

Workshop Summary
Session #2: Helping Design the Grant Road Public Realm
January 14, 16, and 17, 2008

1. Comprehensive list of notations:

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Public Realm Charts
West	Table 1	<ul style="list-style-type: none"> ▪ Can one of the travel lanes (1 of the 6) be used for transit, instead of adding additional lanes? ▪ Transit lane could be in the center of the ROW adjacent to the median (on each side) ▪ No 4 lanes of traffic. ▪ Separated bike lane (6" min curb), maximum landscaping. ▪ Better/safer to have bike lane next to travel lane – not at outside edge of ROW. ▪ Build in flexibility – future use of travel lanes (e.g., transit lane). ▪ Vary ROW width. ▪ Add more pedestrian crossings. ▪ Have large median so transportation lanes could be expanded at a later date. ▪ Land bank on outer edges. ▪ Wider center median for increased landscaping and water harvesting. ▪ If mixed uses – use frontage roads. ▪ Could the 3rd lane be a frontage road? ▪ Wider sidewalk. ▪ Wider ROW at intersections. ▪ Cost similar with 115' and 150'; ▪ Like 115' ROW with enhanced landscaping = 152' ▪ Feedback: materials well developed, 3 lanes is enough – 1 transit lane, land bank for future ROW, need for transit lane in each 		

Segment	Facilitated Tables	Flip Charts	Notes Sheets	Public Realm Charts
		direction reinforced		
West	Table 2	<ul style="list-style-type: none"> ▪ Enhanced median ▪ Movie of cross sections would be benefit. ▪ Transit lane a benefit ▪ Bus pullouts not transit lane ▪ Not a continuous cross section ▪ Reduced sidewalk / landscape ▪ 20' median ▪ Sidewalk / landscape between 24' and 9' ▪ Public Realm # 2 – Reduced median, reduced sidewalk, include bus pullouts, 124' ROW ▪ Cross-sections: more pedestrian traffic, less bus. North configuration from 1st to 4th Avenues, Central configuration west of 4th Avenue. ▪ Impacts of cross-section: functionality vs. aesthetics <p>Feedback: A lot of work to reach consensus, help understand process and issues, Allowed for “thinking out load”, Visual aids were beneficial, How far the impact would be/location of future right-of-way</p>		
West	Table 3	<ul style="list-style-type: none"> ▪ Water harvesting techniques should be encouraged / enforced. ▪ 6 lanes of travel do not mean 6 lanes of cars, could be more lanes of alternate modes. ▪ What is going to happen between now and 2013? ▪ How much will gas be? ▪ “I am overwhelmed, I need to study these more” ▪ “Do it, and be done with it, don’t ½ do it, do it right” ▪ We need travel lanes for transit and bikes. ▪ I object to having trees in the median – it would be better on the sides. ▪ My 1st priority is how do we get across the wide road. ▪ Baby boomers aging – need to have adequate median refuge ▪ Medians can collect rainwater. ▪ Median should not be as attractive as the sides 		

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		<ul style="list-style-type: none"> ▪ I think median landscaping is important. ▪ Different purposes of median: left turns, pedestrian relief, and heat island mitigation. ▪ One priority – ability to cross. ▪ I like transit / bike sharing. ▪ I want more lanes for cars. ▪ Some prefer pullouts, some prefer transit lane. ▪ Heavy commercial areas should have local access roads. ▪ Heavy commercial areas should have local access roads. ▪ Can there be restricted areas that are bare bones? <p>Feedback: Responding to the community = feel better, seeing illustrations mean different impact, but overwhelming, hearing different thoughts helpful, talk more about financing discussions were good, not helpful because not addressing global warming.</p>		
West	Table 4	<ul style="list-style-type: none"> ▪ Medians could be reduced from 24' to 17' widths. ▪ Bikes could be separated from rest of vehicles, more integrated with pedestrians. ▪ Public art on sound walls. ▪ Local access lanes could be combined with bike lanes ▪ Trail access to park ▪ Local access road makes sense on the side of Grant Road by Mansfield Park. ▪ Medians could be used in the future for rapid transit. ▪ Eyes on street – no sound wall. 	<ul style="list-style-type: none"> ▪ Encourage redevelopment, business development with buildings along, with bike amenities. ▪ Actual landscape in medians ▪ Only native landscaping ▪ Reduce water use ▪ Like local access roads, ▪ Depressed median with landscaping, can harvest water ▪ Reduce parking requirements, encourage village concept. ▪ Shared dumpsters ▪ Still need bridges ▪ Want transit lane for future. ▪ Bikes. 	<ul style="list-style-type: none"> ▪ Preferred concept is 184' wide. ▪ 17' median ▪ Multi-use path and landscaping on south side of Grant (provides better connection to Mansfield Park) ▪ Bus lanes to encourage transit use and reduce traffic congestion. ▪ Local access roadside along major business areas ▪ Cross section should address rapid transit in the future. ▪ Store fronts should be located next to the pedestrian ways – helps businesses and security (no sound walls) ▪ Sound walls could be

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				<p>incorporated on the back of business properties.</p> <ul style="list-style-type: none"> ▪ Art along Grant should be done by a local artist ▪ Overall design of Grant should be done by Arizonan consultants ▪ Preferred cross-section of 184': bike lanes could be incorporated with local access roadside and multiuse path: includes 45' access road, 47' roadway, 17' median, 47' roadway, 28' multiuse path
West	Table 5	<ul style="list-style-type: none"> ▪ What happens to properties not taken? Will improvements still be made on the side? ▪ How are the dollars prioritized? How will 175' be paid for? ▪ Does the road have to be straight? ▪ Once you figure out where you want the road to go, will you go that same stretch all the way down the road (for 5 miles?) ▪ Plan now for what we may need 30 years from now. ▪ Access road limited in use, not very practical for this area. ▪ Fear that my properties will be completely taken ▪ Love the enhanced width, but don't like to think of the impact. ▪ Beautiful, accessible, usable. ▪ A lot of homes and businesses are going to be affected. ▪ Less impact @ Stone to Geronimo (could extend all the way to Oracle) ▪ More open land on south side of the street ▪ Concern about creating easier access to Mansfield ▪ Bus pull outs ▪ Median could substitute for a full transit lane. ▪ Buses take longer to load. 		

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		<ul style="list-style-type: none"> ▪ No. 2 cross section from Oracle to Geronimo ▪ East of 1st Avenue, local access could be important. It's more residential. ▪ There are only a few houses right out on Grant. ▪ Non-commercial, rentals that aren't well maintained. ▪ Fry's shopping area – restaurant "location of death" ▪ Wider sidewalks accessing Fry's and better lighting important. ▪ A little overwhelming. ▪ Comfort stations / bathrooms for pedestrians (hopefully a high number of pedestrians), vandal resistant. <p>Feedback: Great compromise between business and beautification; safety and accessibility important, bringing residents and businesses together to talk educational and more personal, comradery [collaboration] between businesses and residents needs to exist to keep the area alive.</p> <p>Opinions changed: the variance between how much r/w is needed, thinking about the impact on businesses.</p>		
West	Various Public Realm Concepts			<ul style="list-style-type: none"> ▪ Dedicate transit lane on inside lane (115' cross-section), for BRT trolley, modern streetcar ▪ Pedestrian width easier to cross. ▪ Prefer 152' cross-section, like 24' median ▪ Like 129' minus the transit lane, and replace with 20' sidewalk and landscaping. ▪ 124' includes 12' roadside and 20' median. ▪ 115': Bare minimum, need restricted access.
Central	Table 1	<ul style="list-style-type: none"> ▪ Do not want continuous transit 		<ul style="list-style-type: none"> ▪ Wilson west to Euclid, 173'

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		<p>lanes.</p> <ul style="list-style-type: none"> ▪ Need more buffers for neighborhoods. ▪ Wider cross section @ Euclid ▪ Widening to the north between 1st and Mountain will help with bend in roadway ▪ More pedestrians along south side of Grant between Campbell and Euclid ▪ Pedestrian refuge area of medians is important. ▪ Access roads should be on the opposite side of the taking ▪ Is it more expensive to take businesses or residents ▪ Do not take just a portion of property ▪ University area / Campbell would benefit from café frontage ▪ Residential and commercial approach needs to be separate ▪ Add café frontage for enhanced access road. ▪ Top 3 priorities: (1) mitigating U of A and UMC traffic, recognizing the growing affect especially with street car coming (2) Enhanced landscaping, edge effect, boundaries, recognize neighborhood boundaries 		<p>cross section: 24' sidewalk with vegetation, 40' roadway, 24' median, 40' roadway, 45' access with buffering sidewalk</p>

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		<ul style="list-style-type: none"> Take on north side only to Wilson. 		
Central	Table 2			<ul style="list-style-type: none"> 161' to 167', includes sound wall, bike lane / multiuse path, 20' median, 40' roadway
Central	Table 3			<ul style="list-style-type: none"> Preferred cross section includes: Linear Park, 24' streetscape plus 28' multiuse path, 40 roadway, 24' median, 40' roadway, 28' multiuse path
Central	Table 4	<ul style="list-style-type: none"> If you are going to take a portion, just take it all – buy out. Plan for the future years out, not just near future Straighten jogs in road (east of 1st) Bike lanes, dedicated and separate bike lane Bus pull outs better than transit lane Maintain community feel Neighborhood residents walking to businesses Don't force them into a car to maintain quality of life. Access roads only where needed. Jefferson Park N.A. wants bike lanes around Jefferson Park Keep project area residential, 		<ul style="list-style-type: none"> 152' from Tucson Blvd to Campbell 173' from Campbell to Park to 1st Maintain community feel Lighting / safety Smaller median to allow for increased buffer (18' median)

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		<p>not so commercial</p> <ul style="list-style-type: none"> ▪ Need “ground zero” option, use less asphalt, etc. ▪ Grant Road really isn’t congested ▪ Make bicycle only lanes ▪ Make it more people friendly, then when cars need more lanes, convert to bike/pedestrian lanes into auto lanes and adjust later. ▪ Areas near University (between Campbell and 1st) need to be pedestrian/bike friendly – design with students/faculty in mind. ▪ Medians slow down traffic, are necessary, and need to be wide enough to stand with a bike ▪ Keep landscape native ▪ Don’t plan trees in median, too thick – we need to see the other side of traffic ▪ Not a good idea to put bike lane next to bus pull outs ▪ Shared bike/ pedestrian path. ▪ Using 200’ model, it’s possible to separate bike lanes with a wall ▪ Prefer buildings close to and facing Grant Road ▪ Need at least 5’ sidewalks ▪ Should take entire lot – not 		

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		<p>just a portion.</p> <ul style="list-style-type: none"> ▪ Design sidewalks for both bikes and peds. ▪ Need to design Grant Road to slow traffic, organically. ▪ Top 3 priorities: (1) Shade and water harvesting (2) Pedestrian and bike friendly (3) buffer residents (landscaping, noise walls, wider sidewalks, narrower medians) 		
Central	Table 5	<ul style="list-style-type: none"> ▪ Have dedicated bike lane ▪ Local access not the best because it is not dedicated to bike ▪ Bus pullouts would be nice if buses have right of way. ▪ Need different cross sections for intersections. ▪ Median width is less important than bike safety ▪ Bikes must be safe. ▪ Concept 1 already takes property – might as well do more? ▪ No. 3 works in residential areas, 1st to Campbell. People like the bikeway out of the road – side path separation. ▪ Bike facility must be friendly for kids and all users. ▪ Wider lanes may encourage 		<ul style="list-style-type: none"> ▪ 24' Median is too much – 12' good for peds and for turn lanes. ▪ 1st to Campbell – 166': bike path/multi use path, multi-way access, bus pullouts, 34' roadside, 12' median, 42' local access, bike lanes ▪ Need different cross sections for intersections. ▪ 2 left turns and right turn lane, etc.

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		<p>speeding.</p> <ul style="list-style-type: none"> ▪ Heat island effect bad – consider less asphalt ▪ Priorities: (1) do it right, (2) separate bike, (3) quality residence – frontage road, noise, Campbell (4) rear access to businesses (5) median not critical 		
Central	Table 6	<ul style="list-style-type: none"> ▪ It would be easier/cheaper to have the same cross section all the way across ▪ Do the road right the first time. Take enough road for future expansion and transit (wider medians) ▪ If you have to take a property, make the lot aesthetically pleasing. ▪ Frontage Road by Bookman's ▪ Enhanced trails for bikes ▪ 3 lanes plus transit lane with landscaping with enhanced median. ▪ Keep the kink in Grant Road ▪ If you have to take a lot, take the whole thing ▪ Finish what you start ▪ Have bus pullouts instead of lanes. ▪ Alternative have a skinnier median. ▪ Future light rail may eliminate 		<ul style="list-style-type: none"> ▪ Cross section should include: sound wall buffer, landscape trail, 3 lanes plus transit lane, enhanced median (allows future conversion to light rail), noise walls will vary between business / commercial and residential properties. ▪ Bikes/peds separated from the road ▪ Only one side with a noise wall to cut cost ▪ Wider cross-sections to plan ahead. ▪ 200' wide cross-section: multiuse path, transit lane, 3 travel lanes, 17' median, and multi-way access road.

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		the need for the bus.		
Central	Table 7	<ul style="list-style-type: none"> ▪ Light-rail: accommodate the future ▪ Separate bicycles from traffic ▪ Pedestrian/bicycle trails in alleyways ▪ Sound walls ▪ Bus pull-outs ▪ Transit lanes 		<ul style="list-style-type: none"> ▪ 168' cross-section: Noise wall, transit lane plus 3 lanes, 24' median, multi-use path, landscaped trail. ▪ Minority opinion: 80' cross-section, no median, sound walls on sides, narrow sidewalk, bike/ pedestrian ally outside of sound wall.
Eastern	Table 1	<ul style="list-style-type: none"> ▪ Swan to 1 block east of Alvernon: 115' ▪ Grant / Country Club: southeast corner – café frontage development buffer. 	<ul style="list-style-type: none"> ▪ The wider the street, the harder for people to cross. ▪ Not in favor of big 152' because more cars will come. ▪ Larger sidewalks, heavier pedestrian area, for example near Doolen. ▪ Don't see #5 (public realm concept) as an option. ▪ Bull pullouts at Alvernon/Grant ▪ Grant Road – more shopping ▪ No transit lane – they move cars too fast through. ▪ Country Club / Grant – café area ▪ Grant / Dodge, south side – development buffer, no transit ▪ 123 foot cross-section: café buffer, no transit 	
Eastern	Table 2	<ul style="list-style-type: none"> ▪ Priorities: ▪ Preserving local businesses 	<ul style="list-style-type: none"> ▪ Prefer # 2 (public realm concept) over # 1, varying 	115' cross-section <ul style="list-style-type: none"> ▪ 115' right-of-way preferred by

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		<ul style="list-style-type: none"> ▪ Enlarging road with the focus on pedestrian /bike traffic ▪ Bus pullout ▪ Pedestrian Bridge ▪ More mid-block cross lights 	<p>between 115' and 140' because it accommodates future change.</p> <ul style="list-style-type: none"> ▪ 20' sidewalks and medians ▪ Larger median ▪ Variation and sidewalk width could preserve some businesses. ▪ Bike – move out of travel lane. ▪ Minimum road width affects fewer businesses. ▪ Yes – residential access roads, businesses no. ▪ Wide medians for transit ▪ Sidewalk variations. ▪ No noise walls. ▪ Vegetation, tree grouping, refuges of shade. ▪ Road width variation. ▪ Mid-block crossings encourage smaller road crossings. ▪ Pedestrian crossings slow traffic. ▪ Pullouts 	<p>owner of property with plumbing service at Forgeus and Grant, next to Grant Road Lumber.</p> <ul style="list-style-type: none"> ▪ Minimize take. ▪ Variation in sidewalk width could preserve some businesses. ▪ Can the lanes be narrowed a bit? ▪ Transit bus pullouts in the center median. ▪ Discussion about varying the median width throughout the segment. ▪ Median as future possible transit corridor would probably need 24'. ▪ Chicago – Boston, center transit. ▪ Discussed possibility of the third lane being dedicated to transit, if not now, in the future. ▪ Narrower road more in keeping with the scale of existing businesses. <p>152' cross section</p> <ul style="list-style-type: none"> ▪ Try to deal with excess water (flooding) through water harvesting for landscaping. ▪ Move the bike lane out of the travel lane. ▪ Median could vary.

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				<ul style="list-style-type: none"> ▪ Noise walls not thought to be friendly to businesses ▪ Some concern about right and left turn lanes and width they add – as well as conflicts. ▪ Group trees together rather than string them out. ▪ Narrower road more in keeping with scale of existing buildings. <p>129'</p> <ul style="list-style-type: none"> ▪ Too wide. ▪ Bus/Bike sharing? 3 lanes?
Eastern	Table 3		<ul style="list-style-type: none"> ▪ Use 152' cross-section, but make bike lanes 9' instead of 6', making it a 158' cross-section. ▪ Coordinate with neighborhood needs. ▪ Keep mom and pop businesses, not chain stores. ▪ Trade-offs include: lost property (King Fisher, Bobo's, Grant Road Lumber, etc., Relocation. 	<ul style="list-style-type: none"> ▪ Preferred cross-section is 152' model with a 9' bike lane, so it becomes a 158' cross-section. ▪ This is our ideal, however we recognize that sidewalk areas (and central medians) can and should be adjusted in certain areas for right-of-way concerns and buildings that butt against this measurement. ▪ Modifications considered to the 152' cross-section include narrowing the median to 19', and narrowing the sidewalk and landscaping from 24' to 14'. ▪ Use bus pullouts. ▪ Refuges for pedestrian safety

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				<p>in the median.</p> <ul style="list-style-type: none"> Water harvesting.
Eastern	Table 4	<ul style="list-style-type: none"> 152' cross-section was modified to have 20' foot median, and sidewalk area reduced from 24' to 20. Developed a 135' cross-section that includes: 20' multi-use path, 40' roadway, 17' landscaped median, 40' roadway, 9' sidewalk, 18' sidewalk 115' right-of-way should be used from Swan to Columbus. 		
Eastern	Table 5	<ul style="list-style-type: none"> Not the basic cross-section. Transit/bus lanes (number of traffic lanes varies...mixed feelings) 129' cross-section should be considered. 166 foot cross-section: only use enhanced (24' roadside) in areas where needed, e.g., residential, site specific sound wall only in areas where there is no building frontage, vary width of sound wall area from 6' – 15' and consider water harvesting. Consider utilities. 		
Eastern	Table 6		<ul style="list-style-type: none"> Bus pullouts vs. transit lanes Block sound from residential 	<ul style="list-style-type: none"> Developed a 156' cross-section that includes 13'

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			<p>areas.</p> <ul style="list-style-type: none"> ▪ No bus/bike lanes. ▪ Cross-section: narrower median ▪ Wide pedestrian area where practical. 	<p>sound wall, 13' roadside, 47' roadway (with transit lane, but no bike lane), 24' median, 47' roadway, and 13' sidewalk and landscaping.</p> <ul style="list-style-type: none"> ▪ TJ (?): Developed a 160' cross section that includes: 50' building, 8' setback, 40' roadway, 17' median, 40' roadway, 9' sidewalk, and a 45' public space area, adjacent to an 8' setback and a 50' building.
Eastern	Table 7	<ul style="list-style-type: none"> ▪ # 4 and # 6 cross-sections. ▪ Bike/transit lanes all the way through. ▪ Vegetation in median not a visual barrier to drives. ▪ Bus pullouts (make prettier benches). ▪ Wider cross-sections at big intersections, narrower between them. ▪ Accommodate multi-modal / physically challenged. ▪ Alvernon / Grant: Access Road, or wider sidewalks / medians. Opportunity for inviting aesthetic commercial. 	<ul style="list-style-type: none"> ▪ Focused on Tucson to Country Club. ▪ 4 travel lanes with median dividing right side transit/bike/local access, future light rail line. ▪ Vary the yellow sections (enhanced sidewalks/landscaping/median) to miss key businesses. ▪ Pelican and Toucan crossings, Treat as important linkage to UA and River Park. ▪ Bike lane in the middle. ▪ Break-up so it's not a bunch of concrete. ▪ Cross-section: 129' to 142'. ▪ Wider sidewalks ▪ Parking once, walking to businesses if pedestrian 	<ul style="list-style-type: none"> ▪ Wider gives more landscaping but takes buildings. <p>GENERAL COMMENTS FROM MAPS</p> <ul style="list-style-type: none"> ▪ Bike lane similar to Mountain Ave. with buffer and speed bump. ▪ No continuous bus lanes, only bus pullouts. ▪ The Boys and Girls Club needs to stay. It is a major meeting/gathering place. ▪ Dedicate a lane to mass transit like light rail. Connectivity from Grant to Broadway.

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			<p>environment was more inviting.</p> <ul style="list-style-type: none"> ▪ In active pedestrian environments, provide wider sidewalks. ▪ Bike lanes ▪ Toucan at Treat, Pelican at pedestrian crossings. 	

2. Workshop notations stratified by public realm element:

Segment	Element	Notation
Western	Roadway / Cross-section	<ul style="list-style-type: none"> ▪ If mixed uses – use frontage roads ▪ Vary ROW width ▪ Wider ROW at intersections ▪ Cost similar with 115' and 150 ▪ Like 115' ROW with enhanced landscaping = 152' ▪ No 4 lanes of traffic. ▪ Not a continuous cross section ▪ Public Realm # 2 (Modified): Reduced median, reduced sidewalk, include bus pullouts, 124' ROW ▪ Cross-sections: more pedestrian traffic, less bus. ▪ North configuration from 1st to 4th Avenues, Central configuration west of 4th Avenue. ▪ I want more lanes for cars. ▪ Heavy commercial areas should have local access roads. ▪ Can there be restricted areas that are bare bones? ▪ Local access road makes sense on the side of Grant Road by Mansfield Park. ▪ Local access roads ▪ Does the road have to be straight? ▪ Once you figure out where you want the road to go, will you go that same stretch all the way down the road (for 5 miles?) ▪ Plan now for what we may need 30 years from now. ▪ Access road limited in use, not very practical for this area. ▪ Beautiful, accessible, usable. ▪ Less impact @ Stone to Geronimo (could extend all the way to Oracle) ▪ No. 2 cross section from Oracle to Geronimo ▪ East of 1st Avenue, local access could be important. It's more residential. ▪ Prefer 152' cross-section, like 24' median ▪ Like 129', minus the transit lane, and replace with 20' sidewalk and landscaping. ▪ 124' includes 12' roadside and 20' median. ▪ 115': Bare minimum, need restricted access. ▪ Preferred concept is 184' wide. ▪ Preferred cross-section of 184': bike lanes could be incorporated with local access roadside and

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		<p>multiuse path: includes 45' access road, 47' roadway, 17' median, 47' roadway, 28' multiuse path</p> <ul style="list-style-type: none"> ▪ Keep the kink in Grant Road
Western	Transit	<ul style="list-style-type: none"> ▪ 6 lanes of travel do not mean 6 lanes of cars, could be more lanes of alternate modes. ▪ Transit lane a benefit ▪ Bus pullouts not transit lane ▪ 3 lanes is enough – 1 transit lane, need for transit lane in each direction reinforced ▪ Transit lane could be in the center of the ROW adjacent to the median (on each side) ▪ Can one of the travel lanes (1 of the 6) be used for transit, instead of adding additional lanes? ▪ Build in flexibility – future use of travel lanes (e.g., transit lane). ▪ Bus pull outs ▪ Could the 3rd lane be a frontage road? ▪ I like transit / bike sharing. ▪ Some prefer pullouts, some prefer transit lane. ▪ Want transit lane for future. ▪ Buses take longer to load. ▪ Bus lanes to encourage transit use and reduce traffic congestion. ▪ Cross section should address rapid transit in the future. ▪ Dedicate transit lane on inside lane (115' cross-section), for BRT trolley, modern streetcar
Western	Roadside: <ul style="list-style-type: none"> ▪ Landscaping ▪ Buffering ▪ Redevelopment 	<ul style="list-style-type: none"> ▪ Land bank on outer edges ▪ land bank for future ROW ▪ Water harvesting techniques should be encouraged / enforced. ▪ Public art on sound walls. ▪ Eyes on street – no sound wall. ▪ Encourage redevelopment, business development with buildings along, with bike amenities. ▪ Reduce parking requirements, encourage village concept. ▪ Shared dumpsters ▪ What happens to properties not taken? Will improvements still be made on the side? ▪ More open land on south side of the street ▪ Concern about creating easier access to Mansfield ▪ Local access roadside along major business areas ▪ Store fronts should be located next to the pedestrian ways – helps businesses and security (no sound walls) ▪ Sound walls could be incorporated on the back of business properties.

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Western	Medians	<ul style="list-style-type: none"> ▪ Art along Grant should be done by a local artist ▪ Have large median so transportation lanes could be expanded at a later date. ▪ Wider center median for increased landscaping and water harvesting. ▪ Enhanced median ▪ 20' median ▪ Sidewalk / landscape between 24' and 9' ▪ I object to having trees in the median – it would be better on the sides. ▪ Baby boomers aging – need to have adequate median refuge ▪ Medians can collect rainwater. ▪ Median should not be as attractive as the sides ▪ I think median landscaping is important. ▪ Different purposes of median: left turns, pedestrian relief, and heat island mitigation. ▪ Medians could be reduced from 24' to 17' widths. ▪ Medians could be used in the future for rapid transit. ▪ Actual landscape in medians ▪ Only native landscaping ▪ Reduce water use ▪ Depressed median with landscaping, can harvest water ▪ Median could substitute for a full transit lane. ▪ 17' median
Western	Bicycles/Pedestrians	<ul style="list-style-type: none"> ▪ Reduced sidewalk / landscape ▪ Separated bike lane (6" min curb), maximum landscaping. ▪ Better/safer to have bike lane next to travel lane – not at outside edge of ROW. ▪ Add more pedestrian crossings. ▪ Wider sidewalk. ▪ We need travel lanes for transit and bikes. ▪ My 1st priority is how we get across the wide road. ▪ One priority – ability to cross. ▪ Bikes could be separated from rest of vehicles, more integrated with pedestrians. ▪ Local access lanes could be combined with bike lanes ▪ Trail access to park ▪ Still need bridges ▪ Bikes.

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Western	Quotes	<ul style="list-style-type: none"> ▪ What is going to happen between now and 2013? ▪ How much will gas be? ▪ "I am overwhelmed, I need to study these more" ▪ "Do it, and be done with it, don't ½ do it, do it right" ▪ Not helpful because not addressing global warming. ▪ How it the dollars prioritized? How will 175' be paid for? ▪ Fear that my properties will be completely taken ▪ Love the enhanced width, but don't like to think of the impact. ▪ A lot of homes and businesses are going to be affected. ▪ Fry's shopping area – restaurant "location of death" ▪ Comradary between businesses and residents needs to exist to keep the area alive.
Central	Roadway / Cross-section	<ul style="list-style-type: none"> ▪ Wider cross section @ Euclid ▪ Widening to the north between 1st and Mountain will help with bend in roadway ▪ Access roads should be on the opposite side of the taking ▪ Take on north side only to Wilson. ▪ Straighten jogs in road (east of 1st) ▪ Access roads only where needed. ▪ Using 200' model, it's possible to separate bike lanes with a wall ▪ Need different cross sections for intersections. ▪ Concept No. 1 already takes property – might as well do more. ▪ No. 3 works in residential areas, 1st to Campbell. People like the bikeway out of the road – side path separation. ▪ Wider lanes may encourage speeding. ▪ It would be easier/cheaper to have the same cross section all the way across ▪ Preferred cross section includes: Linear Park, 24' streetscape plus 28' multiuse path, 40 roadway, 24' median, 40' roadway, 28' multiuse path ▪ 161' to 167', includes sound wall, bike lane / multiuse path, 20' median, 40' roadway

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		<ul style="list-style-type: none"> ▪ Wilson west to Euclid, 173' cross section: 24' sidewalk with vegetation, 40' roadway, 24' median, 40' roadway, 45' access with buffering sidewalk ▪ 152' from Tucson Blvd to Campbell ▪ 173' from Campbell to Park to 1st ▪ 1st to Campbell – 166': bike path/multi use path, multi-way access, bus pullouts, 34' roadside, 12' median, 42' local access, bike lanes ▪ Need different cross sections for intersections. 2 left turns and right turn lane, etc. ▪ Cross section should include: sound wall buffer, landscape trail, 3 lanes plus transit lane, enhanced median (allows future conversion to light rail), noise walls will vary between business / commercial and residential properties. ▪ 200' wide cross-section: multiuse path, transit lane, 3 travel lanes, 17' median, and multi-way access road. ▪ 168' cross-section: Noise wall, transit lane plus 3 lanes, 24' median, multi-use path, landscaped trail. ▪ Minority opinion: 80' cross-section, no median, sound walls on both sides, narrow sidewalk, bike/pedestrian ally outside of sound wall.
Central	Transit	<ul style="list-style-type: none"> ▪ Do not want continuous transit lanes. ▪ Bus pull outs better than transit lane ▪ Bus pullouts would be nice if buses have right of way. ▪ Bus pull-outs ▪ Transit lanes ▪ Have bus pullouts instead of lanes. ▪ 3 lanes plus transit lane with landscaping with enhanced median.
Central	Roadside: <ul style="list-style-type: none"> ▪ Landscaping ▪ Buffering ▪ Redevelopment 	<ul style="list-style-type: none"> ▪ Need more buffers for neighborhoods. ▪ University area / Campbell would benefit from café frontage ▪ Residential and commercial approach needs to be separate ▪ Add café frontage for enhanced access road. ▪ Keep project area residential, not so commercial ▪ Keep landscape native ▪ Prefer buildings close to and facing Grant Road ▪ Heat island effect bad – consider less asphalt ▪ If you have to take a property, make the lot aesthetically pleasing. ▪ Frontage Road by Bookman's

Segment	Element	Notation
		<ul style="list-style-type: none"> ▪ Sound walls ▪ Maintain community feel ▪ Lighting / safety ▪ Only one side with a noise wall to cut cost
Central	Medians	<ul style="list-style-type: none"> ▪ Pedestrian refuge area of medians is important. ▪ Medians slow down traffic, are necessary, and need to be wide enough to stand with a bike ▪ Don't plant trees in median, too thick – we need to see the other side of traffic ▪ Median width is less important than bike safety ▪ Bikes must be safe. ▪ Alternative have a skinnier median. ▪ Smaller median to allow for increased buffer (18' median) ▪ 24' Median is too much – 12' good for peds and for turn lanes.
Central	Bicycles/Pedestrians	<ul style="list-style-type: none"> ▪ More pedestrians along south side of Grant between Campbell and Euclid ▪ Bike lanes, dedicated and separate bike lane ▪ Jefferson Park N.A. wants bike lanes around Jefferson Park ▪ Make bicycle only lanes ▪ Make it more people friendly, then when cars need more lanes, convert to bike/ped lanes into auto lanes and adjust later. ▪ Areas near University (between Campbell and 1st) need to be ped/bike friendly – design with students/faculty in mind. ▪ Not a good idea to put bike lane next to bus pull outs ▪ Shared bike/ pedestrian path. ▪ Need at least 5' sidewalks ▪ Design sidewalks for both bikes and peds. ▪ Have dedicated bike lane ▪ Local access not the best because it is not dedicated to bike ▪ Bike facility must be friendly for kids and all users. ▪ Separate bicycles from traffic ▪ Pedestrian/bicycle trails in alleyways ▪ Enhanced trails for bikes ▪ Bikes/peds separated from the road
Central	Quotes	<ul style="list-style-type: none"> ▪ Do not take just a portion of property ▪ Should take entire lot – not just a portion.

Segment	Element	Notation
		<ul style="list-style-type: none"> ▪ If you are going to take a portion, just take it all – buy out. ▪ If you have to take a lot, take the whole thing ▪ Plan for the future years out, not just near future ▪ Wider cross-sections to plan ahead. ▪ Maintain community feel ▪ Neighborhood residents walking to businesses ▪ Don't force them into a car to maintain quality of life. ▪ Grant Road really isn't congested ▪ Need "ground zero" option, use less asphalt, etc. ▪ Need to design Grant Road to slow traffic, organically. ▪ Finish what you start ▪ Light-rail: accommodate the future
	Priorities	<ul style="list-style-type: none"> ▪ Top 3 priorities: (1) Shade and water harvesting (2) Pedestrian and bike friendly (3) buffer residents (landscaping, noise walls, wider sidewalks, narrower medians) ▪ Top 3 priorities: (1) mitigating U of A and UMC traffic, recognizing the growing affect especially with street car coming (2) Enhanced landscaping, edge effect, boundaries, recognize neighborhood boundaries ▪ Priorities: (1) do it right, (2) separate bike, (3) quality residence – frontage road, noise, Campbell (4) rear access to businesses (5) median not critical ▪ Do the road right the first time. Take enough road for future expansion and transit (wider medians)
Eastern	Roadway / Cross-section	<ul style="list-style-type: none"> ▪ Swan to 1 block east of Alvernon: 115' ▪ Not in favor of big 152' because more cars will come ▪ Don't see #5 (public realm concept) as an option. ▪ Prefer # 2 (public realm concept) over # 1, varying between 115' and 140' because it accommodates future change. ▪ Variation and sidewalk width could preserve some businesses. ▪ 123 foot cross-section ▪ Minimum road width affects fewer businesses. ▪ Yes – residential access roads, businesses no. ▪ Road width variation. ▪ 152' cross-section, but make bike lanes 9' instead of 6', making it a 158' cross-section.

Segment	Element	Notation
		<ul style="list-style-type: none"> ▪ 152' cross-section was modified to have 20' foot median, and sidewalk area reduced from 24' to 20. ▪ 135' cross-section that includes: 20' multi-use path, 40' roadway, 17' landscaped median, 40' roadway, 9' sidewalk, 18' sidewalk ▪ 115' right-of-way should be used from Swan to Columbus ▪ Not the basic cross-section. ▪ 129' cross-section should be considered. ▪ 166 foot cross-section: only use enhanced (24' roadside) in areas where needed, e.g., residential, site specific sound wall only in areas where there is no building frontage, vary width of sound wall area from 6' – 15' and consider water harvesting. ▪ Consider utilities. ▪ # 4 and # 6 cross-sections. ▪ Wider cross-sections at big intersections, narrower between them. ▪ Alvernon / Grant: Access Road, or wider sidewalks / medians. Opportunity for inviting aesthetic commercial ▪ Tucson to Country Club: 4 travel lanes with median dividing right side transit/bike/local access, future light rail line. ▪ Vary the yellow sections (enhanced sidewalks/landscaping/ median) to miss key businesses. ▪ Cross-section: 129' to 142'. ▪ 115' right-of-way preferred by owner of property with plumbing service at Forgeus and Grant, next to Grant Road Lumber. ▪ 115' cross-section: Minimize take. ▪ Variation in sidewalk width could preserve some businesses. ▪ Can the lanes be narrowed a bit? ▪ Narrower road more in keeping with the scale of existing businesses. ▪ 152' cross section ▪ Some concern about right and left turn lanes and width they add – as well as conflicts. ▪ 129': Too wide. ▪ Preferred cross-section is 152' model with a 9' bike lane, so it becomes a 158' cross-section. This is our ideal however we recognize that sidewalk areas (and central medians) can and should be adjusted in certain areas for right-of-way concerns and buildings that butt against this measurement. ▪ Modifications considered to the 152' cross-section include narrowing the median to 19', and narrowing the sidewalk and landscaping from 24' to 14'.

Segment	Element	Notation
		<ul style="list-style-type: none"> ▪ Developed a 156' cross-section that includes 13' sound wall, 13' roadside, 47' roadway (with transit lane, but no bike lane), 24' median, 47' roadway, and 13' sidewalk and landscaping. ▪ Developed a 160' cross section that includes: 50' building, 8' setback, 40' roadway, 17' median, 40' roadway, 9' sidewalk, and a 45' public space areas, adjacent to a 8' setback and a 50' building.
Eastern	Transit	<ul style="list-style-type: none"> ▪ Bull pullouts at Alvernon/Grant ▪ No transit lane – they move cars too fast through. ▪ No transit ▪ Transit/bus lanes (number of traffic lanes varies...mixed feelings) ▪ Bus pullouts vs. transit lanes ▪ No bus/bike lanes. ▪ Transit bus pullouts in the center median. ▪ Bike/transit lanes all the way through. ▪ Median as future possible transit corridor would probably need 24'. Chicago – Boston, center transit. ▪ Discussed possibility of the third lane being dedicated to transit, if not now, in the future. ▪ Bus/Bike sharing? 3 lanes? ▪ Pullouts ▪ Use bus pullouts. ▪ No continuous bus lanes, only bus pullouts. ▪ Dedicate a lane to mass transit like light rail. Connectivity from Grant to Broadway.
Eastern	Roadside: <ul style="list-style-type: none"> ▪ Landscaping ▪ Buffering ▪ Redevelopment 	<ul style="list-style-type: none"> ▪ Grant / Country Club: southeast corner – café frontage development buffer. ▪ Grant Road – more shopping ▪ Country Club / Grant – café area ▪ Grant / Dodge, south side – development buffer ▪ café buffer ▪ No noise walls. ▪ Vegetation, tree grouping, refuges of shade. ▪ Coordinate with neighborhood needs. ▪ Block sound from residential areas. ▪ Vegetation in median not a visual barrier to drives. ▪ Alvernon / Grant: Access Road, or wider sidewalks / medians. Opportunity for inviting aesthetic commercial

Segment	Element	Notation
		<ul style="list-style-type: none"> ▪ Break-up so it's not a bunch of concrete. ▪ Parking once, walking to businesses if pedestrian environment was more inviting. ▪ Try to deal with excess water (flooding) through water harvesting for landscaping. ▪ Noise walls not thought to be friendly to businesses ▪ Group trees together rather than string them out. ▪ The Boys and Girls Club needs to stay. It is a major meeting/gathering place.
Eastern	Medians	<ul style="list-style-type: none"> ▪ 20' sidewalks and medians ▪ Larger median ▪ Wide medians for transit ▪ Cross-section: narrower median ▪ Vary the median width throughout the segment. ▪ Median could vary. ▪ Water harvesting.
Eastern	Bicycles/Pedestrians	<ul style="list-style-type: none"> ▪ The wider the street, the harder for people to cross. ▪ Larger sidewalks, heavier pedestrian area, for example near Doolen. ▪ Bike – move out of travel lane ▪ Sidewalk variations. ▪ Mid-block crossings encourage smaller road crossings. ▪ Pedestrian crossings slow traffic. ▪ Wide pedestrian area where practical. ▪ Bus pullouts (make prettier benches). ▪ Accommodate multi-modal / physically challenged. ▪ Pelican and Toucan crossings, Treat as important linkage to UA and River Park. ▪ Bike lane in the middle. ▪ Wider sidewalks ▪ In active pedestrian environments, provide wider sidewalks. ▪ Bike lanes ▪ Toucan at Treat, Pelican at pedestrian crossings. ▪ Move the bike lane out of the travel lane. ▪ Refuges for pedestrian safety in the median. ▪ Bike lane similar to Mountain Ave. with buffer and speed bump.
Eastern	Quotes	<ul style="list-style-type: none"> ▪ Keep mom and pop businesses, not chain stores ▪ Trade-offs include lost property (King Fisher, Bobo's, Grant Road Lumber)

Segment	Element	Notation
Eastern	Priorities	▪ Priorities: (1) Preserving local businesses (2) Enlarging road with the focus on pedestrian/bike traffic (3) Bus pullout (4) Pedestrian Bridge (5) More mid-block cross lights