

Meeting between the Grant Road Coalition and Grant road project staff.

October 3rd, 2018 -- 5-6.30 pm.

Ward III office, 1510 Grant Road, Tucson, AZ.

Attendees:

TDOT: David Burbank – Grant Road project manager

PSOMAS: Alejandro Angel –Phase 2 engineer with Psomas engineering.

WARD IV: Steve Kosachik – Ward 6 council person Alison Miller – Ward 6 council aide

WARD III: Matt Kopec – Ward 3 council aide

Joan Daniels – Co-Chair, GRC and Jefferson Park NA (JPNA) JPNA: B. Schlanger, D, Richmond, J. Osuna, C. Nichols, Y. Lorch, S. Trapmann
MOUNTAIN/FIRST: S. Studd (Minute taker) CAMPBELL/GRANT: B. Halverson , B. Silverstein

The purpose of this meeting is to address and discuss multiple neighborhood concerns related to the Phase 2 construction of the Grant Road widening. The meeting was arranged by Joan Daniels on behalf of JPNA residents and other concerned Grant Road coalition members, with project manager David Burbank and project engineers from Psomas.

MINUTES

Call to order at 5pm, followed by brief introductions

MINUTES- by Topic

COMMENTS/COMMITMENTS

TOPIC -- LIGHT POLLUTION

1) Hampton to Santa Rita light infringement. Request residential shields.

- Resident Bob Schlanger told the Mr. Burbank and the group the extent to which there is light infringement onto his property, including into windows, from the newly erected LED street light poles along Grant Road. He detailed the research he had done with the light manufacturer into different types of light shields (“house-side shields”) that can be fitted to prevent light shining backwards towards the residential areas. These cost \$35 each. Bob noted there are 30 lights from Stone to Mountain Avenue and asked that the project managers address this light pollution issue by retrofitting all of these lights with house-side shields. (Note: the project has already agreed to install one shield on the pole most affecting this particular residence).
- Bob Schlanger asked that he be given specifics, in writing, regarding D. Burbank’s comment that the lights could be turned down at night. Specifics would include a) what time of night and b) what percentage reduction in light output?

2) TDOT lighting policy going forward for residentially sensitive stretches?

- Further request was made by Joan Daniels and others, that all future phases of the widening should consider adding these shields into the project plans whenever near majority residential areas, especially given the low cost involved.
- Mr. Angel noted that this issue should really be taken up with the Grant Rd task force but is really a city-wide issue, not just within this Grant Rd project. He noted that city-wide, all arterial streets will eventually have these LED lights fitted which can be directed and are

Current Light Pollution

- The project has already agreed to install one shield on the pole most affecting this particular residence (Schlanger’s).
- No commitment from TDOT for mitigation the lighting for the remaining residences Hampton to Santa Rita

more efficient, and changing them in one place means changing them everywhere. He notes “The manufacturers specifics state that there should be no light at 60’ behind the light pole, and the issue with your house (Bob’s) is that it’s at a corner so there are more light sources, as it is shining from other angles”.

- When asked who can make the decision to add the shields or not, Mr. Burbank stated it *could* be him to make that decision and that “from here on we can consider it for addition to future phase plans”. However, he noted that the Director of Transportation has the final say.
- Mr. Burbank stated he would ensure that the Grant Rd Task Force (GRTF) were advised of this neighborhood concern and the discussion of fitting shields. The intent was that it would be discussed at the next GRTF meeting (no date set yet).

3) Intersection- noise signal for blind

- Resident Bob Schlanger stated there is considerable excess volume from the four pedestrian crossing signals at the intersection of Grant Rd and Park Ave. This had already been discussed between Mr. Schlanger and Mr. Burbank at a previous time, recently. In follow-up to that discussion Mr. Burbank stated that they had “focused their efforts on figuring out how to lower the volume” to address the complaint and that they had already been lowered.
- Further discussion between the group addressed
 - i. Per Mr. Angel -- Even though there is no current federal mandate that these be installed, there are proposed ADA Guidelines for Public Rights-of-way that are in the federal rule-making process. The city is being pro-active by installing them now on active projects. Mr Angel provided a link to the guidelines to Mr. Schlanger
 - ii. Per Mr. Schlanger – The people he had spoken to Campbell Company pedestrian Safety, and they had said the sound could be turned off at night around 8 pm, and that they should only be audible for up to 10’ from the crossing.
- Joan Daniels asks Mr. Burbank if he is able to reduce the volume level again such that it meets the 10’ audibility standard. Mr. Burbank agreed to “follow up on that and see if we can lower it again/more”.
- Mr. Burbank also says he’d have to look into it as he was not sure how, or if, the city would be able to program the signals to go off at a certain time

Future Lighting Policy

- Mr. Angel noted that this issue should really be taken up with the Grant Rd task force but is really a city-wide issue, ... He notes “The manufacturers specifics state that there should be no light at 60’ behind the light pole,...
- Mr. Burbank noted that the Director of Transportation has the final say.
- Mr Burbank will bring up at Task Force

Noise pollution

- Mr. Burbank stated that they had “focused their efforts on figuring out how to lower the volume” to address the complaint and that they had already been lowered.
- Mr. Burbank also says he’d have to look into it as he was not sure how, or if, the city would be able to program the signals to go off at a certain time of night – but Bob notes he read it can be done via usb per the user manual. **“We did adjust the audible pedestrian signals at the corner of Grant & Park” (email 10/17/2018)**
- Schlanger – still no change**
- No timeline was given to address this follow up however Mr. Burbank says it will be covered at the next GRTF meeting.

TOPIC -- GARBAGE Collection



900 Block of E. Edison and 2300 block of N. Hampton

Telephone poles had been removed from the alley as of 10/03/18. Question raised as to when Environmental Services access will be restored, is alley pick-up returning?

Mr. Burbank stated that garbage pick-up would happen this coming week and he will know after that if collection had been successful.

Garbage Collection

"We tried last Wednesday and the truck still couldn't get through. We are now forced to acquire additional property in the alley to make room for the trash trucks. I was trying to avoid this, but now I am forced to move forward with property acquisition."

TOPIC -- LANDSCAPING and mitigation for residents



Basin Landscaping:

Not enough trees planted along the basin edge. Not like the plans depict

- Mr. Burbank indicated that the landscapers had gone back out just in the past few days and added more trees to better match the plans. Flags are in place, trees to be planted soon. Unsure of species.

Grading plan- Park to Santa Rita:

landscape plan in preparation for the linear park.

In reply to the question as to the status of the grading plan and use of the "amenities dollars" (see italicized notes ♦ and ♦♦ from former meetings with COT, RTA, TC&B and council persons for more background), Mr. Burbank states "to my knowledge, we never committed to doing the grading with Markham...and I did not receive the grading plan via email, until today (10/03/18).

This caused confusion and concern on several levels as the Grant Rd coalition members feel that this was clearly agreed upon by the COT representatives present at the 3/14/18 meeting. Therein it was said that a grading plan should be sent to the TDOT prior to Markham leaving the work site, such that Markham could do the proposed grading. The COT was to reimburse TCB from the monies saved by not installing amenities within the basin area. *Note: during this meeting it was also discovered that the city paid TCB for the grading plan out-of-pocket and not from the \$60G amenities money as was previously discussed.

Mr. Angel says that TCB requested that Psomas do the grading plan, which was completed and sent back to TCB on July 18th.

It appears that TCB failed to send the grading plan to the TDOT as required to meet the Markham deadline. Markham has already essentially completed their work and machinery is no longer on site. So where do we stand now? Answer: we need to raise funds.

Mr. Burbank stated that as per Robin Raine, TDOT director, no portion of the ~\$60,000 'amenities savings' will be released until the JPNA/GRC secure matching funds. Funds WILL ONLY be released as a match, up to \$60G. He also indicated, in further discussion, that in-kind contributions such as volunteer labor and/or donated plant materials would be very unlikely to count as monies raised. He also thought that an official MOU would be unlikely. Final discretion on this is Fahad at PAG/RTA (Matt Kopek, Ward III)

Basin Landscaping

■ Mr. Burbank indicated that the landscapers had gone back out just in the past few days and added more trees to better match the plans. Flags are in place, trees to be planted soon. Unsure of species. "Gary and I did flag 9 more trees along the southern edge of the basin. The names of the trees are on the white flags." (email 10/17/2018)

Grading Plan/completion

■ No commitment on grading from TDOT – opportunity lost for Markham...or TDOT does not believe it was ever agreed upon? ♦♦

♦ 11/22/2017 Minutes (Meeting at City Hall w/Uhlich) (re: the 60K) M.

Ortega "These are RTA dollars, restricted, can they be used for capital improvements? **Farhad** " Yes, but need to be truly defined as a park." M.

Ortega "Agrees to park concept. Dollars for the amenities can be made available once city knows what the plan is for development and maintenance."

♦♦ 3/14/2018 Minutes (Meeting at Ward III with TCB, TDOT and Councilperson "City will reimburse TCB out of 60K for cost of plan-agreements already in place for moving funds?" "Plan to TDOT before JUNE in order for Markham Const to complete (grading) before leaving Phase 2

Landscaping missing within right-of-way, Park to Santa Rita

- Mr. Angel stated that there is no landscaping in the 15' buffer beyond the south edge of the sidewalk, because of where the bus pullout is. Also, from Fremont to Santa Rita there are no "real plantings" as it is an "interim section that will be dealt with in Phase 5&6".
 - Residents note that 5&6 will not be for many, many, years so why not plant the trees now since you know roughly where the back of the curb will be?
 - Mr. Angel: because the grade may change or the utilities may move. A better solution would be to plant trees in the linear park section, to create the buffer.
 - Residents: why do we have to raise money to create our own buffer when it was stated in the Grant Road vision document that it would happen?

No resolution on this topic.

Landscaping, Park to Santa Rita

■ No resolution to this

TOPIC – REDISTRICTING BOUNDARIES for Historic Jefferson Park



Jefferson park neighborhood is asking for the redistricting to happen now, rather than wait until after Phase 5&6 are completed (perhaps 10+ years, when 3-4 more historic homes will be lost). Noted that Banner has also started to redistrict and they have people on staff who could do work.

- Joan Daniels cites a letter dated Aug 28th, 2015 from then TDOT director D. Cole saying TDOT will pay the ~\$10, 000 to have the redistricting done.
- Mr. Burbank - I verified on 10/3/18 that the money is still obligated per Robin Raine for this but must wait until after ALL phases complete.
- Joan Daniels - "JPNA may be willing to forego including the phase 5/6 historic properties and would prefer it start now"
- Mr. Burbank – "Put that in writing and I will push it through".

Redistricting the historic boundaries of Jefferson Park

■ Mr. Burbank – "Put that in writing and I will push it through".

TOPIC – TRAFFIC SIGN at Hampton partial closure



Hampton residents say there is a lot of cut-through traffic. Requested that the sign be changed from 'local traffic' to "local traffic only", which is a stronger statement. Mr. Angel says that the city cannot restrict public access to public streets and the signs are not enforceable. The decision to change the sign was made by COT traffic engineer Diahn Swartz- and the JPNA was not consulted as there are too many decision that need to be made to consult on every time.

Changing the traffic sign to add "only"

■ The decision to change the sign was made by COT traffic engineer Diahn Swartz- and the JPNA was not consulted as there are too many decision that need to be made to consult on every time.

■ JPNA would need to start over with TDOT sign department

TOPIC – ANTICIPATED STUDIES (traffic, noise etc.)

- Traffic study for Park Ave and Mountain
 - Burbank: Mountain Ave is outside project limits, so it won't be done.
 - Bob Schlanger: that wasn't the reason we had traffic study in first place, not related to Grant Road but instead related to traffic turning from Speedway onto Park and Mountain – that's why Cole approved the study. At that time we didn't know there would be these arrows also on Grant.

- Mr. Angel looked up traffic volume on Park Ave. in 2005 10, 000 per day, 2015 8,000 per day and 2017 during construction 7,000 per day.
- Mr. Angel -- wants to clarify what the Park Avenue study will do. Need to look at volumes and if signals are needed. RTA initiated the study and the original goal was to look at *how indirect lefts affect intersections and corridors*. We did counts on Grant, 1st, and Stone, daily counts and peak hour counts, and travel time along corridors, and recorded how far cars backed up at intersections. In this upcoming study we will repeat all those same measures. When we do counts we can look at Park Ave and see if the project has put more traffic onto Park, and if it has we'll need to consider what needs to be done to address that. We will look at back-ups on Park and Grant.
- Indirect left will be near Compass bank near Park Ave, one on either side of First Ave.
- Mr. Angel: **Traffic counts will be done in March or April 2019**, once traffic patterns have settled and students are in session again.
- Joan Daniels: Traffic study on Mountain Ave won't be done until Phase 5/6? Can we request one to happen sooner due to all the heavy traffic and speeding mixed with heavy biking and pedestrian use?
- Mr. Burbank: you'd need to request that from TDOT.
- Mr. Angel: PAG did pre-construction (2015) counts on Mountain but not for our purposes (not for Grant Rd project). Data should be available on PAG website.

➤ Noise study- what is the timeline?

- Mr. Angel: same time as the traffic study, March-April 2019
- Bob: Can we have a meeting prior to this study as last one seemed faulty as it was done after houses were torn down.
- Mr. Angel: Any decisions are based on design year, (2040), if noise is above 67 decibels or above, we put a wall up. Study takes measurements in right-of-way as that's what they have access to. They do noise measures at multiple points and then model the rest, including counting cars. They estimate current noise and then use future road conditions and future traffic loads to estimate future noise. Study will follow national guidelines. Measured in 4-5 places along 2 block stretch and take readings at peak times. A 15 decibel increase would also get a wall but it is rare to meet that increase in an area that is already built up.
- Brian Silverstein: If Campbell-Grant paid for their own noise study, would the city pay attention to it?
- Dr. Angel: Maybe, but should be done right before project is happening.

Traffic Studies

- Park Ave traffic counts will be done March-April 2019
- No commitment to Mountain traffic study before 5/6
- Neighborhood needs to request a Mountain Ave traffic study from TDOT if wanted completed before phases 5/6

Noise studies

- Noise study March-April 2019
- No commitment for pre-meeting with neighborhood to direct the technical approach to the noise study. The City committed to sending the noise mitigation policy and the 2016 noise presentation made to JPNA which explained the study process

Meeting adjourned at 6.30 pm.

(minutes by Sara Studd)