

GRANT ROAD COALITION CENTRAL SEGMENTS

web-site: grantroadcoalition.com



May 4, 2021

Grant Road Project Manager
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Mr. Roggenthen et al:

Thank you for organizing the opportunity for neighborhoods to review the Grant Road plans in person at Tahoe Park on April 24. The openness of the staff present to listen to, and discuss, our input was greatly appreciated. Below are the concerns/understandings of The Grant Road Coalition as a result of the meeting. We present these items as a springboard for further discussion. The concerns are listed by neighborhoods, however:

MOUNTAIN AVENUE is an issue common to SAMOS, Jefferson Park and Mtn/First

- No Left Turns from neighborhoods and its effect on neighborhood traffic:
 - The traffic on Mountain and the intersection must be addressed. “Eliminate proposed N-S left turn lane” should be changed to no left turn movement at all, north and south onto Grant from Mountain! The current system with the little signs that tell what time of day one may not turn are grossly inadequate and dangerous.
 - No left turn signals on Grant at Mountain, allowing no traffic off Grant into the neighborhoods. This forces all vehicular traffic flowing to the UA onto Campbell or Park.
 - Mountain currently is overwhelmed by regular traffic, ambulance traffic, U of A Cat Tran, and is a heavily used bike and pedestrian route to the UA. JP is in the process of working with TDOT to mediate the traffic concerns existing now. We must integrate the project with the current plans.
- Speeding:
 - Lower speed limit on Mountain from Ft. Lowell to Grant, and Grant to Speedway to 25 mph. It is 25 mph now north of Ft. Lowell.
 - Add traffic calming of some kind on both of those stretches. The precedent has already been set north of Ft. Lowell.

Since we are not professional engineers, we request that TDOT, PSOMAS look south of the immediate project to advise on the potential changes/solutions to the neighborhood traffic patterns arising from the project. We request a follow up meeting specifically for the issue of Mountain Avenue, to include TDOT as well as PSOMAS.

SAMOS – North side of Grant Road –Mtn to Campbell Ave

- REMNANT PARCELS – All parcels shown as Landscaping “Opportunity” from Mountain to Campbell should become dedicated green space. It is the highest and best use of that R-1 property. Precedent was set in Phase 1/2.
 - It falls within the City’s green infrastructure initiative plan contributing to the million trees.
 - Compensates for the “heat island effect” of the 6-lane asphalt roadway.
 - Several city programs would support/donate vegetation etc. Grants for amenities will become available.
- TRIANGLE PARK - The triangle park’s (northeast corner of Grant and Campbell) increased area and alley closure is an excellent idea and one supported by the neighborhood.
- NOISE – Samos remains concerned about noise

CATALINA VISTA-South side of Grant Road-Campbell to Tucson Blvd

- SAFETY WALL - Since there is insufficient area for landscape opportunity to mitigate additional traffic, provide a “visual, safety” wall from Norris to alley east of Wilson. This wall should mirror the wall on Campbell (Catalina Vista west border) created during the Campbell widening project. This will serve to create visual continuity, safety, improve quality of life and maintain property values.
- PEDESTRIAN CROSSING - Eliminate Pedestrian crossing at Plumer. Vehicles and motorcycles stopping/starting for pedestrian crossing here will increase noise levels and vehicle emissions.
- MITIGATE CUT-THROUGH TRAFFIC at Wilson. Cut-through traffic (to avoid light at Tucson Blvd) creates a dangerous traffic pattern at Juanita/Wilson.

JEFFERSON PARK - South side of Grant Road 1st Avenue to Campbell

- REMNANT PARCELS - All parcels shown as Landscaping “Opportunity” from Santa Rita to just past Mountain must become dedicated green space. It is the highest and best use of that R-1 property. The precedent has been set with the existing Health and Heritage Trail and would complete the bike loop.
- RTA and the remnant parcels – The case must be made to the RTA, COT, PDS, TDOT that the use of the remnant parcels as a green infrastructure opportunity is a significant contribution to the Tucson vision.
- MONUMENT SIGNS for neighborhoods. PSOMAS indicated there would be room made for the construction of monument signs for the neighborhoods at both Mountain intersection and Campbell intersection. It was suggested that the size of the signage be provided to PSOMAS by the respective neighborhoods.
- RESIDENCES ON THE MICHIGAN LEFT - PSOMAS indicated that the 10 residences immediately west of Campbell on the south had seen the plans and were in agreement. The most western of those residence use the alley for parking at this time. The others may use the access way for front yard parking. Noted one historic home may stay as it sits on the south side of the lot.
- NOISE STUDY – We understand that the coming Noise Study will be made at and near the Campbell/Grant Intersection to determine if noise walls are warranted.
- PEDESTRIAN CROSSING – At Warren a Michigan Left is understood, at Highland seems overkill.
- NOTE: Neighbor once has suggested that Mountain be made one-way and Park Ave one-way the other way. At the very least, we must address the issue of traffic calming on Mountain Ave.

CAMPBELL/GRANT NEIGHBORHOOD

- The green space should continue east of Norris as far as possible.
- There must be sound mitigation along the north edge of Grant.

FINALLY, how will the Grant Road Coalition and neighborhoods in Phase 5/6 know which suggestions have been integrated and which have been discarded BEFORE the next iteration of the plans (60%)? We request that you do not move forward from the 30% stage until concerns are discussed with our group. As you can see, we still have issues, which we want to be addressed and understood before any plans move to the next step. We hope you will be able to facilitate this request.

Thank you, The Grant Road Coalition

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