



GRANT ROAD

Improvement Plan



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Mobility

Vitality

Sustainability



This project is managed by the City of Tucson.

For more information please visit www.grantroad.info or call the project hotline at 624-4727.

GRANT ROAD IMPROVEMENT PLAN TASK FORCE

October 17, 2013

Ward 3 Community Room, 1501 E. Grant Road, Tucson Arizona 85716

5:30 P.M.

MEETING RESULTS

MEETING TOPICS

- Introduction of Task Force and Project Team
- Project Overview
- Phase 2 Design Schedule
- Update on Artist Selection
- Update on Oracle/Grant Construction Progress
- Outreach for Indirect Left Turn

PRESENTATIONS

- Project Overview
- Phase 2 Design Schedule
- Update on Artist Selection
- Update on Oracle/Grant Construction Progress
- Outreach for Indirect Left Turn

TASK FORCE PARTICIPANTS

Dale Calvert	Andrew Jones	David Sunderman
P. Wayne Cullop	Rebecca Ramey	John Wakefield
James Hogan	Alice Roe	Moon Joe Yee
Roy Garcia	Beverly Rutter	Jay Young
Henry Jacobson	Linda Marie Small	

TASK FORCE MEMBERS NOT IN ATTENDANCE

- Susan Alexander
- Barbara Bird
- Joseph Maher
- Robert Tait

Introductory Remarks

Nanci Beizer established quorum, called the meeting to order at 5:35, and reviewed the agenda.

This is a project of the Regional Transportation Authority.

The voter-approved, \$2.1 billion RTA plan will be implemented through 2026. Details about the full plan are available at www.RTAmobility.com.

The Regional Transportation Authority has a nine-member board with representatives from local, state and tribal governments.

This project will be managed by the City of Tucson.

Approved March 4, 2014

Introductions of Task Force and Project Team

The Phase 2 Design Project Team introduced themselves to the Task Force. The project team and roles are as follows:

- Design Project Manager: Alejandro Angel
- TDOT Project Manager: Tom Weideman
- Corridor Project Manager: Mike Holder
- Public Outreach: Rick Kaneen & Genna Dreier
- Task Force Facilitator: Nanci Beizer

The Task Force included:

Roy Garcia

- Served on the Task Force since its inception. Represents neighborhood interest.

Jay Young

- Served on Task Force 5-6 years. Represents the City Manager's office.

John Wakefield

- New Task Force member. Business owner on Grant Road.

Beverly Rutter

- Served on Task Force since its inception. Represents Campbell/Grant Northeast neighborhood.

Joe Yee

- Served on Task Force since inception. Represents the west end of Grant Road.

Henry Jacobson

- New Task Force member. Represents the Samos Neighborhood. Retired civil engineer.

Dave Sunderman

- New Task Force member. Represents the Catalina Vista Neighborhood.

Alice Roe

- Served on Task Force since its inception. Represents the Blenman/ Elm Neighborhood. Interested in the corridor planning process.

Linda Marie Small

- Represents individuals who are in an older age group as well as roadway functionality for individuals who have disabilities.

Wayne Cullop

- Served on Task Force since inception. Represents bicycling functionality and interest on Grant Road.

Dale Calvert

- Served on Task Force for the majority of the time. Member of Citizens Transportation Advisory Committee.

Rebecca Remy

- New Task Force member. Business owner and interested in pedestrian use.

Approved March 4, 2014

Andrew Jones

- New Task Force member. Represents Palo Verde Neighborhood and small businesses along Grant Road.

Jim Hogan

- Served on Task Force since its inception. Business and property owner.

Phase II Project Overview and Schedule

Alejandro Angel and Tom Weideman provided the following project overview and schedule:

Project limits: The project boundaries are from Castro Avenue (Grant/Oracle eastern limit) to Freemont Avenue (east side of Park Avenue).

Project Goals: The project team will follow the intent of the DCR with the goal of creating a state-of-the-art multimodal corridor, regional mobility, and modal connectivity. The segment will have six travel lanes, bike lanes, wide sidewalks, protected street crossings, accommodations for transit, and integrate sustainable practices. The project area will include 2 indirect lefts turns (Stone Avenue & 1st Avenue), a regular signal at Park Avenue, a TOUCAN signal at 6th Avenue/Fontana Ave, and a future HAWK signal at 4th Avenue.

Drainage: In this segment, there is significant ponding after severe storms. There is not a feasible method to “dry” the road. The goals in this segment are to improve the drainage to make Grant Road all-weather access (< 1’ ponding in 100 year event) and avoid drainage impacts to existing properties.

Project Cost: The preliminary construction estimate is \$17-20M, which includes design and public art. Right-of-way acquisition cost is excluded.

Relocation: Real Estate now has the funding to be able to start assessing the needs of property owners in this segment. The project team will be working with properties that have impacts related to project utility relocation first.

Project Schedule: The Phase 2 Design Project is scoped for 24 months. The 30% submittal will be at the end of 2013. In 2014, the project team plans to draft the 60% and 90% plans, continue working with the task force, hold public meetings, and acquire properties. Construction is scheduled to begin in 2015.

Task Force members had the following questions and comments regarding the project overview:

- **Alice Roe:** Suffered from drainage issues, water will eventually end up in the Rillito; however, how it gets there can cause problems. How do you propose to deal with the amount of water coming off of the roadway? Concerned not so much with water ON the roadway, rather what occurs after, the impact of that. What about catchment design? What style of storm will you build for?
 - Alejandro Angel: The team is designing for a 100 year storm. Techniques to deal with drainage include storm drainage to the west and water harvesting. A lot of the water is from the area south of Grant Road. The project team is completing a detailed drainage analysis before and after construction. We will not be able to get the road completely dry – it is one of the challenges.
 - Tom Weideman: Most of our heavier waters happens with monsoons (i.e. Houghton Road). Typically we don’t design for large storms because the cost vs. benefit is not practical.
- **Andrew Jones:** My neighborhood was impacted by the Alvernon and Speedway redesign. We have neighbors along Grant Road wondering if we will be flooded. We care about getting

- through monsoons vs. the 100 year storm. All of these neighborhoods are dealing with past managed projects and are very concerned.
- **Dave Sunderman:** Do these projects need to pay for utility relocations?
 - Alejandro: No, utilities are responsible for relocations.
 - **Jim Hogan:** \$25 million was released. Is this the total available for this phase/segment? In the first phase, what dollar amount was anticipated for acquisition and what dollar amount was spent? Were we under or over budget?
 - Alejandro Angel/ Mike Holder: Yes, this is the maximum cap for segment 2 and advance acquisition of 7 properties outside of this segment.
 - Tom Weideman: I believe the project team was under budget. The team will follow up with an answer to this question.
 - **Andrew Jones:** In terms of relocation, is the project team trying to keep businesses along Grant Road?
 - Tom Weideman: This is an issue in the real estate arena. It is a discussion between real estate and the property owners. Relocation is highly regulated by federal law.
 - Alejandro Angel: Yes, but we need to verify that the project improvements will not affect the operation of their businesses.
 - **Roy Garcia:** You mentioned the potential of 125 potential impacted properties in this segment. For the whole corridor, we only had 450-500 affected properties. That means 25% of them are in this phase? I want to be sure that this is was proportional.
 - Alejandro Angel: Yes, this number is fairly proportional. This segment is 1.2 miles in length which is 25% of length of the entire corridor. We have a lot of properties with narrow frontage in this segment.
 - **Jim Hogan:** How long will this segment take to build? If we are beginning this 2 years after Phase 1, Phase 3 won't begin until 2019. The longer this takes the higher chances of blight along Grant Road. I think it is important to publicize the fact that the funding was released for phase 3 & 4 to property owners along Grant Road. Make sure the public is aware!
 - Alejandro Angel: It looks like an 18 month project. Phase 3 and 4 might start while this phase is occurring.
 - Mike Holder: These segments are not sequential. There is the potential that work can begin on the east end of the corridor.
 - Britton Dornquast (RTA MainStreet): Once the design team is selected for the next segment, MainStreet will be getting out on Grant Road.
 - **Beverly Rutter:** Is there no concurrent planning? Are the people on the east side being notified what is going to happen to them?
 - Britton Dornquast (RTA MainStreet): There is talk of Segment 3 & 4 being designed together. The funding was approved by Mayor & Council recently. Once the design team is selected for the next segment, MainStreet will be getting out on Grant Road.
 - Mike Holder: I don't think Segment 3 & 4 are going to be outside of the planning segment they are currently a part of. Nothing has been accelerated.
 - **Andrew Jones:** Important to get word out to public – people on Grant Road and those using/shopping on Grant Road. Educate those who have properties on Grant and users.
 - **Wayne Cullop:** I heard some discussion of not putting the indirect left turn at Swan. What's resolution?
 - Mike Holder: It was brought up in the value analysis to not include the Swan Road intersection improvements in the Grand Road funding and for the intersection improvements to come from a different RTA funding source.
 - **Linda Marie Small:** This segment will add two indirect left turns. What are you doing to protect and compensate property owners affected by indirect left turns who are locked into their properties?

- Alejandro Angel: Property owners will still have access to Grant Road. If there is no remedy, the City has to acquire the property.
- **Andrew Jones:** One of the businesses at Ina Road and Oracle Road said his business has gotten better because of the indirect left. They are still adjusting the timing.
- **Jim Hogan:** I suggest that everyone uses the Ina and Oracle intersection to get a feel for the indirect left turn.

Update on Artist Selection

Sally Krommes from the Tucson Pima Arts Council (TPAC) provided an update on the Grant/Oracle art installation and Phase 2 artist selection process. The art for the first segment is scheduled to be installed at Oracle Road and Grant Road, west of the intersection, the weekend of October 26th. The community participated in the selection of the 30 ft. tall flower, which is made of metal and steel mesh. As with Phase 1 of the project (Grant/Oracle), a panel will be created to guide the artist selection for Phase 2. Sally asked the Task Force if they were interested in being on the artist selection panel. She encouraged Task Force members who wanted to learn more about the public art process to contact her and view the Public Art Master Plan on the Grant Road Corridor website.

The Task Force had the following questions and comments about the public art:

- **Joe Yee:** Is there solar lighting on the flower at Oracle/Grant?
 - Tom Weideman and Sally Krommes explained the lighting was LED, and connected with streetlight timing. Additionally, the lighting is in compliance with City ordinances. Lights will rotate and change color.
- **Andrew Jones:** How is the public art maintained? What is the material on the surface and how can we protect it from graffiti?
 - Sally Krommes: The flower has a graffiti resistant surface.
- **Rebecca Ramey:** For Phase 2, will there only be one piece of public art? Could there be a number?
 - Sally Krommes: The project team and art panel will start with the budget and plan from there. There could be multiple options.
- **Henry Jacobson:** Does TPAC show a preference for local artists?
 - Sally Krommes: TPAC puts out a broad call for artists and facilitates the artist selection panel who selects the artists. It is very important to have broad spectrum of art.
- **Joe Yee:** While the individual flavor of the segment should be considered, is there some thought given to continuity along the 5 mile corridor? You should have some kind of theme along the corridor to tie it together. The money should be local. If a team of 3-4 artists vs. 6-7 are selected, more money can be spent per artist and make it worthwhile for them to engage.
 - Sally Krommes: The Public Art Master Plan themes will guide the project. These are the themes that are important to the community. The only thing we are limited with is the project itself and how we best suit the project.
- **Dale Calvert:** Are we talking about 1% of the construction budget or the total project cost including land acquisition?
 - Sally Krommes: It includes Construction/Design budget – land acquisition is excluded.
- **Andrew Jones:** How much did the 30 ft flower cost? Of that amount, how much was based on meetings for design and how much related to construction?
 - Sally Krommes: The flower cost 90,000 and the cost includes the creation of the public art and the inclusion of the community. The art process stays consistent no matter how big the project.
- **Roy Garcia:** Can Nanci resend the email for interest to serve on artist selection panel to the Task Force?

- The support staff for the Task Force provided the Task Force with additional detail and materials.
- **Jay Young:** Isn't \$90,000 the contract with the artist?
 - Sally Krommes: Yes
- **Jim Hogan:** Is the Public Art Master Plan online?
 - Sally Krommes: Yes, it is available on the Grant Road website.
http://www.grantroad.info/pdf/pamp_final.pdf

Update on Oracle/ Grant Construction Progress

Tom Weideman provided an update on the Oracle/Grant Intersection construction. Amenities include ocotillo fences and decorative concrete. The indirect left turn will go live next week. Traffic signals have been cycled and tested. The media has been notified and updated. The police have been very helpful and will be doing traffic control and flagging.

Outreach for Indirect Left Turn

Britton Dornquast, Mainstreet Program Manager, discussed Indirect Left Turn Outreach efforts and provided materials to the Task Force. Indirect Left Turn materials were also distributed on Grant Road, 1/4 mile around the project area, discussed on the radio, online via a simulation, and in recent news releases and editorials including an editorial in the Arizona Daily Star written by Dale Calvert and Jim Hogan.

The Task Force had the following questions and comments about Indirect Left Turn Outreach:

- **Jim Hogan:** As a real estate appraiser, prior to reading the editorial, I thought the indirect left turn was a joke. However, after reading the article about the indirect left turn, I supported it. The more we can speak about it and explain it to people, the more they will be in support of it.
- **Alice Roe:** I did not like the headline for the Arizona Daily Star article and use of the term "loony" left. I took offense to the term – we don't need that!
- **Beverly Rutter:** We should get Fitzsimmons involved for a positive public spin.
- **Dale Calvert:** I encourage you to visit the website and watch the video. I showed the video to a client who was not in support of indirect left turns, and next thing I know I am holding seminars. The video is very good.

Call to the Audience

Nanci Beizer facilitated the Call to the Audience.

- Molly Thrasher, Aid to Councilmember Steve Kozachik provided an update and invitation to Safe Harbor meeting. Approximately a year ago, the Mayor & Council formed a Safe Harbor working group comprised of Mainstreet, TDOT staff, and the City Manager's office to look for solutions for businesses impacted by RTA projects to make sure these businesses stay viable. This group has put forward recommendations to Mayor and Council. Two meetings will be held next week, spread the word about this. (invitations were passed out)
- Judith Anderson, Aid to Councilmember Uhlich, conveyed that the council member wanted to give thanks to the Task Force for representing Grant Road Corridor.

Task Force Roundtable

- **Dale Calvert:** Great to see everybody, welcome new members.
- **Andrew Jones:** It seems that the trees being planted at Grant/Oracle have 2-4 ft. trunk radius in 2 ft. sections – look out 20 years-long-term planning seems not to have been taken into account in landscaping.

- **Jim Hogan:** As soon as possible, I would like to get information about Phases 3 & 4 to the Task Force and to the public.
- **Jay Young:** I am feeling discomfort. Phase 1 ended abruptly, without a chance to say goodbye to the consultants we worked with. We had Ground Rules and Guiding Principles – are these still in place? Moved into to Phase 2 and there is no discussion of goals, expectations for Task Force, and what are we supposed to do moving forward. The context for moving forward was not addressed. It also concerns me that the new Task Force members did not seem to have an appropriate orientation. We have been working on this process for a long time. These issues appear to not to have been addressed.
- **Beverly Rutter:** I learn best by reading. Would it be possible to have a list of Task Force members? Thank you Nanci for continuing your work on the Task Force, (to new members) Nanci will recognize you before you speak so we can try to eliminate cross table conversation. We are grateful for her style.
- **John Wakefield:** I want to thank Jim for his remarks – agree that it is essential for business owners to know the timing. Need to accelerate the timing.
- **Joe Yee:** I am not uncomfortable about the new TF members. From what I have heard in the conversation, I think they are high caliber individuals and I suspect that they will catch on. Welcome new members. Ask for help –it is available. Ask any of the old members. The website is also a good place to become acquainted with the project. The project team is very dedicated and highly qualified to get you up to speed shortly.
- **Alice Roe:** I'm sitting here thinking déjà vu in a lot of ways – we all spent time learning how to get along together. (To the new members), we need to remember that as neighborhood representatives we represent all neighborhoods, business representatives represent all business along Grant Road, it's not just a narrow constituency. The project is for the betterment of the community. What is happening with redevelopment in first phase and with the vacant properties? This is going to be a “maker” or “breaker”. Either we will create a vibrant community or nothing. We had lots of interesting ideas – need to keep an eye on it. This is a corridor planning process – and don't want to see our ideas go down the tubes.
- **Linda Marie Small:** My concern is in the development too. The process between the City and property owners should be ongoing right now. We want to keep the value of the property for people who own now. This benefits everybody – the property owners and developers – making everything flow is what we need to be working towards.
- **Wayne Cullop:** When I started with the Task Force in 2007, our term was 4-5 years while we did overall initial planning; but, as a group, we felt invested wanted to see this continue. Hopefully, we will continue to be a part of this process. Personally, I am concerned about the impact of this next phase because we will be tearing up a lengthy portion of the road and bicyclists and pedestrians will be affected. Before we get too far along in the next phase, I would like to see what the effects will be on a general user of Grant Road. Welcome to everyone. I think Nanci does an excellent job of keeping everyone on track.

Nanci Beizer adjourned the meeting at 7:51pm.