

## GRANT ROAD IMPROVEMENT PLAN TASK FORCE

June 26, 2008

### MEETING RESULTS

#### MEETING TOPIC

- Provide information on design options that most affect alignment decisions and get initial Task Force reactions.
- Preview alignment presentation method for Task Force Workshop.

#### ANNOUNCEMENTS

- Nicole Gavin has stepped down as Grant Road Project Manager, passing the reins to Melissa Antol.

#### PRESENTATIONS

- Representative Location Design Concept (wrap-up from previous meeting)
- Design Options That Influence Alignment
- Preview Presentation Method for Workshop

#### PRESENTATION DISCUSSION OUTCOMES

- Design Options That Influence Alignment
  - The Task Force reviewed the design options along with staff recommendations and provided their initial reactions. Discussion will continue in subsequent meetings.*
  - Width of Right of Way--Staff recommendation: 137 and 160 feet  
*Task Force comments and suggestions*
    - Can endorse
    - Consider full acceptable range 128 -137 and 146-160
    - Look to future for mass transit & take appropriate right of way today when it is less expensive.
    - 11 foot lane near bike lane may be too narrow
    - Local access on both sides in residential areas?
    - Left turn access into business & shopping areas
    - Look forward to proposed layout to see where 128-137 or 146-160 is best
  - Speed Limit--Staff recommendation: 35mph  
*Task Force comments and suggestions*
    - Can endorse
    - Reasonable speed 35mph for urban street, 35 mph is good
    - 40 mph -- consistent with rest of Grant road
    - Great to match signal lights with target speed
    - PR needed so those who anticipate a "raceway" will have some warning
    - People outside the corridor will object

*Questions regarding speed limit*

- Will there be a significant slow down from Pelicans & Toucans so that traffic cannot average 35 mph?
- Which moves traffic faster 35 mph or 40 mph?
- Will 35 mph save gas and pollute less?

- Intersections—Staff recommendation: Indirect lefts along E/W Grant at 7 intersections; traditional lefts along N/S approaches

*Task Force comments & suggestions*

- Willing to consider
- Non-standard world-wide...don't know if good idea
- Let's do it and be innovative to improve traffic flow
- I think we should try it
- Don't think Tucson's prestige as the Mother of the indirect left turn should be a deciding factor
- Never buy the first year of a new car model...Is this a lemon to live with forever
- Show me your educational program

*Information needed:*

- Signage specifics
- Access via side streets
- Map showing all the bump outs to scale in each neighborhood
- True width of pedestrian crossings at the bump outs
- Are there cross walks at the pelicans?
- Is there a bike lane in the left turn lane?
- If more proof is available that this will help in future (for example, mass transit), making the change is more compelling
- Impacts on local businesses
- Distance/time

- Presentation methods for Workshop

*The Task Force reviewed the proposed presentation method for the upcoming Task Force workshop and offered suggestions for improvement.*

- Task Force suggestions

- Label alternative alignment as alternative alignment
- Legend colors don't match colors on aerial mapping
- Is the row line the inside or outside of the dashed red line?
- For easier reference between alignment and reference map, place them together on the lower portion of sheet with alternative map on top page
- Switch top map to bottom and bottom to top to facilitate referral to bubbles and detailed information
- Use larger icons
- Hard to see edge of roadway and bump-outs
- Hard to see and understand edge of roadway within row
- Fade aerial base so information easier to read
- Use different color for alignment boundary
- Need transparencies for different cross-sections
- Use white color for street names, as on the reference map
- Label and mark buildings and areas

- Label neighborhood associations and boundaries
- Provide information on ownership status (owner-occupied, rental, city-owned property)
- Need information on historic building viability for future re-use
- Need criteria and priorities for selecting alignments such as budget, minimizing demolition, etc.
- Provide general statement on why taking what side
- Provide public workshop feedback
- Need 3-D model of indirect left turn intersection
- Some redevelopment opportunity areas are not shown (NEC of Grant-Park for alternative alignment)
- Need to know redevelopment options
- Need to understand where re-zoning is necessary to allow desired redevelopment
- Need to indicate where loss of parking impacts continuing use of property (NEC Grant-Park for alternative alignment)

**TASK FORCE PARTICIPANTS**

Barbara Bird  
 Roy Garcia  
 Marshall Shultis  
 Michael Midkiff  
 Nancy Laney

Sarah Evans  
 Dale Calvert  
 Moon Joe Yee  
 Jay Young  
 James Hogan

Robert Tait  
 Beverly Rutter  
 Alice Roe  
 Judith Anderson  
 Fletcher Sliker

**UNABLE TO ATTEND**

Tom Bush

P.Wayne Cullop

Mike Humphrey