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	94	Map Comment-Eastern Segment	Eastern	Treat and Grant	Access	Mobility and Access	I agree--putting a signal on Treat makes it easier to turn into the neighborhoods. DON'T DO THIS! Increased traffic destroys neighborhoods.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	95	Map Comment-Eastern Segment	Eastern	Treat and Grant	Access	Mobility and Access	Treat is poised to become a detour around the Country Club restriction funneling cut-through traffic onto owner-occupied residential streets...such as Copper, the first straight shot between Treat and Country Club.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	49	Court Reporter Comment-Central Open House	Eastern	Venice	Access	Mobility and Access	COMMENT: I live at 2344 North Venice Place. And I live on a cul-de-sac. The only way in and out is Grant Road. And my concern is in order for me to make a left turn I have to go past Swan and come back. Right now all I have to do is wait for the traffic to clear and go straight out my street and make a left turn onto Grant. And I'm sure Madeline Place and Venice Place are two cul-de-sacs that's only access is Grant Road. I don't think people thought about this or considered this when they were planning it, or they just thought, well, so what, you're only six houses, you know, we don't care. But, you know, stop and think about, you know, us, and the access that we have and how it affects us.		Joyce Lopez	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	96	Map Comment-Eastern Segment	Eastern	Venice and Grant cul-de-sac	Access	Mobility and Access	I am here. Only way out is Grant. Do I have to go past Swan to make left turn? What will be blockage between Grant Road and Venice?				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	97	Property Owner meeting comment	Eastern	Walnut	Access	Mobility and Access	Property/business owner expressed access concerns associated with the project as it relates to their specific business.		Stan Adams - Adams & Associates Inc.	Oct. 9	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	359	Property Owner meeting comment	Eastern	Walnut	Access	Mobility and Access	Would like to see under ground power lines and would even donate money to see that happen.		Stan Adams - Adams & Associates Inc.	Oct. 10	Access, Intersection, or Street Section NOT affecting Alignment	The study supports the concept of underground power lines, but the costs will be high and may not be achievable as part of this effort.
1104	97	Map Comment-Eastern Segment	Eastern	Walnut and Grant	Access	Mobility and Access	Terminate Walnut				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	98	Map Comment-Eastern Segment	Eastern	Walnut and Grant	Access	Mobility and Access	Not a good idea.	Re: comment to "terminate Walnut"			Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	99	Map Comment-Western Segment	Western	Castro and Grant	Access	Mobility and Access	Directional Median Opening to Northbound Castro	MO needed		Oct. 15	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.
1104	100	Website comment	Western	Estrella and Grant, north side	Access	Mobility and Access	Concerned about cut through traffic: close off Estrella at Grant			Oct. 15	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	101	Website comment	Western	Estrella and Grant, north side	Access	Mobility and Access	Afraid that people making indirect left turns will go up Estrelal instead of going to Stone. Can indirect be moved eastward?			Oct. 15	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	102	Map Comment-Western Segment	Western	Estrella, NE corner lot	Access	Mobility and Access	Maintain access - only on Grant - was sent "no impact" letter	not an acquisition except for corner acquired for turn around		Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	103	Website comment	Western	Euclid	Access	Aesthetics and Environment	I live across from Fry's at Euclid. If I read the plan right, it is going to become nearly impossible for me to cross Grant and get to Fry's. I would have to come out onto Euclid and make a left turn, then a left turn onto Grant. Coming back, I would have to make a right onto Grant, go all the way down past Stone, make a u-turn, and come all the way back, waiting in multiple lights along the way. I think this solution constitutes over thinking and will drive people crazy in short order.		William Nelson	Oct. 17	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	104	Court Reporter Comment-Central Open House	Western	Geronimo	Access	Mobility and Access	COMMENT: I would like Geronimo Avenue at Grant Road closed. I would like my road to stop being a cut-through road. And I'm especially fearful that during construction that -- it's already a thoroughfare. It's already an expressway. And what will it -- and we're a neighborhood with children. And people are already -- people already go around the traffic signal on two wheels. When the City widened Broadway, they closed some of the neighborhood streets that went onto Broadway, so that traffic would flow -- would have a flow because there wouldn't be all these little cars coming in and out all around. And I would be willing to have my neighborhood street sacrificed so that the traffic on Grant Road would flow better. And several of my neighbors also contacted Keeling Neighborhood Association and asked the same -- and had the same request. I was not alone in this request. Thank you.			Oct. 15	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	105	Court Reporter Comment-Central Open House	Western	Geronimo	Access	Mobility and Access	COMMENT: So I don't know exactly how to tell you this because it's more complicated than just needing a directional median opening on Geronimo and Grant. The problem is now the Keeling Neighborhood boundaries are from Stone to First Avenue. And the current plan only allows left-turn access into half of the neighborhood on Estrella and Fontana. So we need a directional input opening on Geronimo to access the eastern half of the neighborhood.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	106	Website comment	Western	Geronimo	Access	Mobility and Access	Please feel free to close North Geronimo Avenue at Grant Road. Thank you, Jamie.			Oct. 7	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	51	Eastern Open House	Western	Oracle	Access	Mobility and Access	They're making the turn lane that goes from Grant onto Oracle heading north. If they could minimize the amount of property that would be taken from the Roses & More to accommodate that curb or that right-hand turn lane. I guess that it's.			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. There is no real option to the PAC alignment, recommend no change
1104	50	Eastern Open House	Western	Oracle	Access	Mobility and Access	And I'm also concerned about the curb cuts. It looks like we're going to lose one access opening into the Roses & More property from the Grant Road side, and I'm wondering if there's any consideration on that. They're making the turn lane that goes from Grant onto Oracle heading north. If they could minimize the amount of property that would be taken from the Roses & More to accommodate that curb or that right-hand turn lane. I guess that it's.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	107	Western Open House	Western	Stone	Access	Mobility and Access	The property owner of the Grant and Stone shopping center (Janet Hom) is concerned about left turn access along Grant to the property. We discussed a directional median opening west of u-turn at Castro Ave.			Oct. 15	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.
1104	108	Map Comment-Western Segment	Western	Stone and Grant, north side, shopping ctr parking lot	Access	Mobility and Access	Property owner concern about left turn access for eastbound traffic			Oct. 15	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for additional median breaks will be developed in the next phase of work.
1114	414	Website Comment		Mountain	Access	Mobility and Access	comment - I sure hope they do something to get rid of the traffic that lines up South of Grant on Mountain. Please get rid of the no turn on red and no left turn at certain hours. I'm hoping that when you buy the property on the South side of Grant + Mtn, you can put some turn L+R turn lanes on on Mountain at Grant (like they have on Mountain at Speedway).		Marjorie Nenadich	Nov. 16	Access, Intersection, or Street Section NOT affecting Alignment	Cross street design to be determined in the next phase of study.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	52	Website comment			Access	Mobility and Access	I'm unable to tell whether there are right turn lanes for the major cross streets. Obviously there is a right turn lane on Grant at these intersections because of the indirect left turn. However, the high volume of pedestrian traffic makes a right turn lane necessary for the north/south bound traffic also.		Steve Johnson	Oct. 8	Access, Intersection, or Street Section NOT affecting Alignment	Report to TF, Recommend no change, right turn lanes have been provided at lanes where they are needed for intersection functionality.
1104	67	Website comment			Access	Mobility and Access	5) Semi-Trucks need access to deliver products a) Discount Mattress Barn requires weekly delivery of mattresses via semi-trucks. b) Globetrotter Imports requires delivery on a less frequent basis. c) Where will trucks enter and park to unload?		Steve Taylor	Oct. 27	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	111	Eastern Open House			Access	Aesthetics and Environment	I believe that traffic speed will increase on Grant Rd, thus making it more difficult to access on to Grant Rd. Will there be ample warning signs as to no access to Grant Rd. for crossing to other side by car?			Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1114	398	Website Comment			Access	Mobility and Access	comment - I don't see how adding more traffic lights to Grant road will help improve traffic flow and travel times. People will just make right turns through neighborhoods instead of taking the indirect lefts. This will cause problems for the residents of those neighborhoods, which will lead to some streets being closed off, costing even more money and inconvenience for the residents. The money would be better spent on public transportation. Widening roads just leads to more people driving. Light rail, more frequent buses would be better uses for our transportation dollars.		Curtis Dutiel	Nov. 17	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Neighborhood traffic impacts will be addressed in next phase of study. Widening of roadway is the definition of the project given the RTA measure.
1104	244	Central Open House			Access	Mobility and Access	We don't have a freeway through the middle of our town. We bite the bullet on a DL inner city express way. Thanks.			Oct. 16	Comments lacking specific focus or not demanding a response	Not an alignment issue.
1104	245	Property Owner meeting comment	Eastern	Alvernon	Access/Parking	Mobility and Access	Property/business owner expressed access concerns associated with the project as it relates to his specific business.		Al Kivel - Northgate Plaza	Oct. 9	Acquisition & Alignment	Add summary of comment to mapping for TF and add responses: Yes, the PAC indicates the alley and there will be at least two entrances to the parking lot. The details of parking and access will be addressed in the next phase of study, and finalized during acquisition negotiations.
1104	360	Property Owner meeting comment	Eastern	Columbus	Access/Parking	Mobility and Access	Property/business owner expressed access concerns associated with the project as it relates to his specific business.		Stephen Allen - Allen's Treasure House	Oct. 9	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Replacement of parking that is acquired within the widened right-of-way will be studied further in the next phase of work, and in more detail as property acquisition proceeds in the future.
1104	366	Property Owner meeting comment	Eastern	Haskell	Access/Parking	Mobility and Access	Property/business owner expressed access concerns associated with the project as it relates to his specific business.		Fritz McTarnahan	Oct. 8	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Replacement parking will be addressed in next phase of study

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	362	Property Owner meeting comment	Western	7th	Access/Parking	Mobility and Access	Property/business owner expressed access concerns associated with the project as it relates to his specific business.		Joseph Peck	Oct. 9	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Replacement of parking that is acquired within the widened right-of-way will be studied further in the next phase of work, and in more detail as property acquisition proceeds in the future.
1114	394	Property Owner Comment	Eastern				Property/business owner expressed access concerns associated with the project as it relates to his specific business.		Arizona Auto Spa	Nov. 13	Acquisition & Alignment	Each owner will have opportunity to negotiate with City regarding the extent of impact, recommend changing designation to 'hatched' potential full acquisition.
1111	386	Property Owner Comment	Eastern	Sparkman	Acquisition and Future Use	Mobility and Access	Property/business owner expressed access concerns associated with the project as it relates to his specific business.		Mike Varner - Sparks Cycle Supply	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Acquisition will be addressed in next phase of study and finalized during property acquisition negotiations.
1104	196	Central Open House	Central	Campbell	Acquisition and Future Use	Character and Vitality	Not happy about losing Walgreens!			Oct. 16	Acquisition & Alignment	Consider preparing illustration of full northern alignment so that public can see the extensive impacts of this option. Recommend no change to alignment.
1104	197	Central Open House	Central	Campbell	Acquisition and Future Use	Character and Vitality	Very sorry to see Walgreens and especially Bookman's influenced by the change. Encourage every effort to get Bookman's to re-locate in near neighborhood- No on Campbell or East on Grant? Thank you for your explanation.			Oct. 16	Acquisition & Alignment	Consider preparing illustration of full northern alignment so that public can see the extensive impacts of this option. Recommend no change to alignment.
1104	198	Central Open House	Central	Campbell	Acquisition and Future Use	Character and Vitality	Taking Bookman's and Walgreen's Drug Store is more costly than taking the r/w on the north side which has been the plan since the 1980's.		Jerry Sweeney	Oct. 16	Acquisition & Alignment	Consider preparing illustration of full northern alignment so that public can see the extensive impacts of this option. Recommend no change to alignment.
1104	199	Eastern Open House	Central	Campbell	Acquisition and Future Use	Character and Vitality	Bookman's at Grant/ Campbell is an extremely popular business in the area. There is a vacant movie theater in the same block as well as a multi-story parking garage. Solution- Take their street-adjacent parking, take and demolish the vacant theater (for parking), and leave Bookman's and Walgreens as well as the businesses on the north side. There is no reason these businesses need to be removed.			Oct. 18	Acquisition & Alignment	Consider preparing illustration of full northern alignment so that public can see the extensive impacts of this option. Recommend no change to alignment.
1104	200	Website comment	Central	Campbell	Acquisition and Future Use	Character and Vitality	I understand Bookman's and Walgreens will be eliminated for the widening. I am very much opposed to such a plan, as they are an asset and an integral part of the neighborhood. I am part-owner of a home in Catalina Vista.		J. Schou Lewis	Oct. 12	Acquisition & Alignment	Consider preparing illustration of full northern alignment so that public can see the extensive impacts of this option. Recommend no change to alignment.
1104	219	Website comment	Central	Campbell	Acquisition and Future Use	Character and Vitality	Given the existence of the parking garage at Campbell/Grant one should re-examine the land acquisition plans on E. side of intersection.			Oct. 19	Acquisition & Alignment	Consider preparing illustration of full northern alignment so that public can see the extensive impacts of this option. Recommend no change to alignment.
1104	114	Central Open House	Central	Campbell to Tucson	Acquisition and Future Use	Aesthetics and Environment	Please no university housing complexes along the land City will acquire. Especially along the Grant/Campbell to Tucson section.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Will be addressed in next phase of study

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	201	Website comment	Central	Highland	Acquisition and Future Use	Character and Vitality	We own a property at 1413 E. Grant Road and are curious if the City would like to purchase it?		David Kinas, Manager Deed & Note Traders, LLC	Oct. 6	Acquisition & Alignment	Owner willingness to sell not a decision factor in selecting the preferred alignment. Recommend: no change.
1104	202	Central Open House	Central	Mountain	Acquisition and Future Use	Character and Vitality	Buy me out		Joseph	Oct. 16	Acquisition & Alignment	Owner willingness to sell not a decision factor in selecting the preferred alignment. Recommend: no change.
1104	203	Map Comment- Western Segment	Central	Mountain	Acquisition and Future Use	Character and Vitality	Why are they permitting new building at Mountain/ Grant soon to be removed? ****		Lois King	Oct. 15	Acquisition & Alignment	Not an alignment issue, report on mapping to TF. Recommend no change.
1104	113	Eastern Open House	Central	Norris	Acquisition and Future Use	Aesthetics and Environment	My house will be on the alley behind businesses that will be acquisitioned. I'm concerned about two things [other is in other comment]: the emptying and safety of the property behind me			Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Will be addressed in next phase of study
1104	112	Eastern Open House	Eastern	Columbus	Acquisition and Future Use	Mobility and Access	Also, it appears that the SWC of Grant and Columbus will be a total take, although it is only noted as a partial take on the map (functional problems to its current use).		Jim Bradley		Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Note that earlier assessment by staff is that this is not a full acquisition. The final status of acquisitions will be determined in a later phase of the project. In the meantime, recommend changing indication to possible full acquisition with blue hatching.
1104	259	Court Reporter Comment- Central Open House	Eastern	Country Club	Acquisition and Future Use	Character and Vitality	COMMENT: And then we also thought that the corner -- the southwest corner of Country Club and Grant should not be left with just a sidewalk in front of it, but should be acquired and torn down, and made like a real serious antique district with lovely lamps and ambience that really looks like an antique district. And the building that is on the southeast they have designated as being acquired and purchased is a much newer building and should be left alone. We really appreciate all the work all these people put into this, and especially putting up with all of our negative comments after all their work. They've done a good job.			Oct. 16	Comments lacking specific focus or not demanding a response	Not an alignment issue. Streetscape and land use will be addressed in the next phase of study.
1104	204	Map Comment- Eastern Segment	Eastern	Country Club and Camilla Block North Side	Acquisition and Future Use	Mobility and Access	[points to Doolen school parking lot] Once again why not take more out of an underdeveloped empty space "Doolen Parking Lot" and leave the entire block of businesses alone! Holdread environmental artist			Oct. 16	Acquisition & Alignment	Report on mapping to TF; explain reasoning for alignment and preserving parking. Recommend no change.
1104	245	Map Comment- Eastern Segment	Eastern	Elaine and Grant parcel on SW corner	Acquisition and Future Use	Character and Vitality	Eegee's.	label of business			Comments lacking specific focus or not demanding a response	Not an alignment issue; amend map.
1104	205	Eastern Open House	Eastern	Forgeus	Acquisition and Future Use	Character and Vitality	3. The loss of many businesses on Grant Rd. such as Fio Rito's restaurant and transformations Pet Grooming.		E. Hackney	Oct. 18	Acquisition & Alignment	General concern about impacts to businesses will be communicated to TF. There is no specific recommendation in reaction to this comment; care has been taken to minimize impacts to businesses and properties in general.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	206	Eastern Open House	Eastern	Forgeus	Acquisition and Future Use	Character and Vitality	2. Opposed to discrimination of taking same amount of land to existing road but on only my building. (But not ones the same) I.E. Kingfisher				Acquisition & Alignment	Is there a specific property that this comment relates to? TF did not 'aim' impacts at specific properties, the goal was to find the alignment that would minimize full acquisition impacts while achieving an appropriate level of success in relation to the Guiding Principles.
1104	207	Website comment	Eastern	Margaret	Acquisition and Future Use	Character and Vitality	It is also not being business friendly having to acquire more property from businesses after they had already met with city planners prior to completing the building recently.		Kudagal Murthy	Oct. 15	Acquisition & Alignment	Report on mapping to TF. Options to consider: narrow and slightly shift alignment to further minimize impact to Alvernon Allergy
1104	208	Eastern Open House	Eastern	Margaret and Grant parcel at SE corner	Acquisition and Future Use	Character and Vitality	Please avoid impacting brand new medical building (Alvernon Allergy)				Acquisition & Alignment	Report on mapping to TF. Options to consider: narrow and slightly shift alignment to further minimize impact to Alvernon Allergy
1104	209	Website comment	Eastern	Treat	Acquisition and Future Use	Character and Vitality	comment - the Bayhorse Tavern is a Tucson institution.....please save it!		Amy	Oct. 30	Acquisition & Alignment	Report on mapping to TF. Consider alternate alignment that avoids this building.
1104	210	Website comment	Eastern	Treat	Acquisition and Future Use	Character and Vitality	Attended the open house on proposed Grant Widening and am opposed to my building and land at 2802 Grant being taken. Feel it is arbitrary and discriminatory as I am the only woman and licensee of a liquor establishment that is being affected since there are other larger eating and drinking places as close given their occupancy parking allocations that are not affected or being demolished to the extent that mine is. I have been thru this with the county and was severely ill served and will not sit by for this without litigation since I feel I am being singled out.		Susan Compton	Oct. 18	Acquisition & Alignment	Report on mapping to TF. Consider alternate alignment that avoids this building.
1104	211	Website comment	Eastern	Treat	Acquisition and Future Use	Character and Vitality	comment - It is with sadness that I understand that the city is planning to tear down the established Bay Horse on Grant! This establishment is part of Tucson History and should be kept in tact, regardless of the widening needs. One simple question resounds: if it were YOUR business; your livelihood; your investment of endless time, effort, and money, would YOU want to relinquish it to the city because they need to widen the street? There must be another way to keep the integrity of the Bay Horse and in addition, do what is necessary for the city. This could be a "win-win" but with what you are offering; what it is truly and genuinely worth in not only money, but heritage and heart, an alternative needs to be sought. I ask that you reconsider and keep the Bay Horse; go back to the drawing board and put your creative head together to find a solution other than the one that has been proposed. Thank you for your consideration in saving and important part of Tucson; an important part of a person's life's investment.		Lana Longoni	Oct. 31	Acquisition & Alignment	Report on mapping to TF. Consider alternate alignment that avoids this building.
1104	212	Website comment	Eastern	Treat	Acquisition and Future Use	Character and Vitality	comment - THE BAY HORSE ON GRANT ROAD IS A VERY FRIENDLY GATHERING PLACE FOR SO MANY PEOPLE, CHERISHED MEMORIES, GOOD TIMES, LIKE A PLACE TO FEEL COMFORT FOR ALL OF US, AND MOSTLY THE SURROUNDING NEIGHBORHOOD. ITS A HUGE PART OF FOR THE UNIVERSITY OF ARIZONA TO CELEBRATE BEFORE THE GAMES. THE BAY HORSE HAS ALWAYS BEEN SUPPORTED ALL SPORTS IN TUCSON. THE BAY HORSE IS AN ESTABLISHED, MORAL AND DEMANDS LIMITATION OF ALL WHO DRINK. THE STAFF IS VERY RESPECTFUL TO LIMITS OF ALCOHOL, AND RESPECTS, DRINK RESPONSIBLY. PLEASE CONSIDER ALL OF THESE QUALITIES BEFORE YOU RIP OUT PART OF TUCSON, AND A FAMILIES DEDICATION TO MAKING THE BAY HORSE WHAT IT IS TODAY, AND WILL REMAIN IN THE FUTURE. DYANE CORBETT		Dyane Corbett	Oct. 31	Acquisition & Alignment	Report on mapping to TF. Consider alternate alignment that avoids this building.
1104	213	Website comment	Eastern	Treat	Acquisition and Future Use	Character and Vitality	comment - The Bay Horse Tavern is a great neighborhood bar with a wonderful sense of community for more than 20 years, representing Tucson's history.		Gary Kojo	Oct. 31	Acquisition & Alignment	Report on mapping to TF. Consider alternate alignment that avoids this building.
1104	214	Website comment	Eastern	Treat	Acquisition and Future Use	Character and Vitality	comment - The Bay Horse is a one of a kind tavern with extensive history and community.		Jennifer	Oct. 31	Acquisition & Alignment	Report on mapping to TF. Consider alternate alignment that avoids this building.
1104	215	Website comment	Eastern	Treat	Acquisition and Future Use	Character and Vitality	comment - Tearing down the Bay Horse would take a big bite out of Tucson's history.		Gary	Oct. 31	Acquisition & Alignment	Report on mapping to TF. Consider alternate alignment that avoids this building.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	381	Property Owner meeting comment	Eastern	Treat	Acquisition and Future Use	Character and Vitality/ Aesthetics and Environment	Property/business owner expressed parking and loss of property concerns associated with the project as it relates to his specific business?		Susan and Don Compton	Oct. 28	Acquisition & Alignment	Report on mapping to TF. Consider alternate alignment that may avoid this building. Further refinement to alignment and definition of potential solutions will continue
1104	246	Map Comment- Western Segment	Western	6th Ave, on Harley Davidson property	Acquisition and Future Use	Character and Vitality	Pissing off bikers? Brave.	commenter was not aware HD had moved out of building.		Oct. 18	Comments lacking specific focus or not demanding a response	Comment does not need a response.
1104	115	Court Reporter Comment- Western Open House	Western	7th	Acquisition and Future Use	Character and Vitality / Aesthetics and Environment	COMMENT: I really -- between First Avenue and Stone on Grant, I'm really happy. I really like the businesses that they're taking out, or the properties that are in this plan, the properties that are going to be taken for the widening, I think that's a good choice of -- I think that the acquisition of those properties is a good thing. What I would like to see is some of the properties, like the old Harley Davidson property, is much larger than what the City needs. And I would like to see any of the additional properties on the south -- any of the additional properties all in that area that the City does not need, be turned over to Tucson Parks & Rec to be -- to make actual parks larger. Because it's adjacent -- it's mostly adjacent land. And if it's not adjacent, it's just across the street. And the precedent that we can go across the street is that the dog park, the Mansfield Park dog park is already across the street on the park itself. And then north of that is the symphony, and north of that is Harley Davidson, which is also still across from the park.			Oct. 15	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Will be addressed in next phase of study
							And so it would be nice if that land -- and I think some of the land for the Tire Corral, some of that land could also -- that's left over also be given to the park because it's directly adjacent to the park, to the -- it's across a little side street, but that's to the north of the park. And I think that there's a little bit more land over to the north where there was like the Mariposa Restaurant, there might be a strip of land there, depending. Anything that's left over we should use. And even if they don't have the money to develop it now, they can -- that's okay, as long as it's official park land.					
1104	216	Central Open House	Western	Estrella	Acquisition and Future Use	Character and Vitality	Why is Kent's Tools the only business being taken out on the N. side of the western segment? Couldn't be payback could it?			Oct. 16	Acquisition & Alignment	Report on mapping to TF. Options to consider: Slightly shift alignment to the south, may not increase impacts to the south and could avoid impact to Kent's tools
1104	217	Map Comment- Western Segment	Western	Estrella and Grant, Kent's Tools lot (NW corner)	Acquisition and Future Use	Character and Vitality	Why is Kent's Tools the only business taken out on the north side, it almost seems too personal			Oct. 16	Acquisition & Alignment	Report on mapping to TF. Options to consider: Slightly shift alignment to the south, may not increase impacts to the south and could avoid impact to Kent's tools
1104	218	Map Comment- Western Segment	Western	Estrella and Grant, Kent's Tools lot (NW corner)	Acquisition and Future Use	Character and Vitality	Ditto	reference to kent's tools being singled out comment		Oct. 16	Acquisition & Alignment	Report on mapping to TF. Options to consider: Slightly shift alignment to the south, may not increase impacts to the south and could avoid impact to Kent's tools
1104	247	Central Open House			Acquisition and Future Use	Character and Vitality	Entire route- excess takings- who's benefiting? Just like Volvo on Broadway huh?			Oct. 16	Comments lacking specific focus or not demanding a response	Not an alignment issue.
1104	248	Central Open House			Acquisition and Future Use	Character and Vitality	Some of the remnant right of way parcels that abut residential neighborhoods may lend themselves to some small, single- story very urban (small lot) residential development. A good example is on the north side of speedway between Tucson Blvd. - Plummer where new housing has been developed in the alley taking businesses on the north side of Speedway. Good job!			Oct. 16	Comments lacking specific focus or not demanding a response	Not an alignment issue. Land use will be addressed in the next phase of study.
1104	249	Central Open House			Acquisition and Future Use	Character and Vitality	Start acquiring properties ASAP so you can take advantage of the low housing prices so you can stretch your 166 million which isn't enough to do this anyway. Even in today's money let alone 2013.			Oct. 16	Comment not affecting alignment.	Not an alignment issue; acquisitions will not begin prior to impact being fully defined.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	250	Central Open House			Acquisition and Future Use	Character and Vitality	Concern about properties that are bought and have excess being commercially developed- want those areas to be green belts. We were never informed that those areas could be developed- very disappointing.			Oct. 16	Comment not affecting alignment.	Not an alignment issue. Future use of excess acquired property will be addressed in next phase of study
1104	251	Court Reporter Comment-Central Open House			Acquisition and Future Use	Character and Vitality	COMMENT: I'd also like to see if new business is going to be developed to reconfigure that whole parking structure and business segment because that parking structure is vacant about 99 percent of the time. And a lot of vandalism and graffiti results from activity that goes on in the parking structure, and pigeons. And a preference could be given to mixed use development, or there could possibly be some type of combination of commercial and residential. I think that would be ideal.			Oct. 16	Comment not affecting alignment.	Not an alignment issue. Future use of excess acquired property will be addressed in next phase of study
1104	252	Court Reporter Comment-Central Open House			Acquisition and Future Use	Character and Vitality	COMMENT: Let me ramble a little bit about the middle '80s, 1985, I think it was. When we started Grant Road Neighborhood Association, I was one of the committee members. At that time we got together with the City, after years of fighting with them, and we determined a centerline. We had a signed proposal. We had a centerline determined, which was going to be 45 feet north of the south side of Grant Road. The homes on the north side of Grant Road, which is approximately 123 feet deep, were going to be taken down. And we were going to have our six lanes, our median, and we were going to be involved with the design process and everything. The City at that time actually acquisitioned three properties. I'm quite sure it was three properties. Okay. The reason they acquisitioned, those people needed to get off Grant Road. I believe, if I'm not mistaken, they had to show medical problems that was caused by Grant Road to get the City to finally come up with the money to acquisition. In the meantime, the rest of us, and myself being one, has lived there for 27 years. And			Oct. 16	Comment not affecting alignment.	Not an alignment issue. The city will negotiate with property owners who are impacted by the improvements.
							I paid for the street lighting on Grant Road, and I am still Residential-1. We've had people go down and try get to O-1 zoning, R-4 zoning, B-1 zoning, it's all been turned down. In the meantime, people become desperate. And myself, now that my family is raised, my wife and I want to move off our corner. So the same tactic the City's done, that they've done for the last 27 years that I've been there, and listening to the widening of Grant Road, has got it so nobody wants to come and buy the properties. Developers are exhausted, they've bought and sold, and they've finally given up with the City. So now I see this new proposal, and they're taking my property. Okay, fine. You know what, I've been there long enough, and I'm sure it will be a wonderful project, go for it. Here's the problem. I don't want to stay there for another 30 years waiting for you to get to my face to buy me out. If you're going to do Grant Road, you need to get some acquisition money, and you need to come					
					Acquisition and Future Use		Instead of keeping us at Residential-1, which nobody in their right mind would come and buy my house to live in at Residential-1. The City keeps saying they're going to tear down my house. Nobody is going to come start raising a family and get bought out, thinking that it will be a few years down the road when it won't be. So the City needs to get over and acquisition my property. Give me a fair value for it, give me moving expenses, and let me get out of there. Instead of stretching this thing out when I am disabled, and a senior citizen, raised my family, and don't want to live there any longer. All I'm saying is I'm sure it's a wonderful project. Buy my house,					
1104	253	Court Reporter Comment-Central Open House			Acquisition and Future Use		COMMENT: Well, it's a question. I see -- if I understand the maps, a lot of the bordering properties are two shades of blue, that which is going to be used and that which must be acquired. My question is can't the City impose their will and just buy the amount that they need, instead of the whole thing going back another 150 feet, or whatever it is.			Oct. 16	Comment not affecting alignment.	Not an alignment issue. City must offer full acquisition when alignment acquires part of building or otherwise makes the current development not viable.
1104	254	Website comment			Acquisition and Future Use	Character and Vitality	Theoretically, the persons who own the properties that will need to be acquired will receive fair prices for their houses, lots, etc. What is planned for those persons who want to remain living in their neighborhoods, but because they now live adjacent to Grant Road instead of a half block from it, their home values take a nose-dive. I.E., how will those persons who comprise the neighborhood itself be compensated?		Philip R. Merkle	Oct. 16	Comment not affecting alignment.	Not an alignment issue. Property values are expected to increase following the transportation, streetscape, and other improvements to Grant Road.
1104	256	Map Comment-Central Segment	Central	Campbell and Norris block Walgreens and Bookmans properties	Acquisition and Future Use	Vision and Implementation	Future entertainment center. Rehab movie theater and utilize parking garage.				Comment not affecting alignment.	Not an alignment issue. Future use of excess acquired property will be addressed in next phase of study
1104	220	Map Comment-Central Segment	Central	Campbell and Norris block northern businesses	Acquisition and Future Use	Vision and Implementation	These businesses are not as high-traffic (popular). Take them.				Acquisition & Alignment	Consider preparing illustration of full northern alignment so that public can see the extensive impacts of this option. Recommend no change to alignment.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	221	Map Comment-Central Segment	Central	Campbell and Norriss block northern businesses	Acquisition and Future Use	Vision and Implementation	Look at the parking garage...keep Bookman's.				Acquisition & Alignment	Consider preparing illustration of full northern alignment so that public can see the extensive impacts of this option. Recommend no change to alignment.
1104	222	Map Comment-Central Segment	Central	Campbell and Norriss block northern businesses	Acquisition and Future Use	Vision and Implementation	I agree-the businesses on the north side are marginal; Bookman's is vibrant!	re: comment to take northern businesses instead of Bookman's			Acquisition & Alignment	Consider preparing illustration of full northern alignment so that public can see the extensive impacts of this option. Recommend no change to alignment.
1104	223	Map Comment-Central Segment	Central	Campbell and Norriss block northern businesses	Acquisition and Future Use	Vision and Implementation	I agree the parking garage is a great asset for mixed use development. Should not let park preservation drive decisions disproportionately.				Acquisition & Alignment	Consider preparing illustration of full northern alignment so that public can see the extensive impacts of this option. Recommend no change to alignment.
1104	255	Map Comment-Eastern Segment	Eastern	Catalina and Grant	Acquisition and Future Use	Vision and Implementation	Thank you for not taking my house...				Comments lacking specific focus or not demanding a response	Not an alignment issue.
1104	257	Map Comment-Eastern Segment	Eastern	Goyette and Grant	Acquisition and Future Use	Character and Vitality	[Serendipity House label is crossed out] Michael D Higgins.			Oct. 16	Comments lacking specific focus or not demanding a response	Not an alignment issue.
1104	224	Map Comment-Eastern Segment	Eastern	Loretta and Country Club Apartment Complex (5th Parcel from Country Club)	Acquisition and Future Use	Character and Vitality	Can these be taken to provide parking for the shops on Grant?			Oct. 15	Acquisition & Alignment	Report on mapping to TF. Recommend no change
1104	258	Map Comment-Eastern Segment	Eastern	Loretta and Country Club Apartment Complex (5th Parcel from Country Club)	Acquisition and Future Use	Character and Vitality	Crime Ridden Apartments			Oct. 15	Comment not affecting alignment.	Not an alignment issue. Comment not needing a response.
1104	116	Map Comment-Eastern Segment	Eastern	Walnut and Columbus block south side	Acquisition and Future Use	Character and Vitality	Don't take alley!				Access, Intersection, or Street Section affecting Alignment	Report to TF, with clarification that the alley is not planned for acquisition.
1104	225	Map Comment-Eastern Segment	Eastern	Walnut and Columbus block south side	Acquisition and Future Use	Character and Vitality	5th parcel: Tucson trophy, 6th parcel: Architectural flooring , 10th parcel: Carol Feifer.				Acquisition & Alignment	Add text to mapping.
1104	226	Court Reporter Comment-Western Open House	Central	Mountain	Acquisition and Future Use/Crossings	Mobility and Access / Character and Vitality	COMMENT: The main thing I was concerned with was a hamburger stand over on Country Club across from Doolen Junior High. They need to pick it up, move it next to the Girls & Boys Club so that the children don't have to jaywalk across the street to get it. It's a main eating place for a lot of people in that area, and particularly the junior high students. So they're not -- there's been three children killed there. That was one of the things. Or an up-and-over like we put into -- I was very busy in the '70s in PTA. We put an up-and-over crosswalk for Palo Verde High School. And we need one at Doolen Junior High if they're going to keep doing things like that. And one of my other things, why they're permitting new building at Mountain and Grant Road when it's going to be removed pretty soon. They just built two new houses, and they're facing -- they're on the west side of the street, and their carports are going to stick right out where Grant's going to be widened.		Lois King	Oct. 15	Acquisition & Alignment	Report on mapping to TF. Access to the Boys and Girls Club comes off the turn around. Further assessment of Boys and Girls Club, play field, and Doolen School access and parking will occur in next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
							Now why does the real estate company allow something like that? That's a sin. It's a sin. You tell them I said so. And then let's start some of the bus pullouts now because there's some spots on this whole place where it's free to do the bus pullouts now. If we wait for six more years, somebody will put a building on the place, you know, and then there will be one more thing that they have to knock off, or pay for, or whatever. Because I remember in the '70s when I was working so hard on Aviation Parkway, with 19 schools I had with me, Aviation Parkway didn't get started for 15 years, and money got put appropriated in other pockets, but it did. Then they never finished it. Now look what they're going to do. They're going to finish the last mile to the tune of \$84 million. That's a sin. That is a sin. nut that double exclamation whatever					
							They're scared to death to drive up Mt. Lemmon. I went to Albuquerque and paid \$17 a person to ride a tram up their little mountain. We can do that here. Get some of these convicts out of our jail and let them start working on these kinds of things like they used to do in the olden days. And I'll hold the gun on them so they don't get away. But we need to be doing something because we've got all these winter visitors coming, and there's not that much to do. I mean, that they can do under their own steam, because a lot of them are afraid to drive. People that come out to Saddlebrooke, they drive in on Oracle, they go to Tucson Mall, turn around and drive back. They don't even know where TEP Park is. Or like now that we've got less things going on over there, why can't we put a bicycle motorcross area in one of those 16 fields so that these kids are not riding their four-wheelers in inappropriate places. One of my husband's friends was decapitated from riding it out in the desert Okay. My name is Lois King. Please tell them to start now so before that money goes bye-bye. Spoken like a					
1104	227	Website comment	Central	Campbell	Alignment	Mobility and Access	The major change should be the realignment of Grant north (leaving Bookman's & Walgreen's alone) would make more sense than the current alignment. The alignment both east and west of the Campbell intersection is to the north, moving south doesn't make sense. I understand that the alignment protects the pocket park on the north side of Grant, west of Campbell, but at what cost? Remove of the "Raz" building, skate shop and other retail building on the northeast corner should be more cost effective and allow for the retention of Bookman's.		Jim Bradley		Acquisition & Alignment	Report on mapping to TF. Consider option of full northern alignment so that public can see the extensive impacts of this option. Recommend no change to alignment.
1104	260	Court Reporter Comment - Central Open House	Central	Campbell	Alignment	Mobility and Access / Aesthetics and Environment	COMMENT: I really like most of it, but the Grant and Campbell spot. Pullout lanes for the buses, fantastic. Indirect left-hand turn lanes, looks like a really great idea. Water harvesting is great.			Oct. 16	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	228	Western Open House	Central	Martin	Alignment	Mobility and Access	At Grant Rd. and Martin - just west of Campbell you have eight lanes of traffic including a delayed u-turn and no retaining wall- (set-back drive as at the blocks to the west of me). This means you have bikers at the edge of a u-turn lane on a Road way 6-7 lanes wide. Walkers are left on a walkway with shrubs between them and cars traveling E and W and cars approaching and u-turning to head East - Also have wheelchair users, people with disabilities and home owners of increased risk of being hit. Cars do not stop at turn signals, but continue through as is routine in Tucson now. Noise is increased. This is not like Campbell Ave. widening which left no house outside if the set back walls with set-back walkways. I was promised someone would meet with me as a Grant Rd. property owner over the summer, no one did so.			Oct. 15	Acquisition & Alignment	Report on mapping to TF. Each owner will have opportunity to negotiate with City regarding the extent of impact to their property; recommend no change to alignment.
1104	229	Court Reporter Comment - Eastern Open House	Central	Martin	Alignment	Aesthetics and Environment / Mobility and Access	COMMENT: Your approach at the intersection of Grant and Campbell, the setback ends shortly before you reach the intersection. So you have a few trees and a walkway, you have a bicycle lane, you have people walking, you have people with handicaps. You have property owners whose houses are now not set back by something which is an actual wall, like on Campbell Avenue, but are really just along the road front, which has now been expanded to include, I think, eight lanes. And included in that is a stop light, and a right -- and a delayed turn lane. So you're going to actually be able to come up here and make a U-turn. And the only thing stopping you from ending up in my bedroom is a couple of trees, or from hitting a bicycle, or else a person walking, or, you know, in a wheelchair or electric wheelchair. You just don't have the safety features there you need. And you have an odd-looking little blip right in there, and I don't know how that works either if you want a smooth flow of traffic. Okay. Then they said, well, they'll have the stoplight so people can make their U-turns. I			Oct.15	Acquisition & Alignment	Report on mapping to TF. Each owner will have opportunity to negotiate with City regarding the extent of impact to their property; recommend no change to alignment.
							They just keep right on going because it hasn't turned green for the next roadway, so they go through the yellow turn lights and left-turn lights. When I'm driving home, if I have to turn left, I may sit there for more than one light change because you don't get an opportunity to actually turn even though -- but the problem is people are going to think they can make it, zoom through there. And it just doesn't make sense because you're buying up a whole church right here. So why you don't just extend it all the way along, or remove those houses so you can widen your approach, smooth it out, and actually have the bicycle lanes farther because they've had several accidents like that. People are going to be driving along. You're going to have bikers and people walking, and they're going to want to make a right hand turn or something					
							That's how the child got injured. And it just -- and it doesn't make sense to me. Plus, as a property owner, I was promised that people would come and talk to me, and they didn't. You know, they went and talked to like Bookman's and Walgreen's and stuff, but they didn't talk to those of us who are living there, I guess, or maybe they just skipped me. So those are my concerns, and I'm supposed to write them all out and hand them in.					

Grant Road Proposed Alignment Concept - Public Comments Received													
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response	
1104	230	Map Comment-Central Segment	Central	Martin and Campbell Acquisition and Reuse property	Alignment	Vision and Implementation	Your setback is not inclusive. It ends near the intersection leaving houses fronting your 8 lane intersection. People will be walking right at the road edge. Bikers will be riding at the road edge next to 8 lanes of traffic--making turns and bus stops. How will persons with handicaps manage this? People walk? Homeowners live safely. What of the promised noise reduction that's not provided. Also promised was to speak with property owners on Grant Road - that is me, but I was not contacted. U-turn lane increases risks and reduces safety - people run cars thru yellow and red lights very frequently in Tucson - this lane further impairs bikers, walkers, cars and property.			Oct. 15	Acquisition & Alignment	Each owner will have opportunity to negotiate with City regarding the extent of impact, is there some possibility of acquisition if desired by property owner?	
1104	234	Website comment	Central	Park	Alignment	Character and Vitality	Personally, I don't understand the bank building east of First St being architecturally significant. That decision has driven an awkward route, to the south then back to the north. However, if you MUST save the building, why not MOVE it north 100 feet into the vacant parking area. The cost to move the building would be offset by NOT having to take the 3 properties directly south of the bank. Then you could just take the property on the north side of Grant all the way from First to Campbell.		Steve Johnson	Oct. 8	Acquisition & Alignment	Report on mapping to TF. Recommend no change	
1104	235	Map Comment-Central Segment	Central	Park and Grant Compass Bank	Alignment	Character and Vitality	Historic? Are you kidding?	Re: Bank is deemed architecturally significant by the Historic Properties Assessment				Acquisition & Alignment	Report on mapping to TF. Recommend no change
1104	236	Map Comment-Western Segment	Central	Park and Grant, NW corner	Alignment	Character and Vitality	You're kidding, right?	reference to historic significance of bank building at Park		Oct. 18	Acquisition & Alignment	Report on mapping to TF. Recommend no change	
1104	237	Map Comment-Western Segment	Central	Park and Grant, NW corner	Alignment	Character and Vitality	Good idea -- preserve historic features	reference to historic significance of bank building at Park		Oct. 18	Acquisition & Alignment	Report on mapping to TF. Recommend no change	
1104	231	Court Reporter Comment - Western Open House	Eastern	Margaret	Alignment	Mobility and Access / Character and Vitality	COMMENT: My name is George MaKol, M-A-K-O-L, and I am an owner of a property, the name of the property is Alvernon Allergy and Asthma, P.C. And we're at 2902 East Grant Road. And I have reviewed the proposed plan and suggest that the turn-around that is at Grant and Margaret, that involves my property, be considered that that turn-around be moved 50 feet west to avoid impacting my property, as the right of way actually touches the corner of my building. The next property down is being acquired anyway, so it wouldn't affect that owner. And I think that would be a better solution.		George Makol, MD. - Alvernon Allergy and Asthma	Oct. 18	Acquisition & Alignment	Report on mapping to TF. Options to consider: narrow and slightly shift alignment to further minimize impact to Alvernon Allergy	
1104	232	Website comment	Eastern	Margaret	Alignment	Character and Vitality	We have just completed a new building at 2902 E Grant Road, our new medical office. We were briefed on the upcoming project, and told by the City to allow 20 feet off our front property line for the expansion. We therefore built our building 60 feet back from the road, never imagining that you all would want to widen the road to about 175 feet (135 feet was the number mentioned at the prior meetings). We have the only new building on the entire Southside stretch between Country Club and Tucson Blvd, and now your drawings take our entire front property and appear to take the corner off our building. The rest of the block has older rundown buildings, and you propose to just take about 20 feet off the front of all except ours, which is basically obliterated by this ridiculous concept drawing.		George Makol MD	Oct. 8	Acquisition & Alignment	Report on mapping to TF. Options to consider: narrow and slightly shift alignment to further minimize impact to Alvernon Allergy	
1114	399	Website Comment	Eastern	Treat	Alignment	Character and Vitality	comment - The Bay Horse Tavern has been a viable part of the historical Tucson culture of the past 60 years with UofA grads for 3 generations each year coming back to patronize the pub of their youth. It is in fact an historical landmark as of 2008 in age, and is located in an already designated historical area of the central city. It's recent years' history includes numerous articles in local papers as well as national publications such as Frommer's of Arizona. It is part of the character and flavor of Tucson and should remain not make way for landscaping in a road widening in the future.		Don Anderson	Nov. 17	Acquisition & Alignment	Report on mapping to TF. Consider alternate alignment that avoids this building.	
1114	421	Website Comment	Eastern	Treat	Alignment	Character and Vitality	Comment: THE FIGHT IS ON TO SAVE THE HISTORIC BAYHORSE THAT WAS SO EASILY DISMISSED BY THE GROUP WHOPROPOSED THE ALIGNMENT.THIS IS A TRAVESTY GIVEN THE AGE OF BUSINESS AND HISTORIC BUILDING IT HOUSES.DEFINITELY OVERSIGHT AND INCOMPETENCE BY THE COMMITTEE!		Don Anderson	Nov. 13	Acquisition & Alignment	Report on mapping to TF. Consider alternate alignment that avoids this building.	

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1114	422	Website Comment	Eastern	Treat	Alignment	Character and Vitality	comment - It would really be a shame to lose two Tucson landmarks, namely the Bay Horse and Bobos.		Eddie Frasier	Nov. 13	Acquisition & Alignment	Report on mapping to TF. Consider alternate alignment that avoids this building (Bay Horse). Bobo's is not expected to be a full acquisition.
1117	425	Website Comment	Eastern	Treat	Alignment	Character and Vitality	BTW – if you could find a way to save the Bay Horse, it would be much appreciated. :)		Loreli Panico	Nov. 17	Acquisition & Alignment	Report on mapping to TF. Consider alternate alignment that avoids this building.
1104	4	Website comment	Eastern	Tucson	Alignment	Mobility and Access	2. Please find away to make the curb line further away from the last 3 homes on the east side of the Grant Road boundary of our neighborhood. I am referring to the stretch on the south side that ends before reaching Tucson BLVD.		Ellen Adelstein	Oct. 28	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Note that Grant Road does not move closer to homes and that redesign of frontage road to a local access lane reduces pavement and creates additional landscaping; recommend no change.
1114	396	Property Owner Comment	Western	1st	Alignment	Character and Vitality	Property/business owner expressed partial loss of property and parking concerns associated with the project as it relates to his specific business.		Bruce Romano - Romano Real Estate	Nov. 14	Acquisition & Alignment	Report on mapping to TF and provide opportunity to reconsider alignment, with review of previous south alignment.
1104	233	Map Comment- Western Segment	Western	7th Ave to 6th ave, south side of Grant	Alignment	Character and Vitality	Why not take land on the south more completely and not take out Kent's tools. [...illegible...]			Oct.16	Acquisition & Alignment	Report on mapping to TF. Options to consider: Slightly shift alignment to the south, may not increase impacts to the south and could avoid impact to Kent's tools
1104	117	Website comment			Alignment	Character and Vitality	I see many businesses along grant where the widening comes directly to their front door. It doesn't look as if you are intending on purchasing the whole site. How then are you going to address this fact of buildings 1' from proposed road???		Bob Pischke	Oct. 7	Access, Intersection, or Street Section affecting Alignment	Clarification, the roadway is 20 feet back from the edge of r.o.w. in the standard cross section (8 foot wide sidewalk and 12 foot wide landscaped area); recommend no change.
1104	261	Website comment			Alignment	Character and Vitality	I live 502 East Saguaro, one block south of Grant. Is Grant Road going to be at my front door?		Mary Willie	Oct. 17	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Note that alignment will not affect Grant Road.
1104	121	Website comment	Central	Copper	Bicycle	Mobility and Access	Regarding the Parallel Bike Boulevards, I live on Copper St east of Campbell. I welcome Copper becoming a bike route,		Steve Johnson	Oct. 8	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Details of bicycle plans will be addressed in next phase of study
1104	5	Central Open House	Central	Mountain	Bicycle	Mobility and Access	Great concern about the poor development on Mountain for bikes- putting bikes before autos when crossing in a horrible idea.			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Not an alignment issue, report on mapping to TF. Details of bicycle plans will be addressed in next phase of study
1104	120	Central Open House	Central	Spring	Bicycle	Mobility and Access	Use Spring and Seneca for bike lanes rather than killing bikers on Grant with inadequate bike lanes. Evenly divided between neighborhoods- good.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Details of bicycle plans will be addressed in next phase of study

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	118	Central Open House	Western	Fontana	Bicycle	Mobility and Access	(KNA) Keeling Neighborhood Association is currently working with NW neighborhood Assoc., El Cortez NA, Amphi NA, Drachman Institute and Ward III to create a bicycle boulevard on Fontana Ave. The current suggested configuration at Fontana and Grant could and I believe should be changed to facilitate this bicycle Blvd. Northbound entrance on Fontana should be eliminated so a real bicycle blvd. can be created. KNA is working toward a bicycle friendly neighborhood with existing bike routes on Blacklidge and Fontana. If Fontana traffic is limited to exit only at Fontana and Grant bicycle safety will be greatly improved. Once Fontana becomes a bicycle blvd it is a logical path to Blacklidge which connects in less than 1.5 miles to Mountain. With a hawking light at 1st ave. and Blacklidge bicyclists could travel from Speedway along 4th to Fontana on the bicycle blvd- go east on Blacklidge to Mountain and be a short ride to the River Park or South to the U of A. If the bicycle blvd continued south on 6th there would be direct access to Downtown, Pima Speedway campus, and all points in between.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Details of bicycle plans will be addressed in next phase of study
1104	119	Court Reporter Comment-Central Open House	Western	Fontana	Bicycle	Mobility and Access	COMMENT: Keeling Neighborhood Association is currently working with Northwest Neighborhood Association, El Cortez Neighborhood Association, Amphi Neighborhood Association, the Drachman Institute, and Ward 3 to create a bicycle boulevard on Fontana Avenue. The current suggested configuration at Fontana and Grant could, and I believe should, be changed to facilitate this bicycle boulevard. Northbound entrance on Fontana should be eliminated so a real bicycle boulevard can be created. Keeling Neighborhood Association is working toward a bicycle friendly neighborhood, with existing bike routes on Blacklidge and Fontana. If Fontana traffic is limited to exit only at Fontana and Grant, bicycle safety will be greatly improved. Once Fontana becomes a bicycle boulevard, it is a logical path to Blacklidge, which connects in less than 1.5 miles to Mountain. With a Hawking light at First Avenue and Blacklidge, bicyclists could travel from Speedway along 4th Avenue, to Fontana, on the bicycle boulevard, go east on Blacklidge to Mountain, and be a short ride to the River Park or south to the U of A. If the bicycle boulevard continued south on 6th Avenue, there would be direct access to downtown, Pima College			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Details of bicycle plans will be addressed in next phase of study
1104	6	Central Open House			Bicycle	Mobility and Access	It will be a terrible shame if, in a flat city like Tucson with great weather 9 months of the year, we fail to use the opportunity to make bicycle traffic an important part of the city's transportation system. The current design with 6' bike lanes and no separation from the main three lanes of traffic, is not sufficiently safe to be compelling. Either: include the parallel bicycle boulevard concept; build express bike lanes in the middle of the roadway, where the 17' median currently is, which work well with indirect lefts; or put a physical barrier between car lanes and the bike lane. The current solution may meet statute, but doesn't solve the problem. Look at the street that separates Evanston from Skokie, north of Chicago, for how to handle the half-lots along Grant Road. A combination of landscaping, sculptures, and a walking/running path would be a great improvement to the neighborhoods, would be in Tucson's character, and would be cheap!			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report to TF. This would change the basic cross sections of Grant Road; explain that parallel bike routes are being considered as part of the plan and that a separated bike lane, as discussed in the comment, would result in a safety issue at every intersecting street. Recommend no change.
1104	7	Court Reporter Comment-Central Open House			Bicycle	Mobility and Access / Character and Vitality	COMMENT: I just want to make that sure it goes into the record, so here's the most important one. It says it will be a terrible shame if, in a flat city like Tucson, with great weather nine months of the year, we fail to use this opportunity to make bicycle traffic an important part of the City's transportation system. The current design with 6-foot bike lanes, and no separation from the main through lanes of traffic, is not sufficiently safe to be compelling. Either include the parallel bicycle boulevard concept, build express bike lanes in the middle of the roadway where the 17-foot median currently is, which works well with indirect lefts, or put a physical barrier between car lanes and the bike lane. The current solution may meet statute, but doesn't solve the problem. Look at the street that separates Evanston from Skokie, north of Chicago, for how to handle the half lots remaining along Grant Road. A combination of landscaping, sculptures, and a twisty walking/running path would be a great improvement to the neighborhoods, would be in Tucson's character, and would be inexpensive.			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report to TF. This would change the basic cross sections of Grant Road; explain that parallel bike routes are being considered as part of the plan and that a separated bike lane, as discussed in the comment, would result in a safety issue at every intersecting street. Recommend no change.
1104	8	Eastern Open House			Bicycle	Mobility and Access	Looks good. Please consider putting the bike lane next to the sidewalk on the other side of the 12' landscape. Thanks!		Laura Pinnas	Oct. 18	Access, Intersection, or Street Section affecting Alignment	Report to TF. This would change the basic cross sections of Grant Road; explain that parallel bike routes are being considered as part of the plan and that a separated bike lane, as discussed in the comment, would result in a safety issue at every intersecting street. Recommend no change.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	122	Central Open House			Bicycle	Mobility and Access	Please continue to plan "Bike Boxes" where appropriate.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Details of bicycle plans will be addressed in next phase of study
1104	123	Eastern Open House			Bicycle	Mobility and Access	This is awesome when can we get the project started? My only concern is the bike lanes, interchange and box concepts. I think it will work with the left interchange concept but will be a real problem for bikers to cross in front of motorist.			Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Details of bicycle plans will be addressed in next phase of study
1117	436	Website Comment			Bicycle	Mobility and Access	[[TWO]] Drive you car north on Mountain Avenue during PM rush hour. When you get to the SE corner of Grant, imagine you are waiting at the light to make a right turn. Before they made cars go into the intersection before they could start turns, cars could move far to the right so bike riders could not come up the right of them later. But now we would get tickets doing this. The city is well aware (just read the news) that this is a very dangerous design. But the staff said it was safe because the bikers helped plan this and there have not been any accidents. [But now a biker was killed by a right-turning vehicle on Ft Lowell at this kind of intersection]. Then go north on Mountain to Speedway and turn right - note that your car moves to a lane to the RIGHT of the bike lane and the bike lane goes straight ahead and does not mix with the car lane. It does not take lots of land and it cuts down on accidents. That leads to my reasons for the council NOT to OK any aspect of this plan until they explain how it all fits together and the community impact and cost. There are still too many unknowns. Now the focus in the news is on the left turn lanes and they can show it works with a demo from other cities. But there is not enough information on how this affects other aspects of the widening project. So my suggestions are about how the whole plan fits together. Bike lane design. 1) - The design of the bike lanes is not clear. Karin, please have your aid verify the design of right turn-only and bike lanes planned at all lighted intersections along Grant and along the extension of the Mountain route north to Prince. a) Will the intersections on Grant be like this one at NW corner at Speedway or like the SE corner at Grant? Since RTA is taking millions of dollars worth of buildings, there is NO excuse for saying they did not have enough room to split the bike and right turn car lanes at the lighted intersections. b) The RTA proposes to take the house on the SE corner at Grant. Will they insert a right-turn-only lane like the one at Speedway? Could it be done early instead of waiting for the full project? It might save the city a costly lawsuit.		Ruth Stokes, systems analyst	Nov. 17	Access, Intersection, or Street Section NOT affecting Alignment	Cross street design to be determined in the next phase of study.
1104	124	Website comment	Central	Campbell	Buffer	Aesthetics and Environment	In the case of southbound Campbell, this may require the city to cut into the landscaped and walled area on Campbell to obtain the additional land, and there may be insufficient room left to replace the wall. This would leave some of the houses on Campbell exposed to the traffic, after we worked so hard to protect them. I am requesting that a wall, similar to the one on Campbell, be constructed along Grant to help protect the homes and keep the properties from deteriorating. It will also act as a sound barrier for our neighborhood. A wall would also beautify and make for less distraction to the drivers on grant. It seems like a good solution for those who have had property there for years and would like to retain SOME value of their property. Without a wall we will not be able to sell our home in the future.		Sara Becker	Oct. 20	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	125	Website comment	Central	Campbell	Buffer	Aesthetics and Environment	As a former president and current board member of Catalina Vista Neighborhood Assoc, these are my 2 comments after attending the last meeting at Salpoint. I am referring to the section between Campbell and Tucson on the south side of the street. 1. It is imperative that a sound breaking high wall be built along Grant Road protecting the homes on the south side of the street which will remain. It should match the very appealing wall traversing along Campbell that the city built when widening Campbell to protect the residents from noise. You already have the artist rendition of this wall, thus saving an expense and time.		Ellen Adelstein	Oct. 28	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	126	Website comment	Central	Campbell to Norris	Buffer	Aesthetics and Environment	I'm a Catalina Vista resident and former Neighborhood Assn member. It is very important that you create an adequate buffer on the south side of Grant if you take Bookman's and Walgreens. I hope you do a wall with a frontage road like the one done on Campbell between Elm and Grant.		Elliot Glickman	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	127	Central Open House	Central	Highland	Buffer	Aesthetics and Environment	Curious as to whether sound barrier will be provided between Highland and Campbell and if it materials are being considered (such as block wall vs. vegetation).			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	128	Central Open House	Central	Norris	Buffer	Mobility and Access	Catalina Vista- Real concerns about inadequate protection for the houses that face Grant. With the planted buffer reduced in size, these properties need a wall to shield them from the impacts of the traffic.			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report to TF. Note that Grant Road does not move closer to homes and that redesign of frontage road to a local access lane reduces pavement and creates additional landscaping; recommend no change.
1104	132	Central Open House	Central	Norris	Buffer	Aesthetics and Environment	2. Those of us who live along Grant Rd. on the access road (we're at 2272 E. Grant) want a noise buffer wall like they got on the east side of Campbell between Grant and Elm.			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	129	Central Open House	Central	Norris	Buffer	Aesthetics and Environment	It's essential that sound be mitigated from the Grant Roadway. Those of us who years ago bought houses along the course never counted on the houses acting as barriers would disappear. Whether it's with a wall (very tall) and/or by landscaping, it should be adequate. So the noise does not impinge upon those of us who are choosing to remain.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	130	Central Open House	Central	Norris	Buffer	Aesthetics and Environment	Want a noise wall near frontage road on Catalina Vista (like Campbell).			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	131	Central Open House	Central	Norris	Buffer	Aesthetics and Environment	Need a sound wall on Grant surrounding Catalina Vista neighborhood. Wall to match that erected on West side of Catalina Vista (on Campbell Ave).			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	133	Central Open House	Central	Norris	Buffer	Aesthetics and Environment	In the area that is "blue" "acquisition" between Campbell and Tucson on the north side of Grant and would like to see a wall and landscaping.		Louis Sullivan	Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	134	Court Reporter Comment-Central Open House	Central	Norris	Buffer	Aesthetics and Environment	COMMENT: I had originally asked for side walls along Grant Road between Campbell and Tucson Boulevard. There's residential area, we'd like to have it similar to what's on Campbell Avenue now. That's one.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	135	Website comment	Central	Norris	Buffer	Aesthetics and Environment	and [I'm concerned about] what kind of sound barrier will buffer increased traffic noise. I understand that more decisions are to be made on these issues. I would appreciate a sound barrier wall and city maintained small vegetation. Thank you.			Oct. 19	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	136	Website comment	Central	Norris	Buffer	Aesthetics and Environment	I live in Catalina Vista, SE of the Grant/Campbell intersection. I believe it is important to erect a wall along the perimeter of the subdivision along Grant Road to protect the integrity of our neighborhood.		Larry Jones	Oct. 17	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	137	Website comment	Central	Norris	Buffer	Aesthetics and Environment	I hope and request that you build a fence similar to the one on Campbell Ave, on the south side of Grant. That area now has a good size median of vegetation between Grant and the frontage road from Campbell to just past Tucson Blvd. We need to protect our homes from the noise pollution, and the traffic sounds. Thank You for your consideration.		Judy Buda	Oct. 20	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	138	Website comment	Central	Norris	Buffer	Aesthetics and Environment	I believe in order to maintain the integrity of the Catalina Vista historic neighborhood, a wall similar to what was constructed along Campbell also needs to be built on Grant Road. I also believe that frontage road needs to be maintained throughout the run along the neighborhood and the landscaped buffer needs to be widened. I also am concerned that the area along Campbell for the southbound traffic left turn will impact the landscaped wall and houses.		Rick Borane	Oct. 20	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	139	Website comment	Central	Norris	Buffer	Aesthetics and Environment	1. A wall along Grant Rd, protecting the Catalina Vista neighborhood, is imperative to keep the houses along that road safe.		Jeanne Schou Lewis	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	140	Website comment	Central	Norris	Buffer	Aesthetics and Environment	I am requesting that a wall, similar to the one on Campbell, be constructed along Grant to help protect the homes and keep the properties from deteriorating. It will also act as a sound barrier for the neighborhood. A wall would also beautify and make for less distraction to the drivers on grant. It seems like a good solution for those who have had property here for years and would like to retain SOME value of their property. Without a wall we will not be able to sell our home in the future.			Oct. 20	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	262	Website comment	Central	Norris	Buffer	Aesthetics and Environment	There should be a noise protective wall along the south side of Grant from Tucson Blvd to Campbell Ave, in front of the frontage road. Otherwise the widening will impact on the houses along the frontage road, which now have a wide vegetative barrier.		William Holmes	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1117	432	Website Comment	Central	Norris	Buffer	Aesthetics and Environment	comment - I own two properties in the Catalina Vista Neighborhood. Please seriously consider including a wall barrier along Grant Road as it borders our neighborhood, as you did along Campbell. I am very concerned about the plight of the homes along Grant, even with additional sidewalk, landscaping and a service road. We have a beautiful historic neighborhood, and it is hard enough as it is for us to maintain the perimeter properties along Campbell and Grant in a manner conducive to our neighborhood aesthetic. Thank you.		Russell Carden	Nov. 17	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	10	Map Comment-Central Segment	Central	Park and Mountain block	Buffer	Character and Vitality	Need some sort of "buffer" to maintain feel of neighborhood rather than frontage road.				Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Removing the local access lane would affect access to the homes on the north side of Grant and could lead to acquisitions that are avoided with the local access lane. Recommend no change.
1104	141	Central Open House	Central	Plumer	Buffer	Aesthetics and Environment	Between Plummer and Tucson Blvd- on the alley between Spring and Grant Rd, definitely want a buffer wall and landscaping.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	142	Central Open House	Central	Spring	Buffer	Aesthetics and Environment	I live on Spring St. (Grant side) between Campbell and Mountain. I hope you consider noise barriers between Grant and surrounding neighborhoods.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	143	Central Open House	Central	Spring	Buffer	Aesthetics and Environment	I live on Spring between Cherry and Vine on the Southside of the roads. It looks like there will be a bus station in my back yard! We need walls for privacy and noise barrier.		Kim Igou- Campbell-Grant-Park-Grant-1st and Grant	Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1114	410	Website Comment	Central	Wilson	Buffer	Aesthetics and Environment	comment - My husband Brian Arnold and I live at 2272 E Grant Rd on the access road South side of the street between Campbell and Tucson Blvd. We are joining with our other access road neighbors in requesting a wall be included in the final design to help preserve the integrity of our neighborhood. The wall that was constructed for the east side of Campbell between Grant and Elm in front of that access road has increased the value of those homes and made the neighborhood more secure. We hope that you will include a similar wall in the final design for our portion of Grant Rd improvement.		Megan McCormick	Nov. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Buffering will be addressed in more detail in the next phase of study

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	144	Map Comment- Eastern Segment	Eastern	Walnut and Columbus block south side fifth parcel from Walnut	Buffer	Character and Vitality	Should be a park with noise sound barrier on south side.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1114	413	Website Comment		Norris	Buffer	Aesthetics and Environment	Comment: I live in the Catalina Vista Neighborhood which is one of the very few in town neighborhoods that is still mostly owner occupied. Some of the reasons our neighborhood so far has remained strong is not all the streets go through on a grid pattern, the deed restrictions are still in effect and when Campbell was re-done a wall was constructed which helped protect our neighborhood. The wall has been effective in making the homes along Campbell more desirable. There should be a privacy wall on the south side of Grant between Norris and Wilson to protect the Grant Road homes. We have so few Owner occupied neighborhoods around the U of A that is extremely important to continue to protect Catalina Vista. My husband and I have lived in the neighborhood for 30 years and we have many friends that have lived in the neighborhood for over 20 years. I have sold real estate in Tucson for 30 years. I am very aware of the problems that Blenman Elm, Jefferson Park, Sam Hughes, etc are facing with the mini dorms, rentals, etc. It is in the City of Tucson's best interest to protect Catalina Vista as much as possible. A privacy wall will help. Thank you. Jan Hastreiter		Jan Hastreiter	Nov. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Buffering will be addressed in more detail in the next phase of study
1104	9	Website comment			Buffer	Aesthetics and Environment	5) Pollution (air / noise) a) Exposure to auto exhaust increases (damages products, unhealthy to breath) due to increased traffic flow. b) Noise levels increase (making it harder to communicate by phone or directly w/ customers) due to increased traffic flow.		Steve Taylor	Oct. 26	Access, Intersection, or Street Section affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	145	Central Open House			Buffer	Aesthetics and Environment	Provide effective noise buffer to protect neighborhood traffic sounds. Prefer vegetation to high concrete walls! Car and truck sounds will travel 2-3-4 blocks on both sides of Grant into my yard, porch, windows, etc.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	146	Eastern Open House			Buffer	Aesthetics and Environment	1. Having a large wall installed to protect the remaining houses from the "noise" and more traffic that will be on Grant Road, should definitely be considered! Like the walls that have been built around Tucson when other road expansion happen. E.i. First Ave. 2. Even small litter free vegetation would help cut down the noise. 3. Let's face it: Six lanes, two side walls, two bike paths= more people= more noise			Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	263	Central Open House			Buffer	Aesthetics and Environment	Appreciate the thought that is going into this. Will appreciate even more if concerns regarding noise and aesthetics are addressed.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	264	Central Open House			Buffer	Aesthetics and Environment	I am most interested in ensuring pavement materials that decrease sound.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1114	406	Website Comment			Buffer	Aesthetics and Environment	comment - I propose to use as many trees, plants and short walls as possible to mitigate noise to the neighborhood.		Miguel Soto	Nov. 17	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and refinement of landscape design will be addressed in next phase of study
1114	408	Website Comment			Buffer	Aesthetics and Environment	comment - We, residents of the Catalina Vista neighborhood, are very concerned about the impact of the new roadway design on the Grant road homes, and suggest that you consider constructing a wall between Campbell and Tucson Boulevard, similar to the one on Campbell, in order to help protect the neighborhood and keep it from deteriorating.		Katherine & Dabney Altaffer	Nov. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Buffering will be addressed in more detail in the next phase of study

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1114	401	Website Comment	Central	Wilson	Buffer/Alignment	Aesthetics and Environment	comment - The section of roadway that runs between Campbell and Tucson Boulevard pushes too close to the homes on the south side of the street. In particular, the three homes near the intersection of Wilson and Grant will be very difficult to protect. Any time you place a busy roadway near a property, you risk a deterioration of that property. At the very least, you need to leave room for a wall and you need to add a wall to your expenditures. Otherwise, the entire community pays the price of degraded properties.		Colette Altaffer	Nov. 17	Acquisition & Alignment	Report on mapping to TF. Note that Grant Road does not move closer to homes and that redesign of frontage road to a local access lane reduces pavement and creates additional landscaping.
1104	148	Map Comment-Central Segment	Central	Martin and Campbell Acquisition and Reuse property	Buffering	Aesthetics and Environment	Noise Wall!				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	147	Map Comment-Central Segment	Central	Norris and Wilson block	Buffering	Aesthetics and Environment	We want a noise buffer wall like they got on the East side of Campbell during that expansion (Grant to Elm). You're going to increase noise with newer traffic				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	266	Map Comment-Central Segment	Central	Park and Freemont block Southern Properties	Buffering	Aesthetics and Environment	Want to see an acoustic engineering study with recommendations.				Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	267	Map Comment-Central Segment	Central	Park and Freemont block Southern properties	Buffering	Aesthetics and Environment	Maintain Dark Skies. Concerned with lighting.				Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Noise and buffering issues will be addressed in the next phase of work.
1104	265	Map Comment-Eastern Segment	Eastern	Forgeus and Treat block (south side, second Parcel from Treat)	Buffering	Vision and Implementation	Doors and windows will open onto public right of way - sidewalk.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Will be addressed in next phase of study
1104	375	Property Owner meeting comment	Eastern	Palo Verde	Buffering	Aesthetics and Environment/ Mobility and Access	Property/business owner expressed access and buffering concerns associated with the project as it relates to their specific business.		George & Renee Hobeich - H & M Enterprises	Oct. 10	Acquisition & Alignment	Report issues on mapping to TF. Recommend no change to alignment. Property is shown as full acquisition, there is a possibility that building could remain, this will be addressed in next phase of study and finalized during property acquisition negotiations.
1104	151	Website comment	Central	Campbell north of Grant	Cross Section	Aesthetics and Environment	however the condition of Copper St between Campbell and Wilson is not acceptable for the additional bike and pedestrian traffic. The paved area is narrow, in poor condition and there is no curb. I'm sure this is the case on other streets being considered for bike routes. Are there plans to improve these streets (at no cost to the home owners).		Steve Johnson	Oct. 8	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Details of bicycle plans will be addressed in next phase of study
1104	149	Eastern Open House	Eastern	Country Club	Cross Section	Mobility and Access	RT. Turn lanes need to be added at Country Club. Especially when the crossing guards are posted, they end up blocking traffic to where only one or two cars can turn causing extreme traffic backup on Country Club and Grant Rd.	It's unclear if the commenter means need for turn lane on Country Club or Grant.		Oct. 18	Access, Intersection, or Street Section affecting Alignment	Report to TF, not clear that change is needed. Access to the Boys and Girls Club comes off the turn around. Further assessment of Boys and Girls Club, play field, and Doolen School access and parking will occur in next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received

Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response	
1104	150	Eastern Open House	Eastern	Country Club	Cross Section	Mobility and Access	Also keep the speed limit at 40. Widening the road will have people wanting to drive even faster. Dropping the speed limit to 35 on a six lane road is like putting up dams on a river. The whole idea was to help move traffic, not to back it up.			Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Recommend no change from the proposed 35 mph at this time as it provides a balance between traffic mobility and safety for pedestrians and bicyclists. Further planning for land use along Grant Road may suggest some areas of higher pedestrian activity where speeds may be further reduced. Evaluation of future traffic conditions has indicated that 35 mph will function well for the future.	
1117	431	Website Comment			Cross Section	Aesthetics and Environment	If you really want to reduce congestion, maintainance costs and construction costs - consider eliminating the medians and all the incumbent landscaping. By keeping painted median - left turn lanes - you reduce the width of the road, or make it available for bus, bike, and right turn lanes. You do not have to maintain the landscaping and save tons of water. You only need medians as pedestrian islands at major intersections because pedestrians cannot safely cross 8 lanes in the time required.		Paul Diggins	Nov. 17	Access, Intersection, or Street Section affecting Alignment	Public comments largely in support of medians and landscaping. Recommend no change.	
1104	152	Central Open House			Cross Section	Aesthetics and Environment	Plant lots of trees- not just cactus and low lying vegetation. We need shade to balance heat and asphalt and to make the road pleasant.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Landscape plans will be addressed in next phase of study	
1104	153	Eastern Open House			Cross Section	Aesthetics and Environment	Opposed to 1. Extra wide due to adding superfluous landscaping and medians.			Oct. 18	Acquisition & Alignment	Not an alignment issue, report on mapping to TF. These features have been popular with the public and Task Force. Recommend no change.	
1104	268	Central Open House			Cross Section	Aesthetics and Environment	Reserve bike and landscape		George Sullivan	Oct. 16	Comments lacking specific focus or not demanding a response	Not an alignment issue.	
1104	269	Central Open House			Cross Section	Aesthetics and Environment	Use rubberized asphalt and dust the top when wet with cement and to reduce heat absorption and encourage reflectivity. Therefore reduce heat island.			Oct. 16	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Details of materials will be addressed in next phase of study.	
1104	270	Eastern Open House			Cross Section	Aesthetics and Environment	None of this works without landscape maintenance and replacement of dead and damaged (i.e. in wrecks) trees and shrubs- otherwise it becomes a dry bleak rundown six lane highway.			Oct. 18	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Maintenance costs will be addressed in next phase of study	
1104	11	Map Comment-Central Segment	Central	Vine and Cherry pelican	Crossings	Mobility and Access	Straight across with a stop at the median rather than the offset	sketch: Pelican crossings go straight across the median.				Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Recommend no change
1104	155	Court Reporter Comment-Eastern Open House	Eastern	Alvernon	Crossings	Character and Vitality	COMMENT: I just spoke to a woman who does not wish to be identified because she's associated with the organization, but there are a lot of -- some health organizations that are in the vicinity of Alvernon and Grant, off the road maybe about three or four properties South, I would say, of Alvernon. And she is concerned, because there are a lot of problems with these mentally impaired people crossing Grant, and that they would do this illegally. And she is worried about, even though the speed limit is reduced to 35, in the evening they're going to be going faster on the road, and they are going to be illegally turning, indirect turns. And she is concerned that this will create increased safety hazards for those patients and those people. I'm not sure what to do about it. I have explained to her that there is a great deal of pedestrian safety built into this design concept, but certainly that won't stop some people from jaywalking across the road, particularly if they're not sure what they're doing. So it's just something to consider.			Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Pelican and improvements to Alvernon Way intersection improve pedestrian and handicapped access across Grant Road.	

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	156	Map Comment-Eastern Segment	Eastern	Camilla and Grant Pelican	Crossings	Mobility and Access	These must be timed to enhance traffic flow. Pedestrian barriers to prevent j-walking.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	238	Court Reporter Comment-Western Open House	Eastern	Country Club	Crossings	Mobility and Access	Up and over for school children. Hamburger Stand- Country Club across Doolen. Pick it up and move it next to Girls and Boys Club.		Lois King	Oct. 15	Acquisition & Alignment	Report on mapping to TF. Hamburger Stand looks to be a full acquisition. Every property owner will have a chance to meet with the city and crossing issues for students is being addressed by the Pelican crossing at Camilla Boulevard and intersection improvements at Country Club. Recommend no change.
1104	154	Map Comment-Eastern Segment	Eastern	Dodge and Grant toucan	Crossings	Mobility and Access	Unsafe for students crossing from Catalina. Need stoplight.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Final locations and design details of crossing features will be addressed in the next phase of the project.
1104	272	Map Comment-Eastern Segment	Eastern	Treat and Grant	Crossings	Mobility and Access	Glad to see this bike/pedestrian crossing here!				Comment not affecting alignment.	Not an alignment issue, report on mapping to TF.
1104	273	Court Reporter Comment-Western Open House	Western	Fontana	Crossings	Mobility and Access	COMMENT: I like the Toucan crossing at Fontana/6th Avenue/Grant. And I very much like the Pelican crossings at Geronimo/Fourth Avenue/Grant. Because the roads change names, north of Grant has a different name than south of Grant, you're adopting two names. And also at Los Altos versus whatever is across the street, 2nd Avenue. Anyway, I like all of those, that's all. So before, I said to close Geronimo, but I like the fact that the plan doesn't allow any crossing of north/southbound traffic across Grant, which also makes traffic flow on Grant better.			Oct. 15	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF.
1104	274	Map Comment-Western Segment	Western	Fontana, at the proposed Toucan	Crossings	Mobility and Access	I (Heart) this	comment refers to the Toucan bike crossing		Oct. 15	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF.
1104	275	Map Comment-Western Segment	Western	Geronimo, Los Altos, at the Pelicans there	Crossings	Mobility and Access	Pelican crossings are wonderful			Oct. 15	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF.
1104	157	Central Open House			Crossings	Mobility and Access	Limit the number of crosswalks- thinking of Campbell Ave. between Grant and Speedway- I travel this road everyday and see 60 cars stop to allow a single pedestrian to cross- I suggest the pedestrian walk up to the light and cross with traffic- Let's favor the majority over the individual.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Final locations and design details of crossing features will be addressed in the next phase of the project.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	158	Central Open House			Crossings	Mobility and Access	Are the pedestrian crossing signals in any way synchronized with the lights at the signalized intersections? Or are they to any "on-demand" (i.e. random)? I ask because it be a shame to have all the good efficiency- increasing efforts (indirect left turns, etc.) be essentially undone by random pedestrian crossings. Be assured that I am in no way anti-pedestrian but am wary of the pedestrian-vehicle balance being skewed too far the other way. Thank you!			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Final locations and design details of crossing features and signal timing will be addressed in the next phase of the project.
1104	159	Eastern Open House			Crossings	Mobility and Access/Aesthetics and Environment	As far as like the things like Pelican crossings and things like that, I think those are great. I think those are going to be a real help, because we have been trying to get some kind of a crossing between Columbus and Alvernon. There is a long stretch there that has no crosswalks. We have a lot of elderly in that area, and a lot of people don't want to walk all the way down to Alvernon to go across the street to go to Fry's, they want to go the shortest route. They're out there in the middle of the street, these elderly people, trying to get across Grant. And so that is one thing I am very happy to see. And another good positive thing that's happened already is we did get a HAWK lane on Alvernon and Flower, thanks to the ADA meeting. That's going to be a much safer crossings because there's a lot of handicapped that goes across to go on the bus to, you know, travel to town. I didn't really go down looking at all of the stuff, but I think they're doing a good job. It's looking pretty good. And I think there will be some changes as they get going. There's a few things that probably will change.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Final locations and design details of crossing features will be addressed in the next phase of the project.
							It's going to be like three years before they even get started on this, so I may not even be around by that time. The designs and stuff take a long time. One thing I do have -- I was talking to one of the gentleman that's a part of this panel, I guess, who has been working on this -- but one of my concerns too has been like at Grant and Alvernon, the crossing there like across Grant, especially where they have six lanes of traffic, you have such a long span the people are going to have to wait in the middle. And my thought is they need some type of shade, some type of overhang. It wouldn't have to be really elaborate, it could be just, you know, something that is suspended off a roof. Something where you could stand in the shade. The gentleman said, well, they're only going to be there about a minute, but that's a long time in the middle of the summer in the sun, especially elderly people, because they're not that well in the first place. So that's one thing that I had been talking about all the way through some kind of shade.					
							It doesn't have to be elaborate, but something that would make them feel a little more comfortable while they're waiting. Because there are a lot of people -- sometimes they don't get to the center at the same time, so for some maybe it, you know, wouldn't be that bad, but for others it would.					
1104	160	Court Reporter Comment- Western Open House			Crossings	Mobility and Access	COMMENT: If they build Pelicans, they should be like the one at Speedway and Jones, not like the ones at 6th Avenue and 21st Street, or the one at 6 th Street and Fremont, because those are easily circumvented, and misused, and actually create a hazard for pedestrians when they are misused. And they need to have extended median walls and vegetation to prevent pedestrians and cyclists from going around them, and then stepping out into traffic from behind them.			Oct. 15	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Final locations and design details of crossing features will be addressed in the next phase of the project.
1104	161	Western Open House			Crossings	Mobility and Access	In reference to any type of "Pelican" that might be considered or installed these do not work effectively to protect peds and cyclists as currently installed at S. 6th Ave/ 21st St. or E. 6th St./ N. Fremont as they are easing circumvented and actually not safe when peds/ cyclists go around them. I would recommend that any "Pelican" be similar to the one at Speedway/ Junes with extended median wall and vegetation.			Oct. 15	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Final locations and design details of crossing features will be addressed in the next phase of the project.
1111	392	Website Comment			Crossings	Mobility and Access	I believe the Toucan crossings and intersections will also have negative consequences to traffic on Grant. The right turn only will cause a much longer drive. For instance, if I was driving North on Treat Ave., just trying to get to the other side of Grant, I would be forced to turn right onto Grant. Then the nearest opportunity to turn around is at the indirect intersection at Camilla Bl. That's a 0.4 mile drive. Each direction. By making this a right turn only intersection, this modification will have added almost a full mile to my trip. These Toucan crossings/intersections have other consequences as well. Along with the extra traffic that will be diverted onto Grant in both directions, there will be more traffic turning through the indirect intersections, more exhaust created by all the extra mileage, and more time the average Tucson driver must spend in traffic.		Chris Scott	Nov. 11	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Final locations and design details of crossing features will be addressed in the next phase of the project.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1117	426	Website Comment			Crossings	Mobility and Access	I have several comments that have to do with the planning for bike traffic crossing Grant. I am a bicycle commuter who lives in E. Seneca St. between Treat and Country Club. (I do also have a car and drive.) 2. I have some comments on bicycle crossings for Grant Road -- and I did before I saw this latest map. So I will make them in two parts. 2A. The map on this website (sec. 1 page 7 of pdf) that shows the Copper and Seneca parallel bike routes suggests that you will have some kind of crossing for bikes, either toucan or pelican, almost every block of Grant! That seems like overkill-- and will stop the traffic from flowing freely on Grant. Way,way too many bike crossings. I appreciate that you want to encourage bikes to travel on other streets than Grant -- but you also need to encourage the bicyclists to cross Grant only at certain intersections.		Mari Jensen	Nov.17	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Final locations and design details of crossing features will be addressed in the next phase of the project.
							Bikes travel at a much greater rate of speed than a pedestrian -- so having more than one additional crossing between the Tucson Blvd intersection and the Country Club Rd. intersection is not necessary for cyclists. 2B. I understand that you want to make Treat a bike route. Yes, to do that, a crossing will help. But do not use the kind of crossing that now exists at 3rd St. and Country Club. I strongly urge you to instead use the kind of crossing that exists on the 3000 block of E. Speedway at the Wild Oats shopping center. Here's why: Allowing bikes to cross Grant safely is good -- but slowing down traffic in both directions for just one bike to cross impedes rather than speeds the flow of traffic. I see it happen all the time at Speedway and Treat - and it doesn't need to be like that. And traffic doesn't need to cross Grant at Treat. There will be a median there. Therefore I strongly suggest you use the kind of crossing which has traffic stop in only one direction at a time -- like the crossing at Wild Oats. This will allow bikes to cross safely and ALSO help pedestrians cross Grant at Treat.					
							You are planning a very wide Grant Road -- too wide for a pedestrian to cross in one light. But do not use the kind of crossing that now exists at 3rd St. and Country Club. I strongly urge you to instead use the kind of crossing that exists on the 3000 block of E. Speedway at the Wild Oats shopping center. Here's why: Allowing bikes to cross Grant safely is good -- but slowing down traffic in both directions for just one bike to cross impedes rather than speeds the flow of traffic. I see it happen all the time at Speedway and Treat - and it doesn't need to be like that. And traffic doesn't need to cross Grant at Treat. There will be a median there. Therefore I strongly suggest you use the kind of crossing which has traffic stop in only one direction at a time -- like the crossing at Wild Oats. This will allow bikes to cross safely and ALSO help pedestrians cross Grant at Treat safely. You are planning a very wide Grant Road -- too wide for a pedestrian to cross in one light. We ride next to					
							We already ride on the side streets -- Seneca, Edison, Drachman, Lester, Lee, Copper, -- to get where we are going. And then we pop over to an intersection with a control to cross the major streets. It's not necessary to have crossings every 0.1 or 0.2 miles to encourage people here to bike. A crossing that makes traffic stop in both directions will not allow a pedestrian to get all the way across easily. However -- the kind of crossing that allows traffic to stop in one direction only and provides a wide shelter one the median for pedestrians will work for both bikes and pedestrians -- and will help traffic move more smoothly. And additional plus -- fewer cars stopped and idling a crossing will also mean less air pollution from cars -- another important consideration for our city. One more thing -- lots of us already commute safely by bike on the same streets as cars every day. We cross Speedway at Tucson Blvd. We cross Grant at Tucson. I do appreciate your adding some additional bike					
							I both bike in the area and drive in the area. I want for me and others to bike safely -- but I also don't want to have to stop several times between the short span between Tucson and Country Club for bike crossings. Therefore I strongly urge you to keep minimize bike crossings to a minimum. Put them in at only the major bike routes. And use the kind of crossing where the traffic stops in only one direction at a time and the bicyclist or pedestrian waits at some shelter in the median. The pedestrians, especially the older and younger ones will help you, because they will be able to get across the street safely without having to run. The vehicle traffic will move more smoothly. And our lungs will thank you, because the less cars idle in stop-and-go traffic, the less exhaust gets spewed out into our air.					
1104	271	Map Comment-Eastern Segment			Crossings	Mobility and Access	Toucan's look like great features.			Oct. 18	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF.
1104	276	Central Open House			Crossings	Mobility and Access	Nice to see that pedestrian and bike access was taken into account. Thanks.			Oct. 16	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF.
1104	277	Central Open House			Crossings/Buffer	Mobility and Access	2. Bike and pedestrian safety 3. Slower traffic 4. Sound control			Oct. 16	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	278	Property Owner meeting comment	Eastern	Edith	General	Vision and Implementation/Mobility and Access	Property/business owner expressed access concerns associated with the project as it relates to his specific business.		Morris Farrow - The Parasol Corporation	Oct. 9	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	278	Website comment	Eastern	Margaret	General	Character and Vitality	As someone who lives on Margaret Avenue I would like to applaud the concept as shown in the latest Alignment. Grant Road will be the most beautiful main East/West road in Tucson.			Oct. 6	Comments lacking specific focus or not demanding a response	Not an alignment issue.
1104	279	Eastern Open House	Eastern	Northway	General	Aesthetics and Environment	We live north Northway and Edison and we are happy to see the changes proposed and look forward to the clean up of a very unsightly street. Thank you.			Oct. 18	Comments lacking specific focus or not demanding a response	Not an alignment issue.
1104	280	Eastern Open House	Eastern	Swan	General	Character and Vitality	I am so glad I came! I live two blocks S. of Grant, one block W. of Swan and was wondering if my house and all the tiles in my yard were going to be wiped out! Thank you for making the pictures clear to me!		Evelin Salestie	Oct. 18	Comments lacking specific focus or not demanding a response	Not an alignment issue.
1104	162	Central Open House			General	Mobility and Access	Increase the posted limit!			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report to TF, Recommend no change from the proposed 35 mph at this time as it provides a balance between traffic mobility and safety for pedestrians and bicyclists.
1104	163	Court Reporter Comment-Eastern Open House			General	Mobility and Access	COMMENT: I have lived off of Grant Road for 20 years plus. And one thing that kind of got me a little bothered is I heard from some of the, I don't know, the members of the committee or whatever, that they're looking at reducing the speed limit from 40 to 35 on Grant Road. And that's bothersome to me because they're widening the road to six lanes. You're going to have a very wide road, and reducing the speed limit -- first off, most people don't pay attention to the speed limits anyway. And when you have a wide road like that it just induces them to drive faster. So I think having the windiness of the road, or some said keep it kinky, was the term that was used, I think keeping the speed limit at 40 miles an hour and having the kinkiness will help keep it at 40 miles an hour. Reducing the speed limit to 35 is just going to cause people to end up getting speeding tickets. People won't drive 35 miles an hour on a six-lane road. The other thing is my suggestion is putting a right-turn lane on Grant Road, especially at the intersection of Grant and Country Club Road. I have seen the intersection of Grant and Country Club Road, especially at the intersection of Grant and Country Club Road, having a right-turn lane. Especially when school is in session, and you have the crossing guards there, it backs up the traffic terribly because the light isn't very long. And then when the crossing guards -- I have seen them actually hold up traffic until the light turns red again. And you have got traffic backed up five, six, eight blocks because of that. And it really makes a terrible mess of traffic. So having a right-turn lane would allow people to at least move over so thru traffic can go through and hopefully not block it			Oct. 18	Access, Intersection, or Street Section affecting Alignment	Report to TF, Recommend no change from the proposed 35 mph at this time as it provides a balance between traffic mobility and safety for pedestrians and bicyclists.
							But on Country Club itself, having a right-turn lane. Especially when school is in session, and you have the crossing guards there, it backs up the traffic terribly because the light isn't very long. And then when the crossing guards -- I have seen them actually hold up traffic until the light turns red again. And you have got traffic backed up five, six, eight blocks because of that. And it really makes a terrible mess of traffic. So having a right-turn lane would allow people to at least move over so thru traffic can go through and hopefully not block it					
1111	393	Website Comment			General	Mobility and Access	Secondly, please time the stop lights so that drivers can hit one green light after another.		Chris Scott	Nov. 11	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Signal coordination is being planned for the improvements and will be further addressed in next phase of study
1114	400	Website Comment			General	Mobility and Access	Comment: Why not add traffic circles and speedbumps to the Grant Road Project!!!!!!!!!!!!!! Let's make all turns illegal, right and left.....oh, sounds like a freeway and that is a no no in Tucson..... Let us give serious thorough to adding suicide lanes.....worked well for years.....!!!!!!!!!!!!!! NO LEFT TURNS AT MAJOR STREETS - YOU FOLKS ARE CRAZY AND NOT IN TOUCH WITH THE PUBLIC NOR REALITY.....			Nov. 17	Access, Intersection, or Street Section NOT affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1111	391	Website Comment			General	Mobility and Access	However, I'm concerned about how the plan apparently shows Grant getting curvier than it already is. Tucson drivers are notoriously bad. I believe making a major street such as Grant curve as frequently as this plan suggests will cause an increase in accidents.		Chris Scott	Nov. 11	Acquisition & Alignment	Recommend: no change. The curviness will help to encourage vehicles to drive the speed limit and during the planning process. Many comments have been received that value the existing curviness and encourage more of the same.
1117	435	Website Comment			General	Vision and Implementation	I was alarmed to read in yesterday's (November 16) Star that today was my last chance to comment on the Grant Road widening plan by going to http://grantroad.info to get info and find out how to submit a comment. I protest this deadline. How can even well informed people like me comment on plans that are just vague lines on a map without sufficient detail? This project will have a huge impact on the area around it and on all Tucson TAX PAYERS. Do not close off our feedback until the full plan has been put together and the public has had time to understand the plans.		Ruth Stokes, systems analyst	Nov. 17	Acquisition & Alignment	While feedback on the Proposed Alignment Concept was closed on November 17, 2008, there will be further opportunity to comment on the design of the Grant Road Improvements as the project moves forward. The next design phase will be completed in early 2010 and will include 30% design drawings. There will be further workshops and opportunities in the interim.
1117	430	Website Comment			General	Aesthetics and Environment	Additional delays will increase pollution, fuel consumption, and driving distance and costs. This is in violation of the Clean Air Act and is illegal!		Paul Diggins	Nov. 17	Comment not affecting alignment.	Grant Road widening to a 6-lane arterial between Oracle Road and Swan Road is a part of the PAG long range transportation plan and has been reviewed by PAG with
1117	434	Website Comment			General	Character and Vitality	But, that's OK, I'm shopping now at the Fry's @ Grant-Swan, so you can change the Fry's @ Grant-Alvernon to MORE Section 8 housing and let the homeless and druggies pitch their tents in the left-over parking lot. All this for the benefit of the suburbanites. YIPPEE!!!		Donna Schmale	Nov. 17	Comment not affecting alignment.	Comment does not need a response.
1117	437	Website Comment			General	Character and Vitality	d) How many tax-paying job-creating businesses along Grant will go under? How much will this decrease city tax revenue?		Ruth Stokes, systems analyst	Nov. 17	Comment not affecting alignment.	Businesses along Grant Rd. that need to relocate as a result of the project will receive relocation benefits under the Standard Uniform Relocation Act. Business counseling and planning is provided by Main Street program funded by RTA.
1104	281	Central Open House			General	Aesthetics and Environment	Thanks for encouraging our opinions and input. Water harvesting and bike paths, my favorite parts! Staff attention marvelous.		Joy L. Holdread-Environmental artist	Oct. 16	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	282	Central Open House			General	Vision and Implementation	Good Job! Is a compromise, I really like it.			Oct. 16	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	283	Central Open House			General	Mobility and Access	Looks great and can't wait to see this project off the drawing/ planning table and into construction. Can we have less traffic lights and more like a parkway?			Oct. 16	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	284	Central Open House			General	Vision and Implementation	I have been asking the same question over and over again without being given the courtesy of any reasonable answer: "with \$12 per gallon gasoline just around the corner, why six traffic lanes?" Don't tell me because "that's what was voted in." It would be better to acknowledge the coming time after peak oil and global climate change and vote again to amend the plan!			Oct. 16	Comment not affecting alignment.	Not an alignment issue.
1104	285	Eastern Open House			General	Character and Vitality	Looks marvelous and well thought out. My property at 2110 E. Grant should be enhanced. Thank you !		Ben Rock	Oct. 18	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	286	Eastern Open House			General	Character and Vitality	Looking forward to adopting the innovative approach, hopefully damage control will be at a minimum. Overall Grant needs improvement and we hope the city adopts plans like these in other areas to make it a better city to navigate in. Thanks.			Oct. 18	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	287	Eastern Open House			General	Mobility and Access	You folks have done a fantastic job! Well advertised and the presentation is absolutely fantastic! I don't know how it could be any better. The indirect left turn concept is great! Boy will that speed up traffic flow and really increase safety. The fact that it also uses less land thus less cost is also a great help! Keep up the good work!			Oct. 18	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	288	Eastern Open House			General	Mobility and Access	The proposed project is good. It will lessen the commuters problem on too much traffic.			Oct. 18	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	289	Website comment			General	Character and Vitality	The Solution to Grant Road Congestion is a Change in Thinking. Instead of throwing good money, time, and energy after bad, city officials should now, before walking one step further down the well-worn path of "two wrongs make a right" stop and realign themselves with the highest interests of their constituents, their city, and their environment. As much money and time that have already been spent in pursuit of this misinformed goal, much more will be squandered if more asphalt is laid, and more yet if this project is seen to completion. One hundred and sixty-six million dollars would be infinitely better spent on actual long-term solutions to our traffic congestion problem (e.g., getting people out of their cars and into buses, trains and streetcars and onto bicycles and feet) than sinking it into an unforfeivably expensive assault on reason and common sense. not to mention In addition to all of this is the fact that road widening, as the research literature widely demonstrates, has the exact opposite effect on the problem it is designed to alleviate - traffic congestion – as it intends: as the road widens, more people take to their cars and/or take to using that thoroughfare, in short measure reclogging the artery and regressing to square one. And after millions of tax dollars have been spent, more fuel has been burned, and more infrastructure has been created to support the use of the automobile, we are left with the same transportation bottleneck.			Oct. 12	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF.
1104	290	Website comment			General	Character and Vitality	3. It looks to me like we're going to get another Speedway - another ugliest street in America - something I thought we were trying to avoid. The elimination of local and unique businesses is surely going to be a result of this plan, as well as a lack of concern for protecting established and historic neighborhoods. Perhaps the staff needs to read Melissa Holbrook Pierson's book, The Place You Love is Gone, about the destruction of unique places in the name of progress.		Jeanne Schou Lewis	Oct. 18	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF.
1104	291	Website comment			General	Vision and Implementation	Have you lost your minds? Now is Not the time to even consider using tax-payer dollars to keep the road contractors happy. Leave Grant Road and our tax dollars alone!		Michael Cochran	Oct. 7	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF.
1104	292	Website comment			General	Vision and Implementation	I just spent 2 hours on this website learning about the proposal and I have one thing to proclaim: This plan is PHENOMENAL!! I am a born & raised Tucsonan and have watched over the years as our traffic problems have magnified. While I don't love enabling more and more vehicles on the road, it's a real problem that needs to be addressed. Why not a light-rail system instead? Simple, due to the physical layout and growth of our city, it is highly unlikely that a light-rail system would ever truly succeed. As such, projects like this make a LOT of sense. For once, I see a project that in the end, positively affects ALL Tucsonans. You hereby have my FULL support! Yes, lives will be disrupted, businesses will fail or relocate and "pain" will be felt by ALL citizens in one form or another. BUT, in the end, we will ALL be better for it - yes, even those who lost businesses or homes. Home values will likely INCREASE in the area after the finished project and area businesses will likely have more visibility and new potential drive-by customers.		Tony	Oct. 8	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	293	Western Open House			General	Character and Vitality	The big issue is convincing the homeowners to move. The entire community will benefit from this project.			Oct. 15	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	294	Western Open House			General	Vision and Implementation	A good proposal - great ideas that will benefit the community .			Oct. 15	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	295	Western Open House			General	Vision and Implementation	You work good, you do good work.			Oct. 15	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	296	Western Open House			General	Vision and Implementation	I was lost when I first looked at the Grand Road designs, until the personnel presented and answered all questions and I left with very good understanding to what is going to happen to Grant Road.		James B. Roy. Ward #3 Northwest Neighborhood	Oct. 15	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	297	Western Open House			General	Vision and Implementation	Good plan! Well thought through. Well explained. Well presented. Well Done!			Oct. 15	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	298	Western Open House			General	Vision and Implementation	Very Impressed!			Oct. 15	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	299	Map Comment- Western Segment			General	Vision and Implementation	I think Grant Road can use the improvement, beautification greenery and to be more pedestrian and bicycle friendly. I hope RTA has the money come 2013!				Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1111	387	Website Comment			General	Vision and Implementation	comment - First of all, I want to commend you for putting a lot of detail into this effort. It is evident a lot of time and discussion was held to prepare this.		Chris Scott	Nov. 11	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1111	390	Website Comment			General	Character and Vitality	Finally, I appreciate the program's effort in preserving historic buildings, businesses and residences, for all of the various reasons.		Chris Scott	Nov. 11	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.

Grant Road Proposed Alignment Concept - Public Comments Received

Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1117	439	Letter			General	Vision and Implementation	<p>Dear Ms. Antol:</p> <p>As the president of a Grant Road neighborhood association - Palo Verde - affected by the eastern two miles of the Grant Road Improvement Project ("Project"), I am providing the following comments on the proposed Grant Road Improvement Plan ("Plan").</p> <p>1. Neighborhood and Area Plans. The website for the Project, under "Frequently Asked Questions", states "it must be recognized that the Grant Road plan may be in conflict with underlying neighborhood [and area] plans, and if that is the case, the recommendations of the Grant Road plan will prevail." We are extremely troubled by this statement and question what its basis in code or policy is, if any. Nothing in the intergovernmental agreement between the City of Tucson and the Regional Transportation Authority would suggest such sweeping preemption of local planning documents. Our neighborhoods' representatives worked tirelessly for some two years in the development of the Grant-Alvernon Area Plan ("GAAP"), which was adopted by Mayor and Council in September.</p> <p>2. Billboard Codes and Policies. Nowhere in the Plan is there any discussion of the status of the many billboards that line the length of the Project, including the eight within our neighborhood association boundaries that negatively impact our residents (particularly on North Street). We are presuming that this is so because City codes and policies in this regard are so firmly entrenched in the time since the billboard ordinance was adopted in 1985 that such further discussion is unnecessary. Nonetheless, given the suggestion that the GAAP policies may be summarily preempted, we want to restate these codes and policies, as well as our firm expectation that the Project will fully comply with them:</p> <p>Tucson Sign Code: Sec. 3-96(C) " ... non-conforming sign shall be moved, altered, removed and reinstalled, or replaced, unless it is brought into compliance with the requirements of this sign code ..."</p> <p>General Plan: Policy 4.8.E. "Prohibit relocation of nonconforming signs that have been removed due to construction of roadway and other public works projects."</p> <p>Roadway Development Policies: Section 8.1(2)(e). "Visual Enhancement - Signs and billboards within or encroaching on roadway shall be relocated to private property only if they can be modified to conform to the standards of the Plan. The Mayor and Council Policy Manual has a similar policy adopted in 1986.</p> <p>In addition, there is also a longstanding policy, routinely implemented, that billboards located on City property be removed upon the expiration of any lease encumbering the property prior to acquisition.</p> <p>3. Overhead Utility Poles/Wires. "Guiding Principle" 3.5 of the Plan states "Mitigate utility issues including overhead wires, to the extent feasible". The phrase "to the extent feasible" needs to be deleted. While fiscal challenges may exist now and in the future as to completing the Project within budget and/or obtaining additional funding sources to otherwise do so, the undergrounding of overhead utility lines should not be set up as the first sacrificial lamb, expendable over all other objectives of the Project with an associated cost. Even the most casual reading of the public comment in this regard shows a deep community desire to see this greatly needed improvement to the visual quality of the Grant Road streetscape.</p> <p>In sum, we are specifically requesting: 1) that the proposed Plan be reviewed for any conflict with the policies of the Grant-Alvernon Area Plan and that a rationale be provided for any instance where the Project Team feels the</p> <p>We the representatives may have additional comment for the public hearing scheduled before Mayor and Council</p> <p>Sincerely, Ronni Kotwica</p>		Ronni Kotwica Palo Verde Neighborhood	Nov. 18	Acquisition & Alignment	Please see city response letter attached to pdf.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1117	440	Letter			General	Vision and Implementation	<p>I am president of Oak Flower Neighborhood Association. After reading the following information, I wish to add my name to the list of neighborhoods who are concerned about these issues.</p> <p>Dear Ms. Antol:</p> <p>We, the undersigned presidents of the Grant Road neighborhood associations affected by the eastern two miles of the Grant Road Improvement Project ("Project"), provide the following comments on the proposed Grant Road Improvement Plan ("Plan").</p> <p>1. Neighborhood and Area Plans. The website for the Project, under "Frequently Asked Questions", states "it must be recognized that the Grant Road plan may be in conflict with underlying neighborhood [and area] plans, and if that is the case, the recommendations of the Grant Road plan will prevail." We are extremely troubled by this statement and question what its basis in code or policy is, if any. Nothing in the intergovernmental agreement between the City of Tucson and the Regional Transportation Authority would suggest such sweeping preemption of local planning documents. Our neighborhoods' representatives worked tirelessly for some two</p>				Acquisition & Alignment	Please see city response letter attached to pdf.
							<p>2. Billboard Codes and Policies. Nowhere in the Plan is there any discussion of the status of the many billboards that line the length of the Project, including the eight within our neighborhood association boundaries that negatively impact our residents (particularly on North Street). We are presuming that this is so because City codes and policies in this regard are so firmly entrenched in the time since the billboard ordinance was adopted in 1985 that such further discussion is unnecessary. Nonetheless, given the suggestion that the GAAP policies may be summarily preempted, we want to restate these codes and policies, as well as our firm expectation that the Project will fully comply with them:</p> <p>Tucson Sign Code: Sec. 3-96(C) "... non-conforming sign shall be moved, altered, removed and reinstalled, or replaced, unless it is brought into compliance with the requirements of this sign code ..."</p> <p>General Plan: Policy 4.8.E. "Prohibit relocation of nonconforming signs that have been removed due to construction of roadway and other public works projects."</p> <p>Roadway Development Policies: Section 8.1(2)(e). "Visual Enhancement - Signs and billboards within or encroaching the right-of-way shall be removed in their entirety except those signs</p>					
							<p>In addition, there is also a longstanding policy, routinely implemented, that billboards located on City property be removed upon the expiration of any lease encumbering the property prior to acquisition.</p> <p>3. Overhead Utility Poles/Wires. "Guiding Principle" 3.5 of the Plan states "Mitigate utility issues including overhead wires, to the extent feasible". The phrase "to the extent feasible" needs to be deleted. While fiscal challenges may exist now and in the future as to completing the Project within budget and/or obtaining additional funding sources to otherwise do so, the undergrounding of overhead utility lines should not be set up as the first sacrificial lamb, expendable over all other objectives of the Project with an associated cost. Even the most casual reading of the public comment in this regard shows a deep community desire to see this greatly needed improvement to the visual quality of the Grant Road streetscape.</p> <p>In sum, we are specifically requesting: 1) that the proposed Plan be reviewed for any conflict with the policies of the Grant-Alvernon Area Plan and that a rationale be provided for any instance where the Project Team feels the</p> <p>We may have additional comment for the public hearing scheduled before Mayor and Council in January. Sincerely,</p>					

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	300	Website comment			General	Character and Vitality	This plan will kill established businesses that are distinctly Tucson by eliminating their structures or necessary parking, which is counterproductive to real improvement vs. aesthetic civic works window-dressings. Grant doesn't require attention. I can see Grant every afternoon and evening as a functional thoroughfare from the front desk of my workplace, and I drive homeward just fine 5 nights a week down it so leave it be.		Guillermo Maytorena IV	Oct. 8	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Replacement of parking that is acquired within the widened right-of-way will be studied further in the next phase of work, and in more detail as property acquisition proceeds in the future. And impacts to businesses and support of established businesses will continue to be addressed through planning and into construction of the Grant Road Project.
1104	164	Eastern Open House	Eastern	Glenn	Implementation	Mobility and Access	What if any provisions are being looked into for the traffic issues that are going to occur on Glenn because of avoidance of construction issues on Grant. It is already being utilized as a main through fare. Just like the indirect left turn this is crazy.		S. Weatherly	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	165	Central Open House	Western	Oracle	Implementation	Mobility and Access	How about building two of these indirect turn lanes at Oracle and Swan, the roads are already in place with minimal anything except building them very little purchase required, Santa Fe Pool and Spa and easements on...			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Implementation will be addressed in future phases of study
1104	302	Western Open House		Oracle	Implementation	Character and Vitality	Had a call from a business owner on Oracle who wanted me to pass on his concerns about (future) construction on this project. He was going to be out of town this week so couldn't attend an open house. He contends that despite what has been said (or not said) I-10 work has had a devastating effect on a number of businesses in the area. Says that 80 year old businesses were closed down and he personally lost \$35,000 in first months. Says decision to close all ramps kept business from west coming east at night.		Rebecca Roupp (COT) OARP.	Oct. 15	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Implementation will be addressed in next phase of study
1114	403	Website Comment			Implementation	Vision and Implementation	Finally --what is the true projected cost of this roadway at the time of construction, and who will be required to make up the difference between the amount of money committed by the RTA and the actual cost? Since our Mayor very foolishly agreed that the community in which the project is being constructed, will make up the difference, how do you propose to pay for this?		Colette Altaffer	Nov. 17	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Will be addressed further with refined design and cost estimate in next phase of study

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1117	438	Website Comment			Implementation	Vision and Implementation	e) Given the current economic situation and lower tax revenues, the city should demand that there be alternate plans in case the full widening is too expensive. Note that the city DOT estimated that doing just the intersections (and perhaps this new left turn idea) first would be 70% as effective as full widening. Ask for the projected costs of both options. Since any overruns will increase taxes for the whole city, I think ALL you council people need to have you staff do more deep digging. Get some outside views of planners without vested interests (U of AZ faculty like architecture - not physical resources). I have served on city, state and federal citizens committees since 1970. The staff dominated them. There has to be some more effective way for people who take the time to become well informed on issues to have a voice. Start by removing this deadline for our input and have your aids get the information for us - instead of turning us over to city staff. It is a structural problem not malice. But the outcome is grim for us concerned citizens.		Ruth Stokes, systems analyst	Nov. 17	Comment not affecting alignment.	Costs of the project will be further assessed in the next phase and will continue to be refined along with the design of the improvements up to the time the phases of the project are put out to bid. Councilmembers and their staff, and a range of professionals and stakeholders (including the national members of the Grant Road consultant team) have been involved in and have reviewed the work to date and will continue to be involved. While feedback on the Proposed Alignment Concept was closed on November 17, 2008, there will be further opportunity to comment on the design of the Grant Road Improvements as the project moves forward. The next design phase will be completed in early 2010 and will include 30% design drawings. There will be further workshops and opportunities in
1104	301	Website comment			Implementation	Vision and Implementation	I also hope you are polite as the work is done...that you consider that you're working in neighborhoods.				Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Implementation will be addressed in next phase of study
1104	303	Central Open House			Implementation	Vision and Implementation	Why are you doing the first part second and the last part first? Phase 1 needs done last as most of it is so well, it doesn't need touched until the rest is done. (with the exception of McGee and Silverbell) Phase 2 needs done now and what was specific in the voting is not being done first. Why? Cortaro Rd. is Marana not Tucson.			Oct. 16	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Implementation will be addressed in next phase of study
1104	304	Court Reporter Comment - Central Open House			Implementation	Character and Vitality	COMMENT: Has anybody calculated what the cost in lost revenues is going to be for this project?			Oct. 16	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Implementation will be addressed in next phase of study
1104	305	Eastern Open House			Implementation	Mobility and Access	I spoke with Jim Glock about the idea that some of the project money and showed help of providing traffic calming.			Oct. 18	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Implementation will be addressed in next phase of study
1104	306	Website comment			Implementation	Vision and Implementation	Please just get going on this project and quit worrying about what the neighborhoods thinks and wanted their suggestions! If this were Phoenix we would of ALREADY have this project half done... This is what's the matter with Tucson.. I have been driving on the SAME street I was when I was 56 years old.. Richard Corral, life long resident.			Oct. 7	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Implementation will be addressed in next phase of study
1104	307	Western Open House			Implementation	Vision and Implementation	I came to find out how it's going to work. So many new things (not on E. Speedway, etc.) but this here - I'd like to see it done in my lifetime - I'm 80 years old.			Oct. 15	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Implementation will be addressed in next phase of study

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	308	Western Open House			Implementation	Vision and Implementation	I hope you are going to do this in segments and not the five miles at once.			Oct. 15	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Implementation will be addressed in next phase of study
1104	309	Western Open House			Implementation	Vision and Implementation	The concept seems ok. My chief concern would be how construction proceeds and how long will it take			Oct. 15	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Implementation will be addressed in next phase of study
1104	14	Website comment	Central	Campbell	Intersection Design	Mobility and Access	I am also concerned that the left turn design requires the taking of property at the U-turn in order to allow large vehicles, such as semi-trucks, to negotiate the turn. In the case of southbound Campbell, this may require the city to cut into the landscaped and walled area on Campbell to obtain the additional land, and there may be insufficient room left to replace the wall. This would leave some of the houses on Campbell exposed to the traffic, after we worked so hard to protect them.			Oct. 20	Access, Intersection, or Street Section affecting Alignment	Clarify that the Grant Road project does not recommend indirect left turns on cross streets, they are only recommended for Grant Road itself. Therefore, there is no likely impact to the wall on Campbell.
1104	21	Website comment	Central	Campbell	Intersection Design	Mobility and Access	Also, I think the lack of a left turn on Grant will be horrible. It is already VERY difficult to head north on Grant from Edison during from 4 to 6 pm because northbound traffic on Campbell goes from 3 to 2 lanes. Cars exiting Edison to go north of Campbell have a real battle on their hands as cars are backed up to the south. If you don't have a left turn to go north and south on Campbell from Grant and require a U turn, it is going to be an awful mess. Thanks, Elliot Glicksman		Elliot Glickman	Oct. 18	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	22	Website comment	Central	Campbell	Intersection Design	Mobility and Access	2. The U-turn proposal on Campbell for those wishing to turn left onto Grant is going to jeopardize the wall protecting Catalina Vista along Campbell. (Which was just put up when Campbell was expanded, in order to protect that area.) It will also create a HUGE traffic back-up! It seems much more sensible to just increase the left-turn lane area on Grant, which is the way it is in most cities. U-turns are extremely impractical!		Jeanne Schou Lewis	Oct. 18	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	167	Central Open House	Central	Campbell	Intersection Design	Aesthetics and Environment	2. The proposed left-hand turn will also impact the new wall and landscaping on Campbell and may expose the properties we worked so hard to protect, to unacceptable negative impacts. 3. Cost is a definite concern, so I would like to see you consider intersection improvements only.			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report to TF, Clarify that this is not the case and Recommend no change
1104	168	Court Reporter Central Open House	Central	Campbell	Intersection Design	Mobility and Access	COMMENT: One of my concerns, though, still exists with the Grant and Campbell intersection. On Campbell heading north, once you cross Grant, you're still going to have traffic converging and merging. Right now at 5 o'clock at night, 5:30, 6 o'clock, it can take as long as ten minutes to get across that intersection. And so I don't think that what's proposed for Grant Road in any way is going to alleviate the north and southbound traffic. Northbound from Campbell, going northbound across Grant, and then in the mornings the same way southbound from Campbell across Grant.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	15	Central Open House	Central	Mountain	Intersection Design	Mobility and Access	No left turns for the tractor trailer rigs- U's will be hard for them to turn especially for 53' and tractor to turn. No frontage roads- would make it difficult for business access. Clearer access to neighborhoods- no walls between Campbell and Park.			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Recommend no change
1104	169	Map Comment-Eastern Segment	Central	Mountain View and Grant	Intersection Design	Mobility and Access	Are there going to be lights at the indirect left turn lanes? Are they going to be synchronized with lights at Rosemont TMC and Craycroft?				Access, Intersection, or Street Section affecting Alignment	Report to TF, Clarify that there will be lights and Recommend no change

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	13	Website comment	Central	Swan	Intersection Design	Mobility and Access	Finally, the U-turn east of Swan Road limiting egress from the Crossroads Festival Shopping Center could be shifted south, eliminating the need to take any of this property and possibly any adverse impact on the 180,000 s.f. shopping center. Once I see the detailed plans this week, I will provide additional input. Respectfully submitted, Jim Bradley.		Jim Bradley		Access, Intersection, or Street Section affecting Alignment	Report on map comments to TF. Shifting the alignment south here would likely affect mobile homes and possibly shopping center on south side of Grant Road.
1104	310	Map Comment-Eastern Segment	Eastern	Alvernon and Walnut block	Intersection Design	Mobility and Access	Indirect left turns are a <u>great</u> idea!				Comment not affecting alignment.	Not an alignment issue, report on mapping to TF.
1104	16	Website comment	Eastern	Country Club	Intersection Design	Mobility and Access	To avoid left turns at Country Club traveling West, people have to drive past CC for one block, turn around in a gigantic turnabout located just in front of a quiet side street and drive back and then wait to make a Right turn. What genius came up with this idea? If this turnabout is necessary, it could be moved 75 feet further West and it then would take basically parking lots and possibly some dilapidated buildings; to propose to destroy a brand new building which has been nominated for a design award already is beyond comprehension. This idea stinks. Doesn't someone look to see what is in the area before they draw? Hopefully this is only a concept drawing and changes can be made. Should we have built the building slammed up against our back wall in case you guys wanted to install a football field in the middle of Grant Road? I guess it is impossible to underestimate government's mentality. I will be contacting the Blenman Elm Neighborhood Association, as they were adamant that we put in a concrete barrier to avoid patients pulling out into the neighborhood; they will not be happy with this little side street being turned into a major intersection. Thank you.		George Makol MD	Oct. 8	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Note that existing PAC does not impact the building, but landscape in front of the building. Options to consider: close access to Margaret or narrow and slightly shift alignment to further minimize impact to Alvernon Allergy
1104	170	Eastern Open House	Eastern	Glenn	Intersection Design	Mobility and Access	This project will have a main impact on Glenn. It is already heavily used. With the indirect left turns people will avoid Grant. Also during construction. More road at slower speed will not save anything. More roads bring more traffic as demonstrated on Camp Lowell. A 35 mph freeway- It will bring noise and air pollution to my neighborhood :(I have seen indirect turns in New Jersey. They work great in rural areas- but a city?!			Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	171	Eastern Open House	Eastern	Glenn	Intersection Design	Mobility and Access	We are concerned about the following: 1. Traffic accidents in the confusing left turns which resemble u-turns and 1/2 round about. 2. Motorists will choose to take streets paralleled to Grant. Our residential Glenn St. will see more speeding cars, congestion, noise and pollution.		E. Hackney	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	17	Map Comment-Eastern Segment	Eastern	Loretta and Country Club Indirect Left Turn lane	Intersection Design	Mobility and Access	Consider moving indirect left turn lane 20'-50' west.				Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Note that existing PAC does not impact the building, but landscape in front of the building. Options to consider: close access to Margaret or narrow and slightly shift alignment to further minimize impact to Alvernon Allergy
1104	18	Website comment	Eastern	Margaret	Intersection Design	Mobility and Access	I think it is CRAZY to have a turn around one block west of country club. The alternative could be to allow left turn at Country club road. I strongly object to U turn one block west of country club road.		Kudagal Murthy	Oct. 15	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Note that existing PAC does not impact the building, but landscape in front of the building. Options to consider: close access to Margaret or narrow and slightly shift alignment to further minimize impact to Alvernon Allergy
1104	19	Website comment	Eastern	Margaret	Intersection Design	Mobility and Access	I strongly object to the u-turn feature at Margaret and Grant Road. Many of my patients are wheelchair bound and others are very slow moving. The present proposal presents extreme hazard to these people.		Sheldon Gingerich MD	Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Options to consider: close access to Margaret, move turn-around

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	20	Website comment	Eastern	Margaret	Intersection Design	Mobility and Access	Funneling Grant road traffic into a residential area where many children live is an irresponsible approach to solving future traffic congestion on Grant. Margaret Ave is the street one block west of Country Club. The section of Margaret Ave between Grant and Edison has high density family residences. A dozen or so small children presently live in the houses and apartments on the block directly south of Grant. It is common to see them playing in the area. I'm concerned that Grant west bound traffic that wants to head south on Country Club and is forced to make a U-turn at the Margaret Ave intersection will avoid the wait at the Country Club intersection by making a left turn into the uncongested residential street Margaret then using Edison to get back to Country Club. People will soon learn the shortcut will save them time because they will not have to wait for the Grant road right turn lane to clear. Blending into southbound traffic at Edison will shorten drive time		Matt Rademacher	Oct. 6	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Options to consider: close access to Margaret, move turn-around
							Could Grant road access to Margaret be sealed off so the high density residences there will not suffer cross town commercial traffic? Recently the city has acknowledged this problem and installed speed bumps on Edison / Margaret to slow traffic down and to minimize traffic to local use. A business on the southeast corner of Grant/Margaret recently applied for rezoning so they could extend their parking into the residential neighborhood on Margaret. The city allowed it as long as the business did not empty their parking lot traffic into the Margaret residential area. Many of the people who live on Margaret who were initially opposed to the increased traffic caused by the business rezoning changed their minds and agreed with the rezoning when the business agreed to not empty their parking lot traffic into the residential area.					
1104	371	Property Owner meeting comment	Eastern	Margaret	Intersection Design	Vision and Implementation	Property/business owner expressed access and property impact concerns associated with the project as it relates to his specific business.		Georg Makol - Alvernon Allergy	Oct. 18	Acquisition & Alignment	Report on mapping to TF. Options to consider: narrow and slightly shift alignment to further minimize impact to Alvernon Allergy
1104	177	Map Comment- Western Segment	Eastern	Oracle and Grant	Intersection design	Mobility and Access	How about an indirect Left Turn Here to test as minimal purchasing to do anyway with 3 lanes already			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Implementation will be addressed in future phases of study
1104	172	Map Comment- Eastern Segment	Eastern	Swan and Mountain View Block	Intersection Design	Mobility and Access	How about an indirect here to test it now as very minimal purchasing with 3 lanes already in place and @ Oracle			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Implementation will be addressed in future phases of study
1104	173	Map Comment- Eastern Segment	Eastern	Swan and Mountain View Block	Intersection Design	Mobility and Access	How about an indirect here along with Oracle to test them out.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Implementation will be addressed in future phases of study
1117	424	Website Comment	Eastern	Treat	Intersection Design	Mobility and Access	I appreciate all of the hard work that has gone into developing a plan to widen Grant Road with the least amount of impact on existing businesses. I do worry about the use of indirect left turns. I have lived in Tucson since 1981. I was here when the reversible lanes, aka the suicide lanes, were implemented. In the 25 years of their existence, drivers could not or would not understand how they worked or obey the rules. Driving down Grant during rush hour was annoying at best and downright dangerous at worst. I believe the suicide lanes failed because of the make up of our community. A large proportion of the people living in Tucson are transitory. Students come and go as well as snow birds. Thousands of new people join and leave our community every year. Suicide lanes were not the norm in the US and confused many people. I believe the indirect left turns will suffer the same fate. They are not the norm in the US and we are asking young		Loreli Panico	Nov. 17	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
							I am 43 and grew up in Grand Rapids, Michigan. I visited Grand Rapids a few years ago. I remember experiencing the non direct left turn lanes - they were confusing and scary. I was happy to get out of the city and not have to contend with them. When you are not sure where you are going, they contribute to the stress level. Thank you for listening to my concerns. Thank you also for efforts. I do believe you have the community's					

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	380	Property Owner meeting comment	Eastern	Walnut	Intersection Design	Mobility and Access	Property owner expressed access concerns associated with the Indirect Left Turn as it relates to his specific business.		Jim Briggs - JBGST Trust	Oct. 10	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public level of support of ILT will be discussed with TF. Recommend no change to alignment.
1104	34	Map Comment- Western Segment	Western	1st and Grant	Intersection Design	Mobility and Access	Left turns are very popular here, especially with U of A traffic. Tell me again how a U-turn in traffic is better?			Oct. 18	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	174	Western Open House	Western	1st Ave	Intersection Design	Mobility and Access	At the intersection of 1st Ave. and Grant (north side intersection) a lot of people cross the street without going to the corner and using the light. In other words, they jaywalk 100-200 feet north of the intersection to cross 1st Avenue to or from Fry's. This is dangerous. Will the changes at the intersection discourage this behavior or will it be more dangerous?			Oct. 15	Access, Intersection, or Street Section NOT affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	311	Map Comment- Western Segment	Western	1st, at excess acquired land	Intersection Design	Vision and Implementation	Plan for RTA funded 1st Ave with this work			Oct. 15	Comments lacking specific focus or not demanding a response	Not an alignment issue.
1104	12	Website comment	Western	3rd	Intersection Design	Mobility and Access	Also, realignment of U-turn at 3rd Ave should align directly, not off, similar to 9th Ave.	Likely the commenter means Los Altos	Jim Bradley		Access, Intersection, or Street Section affecting Alignment	Report on Map Comments to TF. The current configuration is focused on avoiding neighborhood cut-through traffic, and shifting the turn-around to 3rd would make the distance back to 1st be too far
1104	35	Map Comment- Western Segment	Western	Balboa at turn around on north side of Grant	Intersection Design	Mobility and Access	This will be a mess! Driver frustration does not equal safety	referring to ILT		Oct. 18	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public level of support of ILT will be discussed with TF.
1104	175	Court Reporter Comment - Western Open House	Western	Estrella	Intersection Design	Mobility and Access	COMMENT: Grant Road and North Estrella, there's an indirect turn that's directly facing Estrella. And I'm fearful that say a truck is in front of you making that indirect turn, and they're going to go in kind of slow between Estrella heading back west to turn north on Stone. And what with Estrella being directly in front of you, I'm afraid that cars will cut through their lane, not make the indirect turn, but just go directly into the neighborhood north, and then cut over to Stone as they travel. So I think that that indirect turn at Estrella should be moved a little to the east. And I think there's enough room there to make that turn there, and then it wouldn't be such a blatant thing for people to turn into the neighborhood. They could add neighborhood protection.			Oct. 15	Access, Intersection, or Street Section affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	176	Western Open House	Western	Estrella	Intersection Design	Mobility and Access	We (Keeling Neighborhood) do not want cut through traffic! Estrella looks like a problem. Can it be cut off at Grant? Everything else looks great. Good work!			Oct. 15	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	178	Map Comment- Western Segment	Western	Oracle and Grant, EB left turn lane	Intersection Design	Mobility and Access	Look at all the people who want to turn left onto Oracle from here	circle drawn around EB traffic turning left (5 vehicles)		Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF.
1104	24	Map Comment- Western Segment	Western	Stone and Grant	Intersection Design	Mobility and Access	ILT may be too close to Oracle (4 signals, short distance)			Oct. 18	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Recommend no change
1114	417	Website Comment		Loretta	Intersection Design	Mobility and Access	comment - The people who live on North and East Loretta Dr. (near Grant and CC) are going to have a terrible time getting into that cul-de-sac street as the road is now designed. If a Loretta Drive person is returning home from the west, they will have to pass North Loretta because there will be no left turn, go all the way past CC to the U turn some 800 feet past the intersection and return to CC - then make a right turn onto CC and then a left onto Loretta (which will be extremely difficult because there is no turn lane and traffic will be backed up crossing Grant). Or, they will have to go through the intersection - again - and a right turn onto North Loretta. This cannot possibly be seen as more efficient and a time and gas saver. You need to rethink that area and allow for a left turn from Grant onto North Loretta. The North and East Loretta cul-de-sac residents have extremely limited options - there is no street access from the west or north of East Loretta. The only access is from Grant or Country Club and as designed, you make it extremely difficult and time consuming to get to that little one block. Please make needed changes so we are driving around in circles just to get to back home. In general, this is an outrageous project given the current state of gas prices and environmental degradation - shouldn't we be figuring out how to move people in ways other than 6 lane highways through the middle of town - but since this enormous project seems a done deal, can you at least please not put an endless unnecessary burden on people who live in the neighborhood.		Maggy Zanger	Nov. 14	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Neighborhood access and median openings will be further addressed in next phase of study
1104	23	Court Reporter Comment - Central Open House			Intersection Design	Mobility and Access	I don't believe this Michigan left turn is going to work because it's been used in smaller communities than Tucson. The traffic, they tell me, is higher east-west, but it's not as high north-south. Plus, it's going to drive up the cost because of the additional traffic signals, and who knows what else, drainage problems, perhaps. So these are things that they really have to study and not let somebody talk them into it. They have been talked into too many things already that have not worked. This is typical for the City of Tucson.			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	25	Website comment			Intersection Design	Mobility and Access	I think that the plan for Grant Road is overall quite good, but I question the effectiveness of those Michigan Uturns instead of left turns. Those only exist in the Detroit area on highways with extremely wide medians and are not being used in new road projects or in high density areas. Besides, Detroit's transportation models are not a good example for most cities. GM bought out they public transportation system in the 50's and they are now rebuilding their entire infrastructure of highways. The city looks like Bagdad after the US invaded.			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	26	Website comment			Intersection Design	Mobility and Access	Let's not outsmart ourselves here. When I moved to Tucson, there was the "suicide lane", a unique and very poor idea. Let's not make Tucson the testing ground for another questionable idea. Indirect left turn will be a nightmare. People are going to go nuts waiting at a light, then waiting to make a u-turn, then waiting again at a light to make a right turn.		William Nelson	Oct. 17	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	27	Website comment			Intersection Design	Mobility and Access	As far as the special left turn lanes, I hope they don't just move the congestion past the intersection.			Oct. 18	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	28	Website comment			Intersection Design	Mobility and Access	I can't believe that you still are showing that horrible indirect left turn concept. I see it as dangerous and confusing. It will rival the suicide lanes as the dumbest idea Tucson has presented and will cost millions to "fix" it later. Dump it.		Cathy	Oct. 7	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	29	Website comment			Intersection Design	Mobility and Access	comment - I don't like the left-turn idea. If the intersection timing can't handle the number of vehicles turning left then the left-turn bay at the intersection should be lengthened (or have double left-turn lanes; or both) rather than just having the vehicles back up traffic after the intersection. Moving the problem doesn't solve the problem.			Oct. 29	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	30	Website comment			Intersection Design	Mobility and Access	I am concerned that the left turn design requires the taking of property at the U-turn in order to allow large vehicles, such as semi-trucks, to negotiate the turn.		Sara Becker	Oct. 20	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	31	Western Open House			Intersection Design	Mobility and Access	Great public process so far. Congrats. Keep up the good work. Still not sure about indirect left turn. I get that it is useful for moving traffic and perhaps lessening asphalt, but still trying to imagine it in terms of effect on urban form- intersections have made such an important contribution to urban design.			Oct. 15	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	32	Western Open House			Intersection Design	Mobility and Access	Overall good- Not too keen about the indirect left turn concept. Perhaps such a concept can be included in a near roadway project prior to the Grant Rd widening.			Oct. 15	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	33	Website comment			Intersection Design	Mobility and Access	Very concerned about intersections design. Lots of primers will push the turn leading to more accidents.			Oct. 20	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	36	Court Reporter Comment - Western Open House			Intersection Design	Mobility and Access	I do like the indirect turns on Grant, and I've used them when I lived in New Orleans, like 30 years ago. But in New Orleans they were the only form of intersection, whereas here I'm concerned that out of the entire city we're going to have seven intersections that are --- which are indirect turns, versus the whole rest of the city, which are direct turns, causing for me fearfulness that it will create a problem. And, yeah, we're going to put signs up, but like people read signs? So anyway, that was it.			Oct. 15	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	37	Central Open House			Intersection Design	Mobility and Access	Indirect left turn seem confusing to me.			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	38	Court Reporter Central Open House			Intersection Design	Mobility and Access	COMMENT: So my 30 cents is the indirect left turn, by the time you get this thing built five to ten years, probably closer to ten years down the road, it's going to be behind the curve as far as traffic flow. And I am in the minority, and a grade separated interchange is what should be done for some of these major things. Like I said, five to ten years down the road, turning left to go right, to do a U-turn to go right, doesn't make a whole lot of sense. Especially since the traffic at that point now will be so much more that you're going to have to redesign these intersections within probably five years after they're done.			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	166	Website comment			Intersection Design	Mobility and Access	Overall, the alignment appears to reflect a reasonable placement of the roadway given the constraints that exist along Grant. A few observations, there are not enough channelized right turns. I specifically think that they need to be considered for NB Alvernon to EB Grant, EB Grant to SB Alvernon, NB Swan to EB Grant, EB Grant to SB Swan, NB Country Club to EB Grant, EB Grant to SB Country Club, all directions at Campbell, NB 1st to EB Grant and EB Grant to SB 1st. Not having these channelized turns will back up traffic on the intersecting roadways (like current) and hamper traffic flow.		Jim Bradley	Oct. 14	Access, Intersection, or Street Section affecting Alignment	Report to TF, Recommend no change, right turn lanes have been provided at lanes where they are needed for intersection functionality.
1104	180	Central Open House			Intersection Design	Mobility and Access	The intersection design makes access to retail at any of the major intersections much more challenging.			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	181	Court Reporter Comment - Eastern Open House			Intersection Design	Mobility and Access / Aesthetics and Environment	COMMENT: My big concern is the no left turns, where they have to go down and make the U-turns. I understand about not wanting to -- you know, that it would cut down on the hazards at the intersection for those doing the left turns, but I'm concerned about how it's going to impact the next intersection down where they are going to make the U-turns. Because I have seen a lot of people, like for instance at Costco, where they make the U-turns to go into the gas station that's there, and almost have collisions with people that are making right turns out of the Costco Drive. And so that's my concern. If there is some other possibility that might work better than having to go through a U-turn. I know that's probably the way it would work without having to go around the block or something. I just don't know. That was one of my concerns is just making it safe for one is just going to make it a hazard somewhere else.			Oct. 18	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1111	389	Website Comment			Intersection Design	Mobility and Access	Having said that, I believe a couple of the key concepts of this improvement program will have strongly negative effects. The one that stands out the most is the proposed Indirect Intersection. I read that studies have shown that these improve safety, traffic flow, etc. However, I have found many times these statistics simply do not add up in real world circumstances. I'm worried the researchers that produced these studies may be the same ones that claimed roundabouts would improve safety and flow. We've all been through those roundabouts in Tucson (the ones with a round curb in the middle and a 4 way stop) and the only thing I can see those doing is adding a potential obstacle to hit. Anyway, I digress, let's stick to the facts. The Indirect Intersections will add two more stop lights to impede through traffic as well as requiring traveling through three stop lights to make the turn. They will add extra mileage to what used to be a simple left turn. They reduce some two lane left turns into what appear to be a single left turn lane, which will increase the stop time for opposing traffic. The one way exits off of the indirect intersection turn-arounds will likely add confusion to drivers trying to find a route back on		Chris Scott	Nov. 11	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1114	404	Website Comment			Intersection Design	Mobility and Access	comment - Totally opposed to the left turn "solution" proposed for Grant Road. Not certain how TWO lights instead of one saves gas/reduces pollution. Now people will wait at 2 lights instead of one! Plus, knowing that every intersection in this city has one or more vehicles running the red light, this is just more dangerous in a u-turn situation than it is at a left-turn-bay. Plus, unless the new bays are extremely long, there will often be traffic backed up into the travel lanes, even more so than currently exists with the left turn bays.		Sherry Gillingham	Nov. 17	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1114	405	Website Comment			Intersection Design		Having observed the "Michigan plan" first hand when I was in the Detroit area in October, I can tell you that it will cause big problems. The turn-out areas for U-turns will only hold maybe two cars, three at the most. This causes traffic planning to turn to stop in the inside lane, effectively eliminating that lane as an open lane. Further (verified by Fire and EMS people--I was there teaching a course to them), this causes lots of crashes when folks traveling in the inside lane fail to appreciate in time that traffic has stopped, and they can't move into the next lane, so they rear-end the last car in the line. Further, the U-turn lights last only a few seconds, so that the whole line of cars never gets through, perpetuating the blockage. Worse, people become frustrated and try to squeeze through after the light turns red and get broadsided by oncoming traffic. The firefighters/paramedics that the city hires to respond to these crashes are not trained to respond to this situation. It slows their response times, in other words. If you try this, you will soon see that it doesn't work. I talked to other people than firefighters about it, and to a person they hate it. I don't know how many years it has been in existent, but they're not used to it yet and will never get used to it. Give it up. It's a terrible idea and will cause many problems.		William Gandy, Paramedic	Nov. 17	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1114	407	Website Comment			Intersection Design	Mobility and Access	Comment: Your left turn idea is doomed to failure. I have been making left turns that way for years and here is what happens. As you try to make the U-turn, you must wait for the traffic turning right on to your intended path. That traffic is probably not affected by the signal. So, because of the right turning traffic, it takes a long time for even one car to make that U-turn.			Nov. 17	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1114	409	Website Comment			Intersection Design	Mobility and Access	We are also concern about your proposed left-turn design since it places two traffic lights within one block of each other and therefor question how effective this will be at moving traffic.		Katherine & Dabney Altaffer	Nov. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1114	411	Website Comment			Intersection Design	Mobility and Access	Read the Nov 16th Arizona Daily Star article "Grant Rd. may limit left turns". The concept appears to be possibly safer and allow for better flow of east and westbound traffic on Grant. (cut down on travel time on Grant would be great). My only comment is this proposal reminds me of what is called the "Michigan Left Turn". I use to travel to Detroit on business, and several major roads there in Oakland County use the "indirect left turn". That's the only other place I have been to that uses this design. I believe they put these intersections in place back in 70's and 80's. If not already done, it might be interesting to get feedback from Michigan DOT and the people of Detroit and suburbs their thoughts on the design. Thanks		Robert Palm	Nov. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Note that project team has had discussions with traffic engineers familiar with the design and performance of existing indirect left turns.
1114	412	Website Comment			Intersection Design	Mobility and Access	comment - No left turns except by U-turn has to be the DUMBEST idea for any plan yet!!! Dumb! Dumb! Dumb!		Gloria J. Fenner	Nov. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1114	415	Website Comment			Intersection Design	Mobility and Access	Comment: The proposed left turn limitation plan is the most ridiculous design I have seen in my years of driving. You still have to stop oncoming traffic to allow for the left turn drivers to make the turn. You are just proposing to spend more taxpayer money for additional "curmudgeon" infrastructure slowing the flow of movement through town. Your design team need to come up with something a little more innovative than this idea.			Nov. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1114	416	Website Comment			Intersection Design	Mobility and Access	Comment: Regarding the indirect left turns at the intersections. I think rather than having indirect left turns, to save gas, it would be much more logical to just have grade separation intersections so east/west traffic doesn't have to stop at all, it just goes right through. This would save time and gas.			Nov. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. There has been no community support for grade separated intersections, because of property impacts, costs, and other issues.
1114	419	Website Comment			Intersection Design	Mobility and Access	comment - I am concerned that the use of indirect left turns would lead to driver frustration during periods of heavy traffic. A driver trying to make a U-turn at one of these intersections would have to do so against a heavy and seemingly unrelenting flow of traffic. More likely, there would be a long line of drivers waiting to do so for potentially long periods of time, as these proposed indirect left turn lanes are for major and heavily traveled intersections (such as Grant at Campbell, or Grant at Alvernon). Drivers may feel like taking side streets to avoid this. With little break in oncoming traffic, they may also make U-turns in a rushed and unsafe fashion, leading to collisions or increased driver stress. I encourage the people designing Grant Road to consider a different solution than the indirect left turn.		David Repath	Nov. 13	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1117	423	Website Comment			Intersection Design	Mobility and Access	I have spent some time reviewing the Grant Road alignment proposal and discussing it with friends. The general conclusion is not positive. I do not believe the indirect turn lanes are the best solution for this community. Prior attempts at creative traffic control have proven to be counterproductive and this will too. My biggest concern is the feedback which was given at the community forums. I attended a few, and when this idea of indirect turns was presented, I remember almost universal displeasure amongst my discussion groups. Now you are sugar coating it again and shoving it back at us. I cannot help but believe this was the proposal all along and the community forums were just time fillers. The community's concerns were not really taken into account and the forums were just put on because it was considered the appropriate thing to do. I am worried about the business which will be taken and those which will be left. East of Campbell Avenue the structures on the north side of the road are being taken, but the frontage road for the subdivision on the south side remains. I heard some comments as to why we needed to keep this road, but I took the feedback as a group of upper middle class residents. I thought my voice, as well as the voice of the community would be really taken as input. Now I am frustrated. I will continue to review the information which is being presented, and if needed, I will be a noticeable critic as implementation starts to come.		Douglas Dorn	Nov. 17	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1117	428	Website Comment			Intersection Design	Mobility and Access	comment - I like the idea of the no left with the U turn, but think the design needs to have both return lanes with the full return lane once the U turn has been completed. Rather than one of the return lanes having to take a sharp right. I would also be interested where this type of design occurs for similar size intersections and traffic usage whether accidents have decreased or increased.		Michael Block	Nov. 17	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1117	429	Website Comment			Intersection Design	Mobility and Access	Comment: The indirect left turn, Michigan turn, has to be the most idiotic proposal I have heard come out of the City of Tucson yet. It rates right up with Reversible Lanes, lowering the speed limit 5 mph at night, jogging arterial roads at major intersections (and wondering why there are more accidents there), and hindering ADOT's plans for Aviation Highway. First off, any time gain that is made by eliminating the left turn cycle at the intersection is more than offset by the TWO additional lights to allow left turns on either side of the intersection that allows the left turn a block later. In reality you have increased the delay! You have not eliminated the left turn cycle. You have simply moved it a block away on both sides of the intersection and put in two extra stop lights to further delay traffic flow. If traffic lights are not put in to allow the left turns then you will see a major increase in traffic accidents as people try to make the U-turns and traffic is blocked when lanes are blocked from traffic backing up. Making U-turns takes longer than left turns and large semi rigs with trailers will find it difficult		Paul Diggins	Nov. 17	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.

Grant Road Proposed Alignment Concept - Public Comments Received

Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response	
							Traffic will divert through the neighborhoods increasing the potential for accidents. Has anyone even considered how this will affect emergency vehicles such as ambulances and fire trucks? What about its effect on maintainance such as street sweeping, resurfacing, replacing lights,electricity consumption,etc. If you want to reduce the time of left turns than put in double left turn lanes. This proposal takes a simple uncomplicated and well known situation and makes it complex, confusing, dangerous, and costly. It will be more costly to the drivers and will increase the construction and maintainance costs to the City and its taxpayers. If the goal of the City of Tucson is to further hamper the flow of traffic, increase the frustration and stress of drivers, increase pollution, accidents, deaths and injury – but increase revenues from the resulting increase in traffic tickets – then it is a brilliant idea. But if the City of Tucson values the safety of its citizens, their health, welfare, and business it will forget this lame brain idea. If that is not enough then consider the cost to the City budget						
1117	433	Website Comment			Intersection Design	Mobility and Access	comment - Count me as being AGAINST the "Michigan left-turn". Once again you are PENALIZING the people who live north and east of Grant-Alvernon, the first time with the stupid "SUICIDE LANE", and now it will make it very difficult and circuitous for us to shop at Fry's Grant-Alvernon.		Donna Schmale	Nov. 17	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.	
1104	179	Central Open House			Intersection Design	Mobility and Access	Q. from my 23 year old son- Why not make all left turns "delayed" and not "advanced green" to let through traffic go first through intersections? It would be more efficient and economical on fuel.			Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Will be addressed in next phase of study	
1104	182	Eastern Open House			Intersection Design	Mobility and Access	Several NBH's may see increased cut-through traffic due to location of indirect left turn lanes. Consider traffic calming measures at entrance to these NBH's. Overall, I think the plan is excellent. Great visualizations. Real progress for participatory planning in Tucson. Hope the budget holds out long enough to start construction. Thx.		Kevin Burke	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.	
1114	402	Website Comment			Intersection Design	Mobility and Access	As to the left turn --putting two traffic lights in close proximity to each other doesn't make a great deal of sense, unless you want the traffic to back up into the intersection.		Colette Altaffer	Nov. 17	Access, Intersection, or Street Section NOT affecting Alignment	Report on mapping to TF. Overall public level of support of ILT will be discussed with TF.	
1114	418	Website Comment			Intersection Design	Mobility and Access	comment - Looks like it might work. At least there is a light were the left turns are to occur. That turn land will need to be very long, or it will just back up the drive lane, as occurs currently at numerous intersections around town during peak hours.		Nathan	Nov.14	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Details of intersection design will be further addressed in next phase of study	
1114	420	Website Comment			Intersection Design	Mobility and Access	Additionally, you could fix the lights so that a car traveling at speed limit would not have to stop at every single stop light. The lights are so erratic here, the wonder to me is that there are not MORE crashes.		Georgia Hollinger	Nov. 13	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Signal coordination is being planned for the improvements and will be further addressed in next phase of study	
1104	312	Central Open House			Intersection Design	Mobility and Access	The indirect left turns are the "bee's knees"			Oct. 16	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF.	
1104	313	Central Open House			Intersection Design	Mobility and Access	Please put an explanation of our new "indirect left turn" in the C.U.B.'s and all other "tourist" publications and magazines for our wonderful "winter visitors!"			Oct. 16	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Implementation will be addressed in next phase of study	

Grant Road Proposed Alignment Concept - Public Comments Received

Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	314	Central Open House			Intersection Design	Mobility and Access	Would have to see more on the Left turn concept.			Oct. 16	Comment not affecting alignment.	Report on mapping to TF. Overall public feedback has been very supportive of the Indirect Left Turn approach at major intersections. There have been some concerns expressed about the concept, but these are in the minority of responses.
1104	315	Court Reporter Comment - Western Open House			Intersection Design	Mobility and Access	COMMENT: Two of my most -- I should say our because I'm speaking for my wife also, concepts that are used in this project are the indirect left turns and the pedestrian crosswalks. Going back to the indirect left turns, these improve the traffic flow immensely and have become popular all over the country. The best example that I'm familiar with is in New Orleans, Louisiana. On Market Street, which is one of the busiest streets in the city, they use indirect left turns exclusively, and they work so well. Another key intersection in New Orleans that has indirect left turns is at Carrollton and Carondelet, and that's a major retail intersection with built-up stores and shops on all four corners. And the use of indirect left turns makes it so much easier to get through, and at the same time have access to these stores. On the pedestrian intersections, or pedestrian and bicycle crossings, they use a number of pedestrian signals that are similar to those -- to that in front of the El Rancho Center on freeway that work extremely well.		Dick Gurthrie	Oct. 16	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
							One of the benefits is that these pedestrian crossings can be synchronized with traffic signals. And that is one of the biggest problems we have with most of the new pedestrian signals going in the city. They cannot be synchronized with the traffic signals. So Grant Road would be unusual, and we'd be able to move a lot of traffic there painlessly. And I was able to use the City of Tucson Department of Transportation website and pull off the plans that are on the boards so my wife and I could go through in detail. It was very handy. My name is Dick Guthrie.					
1104	316	Eastern Open House			Intersection Design	Mobility and Access	I really like the idea of the indirect left turns! Do it!			Oct. 18	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	317	Eastern Open House			Intersection Design	Mobility and Access	Indirect left turn looks like a good idea.			Oct. 18	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	318	Eastern Open House			Intersection Design	Mobility and Access	Interesting concept in the indirect left turn intersections.			Oct. 18	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	319	Website comment			Intersection Design	Mobility and Access	I love the idea of the indirect left turn. I think it will solve many of the traffic congestion problems that we see on Grant Road today and that will just get worse in the future.			Oct. 23	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	320	Website comment			Intersection Design	Mobility and Access	I am very impressed with the plan. I am a little hesitant about the indirect left turns. I hope they work out as well as they claim. The PDF available online shows the map for the Columbus section twice instead of showing the Alvernon intersection.		Ian Trushell	Oct. 6	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	321	Western Open House			Intersection Design	Mobility and Access	Good Job! The public will need more info on the dedicated left turn.			Oct. 15	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.

Grant Road Proposed Alignment Concept - Public Comments Received

Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	322	Western Open House			Intersection Design	Mobility and Access	I like the alignment and the proposed concept. I thought providing a simulation of how the indirect turn lane works was important and well done. I understand better the function and the benefits and will likely be supportive of their installation.			Oct. 15	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	323	Western Open House			Intersection Design	Mobility and Access	Left turn right away is great! This should reduce less traffic.			Oct. 15	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	183	Map Comment-Central Segment	Central	Wilson and Grant Intersection	Local Access Lane	Mobility and Access	Yes close it off we live on this corner and people just cut through here to Tucson blvd.				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	184	Map Comment-Central Segment	Central	Wilson and Grant Intersection	Local Access Lane	Mobility and Access	Avoid "cut through" into neighborhood				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	185	Map Comment-Central Segment	Central	Wilson and Grant Intersection	Local Access Lane	Mobility and Access	No! Keep access	Re: comment to avoid "cut through" into neighborhood			Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Potential for impacts to neighborhood traffic and methods to avoid these impacts will be further developed in the next phase of work.
1104	39	Map Comment-Eastern Segment	Eastern	Goyette and Grant	Local Access Lane	Mobility and Access	Add local access lane to discourage cut-through traffic.				Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Recommend no change as this would create an additional acquisition.
1104	326	Map Comment-Western Segment	Central	Park and Freemont block Southern properties	Open Space	Aesthetics and Environment	Green Space				Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Land use issues will be addressed in next phase of study.
1104	324	Map Comment-Central Segment	Western	6th Ave, on Harley Davidson property and excess acquired property	Open Space	Character and Vitality	Additional Land added to Mansfield Park (part of Parks and Rec). No worry to immediately modify -- can be natural open/desert. Dog park is precedent due already across from park.	The davidson site and other excess acquired property should be added to Mansfield park		Oct. 15	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Land use issues will be addressed in next phase of study.

Grant Road Proposed Alignment Concept - Public Comments Received

Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	325	Western Open House	Western	Fontana	Open Space	Aesthetics and Environment / Character and Vitality	Greeting fellow Tucsonans, I am Jacqueline "JJ" Moates from Keeling Neighborhood and have been following the Grant Road project from the beginning due to how it will affect us in the neighborhood. I noticed some of the ideas I have seen may not be residential friendly, but it presents an opportunity for an idea. One issue that came up is how to properly expand Grant from 1st Avenue through to Stone, and properly satisfy the needs of existing businesses and how to provide adequate parking for them after the land taking. As I understand it, there will be a need for adjusting such as providing a parking garage and having it accessible from the residential side off Mansfield Park. While this may be good for business it will destroy the view of the Catalina Mountains from the park, bring unwanted traffic into the neighborhood, and not address a more pressing need of the residents. This need is Mansfield Park. While serving on a steering committee for the renovation and expansion that is now in place at Northwest center, it came to my attention that of all the regional parks in Tucson,		Jacqueline "JJ" Moates, Neighborhood Advocate, Keeling Neighborhood Association	Oct. 16	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Land use issues will be addressed in next phase of study.
							What this does is prevent true development for the park in an economically depressed area. All the new facilities are being used at the Northwest center, and more are needed. I propose that the Grant Road project simply buy out the current businesses (All of them) along the south side of Grant Road from 4th Avenues to 7th Avenue and add what land is not used by Grant Road to the park and residential housing. It would also make sense to take the land all the way from Grant Rd. to Rillito St. for this purpose. Then residents can then apply for federal funds for various projects that will then qualify once the park is 21 acres. And a large parking garage would fit west of Fontana on the old Harley dealership corner or even further west, say off 7th and not obscure the view from the park nor effect so many of the folk who live there. It would also be a great place to watch fireworks from. It could be accessible to Grant Road for a park and ride the bus program or for users of the park.					
							The residence of Mansfield park area want to see the park boarded by homes on the North side and I think that would look so much nicer than the back ends of businesses we have had to look at. It is almost done and it would be nice to see all of it made into homes. We would like to see racket ball courts and perhaps community garden space. Once we have a larger park we can apply for money to upgrade the pool facilities to all year round, and perhaps get better locker rooms and steam rooms out of it. Perhaps a boys and girls club would find us more worthy of a location. All of which are desires of the Mansfield and El Cortez and Keeling neighborhoods. Some of us have formed a committee to investigate bringing the Trolley up to at least Grant Road and hopefully further north and there would be land for this too. I think a mini TPD station would be nice and convenient. I have looked at the businesses and the land they occupy: The old Harley Davison dealership, the car lots and other businesses that can not function one the Grant Road project begins would make a great location for an entrance					
							I am hesitant about not being able to drive a car through the old Fontana light, but a bike crossing and cutting back on odd traffic would fit what Keeling has been trying to do regarding traffic overflow from Grant Road. A trolley terminal at this location Grant and Fontana/ 6th would help residences reach the down town in a green and economic way. This would help Sun Tran bring service to this area. The land behind the new development of student housing north side of Mansfield could then be made in to a green zone of the new road, and solve development issues with the existing businesses that are currently on going. I am certain that this list could grow and change once the land is seriously considered for the idea of expanding the park. Now is the time for such an idea. While none of us wish hardship on the current businesses the Grant Road expansion is needed by all of Tucson, and the Mansfield Park is needed by the residents of the area. Taking all the land will allow the city to truly showcase here, and may allow other federal grant money to be tapped for the project.					
							I have run this idea past several groups in my area, and have gotten favorable feedback. We think of ourselves as the north side of downtown and if all these dreams happened, it could be beautiful. Thank you.					
1104	327	Map Comment-Eastern Segment	Eastern	Walnut and Columbus block south side fifth parcel from Walnut	Open Space	Character and Vitality	Yes! Yes!	Re: Parcel should become a park.			Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Land use issues will be addressed in next phase of study.
1104	328	Map Comment-Eastern Segment	Eastern	Walnut and Columbus block south side fifth parcel from Walnut	Open Space	Character and Vitality	No park!!! Brings rirraff.	Re: Parcel should become a park.			Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Land use issues will be addressed in next phase of study.
1104	329	Map Comment-Western Segment	Western	1st, at excess acquired land	Open Space	Character and Vitality	Open Area/Desert vegetation	area should be [...]		Oct. 15	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Land use issues will be addressed in next phase of study.
1104	330	Map Comment-Eastern Segment	Eastern	Forgeus and Treat block (south side, second Parcel from Treat)	Other	Vision and Implementation	Picture old or bad.				Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	239	Map Comment- Eastern Segment	Eastern	Columbus and Grant	Parking	Mobility and Access	Street parking for G. Huff Plumbing employees shall not be on the street. At the present time his employees park out front. They do not have room to park otherwise on their lot.				Acquisition & Alignment	Not an alignment issue, report on mapping to TF. Local access lane provides some parking, will be addressed in next phase of study
1104	186	Map Comment- Eastern Segment	Eastern	Columbus and Grant G. Huff Plumbing	Parking	Mobility and Access	I <u>need</u> parking, please!!				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Replacement of parking that is acquired within the widened right-of-way will be studied further in the next phase of work, and in more detail as property acquisition proceeds in the future.
1104	187	Website comment	Eastern	Country Club	Parking	Mobility and Access	<p>II. Parking Concerns 1) A Minimum of Four(4) Tenants Need Parking a) The Antique Presidio (TAP), Globetrotter Imports, Discount Mattress Barn, and Big Brother Tattoos. b) The rear lot is not large enough handle customer parking, deliveries, pickup and general business operations for these four (4) businesses. 2) Three (3) Storage Containers Are Needed (currently located on rear lot) a) Discount Mattress Barn needs two (2) and couldn't do business without them. b) TAP needs one (1) for storage. 3) Rear lot is not graded or paved a) To mitigate would require a substantial investment to prepare (grade, create sub-base, pave, paint lines and install blocks, etc.). 4) There are no code-compliant public entrances at rear of building (for any of the four (4) tenants) a) Customers will not park in rear and then walk around to the front of the building where entrances currently exist. Customers want parking convenience and safety and will go to a competitor that provides them.</p> <p>This has always been a problem and has created limitations to growing our business. b) Constructing rear entrances would require substantial investment (raising overhangs, reinforcing rear structures, building handicap-accessible doorways and entry ramps, framing and installing doors, mitigating water issues associated with flooding through new entrances, installing lighting and alarm systems, upgrades to meet building codes,</p>		Steve Taylor	Oct. 26	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Replacement of parking that is acquired within the widened right-of-way will be studied further in the next phase of work, and in more detail as property acquisition proceeds in the future.
1104	373	Property Owner meeting comment	Eastern	Country Club	Parking	Mobility and Access/ Aesthetics and Environment	Property/business owner expressed parking concerns associated with the project as it relates to his specific business.		Michael Midkiff - Designer's Craft	Oct. 10	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Stormwater management and replacement parking will be addressed in next phase of study
1104	331	Court Reporter Comment - Eastern Open House	Eastern	Country Club	Parking	Mobility and Access	COMMENT: Well, the district parking possibilities, we would be interested in talking to someone about our property being used for district parking behind Bobo's, and Designers Craft, and Rosano's, if it works.			Oct. 16	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Replacement of parking that is acquired within the widened right-of-way will be studied further in the next phase of work, and in more detail as property acquisition proceeds in the future.
1104	332	Eastern Open House	Eastern	Country Club	Parking	Character and Vitality	I would like to see the property behind Bobo's acquired for parking for several of the businesses in the area. Other than that I am very pleased.		Debbie Gaudern - Bobo's owner	Oct. 18	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Replacement of parking that is acquired within the widened right-of-way will be studied further in the next phase of work, and in more detail as property acquisition proceeds in the future.
1104	365	Property Owner meeting comment	Eastern	Edith	Parking	Mobility and Access	Property/business owner expressed access and parking concerns associated with the project as it relates to his specific business		Boyd & Bridget Bartke - Robert's Restaurant	Oct. 8	Acquisition & Alignment	Report on mapping to TF. Limited room for alignment to shift south, limited length for transition needed. Recommend: no change to alignment. There is potential for district parking on properties to the west of Edith, potential parking solutions will be addressed in next phase of study.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	240	Map Comment- Western Segment	Eastern	Fair Oaks	Parking	Mobility and Access	COMMENT: I'm the owner of Automation Specialists at 4237 East Grant. I like the proposed plan with a few exceptions. I have a few concerns. The concern is for parking for George Huff employees. They presently park in front at the street, and they're losing all of that. So where will they park? Since there's going to be street parking added out front to accommodate customers that come in, I'm worried that George Huff's employees will park on the street consuming the entire street, because they park 10 to 12 cars of their employees out front of their building how. Everybody else has places for their employees to park in that segment of the block.		Owner of Automation Specialists	Oct. 18	Acquisition & Alignment	Not an alignment issue, report on mapping to TF. Local access lane provides some parking, will be addressed in next phase of study
1104	363	Property Owner meeting comment	Eastern	Forgeus	Parking	Mobility and Access	Property/business owner expressed parking concerns associated with the project as it relates to the specific business		Pastor Terry - Tucson Community Church Central	Oct. 9	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Replacement of parking that is acquired within the widened right-of-way will be studied further in the next phase of work, and in more detail as property acquisition proceeds in the future.
1104	372	Property Owner meeting comment	Eastern	Forgeus	Parking	Mobility and Access	Property/business owner expressed parking concerns associated with the project as it relates to his specific business		Mike Dixon and Vivian Stanchfield	Oct. 10	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Replacement parking will be addressed in next phase of study
1104	333	Map Comment- Eastern Segment	Eastern	Margaret and Grant SE parcel	Parking	Mobility and Access	Potential parking for Bobo's Rosario's, etc.				Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Replacement of parking that is acquired within the widened right-of-way will be studied further in the next phase of work, and in more detail as property acquisition proceeds in the future.
1104	374	Property Owner meeting comment	Eastern	Palo Verde	Parking	Mobility and Access	Property/business owner expressed access and parking concerns associated with the project as it relates to his specific business		Dov Marhoffer - Dov's Rentals	Oct. 10	Acquisition & Alignment	Report issue on mapping to TF. Recommend no change. Local access lane provide for access and some parking, replacement parking will be addressed in next phase of study.
1104	377	Property Owner meeting comment	Eastern	Palo Verde	Parking	Mobility and Access	Property/business owner expressed access and parking concerns associated with the project as it relates to his specific business		Henry Bran	Oct. 10	Acquisition & Alignment	Report on mapping to TF. Options to consider: Remove local access lane, but this would reduce parking and access.
1104	378	Property Owner meeting comment	Eastern	Richey	Parking	Mobility and Access	Property/business owner expressed parking concerns associated with the project as it relates to her specific business		Mary Findysz - Photographic Works	Oct. 10	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Replacement parking will be addressed in next phase of study
1104	379	Property Owner meeting comment	Eastern	Sycamore	Parking	Mobility and Access	Property/business owner expressed parking concerns associated with the project as it relates to the specific business		UCPSA	Oct. 9	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Replacement of parking that is acquired within the widened right-of-way will be studied further in the next phase of work, and in more detail as property acquisition proceeds in the future.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1111	385	Property Owner Comment	Western	1st	Parking	Mobility and Access/Character and Vitality	Property/business owner expressed parking concerns associated with the project as it relates to his specific business		Bruce Romano - President, Romano Real Estate Corporation	Nov. 4	Acquisition & Alignment	Report on mapping to TF. Review alternate alignment to the south that was previously presented and decision-making process that led to Proposed Alignment Concept.
1114	397	Property Owner Comment	Western	1st	Parking	Mobility and Access	Property/business owner expressed parking concerns associated with the project as it relates to the specific business		Bruce Romano - President, Romano Real Estate Corporation	Nov. 14	Acquisition & Alignment	Report on mapping to TF and provide opportunity to reconsider alignment, with review of previous south alignment.
1104	241	Court Reporter Comment - Western Open House	Western	Oracle	Parking	Mobility and Access	COMMENT: I'm really concerned about the corner of Grant and Oracle, where the Western Tire building and the Roses & More building are. I'm on the Western Tire building, and I'm worried about the – how much parking lot we're losing at the Roses & More because we have kind of a joint parking arrangement with them.			Oct. 15	Acquisition & Alignment	Not an alignment issue, report on mapping to TF. Replacement of parking that is acquired within the widened right-of-way will be studied further in the next phase of work, and in more detail as property acquisition proceeds in the future.
1104	242	Eastern Open House			Parking	Mobility and Access	My concern of the plan is that I have parking available to my employee's/ customers at my property.		Karen Woland - G. Huff Plbg	Oct. 18	Acquisition & Alignment	Not an alignment issue, report on mapping to TF. Local access lane provides some parking, will be addressed in next phase of study
1104	243	Court Reporter Comment - Central Open House	Central	Campbell	Parking/Access	Character and Vitality / Mobility and Access	COMMENT: I think that the southwest -- no, I'm looking at it from the wrong way. The southeast corner that contains Walgreen's and Bookmans should be preserved, and that access into the Catalina Vista Neighborhood on Norris should be shut off, and that that area being used to provide parking then for the Walgreen's and Bookmans. And that would be a way of preventing traffic from coming into the Catalina Vista Neighborhood, but also allowing Walgreen's and Bookmans to remain viable businesses with adequate parking.			Oct. 16	Acquisition & Alignment	Consider preparing illustration of full northern alignment so that public can see the extensive impacts of this option. Recommend no change to alignment.
1104	379	Property Owner meeting comment	Eastern	Forgeus	Parking/Access	Mobility and Access	Property/business owner expressed access and parking concerns associated with the project as it relates to his specific business		Sylvia & Jim Pfersdorf	Oct. 10	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Replacement parking and access will be addressed in next phase of study
1104	376	Property Owner meeting comment	Western	9th	Parking/Water Harvesting	Aesthetics and Environment/ Mobility and Access	Property/business owner expressed access and loss of property concerns associated with the project as it relates to his specific business		Robert Tait - Unrein Investments, LLC	Oct. 10	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Parking, access, and water harvesting will be addressed in next phase of study, and finalized during property negotiations.
1104	188	Central Open House	Central	Highland	Preservation	Aesthetics and Environment	Also curious as to whether old growth trees that can be salvaged will be.			Oct. 17	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Will be addressed in next phases of study.
1104	334	Map Comment- Eastern Segment	Eastern	Alvernon	Safety	Character and Vitality	Very pleased to hear that the city/ designers are working w/ Tucson Police on environmental crime-prevention design. High rate of drug sales, highway robberies, aggravated assaults, homeless loitering and prostitution in Alvernon and Grant area. Would like to hear more about police presence in the area. Thanks			Oct. 18	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Police have been involved in the plan at this location and design will add to safety.
1104	335	Eastern Open House	Eastern	Alvernon	Safety	Character and Vitality	Excellent Work! Try to keep police presence at Grant/ Alvernon when current initiative ends. This especially important to maintain improvements. Thanks to all			Oct. 18	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Police have been involved in the plan at this location and design will add to safety.

Grant Road Proposed Alignment Concept - Public Comments Received

Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	189	Website comment	Eastern	Country Club	Safety	Character and Vitality	I own the property located at 3024 E. Grant Rd. The following are my concerns: I. Safety concerns 1) Past / Potential Automobile Collisions. A) In November, 2007, a car drove through the front west-end of the store. No one was injured because it happened in the early morning. However, it took nine months & \$30k to repair. b) There's an increased probability for another accident of this magnitude if the building is situated closer to this busy intersection. c) Will a safety rail be added across the front of store to divert possible collisions? d) Who assumes responsibility for severe injuries (or death) of customers and/or employees caused by automobiles colliding with the building? We've heard comments from individuals officially working on the project that there are other businesses around town in similar situations and that they are surprised that no one has been injured. Is the City willing to assume legal and financial responsibility if someone is injured or killed, especially since this concern has been expressed here and at the property owner's meeting? 2) Rear lot is adjacent to low income housing (known for meth labs, crime, violence, trash, transience, vulgarities, mental illness, etc.) a) Approximately on Oct 21, 2008, a family living in the neighborhood adjacent to our rear lot was arrested for heroin possession. The front of our store was blocked off by police vehicles and barricades. How will this ongoing crime element be resolved? b) Customers will not feel safe parking in rear of store and will avoid shopping. c) Employees and owners will not feel safe working at night or when alone. d) To mitigate would require a substantial investment to build a security fence or a wall between the rear lot and the 3) Window Breakage (There are ~ 80 feet of large window panels across storefront) a) There's an increased probability of breakage due to increased traffic (from flying pebbles/debris being kicked up by passing vehicles). b) Broken panels create severe safety issues (cuts) and are expensive to replace. c) We've replaced four (4) panels in the past at a cost of \$500 each (i.e., deductible). d) Breakage has occurred during non-business hours and at times leaving gaping holes and exposing inventory to theft. 4) Rear lot is dark and secluded a) To mitigate would require a substantial investment to install lighting throughout lot. b) Security would become a greater issue. Who's responsible?		Steve Taylor	Oct. 26	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Will be addressed in next phase of study
1104	191	Map Comment-Eastern Segment	Central	Haskell and Grant parcel NW corner	Transit	Mobility and Access	Bus transit would be good here instead of Church's area.				Access, Intersection, or Street Section NOT affecting Alignment	Report on mapping to TF. Recommend no change this would not be convenient to buses on Alvernon
1104	190	Map Comment-Eastern Segment	Eastern	Alvernon and Grant	Transit	Mobility and Access	Bus pullouts are fantastic! They get the buses out of the way and improve flow and safety. Also I like the dividers...that will stop bad drivers, including some Van Tran drivers, from using the <u>left turn only</u> lane as a merge lane. I've nearly had head on collisions while trying to make left turns by folks merging!				Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	336	Map Comment-Eastern Segment	Eastern	Alvernon and Walnut block	Transit	Mobility and Access	Bus pullouts great idea!				Comments lacking specific focus or not demanding a response	Not an alignment issue.
1104	361	Property Owner meeting comment	Eastern	Columbus	Transit	Mobility and Access	Note: bus pullout east of Columbus - why is this here?		Stephen Allen - Allen's Treasure House	Oct. 10	Access, Intersection, or Street Section NOT affecting Alignment	Bus pullout is located on the near side, because the more typical far side stop would be too far from the intersection, given the local access lane.
1104	40	Map Comment-Eastern Segment	Eastern	Country Club and Grant bus pullout north side	Transit	Mobility and Access	Why not move bus stop further east in front of Boys/Girls building.			Oct. 16	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF; explain reasoning for location. Access to the Boys and Girls Club comes off the turn around. Further assessment of Boys and Girls Club, play field, and Doolen School access and parking will occur in next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	382	Property Owner meeting comment	Eastern	Haskell	Transit	Aesthetics and Environment/Character and Vitality/Mobility and Access.	SAAVI owns the property at 3767 E. Grant Rd. on which SAAVI facilities are located and the property immediately to the east. A Sun Tran bus stop exists in front of SAAVI. Maintaining this bus stop and obstruction-free pedestrian access to/from the bus stop during construction is necessary. SAAVI representatives would prefer that this bus stop be permanent. SAAVI representatives welcomed proposed transit plaza near Alvernon, proposed bus stops, and proposed pedestrian crossings. Pedestrian crossing markings are needed across Haskell to enhance pedestrian traffic to/from the transit plaza. Consideration of noise abatement for SAAVI was requested.		Carol Lopez, Michael Gordon, Scott Hurlburt - SAAVI	Oct. 28	Access, Intersection, or Street Section affecting Alignment	Report on mapping to TF. Consider adding bus pullout near SAAVI.
1104	192	Map Comment-Eastern Segment	Eastern	Haskell and Grant parcel NW corner	Transit	Mobility and Access	Make bus transit center at this location.				Access, Intersection, or Street Section NOT affecting Alignment	Report on mapping to TF. Recommend no change this would not be convenient to buses on Alvernon
1104	193	Court Reporter Comment - Central Open House			Transit	Mobility and Access	COMMENT: Okay. My name is Jade Bossert. In general, the plan is excellent. I would like to see parking lots off Grant Road for Park and Ride for public transportation.		Jade Bossert	Oct. 16	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Will be addressed in next phase of study
1104	194	Western Open House			Transit	Mobility and Access	Make sure the bus pullouts have: enough seating, wide enough roofing for monsoon weather. Thank you !				Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Will be addressed in next phase of study
1104	337	Eastern Open House			Transit	Mobility and Access	Some kind of prep for a mono rail would be great. This is the time!			Oct. 18	Comment not affecting alignment.	Not an alignment issue.
1104	338	Eastern Open House			Transit	Mobility and Access	I am glad to hear enough space will be available in the center of the roadway that rails can be installed at some point in the future./ The transit plaza concept (i.e. Grant and Alvernon) is also a good idea and should be used wherever possible.			Oct. 18	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	339	Western Open House			Transit	Mobility and Access	Let's start some of the bus pull outs now.			Oct. 15	Comment not affecting alignment.	Not an alignment issue. Implementation will be addressed in future phases of study
1111	388	Website Comment			Transit	Mobility and Access	I really like that you've added the pullouts for the buses to relieve congestion.		Chris Scott	Nov. 11	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	340	Central Open House	Central	Campbell to 1st	Water Harvesting	Aesthetics and Environment	1. Water harvesting 5. Appropriate landscape *from Campbell to 1st.			Oct. 16	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Water Harvesting and stormwater control system will be further defined in the next phase of work.
1104	341	Map Comment-Central Segment	Central	Wilson and Grant local access lane is circled	Water Harvesting	Aesthetics and Environment	Flood - put drainage in here to other side.				Comment not affecting alignment.	Not an alignment issue. Water Harvesting and stormwater control system will be further defined in the next phase of work.
1104	342	Court Reporter Comment-Central Open House	Eastern	Country Club	Water Harvesting	Aesthetics and Environment	COMMENT: The other issue we thought about is when seeing the thoughts about water harvesting, Country Club floods really badly, I'm sure everybody knows that. But then right across the street is the junior high school. And I look at the map, there's like two trees. Well, how about use water collection to irrigate better landscaping for the school. And similarly, on Tucson Boulevard it floods, but I don't know who is going to use the water.			Oct. 16	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Water Harvesting and stormwater control system will be further defined in the next phase of work.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	343	Map Comment-Eastern Segment	Eastern	Country Club and Grant	Water Harvesting	Aesthetics and Environment	[Arrow drawn S to N along Country Club] 3' of H2O drainage--where does it go? Where is the river going?				Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Water Harvesting and stormwater control system will be further defined in the next phase of work.
1104	344	Map Comment-Eastern Segment	Eastern	Country Club and Grant	Water Harvesting	Aesthetics and Environment	Capture vast amount of water on Country Club for use at Doolen [School]			Oct. 16	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Water Harvesting and stormwater control system will be further defined in the next phase of work.
1104	345	Map Comment-Eastern Segment	Eastern	Goyette and Grant	Water Harvesting	Vision and Implementation	Need to be concerned about flooding. Even with storm drains our corner can flood especially whens storm drains are not kept clean.				Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Water Harvesting and stormwater control system will be further defined in the next phase of work.
1104	346	Eastern Open House	Eastern	Treat and Grant	Water Harvesting	Aesthetics and Environment	Concerns about water displaced during raining, from six lanes on Grant down Treat and Forgeous to Sylvia.		Lyn Conley	Oct. 18	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Water Harvesting and stormwater control system will be further defined in the next phase of work.
1104	347	Map Comment-Eastern Segment	Eastern	Tucson and Grant	Water Harvesting	Aesthetics and Environment	Drainage?				Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Water Harvesting and stormwater control system will be further defined in the next phase of work.
1104	348	Map Comment-Western Segment	Western	Los Altos	Water Harvesting	Aesthetics and Environment	Yes!	Comment refers to the water harvesting concept discussed in bubble		Oct. 15	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF.
1104	41	Map Comment-Eastern Segment			Water Harvesting	Aesthetics and Environment	b) Rain runoff is currently of problem; forming pools of water and at times flooding. Where will this runoff flow? 1) Flood Zone - Where will water runoff once road is widened? We get flooded almost annually now during the monsoon season. If the channel for water runoff is worsened, it will cause even more damage.		Steve Taylor	Oct. 26	Access, Intersection, or Street Section affecting Alignment	Not an alignment issue, report on mapping to TF. Water Harvesting and stormwater control system will be further defined in the next phase of work.
1104	195	Court Reporter Comment-Eastern Open House			Water Harvesting	Aesthetics and Environment	If the grade is increased beyond what it is now we are going to be in trouble. We're already at or slightly below grade. If they raise it and don't put in storm sewers that street will flood badly.		Tom's Fine Furniture	Oct. 18	Access, Intersection, or Street Section NOT affecting Alignment	Not an alignment issue, report on mapping to TF. Water Harvesting and stormwater control system will be further defined in the next phase of work.
1104	349	Central Open House			Water Harvesting	Aesthetics and Environment	Re: Water harvesting. Why in this age of concern for Tucson H2O, would water harvesting "supplement" the storm water system and not be mandated to utilize the rain from the sky to its max? Install systems or anything, instead of having the rain go into the gutter. And see where the flooding occurs and design accordingly.			Oct. 16	Comment not affecting alignment.	Not an alignment issue, report on mapping to TF. Water Harvesting and stormwater control system will be further defined in the next phase of work.
1104	350	Eastern Open House			Water Harvesting	Aesthetics and Environment	I am especially glad that you are incorporating water harvesting. People were friendly and very helpful- Thanks !		Evelin Salestie	Oct. 18	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.

Grant Road Proposed Alignment Concept - Public Comments Received												
Received	Number	Source	Segment	Location on Map	Design Category	Guiding Principle Category	Comment	Clarification	Contact	Date	Response Category	Initial Recommended Action and/or Response
1104	351	Eastern Open House			Water Harvesting	Aesthetics and Environment	I also think that use of native plants (including plenty of shade trees) for landscaping is a good idea, particularly in conjunction with water harvesting design.			Oct. 18	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	352	Western Open House			Water Harvesting	Aesthetics and Environment	Water harvesting- good. More natural/ green buffers along Grant please- not every linear foot and depth has to have a structure or parking lot. - Something similar to Campbell between Grant and Elm.			Oct. 15	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.
1104	353	Central Open House			Water Harvesting	Aesthetics and Environment	Good to see use of desert, native landscaping and water harvesting.			Oct. 16	Comments lacking specific focus or not demanding a response	Not an alignment issue, report on mapping to TF.