1st Avenue: River Road to Grant Road

1st Avenue Citizens' Task Force Meeting

1/16/2025

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Public Engagement Update

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Public Outreach Update

Final Survey Results

588 responses

Final Events and Pushes

Cyclovita

Additional survey pushes through two task force members

Public Outreach Phase I Summary

Open Houses

- In-Person Open House
- Virtual Open House

Materials

- Done in English & Spanish
- Postcards
- Posters
- Business Outreach Packets
- Website Interactive Map
- Public Engagement Summary to come

Events

Pop-Up Events:

- Rillito Farmers Market
- Woods Memorial Library
- Vantage West Credit Union
- Cyclovita

Other Pushes

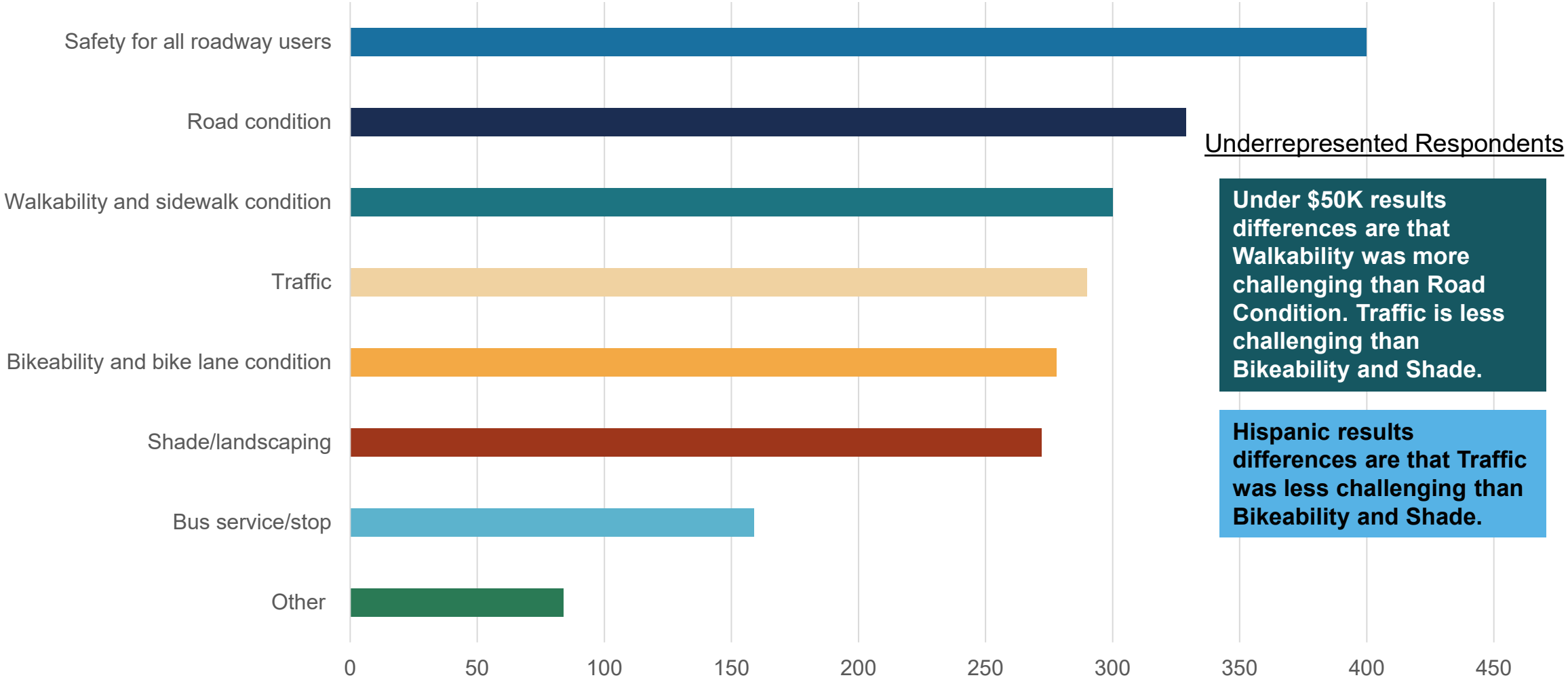
- Business Poster Delivery
- Additional survey pushes through two task force members

Demographics Comparison

	Survey Response Demographics	Corridor Demographics
Race/Ethnicity	15% of respondents are Hispanic.	31.6% of corridor residents are Hispanic.
Age	18% of respondents are in the 25-34 age group	The average age in the corridor area is 31.5.
Income	33% of respondents have an annual income of $100,000 or more. 23% of respondents have an annual income between $50,000-$74,999. 9% of respondents have an annual income under $15,000.	15.6% of residents along the corridor have an annual income of $100,000 or more. 14.4% of residents along the corridor have an annual income between $50,000-$74,999. 22% of corridor residents have an annual income under $15,000.

Preliminary Results

What challenges do you have as a corridor user? Select all that apply.



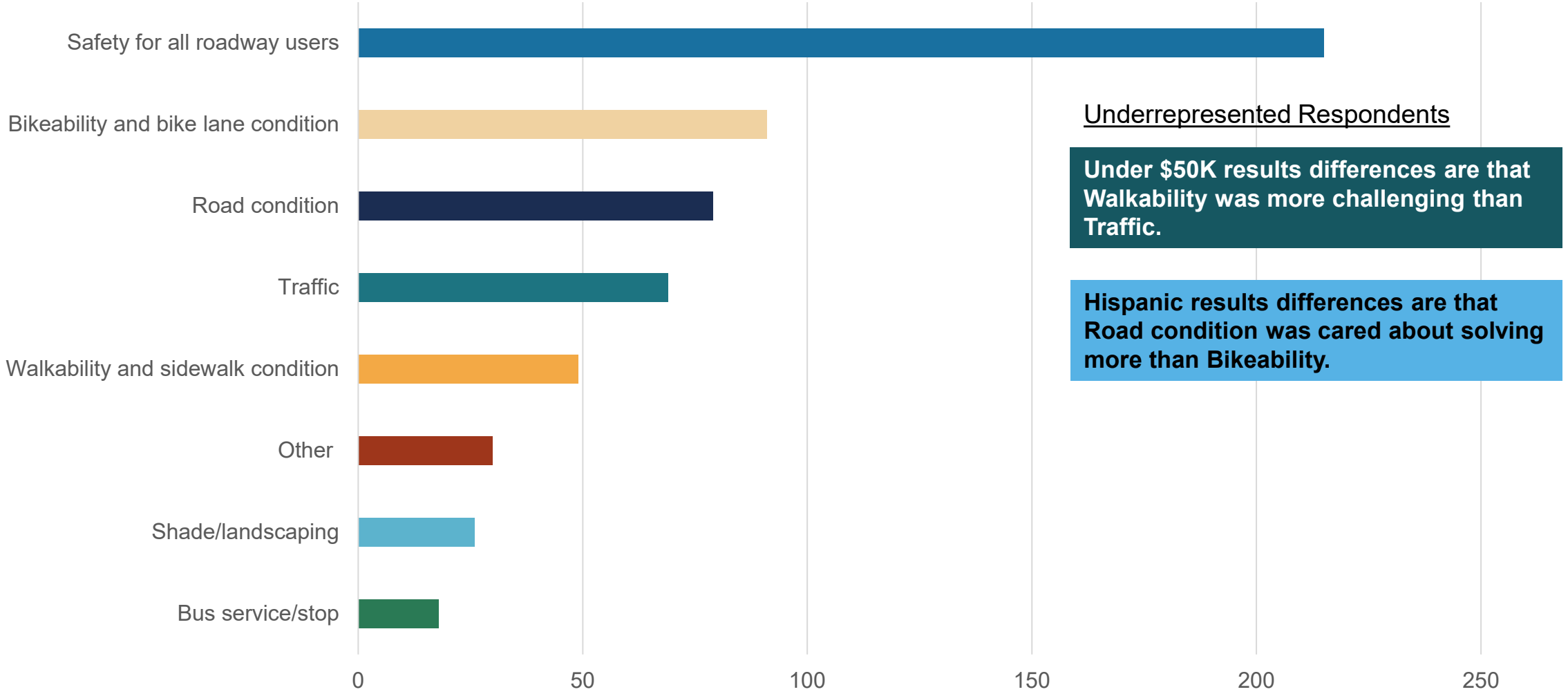
Underrepresented Respondents

Under $50K results differences are that Walkability was more challenging than Road Condition. Traffic is less challenging than Bikeability and Shade.

Hispanic results differences are that Traffic was less challenging than Bikeability and Shade.

Preliminary Results

Which challenge do you care about solving most? Select one.



Underrepresented Respondents

Under $50K results differences are that Walkability was more challenging than Traffic.

Hispanic results differences are that Road condition was cared about solving more than Bikeability.

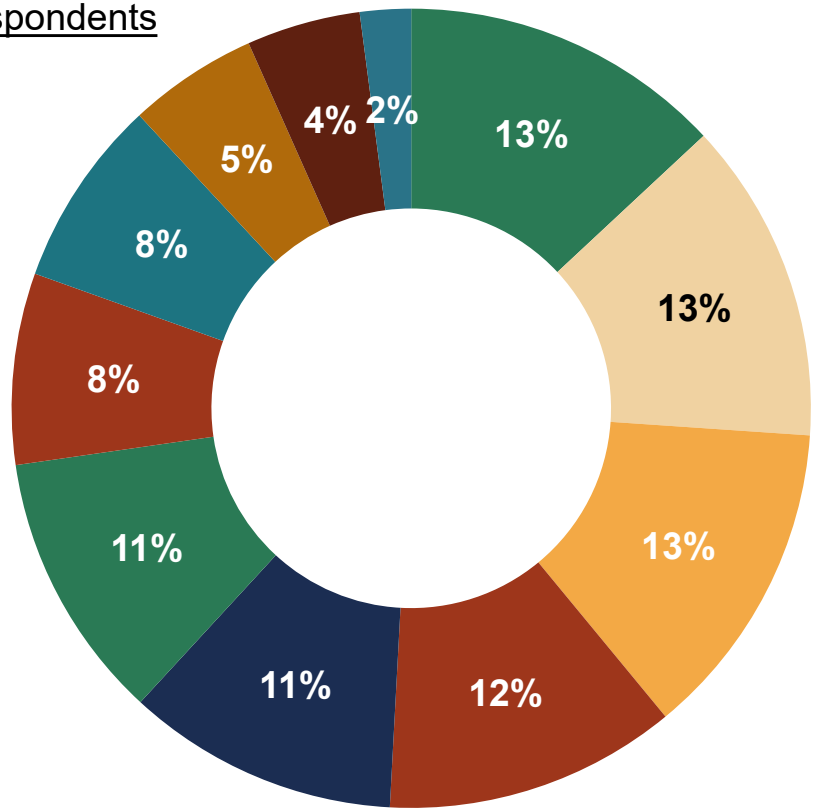
Preliminary Results for All Surveys

What are the top five things you want to make better on the corridor?

Underrepresented Respondents

Under $50K results differences are that Comfortable & accessible sidewalks is their top choice.

Hispanic/Latino results differences are that Comfortable & accessible sidewalks is their top choice.



- **Better bike lanes (including protected bike lanes) 13%**
- Improvements at major (signalized) intersections for people walking and biking 13%
- **Comfortable and accessible sidewalks 13%**
- **More trees and landscaping 12%**
- More places to safely cross the street 11%
- **Road condition 11%**
- **Better lighting 8%**
- Improved bus service and stops 8%
- **Better drainage 5%**
- More turn lanes at intersections 5%
- Other 2%

Preliminary Results

Please rank the following project considerations in order of importance from 1 to 4 (1 = most important and 4 = least important).

Categories	Average weight	Rank
Bicycle/pedestrian safety and comfort	**3.23**	**1**
Minimizing project costs	1.91	4
Minimizing impacts on private property and businesses	2.22	3
Reducing traffic congestion and travel time	2.64	2

Full survey results also align with demographic-specific responses for both Hispanic population and low income.

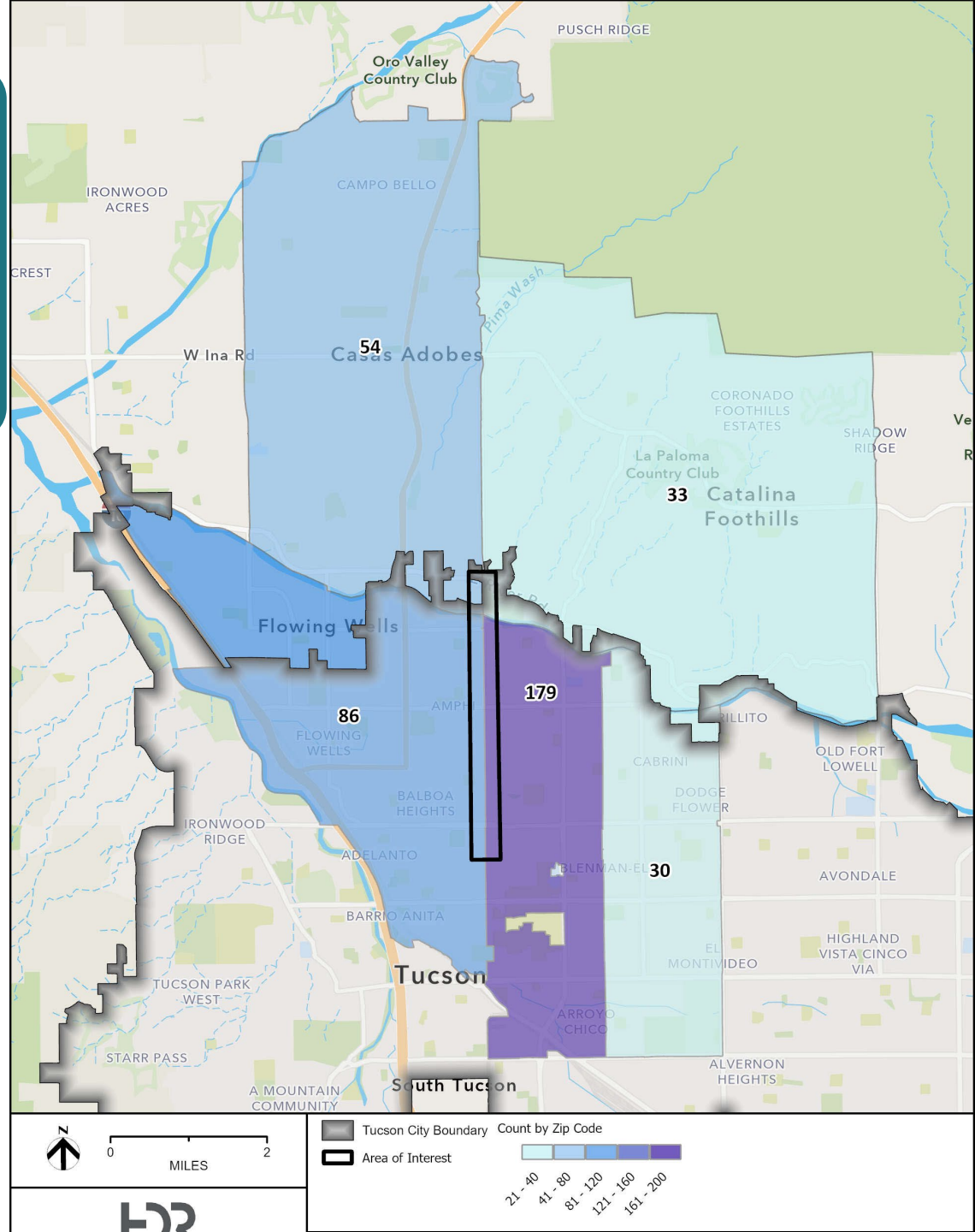
General Comment Themes

- Concern with people crossing the street not at a marked crosswalk in the corridor
- Safety along the corridor
- Buses stopping traffic, need for bus pullouts
- Need for better bicycle lanes
- Need for sidewalks
- Need for more lighting

Where did responses come from?

A majority of responses to the survey were from residents living in the **85719-zip** code, which is right along the 1st Avenue corridor. **34% of respondents (179)** live in this zip code.

- 85705: 17% of respondents (86)
- 85704: 10% of respondents (54)
- 85718: 6% of respondents (33)
- 85716: 6% of respondents (30)



Summary of Existing Conditions

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Existing Conditions: Safety

There were **765 crashes** from 2019 through 2023. That's 153 per year.

There were **48 Fatal and Serious Injury (FSI)** crashes over 5 years. That's 10 per year.

52% of FSI crashes involved a pedestrian or bicyclist.

Most of the vehicle-only near misses involve a **through vehicle and a left-turning vehicle**.

It is critical to separate different types of road users in Space/time to reduce vulnerable road user crashes, injuries and fatalities
- FHWA Safe System Approach.

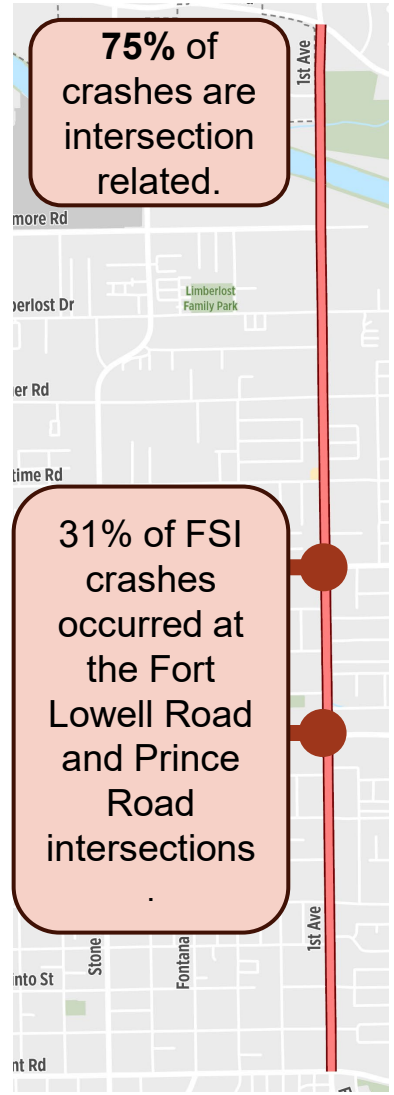
Disregarding traffic signals (like red-light-running) contributed to 15% of FSI crashes.

- Observed at Glenn Street.
- Recorded at Fort Lowell Road and Wetmore Road.

Dark lighting contributed to **58% of FSI** crashes. No corridor lighting north of Prince Road

Speeding contributed to 8% of FSI crashes. Speed limit: 45/40 mph day and 40/35 mph night

There were 72 crashes involving **impairment** (9.4% of all crashes).



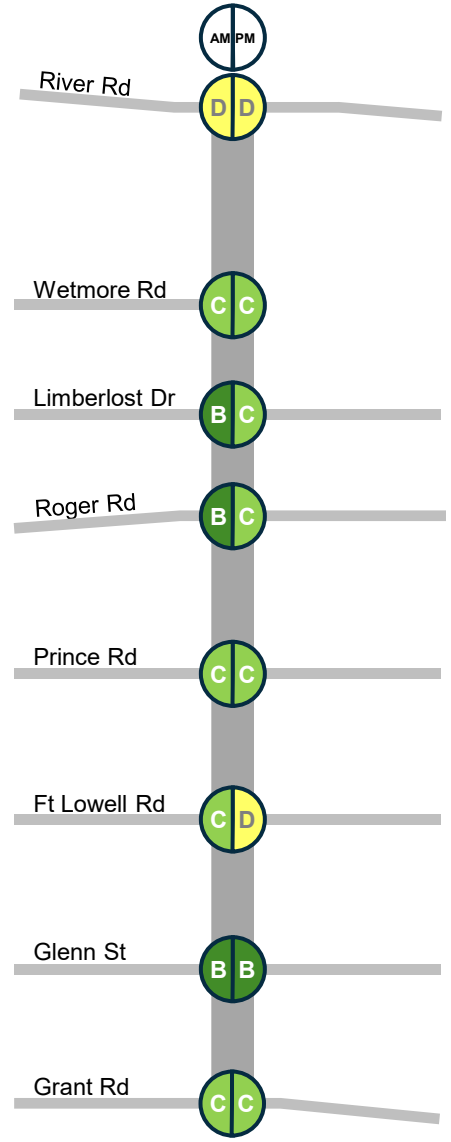
Existing Conditions: Vehicle Operations

- Traffic volumes on the corridor have decreased over 15% since 1998.
- Intersections currently operate at LOS D or better during the AM and PM peaks.
- Travel time data tells us vehicles are generally operating at LOS A/B, and at C/D during peak periods).

LOS A/B may not be the most appropriate services levels when discussing safety in highly multimodal environments in urban areas. Higher level of services can reduce operating speeds, increase reaction time in the event of potential conflicts, and encourage participation in multimodal transportation.

Level of Service Definitions

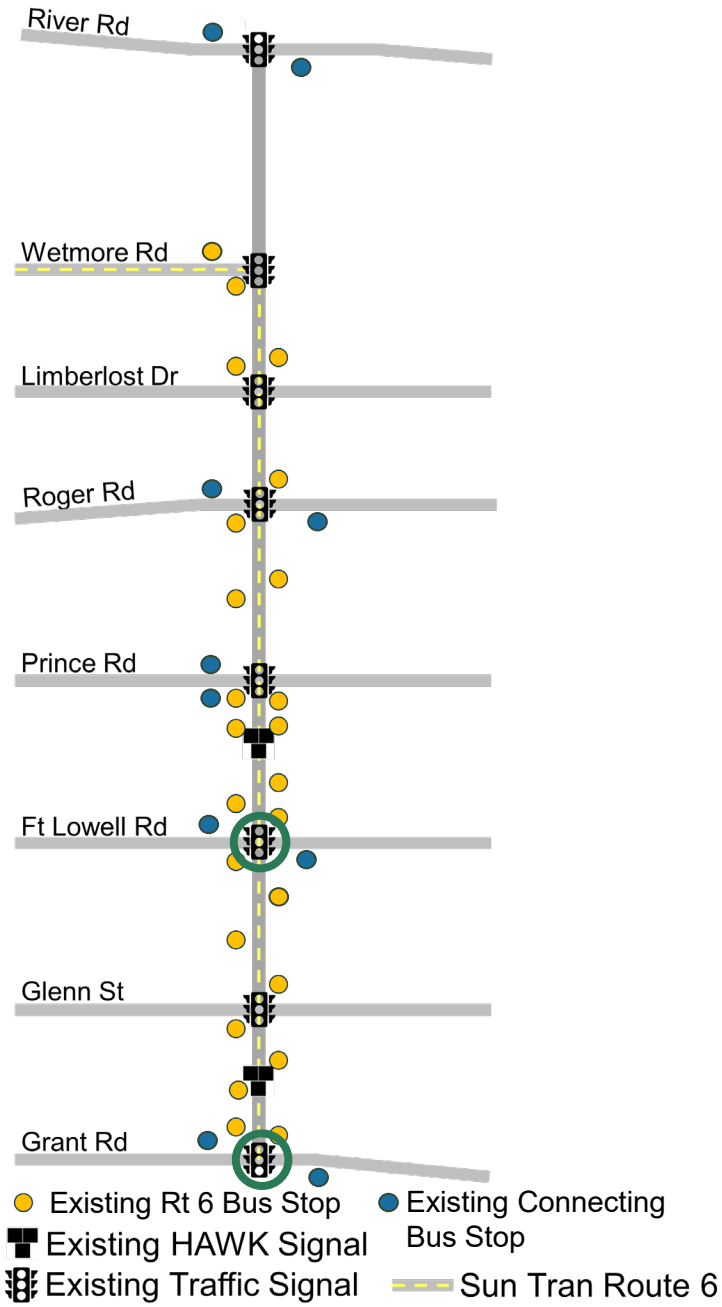
- **A** — Most vehicles do not stop.
- **B** — Some vehicles stop.
- **C** — A significant number of vehicles stop.
- **D** — Many vehicles stop and some in the queue may not make it through in one cycle.
- **E** — Most vehicles will not make it through in one cycle.
- **F** — Many vehicles require two or more cycles to make it through.



Observed red light running during peak PM period. RLR at higher speeds introduces the potential for higher-severity crashes.

Existing Conditions: Transit Operations

- 23 bus stops present along corridor
  - 6 bus pullouts/right turn lane stops
  - Mostly far-side stops
- High ridership
  - Highest ridership at Grant Road and Fort Lowell Road intersections
- Route 6 travel times
  - Southbound – 10 -11 minutes
  - Northbound – 12-15 minutes
- Crosswalks at 8 traffic signals & 2 HAWK signals



Existing Conditions: Active Transportation

Walking:

- 60% sidewalk coverage
  - 40% are greater than 5 feet
- Highest pedestrian activity at Fort Lowell Intersection
- Pedestrian Level of Traffic Stress (PLTS)
  - PLTS of 4 along most of the corridor

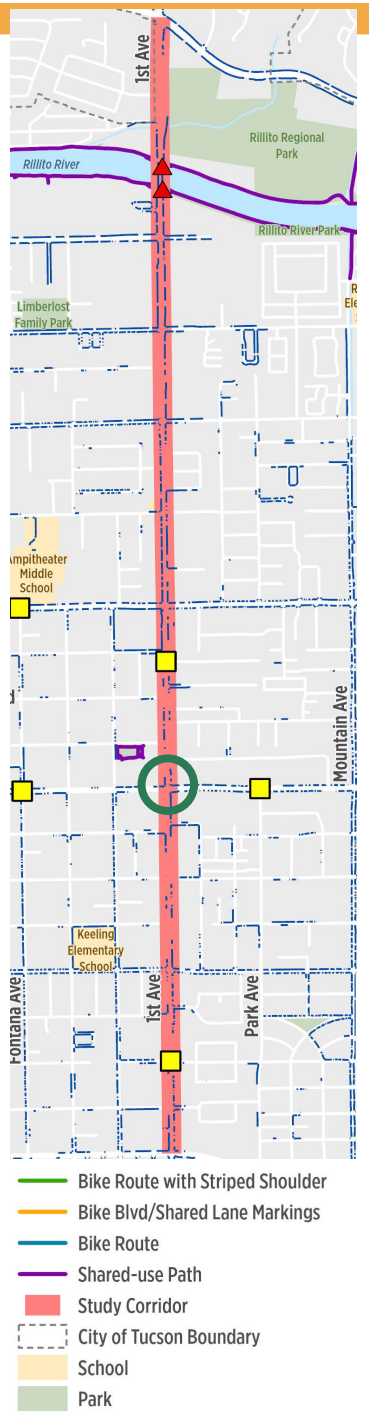
The COT Street Design Guide states the "sidewalk zone should be at least 6 feet on thoroughfares and connectors."

Biking:

- 5-foot unprotected lane
- Up to 10 bikes per hour on the road
  - Highest volume at Blacklidge Drive
- Bicyclist Level of Traffic Stress (BLTS)
  - BLTS of 4 along the corridor

The COT Street Design Guide states that "[object of curb] protected bike lanes should be installed, if feasible, under the following conditions:

- Posted speed of 30 MPH
- AADT > 6,000 vehicles per day
- More than 2 travel lanes
- High potential bicycle demand
- Connection to an existing or planned off street shared-use path"



Preliminary Project Goals

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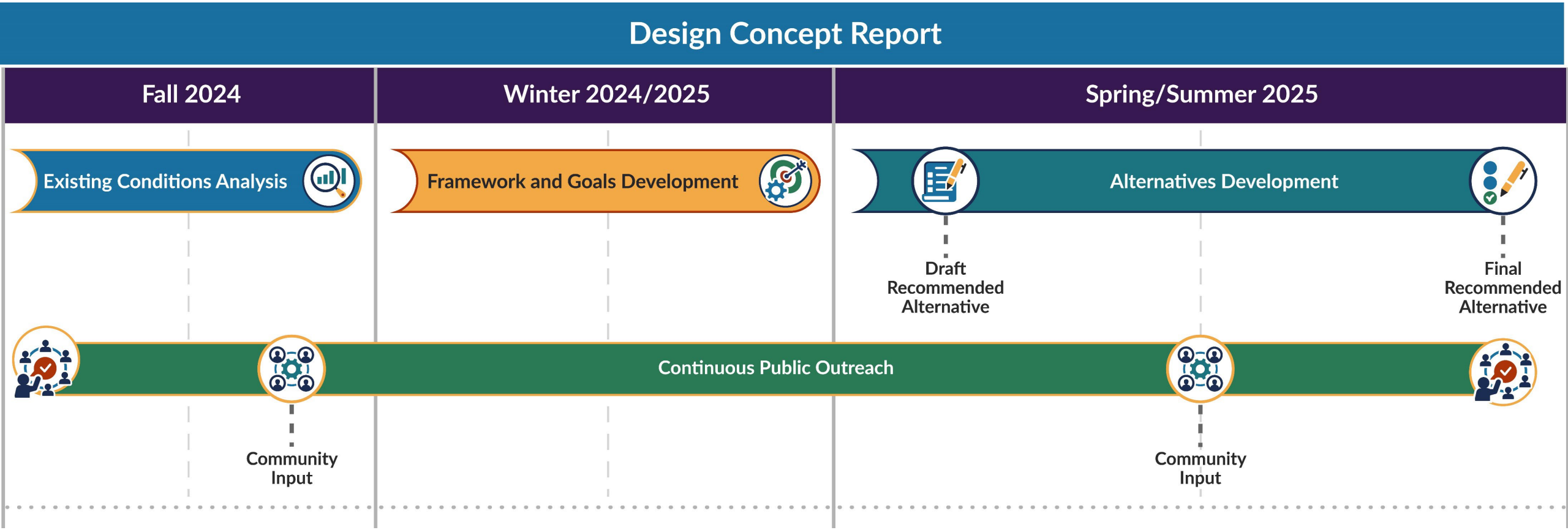
Project Overview



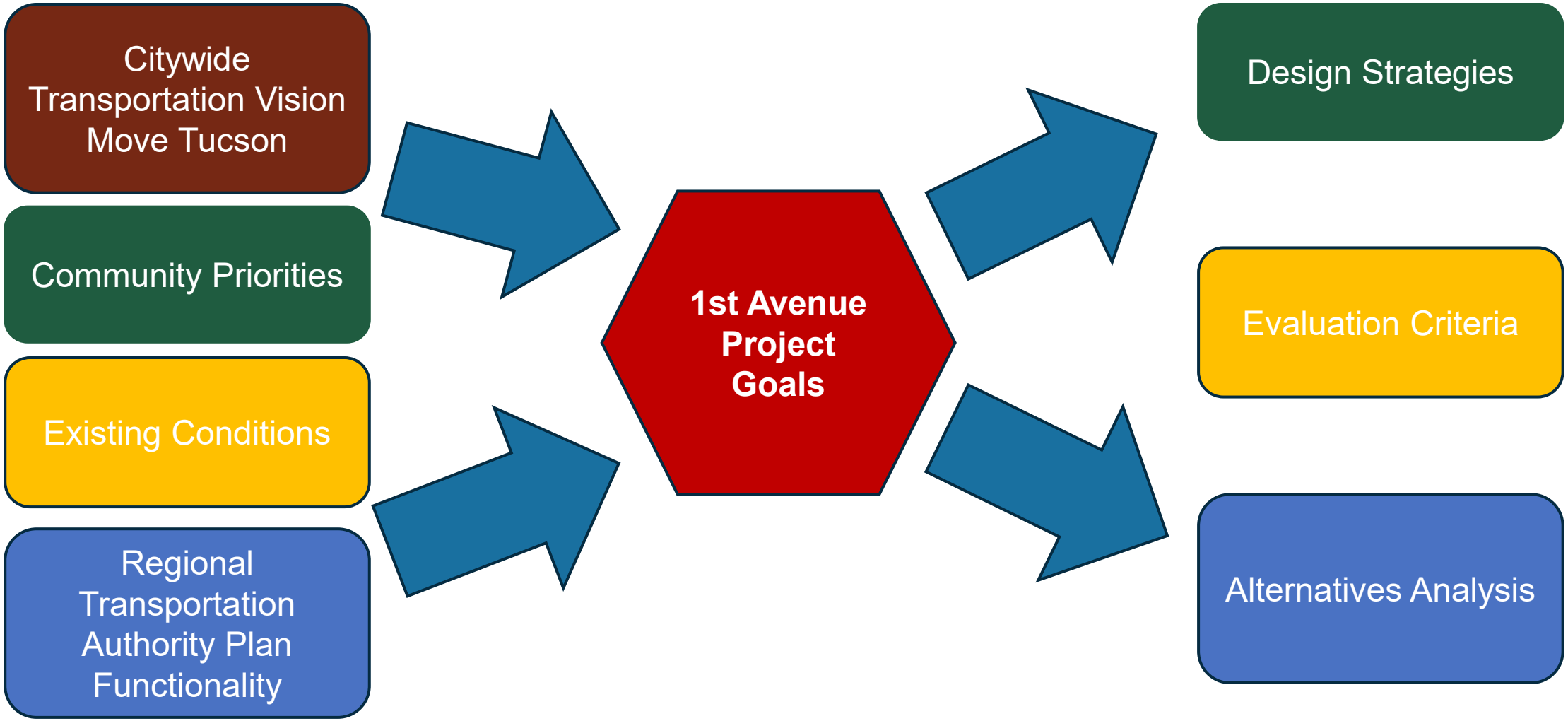
Project Overview

Task Force Schedule for 2025

Framework and Goals Development		Alternatives Development						DCR Development
January	*February*	*March*	*April*	*May*	*June*	*July*	*August*	*Sept. - Dec.*
Draft Goals and Roadway Cross-Section	Draft Prioritization Framework and Roadway Alignment	Final Prioritization Framework and Intersection Types/Locations	Draft Roadway Design Review	Bridge and Drainage Design Review	N/A	Open House Review, Roadway Design Review and Environmental Considerations	Design Review	Design Review As-Necessary
			Draft Alignment Recommendation	**Open House**	**No Meeting**		**Alignment Recommendation to DCR**	**Final DCR Alignment Acceptance**

Project Goals

Goal Development



Project Goals

Defining Goals

- Describe an outcome of the 1st Avenue Project
- Provide a clear direction for that outcome
- Broad and simple, containing a single concept per goal - not overly specific
- Able to be evaluated, assessed, or measured

Purpose of Project Goals

- Guide project design strategies/priorities
- Inform Task Force/Project Team discussions/decisions in navigating design trade-offs
- Establish project evaluation of corridor alternatives to be reflected in Design Concept Report (DCR) preferred alternative

Move Tucson Vision (for reference)

Tucson is preparing for a future in a rapidly changing world by making economically and environmentally resilient transportation investments. We are working together to create a mobility future that reduces barriers and enables opportunities for all of us by **increasing transportation choices, improving safety, and investing in the infrastructure we already have.** Tucson will dramatically shift how we invest in transportation to support a thriving, inclusive, and sustainable city for Tucson residents, businesses, and visitors.

Project Goals

Draft 1st Avenue Project Goals

1) **Improve Safety** for All Users of 1st Avenue, particularly for the most vulnerable roadway users

2) **Increase transportation options** and reduce barriers on 1st Avenue by improving comfort, convenience, and accessibility for people walking, biking and using public transportation.

3) Improve condition of **existing infrastructure** to ensure that 1st Avenue meets community needs now and into the future

4) Enhance the **visual character** of 1st Avenue to support economic and community vitality

5) **Support mobility** along the corridor through the efficient movement of traffic, including transit, personal, and commercial vehicles

6) **Minimize the impacts** of 1st Avenue improvements on adjacent properties and businesses

Key Design Strategies (example)

Project Goal

- Improve Safety for All Users of 1st Avenue, particularly for the most vulnerable roadway users

Key Design Strategies

- Employ the Safe Systems Approach principles in corridor design
- Provide physical separation between bicyclists and pedestrians and motor vehicles
- Manage vehicle speeds to reduce crash severity
- Provide adequate and continuous lighting along the corridor, particularly in the areas with the highest pedestrian activity
- Ensure that pedestrians and cyclists have access to frequent safe crossings.
- Design intersections and upgrade traffic signals to reduce conflicts in space and time
- Minimize distances between bus stops and controlled crossings

Table 16 | Evaluation of Alternatives

Category	Sub-Criteria	Goal(s) Addressed	Performance Criteria			Evaluation of Alternative Performance	
			Most Desirable ●	Somewhat Desirable ◑	Least Desirable ○	Alt 1: Continuous Sidewalk	Alt 2: Protected Bike Lane
Intersection Operations	Intersection LOS	Maintain acceptable vehicular traffic levels	LOS A-C	LOS D	LOS E-F	●	●
	Maximum Vehicular Queue	Maintain acceptable vehicular traffic levels	Max Queue < Storage Length	Max Queue = Storage Length	Max Queue > Storage Length	◑	◑
					Average Intersection Operations Score	**2.5**	**2.5**
Segment Operations	Corridor Travel Time	Maintain acceptable vehicular traffic levels	Travel Time Remains Constant or Improves	Travel Time Increases less than 10%	Travel Time increase More than 10%	●	●
	Side Street Delay	Maintain acceptable vehicular traffic levels	LOS A-C	LOS D	LOS E-F	●	●
	24-Hour Capacity	Maintain acceptable vehicular traffic levels	Efficiency >50%	Efficiency 50-25%	Efficiency < 25%	○	○
					Average Segment Operations Score	**2.33**	**2.33**
Bicycle Operations	Bicycle Connectivity	Provide Bikeway Connectivity	Dedicated Bike Facility along full corridor	Shared Bike Facility along full corridor	No Bike Facility along full corridor	◑	●
	Bicycle LTS	Make it easier for people biking	LTS 1-2	LTS 3	LTS 4	○	●
					Average Bicycle Operations Score	**1.5**	**3.0**
Pedestrian Operations	Pedestrian Connectivity	Provide Sidewalk Connectivity	Sidewalk along Full Corridor	Sidewalk Along most of Corridor	No Sidewalk Along Corridor	●	●
	Pedestrian Level of Comfort	Make it easier for people walking	PLOC 1-2	PLOC 3	PLOC 4	◑	●
	Pedestrian Accessibility	Make it easier for people walking	All pedestrian facilities meet ADA	Most pedestrian facilities meet ADA	No pedestrian facilities meet ADA	●	●
					Average Pedestrian Operations Score	**2.67**	**3.0**
Safety	Operating Speeds	Improve safety for all users	Lower operating speeds	Minimum reduction to operating speeds	Maintain current operating speeds	◑	●
	Bicycle Facility Separation	Improve safety for people biking	Separate with protection Bicyclist from vehicles	Separate without protection bicyclist from vehicles	Combines bicycles and vehicles	○	●
	Pedestrian Crossing Exposure	Improve safety for people walking	Decrease crossing distance (exposure)	Minimum reduction to crossing distance (exposure)	Keeps existing crossing distance (exposure)	○	◑
	Corridor Lighting	Improve Safety for All Users	Lighting along full roadway corridor and at major intersections	Lighting at major intersections	No corridor or intersection lighting	●	●
	Left Turn Lanes	Improve safety for people driving	Left Turn Separation at Intersections and Driveways	Left Turn Separation at Intersections	No Left Turn Separation at Intersections and Driveways	●	◑
					Average Safety Score	**2.0**	**2.6**
					Average Desirability Score for All Criteria	**2.2**	**2.7**

● Most Desirable ◑ Somewhat Desirable ○ Least Desirable

Example Project Evaluation Table

Discussion

1) In general, how well do the Draft Goals reflect corridor needs and community input?

2) Is there anything missing? Additional Goals Needed?

3) Are there any key concepts that need to be captured within the Draft Goals?

4) Score each goal based on level of importance

Goal 1:Improve Safety for All Users of 1st Avenue, particularly for the most vulnerable roadway users

Comments:

Goal 2: Increase transportation options and reduce barriers on 1st Avenue by improving comfort, convenience, and accessibility for people walking, biking and using public transportation.

Comments:

Goal 3: Improve condition of **existing infrastructure** to ensure that 1st Avenue meets community needs now and into the future

Comments:

Goal 4: Enhance the **visual character** of 1st Avenue to support economic and community vitality

Comments:

Goal 5: Support mobility along the corridor through the efficient movement of traffic, including transit, personal, and commercial vehicles

Comments:

Goal 6: Minimize the impacts of 1st Avenue improvements on adjacent properties and businesses

Comments:

City of Tucson Preferred Roadway Cross-Section

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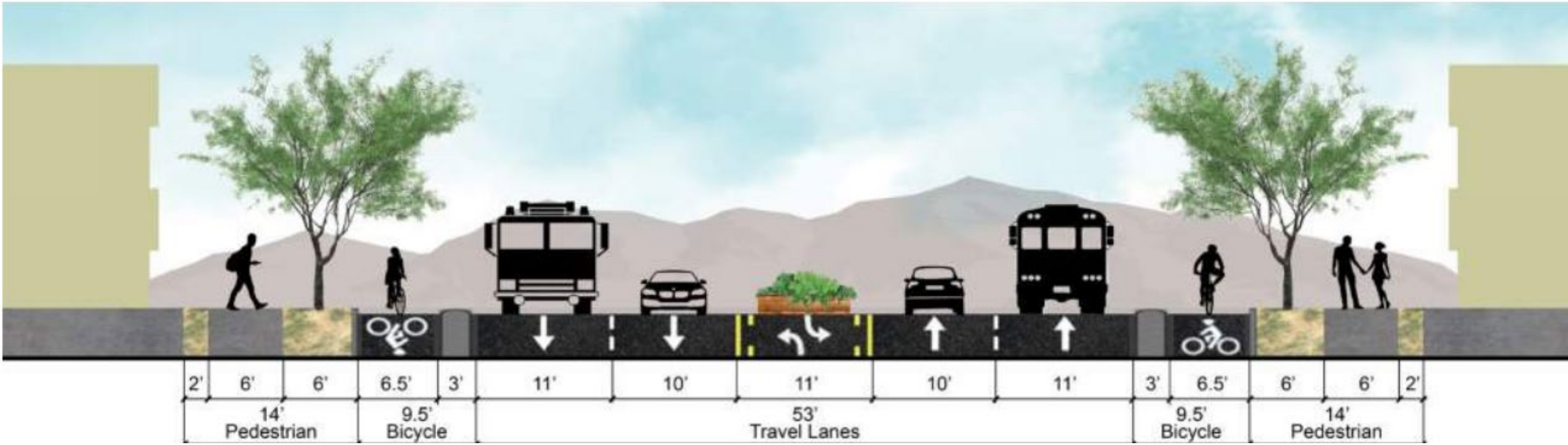
City of Tucson Cross-Section

Section 14. 100-ft ROW, urban 5-lane, 2-way street, pedestrian island, curb-protected bicycle lane



Future Agenda Items

- Questions on presented information
- Topics for future agendas
- Additional information requests

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