

Compiled Grant Rd 5&6 Open House Comments - Overall In-Person Summary
Work In Progress - 6/10/21

Did you feel the meeting format was helpful and informational considering the challenges of the pandemic	Yes	No
	27	0
	100%	

Were the presentations and exhibits clear and helpful for you to understand the status of the project?	Yes	No
	26	1
	96%	4%

Please rate the following proposed updates to the original plan for Grant Road, Park Avenue to Palo Verde Road:	Oppose Change	Neutral	Support Change	No Opinion
Reduce acquisition of residential and business properties	2	6	17	3
Eliminate turn lanes on Mountain Avenue to preserve existing vegetation, lighting, and bikeway	1	3	19	3
Increase the landscaping in the residential area of the corridor (West of Tucson Blvd.) and reduce plantings in the east end (East of Tucson Blvd.) around businesses in order to reduce business acquisitions and improve visibility	6	2	17	1
As a result of lower traffic growth, change the design of the Country Club/Grant intersection to a regular intersection rather than using the Indirect Left Turn option. This would result in reduced impacts to Doolen Middle School, Boys & Girls Club, and businesses.	2	3	21	0
Adjust pedestrian/bike crossing locations to provide crossing opportunities every ¼-mile and to match the City's Bike Boulevard Plan.	4	6	17	0

Support	Neutral/No Opinion	Oppose	Considering only Support/Oppose	
Support	Neutral/No Opinion	Oppose	Support	Oppose
61%	32%	7%	89.5%	10.5%
73%	23%	4%	95.0%	5.0%
65%	12%	23%	73.9%	26.1%
81%	12%	8%	91.3%	8.7%
63%	22%	15%	81.0%	19.0%

GRANT ROAD 5&6 PUBLIC MEETINGS - APRIL/MAY 2021

ID #	From	Comment	Response
1	Grant Rd Coalition	24/7 turn prohibition from Mountain	Will add larger blankout No-Left Turn Signs with project. 24/7 prohibitions for Mountain have other circulation implications that are beyond the scope of the Grant Road project. For comparison, before/after traffic counts on Park Avenue showed no increase in traffic volumes after completion of Grant Road Phase 2.
2	Grant Rd Coalition	No Left Arrows from Grant at Mountain	Left turns from Grant onto Mountain will be preserved for safety. The use of green arrows from Grant will depend on whether City volume and safety policies are met. At this point, left turn arrows are not anticipated at this location.
3	Grant Rd Coalition	Lower speed limit on mountain to 25 mph and add traffic calming	This is an issue beyond the scope of the Grant Road project.
4	Grant Rd Coalition	Preserve remnant residential parcels as open space	This is the intent of the proposed design, except where remnants are needed for drainage or other project purposes.
5	Grant Rd Coalition	Support expansion of triangle park and alley closure	Comment acknowledged
6	Grant Rd Coalition	Safety / visual screen wall for Catalina Vista	"Project will provide significantly taller curbing for safety (6-9" tall, existing curb is 2" tall in some locations). Landscaping will be added to frontage Road divider for additional visual buffer, and a sidewalk will also be provided to enhance separation. Separation from homes will be same or greater than existing condition. Wall will be built if warranted by noise study
7	Grant Rd Coalition	Eliminate pedestrian crossing at Plumer	Purpose of the HAWK is to remove crossing barriers and improve safety. There are bus stops at this location. Concern expressed at public meetings was related to pollution from vehicles stopped at pedestrian crossing, but the crossing is only activated when pedestrian requests it. As a result, the signal is dark >95% of the time mitigating traffic stops and pollution issues.
8	Grant Rd Coalition	EB cut through traffic using Wilson/Edison to bypass Tucson Blvd intersection is an issue	The addition of a thru lane on Grant will avoid congestion and reduce the incentive to cut through. This has been confirmed on previous before/after studies for comparable Tucson projects such as the Kino/22nd Street intersection.
9	Grant Rd Coalition	Provide space for neighborhood monument signs	The project will gladly accommodate monument signs if they fit within remnants. The team expects signs would fit in remnants, but need input from the neighborhood associations on the amount of space requested to verify. Monument costs and licensing agreements would be the responsibility of the neighborhoods.
10	Grant Rd Coalition	Michigan Left / Pedestrian crossing at highland is overkill	There is no Michigan left or pedestrian crossing at Highland. The proposed crossing is at Vine (a HAWK, not a Michigan left)
11	Grant Rd Coalition	Provide sound mitigation along north edge of Grant	Sounds mitigation will be based on City/County/RTA Policy for consistency with other segments of Grant Road and other RTA/City projects
12	Grant Rd Coalition	Extend green space on North side east of Norris	Enhanced green space is for a potential basin. Blocks to the east with remnants will be stabilized and existing vegetation preserved. Landscaping outside Grant Rd ROW is an opportunity for the neighborhood, but not part of project.
13	Tahoe Park Meeting	I am opposed to the widening of Grant Road! Improvements to bike lanes and the environment is good but NOT encouraging people to drive. Need protected bike lanes to encourage biking - the future. Widening Grant encourages drivers and speed! We need to look at the future - more pavement and cars is NOT the future. We don't need a highway thru the middle of Tucson.	Comment acknowledged
14	Tahoe Park Meeting	Sidewalks w/out shade are useless. Less landscaping east of Tucson is VERY disappointing. What about noise abatement between Tucson & Country Club. Its already gotten more noisy - two lanes of traffic will be even worse. Thanks for including us (the public) at this stage of planning.	Noise mitigation will be evaluated using a Noise Study following City/County/RTA Policy. The team will attempt to identify additional landscaping where feasible using tree wells or non-viable property remnants east of Tucson
15	Tahoe Park Meeting	Please leave landscaping & design that promotes "Village Center" environment conducive to walking to local businesses from our neighborhoods as we do now.	Comment acknowledged
16	Tahoe Park Meeting	East of Tucson Blvd. needs landscaping too	See response to #14

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17	Tahoe Park Meeting	Please add improvements to preclude arterial traffic from diverting to local streets to bypass intersection. Especially for Loretta Dr.	Addition of thru lane on Grant will avoid congestion and reduce incentive to cut through. This has been the experience at Grant / 1st Avenue, Kino/22nd. At Loretta will evaluate a curb extension to reduce speed/volume of southbound right turns from Country Club. Any turn restriction to/from Grant Rd will require approval from emergency services and a request from the Neighborhood Association. Traffic Calming on local streets would be through the Neighborhood Traffic Mitigation Program (NTMP) or other sources, although it is noted that Loretta already has speed humps. Comment #35 requests increased access to Loretta
18	Tahoe Park Meeting	30% Plan? What happens when funding runs out?	City and RTA are committed to securing funding for the project.
19	Tahoe Park Meeting	Catalina Vista Homes-Use cannot change to business due to deed restrictions. Make it right for those residents. Island plants in poor condition. Consider a wall like Campbell from Elm to Grant. I know... no more \$. Given changes must be cost savings in budget.	See response to #6
20	Tahoe Park Meeting	Warren N/S across Grant is my bike path. Now blocked.	Bike access will actually improve, as a signalized crossing will be provided within 100' of Warren. The team will detail the design to show bike crosswalks and Bikes on sidewalk OK on the approaches
21	Tahoe Park Meeting	Retain Drive on curb in front of 1744 E. Grant Rd	There appears to be no drive for 1744 today. This home and others along short frontage road will have access via mountable curb.
22	Tahoe Park Meeting	Close cross @ Plummer. Put up a wall from Campbell to Tucson - Catalina Vista. Round about @ Campbell.	See responses to #6 and #7 for wall and pedestrian crossing. Regarding roundabout, traffic volumes at Campbell/Grant intersection are too high to make a roundabout feasible
23	Tahoe Park Meeting	Noise very important. We'd like noise barrier wall. Similar to what's on Campbell Ave.	See response to #14
24	Tahoe Park Meeting	Light rail/Monorail is a significant need, long range	Comment acknowledged
25	Tahoe Park Meeting	Property North of Grant needs to be green belts (mountain to Campbell) Why were roundabouts not considered?	Residential remnants will be stabilized and existing healthy vegetation preserved. Landscaping outside Grant Rd ROW will be an opportunity for neighborhoods, but not part of project. Traffic on Grant is too high to make roundabouts feasible.
26	Tahoe Park Meeting	Need a barrier on the bike lane from the traffic. Even cones/poles would help protect a cyclist	The frequent driveways / access needs make a bike lane barrier infeasible. The design will include a 3' buffer between travel and 6' bike lane to increase separation. The City is also developing parallel low-stress Bicycle Blvds on Seneca/Waverly (south of Grant, funded through 407) and on Copper/Flower (north of Grant, partially constructed). The team will continue to evaluate additional safety measures.
27	Tahoe Park Meeting	1. Continue left turn on Campbell and Grant. 2. Monitor speeding at night on Grant. 3. Have protected bike lane on Grant. 4. Reduce R2 traffic. 5. Reduce traffic sounds on Grant with a wall.	Comment acknowledged. See responses to #14 for noise mitigation and #26 for protected bike lane.
28	Tahoe Park Meeting	Bus stops and crossings are necessary, but mitigation to the neighborhoods and homes must be incorporated (extra noise and extra emissions from stopped cars, busses, and motorcycles.	HAWK signals for pedestrian are dark the vast majority of the times (>95%), avoiding unnecessary stops and pollution. The safety of pedestrians attempting to cross Grant Road is critical.
29	Tahoe Park Meeting	I appreciate the COVID-consciousness	Comment acknowledged
30	Tahoe Park Meeting	Have heard that landscaping on phases 3&4 may be reduced and/or trees moved to retention basins to vegetate them instead. This presentation for 5&6 said it would be more landscaping than in 3&4. Also businesses should be landscaped with low profile plants.	Comment acknowledged
31	Tahoe Park Meeting	Need protected bike lanes to encourage biking.	See response to #26
32	La Madera Park Meeting	Increase landscaping everywhere to equally prioritize ped & biking	Comment acknowledged
33	La Madera Park Meeting	Not overly excited about widening Tucson streets - encouraging more cars rather than focusing on public transportation & biking, walking... but too late so beautifying as much as possible! Thanks	Comment acknowledged

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34	La Madera Park Meeting	I did not receive a mailer RE this meeting. Please put me on your snail-mail list	Comment acknowledged
35	La Madera Park Meeting	Oppose cutting off of Loretta Heights - Heard comments that neighbors feel traffic comes through neighborhood to avoid Doolen School traffic @ close of day	See response to #17
36	La Madera Park Meeting	Left turn arrows at Tucson & Grant	Based on the input received and the continued development around this intersection, the City is designing the addition of Green arrows at this intersection.
37	La Madera Park Meeting	Please install left-turn signals at Tucson/Grant now (not wait for project). This corner has had significant development (restaurants) that have increased left turns from Grant onto Tucson, especially for Culinary Dropout parking on Tucson Blvd.	See response to #36
38	La Madera Park Meeting	Make Grant bikeways safer. Make Copper/Flower Bike Blvd ASAP. Wall on N. Side of Grant once buildings are gone. Vegetation, speed bumps in neighborhoods to avoid sneaking through. Thx	Comment acknowledged
39	La Madera Park Meeting	How do I apply to preserve historic signs?	Contact Jodie Brown, the Historic Preservation Officer at PSDS. (520) 837-6968
40	La Madera Park Meeting	Do not close the alley from Spring to Grant at all	The team has verified that turns from S to W on alley will be feasible for passenger vehicles but difficult for trucks. However, trash or other services don't depend on alley. As a result, the alley closure will remain in the plan to connect the two green spaces in this area.
41	La Madera Park Meeting	Make sure left turn arrows both E&W and N&S at Tucson Blvd. & Grant. Get ADOT to fix I-10/Grant Intersection	See response to #36
42	La Madera Park Meeting	Don't widen to make more room for cars - widen & beautify for peds & bikes. Post pandemic living - less driving.	Comment acknowledged
43	Virtual Meeting	Thank you. Having the ped/bike crossing at Cherry would allow for those to cross without stopping traffic on Grant as then people could cross when traffic is clear. Vehicles are not in the same situation and will cross when clear and do not interrupt the flow of traffic.. I appreciate you addressing it. (Marc V (Unverified) asked "Thank you for the information. There will be access to Samos Neighborhood from East and West Bound Grant Road via Cherry Rd. There is already a high traffic volume from Salpointe High School using Cherry Ave. and this plan could likely increase traffic on this small street. Police were recently in the neighborhood responding to complaints about speeding from the school to Grant via Cherry Ae. Additionally, this intersection is the geographical high point between Campbell and Mountain Avenues and currently acts as a natural bike/pedestrian crossing (witness every day). Is it feasible to switch the bike/pedestrian crossing to the Cherry intersection and move the vehicle access to Vine intersection? ")	For general cut-through traffic answer see response #17. Regarding switching the locations of the ped signal (Vine) and median opening (Cherry), Vine is the best location for the ped crossing because it's equidistant from Mountain and Warren (the other crossings). A crossing at Cherry would be less effective. The WB left onto Cherry is desirable to access the frontage road and neighborhood to the south (Cherry Dead ends at Seneca). An alternative would be to move the EB opening mid-block to allow U-turns onto Vine without impacting pedestrian crossing. The team will request Task Force input.
44	Virtual Meeting	Will Norris be accessible from Grant Road?	Yes, right turns to and from Norris will be allowed
45	Virtual Meeting	I live at the corner of Norris and Spring and am concerned with having markedly increased traffic coming through the neighborhood when the indirect land ends right at Norris.	The additional thru lane and indirect left turns will significantly reduce congestion, and therefore the motivation for using Norris/Spring as a cut-through. We have drone videos before/after construction at Grant/1st Ave that confirm this. In addition, a continuous right turn lane from before Norris to Campbell will be provided, which will allow right turners to move efficiently without waiting for through traffic on Grant
46	Virtual Meeting	If the traffic projections were off by 20,000 vehicles for Country Club, how can we be sure your projections for Grant Road won't be that far off?	Team evaluated existing and proposed land uses, and then also developed a sensitivity analysis with low/high growth scenarios to determine that the intersections will operate at acceptable levels with the proposed improvements
47	Virtual Meeting	Has consideration been given to using the SW corner of Treat and Grant as a detention basin?	Availability of surplus property at that corner will be determined after negotiations with the property owner. If land is available the team will evaluate potential uses including redevelopment, parking, drainage, landscaping, etc.

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ID #	From	Comment	Response
48	Virtual Meeting	More space should be set aside in the business area section of Grant Phase 5 & 6 to make room for green space/water harvesting/landscaping. Our neighborhood is adjacent to this area and the disparity between the design sections is not equitable for the neighborhoods along this area.	The trade-off between greenspace and business displacement is a difficult one. We will attempt to identify additional landscaping where feasible using tree wells or undevelopable property remnants east of Tucson Blvd.
49	Virtual Meeting	What is planned for the old Bookman's and its parking lot?	No development plan has been filed at this point, but several ideas have been suggested. We expect the parcel to be redeveloped
50	Virtual Meeting	What about right turn lanes?	Right turn lanes will be provided in all directions at major intersections (Campbell, Country Club) and in most directions at smaller signalized intersections
51	Virtual Meeting	What public art will be installed with Phase 3, 4, 5 & 6?	The public art process involves creating an artist selection panel with community representatives, interviewing/selecting artists, obtaining input and selecting an art theme and location. For phases 3&4 an artist has been selected (Joe O'Connell) and the art is likely to be located at Grant/Dodge. A theme is still being developed with the art panel. For phases 5&6 the process will start at a future date when the design is further along.
52	Virtual Meeting	What is the City's plan to prevent these landscape medians from looking like the basins along Glenn that have buffelgrass and minimal plantings?	Project landscaping will be maintained for at least 2 years after construction by the contractor as part of their landscape establishment requirement. The City has been working to increase funding to landscape maintenance city-wide to upkeep the landscaping after establishment.
53	Virtual Meeting	What is the proposed width of the bike lanes? Will there be any sort of visual buffer between the vehicular and bike lanes?	The bike lanes will be 6' wide with a painted buffer (double white line) similar to what was constructed in phase 2.
54	Virtual Meeting	Realistically speaking, when is construction likely to start on these phases? And will it start from the east or the west?	Construction funding has not been allocated yet, but construction is not likely to start before 2026. It is too soon to determine where construction will start, but the status of utility relocations and the availability of acquired property will be important factors in the decision.
55	Virtual Meeting	Is there funding to build Phases 5 & 6? When would construction start?	See response to #54
56	Virtual Meeting	A follow-up question about Treat. That portion of the street (south of Grant) has a big problem with speeders, and it's only gotten worse with the dispensary. Is there any way to add something (anything) right there to discourage non-resident speeders who use it as a side road?	The City is in the process of implementing the Treat Bike Blvd in this area. The project will include traffic calming and will reduce the speed limit to 20 mph. This should help reduce speeds on Treat.
57	Virtual Meeting	There are areas along Grant where the water runoff flows South to North between businesses / buildings. How will you accommodate this without backing up the water? Do you know where these areas exist? Have you talked to property owners?	Yes, we have talked to several property owners and researched drainage complaints. We are in the process of preparing a drainage report. The model use for the report has identified approximately 10 locations where water crosses grant road. We anticipate minimal changes to the road profile to avoid impacting property owners. We are looking to connect some locations to existing storm drain systems, and to use siphons in other areas to convey drainage across Grant Road without raising the road.
58	Virtual Meeting	Please acquire some businesses/dilapidated structures so the two zones will both have green space. Otherwise its the lower income neighborhoods only getting hotter. We need park/green space too.	See response #48
59	Virtual Meeting	Will there be less noise from the sirens on Grant Road? they are overpowering right now	Sirens are a function of emergency response systems beyond the scope of the project. The Grant road project will evaluate noise from road traffic and mitigate based on City/County/RTA policy
60	Virtual Meeting	Are there any studies about where noise will increase, and can you explain more about noise abatement strategy?	Noise levels are affected by the road alignment, the road profile and the projected traffic volumes. A noise study will be performed for Grant 5&6 once those parameters have been established. The study will evaluate which locations require noise mitigation based on City/County/RTA Policy. On Grant Road Phase 2 there were a couple of blocks where homes were close to the road that required noise walls. However, several other areas did not meet the requirements.
61	Virtual Meeting	Has it been considered to not allow left turns from Mountain onto Grant during anytime of day?	See response to #1
62	Virtual Meeting	Will -all- bus stops be covered?	Yes, all bus stops will have shelters and benches

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63	Virtual Meeting	Will there be an elevation change in the new road? If yes, how much? Thanks	We are not that far along, but expect that elevation changes will be minimal because otherwise there would be significant drainage impacts to property near the project.
64	Virtual Meeting	Is Chevron going to remove for project	Assume this refers to the NW corner of Grant/Tucson Blvd. We are not sure yet. We believe we can preserve the canopy for the fuel pumps and provide access but have not spoken to business owners to determine if there are other issues/impacts that need to be considered.
65	Virtual Meeting	What lighting will be added and are the impacts on dark skies and birdlife/ bird migration factored in to the design?	The project will use LED lighting with a 3000k temperature. Those fixture are dark sky compliant due to the lower temperature and because they direct the light downward with minimal to no spill upwards. Light shields will be installed adjacent to residential areas to avoid light spillback. Pedestrian scale lights will be used in high pedestrian traffic areas (also 3000k LED)
66	Virtual Meeting	Thank you! I live near the Norris - Edison intersection and cannot wait for this project to be real!	Comment Acknowledged
67	Notes on Exhibits	Would like City to acquire Circle K at SW corner of Grant and Tucson - attracts bad customers	Project can only condemn/acquire property needed for the road improvements. Property will be acquired if needed for the road, otherwise it will remain
68	Notes on Exhibits	Owner at NE Corner of Grant/Loretta would like access from the alley on the back of the property (East side) in addition to access from Loretta.	Research shows that wall on property line (built by shopping center) is legally established. There is also a no-access easement along the wall alignment. Therefore access from alley will not be feasible
69	Notes on Exhibits	Request adding fencing or other treatment to keep children from crossing Grant between Country Club and Camilla	The team is looking to widen the median slightly and add fencing (similar to Tucson High) to improve safety.
70	Notes on Exhibits	Lots of kids cross Grant at Camilla. Boys & Girls club supportive of proposed crossing and of the traditional intersection design instead of Indirect Lefts	Comment Acknowledged
71	Notes on Exhibits	Residents of Sparkman S of Grant would like to be able to make left turns onto Grant Rd	Right turn out of Sparkman followed by U-turn at Palo Verde is safer than crossing 6 lanes on grant road, but the team will make revisions to provide left out median design
72	Email	Please immediately squash these two proposed changes: 1) Removal of approved NB and SB left turn lanes at Mountain, a huge disadvantage to 4 adjacent neighborhood circulation. Further, this removal would overload adjacent arterial left turn bays. Analysis of only "5 lefts in peak hour" is absurd, DUE to existing turn prohibitions in place. 2) Removal of indirect left severely overloads Campbell. Argument in past to defer or deny 6-lane Campbell was "ability of CC to handle load". Please reject both proposals. This is an important RTA major corridor. We do not need another "city leadership argument" like downsizing Broadway.	Please refer to discussion on presentation for rationale supporting these proposals