

Workshop Summary
Session #1: Identifying Priorities for the Segment
January 14, 16, and 17, 2008

1. Comprehensive list of notations:

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
West	Table 1	<p>Priorities:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Better crosswalks. • Pedestrian safety. • Lack of sidewalks. • Need for bus pullouts. • Concerns with cut through traffic. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Grant/Stone Shopping Center and new dialysis center (value added). <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Beautification (i.e. Fry's). • More trees/water harvesting. • Business Clustering. <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Better bike lanes (but maybe we shouldn't add these if it will make the streets really wide). • Grant is currently inaccessible. • As a bike rider, I wouldn't use Grant (too loud and busy). • Delays turning in and out of businesses/properties. • Waiting behind buses. • It is hard to back out into traffic. 		<p>Map Notes:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Accidents with turning vehicles at Stone and Grant. • It is difficult to access Grant from Fontana. • Balboa Park is not easily accessible. • Cut through traffic on 3rd Ave. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • More community events (such as Tucson Symphony) at Mansfield Park. • Restaurant "location of death" at the Fry's shopping center. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Incorporate neighborhood history through art in the area south of Grant and west of 1st Ave.

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			<ul style="list-style-type: none"> • Going from Los Altos west, everyone turns to the right and speeds up to go down the hill (dangerous). • People in wheelchairs or who use motorized carts use the bike lanes. • More accessibility for wheelchairs. • Lack of sidewalks. • Need more bus pullouts. • Wider sidewalks. • Very congested traffic. • (Sahuaro/3rd) Cars hitting the wall (emergency avoidance of pedestrians not getting across the road fast enough). • Need better crosswalks. • I see people walking a lot, going to the supermarkets etc. The sidewalks are not helpful. • Personal safety of pedestrians. • Pedestrians trying to avoid traffic. Cut through traffic. • No one stops at the stop sign at 3rd and Sahuaro. The area is circular and a lot of people don't know the street well. • Grant and Stone – Lots of accidents, mostly individual cars turning. • Bus pullouts to help with the traffic flow, but more traffic is less safe. • Need lighting (near Geronimo and Fontana). <p>Character and Vitality:</p> <ul style="list-style-type: none"> • How were these (landmarks) chosen again? • There is a huge homeless population. There needs to be more spaces that are open (safer). • More parks. • People are unfamiliar with the park spaces that are available. • Good tire place. • Apartments are a good use. • Fry's (1st Ave. and Grant Rd.) needs beautification. 	

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
		<ul style="list-style-type: none"> • Fontana and Grant (southwest corner) The Harley Davidson store – area for opportunity. • Relocate small businesses with hard access. • The Grant and Stone Shopping Center: - Dialysis center, value added area. – Take advantage of this value. – Not concerned about losing business due to street construction 	<p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Bury all utility wires. • Put trees all along Grant. • Grant is a perfect area for water harvesting. • More stores would be nice. A range of stores would be nice. • More grocery stores. • Businesses clusters would be nice with adequate parking. • Shaded areas. • Fry's (1st Ave. and Grant Rd.) needs beautification. 	

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West	Table 2	<p data-bbox="457 342 714 375">(No priorities listed)</p> <p data-bbox="457 410 724 443">Mobility and Access:</p> <ul data-bbox="506 446 1276 1096" style="list-style-type: none"> <li data-bbox="506 446 1228 503">• Traffic caused by one-stop locations (little bits and pieces along the road but no concentrations of businesses). <li data-bbox="506 506 1138 539">• Improve access for pedestrians, bikes, and traffic. <li data-bbox="506 542 1276 599">• “Park once” – have to be able to cross streets (short distance infrastructure). <li data-bbox="506 602 1207 691">• Businesses – open access to back sides (ex: Broadway Village). Does this cause more problems? Example: Speedway just east of Country Club. <li data-bbox="506 695 1276 878">• Intersections and pedestrians. Need to respect pedestrians and the pedestrian right of way. But need to balance this with the traffic flow (too many intersections, points of access on to Grant.) “Cut through traffic.” Perhaps need to do something similar Speedway – medians that make it difficult to get through. <li data-bbox="506 881 1228 938">• Restrict access (for cars and pedestrians) to cut down on speeding cars through the neighborhoods. <li data-bbox="506 941 1228 998">• Should consider enough access for pedestrians and have “rest areas” in the medians (pelican types). <li data-bbox="506 1002 781 1034">• Side access roads. <li data-bbox="506 1037 1026 1070">• Major intersections are already handled. <li data-bbox="506 1073 1173 1105">• Standards for where pedestrians should be crossing. <p data-bbox="457 1109 743 1141">Character and Vitality:</p> <ul data-bbox="506 1144 1276 1177" style="list-style-type: none"> <li data-bbox="506 1144 1276 1177">• Want to add areas of concentrations for community activities. <p data-bbox="457 1180 829 1213">Aesthetics and Environment:</p> <ul data-bbox="506 1216 1207 1330" style="list-style-type: none"> <li data-bbox="506 1216 1165 1273">• We need urban villages. Within the village would be pedestrian friendly, and connect with transit. <li data-bbox="506 1276 1207 1330">• Flooding issues, everywhere all along Grant. Grant and Stone area is very bad. 		

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			<ul style="list-style-type: none"> • Solution for flooding: look at surrounding area and capture it before it gets to Grant. "Water harvesting." • Another bad flood area, the wash on 3rd Street. • 1st Ave. to Mountain Ave. there are historic houses built in the 1920's and 1930's on both the north and south sides. • Historic area on Seneca St. from the late 1800's. • Wherever there are trees it's great. The whole road needs landscaping. • Hard to identify areas of improvement without knowing what will be best? • Stone and Grant would be nice for landscaping. • Oracle and Grant for landscaping. 	

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West	Table 3	<p>Priorities:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Sensitivity to bike/pedestrian traffic-bus without the expense of traffic flow. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Upgrade the quality of businesses and neighborhoods. • Maintaining the integrity of the neighborhoods. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Quality of buildings/ landscaping. Desert vegetation. Functional public art (bus stops etc.) <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Bus pullouts. • Pedestrian crossing conflicts. • Traffic conflict associated with buses. • Connection to 4th Avenue. • Neighborhood traffic associated with congested intersection traffic. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Maintaining the integrity of the neighborhoods. • Loss of parking for businesses. • Gathering places, Mansfield Park need to be enhanced and maintained. • Upgrade the quality of businesses and neighborhoods. • Maintain the integrity of the neighborhoods. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Possible historic designation – El Cortez neighborhood. • Flooding at Stone and Grant. • Quality of buildings is poor. The area needs landscaping. Desert vegetation. • Functional public art (bus stops etc.) 		

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West	Table 4	<p>Priorities:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Adding traffic lanes may not reduce traffic issues. Are there other options i.e. two transit lanes instead of traffic lanes? • Separate bike lane (curb). • Intersection movements (safety). <p>Character and Vitality:</p> <ul style="list-style-type: none"> • More lighting. • Large landscaped median. • Build mixed-use areas near the park. <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Lack of sidewalks. • Intersection movements (safety). • One-way streets used parallel to Grant Road. • Separate bike lane (curb). • Nice bus stops. • Larger landscaped median. • Signaled bike crossing. • Link the 3rd Ave. walkway to Grant Rd. (in the planning process). • Access to neighborhoods from bus stops (pedestrians). • Separate bike path. • Transit options (monorail). <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Little change. • Not a safe area at night. Increase landscaping and lighting. • Large landscaped median. • Build mini dorms, possibly at the Harley Davidson store site. • Build mixed-use areas near the park. • Local business is important. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Where will increased drainage go? 		

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		<ul style="list-style-type: none"> • Hill at 1st Ave. and Grant Rd. • The views. • Water harvesting. • Can't have commercial property next to the park, it needs a residential buffer. • Change the view of roadway, update. • More landscaping for shade and separation from travel lanes. • More landscaping. • Clean up. What is there currently? (A lot of industrial). • Great views to the East and West. 		

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West	Table 5	<p>Priorities:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Light rail along Grant. • Speed limits should be uniformed. • Pedestrian pathways along Grant Rd. • Bike detours. • Better access to Fry's. • Longer green lights and turn arrow lights needed. • Bus cut outs along Grant. • Better access to Mansfield Park. • Need more sidewalks on the residential streets connecting to Grant Rd. <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Lots of handicap people in the area of Euclid and 1st Ave. This area is used by a lot of scooters. • Awful way to access the Northeast shopping center at Fontana and Grant, if you are going east bound on Grant. • The business entrances are too narrow and many times they are not directly connected to the business. • Arts for All on Oracle: -90% of employees come from Grant Rd. -Lots of pedestrian are students coming from the west side needing to cross Oracle and Alturas. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Northwest of Estrella and Mountain should not be marked as an important place. • Social services facilities around Fry's are generators of crime. • Better street lighting north of Fry's. • The radio tower lot north of the Fry's could be used for a community park. • Area along 6th Ave. by Mansfield Park should be an extension of 4th Ave. merchants. 		<p>Map Notes:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Kent's Tools is an eyesore. A good business but not essential. • Pedestrian overpass just east of Stone. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Mansfield Park needs 2.5 more acres to be a "regional park". • Bund Hill at 6th Ave. • The dog park on 6th Ave. is used a lot. • Alturas to Sahuaro on Los Altos Ave. is a high crime area.

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		<p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Flooding is bad at all cross streets from the intersections towards the north with Grant. Especially at Alturas and Los Altos. • The Fry's floods. • No shade along Grant Rd, except at the Grant/Stone Shopping Center. • Bus stops should be shaded and not made out of metal (they get too hot). They should be solar powered to help cool the stop. • TB house should be part of the National Registry. • Bus stops should incorporate public art and should be aesthetically designed. • Public utilities should be placed so they do not interfere with traffic safety. 		

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Central	Table 1	<p>Priorities:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Pedestrian traffic/interface. People don't feel safe. • Access to neighborhoods/businesses is controversial. • Reducing the amount of access to neighborhoods equals more construction. • The Campbell widening has already limited access to the neighborhoods. The north side of Catalina Vista is blocked in every direction. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Noise pollution/abatement. • Social equity in terms of improving. • "Keep the kink". <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Existing flooding. The fear that the construction will create more. • Sustainability in landscape design. Water harvesting for vegetation, shade. • Neighborhood flooding. Past attempts haven't fixed it. <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Mountain and Grant isn't pedestrian friendly. • The pedestrian crossing time isn't enough time to get across the street. Need a pedestrian refuge. "We need a bunker." • HAWK intersections need to be timed with the rest of the road. There needs to be more public information on HAWK signals. • An overpass/underpass is needed at Grant and Campbell. • Consider the heat island effect with lots of asphalt. • Sidewalks and bike lanes should be separated from the traffic. • Roundabouts can be traffic hazards (mixed feelings about traffic calming circles). 		<p>Map Notes:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • The pedestrian crossing is hard at Mountain and Grant. • Poor egress out of the Catalina Vista area. • There is poor turning visibility at Norris and Grant. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Improve the 1st Ave. area. Improve safety, add benches and shade, but don't displace the people using the area. Social and economic equity. • Can the Ward 3 office area become a pocket park? • Save the pocket park at Campbell and Grant. Keep everything green. • Maintain the quaint character of the small businesses at Grant and Campbell, close to the street. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Neighbors love the noise walls on the west side of Campbell south of Grant. • Enhance the frontage area and keep the vegetation. Add noise walls in the Campbell area to Wilson Wash area. • There is flooding on Tucson Blvd.

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		<ul style="list-style-type: none"> • Make a transit lane dedicated to buses. Increase the buses. • There is a lack of sidewalks along Grant Rd. and throughout Pima County. • Make dedicated right turn lanes. • Bus pullouts. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Noise pollution is a major concern. • There is a pocket park at Grant and Campbell. Keep anything that is green! • The character of Grant and Campbell should be preserved. • 1st Ave. and Grant is a low-income area. How will the improvements affect them? There needs to be social and economic equity. • Improve safety and shade. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Tucson Blvd. from Elm on down has bad flooding. "It's a river." • Wilson Ave. has bad flooding. • There is flooding on Mountain Ave. • There is flooding along Spring St. in the Samos neighborhood. • Cherry and Silver have bad flooding with their washes. • Use rainwater harvesting. • Duplicate the vegetation along Campbell on Grant. • Regular trimming of the vegetation is needed on traffic calming circles for safety and visibility. • Businesses along Campbell north of Grant already have a grant to beautify the area up to Ft. Lowell. 		

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Central	Table 2	<p>(No priorities listed.)</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Encourage safe speeds. For example use smaller lane widths. • Walk ability, being able to get from one side of the street to the other safely. Make sidewalks continuous. • Make parking lots to minimize having to back out of driveways. • Pedestrian/bike pathway. • The traffic signals are not moving enough traffic. • Bus pullouts. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Mixed use. • Noise buffers. • Improve the architecture at Campbell and Grant. • Parking for businesses. • Preserve historic homes and nature. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Don't make it look like a freeway, not so linear. • No repeats of Speedway. • Don't want to look out at the alleys. • Sound: - earth brumes, - vegetation, - no continuous walls. 		<p>Map Notes:</p> <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Mountain to Vine is a historic area.

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Central	Table 3	<p>(No priorities listed.)</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Provide safe access. • Wide bike lanes. • Future planning for a light rail. • If you have to take entire lots make the medians larger to have future potential • Buffer – variety. • Make the entire street pedestrian and bike safe and friendly. • Slowing traffic speeds. • Adding frontage roads would decrease the noise to residents/property owners. • Coordinate with other projects, segments, and corridors. • Are bus pullouts on the map? • Make bus pullouts located at every quarter mile. • Add more crosswalks near Grant and Campbell. • Improve pedestrian crosswalks. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Mixed use depending on the area. • Do the job right the first time. • Need more information/transparency from the City regarding budgeting. • What is the significance of “important connection”? • The Campbell and Grant intersection should be viewed as important/ historical. It is also a major gathering area and a mixed-use area. • Grant and Campbell have potential for an urban village. • Permeable parking lots. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Attractive landscape. 		<p>Map Notes:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • 1st Ave. to Campbell Ave. bike friendly. • Mountain Ave. is a main student corridor to the University. • Along Cherry north of Grant: Salpointe High School traffic needs improved crossings. • Frontage road on Campbell and Grant. This is a good idea for bikes, pedestrians, would like to see this on Grant. • Sidewalks on the north side of Grant, Plumer to Tucson Blvd. • Pedestrian and bike improvements are needed along the whole of Grant Rd. • Need improved crossing at Warren and Grant. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • There is a gathering place south of Edison. • Retail/ mixed use/housing south of Bookman’s. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • There is flooding along Mountain, Copper, Silver, and Spring (but it evaporates). • Drainage input at Edison and Warren.

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			<ul style="list-style-type: none">• Need to consider all environmental issues (i.e. global warming, oil, sustainability, etc.)• Have you considered the population growth actually reducing, rather than increasing?• Grant Rd. needs to harvest the rainwater and help avoid flooding/waste.• Need more trees and shade.• Avoid blandness in aesthetics.	

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Central	Table 4	<p>(No priorities listed.)</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Make bike lanes continuous like on Broadway. • Bus pullouts are needed the entire length of Grant Rd. As soon as a bus stops it creates gridlock and congestion at the light. These are especially needed at Norris. • Wilson access onto Grant: left turns are hard. • Access near the Bible Chapel. Access at Norton onto Grant. • There is backed up traffic on Tucson Blvd. to Pima (to the south). • Residents are using neighborhood frontage roads as access now. • Access out of the neighborhoods onto Grant (i.e. Norris) is impossible during peak hours. • There are too many driveway access points (near Tucson and Grant and 1st and Grant). • Pedestrian crossings will be difficult with six lanes of traffic. • There is no turn arrow for the left hand turn from Grant onto Tucson Blvd. • The UMC shuttles use the neighborhood roads to loop around to avoid trying to merge into Campbell traffic. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • The Bookman's and Walgreen's complex is a valuable resource. It is a neighborhood staple and a community gathering point. • Businesses on Grant, also Raging Sage on Campbell. • Meth problems, break-ins, vandalism etc. Safety issues. • A dog park is needed. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • There is flooding on Norton south of Grant and onto Juanita St. 		<p>Map Notes:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Timed access points to businesses at Park and Grant. • Mixed-use buffers at Park and Grant. • The UMC shuttles cut through the Catalina Vista neighborhood. • Buses cause backup and congestion at the light at Norris and Grant. • The driveway access to Bookman's is unsafe. • It is hard to make a left hand turn from Wilson onto Grant. • When traffic backs up on Pima it is difficult to access Tucson Blvd. south of Grant. • People cut through the neighborhoods along Tucson Blvd. because there is no left turn onto Grant with an arrow. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • There is crime in the area of Bible Chapel west of Campbell (meth houses near Jefferson Park). This area needs better lighting. • Meth addicts loitering at Campbell and Grant at the Bookman's area. • Raging Sage – important. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Walls, landscaping, and trees on Grant by Mountain. • Good buffer on the west side of Campbell, south of Grant. • Drainage grater needed on Wilson. • Flooding from Water to Wilson.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
		<ul style="list-style-type: none">• Lighting is needed. This is important.• Noise from the traffic is bad. Use buffers like they have on Campbell for the Jefferson Park neighborhood.• Campbell south of Grant, the sound wall buffer is great, but the walls are boring. Use buildings or other mixed-use buildings.• Vegetation or trees would be nice.• Water issues: choose plants and vegetation that are low water user		<ul style="list-style-type: none">• Flooding on Tucson Blvd. The drains don't handle the flooding.

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Central	Table 5	<p>Priorities:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Avoid cut-through traffic. • Crossing Grant (pedestrians/cars/bikes). • Bike safety/access. • Noise mitigation. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Neighborhood pocket parks/ open space. • Lighting (to fight crime). <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Shade. <p>Mobility and Access:</p> <ul style="list-style-type: none"> • The 1st and Grant intersection is a nightmare. People drive through the property/business areas to avoid the intersections. • Traffic circles and speed humps help prevent cut-through traffic. • Neighborhoods and local vehicle access is getting cut off and isolated as intersections get bigger. • There are a lot of jaywalkers toward Park and 1st (they may be intoxicated). • It is hard to cross Warren/Grant – there is a COT bike route. • At Mountain and Grant cars ignore the bike signs, and turn right. No left turns from Mountain onto Grant from 4:00-6:00 p.m. causing bike and pedestrian conflicts. • Bus pullouts are better than a separate bus and bike lane. • Separate roads for local access/bikes. • Separate SV path for bikes. • Campbell and Grant is too wide for pedestrians, they would rather cross at Martin. They need an alternative for pedestrian, perhaps a pedestrian bridge. 		<p>Map Notes:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Bike route on Park. • Bike safety at Tahoe Park. • Cut-through traffic on Edison over to Mountain. • Safe pedestrian crossings needed at Norris, Edison, and the Campbell and Grant intersection. • Warren at Grant is dangerous for pedestrians. • High cut-through traffic on Warren. • There have been car, bike, and pedestrian accidents at Mountain and Grant. • There is high bike traffic on Mountain. • Need a left turn onto Mountain. • There is too much car traffic on Mountain. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • The retail at 1st and Grant is important. • There is no place for children. • Don't tear down too many structures. • There is a lot of U of A traffic on Los Altos. • Value the local retail at Campbell and Grant. • Value Bookman's and Walgreen's. • There is no public space in the Highland/Warren neighborhood (north side of Grant). • People are unsafe at the strip mall at Grant and Park. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • 1st and Euclid need more lighting. • Need sitting areas for people around Los Altos.

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		<ul style="list-style-type: none"> • The businesses on Grant are hard to access. For this alignment take from both sides of the road. • Access road along the roadways to use as respite/rest areas when along the bike route. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Transients at the 1st and Grant intersection. More lighting help. A safer environment is needed. • Noise mitigation. • No park plaza as a trade off to tearing down buildings. • Would like neighborhood pocket parks. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Park behind buildings, too much asphalt. • Ugly power lines everywhere! • Landscaped median. • No huge walls. • Shade priorities along retail areas at Campbell and Grant. • Build landscape and bike routes first so not to run out of money to implement them later. • Use rubberized asphalt. 		<ul style="list-style-type: none"> • Emerging traffic noise at Campbell and Grant. • Need shade on the west side of Campbell going north.

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Central	Table 6	<p data-bbox="457 375 720 407">(No priorities listed.)</p> <p data-bbox="457 443 726 475">Mobility and Access:</p> <ul data-bbox="506 477 1270 760" style="list-style-type: none"> • No grade separation at Campbell. • The intersection of Park and Grant needs a bike crossing. • Improve access to Grant from homes and businesses. • Consider lowering the street grade for pedestrians. • Bus pullouts. • Right turn lanes are a must. • Bike/pedestrian crossings needed at Copper and 1st, Copper and Park. Copper should be a bike boulevard with a traffic division. <p data-bbox="457 764 743 797">Character and Vitality:</p> <ul data-bbox="506 799 1270 1179" style="list-style-type: none"> • No Walgreen's should be allowed at Campbell. • Make sure people who loose their homes/business are compensated fairly. • The Bookman's shopping center should be redeveloped with pedestrian/neighborhood and park in mind. • Small businesses are important. • Move the project forward! Do it right! • Don't want another Speedway. • Protect existing homes. • Avoid homeless havens in the design. • Use frontage roads and walls to help stop cut through traffic, like on the Campbell widening project. <p data-bbox="457 1183 827 1216">Aesthetics and Environment:</p> <ul data-bbox="506 1218 1270 1372" style="list-style-type: none"> • There is flooding at Mountain and Grant, Tucson and Grant, and on Olsen. • Take more land then you need. Do it right. • Save mature landscape when possible. • Flooding. 		<p data-bbox="1306 342 1451 375">Map Notes:</p> <p data-bbox="1306 376 1549 409">Mobility and Access:</p> <ul data-bbox="1354 410 1944 760" style="list-style-type: none"> • On Plumer to Copper, need a traffic diverter. • Consider underground parking at the Bookman's and Walgreen's area. • Campbell frontage roads are positive amenities. • Need bus pullouts at Campbell and Grant. • A bike crossing is needed at Park and Grant. • Need a continuous bike lane on Park. • There is cut- through traffic at Jacinto onto Copper. • Concerned about the widening of 1st Ave. <p data-bbox="1306 764 1570 797">Character and Vitality:</p> <ul data-bbox="1354 799 1944 1130" style="list-style-type: none"> • Will there be residential areas along Grant? • Lower the grade of the road below danger for housing (Tucson Blvd. to Campbell). • Neighborhood oriented development on Morris to Plumer. • No generic Walgreen's. • Keep the locally owned, small businesses at Grant and Campbell. • The Ward 3 office is an important building. If it is moved, keep it convenient with good access. <p data-bbox="1306 1136 1646 1169">Aesthetics and Environment:</p> <ul data-bbox="1354 1170 1900 1357" style="list-style-type: none"> • Flooding on Tucson Blvd. • Flooding around Olsen and Silver. • Flooding on Highland and Mountain. • Sound mitigation. Use rubberized asphalt west of Campbell and at the Wilson Wash area.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
		<ul style="list-style-type: none">• More land on the sides of the street you can't lower.• Shade, trees, water harvesting (including median).• Beautification.• Use rubberized asphalt to help make the road quieter.		

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
Central	Table 7	<p>(No priorities listed.)</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Mountain and Grant is a dangerous intersection (vehicles). • There is a lot of U of A traffic at Mountain and Grant. • There is a lot of pedestrian/bike traffic at Mountain and Grant. • People use the bike lane to make right turns at Mountain and Grant. This is dangerous. • The streetcar terminal will create a huge pedestrian impact at Helen and Warren. • There are left turn conflicts at Campbell and Grant. • There is bad visibility for pedestrians and bikes at Campbell and Grant. • There is a huge amount of pedestrian activity on Warren due to UMC. • People park along Warren for UMC. • The frontage road near Tucson Blvd. is a great benefit to the area. • Need a bus pullout near Grant and Campbell and at Mountain and Warren. • Euclid/First gets congested with U of A traffic. • Euclid needs improvements for pedestrian traffic. • There is cut-through traffic on all north and south streets near UMC. • There is cut-through traffic on Seneca. • There are no left turn signals onto Tucson Blvd. from Grant. • Limit access to neighborhoods. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • The Euclid and Park areas invite a lot of crime. • This segment of Grant is almost all neighborhood/residential except for at the intersections. 		<p>Map Notes:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Traffic from student housing on Grant from Park to 3rd and north on 1st Ave. • Cross traffic on Seneca between Campbell and Mountain. • There is heavy U of A traffic at Mountain and Grant. Need a turn lane on Mountain and a bus pullout. • On Warren to Grant there are pedestrian and car impacts. • At Grant and Campbell there is rush hour congestion going east and west. • A bus pullout is needed at Warren. • Pedestrian danger. • The frontage road at Seneca and Campbell is good. • Bus pullouts are needed at Norris. • Need a left turn signal at Tucson Blvd. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Need amenities on the frontage road from Norris to Wilson Wash. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • More trees on Grant down to Tucson Blvd. • Warren area – water harvesting.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
		<p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Need lighting and identification of neighborhoods. • Keep neighborhood boundaries safe with design principles, islands, and traffic calming devices. • Buffer noise and smells. Trees worked well along Campbell. • Put utilities underground. • Use underground drainage along Tucson Blvd. • Water harvesting features. • Use large trees for noise mitigation. The Campbell landscape is a plus. 		

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
Central	Table 8	<p>(No priorities listed.)</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Traffic calming in neighborhoods. • Park Ave. planned for improvement. • Pedestrian crossing at Warren and Grant. • Traffic control (i.e. left turn) at Mountain and Grant and Tucson and Grant. • More bus services, pullouts needed. • Not so much focus on vehicular traffic, considerations for pedestrian/bike traffic (alternative modes). • Make alley's more pedestrian friendly instead of Grant Rd. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Copper and Park: church potential. Mountain and 1st neighborhood: neighborhood center potential. • Sound walls. • The Fry's is important for community (especially for those without vehicles). • Consider zoning/land uses for 40-50 year planning horizon (high-density zoning at major intersections). • Destination businesses for residents and neighborhoods serving the businesses. • Mixed-use development/ "village" concept, up to 4 stories. • Away from strip mall – cluster. • Preserve residential areas. • Clustering businesses at major intersections and limiting access along Grant would improve traffic flow. • Assessing needs of neighborhoods and zoning for those needs. • Reduce traffic/improve community (ultimate goal not just traffic movement). • Grant Rd. represents image of Tucson. 		<p>Map Notes:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • More mass transit options. • Left turn lanes off of Tucson Blvd. both east and west. • Improve north and south traffic and left turn lanes in the Mountain area. • Improve pedestrian crossings at Warren. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Mixed use all four corner of Grant and Campbell. • Neighborhood center at Park and Jacinto. • Good services for non-motorized residents at the Fry's shopping center. • Park Ave. improvement - \$500 K (?) <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Improve the drainage at Wilson Wash. • Use water harvesting in the Samos neighborhood area (they have a small sustainability grant).

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
		<p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Use water harvesting in flood areas. • Samos neighborhood: incorporate sustainability principles (i.e. harvesting). • Coordinate with the Campbell Ave. design team. • Aesthetics are important along a major artery: - sustainable living, sound walls, landscaping, shade, water harvesting. • Concerned about the focus on cars in light of global warming. • Encourage the use of alternative fuels and modes, tied to creating an overall healthy environment. • Too hot to walk. Need shade. 		

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
East	Table 1	<p>(No priorities listed)</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Business access – trucks, cars. • Pedestrian safety – Doolen Middle School (pedestrian bridge). • Alternative modes of transportation – fuel costs. • Bike safety. • Bus pullouts. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Small businesses – locally owned. • Park – public space. • Public art. • Bury utilities. 		<p>Map Notes:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • On the north side of Grant there are lots of kids walking/ going to school. • Need for a bus pullout at Swan and Grant. • Lots of pedestrians on Palo Verde going to Palo Verde Christian School. • Want a pedestrian bridge at Country Club and Grant. • Parents gather at the Doolen parking lot. • School buses pull in to the Doolen parking lot. • Lots of pedestrian traffic at Grant and Alvernon. • Lots of traffic in the morning from Columbus to Grant heading to the U of A. • Lots of pedestrian traffic heading from Swan to Columbus. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Bury utilities at Tucson Blvd. and Grant Rd. area. • Make a pocket park at Alturas. • Make a pocket park at Sparkman. • There is an opportunity area at the Dunkin Donuts at Grant and Swan. • There is an opportunity area for a police station on north Elaine. • There is an opportunity area around Grant Road Lumber. • There is an opportunity area to build a market on the northeast corner of Country Club and Grant.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
				<p>Aesthetics and Environment:</p> <ul style="list-style-type: none">• “You can’t make it worse.”• The area east of Doolen is ugly.• There is an opportunity for public art at Alvernon and Grant.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
East	Table 2	<p>Priorities:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Fix Grant and Alvernon area. • Make Grant Pedestrian friendly/safety along and across the street. • Bike lanes separate from traffic. • Safety. • Slowing traffic/smoothen traffic. • Bus pullouts/lanes. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Make things better not worse. • Make more green public spaces. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Put utilities underground for safety. • Natural landscaping (maintain it well to keep visibility.) • Fix flooding and drainage problems. <p>Mobility and Access:</p> <ul style="list-style-type: none"> • South on Swan Rd. needs a double left median onto Grant, heading east is obstructed. • Turning left onto Grant west is also backed up, congested, accidents. No left turn from parking lot onto south Swan Rd. • The median near Venice Place obstructs Grant Rd. access. A 'no left turn' from Venice would solve this. • Bus pullouts would also help at the Grant Rd. and Swan Rd. intersection. Also near Grant/Rillito. • There are jaywalkers at Grant/Walnut. Lots especially where the Wal-Mart and Fry's is. • Neighborhood traffic. • There are no sidewalks on Grant at Rillito. These are needed especially because of the school traffic. 		<p>Map Notes:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • There is a good crossing at Palo Verde and Grant. • More traffic calming needed at Palo Verde and Seneca. • Project already in place to add sidewalks to Columbus. Palo Verde shouldn't be used as a main thoroughfare. • There is a need for sidewalks both north and south at Dodge. • More traffic calming is needed on Palo Verde and Seneca. • The pedestrian crossings at Alvernon and Grant need to be improved. • A pedestrian crossing is needed in the Ralph and Belvedere area. There are lots of kids in this area. • There are a lot of families and people in wheel chairs that are pedestrians at Swan and Grant. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • There is a possible opportunity area around Las Margaritas. • Put a park with swings by the Dunkin Donuts at Grant and Swan. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Fix the drainage and flooding issues at Country Club and Grant. • Flooding at Dodge Blvd.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
		<ul style="list-style-type: none"> • The light at Grant Rd. and Dodge Blvd. needs to remain. However this light is much too short and traffic backs up on Dodge leading people to cut through the Palo Verde neighborhoods. • A right turn lane is needed at Alvernon Way and Grant Rd. • Emphasis on bikes should not be considered, as it is unsafe for them. Interior streets would be more ideal. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Zoning for the businesses and residences north of Grant Rd. is very important. They are functionally unique. • Southwestern character. • Use Tucson examples in the project. • The retirement community near Columbus is very unique. • Opportunity site cleared at Grant and Goyette Ave. • New Dunkin Donuts at Grant Rd. and Swan Rd. There are homeless/migrants especially at night <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • More trees especially on Grant Rd. near Swan Rd. • Natural plants are fine, extra water is not necessary. Water harvesting is okay. • Vegetation that is too tall and can create safety concerns for children and the handicapped, etc. • Extreme flooding at Grant and Columbus. 		

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
East	Table 3	<p>Priorities: Mobility and Access:</p> <ul style="list-style-type: none"> • Main arterial improvements: - protected left hand turn lanes, - raised medians, - right turn lanes, - bus pullouts, - more effective major intersections. • Neighborhood traffic calming: - chicanes, - landscaped chokers, - roundabouts. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Clustering businesses through elements (Antique area). • Safety issues, better lighting and sidewalks. <p>Aesthetics and Environment: Landscaping (ADA), native plants, water harvesting.</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • South on Swan Rd. needs a double left median onto Grant heading east is obstructed. • Turning left onto Grant west is also backed up, congested, accidents. Backed up to east Duncan. No left turn from parking lot onto south Swan Rd. • The median near Venice Place obstructs Grant Rd. access. A no left turn from Venice would solve this. • Bus pullouts would also help at the Grant Rd. and Swan Rd. intersection. Also near Grant/Rillito. • There are jaywalkers at Grant/Walnut. Lots especially where the Wal-Mart and Fry's is. • Neighborhood traffic. • There are no sidewalks on Grant at Rillito. These are needed especially because of the school traffic. • The light at Grant Rd. and Dodge Blvd. needs to remain. However this light is much too short and traffic backs up on Dodge leading people to cut through the Palo Verde neighborhoods. • A right turn lane is needed at Alvernon Way and Grant Rd. 		<p>Map Notes: Mobility and Access:</p> <ul style="list-style-type: none"> • Pedestrian crossing needed around Sycamore. • Bus pullouts needed at Columbus. • Pedestrian crossing needed at Walnut. • Sidewalks needed at Columbus and Grant. • Get rid of the median west of Swan, it obstructs visibility. • Bus pullouts are needed at Swan and Grant, east at Swan. • Right turn lanes are needed in all directions at the Grant and Alvernon intersection. • The traffic light by SAAVI is too short. It doesn't allow enough time to cross the street. • Traffic calming is needed at Forgeus. • Margaret heading south needs traffic calming. • There is cut through traffic on Edison and Elaine. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Business opportunities around Loretta. • Want Grant Road Lumber kept viable. • Crack houses identified just east of Grant Road Lumber. • How will historic districts be impacted in the Blenman Elm neighborhood? • There is an opportunity area for a park on Camilla and Edison. • Keep the businesses at Columbus. • More lighting needed at Edison and Elaine. • There is "dumpy, substandard living" east of Roberts. Could be an opportunity area for town homes.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
		<ul style="list-style-type: none"> • Emphasis on bikes should not be considered, as it is unsafe for them. Interior streets would be more ideal. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Zoning for the businesses and residences north of Grant Rd. is very important. They are functionally unique. Southwestern character. • Use Tucson examples in the project. • The retirement community near Columbus is very unique. <ul style="list-style-type: none"> • Opportunity site cleared at Grant and Goyette Ave. • New Dunkin Donuts at Grant Rd. and Swan Rd. There are homeless/migrants especially at night. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • More trees especially on Grant Rd. near Swan Rd. • Natural plants are fine, extra water is not necessary. Water harvesting is okay. • Vegetation that is too tall can create safety concerns for children and the handicapped, etc. • Extreme flooding at Grant and Columbus. 		<p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Keep the trees in front of La Madera Apartments. Shade is important. • Aesthetics are needed at Forgeus and Grant. • Concerned about sound mitigation for the neighborhoods along Grant. • There is flooding on Country Club.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
East	Table 4	<p>(No priorities listed.)</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Congestion from Columbus to Grant and near Doolen Middle School. Needs a left turn lane. • Pedestrian crossings (Toucan, Pelican, over/underpasses). • Business access, driveways, medians. • Bike lanes. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Mixed use. Keep local businesses. Improve what's there too. Keep uniqueness. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Streetscape: trees, open space, landscape, noise buffering, utilities underground, art. • Flooding at: Columbus, Treat, Country Club, Tucson Blvd. Capture flood water and use it for water harvesting. 		<p>Map Notes:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Put a bike/pedestrian bridge at Tucson Blvd. • Put a bike lane median between Tucson Blvd. and Forgeus. • Closing off of side streets behind Grant Road Lumber to prevent cut through traffic. • Wider sidewalks in the Wilson Wash to Tucson Blvd. area. • Make a bike route with connectivity to the U of A at Treat. • Make Treat like 3rd Ave with a bike and pedestrian focus. • Make Treat a Class 1 bikeway. • Loretta and Country Club are good transit areas, but need bus pullouts. • Pedestrian connection at Loretta Dr. • Concerned about making a median at County Club. May prevent access to businesses. • Lots of pedestrian traffic at Country Club and Grant. • Need a school bus pullout at Doolen and the Boys and Girls Club. • In process, building Friends of Public Libraries at Country Club. • Blacklidge towards Grant is a safe way to school. • Pedestrian crossing is needed from Doolen to the Art Center Design College. • It is dangerous at Swan and Grant for the disabled.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
				<ul style="list-style-type: none"> • Sidewalks are needed on the north side of Grant to Columbus both east and west. • Concerned about expanding Columbus. • It is unsafe at Alvernon for disabled travelers to cross. • Left turn signal needed at Columbus on Grant. • Speed bumps needed on Sparkman heading south to Grant. • A crossing light is needed on Dodge so it is safe for students to cross the street. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Mixed use and inviting area at Country Club. • There is a conflict with bike riders and dog walkers on Treat towards Speedway. • Loretta has a good street character. • Continue the asset of the Antique shop cluster at Grant and Country Club. • There is a project to put lights in place at Grant and Columbus. • There is a crime area at Walnut. • Lots of low income housing in the areas of Alvernon and Water. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • There is flooding on Palo Verde. • Columbus wash project. • There is flooding at Towner. • There is flooding at Columbus. • There is flooding at Alvernon. • Put utilities underground from Wilson Wash to Tucson Blvd. • The planted trees at Treat are good models • There is flooding at Treat. • Flood insurance is high in the Goyette area.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
East	Table 5	<p>Priorities:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Pedestrian environment. • Alternative transportation. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Preserving local character, businesses. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Aesthetics with landscaping using water run off for water harvesting. • Opportunity areas, consider open areas. • Safety/health i.e. the air quality. <p>Mobility and Access:</p> <ul style="list-style-type: none"> • The Flower and Alvernon intersection backs up and is dangerous. • Grant Rd. and Swan Rd. backs up, congestion. • Columbus gets backed up trying to get on to Grant Rd. • Sidewalks, non-continuous needed along the entire corridor. • People are using Dodge and Pima instead of Grant and Alvernon because of traffic gridlock. • Congestion on Columbus, left hand turns. • The Alvernon road improvements have decreased the air quality. Worse after the bridge over the Rillito was built. • Backed up traffic on Alvernon, south of Grant. • All left turns along Grant are bad. • It is dangerous exiting from businesses (Wendy's, Wal-Mart). • Need more bus stops on Columbus. Also on Grant, bus stops mid block between Alvernon and Columbus. • Flower needs traffic circles north of Grant. • Wide bike lanes (ADA) and handicapped accessible sidewalks. • Alternative transport near Grant and Alvernon. • Wider roads are more difficult to cross. 		<p>Map Notes:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • There are few stop signs used for the thoroughfare between Margaret & Forgeus. • There are lots of pedestrians and pedestrian scale businesses in the area of Treat. • It is difficult to get onto Grant from Treat. • There is a city bike route on Treat. • The intersection at Alvernon and Flower is dangerous. • Longer, more regular hours for bus service. • Handicapped ramps are needed along all of Grant Rd. • Separate bike and pedestrian lanes at Swan and Columbus. • Loretta is a high bike and pedestrian area. • Mass transit/light rail potential in the North Edith and Camilla area. • The left turns are bad at Bryant. • Want a raised pedestrian bridge at Doolen. • Pedestrian crossing at Grant and Country Club is important. • Use rubberized asphalt. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Potential for an urban village at Grant and Swan (that will allow for connectivity.) • Potential for an urban village at Country Club and Grant. • Group the businesses at Grant and Country Club so shoppers don't have to use their cars as much. • Identify treatments for historic areas at Country Club and Grant.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
		<ul style="list-style-type: none"> • Businesses along Grant are pedestrian oriented. • Dodge needs to be bike and pedestrian friendly like Mountain. • Dodge is overused, in terms of traffic. • The intersection at Dodge and Grant is hard for pedestrian traffic. • Pedestrian walking bridge at Alvernon and Grant (diagonally northeast to southwest corner). <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Historical call outs to identify old neighborhoods and interesting areas. • Good possibility for an urban village at the intersections of: Swan, Alvernon, and Country Club. • Civic center for people to gather. Surrounding neighborhoods able to walk to these areas. • Mixed use. • Group businesses together in village centers. • There is value to having businesses spread out. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Xeriscape, tree themed, vegetation themed landscape, maybe in the median. • Artistic bus stops/shelters. • Easy to find businesses. Large addresses on Grant Rd. and higher signs for businesses for visibility. • Make variations in the roadway, not just a straight roadway. • Grant Rd. is noisy. Variable buffer zones, not fans of noise walls, would prefer trees and businesses as buffer zones instead. 		<ul style="list-style-type: none"> • Mixed use and possible opportunity for an urban village at Alvernon and Grant. • South by Edison, want to compliment the neighborhood improvements. • Potential for an urban village at Bryant. • Concerned about the loss of parking spaces and the need for shaded parking between Bryan and Fair Oaks. • There is a historic home on Madelyn. • Opportunity area for a small park at Goyette. • Potential for a small park at North Crow Creek Lane (near Alvernon). <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • There is an overall concern about air quality during construction. • Lower the business signs to make the businesses more visible.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
East	Table 6	<p>Priorities: Mobility and Access:</p> <ul style="list-style-type: none"> • Transit/bus lanes, turnouts. • Separation of use lanes (Grant north and south). • Cut through traffic in neighborhoods. • 6 lanes = virtual freeway. • Separation of uses (traffic) on Grant and north and south. • Pedestrian/auto crossing is a concern. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • General store, small grocery stores. • Street lighting – more and less (crime). <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Park. <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Bus pullouts. • Mid block crossings. • Bus stops and sidewalks. • HAWKS. • Overpass or underpass at Grant and Alvernon. Increase of crime, homeless, vandals. • Transit rail or subway. • Crosswalks. HAWKS/at grade/overpass. • Neighborhood cross traffic is important. • Pedestrian crossing problem at the Boys and Girls Club. • Restrict access on Northway Ave. • HAWK at Dodge. • Remove or synchronize the light at Dodge. • Double turn lanes needed at Alvernon as well as a pedestrian overpass. • Crosswalks needed at Walnut and Madelyn. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Crime, land use or social lighting to increase visibility. 		<p>Map Notes: Mobility and Access:</p> <ul style="list-style-type: none"> • Restrict traffic and reduce cut through traffic at Edison. • Restrict cross-neighborhood traffic. • Enhanced bike lane needed on Treat Ave. • Pedestrian overpass wanted at Country Club that goes all the way to Speedway. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Encourage cultural diversity. • There is an overflow-parking problem from Pima Medical Institute. • Crime area at Grant and Elaine Blvd. and Grant and Ralph Ave. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • More public spaces and community centers. • There is flooding on Tucson Blvd. up to Edison. • Encourage more transit use for the good of the environment.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
		<ul style="list-style-type: none"> • Grant Rd. has no current identity. Needs a landmark. • International mall. • Encourage economic development. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Need more public spaces. • More community seniors in the area. Need shade and trees for walkways, shelter and shade structures. Encourage people to walk, want window shoppers. • Combine parking and shaded parking. 		

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
East	Table 7	<p>Priorities:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • 4 way left turn lanes. • Bus pullouts. • Separate bike lanes (like on Mountain Ave.) • Speed bumps on side streets. • More HAWK crossings. • Enhance pedestrian safety. • Improve access from parking areas/stores out onto Grant Rd. • Improve transit stops, bus pullouts. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Keep sense of place (i.e. small businesses). • More public gathering places. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • More shade and landscaping (desert). • Improve the aesthetics of the street (water harvesting, shade). • Address flooding. <p>Mobility and Access:</p> <ul style="list-style-type: none"> • Synchronize big lights on Grant (not stop at every light). • Bus pullouts. There are lots of riders. • Longer lasting lights for people crossing Grant – people and cars. • Left turn light on all corners at all intersections. • Pedestrian overpass at Palo Verde and Grant for Catalina High School and Doolen Middle School students. The light holds up traffic! • From Dodge to Alvernon it is difficult for the disabled and visually impaired. • Overlay bike route. • You don't want to be on Grant Rd. bicycling. • Consider bikes and pedestrians on Grant Rd. 		<p>Map Notes:</p> <p>Mobility and Access:</p> <ul style="list-style-type: none"> • It is difficult to get out onto Swan from the Crossroads Festival. • There is need for a HAWK light at Walnut and Grant. • There is need for a mid-block crossing at the Boys and Girls Club. • Improve access to businesses on Country Club. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Building and sidewalk relationship could be like on University Blvd. • Sidewalks linked to neighborhoods. • Save SAAVI. • Link the neighborhoods between Dodge and Alvernon. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Use water harvesting at the flooding areas on Country Club and Palo Verde. • Put utilities underground between Columbus and Walnut (south side of Grant). • There is flooding at Walnut.

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
		<ul style="list-style-type: none"> • 3 lanes in each direction will bring more traffic. • Slow down the traffic. • The intersection at Grant and Alvernon is impossible. • The pedestrian traffic at Alvernon backs up vehicles. • Improved transit stops, bus pullouts. • Need sidewalks all along Grant Rd. • 4 way lights and left hand turn lights at Columbus and Dodge needed. • Overpass for children at Palo Verde. • Synchronize lights to control traffic issues. • Need bus pullouts. • Lengthen the time of crossings for pedestrians, with 6 lanes. • Need speed bumps on residential streets accessed off of Grant (Sycamore). • Pedestrian crossing from King Fisher to Grant Rd. Lumber. • Narrow streets feel unsafe. <p>Character and Vitality:</p> <ul style="list-style-type: none"> • Transients linger behind bus stops. • Too many liquor stores. • Keep the antique center at Country Club and Grant. • Stop development of apartments. • Leave the Fry's and the Water Street Station alone! • Enjoy the small town element and feel. It helps contribute to the character. • Take land on one side of Grant, either north or south. • Make between Edith and Sparkman a high density, mixed use, public meeting space. • Sense of place needs to be considered, unlike Campbell, which is plain and dull. <p>Aesthetics and Environment:</p> <ul style="list-style-type: none"> • Low water use plants on medians. • Sidewalks replaced. 		

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Map Notes
			<ul style="list-style-type: none">• Covered pedestrian refuge at larger intersections, especially for the elderly and disabled, shade for protection.• Keep bike lanes far enough away from traffic lanes.• Need more trees and landscaping.• Close down Edith and Sparkman completely.• Decorative landscaping at neighborhood entrances.• Flood concerns especially down Walnut and then west of Flower.	

