

Zoom meeting with DTM, September 29, 2021, 5:30pm

RE: Grant Road Coalition and DTM communication

Present:

DTM - Diana Alarcon Ward III – Matt Kopec Ward VI – Steve Kozachik
Jefferson Park – J.Daniels, J. Osuna Catalina Vista – Janet Fischer SAMOS – Bam Miller Mtn/First – Sarah Studd

COMMUNICATION

- If anything new occurs (i.e. 30% to 60% and any changes in plans) before the next Task Force meeting, Bob will call Steve K and he will facilitate a meeting with the coalition
- About 2-3 weeks prior to all future Task Force meetings, DTM, Alarcon will initiate contact with the Grant Rd coalition group via Bob Roggenthen and/or Steve K. During these meetings the coalition will be informed of 5/6 status and appraised of any upcoming issues, milestones or results from studies and will be asked for their specific concerns - concerns which will then be agendized for the next Task Force meeting.
- Blenman-Elm, Palo Verde, Doolen Fruitvale, Loretta Heights and Country Glenn will be contacted by the Coalition and asked to participate with the other neighborhoods of 5/6
- Meanwhile any questions/concerns could be handled by Bob Roggenthen

MOUNTAIN INTERSECTION

- DTM has hired a third party consultant to review the safety issues around Mountain/Grant intersection. They are a company out of Phoenix- **Burgess and Niple** (<https://www.burgessniple.com/>) who will come on board October 4 to evaluate the Mtn/Grant intersection. Diana suggested soon thereafter a meeting could be arranged with the coalition to raise their concerns. and get with the coalition about concerns.
- Diana was made aware that Jefferson Park was working with a class at the University of Arizona regarding the safety issues on Mountain. D. Alarcon said to allow them to proceed as their analysis will only be slightly affecting the intersection as it mostly focuses on the interior. U of A class- UA Transportation Planning Course- Mountain Ave. Group Instructor: Joey Iuliano, jiuliano@arizona.edu
- Speed bumps north of Grant are allowed because that section of Mtn is not designated as a “collector”. The section south of Grant to Speedway is a “collector” so is **not eligible** for speed humps.

COMPLETE STREETS INVOLVEMENT All new or revised design concepts must go through the Complete Streets dept review prior to being sent to the Task Force for approval

WHY GREENSPACE ALLOWED ON NORTH SIDE?

Drainage is an RTA issue and the remnant spaces on the north side will have drainage issues/basins

SAFETY WALL FOR CATALINA VISTA

RTA does not have budget allotment for safety walls (will not pay for anything that isn't directly related to the roadway function). It was noted that “safety walls” aren't considered to exist – this concept might be more a privacy wall. Discussion needs to continue for mitigation of the historic neighborhood, Catalina Vista, which is most affected because of the proximity to the road and without any natural buffer (such as remnant parcels or drainage basins). Funding for these mitigations (landscaping/walls etc.) would likely need to come from the City rather than the RTA and would need to be discussed separately from the Grant Rd RTA funds.

INFORMATION FORWARD:

LANDSCAPE PLANS – Philosophy for the remnant parcels is contained in the WHITE PAPER published on-line at grantroadcoalition.com

EXISTING HEALTH AND HERITAGE TRAIL – Information on-line at grantroadcoalition.com

CARETAKING OF THE REMNANT PARCELS – 7/28 MEETING- Alarcon said that the contractor would maintain the remnant parcels for 2 years then DTM would take over.

(J Daniels, 10/1/2021)